1.0 Introduction

The primary purpose of updating the Springfield-Beckley Municipal Airport Master Plan is to provide planning and development strategies for the airport over the next 20 years. The goal of the Master Plan is to provide the framework that guides future airport development in a manner that cost-effectively satisfies aviation demand, while also considering potential environmental and socioeconomic impacts. This plan attempts to achieve that balance while, at the same time, providing sound technical analysis from which airport leaders may create policy for the facility's future improvements.

This chapter discusses the airport's history and role and identifies the existing airside and landside facilities. It also includes an examination of the airport's management, adjacent development, and air traffic control considerations. During this inventory narrative and throughout this Master Plan, numerous aviation terms are used. For more complete definitions of these terms, a glossary is included in **Appendix A**. Throughout this document, the SGH acronym refers to the Federal Aviation Administration's (FAA) 3-letter identifier for the Springfield-Beckley Municipal Airport.

1.1 History

The construction of the Springfield Municipal Airport was ordered by the Secretaries of War, Navy, and Commerce in cooperation with the City of Springfield on June 15, 1943. The City commenced the purchase of the required 1,100 acres with the passage of Ordinance No. 4335 in February 1944 by a unanimous vote of the City Commissioners. Completed in August 1946 as a defense project for possible use as a landing field during World War II, the airport opened with three 5,500-foot by 150-foot runways. The City Commission appointed a "Citizens' Airport Advisory Committee" on October 14, 1946, to advise them on the management of the facility. Chairing that committee was local businessman Mr. Henry Addison Beckley. (**Exhibit 1.1-1**.)

Exhibit 1.1-1

1st Chairman of the Airport Advisory Board was local businessman Mr. Henry Addison Beckley. Mr. Beckley played a key role in bringing the 162nd Tactical Fighter Squadron to Springfield from Dayton by offering to support the OANG's transition to jet operations. The 162nd moved its flight operations to Springfield in 1955.

Source: airparkohio.com/history.htm, accessed October 2016.

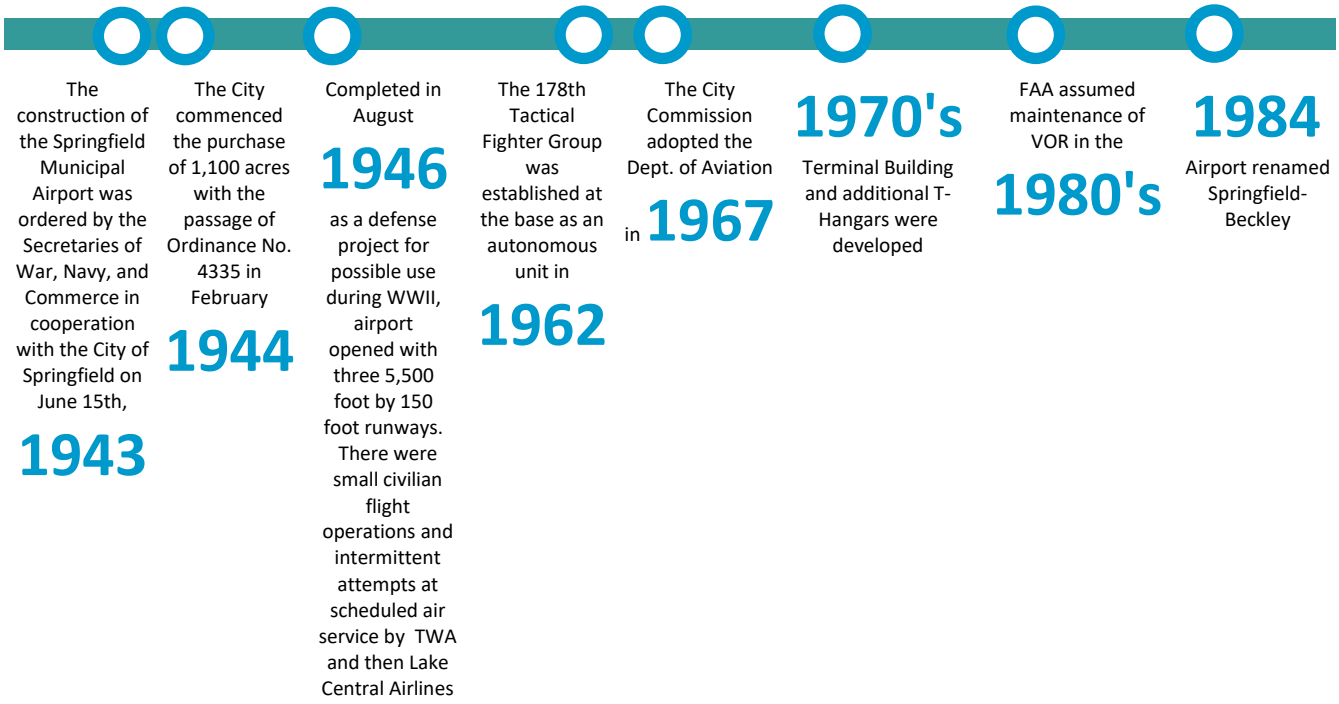
Mr. Beckley had returned to Springfield after the war to work with his father in the Beckley & Myers Coal company, originally an ice and coal company that later entered the ready-mix concrete business. Although his piloting career ended with World War I, the adventuresome spirit that led Mr. Beckley in his missions over Europe continued. The events of World War II and a lifelong passion for his hometown airport propelled Mr. Beckley's influence on Springfield Municipal Airport's growth, and he was instrumental in bringing about the selection of Springfield for the defense project landing site.

Springfield Municipal opened in 1946 with a small civilian flight operations and intermittent attempts to provide scheduled air service first through TWA and then by Lake Central Airlines. Springfield Municipal replaced the old airfield, now the site of the Clark County Fairgrounds. In 1951, the Ohio Air National Guard (OANG) constructed the initial portion of the military base section as home to the newly organized 605th Signal Light Construction Company. The 605th was converted to the 269th Communications Squadron in 1952. (See **Exhibit 1.1-2** for airport timeline.)

Mr. Beckley also played a key role in bringing the 162nd Tactical Fighter Squadron to Springfield from Dayton by offering to support the OANG's transition to jet operations. The 162nd moved its flight operations to Springfield in 1955, significantly increasing the use of the airfield and extending the main runway from 5,500 feet to 7,000 feet. The 178th Tactical Fighter Group (now the 178th Fighter Wing) was established at the base installation as an autonomous unit in 1962.

The City Commission established the Department of Aviation in 1967 to manage the airport, ushering in a period of change and growth throughout the 1970s. The City developed the terminal building and additional T-hangar facilities. The terminal Very High Frequency Omni Range (VOR) was purchased by the City and installed at the airport to improve navigation at the facility. The Federal Aviation Administration (FAA) eventually assumed the maintenance of the VOR in the 1980s. The north-south runway, accommodating less than 5% of the operation and none of the military operations was converted into Taxiway C. The airport was renamed Springfield-Beckley Municipal in 1984, in recognition of Mr. Beckley's influence on the initial federal site selection process, the relocation of the OANG, and his longtime dedication to the Springfield Municipal Airport.

Exhibit 1.1-2



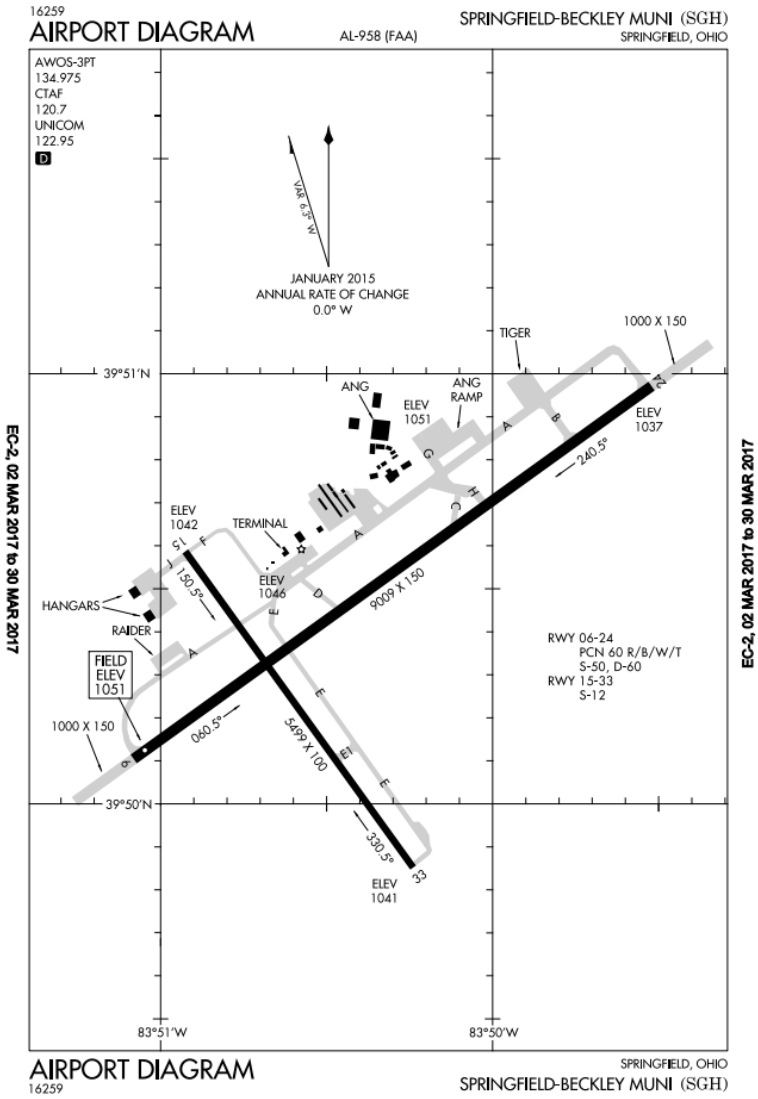
Source: airparkohio.com/history.htm, accessed October 2016.

The City has partnered with the OANG to improve and expand airport facilities to support civil general aviation and the OANG mission. But in 2012 the OANG significantly changed its presence on the airfield by removing the F-16 flying mission and they have moved toward remotely piloted aircraft activities (also known as RPA, UAV, UAS, or drones). By the end of the 2014, the air traffic control tower closed and the Part 139 certificate was terminated at approximately the same time.

1.2 Today

SGH is owned and operated by the City of Springfield. Organizationally, it is a department within City Government. Today the airport consists of approximately 1,800 acres of land supporting an east/west oriented runway that is 9,009 feet by 150 feet runway; a 5,499 feet by 100 feet north/south oriented runway; and associated taxiways situated within existing residential and commercial land uses in Greene Township, Ohio. (See **Exhibit 1.2-1**) The airport currently supports approximately 14,350 flight operations annually and is serviced by six instrument approaches, medium intensity runway and taxiway lighting, 48 T-hangars, two large maintenance hangars, a privately owned corporate hangar, a privately owned hangar that hosts an FAA authorized aircraft repair station, and a large privately owned clear span hangar for sheltering aircraft. In addition, the airport hosts a terminal building and adjacent ground vehicle equipment bays. Both Jet-A and 100LL fuel services are available 24 hours daily.

Exhibit 1.2-1



SGH is in the process of constructing 10 new hangars at the cost of on a $1.2 million, which is funded by $500,000 from the state, $300,000 from the Port Authority, and $400,000 from the City. The project will consist of six T-hangars for general aviation and four box hangars, which can be used for larger aircraft or un-crewed aerial systems. The airport currently has 48 T-hangars (some very old with dirt floors), and the new hangars will increase overall capacity by approximately 30 percent.

According to the 2014 Airport Focus Study conducted by the Ohio Department of Transportation, SGH has an economic impact on the local economy that consists of the following: it supports approximately 774 jobs (direct and indirect) and $36 million in payroll. Significant users of the airport include Sinclair Community College, Clark State, the Air Force Research Lab, the Army National Guard and the Ohio UAS Test Center, all of which are working in the RPA segment of the aviation industry. A recent partnership between the Air Force Research Laboratory (AFRL) and the State of Ohio will put a $5 million investment into updating remotely piloted aircraft capabilities at SGH. AFRL and the

state are splitting the costs to upgrade the technology at SGH to allow for testing of unmanned aerial systems for beyond line-of-sight operations. [1]

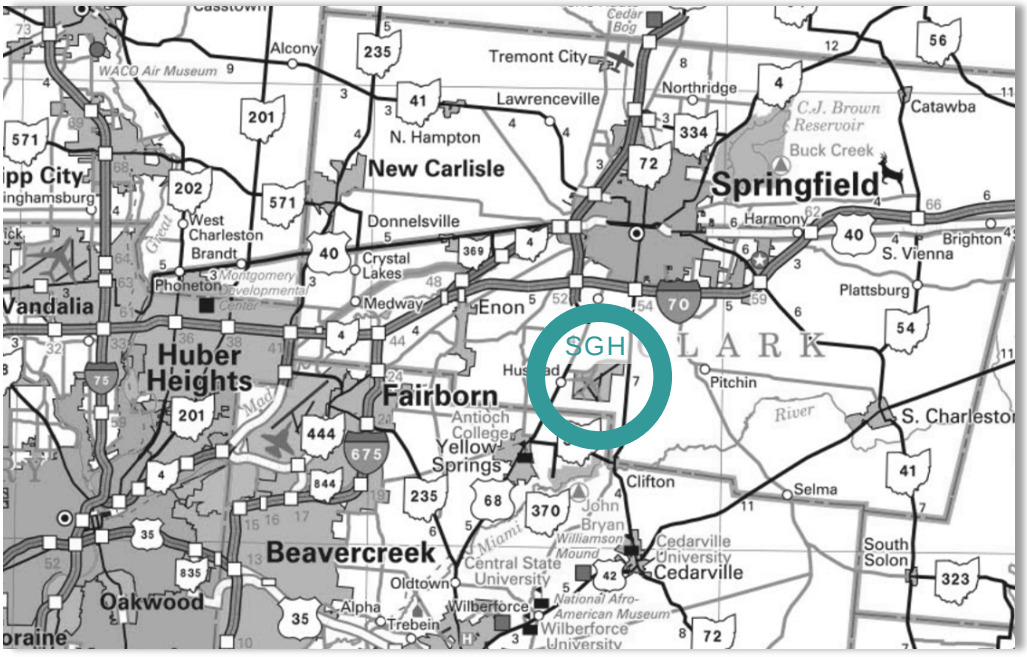
1.3 Airport Location and Role

Airports across the country function as an interrelated system. To coordinate and fund this system, the FAA developed the National Plan of Integrated Airport Systems (NPIAS), a system of more than 3,400 existing and proposed airports that are significant to the national air transportation network. The goal of the NPIAS is to provide as many people as possible with convenient access to air transportation, typically not more than 20 miles of travel to the nearest NPIAS airport.

The aviation facilities included in the NPIAS are significant to the national aviation system and are eligible to receive federal funding. Communities that do not receive scheduled commercial service or that do not meet the criteria for classification as a commercial service airport may be included in the NPIAS as general aviation (GA) airports if they account for enough activity (having usually at least 10 locally-based aircraft) and are at least 20 miles from the nearest NPIAS airport.

Located within Clark County's Green Township five miles south of Springfield (see **Exhibit 1.3-1**), 20 Miles northeast of Dayton and 50 miles west of Columbus, in close proximity to U.S. 68 and S.R 72 interchanges with I-70 and in the 8th Congressional District, SGH is included in the 2015-2019 NPIAS as a general aviation (GA) airport. According to the FAA National Based Aircraft Inventory, SGH was home to 41 based aircraft. The FAA categorizes GA airports into four classes: national, regional, local, and basic. The FAA classifies SGH as a regional airport that supports the regional economy by connecting the community to statewide and interstate markets.

Exhibit 1.3-1: Airport Location



Source: http://www.dot.state.oh.us/maps/2015MapFiles/2015StateMap-Map-HiRes.jpg, accessed 4-2017.

[1] *AFRL picks Springfield for $5M drone initiative*, Dayton Business Journal, Oct 24, 2016.

SGH is surrounded by four similarly public-use, publically-owned, and NPIAS airports positioned in neighboring counties.

- FFO - Wright-Patterson Air Force Base (10 nm W)
- I19 - Greene County-Lewis A Jackson Regional Airport (11 nm SW)
- DAY - James M Cox Dayton International Airport (18 nm W)
- I74 - Grimes Field Airport (18 nm N)
- UYF - Madison County Airport (18 nm E)

SGH also is a part of the Ohio Airport System Plan (OASP), which consists of 104 aviation facilities of statewide importance. Within the OASP, SGH is also classified as a Level 1 Airport. These airports are intended to meet nearly all of the needs of general aviation turbine powered and corporate jet aircraft while also supporting recreational general aviation activities and flight training.

SGH has served the OANG for many years and will continue to do so into the foreseeable future. OANG occupies the majority of the north east quadrant surrounding the airport. See **Exhibit 1.3-2** for OANG owned land and facilities.

Exhibit 1.3-2

Source: Woolpert, 2016; Google Earth, 2016

1.4 FAA Airport Improvement Program Grant History

The Airport and Airway Improvement Act that was adopted in 1982 provided the mechanism through which the federal government has provided many of the grants for airport development at SGH. In return, the airport owner had to commit to grant assurances (see **Appendix B**). A complete history of FAA grant funded projects for SGH is provided in **Exhibit 1.4-1**

Exhibit 1.4-1 FAA Airport Improvement Program Grant History

GRANT NUMBER	FISCAL YEAR	DESCRIPTION	FEDERAL TOTAL
001	1984	Rehabilitate apron, rehabilitate taxiway, acquire land	$272,063
002	1989	Expand apron	$191,595
003	1990	Acquire ARFF equipment, runway	$74,364
004	1990	Conduct plan	$88,775
005	1991	Install guidance groove runway, apron lighting, building, construct runway	$735,619
006	1993	Rehabilitate Runway 6-24, install guidance signs, install runway lighting	$144,852
007	1993	Conduct noise compatibility plan study	$135,000
008	1994	Rehabilitate taxiway lighting, install guidance signs, install runway lighting, install runway vertical/visual guidance system	$273,085
009	1994	Rehabilitate Runway 15-33	$691,937
010	1995	Rehabilitate Runway 15-33	$420,568
011	1999	Rehabilitate Taxiway E	$1,221,535
012	2002	Conduct airport master plan study, rehabilitate Runway 6-24 lighting	$297,307
013	2004	Runway/taxiway lights, REILs, PAPIs, signage	$1,091,501
014	2005	Acquire Land For Approaches, Acquire Miscellaneous Land	$400,000
015	2006	Acquire Safety Equipment	$213,000
016	2006	Acquire Safety Equipment, Expand Apron, Rehabilitate Apron	$313,500
017	2007	Acquire Land For Approaches, Acquire Safety Equipment and/or Fencing, Rehabilitate Runway - 06/24	$150,000
018	2008	Rehabilitate Runway - 06/24, Rehabilitate Taxiway	$26,466
019	2009	Acquire Land For Approaches, Acquire Safety Equipment and/or Fencing, Rehabilitate Runway - 06/24, Rehabilitate Taxiway	$303,374
020	2010	Acquire Land For Approaches	$1,075,000
021	2011	Improve Runway Safety Area - 06/24	$13,038
022	2012	Acquire Snow Removal Equipment, Rehabilitate Runway - 06/24, Rehabilitate Runway - 15/33	$302,946
023	2015	Rehabilitate Runway - 06/24, Rehabilitate Runway - 15/33, Rehabilitate Taxiway, Rehabilitate Taxiway	$44,527
024	2016	Update Airport Master Plan Study, Wildlife Hazard Assessments	$359,820
TOTAL			**$8,839,872.00**

Source: FAA AIP Grant Histories, faa.gov/airports/aip/; 2005 SGH Airport Master Plan.

1.5 Existing Airport Facilities

SGH is composed of numerous systems and elements that come together to provide a highly complex and efficient airport, including runways, taxiways, hangars, navigational aids, lighting, and weather reporting equipment. **Exhibit 1.5-1** overviews the general information for the airport.

Exhibit 1.5-1: General Airport Information

General	
State:	Ohio
County:	Clark
Control Tower:	No
Sectional Chart:	Cincinnati
Elevation:	1051.2 ft.
Weather	
Weather Source:	WX AWOS-3PT
Frequency:	134.975
Communications/Navigation:	
CTAF/UNICOM:	120.7/122.95
Approach/Departure Control:	Columbus 118.85
ARTCC:	Indianapolis Center
VOR:	SGH 113.2
Services	
Fuel:	100LL, JET A
Airframe Service:	Major
Power Plant Service:	Major
Bottled Oxygen:	None
Bulk Oxygen:	High/Low
Pilot Training:	No
Aircraft Rental:	No
Other	
Wind Indicator:	Lighted-Out of Service Indefinitely
Segmented Circle:	Yes
Beacon:	Clear-Green (lighted land airport)
Hangars:	T, Conventional, and Corporate

Source: FAA Airport 5010 Form; AirNav Website; SGH

Runways

SGH is served by both a primary runway and a crosswind runway. The primary runway is paved, 9,009 feet by 150 feet, grooved, and oriented with magnetic headings of Runway 06 and Runway 24. The crosswind runway is paved, 5,499 feet by 100 feet, and oriented in with magnetic headings of Runway 15 and Runway 33. (See **Exhibit 1.5-2**.)

Exhibit 1.5-2: Runway Information

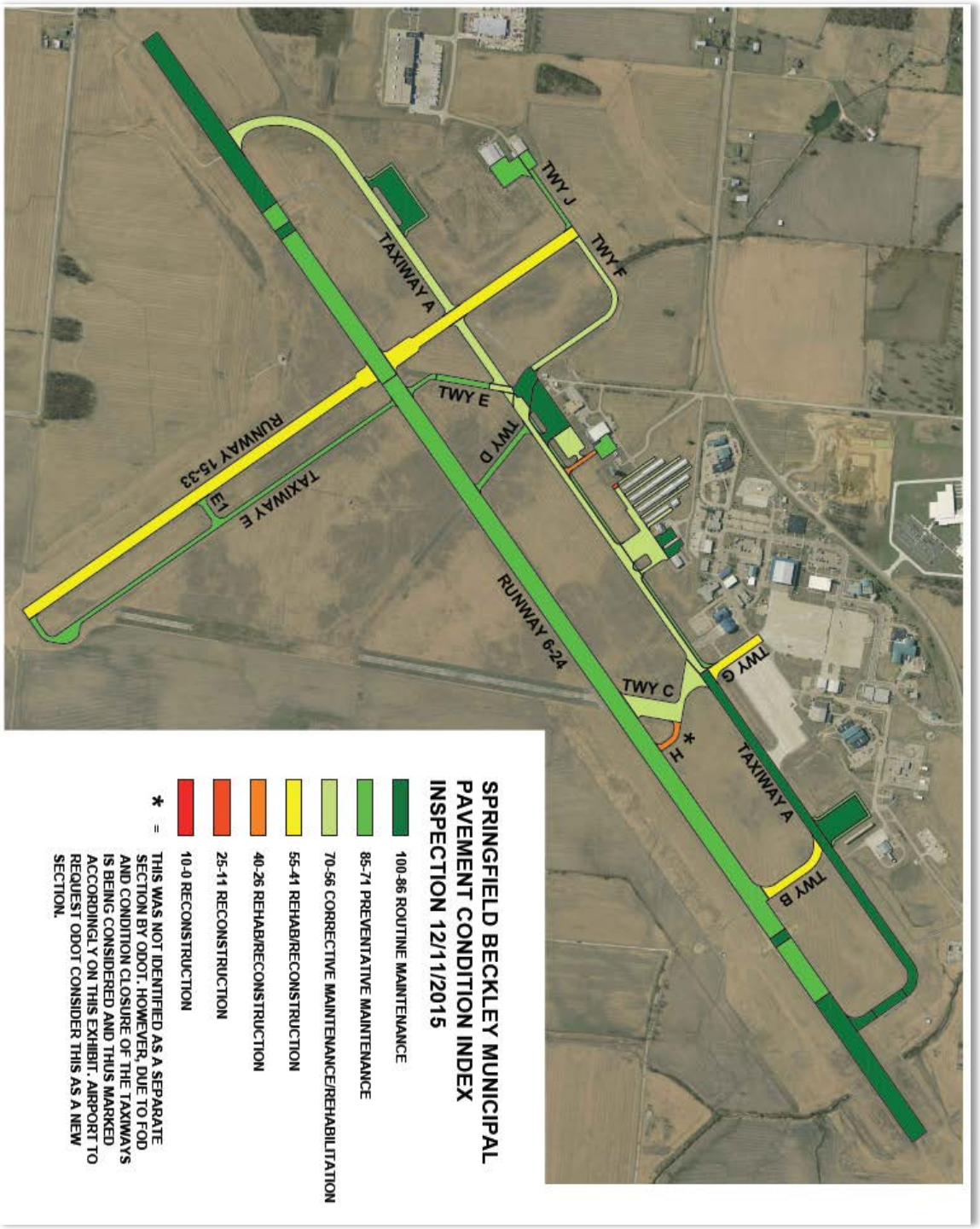
Runway Information	**Runway 06**	**Runway 24**
Threshold Latitude:	N 39° 50' 06.2425"	N 39° 50' 58.3385"
Threshold Longitude:	W 083° 51' 05.0109"	W 083° 49' 31.3500"
Threshold Horizontal Datum:	NAD83	NAD83
Threshold Vertical Datum:	NAVD88	NAVD88
Status:	Concrete/Asphalt	Concrete/Asphalt
Markings:	Precision	Precision
Physical Length:	9009	9009
Width:	150	150
Gradient:	-0.2%	0.2%
Runway Lights:	HIRL (Pilot Control 120.7)	HIRL(Pilot Control 120.7)
REIL:	Yes	No (SSLAR)
VGSI Lights		
Type:	PAPI-4L	PAPI-4L
Threshold Cross Height:	43.1	60.1
Commission Date:	03/16/2016	Unknown
Commission Angle:	3.0	3.0
Reference Point Latitude:	N 39° 50' 11.3400"	N 39° 50' 52.1900"
Reference Point Longitude:	W 083° 50' 55.8500"	W 083° 49' 42.4000"
Reference Point Elevation:	1050.3	1041.3
Reference Point Threshold:	881	1063
Runway Information	**Runway 15**	**Runway 33**
Threshold Latitude:	N 39° 50' 35.1997"	N 40° 24' 39.9629"
Threshold Longitude:	W 083° 50' 55.6660"	W 086° 55' 39.1065"
Threshold Horizontal Datum:	NAD83	NAD83
Threshold Vertical Datum:	NAVD88	NAVD88
Status:	Asphalt	Asphalt (Grooved)
Markings:	Basic	Basic
Physical Length:	5499	5499
Width:	100	100
Gradient:	0.00%	0.00%
Runway Lights:	MIRL (Pilot Control 120.7)	MIRL (Pilot Control 120.7)
REIL:	Yes	Yes
VGSI Lights		
Type:	PAPI-4L	PAPI-4L
Threshold Cross Height:	36.1	36.5
Commission Date:	Unknown	Unknown
Commission Angle:	3.0	3.0
Reference Point Latitude:	N 39° 50' 30.1100"	N 39° 49' 56.4800"
Reference Point Longitude:	W 083° 50' 50.9100"	W 083° 50' 19.4400"
Reference Point Elevation:	1044.8	1042.7
Reference Point Threshold:	635	668

Source: FAA AVINS Datasheet

Pavement Condition

In 2015, the Ohio Department of Transportation (ODOT), evaluated the condition of SGH's pavement (see **Exhibit 1.5-3**), and while it reports concluded that a majority of the airport surfaces were in just in the need of Routine or Preventative Maintenance pavement work, it also highlighted others areas that re in the need of corrective action or Rehabilitation such as Runway 15-33, Taxiway H and Taxiway B.

Exhibit 1.5-3: SGH Pavement Condition Index



Source: ODOT

Instrument Approaches

To serve its function as a corporate airport, SGH must be accessible during inclement weather conditions. Currently, SGH is served by six instrument approach procedures (IAP). The IAP that historically provided the best minimums for the airport is the approach serving Runway 24 that utilizes the instrument landing system's (ILS) glideslope and localizer to allow Category A, B, C, and D aircraft to land at the airport when the cloud base is above 200 feet Above Ground Level (AGL) and the visibility is one half mile. Due to the condition and age of the GS and LOC, they are being decommissioned in 2017. The ALSF will remain in place and provide new LPV support to the Approach on 24. Therefore, the RNAV approach to Runway 24 with LPV minimums will provide the same minimums as the former ILS approach. **Exhibit 1.4-4** displays the minimums associated with all of SGH's IAPs.

Exhibit 1.5-4: SGH IAP Minimums and Approach Lighting System

ILS/LOC RWY 24 – DECOMMISSIONED IN 2017

CATEGORY	A	B	C	D	E
S-ILS 24	1248-½ 200 (200-½)				
S-LOC 24	1600-½ 552 (600-½)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)	1600-1½ 552 (600-1½)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
COBAG FIX MINIMUMS					
S-LOC 24	1420-½ 372 (400-½)			1420-¾ 372 (400-¾)	
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

RNAV RWY 24

CATEGORY	A	B	C	D
LPV DA	1248-½ 200 (200-½)			
LNAV/VNAV DA	1398-¾ 350 (400-¾)			
LNAV MDA	1400-½ 352 (400-½)			1400-1 352 (400-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

VOR RWY 6

CATEGORY	A	B	C	D
S-6	1480-1 429 (500-1)		1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

RVAV RWY 6

CATEGORY	A	B	C	D
LPV DA	1354-1 303 (400-1)			
LNAV/VNAV DA	1429-1¼ 378 (400-1¼)			
LNAV MDA	1500-1 449 (500-1)		1500-1¼ 449 (500-1¼)	1500-1½ 449 (500-1½)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

VOR/DME RWY 33

← 2 NM →	← 3.3 NM →			
CATEGORY	A	B	C	D
S-33	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

NDB RWY 24

CATEGORY	A	B	C	D
S-24	1500-¾ 452 (500-¾)			1500-1¼ 452 (500-1¼)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

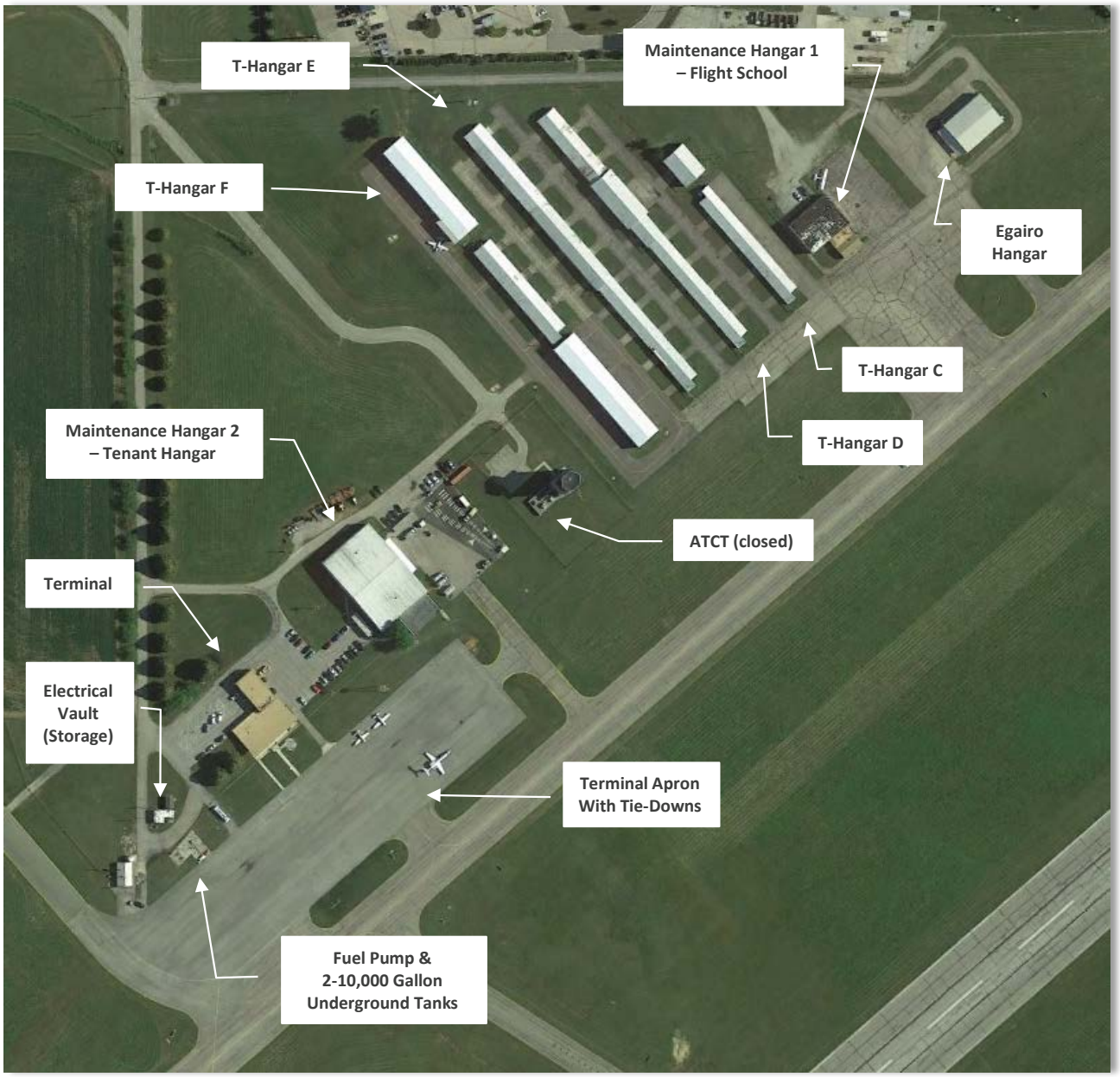
APPROACH LIGHTING SYSTEM

Source: FAA Digital Terminal Procedures, 2016; Woolpert, 2016.

Support Facilities

There are several facilities on the airport designed to support the air transportation system, including aircraft hangars, terminal, fueling, vehicular parking, airport maintenance facilities, etc. **Exhibit 1.5-5** identifies the location of these facilities and other general aviation landside facilities. The Uncrewed Aerial Vehicle (UAV) support facilities (not shown on the exhibit) are directly east of the runway intersection and are detailed in **Appendix G.**

Exhibit 1.5-5: Support Facilities



Source: Google Earth, 2016; Woolpert, 2016.

Hangars

There are three conventional hangars in the terminal area and one in Airpark Ohio. There are 4 T-hangars. **Exhibit 1.5-6** details the hangars at SGH, their condition, and what type of aircraft they are currently storing. Hangars are owned by The City of Springfield unless noted otherwise.

Exhibit 1.5-6: Aircraft Storage

Hangar	Unit	Condition	Currently Storing Aircraft Type	Dimensions (Door Height, Hangar Width X Depth)
T-Hangar C	C-201	Poor	SEP	8'7"— 40'W x 29'D
	C -202	Poor	SEP	8'7"— 40'W x 29'D
	C -203	Poor		8'7"— 40'W x 29'D
	C -204	Poor	SEP	8'7"— 40'W x 29'D
	C -205	Poor		8'7"— 40'W x 29'D
	C -206	Poor	SEP	8'7"— 40'W x 29'D
	C -207	Poor		8'7"— 40'W x 29'D
	C -208	Poor	SEP	8'7"— 40'W x 29'D
	C -709	Poor		15'8"— 54'W x 42'D
T-Hangar D	D -201	Poor		8'7"— 40'W x 29'D
	D -202	Poor	SEP	8'7"— 40'W x 29'D
	D -203	Poor		8'7"— 40'W x 29'D
	D -204	Poor		8'7"— 40'W x 29'D
	D -205	Fair	SEP	8'7"— 40'W x 29'D
	D -206	Poor	SEP	8'7"— 40'W x 29'D
	D -207	Poor		8'7"— 40'W x 29'D
	D -208	Poor		8'7"— 40'W x 29'D
	D -309	Good	SEP	12'2" – 43'W x 31'D
	D -512	Good	SEP	11'2" – 42'W x 31'D
	D -513	Good	SEP	11'2" – 42'W x 31'D
	D -514	Good	MEP	11'2" – 42'W x 31'D
	D -515	Good		11'2" – 42'W x 31'D
	D -610	Good	MEP	15'8" – 55'W x 42'D
	D -611	Good	MEP	15'8" – 55'W x 42'D
T-Hangar E	E-201	Fair		8'7" – 40'W x 29'D
	E-202	Fair	SEP	8'7" – 40'W x 29'D
	E-203	Fair		8'7" – 40'W x 29'D
	E-204	Fair	SEP	8'7" – 40'W x 29'D
	E-205	Fair		8'7" – 40'W x 29'D
	E-206	Poor		8'7" – 40'W x 29'D
	E-207	Poor		8'7" – 40'W x 29'D
	E-208	Poor		8'7" – 40'W x 29'D
	E-309	Good	SEP	11'2" – 42'W x 31'D
	E-310	Good	SEP	11'2" – 42'W x 31'D
	E-311	Good	SEP	11'2" – 42'W x 31'D
	E-312	Good	SEP	11'2" – 42'W x 31'D
	E-313	Good	SEP	11'2" – 42'W x 31'D
	E-514	Good	SEP	11'2" – 42'W x 31'D
	E-515	Good	MEP	11'2" – 42'W x 31'D
	E-516	Good	SEP	11'2" – 42'W x 31'D
	E-517	Good	SEP	11'2" – 42'W x 31'D
	E-518	Good	MEP	11'2" – 42'W x 31'D
T-Hangar F	F-409	Good	SEP	10'8" – 41'W x 31'D
	F-410	Good	SEP	10'8" – 41'W x 31'D
	F-411	Good	SEP	10'8" – 41'W x 31'D
	F-412	Good	SEP	10'8" – 41'W x 31'D
	F-413	Good	SEP	10'8" – 41'W x 31'D
	F-414	Good	SEP	10'8" – 41'W x 31'D

T-Hangars C And D, Source: Woolpert, 2016.

Exhibit 1.5-6: Aircraft Storage Cont.

Hangar	Unit	Condition	Currently Storing Aircraft Type
Conventional Hangar 1	Maintenance Hangar 1 (~4,800 SF) (Champion City Aviation)	Good	SEP SEP SEP
Conventional Hangar 2	Maintenance Hangar 2 (~15,000 SF) (Select Tech)	Good	
Conventional Hangar 3	Egairo Hangar (~4,800 SF) (Egairo Aviation)	Good	SEP
Conventional Hangar 4*	AirPark Ohio (~10,000 SF) (Spectra Jet LLC)	Good	MEP
Conventional Hangar 5*	AirPark Ohio (~10,000 SF) (Ali-Gator Air LLC) Note: 40 ft. x 40 ft. Addition Planned in 2017	Good	JET SEP
Tiedowns	Tiedown 1 Tiedown 2 Tiedown 3 Tiedown 4 Tiedown 5		Temp - M/SEP Temp - M/SEP Temp - M/SEP Temp - M/SEP Temp - M/SEP

Source: SGH, 2016 * = See Section 1.6 for Details

Egairo Hangar #3, Source: Woolpert, 2016.

Spectra Jet Hangar #4 & Ali-Gator Air, LLC Hangar #5, Source: Woolpert, 2016. (Privately Owned Hangars)

Aircraft Parking Aprons

The main apron at SGH is the terminal apron, which is approximately 9,800 square yards. Each maintenance hangar has an associated apron, consisting of approximately 1,670 square yards and 3,300 square yards each respectively for maintenance hangars 1 and 2. The Airpark also has 2,500 square yards of apron. (See **Exhibit 1.5-7**.)

Exhibit 1.5-7: Apron Area

Description	Square Yards
Terminal Apron	9,800
Maintenance Hangar #1	1,670
Maintenance Hangar #2	3,300
Airpark Apron	2,500

Source: SGH Airport Master Plan, 2005.

Terminal Building

The terminal at SGH is approximately 7,500 square feet. (See **Exhibit 1.5-8**.) It was built by the City in 1972 and contains the airport manager's office, waiting lounge, fixed base operator (FBO) counter and offices, restrooms, vending machines, and conference room. Attached to the terminal is a three-bay garage operated by the City for maintenance of airport equipment. The City also owns a 1,020-square-foot storage barn on the north side of S.R. 794 which is used for the storage of off-season equipment. S-Jet (Spectra Jet) operates the FBO at the airport out of the Terminal Building. There are no other tenants inside the Terminal Building.

Exhibit 1.5-8: Terminal

Source: Woolpert, 2016.

Auto Parking

Auto parking is available at the terminal building, two maintenance hangars, and the Egairo hangar. The parking near the terminal also serves Maintenance Hangar 1, is asphalt, and contains 48 spaces. There is room for a few other cars on a gravel area north of Maintenance Hangar 1. There is space for about nine vehicles in a gravel lot by Maintenance Hangar 2, and for approximately six vehicles by the Egairo hangar.

The parking lot can fill quickly as Select Tech leases up to 50 Parking Spaces (east of the Terminal) and when Marathon (customer) is using the airport, they can have up to 7-8 vehicles parked in front of the terminal.

Exhibit 1.5-9: Terminal Parking Lots

Source: Woolpert, 2017.

Utilities

SGH has full utility service. Water and sanitary sewer are provided by the City of Springfield. A package plant near the end of Runway 24 presently services the airport. Over the long-term, this facility will be phased out and replaced by sewer line connections to the primary treatment facilities for the City. Ohio Edison supplies the electrical service.

Columbia Gas provides natural gas service. SBC provides telecommunication with fiber optic lines. The utility service is presently available to the general aviation terminal area, OANG facilities, and AirparkOhio.

Per Airport Website:

Electric Supplier:	Ohio Edison
Gas Supplier:	Columbia Gas of Ohio
Water Supplier:	City of Springfield
Sanitary Sewer:	City of Springfield
Storm Sewer:	Natural Swale, Detention Pond
Telecommunication:	AT&T and Cincinnati Bell

OANG (Support Facilities Transferred)

The 178th Wing is a unit of the Ohio Air National Guard (OANG), stationed at the Springfield-Beckley Municipal Airport ANG complex, Springfield, Ohio. If activated to federal service, the wing is gained by the United States Air Force Air Combat Command (ACC), with elements of the wing gained by the Air Force Intelligence, Surveillance and Reconnaissance Agency (AFISRA).

Since this transfer, the OANG is transferring certain facilities to the airport as its mission changes. Currently the wind tunnel has been transferred to SGH and the Fire Station is planned for transfer. (See **Exhibit 1.5-6**.) Other facilities are being considered. Currently they are being environmentally evaluated.

Exhibit 1.5-6: OANG Transfer Facilities

Source: Google Earth, 2016; Woolpert, 2016 (Wind Tunnel, left; Cold Storage Right).

1.6 Airpark Ohio

Airpark Ohio is a business park on the west side of SGH promoted for aviation-related or light industrial/commercial development. Currently there are nine open lots available. (See **Exhibit 1,6-1**.) The park was developed on airport land that has been determined by the FAA "to not be needed for present or foreseeable airport purposes." In order to develop the airpark, the City received a land release from the FAA for in 1988 for approximately 201 acres that could be leases. In 1999, the City requested the FAA released 79 acres of the land previously available for lease to be available for sale.

Under the City's FAA grant assurances, any revenues gained from the sale of the property released from the airport must be reinvested in the airport. The City has sold a portion of the land available for sale in the airpark for two commercial/light industrial facilities. These facilities are "i.e., etc.", a business display (for events such as conferences) manufacturer, and Bob Evans Distribution Center. An aviation related facility, Alligator Air, has also been developed in the airpark in partnership with the City. The City owns the hangar and Alligator Air is receiving a return on their investment through a reduced rental rate for the initial lease term. After which time they can continue to lease the facilities, but at market rates. The Alligator Air hangar is 10,000 square feet and has an auto parking lot that can accommodate 12 cars. Spectra Jet, a maintenance repair overhaul (MRO) company, is located adjacent to Alligator Air. They provide complete repairs for all Learjet and the Challenger aircraft models with clients from over the world. The City constructed a 2,500 square yards of common use apron adjacent to the Alligator Air hangar with access to Taxiway J.

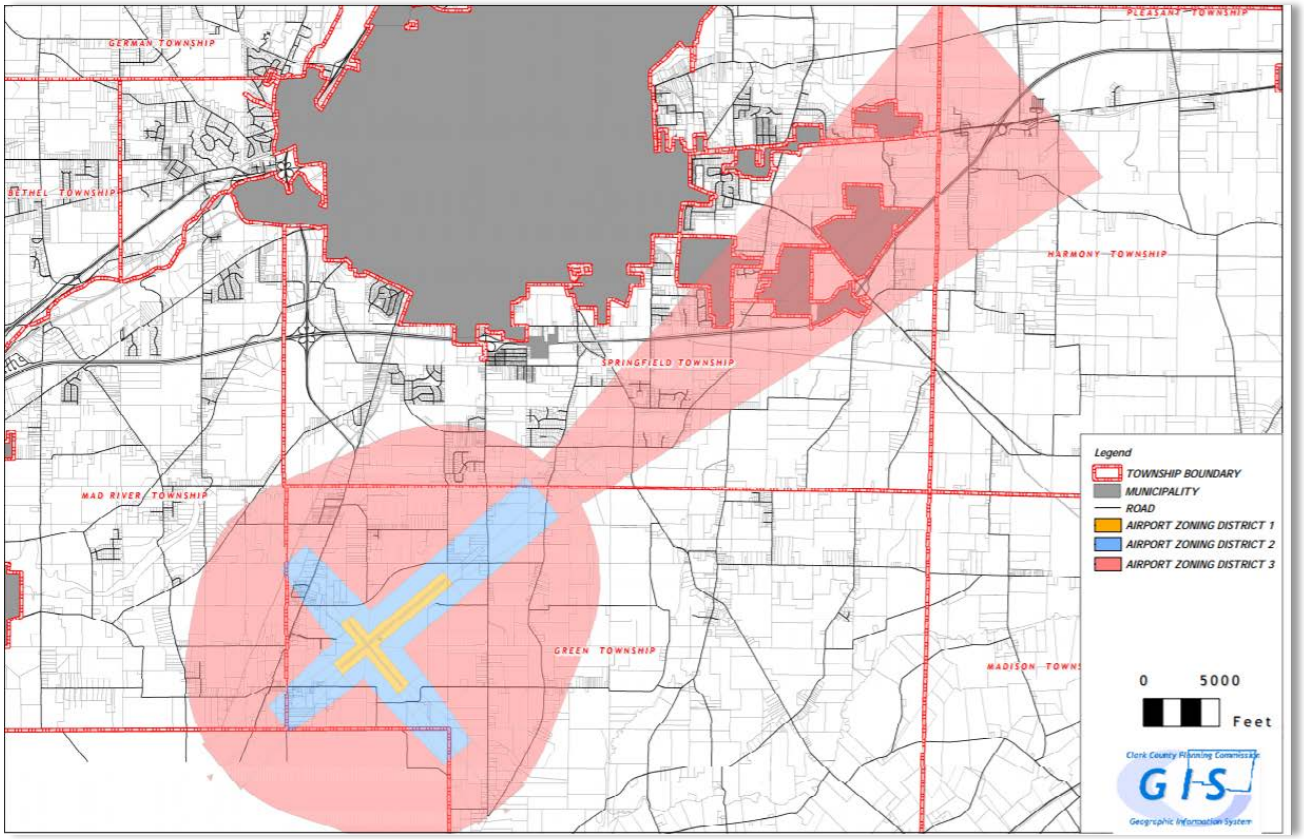
Exhibit 1.6-1: Airpark Ohio

Source: springfieldohio.gov/business-development/airpark-ohio/

1.7 Adjacent Development and Zoning

In addition to the OANG and Airpark Ohio, SGH is primarily surrounded by agricultural and rural residential development. The airport zoning for the Springfield-Beckley Municipal Airport was established in April 1966. A Joint Airport Zoning Commission has been formed with representatives from Clark and Greene County. The Commission reviewed the existing zoning and recommend changes to be consistent with current requirements and recommendations by the Ohio Department of Transportation for airport zoning regulating height of structures and natural growth in the airspace surfaces around the airport. Changes to the zoning were proposed to keep the local regulations consistent with the federal and state regulations. The revised airspace zoning ordinance was adopted in July 2004. (See **Exhibit 1.7-1**.)

Exhibit 1.7-1: Clark County Zoning



Source: clarkcountyohio.gov/index.aspx?NID=300

1.8 Airspace/Air Traffic Control

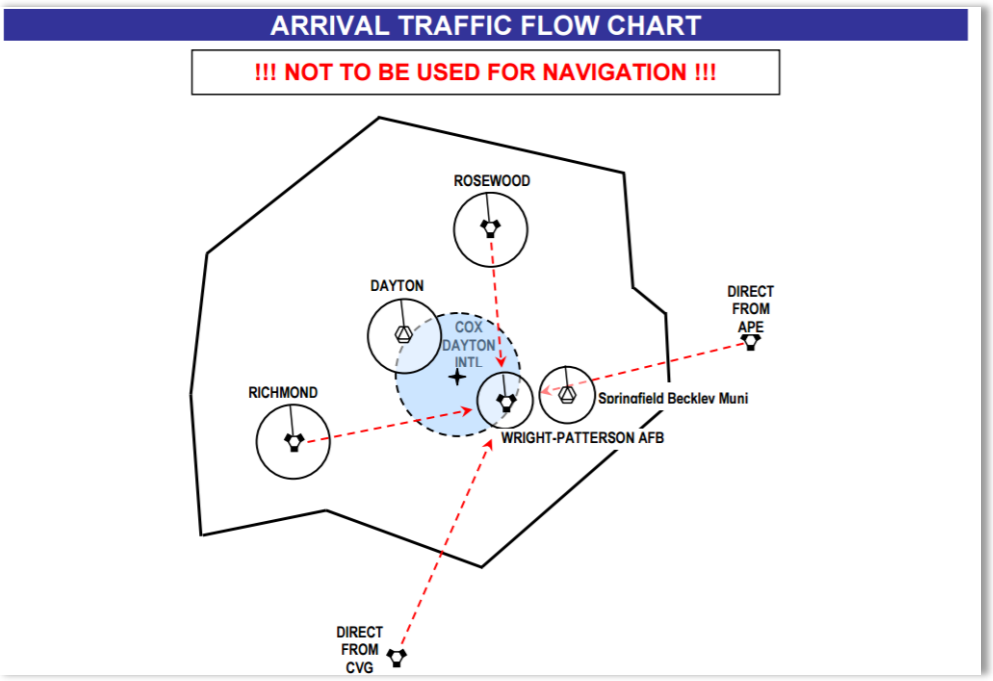
Flights into SGH are conducted using both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR). While there is an Air Traffic Control Tower located at SGH, it is no longer in use. It was officially closed in 2014. For navigational purposes, SGH can be found on the VFR Terminal Area Chart for Cincinnati (See central right portion of **Exhibit 1.8-1**.)

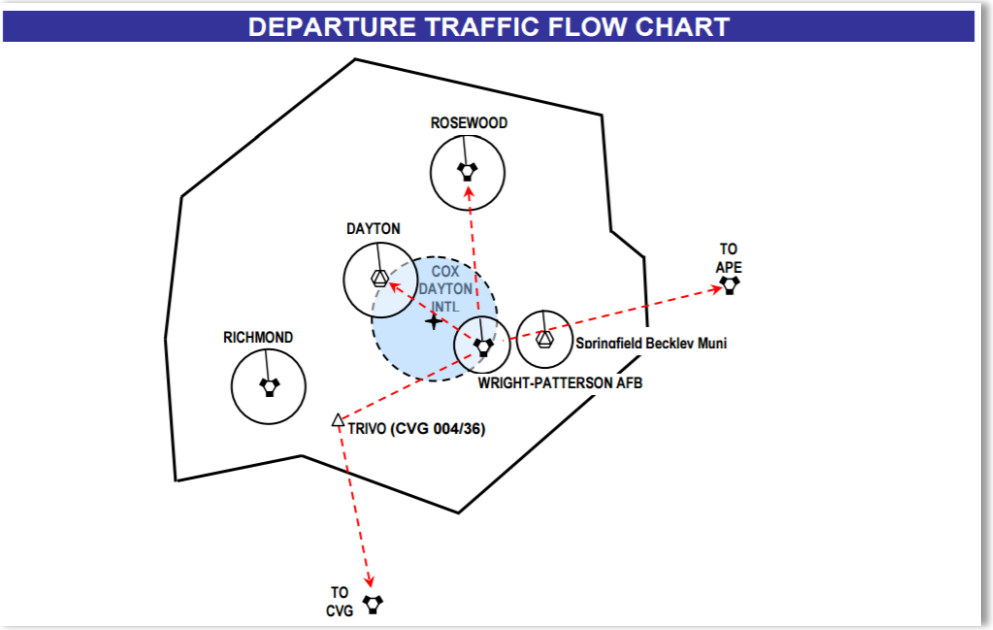
Exhibit 1.8-1: Cincinnati VFR Terminal Area Chart

Source: FAA VFR Terminal Area Chart – Cincinnati (Not for Navigation) – Refer to Chart for Legend

SGH is located approximately 9.5 nautical miles east of the Wright Patterson Air Force Base. Accordingly, there is significant military aircraft activity in the area. Arrival and departures to Wright Patterson go almost directly over SGH. (See **Exhibit 1.8-2**.)

Exhibit 1.8-2: Wright Patterson Arrive and Departure Flow





Source: Mid-Air Collision Avoidance, Military Aviation in Southwest Ohio, Offices Of Flight Safety 88th Air Base Wing, Air Force Materiel Command 445th Airlift Wing, Air Force Reserve Command Wright-Patterson AFB & 121st Air Refueling Wing, Ohio ANG Rickenbacker International Airport & 179th Airlift Wing, Ohio ANG Mansfield Lahm Airport. Not for Air Navigation.