



**AGENDA  
AIRPORT ADVISORY COMMISSION  
REGULAR MEETING  
APRIL 10, 2025  
6:00 PM  
CITY HALL COMMISSION CHAMBERS  
204 ASH STREET  
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
  - 4.1 Review Meeting Minutes from the February 13, 2025 AAC Meeting
  - 4.2 Monthly Airport Financial Report
- 5. OLD BUSINESS**
  - 5.1 Class C Airspace Amendment Proposal - Ad Hoc Committee Update
- 6. NEW BUSINESS**
  - 6.1 Review Proposed Facility Use Agreement - Southern Timing 5K Charity Event
- 7. AIRPORT DIRECTOR AND STAFF REPORTS**
  - 7.1 Monthly Airport Director Report
- 8. COMMISSION MEMBER REPORTS/COMMENTS**
- 9. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 10. NEXT MEETING DATE**
- 11. ADJOURNMENT**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the Airport Director.

1. **Call to Order:** Chair Doug Geib called the meeting to order at 6:00 pm.
2. **Members Present:** Chair Doug Geib, Vice Chair Chuck Colcord, Members Prudence Hostetter, Paul Pocock, Greg Cosgrove, Frank Miller

**Members Absent:** George Haffey

**Staff Present:** Nathan Coyle, Interim Airport Director, Robert Kozakoff, Airport Operations, Dave Broughton, Staff Assistant

3. **Pledge of Allegiance**
4. **Approval of Minutes:** The November 14, 2024, AAC Regular Meeting Minutes were presented for approval to the AAC.

**A motion was made by Member Hostetter, seconded by Member Pocock, to approve the November 2024 AAC Regular Meeting Minutes. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

5. **Old Business:**

5.1 Airport Financial Report: Director Coyle gave a comprehensive briefing on airport finances.

5.2 Class C Amendment and Ad Hoc Committee Update: The Ad Hoc Committee Co-Chair, Jeff Schlueter, briefed the AAC on the recent discussions and research of the Ad Hoc Committee. The committee members have received the information which they had requested from the FAA, and is currently reviewing this information before drafting recommendations for the review by the FAA.

6. **New Business:**

6.1 Airport Projects Update and Discussion: Director Coyle, gave updates on several of the following Airport Capital Rehabilitation Projects. Taxiway A Rehabilitation, Stormwater Pipe Lining Adjacent to Taxiway D, Airport Equipment Shed Construction, Hangar B Apron Rehabilitation, Airport T-Hangar taxi lanes and Gate 3 Entry Road Rehabilitation, Runway 13/31 Rehabilitation, the construction of new hangars, development of a D extension, acquisition of an Airport Fire/Rescue Fighting Vehicle, acquisition of an Airport Emergency Generator, and a project to complete stormwater and drainage improvements.

Director Coyle also briefed two additional upcoming projects which include the Ybor Alvarez Project the Airport Master Plan Update which will start in the Fall 2025.

7. **Airport Director and Staff Reports:**

Director Coyle briefed members on the planned Cirrus Owners/Pilots Association (COPA) annual migration that is scheduled to occur on Amelia Island in October of 2025.

**8. Commission Member Reports/Comments:**

Member Colcord inquired about the upcoming “AMELIA” car event in March and if there were any changes on how the airport would be involved. Director Coyle stated the only major change is that the Army National Guard ATC Tower was unable to provide supporting services at the airport for the event. Mr. Coyle stated that he was working with representatives from Jacksonville ATCT to prepared for the event.

**9. Public Comment Regarding Items Not On The Agenda:**

None

**10. NEXT MEETING DATE:** April 10, 2025

**11. Adjournment:** There being no further business to come before the Airport Advisory Commission, the meeting was adjourned at 6:34 pm.

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David Broughton, Secretary

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Doug Geib, AAC Chairperson

**EXPENSE**

<b>ACCOUNT/GL LINE DESCRIPTION</b>	<b>2024-2025 I</b>	<b>YTD ACTUAL</b>	<b>% USED</b>
SALARIES	200,301	39,596.44	19.77
PART-TIME	29,667	10,791.77	36.38
FICA	17,577	3,857.30	21.95
RETIREMENT	41,339	7,450.14	18.02
HEALTH INSUR	25,630	5,949.51	23.21
LIFE INSUR	732	124.00	16.94
OPEB COSTS	1,756	878.02	50.00
WORKERS' COMP	1,899	949.50	50.00
PROFESSIONAL SERVICES	625,000	62,770.00	10.04
AUDITING	7,389	3,694.50	50.00
CONTRACTUAL	80,721	13,651.42	16.91
TRAINING/TRAVEL	7,600	-189.00	-2.49
COMM - PHONE/FAX/ALARM	3,169	1,535.77	48.46
COMMUNICATIONS-CELLULAR	1,230	303.06	24.64
COMMUNICATIONS-INTERNET	6,726	4,078.60	60.64
POSTAGE	100	39.84	39.84
UTILITIES ELECTRIC	28,000	15,007.80	53.60
UTILITIES-WATER & WASTEWATER	12,200	3,692.26	30.26
INSURANCE	30,339	15,169.50	50.00
R/M BLDG & GROUNDS	120,000	26,934.57	22.45
R/M FACILITIES	19,500	1,154.68	5.92
R/M EQUIPMENT	3,000	1,172.40	39.08
R/M VEHICLES-LABOR	5,000	1,062.50	21.25
R/M VEHICLES-PARTS	6,000	3,538.70	58.98
PRINTING	650	0.00	0.00
PROMOTIONAL	750	0.00	0.00
BILLING COSTS	10,000	5,010.02	50.10
OFFICE SUPPLIES	2,300	0.00	0.00
OPERATING SUPPLIES	265	-10.00	-3.77
UNIFORMS	500	0.00	0.00
GAS/OIL	12,000	3,092.29	25.77
BOOKS/SUBS/DUES	875	330.00	37.71
BUILDING	0	42,315.41	N/A
IMPROVEMENTS	1,820,000	0.00	0.00
TAXIWAY A REHAB	2,649,598	1,514,315.14	57.15
HANGAR B APRON REHAB	450,000	1,296.00	0.29
AIRPORT STORMWATER PIPE RELINI	140,000	139,285.60	99.49
AIRPORT TAXILANE DESIGN/CONST	250,000	60,613.03	24.25
OTHER IMPROVEMENTS	915,000	0.00	0.00
MACH/EQUIP	620,000	125.00	0.02
EQUIP-NON CAPITAL	0	3,088.00	#DIV/0!
PRINCIPAL	306,736	0.00	0.00
INTEREST	104,206	51,807.23	49.72
RESERVE	651,470	0.00	0.00

**REVENUE**

<b>ACCOUNT/GL LINE DESCRIPTION</b>	<b>2024-2025 BUDGET</b>	<b>YTD ACTUAL</b>	<b>% USED</b>
FAA GRANT	2,998,234	1,362,883.50	45.46
FDOT GRANT	2,968,509	60,083.21	2.02
RENTALS NON-TAXABLE	800	1,139.00	142.38
RENTALS	2,500	2,305.00	92.20
FUEL FLOW FEES	40,000	16,585.28	41.46
LEASE PAYMENTS-LAND LEASE	120,810	117,634.82	97.37
BUILDING LEASE	800	2,835.64	354.46
LAND LEASE- AMELIA RIVER	215,197	122,430.05	56.89
LAND LEASE PAYMENTS-NON TAXABL	74,959	39,231.42	52.34
RENT/LEASE PAYMENTS	410,269	208,641.93	50.85
8 FLAGS RENT (TAXABLE)	131,877	0.00	0.00
FUEL FARM RENT	0	2,186.64	N/A
8 FLAGS RENT NON-TAXABLE	5,000	5,188.61	103.77
TRANSIENT REVENUE	10,000	5,960.63	59.61
INTEREST	0	14,069.01	N/A
OTHER REVENUE	38,100	23,885.24	62.69
AIRCRAFT PARKING REVENUE	5,000	2,092.00	41.84
GAIN ON SALE OF ASSET	20,000	0.00	0.00
LATE FEES	0	828.70	N/A
FROM GENERAL FUND	296,475	148,237.50	50.00
CASH BALANCE FORWARD	1,640,695	0.00	0.00

Revenue YTD Total 2,136,218.18

Expense YTD Total 2,044,481.00

**Jacksonville Class C  
Airspace proposal  
AD HOC Committee  
Final Report  
March 25, 2025**

**Jacksonville Class C Airspace proposal AD HOC Committee Report**  
**March 25, 2025**

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# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Purpose

This report documents the work of the Jacksonville Class C Airspace Ad Hoc Committee. The Committee was formed February 28th, 2024 and worked through March 25, 2025 to complete this report.

## Ad Hoc Committee Members

The Ad Hoc Committee is composed of members of the local aviation community and several national aviation associations. The first three members (in **bold**) served as Co-Chairs.

<b>Name</b>	<b>Organization</b>	<b>Email</b>
<b>Jeff Schlueter</b>	<b>FHB - AOPA Airport Rep</b>	<b>jeff@schlueter.net</b>
<b>David Cristol</b>	<b>Craig Airport Pilots Association</b>	<b>dcristol@gmail.com</b>
<b>Scott Pressley</b>	<b>American Airlines (Air Traffic Liaison)</b>	<b>Scott.Pressley@aa.com</b>
Sam Carver	FHB Airport Manager	scarver@fbfl.city
David Broughton	FHB Airport Employee	dbroughton@fbfl.org
Jack Bishop	A-Cent Flight School (Director)	acentaviation@gmail.com
Tom Piscitello	EAA Chapter 943 FHB	foxflyer@bellsouth.net
Greg Byus	United	gregory.byus@united.com
Edwin Solley	Southwest	edwin.solley@wnco.com
Greg Poole	VQQ (Air trafficManager)	vqq@rvainc.com
Matt Bocchino	Cecil Airport & Spaceport (Director)	matt.bocchino@cecilairport.com
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Rolf Riechmann	JAA (Director of General Aviation)	rolf.riechmann@flyherlong.com
Terry Dlugos	JAA (Director of Operations)	terry.dlugos@flyjax.com
Chip Yant	North Florida Soaring Society (President)	chipyant@gmail.com
Nate Coyle	Fernandina FBO	nate@bentwingflightservices.com
Jesse Henson	NS Mayport	jesse.c.henson4.mil@us.navy.mil
Ken Mann	Breeze Airways (Air Traffic ControlManager)	ken.mann@flybreeze.com
Brian Swain	Delta	Brian.M.Swain@delta.com
Meredith Holladay	Holladay Aviation	mholladay@holladayaviation.com

# Jacksonville Class C Airspace Proposal AD HOC Committee Report

## March 25, 2025

### Description of proposed Class C Airspace Change

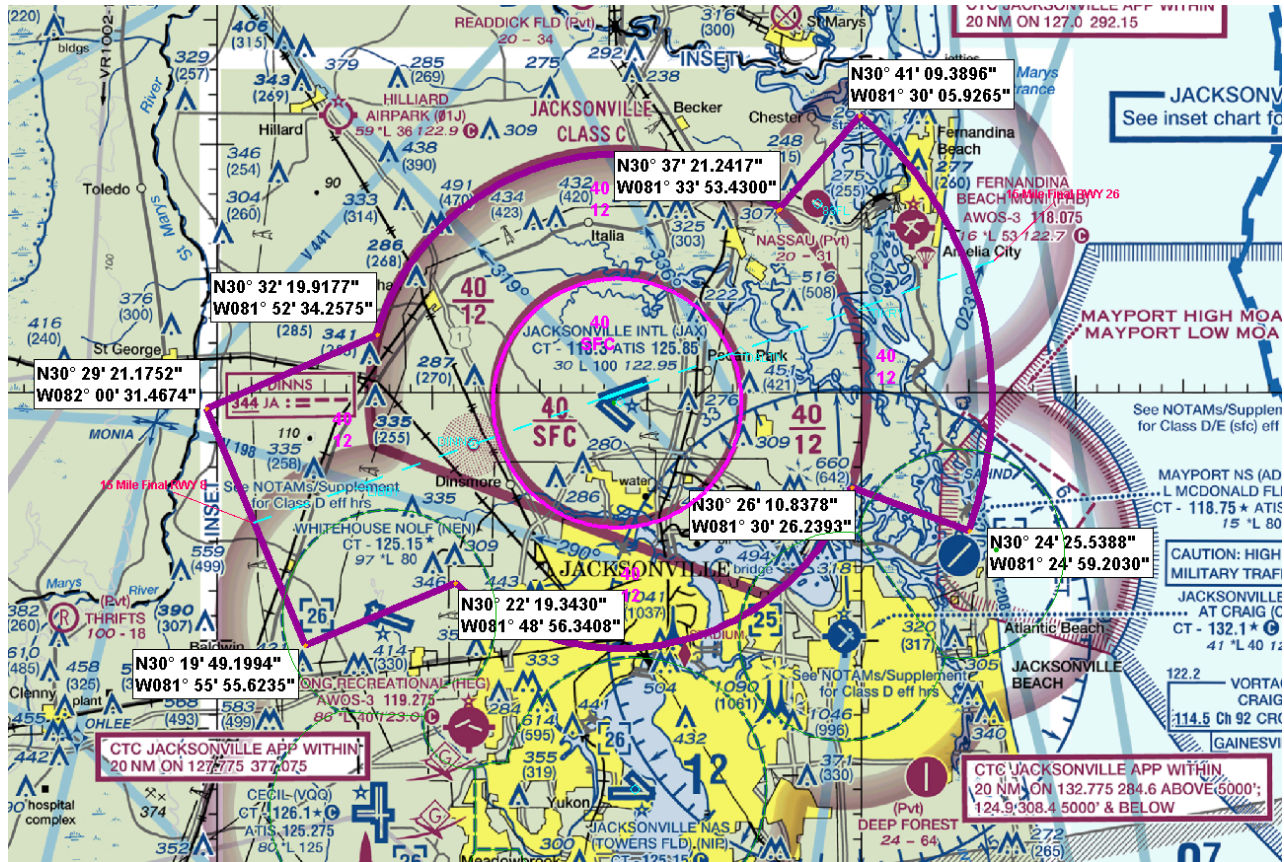
The current design of the Jacksonville Class C airspace as of 4/22/2024.



# Jacksonville Class C Airspace proposal AD HOC Committee Report

## March 25, 2025

The proposed design as provided by the FAA.



### Summarization of changes

The proposed changes add airspace extensions aligned with the centerline of JAX Runway 8/26, as well as completing the 10 nm ring south of JAX. For the purposes of this report, the Committee has looked at each of these changes individually, along with their combined effects.

The coordinates shown above are as follows:

- N30° 29' 21.1752 / W082° 00' 31.4674
- N30° 32' 19.9177 / W081° 52' 34.2575
- N30° 37' 21.2417 / W081° 33' 53.4300
- N30° 41' 09.3896 / W081° 30' 05.9265
- N30° 24' 25.5388 / W081° 24' 59.2030
- N30° 26' 10.8378 / W081° 30' 26.2393
- N30° 22' 19.3430 / W081° 48' 56.3408
- N30° 19' 49.1994 / W081° 55' 55.6235

# Jacksonville Class C Airspace proposal AD HOC Committee Report

## March 25, 2025

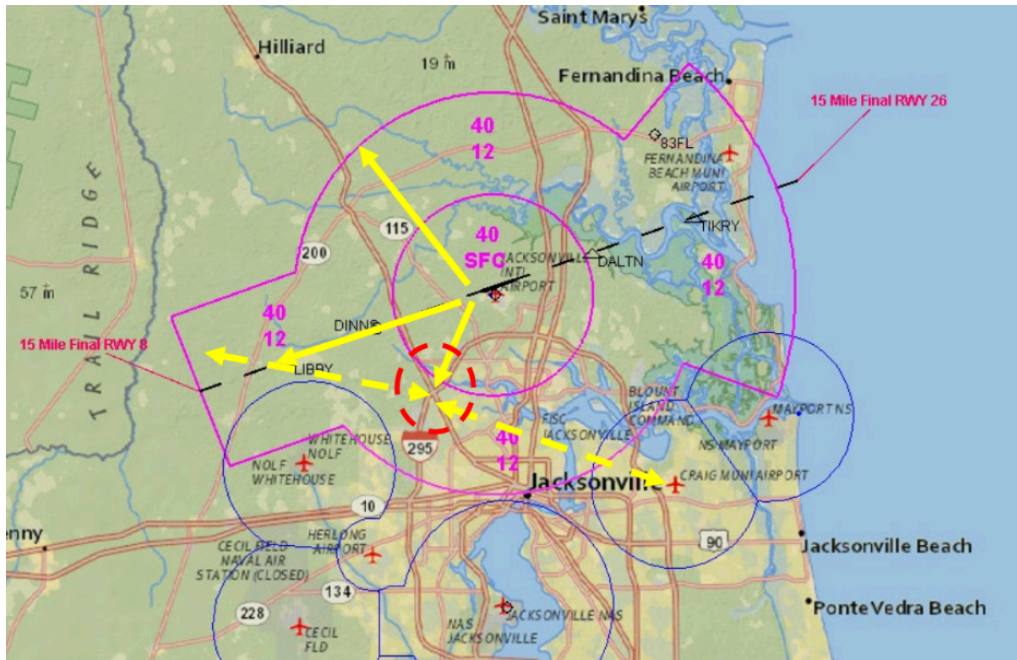
In practical terms, the three areas are defined as:

- **Runway 26 Extension** - This area extends from the 10 mile ring an additional 5 miles, providing 15 miles from the Runway 26 threshold. The lateral limits are defined by the 50 degree radial clockwise from JAX to the 120 degree radial from JAX. The proposed vertical limits are 1,200' - 4,000' msl.
- **Runway 8 extension** - This area relies upon the Southern ring extension, projects 15 miles from the Runway 8 threshold, and is ~8 nm wide. The sides are parallel to the Runway 8 extended centerline. The proposed vertical limits are 1,200' - 4,000' msl.
- **Southern ring extension** - This change continues the 10 mile ring from ~150 degrees clockwise to ~265 degrees at a distance of 10 miles. As noted above, some of this extension is also captured by the Runway 8 extension. The proposed vertical limits are 1,200' - 4,000' msl.

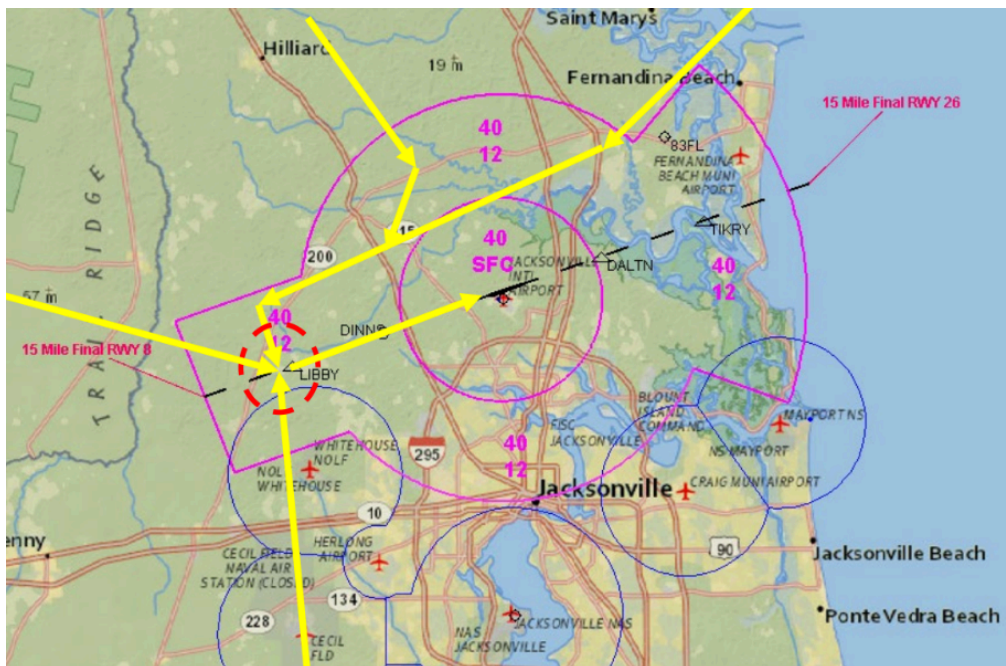


# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

- JAX Runway 26 Departures



- JAX Runway 8 Arrivals



# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Ad Hoc Committee Analysis of Proposed Changes

The Committee has solicited input from its members and their constituents and the following list of impacts was generated. The Committee has classified impacts as:

1. **Safety** - issues that would increase the risk of mid-air collisions, controlled flight into terrain, pilot errors, and any other potential harms.
2. **Commercial** - issues that would have economic burdens on airspace users.
3. **Environmental** - issues that would create a burden to the environment, wildlife and/or residents in the area.

### Overall Airspace Proposal

1. **Safety** - Class C services may not be available due to traffic saturation. This may increase the likelihood of a mid-air collision in the remaining airspace below the Class C.
2. **Safety** - This is a confusing design for pilots, especially itinerant traffic that are used to airspace being structured as a step up as distance increases. Also comparing the design to much busier airspace like Class B, pilots do not expect such a low floor >10 miles from the core. Examples include:
  - a. Boston airspace outside 10 miles the floor is 3000' agl
  - b. Cleveland airspace outside 8.5 miles the floor is 2200' agl
  - c. Detroit airspace outside 8.5 miles the floor is 2300' agl
  - d. Chicago airspace outside 10 miles the floor is 2200' agl
  - e. Minneapolis airspace outside 10 miles the floor is 2100' agl
3. **Safety** - Jacksonville Class C airspace is already lower than many other Class C in the 5-10 ring range. Typical altitudes for other Class C airspace are 1300-1600 agl. The current JAX design already compresses traffic into a smaller amount of airspace and effectively makes a 20 mile obstacle that forces VFR traffic into narrow transition routes and increases the chance for a mid-air collision. This location of the airspace so close to the coast creates an additional obstacle as Eastward deviations may be an unsafe option for pilots.
4. **Commercial** - The airspace changes will add time and distance for VFR aircraft. This will especially impact training aircraft, increasing the cost to train.

### Runway 8 Extension

1. **Safety** - This will impact Herlong glider operations, especially when making cross country flights to the Northwest. Gliders are much more operationally constrained and cannot deviate as much as powered aircraft due to performance limitations. Also, gliders may not be able to participate with ATC services.

# Jacksonville Class C Airspace proposal AD HOC Committee Report

## March 25, 2025

### Southern Ring Extension

1. **Safety** - The proposed 1200' floor South of JAX will greatly increase the amount of VFR traffic at 1000' in highly congested airspace.
  - a. This will increase the likelihood of a midair collision.
  - b. The entire area South of JAX under the proposed extension is a congested area requiring pilots to maintain 1000' above the highest obstacle. As many of the structures exceed 200', this would essentially remove the VFR corridor or create FAR violations.
  - c. There is a 1041' antenna next to the stadium. As traffic traverses West from CRG at 1000', the possibility of a collision, especially in the summer with the haze and MVFR conditions, is increased significantly.
  - d. The Stadium TFR, when active, will create an additional obstacle and restrict access to the West.

### Runway 26 Extension

1. **Safety** - The proposed 1200' floor East of JAX will greatly increase the amount of VFR traffic at 1000' in highly congested airspace and increase the possibility of mid-air collisions and other hazards. For example:
  - a. The proposal would route more traffic through or near the FHB traffic pattern.
  - b. The proposal would increase the traffic conflicts North of CRG.
  - c. More aircraft will be pushed offshore and potentially out of gliding range of shore over what can be very cold and/or rough water.
  - d. NORDO aircraft at FHB will not be able to follow standard practices and increase the risk of a mid air collision
  - e. Turbine and larger aircraft will not be able to fly an appropriate pattern.
  - f. The anticipated difficulty heading North for student practice will push more aircraft to the Southern practice area. This is already congested, will increase the possibility of mid-air collisions, and is likely to impact NAS Jacksonville traffic.
  - g. The wetlands have a great deal of bird activity. Flying lower increases the risk of a bird strike.
2. **Commercial** - FHB has 2 active Sky-diving businesses. While jumping in/through Class C is allowed, it is at the discretion of ATC and may result in an economic impact to the operator.
3. **Commercial** - The increased difficulty of VFR arrivals may impact the on-field businesses such as maintenance and aerial tours.
4. **Environmental** - The Fernandina is already noise sensitive. The proposal would increase low-level traffic over a noise-sensitive area.

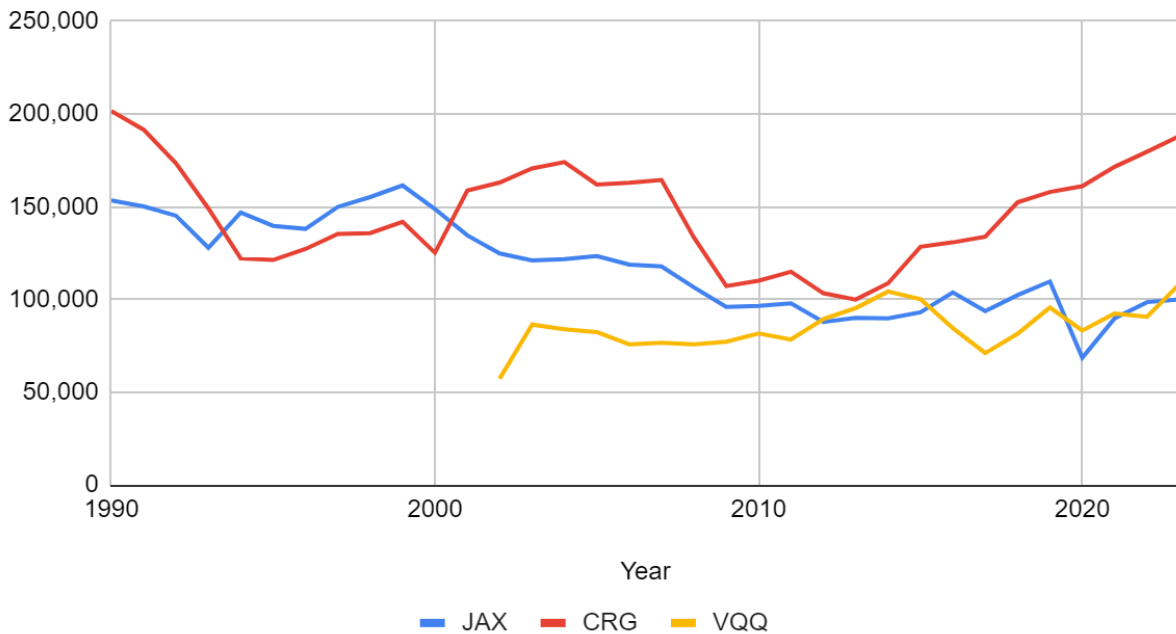
# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Additional Data Collected

### JAX Operations analysis

The data presented in the initial presentation focussed on passenger volumes. The Committee believes that passenger volume is a misleading metric, as it does not necessarily correlate with air traffic volume. The chart below shows the number of operations over the last 34 years for JAX and two local airports.

Operations per Calendar Year



Operation data source: <https://aspm.faa.gov/opsnet/sys/Airport.asp>

### Comparison of JAX Operations to other Class C Airports

The Committee identified 104 Class C airports and reviewed the operations data for each airport for Calendar year 2023 (Operation data source: <https://aspm.faa.gov/opsnet/sys/Airport.asp>). JAX is the 39th busiest Class C airport in the group. Its traffic volume is 28.3% of the busiest (DAB) and 48% of OAK, which is the bottom of the top 10.

# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Comparison of JAX Operations to other Class C Airports

1	DAB	352,608	31	ICT	114,293	61	ORF	75,016
2	FLL	303,659	32	SAV	111,901	62	LNK	72,060
3	SNA	297,153	33	RNO	110,774	63	CRP	69,457
4	ANC	278,325	34	RIC	106,159	64	BUF	69,045
5	AUS	275,779	35	GSO	105,115	65	BTR	68,678
6	BNA	271,842	36	ONT	104,923	66	GEG	67,223
7	SFB	266,845	37	DSM	101,250	67	SYR	67,024
8	MDW	232,395	38	BTV	100,601	68	HSV	66,182
9	RDU	207,771	<b>39</b>	<b>JAX</b>	<b>100,037</b>	69	PVD	64,972
10	OAK	207,101	40	BIL	99,748	70	SGF	64,947
11	IND	193,372	41	BHM	99,544	71	MOB	62,414
12	PDX	190,150	42	OMA	98,938	72	CMI	61,233
13	PBI	173,260	43	MKE	96,755	73	ACY	61,044
14	SDF	172,855	44	OKC	96,535	74	CAE	60,261
15	COS	170,273	45	ELP	96,316	75	ALB	59,026
16	SJC	164,546	46	TUL	95,078	76	MAF	55,379
17	SRQ	163,974	47	SBA	93,644	77	MRY	54,246
18	SAT	163,414	48	FAT	92,186	78	PWM	53,986
19	ISP	160,919	49	LEX	91,777	79	GSP	53,606
20	TUS	146,133	50	CHA	90,141	80	CRW	52,721
21	ABQ	144,922	51	MSN	89,021	81	ROA	51,467
22	BUR	141,678	52	RSW	87,793	82	CAK	49,687
23	PNS	139,850	53	LBB	83,805	83	GRB	46,964
24	MYR	139,402	54	LIT	82,271	84	JAN	45,835
25	BOI	138,194	55	AVL	81,056	85	HRL	45,753
26	OGG	134,976	56	ABE	80,030	86	FNT	45,447
27	SMF	134,809	57	BDL	79,626	87	XNA	45,231
28	CHS	127,538	58	GRR	76,567	88	MHT	43,509
29	TYS	124,884	59	ROC	76,129	89	MLI	43,366
30	CMH	121,012	60	TLH	75,131	90	LFT	42,850

# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Additional Data Analysis

### **Ad Hoc Committee Data Review Observation**

- A review of the METAR data during the times conflicts were noted in the Staff Study indicates that these conflicts are mostly occurring during VFR conditions and not during MVFR or IFR conditions. This appears to match the pattern of the type of incidents noted. During IFR conditions, all planes are participating. Also during MVFR conditions, it is less likely that a high-performance plane can plan an unrestricted climb off a satellite airport.
- JAX traffic volume is rising and the Ad Hoc Committee agrees that this will likely continue to rise. While the number of passengers has increased, **the number of operations at JAX has decreased since the 1990s**. While the airport has seen an increase in air carrier operations, the overall number of local operations is not growing at a significant pace compared to historical values.
- The operations at satellite airports and overall airspace usage has grown since ~2015 and is reaching historical highs seen in the 1990s. The Committee believes this is driven by the training market. It is not clear that this growth trend will continue as the market appears saturated.

### **Ad Hoc Committee Conclusions**

- The Committee agrees that the RA alerts are indicative of a safety issue that must be addressed.
- The Committee agrees that airspace changes could improve safety for all users.
- The Committee believes airspace modifications must not improve safety in one part of the system while creating other safety hazards.
- Airspace modifications should encumber the minimum amount of airspace volume to attain the required safety improvement.

# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## AD HOC Committee Recommendations

Please find the recommendations from the Ad Hoc Committee below. These recommendations are based on our study of the FAA proposal, additional data collected, and the input of the airspace users. The Committee has reviewed each of the three areas of airspace expansion and is proposing alternative boundaries to those in the initial FAA proposal.

The Committee believes that the boundaries proposed below address the concerns as presented during the formation of the Ad Hoc Committee and in the Staff study. Particularly, the Committee was very cognizant of the hot spots noted and documented earlier in this report.

We present each of our proposals with a discussion and rationale so as to communicate why the Committee has made these recommendations. We have also presented each of the three areas individually so we could provide the needed analysis for each proposal. The Committee's full recommendation is the combination of all proposals and the Committee has designed these proposals to be complementary.

### Notes:

- In the following proposals, the Committee has adopted the notation "Navigation\_Fix/Radial/Distance". For example, JAX/130/10 would be the point that is on the 130 degree radial from the JAX reference point at a distance of 10 nautical miles.
- The Committee refers to Class C airspace between 5-10 NM from the center point as the Class C outer ring. Airspace beyond 10 nm will encompass new airspace and is described as such.

# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Southern Ring Expansion (Recommendation 1)

### Proposed airspace dimensions

The updated outer ring would begin at JAX radial 230 degrees at 10 nm and continue at a 10 nm radius to JAX radial 144 degrees at 10 nm, thence connect directly to the starting point. The vertical limits would remain 1200' to 4000' for the entire outer ring. (Note: This proposed alternative removes a small section of current Class C airspace.)

### Graphical Depiction



# Jacksonville Class C Airspace proposal AD HOC Committee Report

## March 25, 2025

### Discussion and Rationale

- Beginning the airspace boundary at JAX/144/10 aligns the edge of the airspace with the foot of the Dames Point Bridge. This visually clarifies the airspace boundary as opposed to the current boundary which cannot be clearly identified by VFR pilots.
- This design will provide the requested protection of arrivals from the South to Runway 26 entering a midfield downwind.
- This design better protects Runway 8 arrivals by extending the outer ring (5-10 nm) to cover the Runway 8 arrival corridor.
- The Committee also considered Runway 32 arrivals. While this arrival has lower utilization, historical tracks show most traffic crossing over CRG and then descending to the runway. While the proposed design does remove some JAX Class C airspace, this airspace is still controlled as part of the Jacksonville Class D - thus we believe this will not create additional risk on this arrival.
- Most importantly, this design does not create new safety issues because it preserves a safe and easily navigable East - West corridor for VFR aircraft.
  - The proposed corridor has good VFR landmarks, including highways and other prominent features for pilots to follow. Examples include highways and rail yards.
  - The corridor allows for aircraft to maintain safe altitudes while transitioning the downtown congested airspace and to avoid the noted obstruction by the stadium.
  - The corridor allows aircraft to avoid the stadium TFR by not capping the altitude in that area.
  - The corridor allows pilots to easily avoid NIP airspace.

# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

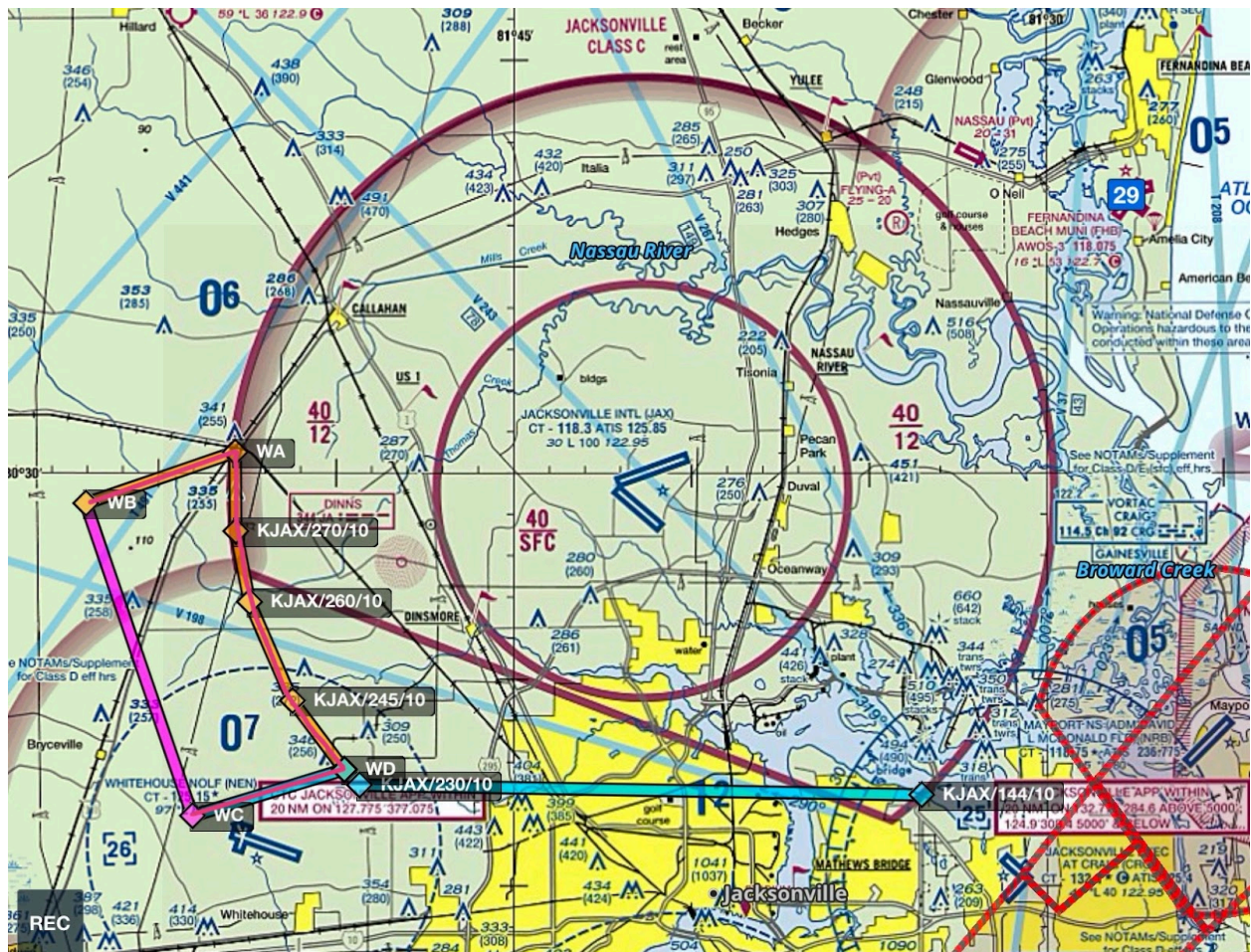
## Runway 8 extension (Recommendation 2)

### Proposed airspace dimensions

Add additional Class C airspace that encompasses the area outside the 10 nm ring with the following dimensions. Projecting on the reciprocal runway heading from the Class C reference point out to a point 13 nm then encompassing 4nm either side of this point on a line perpendicular to the projected line, thence projecting back parallel to the runway heading to the boundary of the 10 nm outer ring. This airspace would have vertical limits of 2200' to 4000'

(Note: the runway centerline is offset from the Class C reference point. The Committee believes that a more optimal construction might be achieved by using the runway center point as the initial reference point. This option is not depicted but can easily be constructed.)

### Graphical Depiction



# Jacksonville Class C Airspace proposal AD HOC Committee Report

## March 25, 2025

### Discussion and Rationale

- The Ad Hoc Committee is proposing the lateral limits of the airspace expansion very close to the initial proposal by the FAA. The airspace is an 8 mile wide corridor protecting the Runway 8 arrival. The Committee believes that extending the airspace out to 13 miles will provide the needed protection while minimizing the burden on the airspace users.
  - The scenarios presented mostly dealt with non-participating VFR traffic flying near the outer ring and crossing the final to Runway 8. The proposed design will push VFR traffic either below or outside of the normal flight path for both instrument and visual arrivals to Runway 8.
  - This extension, combined with the outer ring extension previously discussed, protects Runway 8 arrivals and allows for intercept of the normal 3 degree glidepath inside Class C airspace.
  - Pushing the horizontal limits the additional 2 miles to the West does not significantly improve the protection provided, but it does narrow the East - West corridor and further burdens users of HEG.
- The Ad Hoc Committee does not believe that airspace beyond 10 nm should have such a low floor (FAA proposed 1,200'). Based upon the discussion below, we have recommended vertical limits of 2,200 to 4,000'.
  - The Ad Hoc Committee studied airspace from around the country that extended greater than 10 miles from a primary airport. This is typically found around Class B airports. In reviewing these designs, we noted that these areas have floors in the range of range 2,100 - 3,000 (reference Analysis of proposed change section of this document).
  - 2,200 feet MSL provides adequate room for VFR traffic to transition below the Class C airspace. This altitude is also consistent with the limits proposed for the East side modifications and provides a simplified design for pilots. (See Runway 26 extension for further discussion)
  - From a practical standpoint, this allows pilots to fly at 2000' while having some margin when transitioning under the Class C shelf.
- As noted above, the design as depicted is actually shifted south of the runway centerline due to the current Class C reference point. The Committee recommends that the runway centerpoint be used as the starting projection point so that the North side arrival protection is equal with the South.

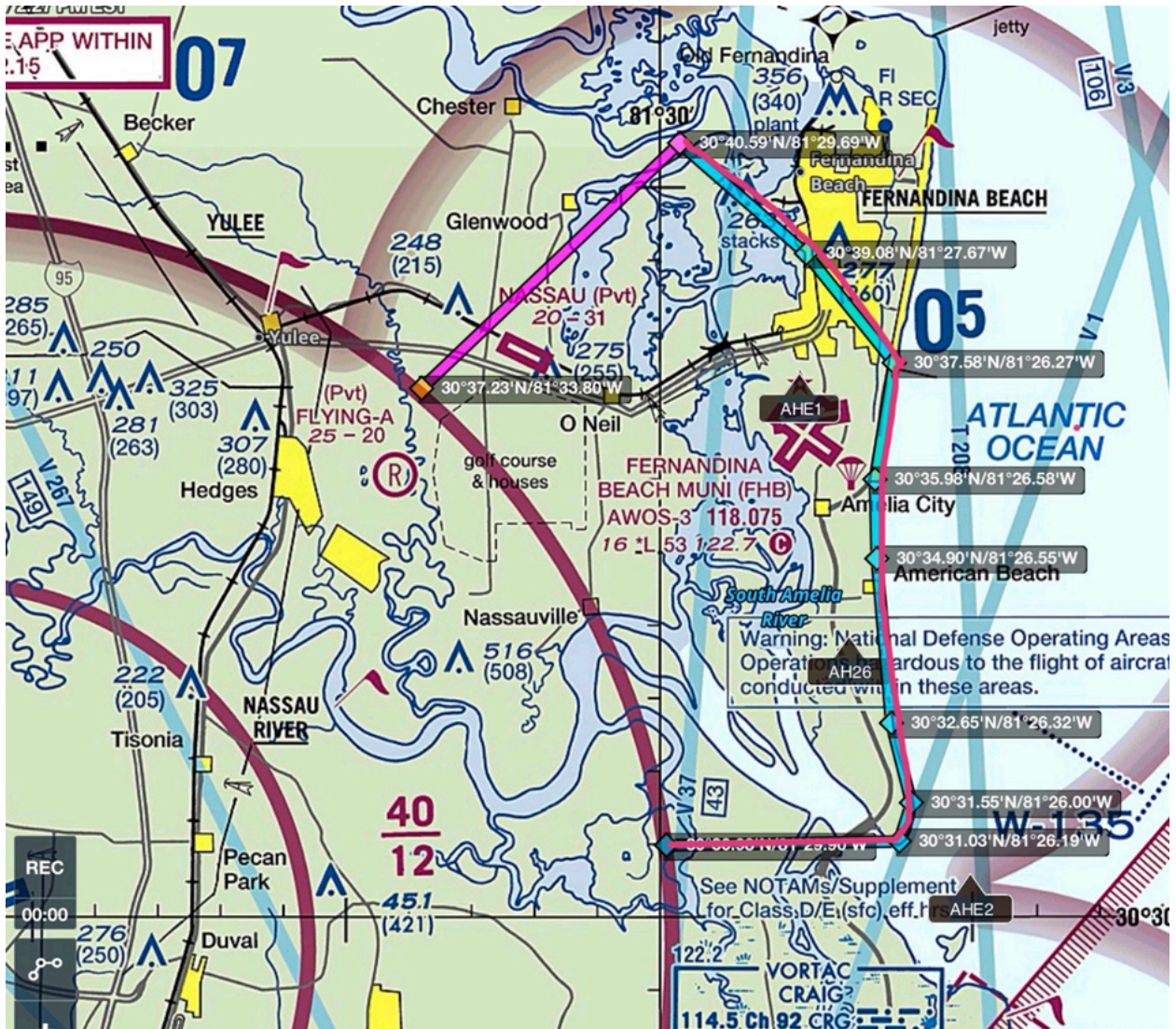
# Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025

## Runway 26 Extension (Recommendation 3)

### Proposed airspace dimensions

Add additional Class C airspace that encompasses the area outside the 10nm ring with the following dimensions. From a point at JAX radial 050 degrees at 10 nm to a point JAX radial 050 degrees at 15nm, thence continue a 15 nm arc clockwise until intersecting the coast. Follow the coast until intersecting the JAX 090 radial, thence to a point JAX 090 radial at 10 nm. The vertical limits would be 2,200' to 4,000'.

### Graphical Depiction



# Jacksonville Class C Airspace proposal AD HOC Committee Report

## March 25, 2025

### Discussion and Rationale

- The Ad Hoc Committee agrees with the Northern lateral limits of the airspace, as this area is particularly busy. However, the Ad Hoc Committee has proposed a modified area from the baseline FAA proposal.
- The lateral extent of the airspace terminates at the coast. This feature serves two important functions:
  - The coastline is an easily identifiable feature for navigation. An arc projected over featureless water is impossible for a pilot to visually reference. Also, the waters off the coast can be unsurvivable due to temperature and/or sea conditions.
  - The coastal boundary will allow aircraft to remain within gliding distance of land at all times while still avoiding the Class C airspace.
- The lateral extent of the airspace to the South of the Runway 26 centerline is smaller than initially proposed by the FAA. The AdHoc Committee believes the airspace, as proposed and depicted by the Committee, achieves the needed safety improvement.
  - The Ad Hoc Committee notes that the airspace as proposed by the FAA has a significant Southern bias, whereas the main area of conflict occurs North of the extended Runway 26 centerline.
  - If the FAA determines the proposed Southern boundary is too restrictive, the boundary can be moved South to a point coincident with the North tip of Talbot Island.
  - The Ad Hoc Committee also notes that the semi-permanent Mayport TFR has effectively created a North/South Coastal route block. The plans for this TFR are to be permanent, so the Class C design should reflect the interaction with it. When the Mayport TFR was designed, none of this additional airspace was present and, thus, the expanded C should be designed in consideration of it.
- In considering the appropriate vertical limits, the Committee notes that this airspace configuration as proposed by the FAA, with such a low floor, creates significant additional risks and impacts for many airspace users. These are discussed earlier in this report in the Analysis of Proposed Changes section, as well as the above recommendation for the Runway 8 extension.
- As stated before, based upon our analysis and study of other airspace, the Committee is proposing a 2,200' floor and 4,000' ceiling. This altitude was chosen to provide for the following:
  - Allow inbound traffic to Runway 26 to join a 3 degree glideslope in the expanded Class C.
  - Provide room for turbine and turbojet aircraft in the FHB traffic pattern to maintain 1,515' per the published pattern altitude.
  - Allows VFR traffic to transit the area with safe margins between them and the FHB local traffic.
  - Allows continued transit routes from CRG and points South to FHB and North up the coast. This maintains the balance of traffic and avoids pushing more traffic into the NIP approach corridor.

## **Jacksonville Class C Airspace proposal AD HOC Committee Report March 25, 2025**

- Allows transit traffic to avoid low flight over the noise sensitive wetlands and reduce mid-air wildlife encounters.
- The design would also keep high performance aircraft from making unrestricted VFR climbs into the Runway 26 final when departing VFR.

### **FHB local departure procedure (Recommendation 4)**

In addition to the JAX Class C airspace modifications, the Committee proposes that a FHB VFR departure procedure be created to educate pilots. Many of the current conflicts arise from FHB departures, especially by larger/faster transient aircraft.

Posting such a procedure at the FBO, adding a reference to it on the automated weather broadcast, and, if possible, codifying it as an official procedure, would allow most based and transient pilots to be made aware of it. This could help to avoid many potential conflicts and provide a standardized process for VFR departures.

While this would need a separate group to develop, and should account for the final JAX Class C airspace configuration, we believe that education can reduce the number of potential conflicts. Combined with the proposed airspace changes, this will improve safety for all users.

Respectfully Submitted,  
JAX Class C Ad Hoc Committee

# CITY OF FERNANDINA BEACH FACILITIES USE AGREEMENT

This FACILITIES USE AGREEMENT (herein after called the AGREEMENT) is made and entered into this 6<sup>th</sup> day of November 2025, by and between the CITY OF FERNANDINA BEACH, a Florida municipal corporation, whose address is 204 Ash Street, Fernandina Beach, FL 32034 (herein called "CITY"), and **Southern Timing Foundation, Inc.** whose address is 8131 Vineland Ave, #122 Orlando, FL 32821 (herein called "USER").

WHEREAS, CITY owns, controls and operates that certain public facility known as the Fernandina Beach Municipal Airport (herein called "FACILITY"); and

WHEREAS, USER has expressed a desire to use said FACILITY to conduct participant vehicle parking and a 5K running event at the Fernandina Beach Municipal Airport on November 15, 2025.

NOW, THEREFORE, the parties agree as follows:

1. USER will be permitted to use the authorized portion of FACILITY described in Paragraph 2 for the purpose of conducting a 5K running event on Saturday, November 15, 2025. Setup for this event is authorized to commence only on Closed Runway 18/36 on Saturday, November 15, at 8 AM (EST). Setup for areas other than Closed Runway 18/36 is authorized to commence on Saturday, November 15, 2025, at 4 AM (EST). The 5K running event shall commence at 8 AM (EST) on November 15, 2025 and will follow the route prescribed at Exhibit 1 to this agreement. Event completion, cleanup of trash/debris, and teardown of all areas must be completed no later than 12 PM (EST) on November 15, 2025.
2. USER will set up and use a portion of the FACILITY on a continuous basis during this period utilizing **only the 5K running course areas depicted for use on Exhibit 1 to this agreement**. USER is responsible for ensuring that staff, volunteers, and participants remain within areas authorized for use as depicted on Exhibit 1 and must also ensure strict adherence to all provisions of the event safety plan, as approved by the Federal Aviation Administration. A copy of this safety plan will be provided to USER by the CITY.
3. USER will pay CITY the sum of **\$1,000.00 per day** plus sales tax, if applicable, for use of the FACILITY during the period designated, payable with returning this signed AGREEMENT. If CITY terminates this agreement in accordance with the terms prescribed in Paragraph 4.k. below, USER shall not be responsible for paying this fee to CITY.
4. As condition to USER's right to use the facilities herein, USER agrees to and must comply with the following:
  - a. USER will not exclude any person from its services because of race, sex, age, religion, disability, national origin or other prohibited discrimination.
  - b. USER must have competent, responsible, and able supervision on the premises at all times that its service is operational.
  - c. USER will not interfere with emergency operations of CITY or other authorized users of the FACILITY.
  - d. USER must keep premises in a clean and sanitary condition, and be responsible for cleanup on a daily basis and removal of temporary structures at the site upon completion of the event and returning property to same condition as when received.
  - e. CITY has the right, acting through its agents or employees, to enter upon the premise at reasonable hours and times for the purpose of making inspections.
  - f. USER will obtain all required Federal, State, County and City permits including any applicable fees.
  - g. USER will not undertake any alterations or changes in the construction of the facility premises, without prior written consent of CITY.
  - h. USER agrees to assume liability for and indemnify, hold harmless, and defend the CITY, its commissioners, mayor, officers, employees, agents, and attorneys of, from, and against all liability and expense, including reasonable attorney's fees, in connection with any and all claims, demands, damages, actions, causes of action, and suits in equity of whatever kind or nature, including claims for personal injury, property damage, equitable relief, or loss of use, arising directly or indirectly out of or in connection with any negligent and/or deliberate act or omission of USER, its officers, employees, agents, and representatives. USER's liability hereunder includes all attorney's fees and costs incurred by the

CITY in the enforcement of this indemnification provision. This includes claims made by the employees of USER against the CITY and USER hereby waives its entitlement, if any, to immunity under Section 440.11, Florida Statutes. The obligations contained in this provision survive termination of this Agreement and are not limited by the amount of any insurance required to be obtained or maintained under this Agreement. Nothing contained in the foregoing indemnification is construed to be a waiver of any immunity or limitation of liability the CITY may have under the doctrine of sovereign immunity or Section 768.28, Florida Statutes.

- i. USER will not rent, sublet, or assign space in the FACILITY premises without the prior written consent of CITY.
- j. USER has priority over the portion of the FACILITY as described during the time agreed upon in this AGREEMENT and can use specified areas during the time of this AGREEMENT.
- k. CITY reserves the right to cancel this AGREEMENT at any time, without cause, by giving USER 15-day notice of such cancellation.
- l. USER must maintain liability insurance, in amounts as deemed necessary and appropriate by the City Attorney, show the CITY as additional insured thereon, and must provide proof of it to CITY, upon commencement of this AGREEMENT, and thereafter, as required by CITY. USER will provide insurance on all their equipment being used in the FACILITY.
- m. USER must, at all times, abide by Federal, State, and local laws, in the operation of its programs or services at the FACILITY. Sale and/or consumption of alcohol not allowed on Airport property unless properly permitted by the City.
- n. USER must, at all times, enforce and follow current Centers for Disease Control and Prevention (CDC), local, State, and Federal COVID-19 policies and guidelines and physical distancing practices during execution of this event.

5. Term of Agreement: The term of the AGREEMENT is as noted in paragraphs 1 and 2 above, unless terminated sooner.

6. The addresses for giving notices are as follows:

USER: Southern Timing Foundation, Inc.  
8131 Vineland Ave. #122  
Orlando FL 32821  
ATTN: JACOB DAVIS

CITY: City of Fernandina Beach  
204 Ash Street  
Fernandina Beach, FL 32034  
Attn: City Manager

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this day and year first above written.

USER: SOUTHERN TIMING FOUNDATION, INC.

CITY OF FERNANDINA BEACH

By: \_\_\_\_\_

By: \_\_\_\_\_

Sarah Campbell

Its:

Its: City Manager

By: \_\_\_\_\_

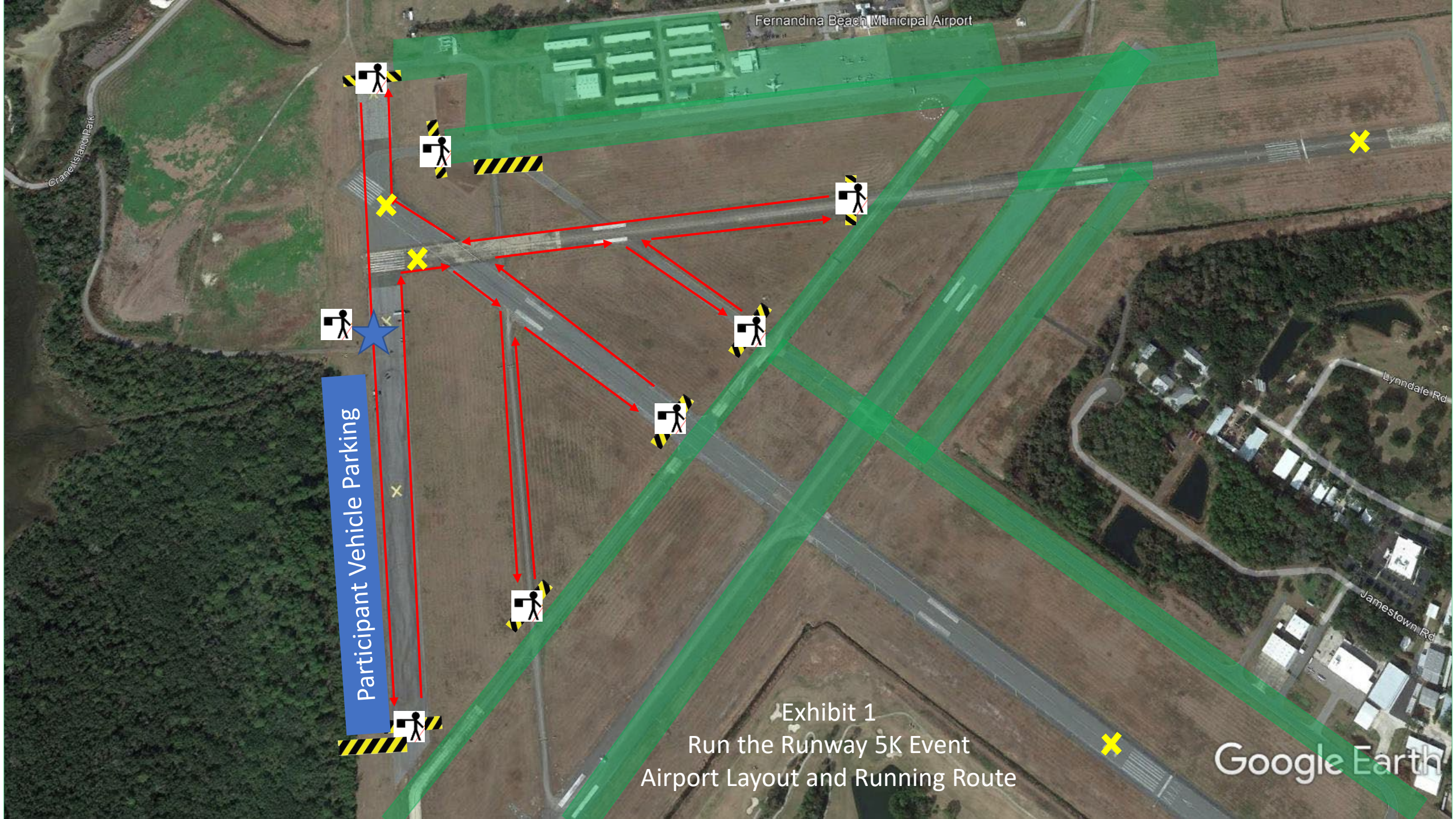
Caroline Best

Its: City Clerk

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
Harrison Poole

Its: City Attorney



Fernandina Beach Municipal Airport

Crane Island Park

Participant Vehicle Parking

Lynndale Rd

Jamesstown Rd

Exhibit 1  
Run the Runway 5K Event  
Airport Layout and Running Route

Google Earth



## MEMORANDUM

**FROM:** AIRPORT MANAGER

**DATE:** April 3, 2025

**RE:** MONTHLY DEPARTMENT REPORT

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- An RFQ for consultant selection for the Airport Master Plan Update has been published and the opening date for this RFQ is April 17<sup>th</sup>. A staff committee will score submittals and subsequently prepare a grant application for FAA review.
- FAA is completing final review of the proposed scope to conduct a required environmental assessment for aeronautical development on Ybor Alvarez and the associated request for release of existing softball fields. Following concurrence by the FAA, the scope of services will be presented to the City Commission for consideration to begin this EA.
- The Taxiway A rehabilitation project is substantially complete, and is currently under contract/budget. Airport staff is coordinating with the FAA to request that remaining unutilized grant funds for the project be utilized to line additional stormwater pipes serving Twy A. If approved, this may extend the length of the project for completion of the additional pipe lining.
- The Hangar B Apron pavement rehabilitation project is estimated to commence in mid-April and will be completed by mid-May. This project is funded by an FDOT grant at the 100% level and the associated bids for completion of the work came in well under budget.
- The airport completed the stormwater pipe-lining project in February, and I have requested reimbursement of grant funds from FDOT. This project was funded at the 100% level (\$140,000) from FDOT and the project was completed on-budget.
- The invitation to bid for a project to rehabilitate taxilanes and the entrance roadway within the t-hangar area has been released with a bid opening date of April 29<sup>th</sup>. Once the bids are opened, a grant application will be submitted to the FAA for the construction phase of this project. This project is funded through the BIL program.

- The second annual Wings and Wheels event is scheduled to occur on Saturday/26 April from 10 AM until 2 PM.
- Southern Timing has requested use of airport property for another Run the Runway event to raise funds for charity. The proposed date is November 15<sup>th</sup> at 8 AM with cleanup being completed by Noon. A safety plan will be submitted to the FAA for review, and the facility use agreement for this event will be submitted to the City Commission for consideration.