SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT
SPRINGFIELD, OHIO

AIRPORT LAYOUT PLAN

AIP 3-39-0072-024-2016

MARCH 2020

FAA APPROVAL LETTER

U.S.Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
17077 E. Wayne Road, Ste. 107
Romulus, MI 48174

August 25, 2021

Mr. Seth Timmerman
Airport Manager
Springfield-Beckley Municipal Airport
76 East High Street
Springfield, OH 45502

Dear Mr. Timmerman:

Springfield-beckley Municipal Airport (SGH)
Springfield, Ohio
Airport Layout Plan (ALP) Approval
2020-AGL-8256-NRA

The Master Plan (MP) documents for the Springfield Municipal Airport (SGH) are acceptable from a contractual standpoint with respect to Federal Aviation Administration (FAA) planning policies, applicable Advisory Circulars, and Standard Operating Procedures. The contents of the MP reflect the views of the City of Springfield, the Airport Sponsor, who is responsible for the accuracy of the document. The MP does not necessarily reflect the views or policies of the FAA, and the determination of acceptability does not imply the FAA agrees with the MP conclusions and recommendations.

The FAA Reauthorization Act of 2018, Section 163(d), has limitee the FAA's review and approval authority for ALPs. This Act limits the FAA's authority to those portions of the ALP that:

a. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
b. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aeronautical operations;
c. Adversely affect the value of prior Federal investments to a significant extent.

FAA's approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). The FAA has not made a determination on whether or not it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). Under Title 49 U.S.C. § 47107(a)(16) (as revised per section 163(d) of Pub.L 115-254), FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on an ALP before construction starts.

operations at SGH. Please be advised that any future projects will require a separate determination of eligibility and justification, in response to COVID-19 impacts, before the FAA will concur with the project.

It is FAA policy that the Runway Protection Zone (RPZ) should be acquired in fee simple. It appears SGH owns portions of the RPZ for runway ends 6/24 and 15/33. The FAA recommends the Airport Sponsor have an avigation easement for those portions of the RPZ where fee simple ownership is not currently identified. The Airport Sponsor should review the land use in the area and ensure that it has adequate controls in place. The Airport Sponsor should ensure there is no congregation of people within the RPZ. *The September 27, 2012 "Interim Guidance on Land Uses Within a Runway Protection Zone"* requires the Airport Sponsor to develop an alternatives analysis when the following is proposed:

1. An airfield project (e.g., runway extension, runway shift)
2. A change in the critical design aircraft that increases the RPZ dimensions
3. A new or revised instrument approach procedure that increases the RPZ dimensions
4. A local development proposal in the RPZ (either new or reconfigured).

This Alternatives Analysis must be reviewed by the ADO, Regional Office, and APP-400.

An Exhibit "A" was included in ALP set and will require a separate review.

A Wildlife Hazard Site Visit was completed in conjunction with the master plan update. The FAA provided the review and acceptance of the report on August 22, 2019.

If any of the design critical aircraft or aircraft groups change, this ALP must be newvaluated.

There are no modification to design standards granted with this ALP.

FAA's approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

1. All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
2. That fair consideration has been given to the interest of communities in or near the airport.
3. That development programs provide for the protection and enhancement of the environment.

The FAA offers no objection to the proposed ultimate airspace utilization as depicted on the ALP based on consideration of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR Part 77, Obstruction Evaluation, and 14 CFR Part 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following 14 CFR's Parts: -77; -152, -and –157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (reference Aeronautical Study Number (2020-AGL-8256-NRA)). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements.

Development depicted on this ALP must comply with the National Environmental Policy Act (NEPA) of 1969 and State Environmental Laws. FAA environmental approval may be required for airport development actions depicted on this ALP. Please check with the ADO to determine what environmental action, if any, is required prior to starting construction. General requirements concerning FAA approval can be found in FAA Order 5050.4B *"National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions."*

To avoid conflicts with future development, the FAA recommends utilizing the ALP when preparing leases. We further recommend providing copies to the local and state planning zoning boards and county and city officials, and encouraging adoption of compatible land use criteria in and around the airport. Copies should be distributed to Fixed Base Operators (FBOs) and airport users.

The Airport and Airway Improvement Act (49 USC 47107(a)(16)(D)) requires the sponsor to eliminate any adverse affects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if ALP eligible construction/development items adversely affect FAA facilities, the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR Part 77 must be filed with this office. This approval does not include approval for temporary construction equipment, which may be used during actual construction (e.g., cranes, equipment staging areas, site access routes, etc.) Appropriate coordination to the safety/phasing plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project.

If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, the proponent must alert the FAA by submitting an ALP.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact this office at (734) 229-2900.

Sincerely,

JOHN L. MAYFIELD JR Digitally signed by JOHN L. MAYFIELD JR
Date: 2021.08.25 07:50:33 -04'00'

John L. Mayfield, Jr.
Manager
Detroit Airports District Office

Cc: Woolpert
ODOT Aviation

VICINITY MAP

SOURCE: USA TOPO MAPS

AIRPORT LOCATION MAP

SOURCE: ODOT MAPS RESOURCE PAGE -
http://www.dot.state.oh.us/maps/Pages/default.aspx

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MAPS NOT TO SCALE

CLARK COUNTY

STATE COUNTY MAP

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OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF AVIATION

James E. Bryant, Administrator, Office of Aviation

7-8-2021

SGH–SPRINGFIELD–BECKLEY MUNICIPAL AIRPORT, FAA AIP 3–39–0072–024–2016

FAA DISCLAIMER

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CITY OF SPRINGFIELD, OHIO
SPRINGFIELD–BECKLEY MUNICIPAL AIRPORT
APPROVED AND ADOPTED

DATE APPROVED _____

ASSISTANT CITY MANAGER

AIRPORT MANAGER

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SHEET NO. 1

No.	DATE	REVISION
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CERTIFIED BY:

DESIGNED BY: GCF | DRAWN BY: GCF

CHECKED BY: MJM | APPROVED BY: CJS

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