

1.0 Purpose

The airport master plan process is largely directed by FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans. While guiding the process, this AC provides the framework for the preparation of the planning documents that will support the efficient use of funds for improvements at the Springfield Beckley Municipal Airport (SGH). Airport master plans are also steered by AC 150/5300-13, Airport Design; AC 150/5325-4B, Runway Length Requirements for Airport Design; FAA ARP SOP 2.00, Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs); and various other FAA rules, regulations, policies, and guidance documents.

The City of Springfield initiated this master plan to address current and future opportunities and challenges posed by changing local and national aviation trends, including the altered mission of the Ohio Air National Guard which no longer uses traditional aircraft at SGH. This master plan update seeks to address the needs of the airport's current users and any anticipated demand over the next 20 years as it relates to SGH's infrastructure and how it might need to change over time.

2.0 Airport Planning Process

Airport planning is a continuous process that does not begin or end with a single project or exercise. Several variables, such as based aircraft, annual aircraft operations, socioeconomic indicators, and infrastructure conditions will often change from the beginning to the end of the master plan exercise itself. In an ideal situation, a master planning exercise will last approximately 24 months. Plans with complex or controversial components will take longer, as was the case for SGH. The SGH master plan (begun in September of 2016) has tackled some complicated issues related to runway dimensions that resulted in lengthy review times by the FAA. Finishing in early 2020, the final master plan chapters effectively deal with the complex issues SGH faces and serve as building blocks to its future.

Generally, each chapter of the plan builds upon the previous chapter, and circumstances and/or infrastructure may change from the time the plan is started to the time it is finished. The inventory (Chapter 1), for example, is a catalog of the existing facility conditions at a point in time. The same holds true for the environmental overview (Chapter 2). These chapters provide the foundation for the forecasts (Chapter 3), which also represents a point in time and provides the basis for the facility requirements (Chapter 4). If the facilities identified as needed to meet the forecast are not in place, then alternatives (Chapter 5) are identified to meet those needs. Ultimately an airport layout plan (Chapter 6) is developed from existing conditions and preferred alternatives, which SGH is actually required by law to keep updated at all times.

Recognizing the continuous aspect of the planning process will help the reader understand that certain elements of certain chapters may not reflect the situation at the airport at the precise time he/she reads the document. It is because of this continuous airport planning process that SGH can remain responsive to the air transportation needs of the community it serves as they change over time.