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; or
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 reevaluated.

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 any 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 for 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

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (AIP 3-18-0084-11) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

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

DATE APPROVED _____

ASSISTANT CITY MANAGER

AIRPORT MANAGER

WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL
333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

SHEET NO. 1

CERTIFIED BY:

No.	DATE	REVISION
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DESIGNED BY: GCF | DRAWN BY: GCF
CHECKED BY: MJM | APPROVED BY: CJS

Layout Tab Name: 1, Images: 2015StateMap-Map-HiRes.jpg; FAA seol.jpg; SGH quad map_VICINITY.tif; , Xrefs:
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G:\DE\Clients\Springfield-Beckley Municipal Airport OH (SGH)\765\5 SGH Master Plan\Cadd\Cad\765\5 COV.dwg Plotted By:Firrie, Gaster Plotted:June 21, 2021, 1:33:49 PM

AIRPORT DATA TABLE

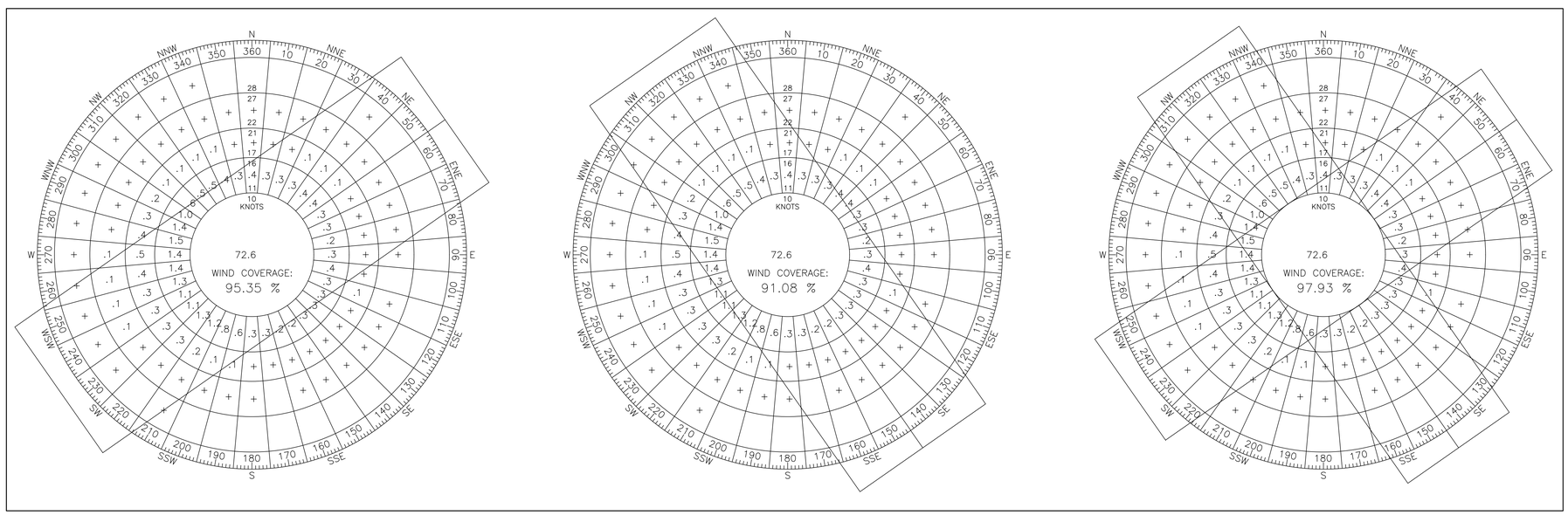
AIRPORT DATA	EXISTING	FUTURE (1-20 YEARS)
AIRPORT REFERENCE CODE (ARC) AIRCRAFT APPROACH CATEGORY (AAC) AIRPLANE DESIGN GROUP - WINGSPAN (ADG) AIRPLANE DESIGN GROUP - TAILHEIGHT (ADG)	CII CATEGORY C (121 TO < 141 KNOTS) GROUP II - 49' TO < 79' GROUP II - 20' TO < 30'	CII CATEGORY C (121 TO < 141 KNOTS) GROUP II - 49' TO < 79' GROUP II - 20' TO < 30'
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	87.4° F	87.4° F
AIRPORT FIELD ELEVATION (MSL)	1,051.2	1,051.2
AIRPORT NAVAIDS AND COMMUNICATION AIDS	BEACON, NDB, CTAF, SSALR	BEACON, NDB, CTAF, SSALR
AIRPORT REFERENCE POINT - LATITUDE (NAD83) AIRPORT REFERENCE POINT - LONGITUDE (NAD83)	N39° 50' 25.04" W83° 50' 24.57"	N39° 50' 25.04" W83° 50' 24.57"
MISCELLANEOUS FACILITIES	WIND INDICATORS; TAXIWAY LIGHTS; PAPIs; AWOS; SSALR; VOR; NDB	WIND INDICATORS; TAXIWAY LIGHTS; PAPIs; AWOS; SSALR; VOR; NDB
CRITICAL AIRCRAFT	CHALLENGER 600	CHALLENGER 600
MAGNETIC VARIATION	6° 26' W CHANGING BY 0.3' W	6° 26' W CHANGING BY 0.3' W
FAA NPIAS CLASSIFICATION FAA ASSET CLASSIFICATION	GENERAL AVIATION REGIONAL	GENERAL AVIATION REGIONAL
STATE CLASSIFICATION (SYSTEM PLAN)	LEVEL 1	LEVEL 1

FAA MODIFICATIONS TO STANDARDS

APPLICABLE FAA STANDARD	DESCRIPTION OF FAA STANDARD MODIFIED	PROPOSED MODIFICATION	DATE APPROVED
FAA Construction Specification (AC 150/5370-10G) P-209 Crushed Aggregate Base Course	FAA requires the use of crushed aggregate base course to meet the requirements set forth in the AC 150/5370-10G P-209 Specification.	The AC permits the use of asphalt pavements meeting state DOT requirements for pavements used by aircraft weighing not more than 12,500 pounds. Due to the limited aircraft weights using Taxilanes "E" and "F", the airport will use ODOT 304 specification.	5/16/2016
FAA Construction Specification (AC 150/5370-10G) P-403 HMA Surface Course	FAA requires the use of HMA surface course to meet the requirements set forth in the AC 150/5370-10G P-403 Specification.	The AC permits the use of asphalt pavements meeting state DOT requirements for pavements used by aircraft weighing not more than 12,500 pounds. Due to the limited aircraft weights using Taxilanes "E" and "F", the airport will use ODOT 448 specification.	5/16/2016
FAA Airport Design (AC 150/5300-13A) Chapter 4. Taxiway and Taxilane Design	Per FAA AC 150/5300-13A, the ADG I Taxilane Object Free Area shall be 79'. (39.5' from CL)	The AC allows for the modification of the taxilane fixed/movable object separation dimension in accordance with Engineering Brief No. 78. The critical aircraft using the existing taxilanes "A" and "F" will be limited to 44.17'. Therefore the centerline separation shall be modified from 39.5' to 36.5'.	5/16/2016

RUNWAY DATA TABLE

RUNWAY DATA	EXISTING		FUTURE		EXISTING		FUTURE	
	RUNWAY 6-24 (PRIMARY)				RUNWAY 15-33 (CROSSWIND)			
	RWY 6	RWY 24	RWY 6	RWY 24	RWY 15	RWY 33	RWY 15	RWY 33
RUNWAY DESIGN CODE (RDC)	C II		C II		C II		C II	
APPROACH REFERENCE CODE (APRC)*	D/VI/5000	D/VI/5000	D/VI/5000	D/VI/5000	B/III/VIS D/III/VIS	B/III/VIS D/III/VIS	B/III/5000 D/III/5000	B/III/5000 D/III/5000
DEPARTURE REFERENCE CODE (DPRC)*	D/VI	D/VI	D/VI	D/VI	B/III D/II	B/III D/II	B/III D/II	B/III D/II
RUNWAY PAVEMENT SURFACE	ASPHALT-CONCRETE		ASPHALT-CONCRETE		ASPHALT		ASPHALT	
PAVEMENT STRENGTH (GEAR TYPE)	50,000 SINGLE WHEEL; 60,000 DUAL WHEEL		50,000 SINGLE WHEEL; 60,000 DUAL WHEEL		12,000 SINGLE WHEEL		12,000 SINGLE WHEEL	
PAVEMENT CLASSIFICATION NUMBER (PCN)	60/R/B/W/T		60/R/B/W/T		45/F/D/X/T		45/F/D/X/T	
RUNWAY PAVEMENT SURFACE TREATMENT	GROOVED		GROOVED		NA		NA	
EFFECTIVE GRADIENT (%)	0.16% WITH LINE OF SIGHT	0.16% WITH LINE OF SIGHT PENETRATION	0.16% WITH LINE OF SIGHT	0.16% WITH LINE OF SIGHT PENETRATION	0.0145% WITH LINE OF SIGHT PENETRATION	0.0145% WITH LINE OF SIGHT PENETRATION	0.0145% WITH LINE OF SIGHT PENETRATION	0.0145% WITH LINE OF SIGHT PENETRATION
PERCENT WIND COVERAGE	SEE CROSSWIND DATA TABLE		SEE CROSSWIND DATA TABLE		SEE CROSSWIND DATA TABLE		SEE CROSSWIND DATA TABLE	
RUNWAY LENGTH x WIDTH	9,009' x 150'		9,009' x 100'		5,499' x 100'		5,499' x 100'	
DISPLACED THRESHOLD	NA	NA	NA	NA	NA	NA	NA	NA
RUNWAY SAFETY AREA (RSA)	1,000' BEYOND x 500' WIDE		1,000' BEYOND x 500' WIDE		1,000' BEYOND x 500' WIDE		1,000' BEYOND x 500' WIDE	
RUNWAY END LATITUDE (NAD83)	N39° 50' 06.24"	N39° 50' 58.34"	N39° 50' 06.24"	N39° 50' 58.34"	N39° 50' 35.20"	N39° 49' 51.14"	N39° 50' 35.20"	N39° 49' 51.14"
RUNWAY END LONGITUDE (NAD83)	W83° 51' 05.02"	W83° 49' 31.35"	W83° 51' 05.02"	W83° 49' 31.35"	W83° 50' 55.67"	W83° 50' 14.42"	W83° 50' 55.67"	W83° 50' 14.42"
RUNWAY EDGE LIGHTING	HIRL		HIRL		MIRL		MIRL	
RUNWAY PROTECTION ZONE (RPZ)	500' x 1,010' x 1,700'	1,000' x 1,750' x 2,500'	500' x 1,010' x 1,700'	1,000' x 1,750' x 2,500'	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'
RUNWAY MARKING	PRECISION	PRECISION	PRECISION	PRECISION	BASIC	NON-PRECISION	NON-PRECISION	NON-PRECISION
PART 77 APPROACH CATEGORY	NON-PRECISION - LARGER THAN UTILITY	PRECISION - LARGER THAN UTILITY	NON-PRECISION - LARGER THAN UTILITY	PRECISION - LARGER THAN UTILITY	VISUAL - LARGER THAN UTILITY	VISUAL - LARGER THAN UTILITY	VISUAL - LARGER THAN UTILITY	NON-PRECISION VIS > 3/4 MILE
PART 77 APPROACH SURFACE DIMENSION	1,000' x 3,500' x 10,000' (*)	1,000' x 16,000' x 50,000'	1,000' x 3,500' x 10,000' (*)	1,000' x 16,000' x 50,000'	500' x 1,500' x 5,000'	500' x 1,500' x 5,000'	500' x 1,500' x 5,000'	500' x 3,500' x 10,000'
PART 77 APPROACH SLOPE	34:1	50:1/40:1	34:1	50:1/40:1	20:1	20:1	20:1	34:1
VISUAL RANGE (LOWEST RVR)	1 MILE (5,000' RVR)	1/2 MILE (2,400' RVR)	1 MILE (5,000' RVR)	1/2 MILE (2,400' RVR)	VISUAL	VISUAL	VISUAL	1 MILE (5,000' RVR)
INSTRUMENT DESCENT MINIMUMS (LOWEST AGL)	303	200	≥ 250	200	VISUAL	VISUAL	VISUAL	≥ 250
AERONAUTICAL APPROACH SURVEY TYPE	NVGS	VGS	NVGS	VGS	NVGS	NVGS	NVGS	NVGS
DEPARTURE SURFACE (DS) DIMENSION	1,000' x 6,466' x 10,200'	1,000' x 6,466' x 10,200'	1,000' x 6,466' x 10,200'	1,000' x 6,466' x 10,200'	NA	NA	1,000' x 6,466' x 10,200'	1,000' x 6,466' x 10,200'
DEPARTURE SURFACE (DS) SLOPE	40:1	40:1	40:1	40:1	NA	NA	40:1	40:1
RUNWAY OBJECT FREE AREA (ROFA)	1,000' BEYOND x 800' WIDE		1,000' BEYOND x 800' WIDE		1,000' BEYOND x 800' WIDE		1,000' BEYOND x 800' WIDE	
RUNWAY OBSTACLE FREE ZONE (OFZ)	200' BEYOND x 400' WIDE		200' BEYOND x 400' WIDE		200' BEYOND x 400' WIDE		200' BEYOND x 400' WIDE	
PRECISION OBSTACLE FREE ZONE (POFZ)	NA	200' X 800'	NA	200' X 800'	NA	NA	NA	NA
INNER APPROACH OBSTACLE FREE ZONE (IAOFZ)	NA	2,997' x 400'	NA	2,997' x 400'	NA	NA	NA	NA
THRESHOLD SITING SURFACE (TSS) TYPE	TYPE 4 AND TYPE 6 (PER EB 99 - 02/16/2018)	TYPE 5 AND TYPE 6 (PER EB 99 - 02/16/2018)	TYPE 4 AND TYPE 6 (PER EB 99 - 02/16/2018)	TYPE 5 AND TYPE 6 (PER EB 99 - 02/16/2018)	TYPE 3 (PER EB 99 - 02/16/2018)	TYPE 3 (PER EB 99 - 02/16/2018)	TYPE 4 AND TYPE 6 (PER EB 99 - 02/16/2018)	TYPE 4 AND TYPE 6 (PER EB 99 - 02/16/2018)
THRESHOLD SITING SURFACE (TSS) DIMENSION	TYPE 4 200' BEYOND - 400' x 3,400' x 10,000' TYPE 6 350' x 1,520' x 10,000'	TYPE 5 200' BEYOND - 800' x 3,400' x 10,000' TYPE 6 350' x 1,520' x 10,000'	TYPE 4 200' BEYOND - 400' x 3,400' x 10,000' TYPE 6 300' x 1,520' x 10,000'	TYPE 5 200' BEYOND - 800' x 3,400' x 10,000' TYPE 6 300' x 1,520' x 10,000'	400' x 1,000' x 1,500' x 8,500'	400' x 1,000' x 1,500' x 8,500'	TYPE 4 200' BEYOND - 400' x 3,400' x 10,000' TYPE 6 350' x 1,520' x 10,000'	TYPE 4 200' BEYOND - 400' x 3,400' x 10,000' TYPE 6 350' x 1,520' x 10,000'
THRESHOLD SITING SURFACE (TSS) SLOPE	TYPE 4 20:1 / TYPE 6 30:1	TYPE 5 34:1 / TYPE 6 30:1	TYPE 4 20:1 / TYPE 6 30:1	TYPE 5 34:1 / TYPE 6 30:1	20:1	20:1	TYPE 4 20:1 / TYPE 6 30:1	TYPE 4 20:1 / TYPE 6 30:1
VISUAL AND INSTRUMENT APPROACH AIDS	PAPI, REILs	PAPI, SSALR	PAPI, REILs	PAPI, SSALR	PAPI, REILs	PAPI, REILs	PAPI, REILs	PAPI, REILs
TOUCHDOWN ZONE ELEVATION (MSL)	1,051.3	1,048.3	1051.3	1048.3	1047.5	1046.7	1047.5	1046.7
TAXIWAY WIDTH	75'	75'	75'	75'	35' & 50'	35' & 50'	35' & 50'	35' & 50'
TAXIWAY SAFETY AREA (TSA)	79'	79'	79'	79'	79'	79'	79'	79'
TAXIWAY OBJECT FREE AREA (TOFA)	131'	131'	131'	131'	131'	131'	131'	131'
PARALLEL TAXIWAY TO RUNWAY SEPARATION	736'		736'		300'		300'	
TAXIWAY SEPARATION**	NO PENETRATIONS TO TSA OR TOFA		NO PENETRATIONS TO TSA OR TOFA		N/A		N/A	
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL
VERTICAL / HORIZONTAL DATUM	NAVD88 / NAD83	NAVD88 / NAD83	NAVD88 / NAD83	NAVD88 / NAD83	NAVD88 / NAD83	NAVD88 / NAD83	NAVD88 / NAD83	NAVD88 / NAD83
DECLARED DISTANCE TABLE								
TAKEOFF RUN AVAILABLE (TORA)	9,009'	9,009'	9,009'	9,009'	5,499'	5,499'	5,499'	5,499'
TAKEOFF DISTANCE AVAILABLE (TODA)	9,009'	9,009'	9,009'	9,009'	5,499'	5,499'	5,499'	5,499'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	9,009'	9,009'	9,009'	9,009'	5,499'	5,499'	5,499'	5,499'
LANDING DISTANCE AVAILABLE (LDA)	9,009'	9,009'	9,009'	9,009'	5,499'	5,499'	5,499'	5,499'



RUNWAY 06-24 ALL WEATHER | **RUNWAY 15-33 ALL WEATHER** | **COMBINED ALL WEATHER**

CROSSWIND DATA TABLE

RUNWAY	10.5-KNOTS	13-KNOTS	16-KNOTS	20-KNOTS
ALL-WEATHER WIND DATA OBSERVATIONS				
RUNWAY 6-24 (PRIMARY)	90.56%	95.35%	98.83%	99.77%
RUNWAY 15-33	84.40%	91.08%	97.03%	99.25%
COMBINED	97.93%	99.51%	99.94%	100.00%
INSTRUMENT (IFR) WIND DATA OBSERVATIONS				
RUNWAY 6-24 (PRIMARY)	88.83%	94.11%	98.21%	99.62%
RUNWAY 15-33	86.12%	92.12%	97.21%	99.26%
COMBINED	97.67%	99.42%	99.90%	99.99%

DATA SOURCE: FAA AIRPORT GIS - STATION 724295 SPRINGFIELD-BECKLEY MUNICIPAL ANNUALPERIOD RECORD 2007 - 2016

NOTE: CROSSWIND COMPONENT COMPUTED USING RUNWAY TRUE BEARING (145.03 & 55.03)

NOTE: THE PLUS SIGNS (+) ON THE WIND ROSE REPRESENT WIND DIRECTION AND SPEED COMBINATIONS WHICH OCCUR LESS THAN ONE-TENTH OF 1 PERCENT OF TIME.

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | CHECKED BY: MJM | APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

No.	DATE	REVISION
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AIRPORT LAYOUT PLAN

AIRPORT DATA SHEET

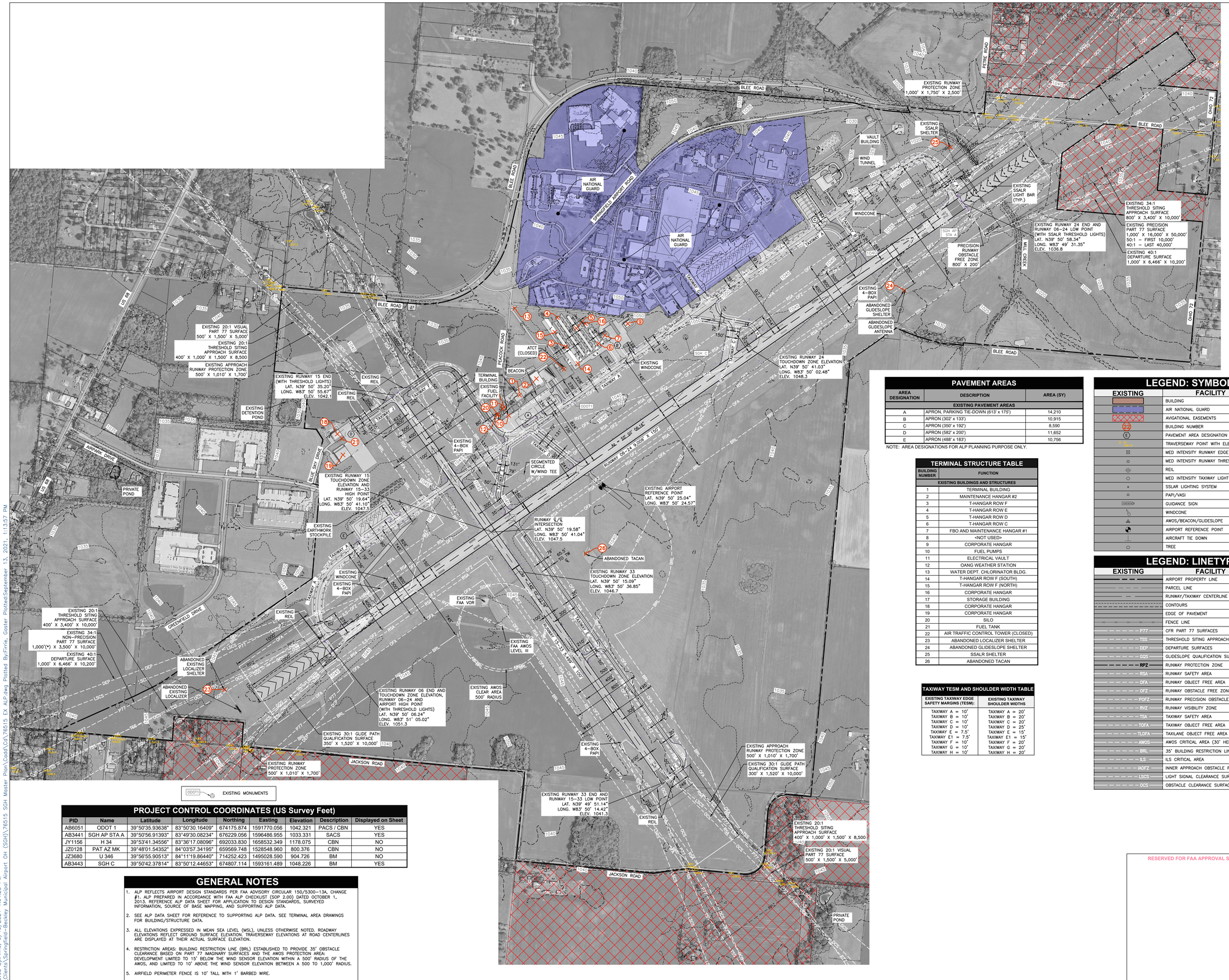
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .

SHEET NO.

2

Layout Tab Name: 2_Images: _Xrefs: 76515_TBLK.dwg
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MAGNETIC

0 400 800

GRAPHIC SCALE IN FEET

MAGNETIC DECLINATION
2016 = 6° 26' W ± 0° 22'
CHANGING BY 0° 3' W PER YEAR

SOURCE DOCUMENT IS NATIONAL GEOPHYSICAL DATA CENTER – NOAA SATELLITE AND INFORMATION CENTER.

IMAGE DATE: FEBRUARY 2018

PAVEMENT AREAS

AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
A	APRON, PARKING TIE-DOWN (613' x 175')	14,210
B	APRON (302' x 133')	10,915
C	APRON (350' x 192')	8,590
D	APRON (582' x 200')	11,652
E	APRON (488' x 183')	10,756

NOTE: AREA DESIGNATIONS FOR ALP PLANNING PURPOSE ONLY.

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION
EXISTING BUILDINGS AND STRUCTURES	
1	TERMINAL BUILDING
2	MAINTENANCE HANGAR #2
3	T-HANGAR ROW F
4	T-HANGAR ROW E
5	T-HANGAR ROW D
6	T-HANGAR ROW C
7	FBO AND MAINTENANCE HANGAR #1
8	<NOT USED>
9	CORPORATE HANGAR
10	FUEL PUMPS
11	ELECTRICAL VAULT
12	OANG WEATHER STATION
13	WATER DEPT. CHLORINATOR BLDG.
14	T-HANGAR ROW F (SOUTH)
15	T-HANGAR ROW F (NORTH)
16	CORPORATE HANGAR
17	STORAGE BUILDING
18	CORPORATE HANGAR
19	CORPORATE HANGAR
20	SILO
21	FUEL TANK
22	AIR TRAFFIC CONTROL TOWER (CLOSED)
23	ABANDONED LOCALIZER SHELTER
24	ABANDONED GLIDESLOPE SHELTER
25	SSALR SHELTER
26	ABANDONED TACAN

TAXIWAY TESM AND SHOULDER WIDTH TABLE

EXISTING TAXIWAY EDGE SAFETY MARGINS (TESM):	EXISTING TAXIWAY SHOULDER WIDTHS
TAXIWAY A = 10'	TAXIWAY A = 20'
TAXIWAY B = 10'	TAXIWAY B = 20'
TAXIWAY C = 10'	TAXIWAY C = 20'
TAXIWAY D = 10'	TAXIWAY D = 25'
TAXIWAY E = 7.5'	TAXIWAY E = 15'
TAXIWAY E1 = 7.5'	TAXIWAY E1 = 15'
TAXIWAY F = 10'	TAXIWAY F = 20'
TAXIWAY G = 10'	TAXIWAY G = 20'
TAXIWAY H = 10'	TAXIWAY H = 20'

LEGEND: SYMBOLS

EXISTING	FACILITY
	BUILDING
	AIR NATIONAL GUARD
	AVIGATIONAL EASEMENTS
22	BUILDING NUMBER
E	PAVEMENT AREA DESIGNATION
1035.6	TRAVERSEWAY POINT WITH ELEVATION
	MED INTENSITY RUNWAY EDGE LIGHT
	MED INTENSITY RUNWAY THRESHOLD LIGHT
	REIL
	MED INTENSITY TAXIWAY LIGHT
	SSLAR LIGHTING SYSTEM
	PAPI/VASI
	GUIDANCE SIGN
	WINDCONE
	AWOS/BEACON/GLIDESLOPE
	AIRPORT REFERENCE POINT
	AIRCRAFT TIE DOWN
	TREE

LEGEND: LINETYPE

EXISTING	FACILITY
	AIRPORT PROPERTY LINE
	PARCEL LINE
	RUNWAY/TAXIWAY CENTERLINE
	CONTOURS
	EDGE OF PAVEMENT
	FENCE LINE
P77	CFR PART 77 SURFACES
TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEPARTURE SURFACES
GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
OFA	RUNWAY OBJECT FREE AREA
OFZ	RUNWAY OBSTACLE FREE ZONE
POFZ	RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ	RUNWAY VISIBILITY ZONE
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
TLOFA	TAXILANE OBJECT FREE AREA
AWOS	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	35' BUILDING RESTRICTION LINE
ILS	ILS CRITICAL AREA
IAOFZ	INNER APPROACH OBSTACLE FREE ZONE
LSCS	LIGHT SIGNAL CLEARANCE SURFACE
OCS	OBSTACLE CLEARANCE SURFACE

PROJECT CONTROL COORDINATES (US Survey Feet)

PID	Name	Latitude	Longitude	Northing	Easting	Elevation	Description	Displayed on Sheet
AB6051	ODOT 1	39°50'35.93638"	83°50'30.16409"	674175.874	1591770.056	1042.321	PACS / CBN	YES
AB3441	SGH AP STA A	39°50'56.91393"	83°49'30.08234"	676229.056	1596486.955	1033.331	SACS	YES
JY1156	H 34	39°53'41.34556"	83°36'17.08096"	692033.830	1658532.349	1178.075	CBN	NO
JZ0128	PAT AZ MK	39°48'01.54352"	84°03'57.34195"	659569.748	1528548.960	800.376	CBN	NO
JZ3680	U 346	39°56'55.90513"	84°11'19.86440"	714252.423	1495028.590	904.726	BM	NO
AB3443	SGH C	39°50'42.37814"	83°50'12.44653"	674807.114	1593161.489	1048.226	BM	YES

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE AWOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS 10' TALL WITH 1' BARBED WIRE.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).

RESERVED FOR FAA APPROVAL STAMP

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | CHECKED BY: MJM | APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

No.	DATE	REVISION

AIRPORT LAYOUT PLAN

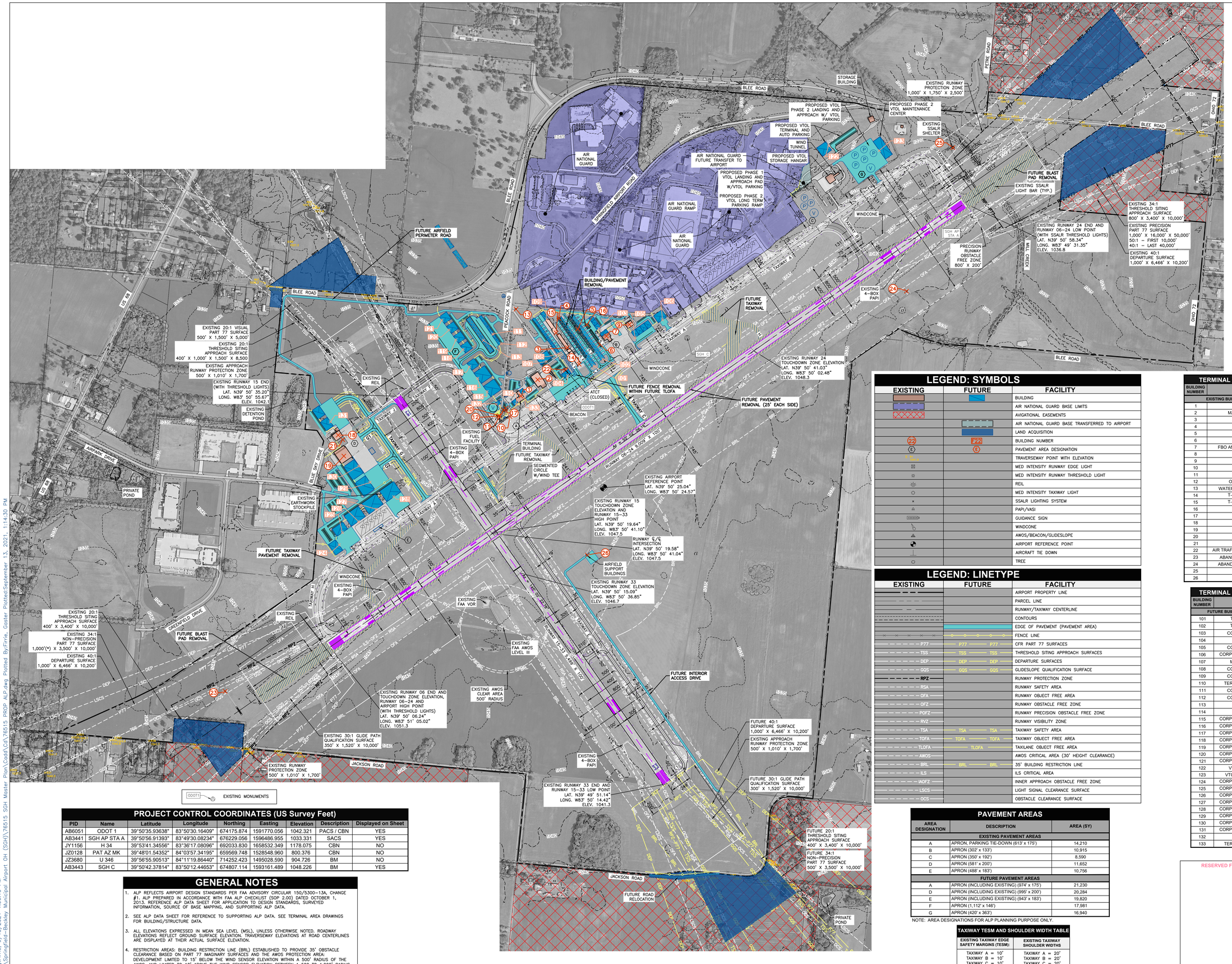
AIRPORT LAYOUT PLAN - EXISTING CONDITION

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO.

3

Layout Tab Name: 3_Images: SGH_OH_from sid 04 grayscale.tif: , Xrefs: 76515 TBLK.dwg; SGH Additional Runway Points.dwg; 76515-X.dwg; SGH EOR Points.dwg; SGH existing airspace.dwg; SGH OBS.dwg; SGH PARCEL LINES.dwg; SGH SURVEY Points.dwg; SGH Road Points RW 06-24.dwg; SGH Road Points RW 15-33 ex.dwg
Last Saved By:Firrie, 9/13/2021 1:04:25 PM
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N

MAGNETIC

0 400 800

GRAPHIC SCALE IN FEET

MAGNETIC DECLINATION 2016 = 6° 26' W ± 0° 22' CHANGING BY 0° 3' W PER YEAR

SOURCE DOCUMENT IS NATIONAL GEOPHYSICAL DATA CENTER – NOAA SATELLITE AND INFORMATION CENTER.

IMAGE DATE: FEBRUARY 2018

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
22	22	BUILDING NUMBER
E	E	PAVEMENT AREA DESIGNATION
		TRAVERSEWAY POINT WITH ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		SSALR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION
EXISTING BUILDINGS AND STRUCTURES	
1	TERMINAL BUILDING
2	MAINTENANCE HANGAR #2
3	T-HANGAR ROW F
4	T-HANGAR ROW E
5	T-HANGAR ROW D
6	T-HANGAR ROW C
7	FBO AND MAINTENANCE HANGAR #1
8	<NOT USED>
9	CORPORATE HANGAR
10	FUEL PUMPS
11	ELECTRICAL VAULT
12	OANG WEATHER STATION
13	WATER DEPT. CHLORINATOR BLDG.
14	T-HANGAR ROW F (SOUTH)
15	T-HANGAR ROW F (NORTH)
16	CORPORATE HANGAR
17	STORAGE BUILDING
18	CORPORATE HANGAR
19	CORPORATE HANGAR
20	SILO
21	FUEL TANK
22	AIR TRAFFIC CONTROL TOWER (CLOSED)
23	ABANDONED LOCALIZER SHELTER
24	ABANDONED GLIDESLOPE SHELTER
25	SSALR SHELTER
26	ABANDONED TACAN

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION
FUTURE BUILDINGS AND STRUCTURES	
101	T-HANGAR ROW E (NEW)
102	T-HANGAR ROW D (NEW)
103	CORPORATE HANGAR ROW
104	FUTURE TERMINAL
105	CORPORATE HANGAR ROW
106	CORPORATE HANGAR (45' HEIGHT)
107	MAINTENANCE BUILDING
108	CORPORATE HANGAR ROW
109	CORPORATE HANGAR ROW
110	TERMINAL BUILDING ADDITION
111	CORPORATE HANGAR ROW
112	CORPORATE HANGAR ROW
113	T-HANGARS
114	T-HANGARS
115	CORPORATE HANGAR (45' HEIGHT)
116	CORPORATE HANGAR (45' HEIGHT)
117	CORPORATE HANGAR (45' HEIGHT)
118	CORPORATE HANGAR (45' HEIGHT)
119	CORPORATE HANGAR (45' HEIGHT)
120	CORPORATE HANGAR (45' HEIGHT)
121	CORPORATE HANGAR (45' HEIGHT)
122	VTOL TERMINAL BUILDING
123	VTOL MAINTENANCE CENTER
124	CORPORATE HANGAR (45' HEIGHT)
125	CORPORATE HANGAR (45' HEIGHT)
126	CORPORATE HANGAR (45' HEIGHT)
127	CORPORATE HANGAR (45' HEIGHT)
128	CORPORATE HANGAR (45' HEIGHT)
129	CORPORATE HANGAR (45' HEIGHT)
130	CORPORATE HANGAR (45' HEIGHT)
131	CORPORATE HANGAR (45' HEIGHT)
132	VTOL BUILDING
133	TERMINAL BUILDING ADDITION

PROJECT CONTROL COORDINATES (US Survey Feet)

PID	Name	Latitude	Longitude	Northing	Easting	Elevation	Description	Displayed on Sheet
AB6051	ODOT 1	39°50'35.93638"	83°50'30.16409"	674175.874	1591770.056	1042.321	PACS / CBN	YES
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JY1156	H 34	39°53'41.34556"	83°36'17.08096"	692033.830	1658532.349	1178.075	CBN	NO
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JZ3680	U 346	39°56'55.90513"	84°11'19.86440"	714252.423	1495028.590	904.726	BM	NO
AB3443	SGH C	39°50'42.37814"	83°50'12.44653"	674807.114	1593161.489	1048.226	BM	YES

GENERAL NOTES

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2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE AWOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS 10' TALL WITH 1' BARBED WIRE.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7–24–2014).

PAVEMENT AREAS

AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
A	APRON, PARKING TIE-DOWN (613' x 175')	14,210
B	APRON (302' x 133')	10,915
C	APRON (350' x 192')	8,590
D	APRON (581' x 200')	11,652
E	APRON (488' x 183')	10,756
FUTURE PAVEMENT AREAS		
A	APRON (INCLUDING EXISTING) (974' x 175')	21,230
D	APRON (INCLUDING EXISTING) (995' x 200')	20,284
E	APRON (INCLUDING EXISTING) (943' x 183')	19,820
F	APRON (1,112' x 146')	17,981
G	APRON (420' x 363')	16,940

NOTE: AREA DESIGNATIONS FOR ALP PLANNING PURPOSE ONLY.

TAXIWAY TESM AND SHOULDER WIDTH TABLE

EXISTING TAXIWAY EDGE SAFETY MARGINS (TESM):	EXISTING TAXIWAY SHOULDER WIDTHS
TAXIWAY A = 10'	TAXIWAY A = 20'
TAXIWAY B = 10'	TAXIWAY B = 20'
TAXIWAY C = 10'	TAXIWAY C = 20'
TAXIWAY D = 10'	TAXIWAY D = 25'
TAXIWAY E = 7.5'	TAXIWAY E = 15'
TAXIWAY E1 = 7.5'	TAXIWAY E1 = 15'
TAXIWAY F = 10'	TAXIWAY F = 20'
TAXIWAY G = 10'	TAXIWAY G = 20'
TAXIWAY H = 10'	TAXIWAY H = 20'

RESERVED FOR FAA APPROVAL STAMP

CERTIFIED BY: DESIGN ENGINEER DATE

DESIGNED BY: GCF | DRAWN BY: GCF

CHECKED BY: MJM | APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

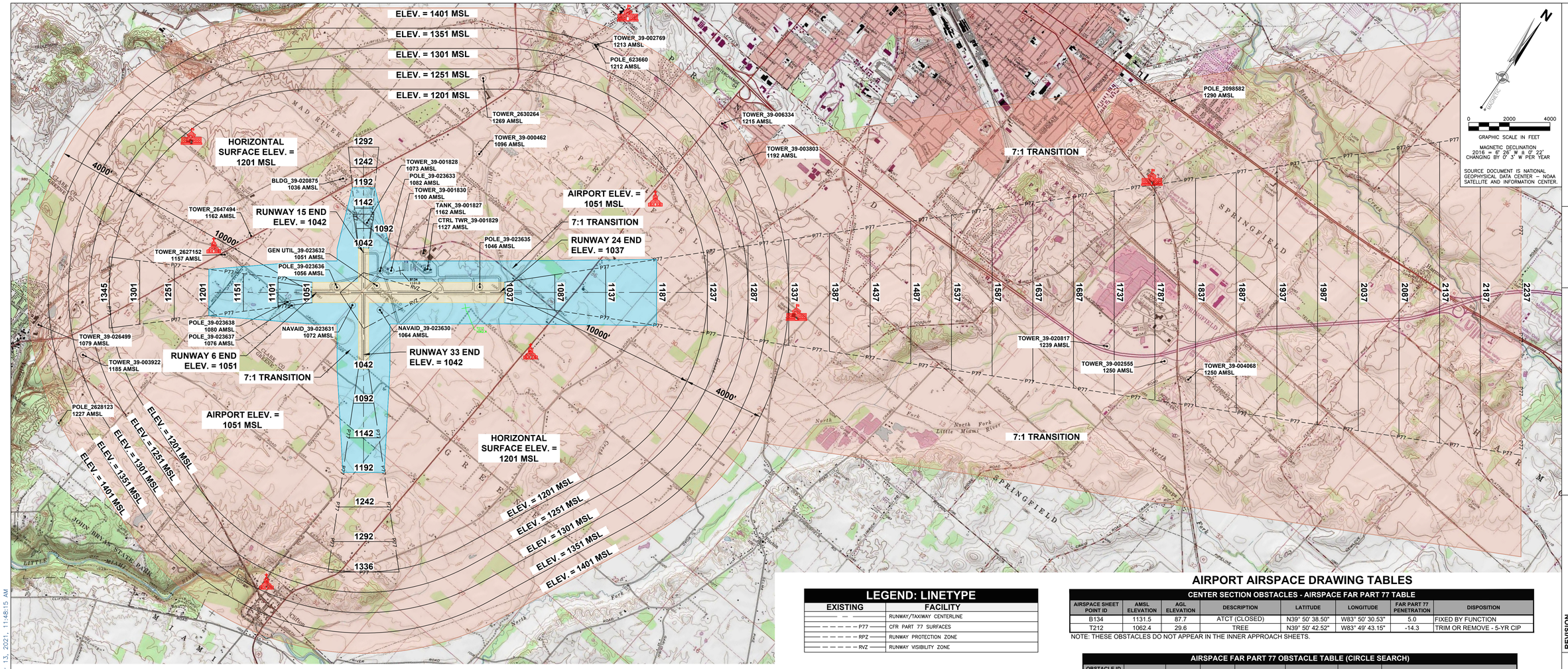
WOOLPERT
ARCHITECTURE | ENGINEERING | CONSTRUCTION

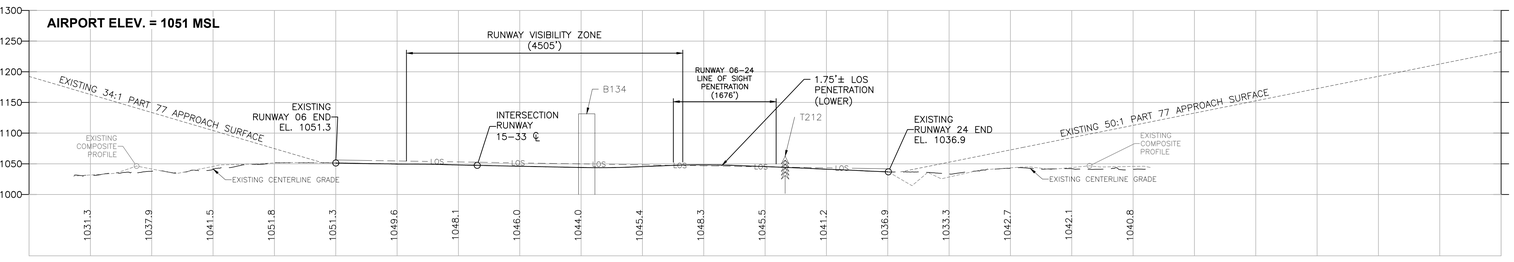
No.	DATE	REVISION
.	.	.

AIRPORT LAYOUT PLAN
AIRPORT LAYOUT PLAN - FUTURE CONDITION
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03–09–2020
AIP No: 3–39–0072–024–2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO. 4

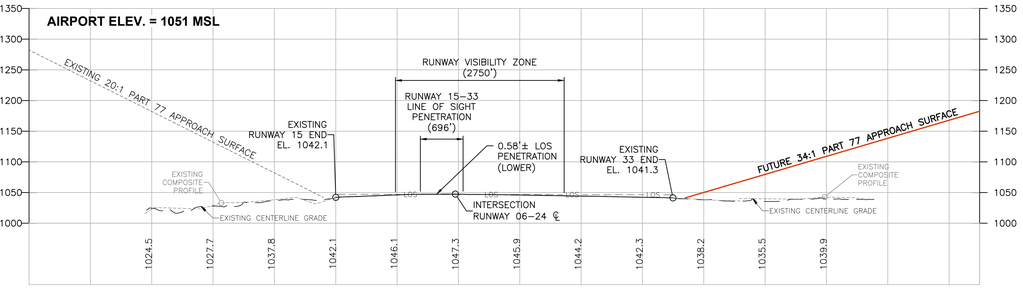
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Last Saved By:Firrie, 9/13/2021 1:06:10 PM
G:\DE\Clients\Springfield–Beckley Municipal Airport OH (SGH)\76515 SGH Master Plan\Cadd\Cd\76515 PROP ALP.dwg Plotted By:Firrie, Gaster Plotted:September 13, 2021, 1:14:30 PM





RUNWAY 06-24 RUNWAY PROFILE

HORIZONTAL SCALE: 1" = 1,000'
VERTICAL SCALE: 1" = 100'



RUNWAY 15-33 RUNWAY PROFILE

HORIZONTAL SCALE: 1" = 1,000'
VERTICAL SCALE: 1" = 100'

LEGEND: LINETYPE

EXISTING	FACILITY
———	RUNWAY/TAXIWAY CENTERLINE
— — — — P77 —	CFR PART 77 SURFACES
— — — — RPZ —	RUNWAY PROTECTION ZONE
— — — — RVZ —	RUNWAY VISIBILITY ZONE

NOTES:

1. PART 77 IMAGINARY AIRSPACE SURFACES USED TO DEPICT THE LIMITS OF RECOMMENDED LAND USE CONTROLS TO REGULATE THE HEIGHT OF OBJECTS IN THE AIRPORT VICINITY. PART 77 OBSTRUCTION ANALYSIS EVALUATED PER ULTIMATE RUNWAY DIMENSIONS AND ELEVATIONS UNLESS OTHERWISE NOTED. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG RUNWAY CENTERLINE, AS DEPICTED. ROADWAY ELEVATIONS INCLUDE RECOMMENDED PART 77 CLEARANCE ELEVATION. RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS.
2. REFER TO THE INNER–APPROACH DRAWINGS FOR CLOSE–IN OBSTRUCTION INFORMATION.
3. IT IS RECOMMENDED THE AIRPORT SPONSOR ADOPT REGULATIONS OR LAND USE MEASURES TO CONTROL THE HEIGHT OF OBJECTS IN THE AIRPORT VICINITY IN COOPERATION WITH OTHER GOVERNMENTAL ENTITIES WITH JURISDICTION UNDERLYING THE PART 77 AIRSPACE SURFACES DEPICTED BY THIS DRAWING.
4. SURROUNDING AIRSPACE OBSTACLES OBTAINED FROM FCC/ASR 5 MILE CIRCLE SEARCH ON SEPTEMBER 22, 2016.
5. ADDITIONAL SURROUNDING AIRSPACE OBSTACLES OBTAINED FROM DOF/TOD 5 MILE CIRCLE SEARCH ON SEPTEMBER 22, 2016

WILDLIFE ATTRACTANTS:

- FAA REQUIREMENT AC 150/5200–33B THAT HAZARDOUS WILDLIFE ATTRACTANTS NOT BE LOCATED WITHIN 5,000 FEET OF AN AIRPORT SERVING PISTON POWERED AIRCRAFT; WITHIN 10,000 FEET OF AN AIRPORT SERVING TURBINE POWERED AIRCRAFT AND WITHIN 5 STATUTE MILES IF IT COULD CAUSE WILDLIFE TO MOVE INTO OR ACROSS THE APPROACH OR DEPARTURE AIRSPACE. ADDITIONALLY, FEDERAL LAW PROHIBITS A NEW LANDFILL WITHIN 6 MILES OF AN AIRPORT IF THE AIRPORT MEETS CERTAIN CRITERIA.

AIRPORT AIRSPACE DRAWING TABLES

CENTER SECTION OBSTACLES - AIRSPACE FAR PART 77 TABLE

AIRSPACE SHEET POINT ID	AMSL ELEVATION	AGL ELEVATION	DESCRIPTION	LATITUDE	LONGITUDE	FAR PART 77 PENETRATION	DISPOSITION
B134	1131.5	87.7	ATCT (CLOSED)	N39° 50' 38.50"	W83° 50' 30.53"	5.0	FIXED BY FUNCTION
T212	1062.4	29.6	TREE	N39° 50' 42.52"	W83° 49' 43.15"	-14.3	TRIM OR REMOVE - 5-YR CIP

NOTE: THESE OBSTACLES DO NOT APPEAR IN THE INNER APPROACH SHEETS.

AIRSPACE FAR PART 77 OBSTACLE TABLE (CIRCLE SEARCH)

OBSTACLE ID (FCC/ASR OR DOF/TOD)	DESCRIPTION	AMSL ELEVATION	AGL ELEVATION	LATITUDE	LONGITUDE	FAR PART 77 PENETRATION	DISPOSITION
2647494	TOWER	1162.1	123.0	N39° 50' 09.90"	W83° 51' 59.40"	NO	NO ADDITIONAL ACTION
2627152	TOWER	1156.8	121.7	N39° 49' 55.00"	W83° 52' 06.00"	NO	NO ADDITIONAL ACTION
2630264	TOWER	1268.7	264.8	N39° 52' 18.00"	W83° 50' 59.00"	NO	NO ADDITIONAL ACTION
623660	POLE	1211.9	196.9	N39° 53' 02.70"	W83° 50' 13.00"	NO	NO ADDITIONAL ACTION
2628123	POLE	1227.0	198.2	N39° 48' 01.50"	W83° 52' 28.50"	NO	NO ADDITIONAL ACTION
2098582	POLE	1290.0	199.2	N39° 55' 24.80"	W83° 44' 58.20"	NO	NO ADDITIONAL ACTION
39-023630	NAVAID	1064.0	23.0	N39° 50' 17.34"	W83° 50' 26.16"	YES	TACAN-FIXED BY FUNCTION
39-023632	GEN UTIL	1051.0	9.0	N39° 50' 26.01"	W83° 50' 36.75"	YES	WIND TEE-FIXED BY FUNCTION
39-001830	TOWER	1100.0	55.0	N39° 50' 36.00"	W83° 50' 35.00"	YES	AIRPORT BEACON-FIXED BY FUNCTION
39-023633	POLE	1082.0	38.0	N39° 50' 32.79"	W83° 50' 40.56"	NO	NO ADDITIONAL ACTION
39-023631	NAVAID	1072.0	26.0	N39° 50' 11.42"	W83° 50' 42.04"	YES	VOR-FIXED BY FUNCTION
39-001829	CTRL TWR	1127.0	77.0	N39° 50' 47.00"	W83° 50' 17.00"	NO	OBSTRUCTION IGHTED
39-023636	POLE	1056.0	10.0	N39° 50' 14.02"	W83° 50' 56.49"	YES	WINDCONE-FIXED BY FUNCTION
39-001827	TANK	1162.0	113.0	N39° 50' 52.00"	W83° 50' 25.00"	NO	NO ADDITIONAL ACTION
39-001828	TOWER	1073.0	44.0	N39° 50' 48.00"	W83° 51' 05.00"	NO	NO ADDITIONAL ACTION
39-023635	POLE	1046.0	12.0	N39° 50' 54.71"	W83° 49' 43.56"	YES	WINDCONE-FIXED BY FUNCTION
39-023637	POLE	1076.0	34.0	N39° 49' 54.02"	W83° 51' 12.94"	NO	NO ADDITIONAL ACTION
39-023638	POLE	1080.0	36.0	N39° 49' 54.21"	W83° 51' 16.36"	NO	NO ADDITIONAL ACTION
39-020875	BLDG	1036.0	13.0	N39° 50' 58.64"	W83° 51' 33.57"	NO	NO ADDITIONAL ACTION
39-000462	TOWER	1096.0	70.0	N39° 51' 47.00"	W83° 50' 33.00"	NO	NO ADDITIONAL ACTION
39-003922	TOWER	1185.0	190.0	N39° 48' 35.17"	W83° 52' 41.39"	NO	NO ADDITIONAL ACTION
39-002769	TOWER	1213.0	199.0	N39° 53' 03.00"	W83° 50' 14.00"	NO	NO ADDITIONAL ACTION
39-026499	TOWER	1079.0	120.0	N39° 48' 34.39"	W83° 53' 15.16"	NO	NO ADDITIONAL ACTION
39-006334	TOWER	1215.0	165.0	N39° 53' 08.00"	W83° 48' 40.00"	NO	NO ADDITIONAL ACTION
39-003803	TOWER	1192.0	145.0	N39° 52' 59.00"	W83° 48' 17.00"	NO	NO ADDITIONAL ACTION
39-020817	TOWER	1239.0	193.0	N39° 53' 29.57"	W83° 44' 00.91"	NO	NO ADDITIONAL ACTION
39-002555	TOWER	1250.0	212.0	N39° 53' 40.00"	W83° 43' 26.00"	NO	NO ADDITIONAL ACTION
39-004068	TOWER	1250.0	164.0	N39° 53' 39.47"	W83° 43' 07.07"	NO	NO ADDITIONAL ACTION

DATE OF SURVEY:
SEPTEMBER, 2016

CHURCH LOCATION
SCHOOL LOCATION

CLARK-GREENE COUNTY AIRPORT ZONING REGULATIONS:

FOR THE PURPOSES OF THESE REGULATIONS, THE APPROACH, TRANSITIONAL, HORIZONTAL, AND CONICAL SURFACES AT SPRINGFIELD–BECKLEY MUNICIPAL AIRPORT ARE DIVIDED INTO ZONING DISTRICTS WHICH REPRESENT DIFFERING LEVELS OF SAFETY CONCERNS. THESE DISTRICTS ARE DESIGNATED BY THE FOLLOWING NUMBERS:

AIRPORT ZONING DISTRICT ONE (AZD–1)
[LAND UNDERLYING THE RUNWAY PRIMARY SURFACE]

AIRPORT ZONING DISTRICT TWO (AZD–2)
LAND UNDERLYING THE INNER APPROACH, INNER TRANSITIONAL SURFACES, AND THE MIDDLE APPROACH]

AIRPORT ZONING DISTRICT THREE (AZD–3)
[LAND UNDERLYING THE HORIZONTAL SURFACE, CONICAL SURFACE, OUTER APPROACH, AND OUTER TRANSITIONAL SURFACES]

NOTE: SEE SHEET 15 FOR CLARK COUNTY ZONING DISTRICTS.

CERTIFIED BY: DESIGN ENGINEER DATE
DESIGNED BY: GCF
DRAWN BY: GCF
CHECKED BY: MJM
APPROVED BY: CJS

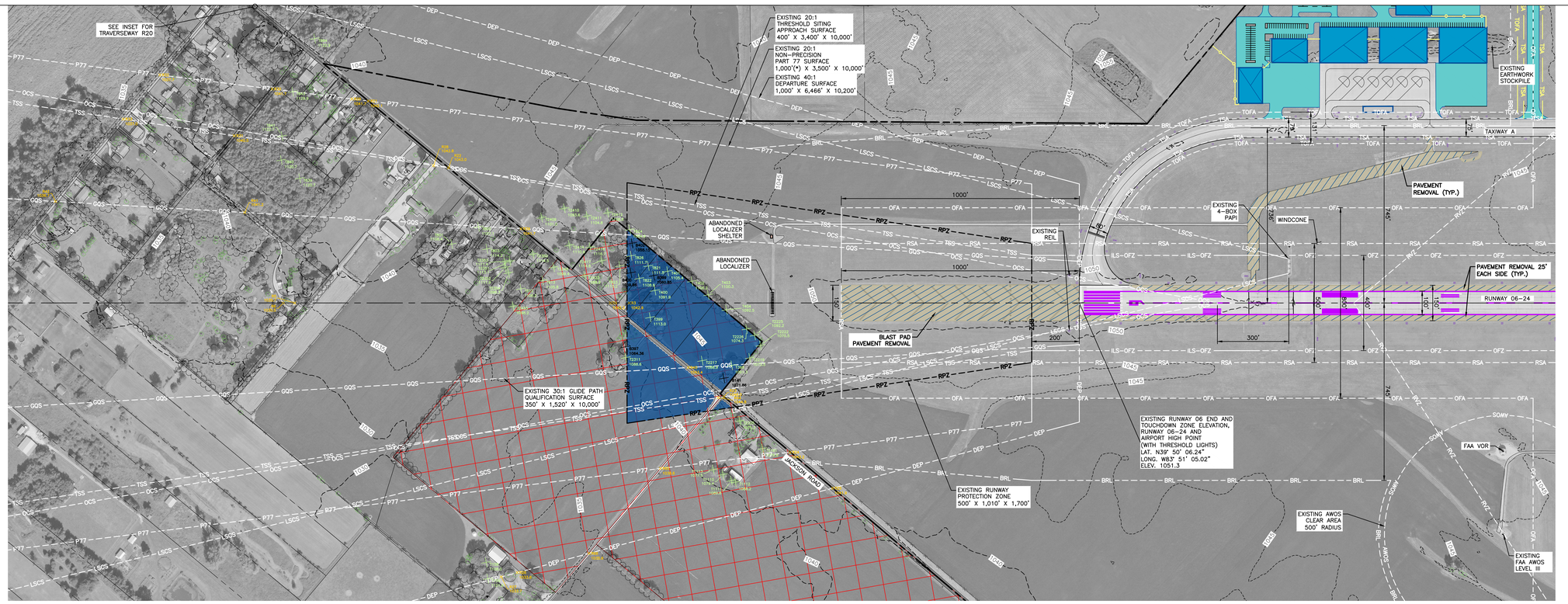
333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805
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No.	DATE	REVISION

AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE DRAWING
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

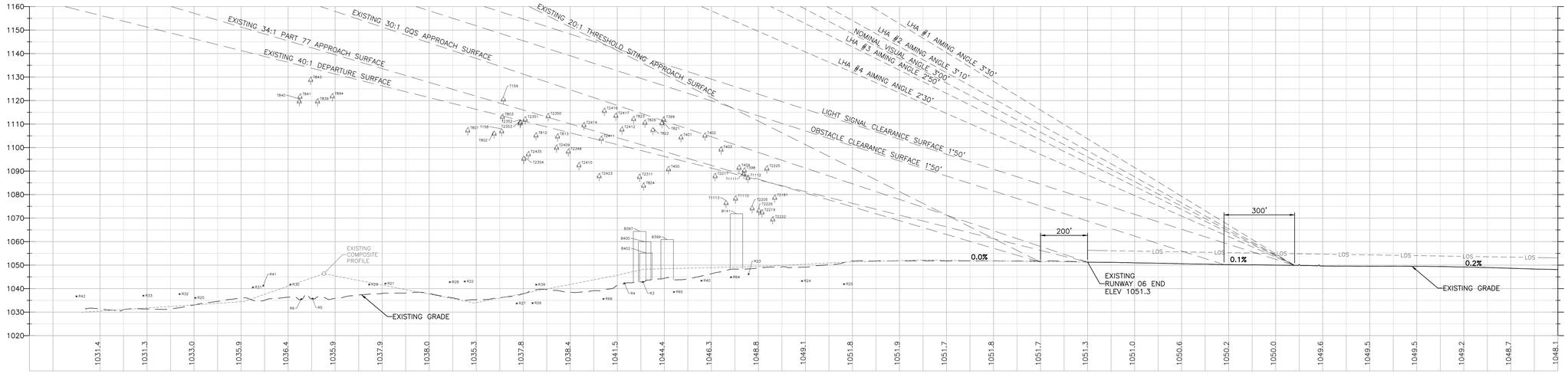
PROJECT No: 076515
DATE: 03–09–2020
AIP No: 3–39–0072–024–2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO.
5

Layout Tab Name: 5_Images: SGH quad map.tif: , Xrefs: 76515 TBLK.dwg; SGH PARCEL LINES.dwg; 76515 proposed airspace.dwg
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G:\DE\Clients\Springfield–Beckley Municipal Airport OH (SGH)\76515 SGH Master Plan\Cadd\Cd\76515 AIRSPACE.dwg Plotted By:Firrie, Gaster Plotted:September 13, 2021, 11:48:15 AM





TRAVERSEWAY R20 INSET



NOTE: SEE SHEET 8 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
X 1xxx.x		ROAD ELEVATION
X 1xxx.x		TREE OBSTACLE ELEVATION
X 1xxx.x		POLE OBSTACLE ELEVATION
X BI 1041.9		BUILDING OBSTACLE ELEVATION
X 1xxx.x		TOWER OBSTACLE ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		MALSR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE
LOS		LINE OF SIGHT

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS-3 PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS TYPICALLY 10' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).
7. THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO ACTUAL OR POTENTIAL PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET. REFER TO RUNWAY OBSTRUCTION TABLE SHEET FOR DETAILS.

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | APPROVED BY: CJS

CHECKED BY: MJM

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805
WOOLPERT
ARCHITECTURE | ENGINEERING | CONSTRUCTION

No.	DATE	REVISION
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AIRPORT LAYOUT PLAN

RUNWAY 06 END EXISTING AND FUTURE APPROACHES

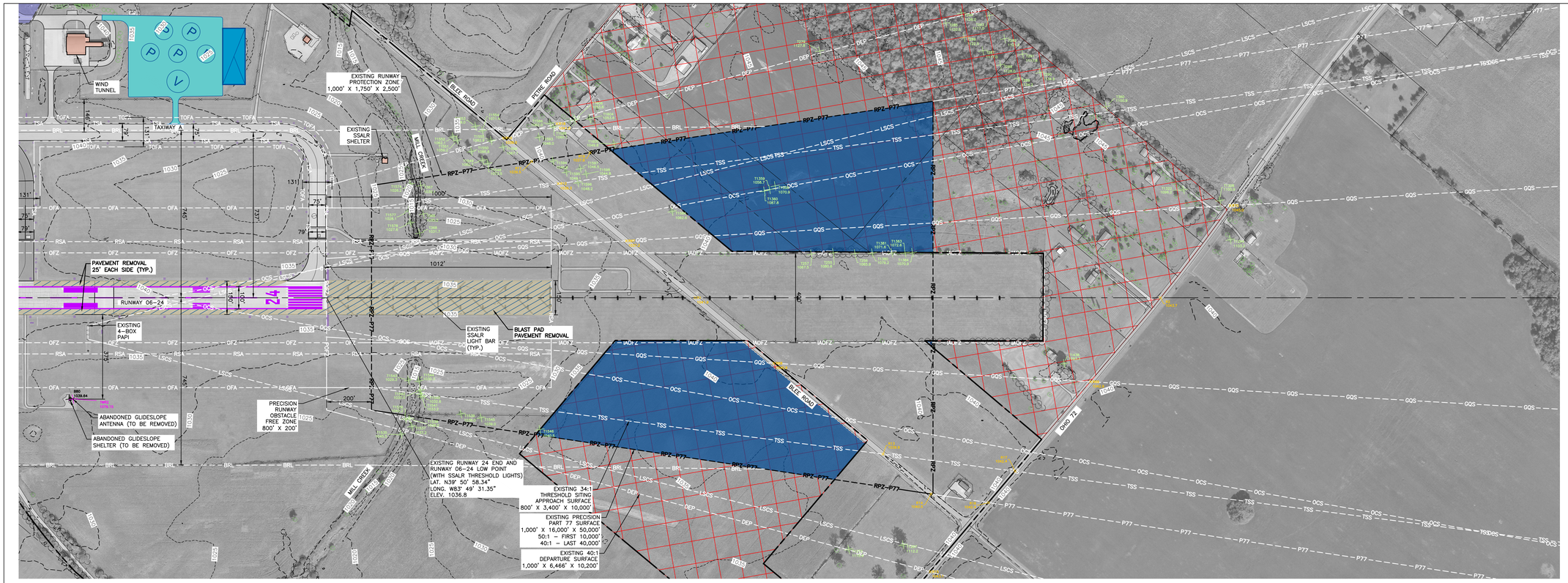
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

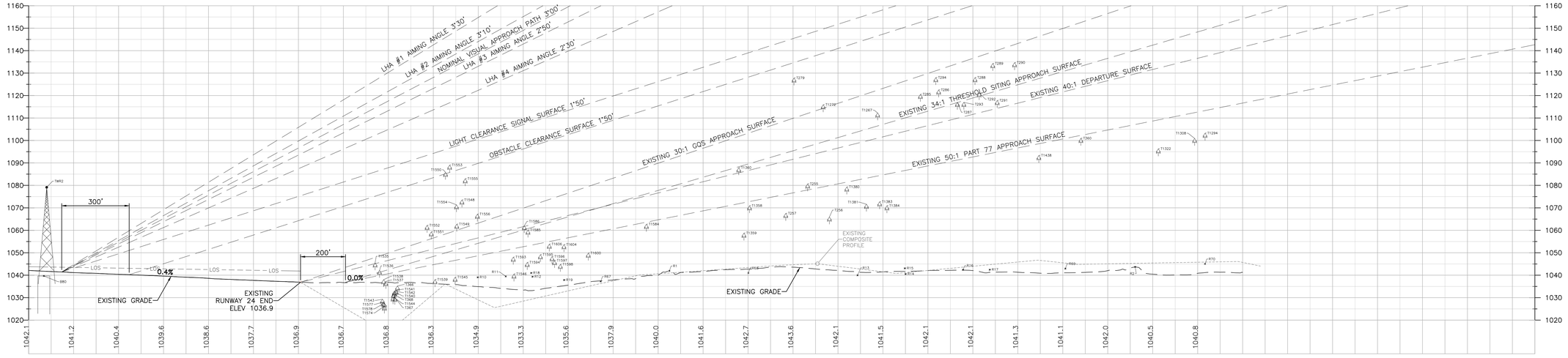
PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .

SHEET NO.

6

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NOTE: SEE SHEET 8 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
		ROAD ELEVATION
		TREE OBSTACLE ELEVATION
		POLE OBSTACLE ELEVATION
		BUILDING OBSTACLE ELEVATION
		TOWER OBSTACLE ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		MALSR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
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LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE
LOS		LINE OF SIGHT

GENERAL NOTES

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6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7–24–2014).
7. THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO ACTUAL OR POTENTIAL PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET. REFER TO RUNWAY OBSTRUCTION TABLE SHEET FOR DETAILS.

MAGNETIC DECLINATION 2016 = 6° 26' W ± 0° 22' CHANGING BY 0° 3' W PER YEAR

SOURCE DOCUMENT IS NATIONAL GEOPHYSICAL DATA CENTER – NOAA SATELLITE AND INFORMATION CENTER.

IMAGE DATE: FEBRUARY 2018

GRAPHIC SCALES IN FEET
0 200 400 600
60 40 20

CERTIFIED BY: DESIGN ENGINEER DATE
DESIGNED BY: GCF
DRAWN BY: GCF
CHECKED BY: MJM
APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805
WOOLPERT
ARCHITECTURE | ENGINEERING | CONSTRUCTION

No.	DATE	REVISION
	. . . . .	

AIRPORT LAYOUT PLAN
RUNWAY 24 END EXISTING AND FUTURE APPROACHES
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03–09–2020
AIP No: 3–39–0072–024–2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO. 7

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TRAVERSEWAY TABLES FOR RUNWAY 06 END
EXISTING APPROACHES - SHEET # 6

RUNWAY 06 TRAVERSEWAY TABLE							
TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION (MSL)	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RW 06 DEPARTURE SURFACE (40:1)	RW 06 THRESHOLD SITING APPROACH (20:1)	RW 06 PART 77 APPROACH (34:1)	RW 06 GLIDEPATH QUALIFICATION SURFACE (30:1)	DISPOSITION AND TRIGGER
R3	1042.9	10	-45.7	-83.0	-48.2	-61.5	NO ACTION
R4	1042.3	15	-43.3	-82.5	-46.1	-59.7	NO ACTION
R5	1035.7	10	-87.9	-160.3	-96.6	-115.4	NO ACTION
R6	1035.5	10	-89.3	-162.9	-98.2	-117.2	NO ACTION
R20	1036.0	15	-95.1				NO ACTION
R21	1042.1	15			-76.1		NO ACTION
R22	1043.0	15		-115.7			NO ACTION
R23	1046.0	15		-54.9			NO ACTION
R24	1043.2	15			-22.9		NO ACTION
R25	1041.9	15	-20.3				NO ACTION
R26	1033.8	10	-66.5				NO ACTION
R27	1033.7	10	-68.3				NO ACTION
R28	1042.8	10		-124.1			NO ACTION
R29	1041.7	10			-83.5		NO ACTION
R30	1041.7	10			-93.4		NO ACTION
R31	1041.7	10		-168.2			NO ACTION
R32	1037.7	15			-106.3		NO ACTION
R33	1037.7	15		-190.1			NO ACTION
R39	1041.7	15				-72.8	NO ACTION
R40	1043.4	15				-47.7	NO ACTION
R41	1041.2	10				-116.9	NO ACTION
R42	1036.7	15				-142.9	NO ACTION
R64	1044.8	15		-57.3			NO ACTION
R65	1038.6	15			-43.6		NO ACTION
R66	1035.6	15	-52.1				NO ACTION

NOTE: TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD SURFACE ELEVATIONS. PENETRATION VALUES ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.

TRAVERSEWAY TABLES FOR RUNWAY 24 END
EXISTING APPROACHES - SHEET # 7

RUNWAY 24 TRAVERSEWAY TABLE							
TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION (MSL)	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RW 24 DEPARTURE SURFACE (40:1)	RW 24 THRESHOLD SITING APPROACH (34:1)	RW 24 PART 77 APPROACH (50:1/40:1)	RW 24 GLIDEPATH QUALIFICATION SURFACE (30:1)	DISPOSITION AND TRIGGER
R1	1041.9	15	-21.0	-22.3	-8.8	-34.6	NO ACTION
R2	1043.7	15	-71.0	-81.5	-48.4	-101.9	NO ACTION
R10	1039.0	15	-2.5				NO ACTION
R11	1039.5	15			3.3		TO BE OBSTRUCTION LIGHTED
R12	1039.5	15		-7.0			NO ACTION
R13	1040.2	15		-48.9			NO ACTION
R14	1040.5	15			-31.2		NO ACTION
R15	1043.1	15	-46.0				NO ACTION
R16	1042.4	15			-34.4		NO ACTION
R17	1042.4	15		-63.7			NO ACTION
R18	1041.0	10	-11.5				NO ACTION
R19	1037.8	10			-8.5		NO ACTION
R67	1037.2	15				-29.1	NO ACTION
R68	1040.9	15				-47.3	NO ACTION
R69	1042.9	15				-92.3	NO ACTION
R70	1045.0	15				-110.9	NO ACTION

NOTE: TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD SURFACE ELEVATIONS. PENETRATION VALUES ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.

OBSTRUCTION TABLES FOR RUNWAY 06 END
EXISTING APPROACHES - SHEET # 6

RUNWAY 06 OBSTRUCTION TABLE									
OBSTACLE NUMBER	OBSTACLE ELEVATION (AMSL)	OBSTACLE HEIGHT (AGL)	RW 06 EXISTING DEPARTURE SURFACE (40:1)	RW 06 EXISTING THRESHOLD SITING APPROACH (20:1)	RW 06 EXISTING PART 77 APPROACH (34:1)	RW 06 EXISTING PART 77 TRANSITIONAL SURFACE	RW 06 EXISTING GLIDEPATH QUALIFICATION SURFACE (30:1)	ON AIRPORT PROPERTY	DISPOSITION AND TRIGGER
B141	1071.9	24.0	-16.8	-44.1	-17.5			NO	OBSTACLE WITHIN RPZ
B397	1064.4	21.8	-34.5	-72.2	-37.1		-50.4	NO	OBSTACLE WITHIN RPZ
B399	1060.9	15.1	-35.1	-69.8	-37.1		-50.0	NO	OBSTACLE WITHIN RPZ
B400	1060.0	15.6	-38.4	-75.5	-40.8		-54.1	NO	OBSTACLE WITHIN RPZ
B402	1055.2	9.9	-43.1	-80.1	-45.5		-58.7	NO	OBSTACLE WITHIN RPZ
T158	1108.0	74.5	-5.6					NO	TRIM OR REMOVE - 10-YR CIP
T159	1121.6	87.9	8.2					NO	TRIM OR REMOVE - 10-YR CIP
T398	1091.3	42.4	3.6		3.0			NO	TRIM OR REMOVE - 5-YR CIP
T399	1113.0	69.6	16.7		14.6		1.7	NO	TRIM OR REMOVE - 5-YR CIP
T400	1091.9	47.1	-3.9		-5.9			NO	TRIM OR REMOVE - 5-YR CIP
T401	1105.4	59.8	10.9		9.2		-3.5	NO	TRIM OR REMOVE - 5-YR CIP
T402	1106.2	58.8	14.2		12.9		0.7	YES	TRIM OR REMOVE - 5-YR CIP
T403	1100.3	53.0	10.0		9.1		-3.0	YES	TRIM OR REMOVE - 5-YR CIP
T404	1092.5	44.1	4.1		3.5		-8.2	YES	TRIM OR REMOVE - 5-YR CIP
T801	1108.4	67.1	-8.8		-14.6			NO	TRIM OR REMOVE - 10-YR CIP
T802	1107.1	68.2	-7.3		-12.6			NO	TRIM OR REMOVE - 10-YR CIP
T803	1114.2	76.0	0.7		-4.4			NO	TRIM OR REMOVE - 10-YR CIP
T812	1106.2	67.2	-3.7		-8.1			NO	TRIM OR REMOVE - 10-YR CIP
T813	1105.8	65.6	-1.8		-5.9			NO	TRIM OR REMOVE - 10-YR CIP
T821	1111.5	65.8	14.9		12.8		-0.2	NO	TRIM OR REMOVE - 5-YR CIP
T822	1108.6	63.3	11.1		8.8		-4.3	NO	TRIM OR REMOVE - 5-YR CIP
T823	1113.3	69.9	13.7		11.1		-2.4	NO	TRIM OR REMOVE - 10-YR CIP
T824	1084.9	38.1	-13.6					YES	TRIM OR REMOVE - 5-YR CIP
T826	1111.7	67.5	13.4		10.9		-2.3	NO	TRIM OR REMOVE - 5-YR CIP
T839	1120.7	76.6	-12.4					NO	TRIM OR REMOVE - 10-YR CIP
T840	1120.7	77.0	-14.3					NO	TRIM OR REMOVE - 10-YR CIP
T841	1122.7	79.6	-12.3					NO	TRIM OR REMOVE - 10-YR CIP
T843	1129.9	87.7	-4.0		-12.7			NO	TRIM OR REMOVE - 10-YR CIP
T894	1122.9	84.0	-8.7					NO	TRIM OR REMOVE - 10-YR CIP
T1110	1079.4	38.2	-9.3					NO	TRIM OR REMOVE - 5-YR CIP
T1111	1089.8	49.1	2.0					NO	TRIM OR REMOVE - 5-YR CIP
T1112	1088.2	47.2	0.8					NO	TRIM OR REMOVE - 5-YR CIP
T1113	1077.5	35.7	-12.2					NO	TRIM OR REMOVE - 5-YR CIP
T2181	1079.8	36.7	-4.8		-4.8			NO	TRIM OR REMOVE - 5-YR CIP
T2205	1075.3	29.4	-11.7		-12.1			NO	TRIM OR REMOVE - 5-YR CIP
T2217	1088.9	44.6	-2.0		-3.1			NO	TRIM OR REMOVE - 5-YR CIP
T2219	1073.5	25.6	-12.4		-12.6			YES	TRIM OR REMOVE - 5-YR CIP
T2222	1070.5	21.6	-14.2		-14.3			YES	TRIM OR REMOVE - 5-YR CIP
T2225	1092.2	42.8	6.8		6.7		-4.6	YES	TRIM OR REMOVE - 5-YR CIP
T2226	1074.3	25.1	-11.9		-12.2			YES	TRIM OR REMOVE - 5-YR CIP
T2311	1088.6	46.6	-10.3		-12.8			NO	TRIM OR REMOVE - 10-YR CIP
T2348	1099.4	58.1	-7.1		-10.9			NO	TRIM OR REMOVE - 10-YR CIP
T2350	1114.5	73.2	5.9		1.6			NO	TRIM OR REMOVE - 10-YR CIP
T2351	1113.1	74.2	2.0		-2.7			NO	TRIM OR REMOVE - 10-YR CIP
T2352	1111.9	73.6	0.3		-4.4			NO	TRIM OR REMOVE - 10-YR CIP
T2353	1111.4	72.9	-0.2		-5.0			NO	TRIM OR REMOVE - 10-YR CIP
T2354	1096.3	58.1	-14.9					NO	TRIM OR REMOVE - 10-YR CIP
T2409	1101.0	55.5	-6.7		-10.8			YES	TRIM OR REMOVE - 5-YR CIP
T2410	1093.6	47.2	-11.8		-1.4			YES	TRIM OR REMOVE - 5-YR CIP
T2411	1104.9	58.4	1.9		5.1			YES	TRIM OR REMOVE - 5-YR CIP
T2412	1108.8	61.1	8.0		2.2			YES	TRIM OR REMOVE - 5-YR CIP
T2414	1110.6	66.6	5.8		10.9		-12.1	YES	TRIM OR REMOVE - 5-YR CIP
T2416	1116.7	72.5	14.1		10.2		-3.1	YES	TRIM OR REMOVE - 5-YR CIP
T2417	1114.6	70.8	13.2				-3.5	NO	TRIM OR REMOVE - 10-YR CIP
T2423	1088.9	46.6	-14.3					NO	TRIM OR REMOVE - 10-YR CIP
T2435	1098.3	59.9	-12.5					NO	TRIM OR REMOVE - 10-YR CIP

NOTES: THERE ARE NO PENETRATIONS TO THE OBSTACLE FREE ZONE, THRESHOLD SITING APPROACH AND THE PART 77 TRANSITIONAL SURFACE.
* = CONTROLLING OBSTACLE IS HIGHLIGHTED

OBSTRUCTION TABLES FOR RUNWAY 24 END
EXISTING APPROACHES - SHEET # 7

RUNWAY 24 OBSTRUCTION TABLE									
OBSTACLE NUMBER	OBSTACLE ELEVATION (AMSL)	OBSTACLE HEIGHT (AGL)	RW 24 EXISTING DEPARTURE SURFACE (40:1)	RW 24 EXISTING THRESHOLD SITING APPROACH (34:1)	RW 24 EXISTING PART 77 APPROACH (50:1/40:1)	RW 24 EXISTING PART 77 TRANSITIONAL SURFACE	RW 24 EXISTING GLIDEPATH QUALIFICATION SURFACE (30:1)	ON AIRPORT PROPERTY	DISPOSITION AND TRIGGER
B80	1039.6	8.1			1.0 (PS)			YES	GLIDESLOPE SHELTER ABANDONDED
TWR2	1079.2	47.8			47.8 (PS)			YES	GLIDESLOPE TOWER ABANDONDED
T255	1080.6	36.2	-12.6		2.7			YES	TRIM OR REMOVE - 5-YR CIP
T256	1065.9	22.1			-14.0			YES	TRIM OR REMOVE - 5-YR CIP
T257	1067.5	24.0			-8.6			YES	TRIM OR REMOVE - 5-YR CIP
T279	1127.8	83.0				8.3		NO	TRIM OR REMOVE - 5-YR CIP
T285	1120.5	73.5	14.7					NO	TRIM OR REMOVE - 5-YR CIP
T286	1122.5	75.7	14.7			-4.8		NO	TRIM OR REMOVE - 5-YR CIP
T287	1117.0	70.1	7.1			-1.7		NO	TRIM OR REMOVE - 5-YR CIP
T288	1128.0	79.4	16.1			18.4		NO	TRIM OR REMOVE - 5-YR CIP
T289	1134.2	86.5	20.4			33.5		NO	TRIM OR REMOVE - 5-YR CIP
T290	1134.6	88.5	18.4			30.2		NO	TRIM OR REMOVE - 5-YR CIP
T291	1117.8	71.0	3.5			1.6		NO	TRIM OR REMOVE - 5-YR CIP
T292	1121.3	72.8	9.0			-4.9		NO	TRIM OR REMOVE - 5-YR CIP
T293	1117.0	67.9	6.4					NO	TRIM OR REMOVE - 5-YR CIP
T294	1128.0	80.0				-14.7		NO	TRIM OR REMOVE - 5-YR CIP
T360	1100.9	55.9			-1.4			NO	TRIM OR REMOVE - 10-YR CIP
T366	1035.2	13.2	-12.4	-8.5	-6.3			YES	TRIM OR REMOVE - 5-YR CIP
T367	1030.1	6.6			-11.1			YES	TRIM OR REMOVE - 5-YR CIP
T368	1031.7	15.4		-11.4	-9.4			YES	TRIM OR REMOVE - 5-YR CIP
T1267	1112.3	74.2	11.2			-6.9		NO	TRIM OR REMOVE - 10-YR CIP
T1272	1115.9	78.8	20.9			-6.5		NO	TRIM OR REMOVE - 10-YR CIP
T1294	1103.2	61.5			-10.1			NO	TRIM OR REMOVE - 10-YR CIP
T1308	1100.9	58.4			-11.5			NO	TRIM OR REMOVE - 10-YR CIP
T1322	1096.2	53.3			-12.9			NO	TRIM OR REMOVE - 5-YR CIP
T1358	1070.9	30.3			-1.9			NO	TRIM OR REMOVE - 5-YR CIP
T1359	1058.7	18.0			-13.6			NO	TRIM OR REMOVE - 5-YR CIP
T1360	1087.8	47.5	2.2	-0.5	16.0			NO	TRIM OR REMOVE - 5-YR CIP
T1380	1079.2	36.5			-2.2			YES	TRIM OR REMOVE - 5-YR CIP
T1381	1071.6	29.0			-11.6			YES	TRIM OR REMOVE - 5-YR CIP
T1383	1072.6	30.4			-11.7			YES	TRIM OR REMOVE - 5-YR CIP
T1384	1070.9	29.0			-14.1			YES	TRIM OR REMOVE - 5-YR CIP
T1438	1093.3	49.0			-5.3			NO	TRIM OR REMOVE - 5-YR CIP
T1535	1045.5	26.5				-6.7		YES	TRIM OR REMOVE - 5-YR CIP
T1536	1042.2	22.0	-3.5			0.1		YES	TRIM OR REMOVE - 5-YR CIP
T1537	1037.2	20.9	-9.2			-9.8		YES	TRIM OR REMOVE - 5-YR CIP
T1538	1038.0	22.0	-8.1			-4.3		YES	TRIM OR REMOVE - 5-YR CIP
T1539	1038.0	9.4	-13.8		-6.8			YES	TRIM OR REMOVE - 5-YR CIP
T1540	1032.6	12.5	-14.7	-10.6	-8.6			YES	TRIM OR REMOVE - 5-YR CIP
T1541	1033.2	11.0	-14.2		-8.1			YES	TRIM OR REMOVE - 5-YR CIP
T1542	1033.0	12.8	-14.3	-10.2	-8.2			YES	TRIM OR REMOVE - 5-YR CIP
T1543	1029.3	10.7		-12.4	-10.8			YES	TRIM OR REMOVE - 5-YR CIP
T1544	1030.3	11.1		-12.7	-10.7			YES	TRIM OR REMOVE - 5-YR CIP
T1545	1039.0	10.4	-15.0		-7.6			YES	TRIM OR REMOVE - 5-YR CIP
T1546	1040.5	6.4			-11.4			YES	TRIM OR REMOVE - 5-YR CIP
T1548	1073.5	37.8	18.7			23.4		YES	TRIM OR REMOVE - 5-YR CIP
T1549	1062.7	25.9	8.5			10.5		YES	TRIM OR REMOVE - 5-YR CIP
T1550	1085.8	48.1	32.9			28.0		YES	TRIM OR REMOVE - 5-YR CIP
T1551	1059.2	24.6				-5.9		YES	TRIM OR REMOVE - 5-YR CIP
T1552	1062.1	28.1				-5.1		YES	TRIM OR REMOVE - 5-YR CIP
T1553	1089.0	51.3				15.2		YES	TRIM OR REMOVE - 5-YR CIP
T1554	1071.4	33.1				0.4		YES	TRIM OR REMOVE - 5-YR CIP
T1555	1082.9	45.1				18.4		YES	TRIM OR REMOVE - 5-YR CIP
T1556	1067.1	29.3	10.6			6.6		YES	TRIM OR REMOVE - 5-YR CIP
T1574	1026.2	11.6			-14.1			YES	TRIM OR REMOVE - 5-YR CIP
T1577	1028.1	10.0		-13.7	-12.1			YES	TRIM OR REMOVE - 5-YR CIP
T1578	1027.6	12.1		-14.4	-12.7			YES	TRIM OR REMOVE - 5-YR CIP
T1584	1062.6	25.3	-12.7	-13.6	-1.0			YES	TRIM OR REMOVE - 5-YR CIP
T1585	1060.1	19.2	-2.1			-12.8		YES	TRIM OR REMOVE - 5-YR CIP
T1586	1062.0	20.8				-13.2		YES	TRIM OR REMOVE - 5-YR CIP
T1593	1048.0	8.6	-12.5					YES	TRIM OR REMOVE - 5-YR CIP
T1594	1045.6	4.9			-7.4			YES	TRIM OR REMOVE - 5-YR CIP
T1595	1049.1	10.3	-14.4		-5.1			YES	TRIM OR REMOVE - 5-YR CIP
T1596	1048.2	11.1			-7.0			YES	TRIM OR REMOVE - 5-YR CIP
T1597	1046.5	8.4			-9.0			YES	TRIM OR REMOVE - 5-YR CIP
T1598	1044.8	7.0			-11.2			YES	TRIM OR REMOVE - 5-YR CIP
T1600	1049.8	10.7				-12.1		NO	TRIM OR REMOVE - 5-YR CIP
T1604	1053.6	13.8	-12.6					NO	TRIM OR REMOVE - 5-YR CIP
T1606	1053.8	13.4	-10.8					NO	TRIM OR REMOVE - 5-YR CIP

NOTE: THERE ARE NO PENETRATIONS TO THE OBSTACLE FREE ZONE AND EXISTING GLIDEPATH QUALIFICATION SURFACE.
* = CONTROLLING OBSTACLE IS HIGHLIGHTED. (PS) = OBSTRUCTION LOCATED IN PRIMARY SURFACE

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | CHECKED BY: MJM | APPROVED BY: CJS

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING
333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

No.	DATE	REVISION
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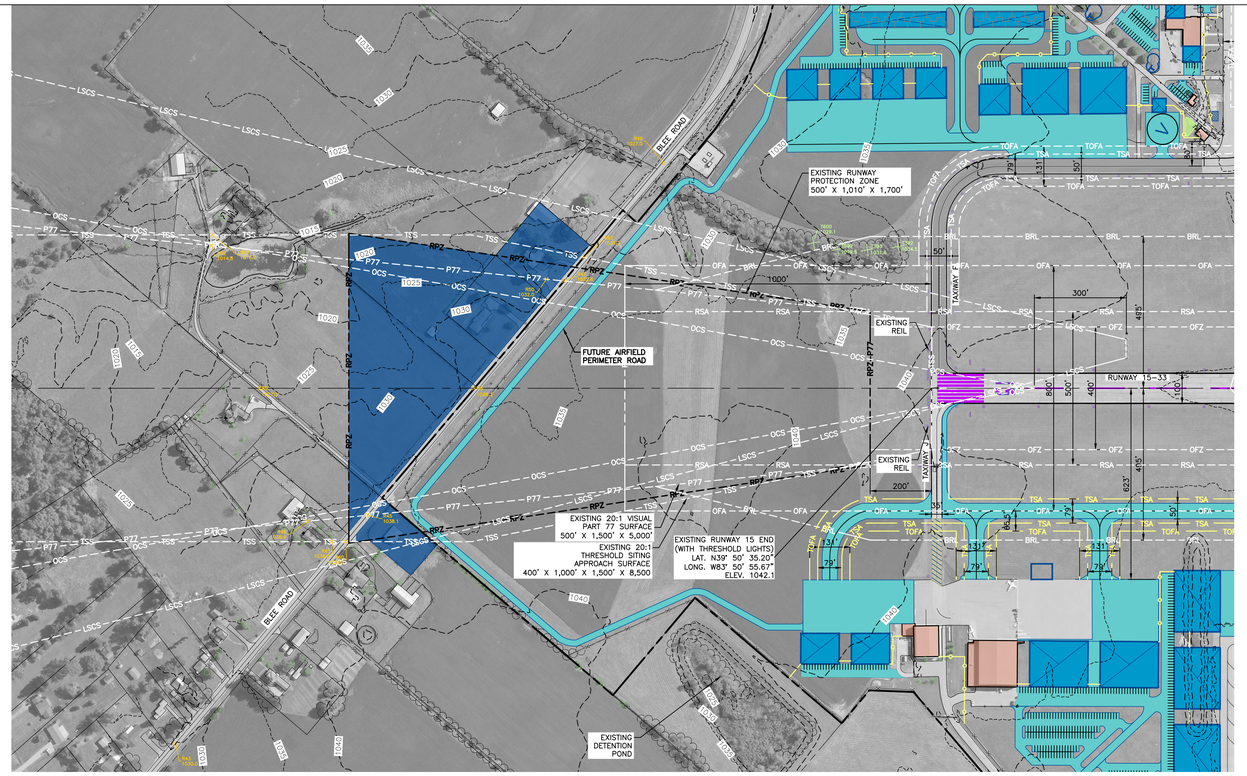
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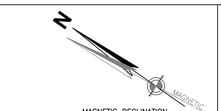
RUNWAY OBSTRUCTION TABLES

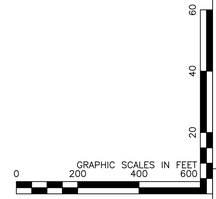
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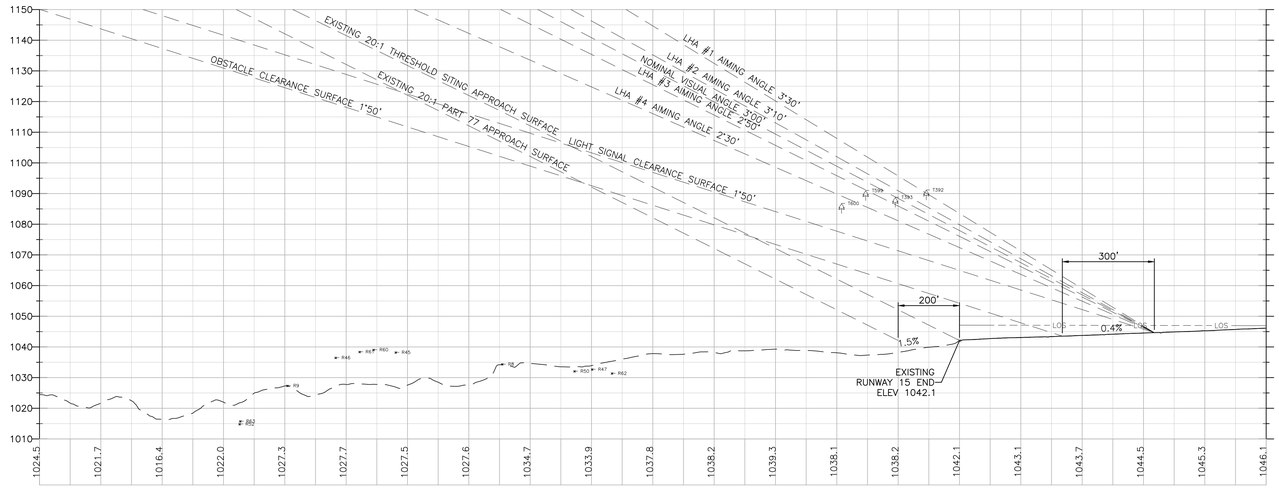
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DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO.
8

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NOTE: SEE SHEET 8 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
P 1041.9		ROAD ELEVATION
X 1041.9		TREE OBSTACLE ELEVATION
P 1041.9		POLE OBSTACLE ELEVATION
X 1041.9		BUILDING OBSTACLE ELEVATION
T 1041.9		TOWER OBSTACLE ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		MALSR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE
LOS		LINE OF SIGHT

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS-3 PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS TYPICALLY 10' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).
7. THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO ACTUAL OR POTENTIAL PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET. REFER TO RUNWAY OBSTRUCTION TABLE SHEET FOR DETAILS.

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | CHECKED BY: MJM | APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSTRUCTION

No.	DATE	REVISION
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AIRPORT LAYOUT PLAN

RUNWAY 15 END EXISTING AND FUTURE APPROACHES

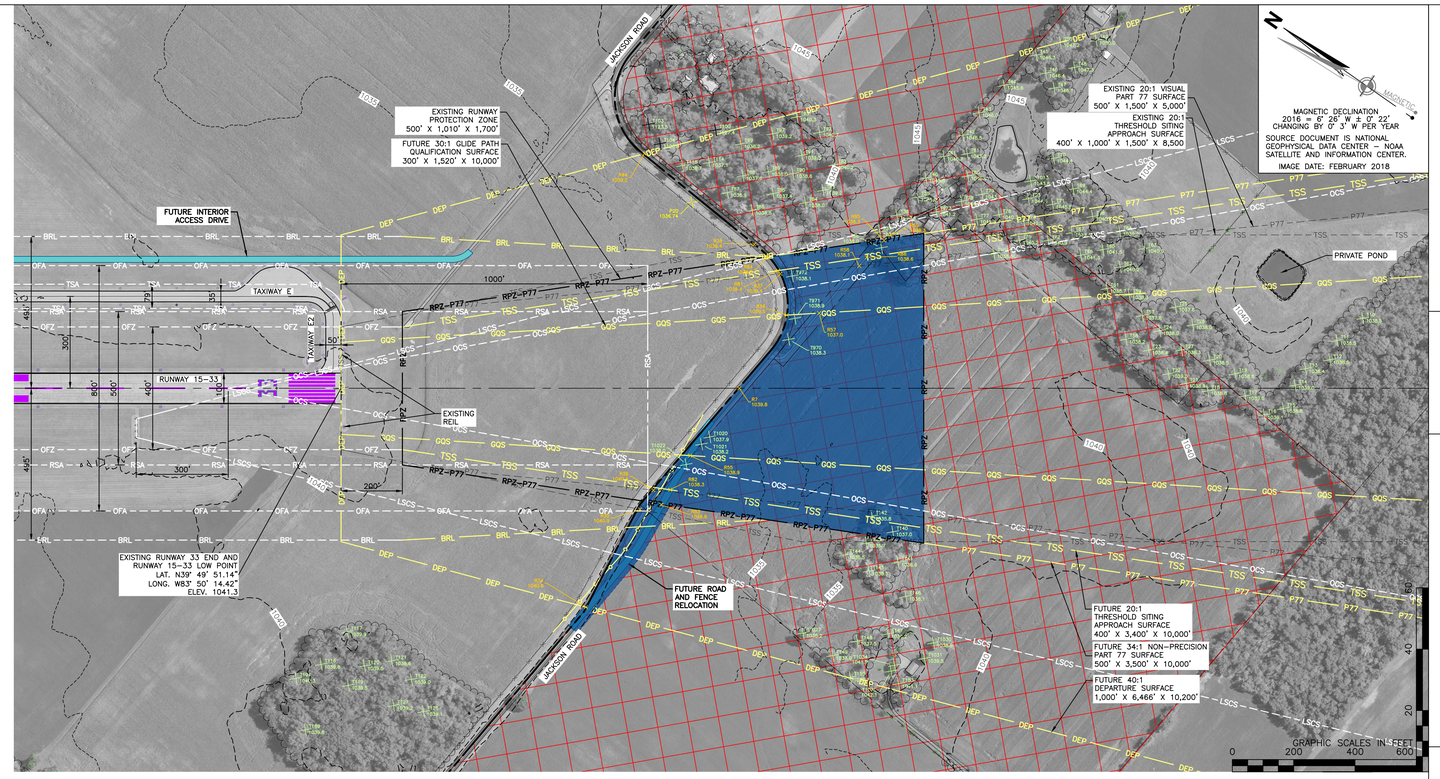
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .

SHEET NO.

9

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NOTE: SEE SHEET 8 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
R RE 1041.9		ROAD ELEVATION
X T1 1041.9		TREE OBSTACLE ELEVATION
X P1 1041.9		POLE OBSTACLE ELEVATION
X B1 1041.9		BUILDING OBSTACLE ELEVATION
X TOP1 1041.9		TOWER OBSTACLE ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		MALSR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
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DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE
LOS		LINE OF SIGHT

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300–13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
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CERTIFIED BY: DESIGN ENGINEER DATE
DESIGNED BY: GCF
DRAWN BY: GCF
CHECKED BY: MJM
APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805
WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

No.	DATE	REVISION
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AIRPORT LAYOUT PLAN
RUNWAY 33 END EXISTING AND FUTURE APPROACHES
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03–09–2020
AIP No: 3–39–0072–024–2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO. 10

Layout Tab Name: 10_Images: 150-5300-13A-chg1-interactive-201612-77.jpg; 150-5300-13A-chg1-interactive-201612-80.jpg; SGH_OH_from sid 04 grayscale.tif; , Xrefs: 76515 TBLK.dwg; SGH Additional Runway Points.dwg; 76515-X.dwg; SGH EOR Points.dwg; SGH PARCEL LINES.dwg; 76515-P.dwg; 76515 proposed airspace.dwg; SGH existing airspace.dwg
Last Saved By:Firrie, 9/13/2021 1:01:26 PM
G:\DE\Clients\Springfield-Beckley Municipal Airport OH (SGH)\76515 SGH Master Plan\Cadd\Col\76515 PP RW 15-33.dwg Plotted By:Firrie, Gaster Plotted:September 13, 2021, 1:15:35 PM

TRAVERSEWAY TABLES FOR RUNWAY 15 END AND RUNWAY 33 END EXISTING APPROACHES - SHEET # 9

RUNWAY 15 TRAVERSEWAY TABLE

TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION (MSL)	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RW 15 EXISTING THRESHOLD SITING APPROACH (20:1)	RW 15 EXISTING PART 77 APPROACH (20:1)	DISPOSITION AND TRIGGER
R8	1034.3	15	-67.4	-57.4	NO ACTION
R9	1027.3	10	-113.6	-104.4	NO ACTION
R45	1038.1	15		-80.5	NO ACTION
R47	1032.6	15		-54.4	NO ACTION
R52	1014.8	10		-133.7	NO ACTION
R60	1039.0	15	-83.2		NO ACTION
R61	1038.3	15	-86.1		NO ACTION
R62	1031.3	15	-52.4		NO ACTION
R63	1015.7	15	-127.7		NO ACTION

NOTES: TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD SURFACE ELEVATIONS. PENETRATION VALUES ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.

RUNWAY 33 TRAVERSEWAY TABLE

TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION (MSL)	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RW 33 FUTURE DEPARTURE SURFACE (40:1)	RW 33 EXISTING THRESHOLD SITING APPROACH (20:1)	RW 33 FUTURE THRESHOLD SITING APPROACH (20:1)	RW 33 EXISTING PART 77 APPROACH (20:1)	RW 33 FUTURE PART 77 APPROACH (34:1)	RW 33 FUTURE GLIDEPATH QUALIFICATION SURFACE (30:1)	DISPOSITION AND TRIGGER
R7	1039.8	15	-18.9	-51.4	-41.4	-41.4	-18.8	-29.8	NO ACTION
R34	1040.6	15	-5.7						NO ACTION
R35	1040.9	15		-34.2					NO ACTION
R36	1040.4	15				-26.8			NO ACTION
R37	1039.4	15				-48.5			NO ACTION
R38	1039.4	15		-54.3					NO ACTION
R44	1039.2	15	-11.9						NO ACTION
R55	1038.9	15						-25.3	NO ACTION
R56	1039.5	15						-35.2	NO ACTION
R57	1037.0	10						-46.2	NO ACTION
R58	1038.1	10				-67.6			NO ACTION
R59	1038.3	10		-82.3					NO ACTION
R81	1039.4	15			-48.2				NO ACTION
R82	1038.3	15			-31.6				NO ACTION
R83	1038.8	15					-12.4		NO ACTION
R84	1039.3	15					-22.0		NO ACTION
R85	1038.3	10					-39.2		NO ACTION
R86	1038.6	10			-68.5				NO ACTION

NOTE: TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD SURFACE ELEVATIONS. PENETRATION VALUES ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.

OBSTRUCTION TABLES FOR RUNWAY 15 END APPROACHES - SHEET # 9

RUNWAY 15 OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION (MSL)	OBSTACLE HEIGHT (AGL)	RW 15 EXISTING THRESHOLD SITING APPROACH (20:1)	RW 15 EXISTING PART 77 APPROACH (20:1)	RW 15 EXISTING PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND TRIGGER
T392	1091.1	56.6			0.8	YES	TRIM OR REMOVE - 5-YR CIP
T393	1088.7	57.1			-0.3	YES	TRIM OR REMOVE - 5-YR CIP
T599	1090.9	61.4			-1.6	YES	TRIM OR REMOVE - 5-YR CIP
T600	1086.7	57.6			-11.5	YES	TRIM OR REMOVE - 5-YR CIP

NOTE: THERE ARE NO PENETRATIONS TO THE OBSTACLE FREE ZONE, EXISTING PART 77 APPROACH AND THE EXISTING THRESHOLD SITING APPROACH. THE AIRSPACE SURFACES REMAIN UNCHANGED IN THE FUTURE CONDITION.

* = CONTROLLING OBSTACLE IS HIGHLIGHTED

OBSTRUCTION TABLES FOR RUNWAY 33 END APPROACHES - SHEET # 9

RUNWAY 33 OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION (MSL)	OBSTACLE HEIGHT (AGL)	RW 33 FUTURE DEPARTURE SURFACE (40:1)	RW 33 EXISTING THRESHOLD SITING APPROACH (20:1)	RW 33 FUTURE THRESHOLD SITING APPROACH (20:1)	RW 33 EXISTING PART 77 APPROACH (20:1)	RW 33 EXISTING PART 77 TRANSITIONAL SURFACE	RW 33 FUTURE PART 77 APPROACH (34:1)	RW 33 FUTURE PART 77 TRANSITIONAL SURFACE	RW 33 FUTURE GLIDEPATH QUALIFICATION SURFACE (30:1)	ON AIRPORT PROPERTY	DISPOSITION AND TRIGGER
P20	1070.0	33.3	0.1								YES	TO BE OBSTRUCTION LIGHTED
T10	1113.4	74.9	-11.1								NO	TRIM OR REMOVE - 10-YR CIP
T11	1112.3	73.8	-10.2								NO	TRIM OR REMOVE - 10-YR CIP
T12	1113.3	74.8	-8.6								NO	TRIM OR REMOVE - 10-YR CIP
T13	1115.8	77.3	-4.1					-12.1			NO	TRIM OR REMOVE - 10-YR CIP
T14	1111.5	72.5	-7.6								NO	TRIM OR REMOVE - 10-YR CIP
T15	1117.2	78.4	-0.9					-8.6			NO	TRIM OR REMOVE - 10-YR CIP
T16	1118.2	79.1	1.6					-5.8			NO	TRIM OR REMOVE - 5-YR CIP
T17	1125.3	86.3	10.3					3.2			NO	TRIM OR REMOVE - 10-YR CIP
T18	1133.9	95.1	22.0					15.4		-1.6	NO	TRIM OR REMOVE - 5-YR CIP
T19	1104.4	65.6	-9.8								NO	TRIM OR REMOVE - 10-YR CIP
T20	1120.2	81.7	8.2					1.5			NO	TRIM OR REMOVE - 10-YR CIP
T21	1122.0	83.1	11.8					5.6		-11.1	NO	TRIM OR REMOVE - 10-YR CIP
T22	1127.7	88.6	18.9					12.9		-3.6	NO	TRIM OR REMOVE - 5-YR CIP
T23	1128.3	89.9	21.1					15.4		-0.8	NO	TRIM OR REMOVE - 5-YR CIP
T24	1128.2	90.2	20.2					14.3		-2.1	NO	TRIM OR REMOVE - 5-YR CIP
T25	1100.2	62.3	-9.2								NO	TRIM OR REMOVE - 10-YR CIP
T26	1109.0	71.0	-1.7					-8.1			NO	TRIM OR REMOVE - 10-YR CIP
T27	1125.3	87.0	15.5					9.2		-7.4	NO	TRIM OR REMOVE - 5-YR CIP
T36	1084.7	56.7	9.3					7.4			NO	TRIM OR REMOVE - 5-YR CIP
T37	1087.3	47.9	2.1						-3.6		NO	TRIM OR REMOVE - 5-YR CIP
T38	1096.5	56.0	9.9						-2.7		NO	TRIM OR REMOVE - 5-YR CIP
T39	1108.1	63.1	19.8						0.1		NO	TRIM OR REMOVE - 5-YR CIP
T40	1105.3	59.4	16.3						-11.9		NO	TRIM OR REMOVE - 5-YR CIP
T41	1109.8	63.1	19.4								NO	TRIM OR REMOVE - 5-YR CIP
T42	1110.8	64.3	18.9								NO	TRIM OR REMOVE - 5-YR CIP
T43	1105.6	59.5	12.3								NO	TRIM OR REMOVE - 5-YR CIP
T44	1104.9	59.3	9.6								NO	TRIM OR REMOVE - 5-YR CIP
T45	1131.7	85.4	33.8								NO	TRIM OR REMOVE - 10-YR CIP
T46	1120.4	74.0	21.7								NO	TRIM OR REMOVE - 10-YR CIP
T47	1112.2	66.1	12.8								NO	TRIM OR REMOVE - 10-YR CIP
T48	1113.8	66.5	12.7								NO	TRIM OR REMOVE - 10-YR CIP
T49	1115.1	65.2	12.3								NO	TRIM OR REMOVE - 10-YR CIP
T50	1124.9	77.7	25.0								NO	TRIM OR REMOVE - 10-YR CIP
T57	1117.9	80.1	11.3					5.7		-10.5	NO	TRIM OR REMOVE - 5-YR CIP
T58	1124.4	86.2	19.1					13.7		-2.2	NO	TRIM OR REMOVE - 5-YR CIP
T59	1110.8	72.5	5.2					-0.2			NO	TRIM OR REMOVE - 10-YR CIP
T61	1101.2	62.5	-2.6					-7.7			NO	TRIM OR REMOVE - 5-YR CIP
T62	1117.9	77.7	13.2					7.8			NO	TRIM OR REMOVE - 10-YR CIP
T63	1121.3	81.3	14.6					8.9			NO	TRIM OR REMOVE - 10-YR CIP
T64	1114.9	75.7	10.1					4.8			NO	TRIM OR REMOVE - 10-YR CIP
T65	1119.2	77.6	15.8					10.7			NO	TRIM OR REMOVE - 10-YR CIP
T66	1115.4	74.1	13.8					9.1			NO	TRIM OR REMOVE - 10-YR CIP
T67	1109.5	66.9	8.6					4.0			NO	TRIM OR REMOVE - 10-YR CIP
T68	1115.2	74.6	12.7					7.8			NO	TRIM OR REMOVE - 10-YR CIP
T69	1120.4	76.0	19.4						4.5		NO	TRIM OR REMOVE - 10-YR CIP
T70	1111.5	67.1	12.2								NO	TRIM OR REMOVE - 10-YR CIP
T71	1122.6	77.1	23.3						14.4		NO	TRIM OR REMOVE - 10-YR CIP
T72	1092.6	51.7	-6.3					-10.6			NO	TRIM OR REMOVE - 5-YR CIP
T73	1120.2	75.8	22.9						10.1		NO	TRIM OR REMOVE - 10-YR CIP
T74	1101.9	59.5	4.9					1.0			NO	TRIM OR REMOVE - 5-YR CIP
T75	1084.1	43.8	-12.5								NO	TRIM OR REMOVE - 5-YR CIP
T76	1110.4	70.0	15.4						8.4		NO	TRIM OR REMOVE - 5-YR CIP
T77	1108.6	67.3	15.4						9.3		NO	TRIM OR REMOVE - 5-YR CIP
T78	1112.6	67.8	20.7						5.4		NO	TRIM OR REMOVE - 5-YR CIP
T79	1112.4	69.3	18.8						1.4		NO	TRIM OR REMOVE - 5-YR CIP
T80	1103.2	56.8	10.9								NO	TRIM OR REMOVE - 5-YR CIP
T81	1106.5	59.2	14.2								NO	TRIM OR REMOVE - 10-YR CIP
T82	1140.7	100.5	59.2						19.8		NO	TRIM OR REMOVE - 5-YR CIP
T83	1110.9	71.6	30.3						2.2		NO	TRIM OR REMOVE - 5-YR CIP
T84	1123.1	85.2	44.0						20.7		NO	TRIM OR REMOVE - 5-YR CIP
T85	1121.6	84.2	45.1						15.7		NO	TRIM OR REMOVE - 5-YR CIP
T86	1116.3	79.5	41.5				-12.9		18.7		NO	TRIM OR REMOVE - 5-YR CIP
T87	1118.3	81.4	45.6						13.1		NO	TRIM OR REMOVE - 5-YR CIP
T88	1124.6	87.0	50.6						11.2		NO	TRIM OR REMOVE - 5-YR CIP
T89	1119.4	81.4	43.3						3.4		NO	TRIM OR REMOVE - 5-YR CIP
T90	1065.8	27.2	-12.3								NO	TRIM OR REMOVE - 5-YR CIP
T91	1120.6	81.3	41.8						-3.9		NO	TRIM OR REMOVE - 5-YR CIP
T92	1115.9	75.2	35.6								NO	TRIM OR REMOVE - 5-YR CIP
T93	1113.8	73.5	35.3								NO	TRIM OR REMOVE - 5-YR CIP
T97	1135.9	96.7	59.4						2.1		NO	TRIM OR REMOVE - 5-YR CIP
T99	1114.6	76.3	40.7								NO	TRIM OR REMOVE - 5-YR CIP
T100	1127.5	88.7							-6.6		NO	TRIM OR REMOVE - 5-YR CIP
T103	1123.5	85.6							-11.4		NO	TRIM OR REMOVE - 5-YR CIP
T104	1120.9	83.7							-5.4		NO	TRIM OR REMOVE - 5-YR CIP
T114	1116.0	78.8	44.7						-2.7		NO	TRIM OR REMOVE - 5-YR CIP
T115	1120.3	83.7	51.2						3.8		NO	TRIM OR REMOVE - 5-YR CIP
T116	1127.7	87.9					-6.5		-6.5		YES	TRIM OR REMOVE - 5-YR CIP
T117	1133.3	93.4					14.3		14.3		YES	TRIM OR REMOVE - 5-YR CIP
T119	1151.3	111.8					7.4		7.4		YES	TRIM OR REMOVE - 5-YR CIP
T120	1138.7	99.1					3.8		3.8		YES	TRIM OR REMOVE - 5-YR CIP
T121	1147.7	108.1					15.2		15.2		YES	TRIM OR REMOVE - 5-YR CIP
T122	1140.7	101.7					-1.6		-0.8		YES	TRIM OR REMOVE - 5-YR CIP
T126	1144.5	105.4					-14.2		-12.3		YES	TRIM OR REMOVE - 5-YR CIP
T127	1139.0	99.8					-14.4				YES	TRIM OR REMOVE - 5-YR CIP
T140	1114.6	77.5	28.3				-15.0	26.2			NO	TRIM OR REMOVE - 5-YR CIP
T141	1096.6	60.1	10.0						-2.9		NO	TRIM OR REMOVE - 5-YR CIP
T142	1096.1	60.4	11.6					9.8			NO	TRIM OR REMOVE - 5-YR CIP
T143	1090.4	54.6	6.3						0.6		NO	TRIM OR REMOVE - 5-YR CIP
T144	1091.0	55.5	8.6						-3.7		NO	TRIM OR REMOVE - 5-YR CIP
T145	1099.7	64.2	15.4						-3.1		NO	TRIM OR REMOVE - 5-YR CIP
T146	1081.5	43.5	-5.8								NO	TRIM OR REMOVE - 5-YR CIP
T147	1078.9	39.7	-6.9								NO	TRIM OR REMOVE - 5-YR CIP
T148	1077.1	39.5	-6.3								NO	TRIM OR REMOVE - 5-YR CIP
T149	1093.1	56.1	11.8								NO	TRIM OR REMOVE - 5-YR CIP
T150	1096.1	57.0	13.3								NO	TRIM OR REMOVE - 5-YR CIP
T153	1097.9	56.8	11.2								NO	TRIM OR REMOVE - 5-YR CIP
T189	1151.6	111.8					-13.1				YES	TRIM OR REMOVE - 5-YR CIP
T191	1128.4	88.1					-12.3		-12.3		YES	TRIM OR REMOVE - 5-YR CIP
T392	1091.1	56.6					18.7		18.7		NO	TRIM OR REMOVE - 5-YR CIP
T970	1087.6	49.3	9.9					9.3		-2.3	NO	TRIM OR REMOVE - 5-YR CIP
T971	1082.6	43.6	4.3					3.6		-8.0	NO	TRIM OR REMOVE - 5-YR CIP
T972	1065.9	27.8	-12.2								NO	TRIM OR REMOVE - 5-YR CIP
T973	1098.0	56.8	8.1						-3.7		NO	TRIM OR REMOVE - 5-YR CIP
T1013	1095.7	51.9	-1.8								NO	TRIM OR REMOVE - 10-YR CIP
T1014	1087.3	48.5	-7.2					-10.7			NO	TRIM OR REMOVE - 5-YR CIP
T1020	1083.7	45.7	12.3		-7.7	-7.7		12.9		2.4	NO	TRIM OR REMOVE - 5-YR CIP
T1021	1090.3	52.1	19.7	-9.7	0.3	0.3		20.4		9.8	NO	TRIM OR REMOVE - 5-YR CIP
T1022	1072.6	34.6	3.1					4.1			NO	TRIM OR REMOVE - 5-YR CIP
T1027	1098.3	63.2	19.4								NO	TRIM OR REMOVE - 5-YR CIP
T1030	1075.0	36.1	-14.6								NO	TRIM OR REMOVE - 5-YR CIP
T1031	1083.0	43.5	-5.9								NO	TRIM OR REMOVE - 5-YR CIP
T1034	1079.7	37.7	-6.7								NO	TRIM OR REMOVE - 5-YR CIP
T1035	1074.1	32.0	-12.0								NO	TRIM OR REMOVE - 5-YR CIP
T1191	1097.6	52.7					-8.6		-8.6		NO	TRIM OR REMOVE - 5-YR CIP
T1192	1097.8	52.7					-6.3		-6.3		NO	TRIM OR REMOVE - 5-YR CIP
T1193	1104.6	59.6					-7.2		-7.2		NO	TRIM OR REMOVE - 5-YR CIP

NOTES: THERE ARE NO PENETRATIONS TO THE OBSTACLE FREE ZONE. THE EXISTING PART 77 AIRSPACE REMAINS UNCHANGED IN THE FUTURE CONDITION

* = CONTROLLING OBSTACLE IS HIGHLIGHTED

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF

DRAWN BY: GCF

CHECKED BY: MJM

APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

No.	DATE	REVISION
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AIRPORT LAYOUT PLAN

RUNWAY OBSTRUCTION TABLES

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515

DATE: 03-09-2020

AIP No: 3-39-0072-024-2016

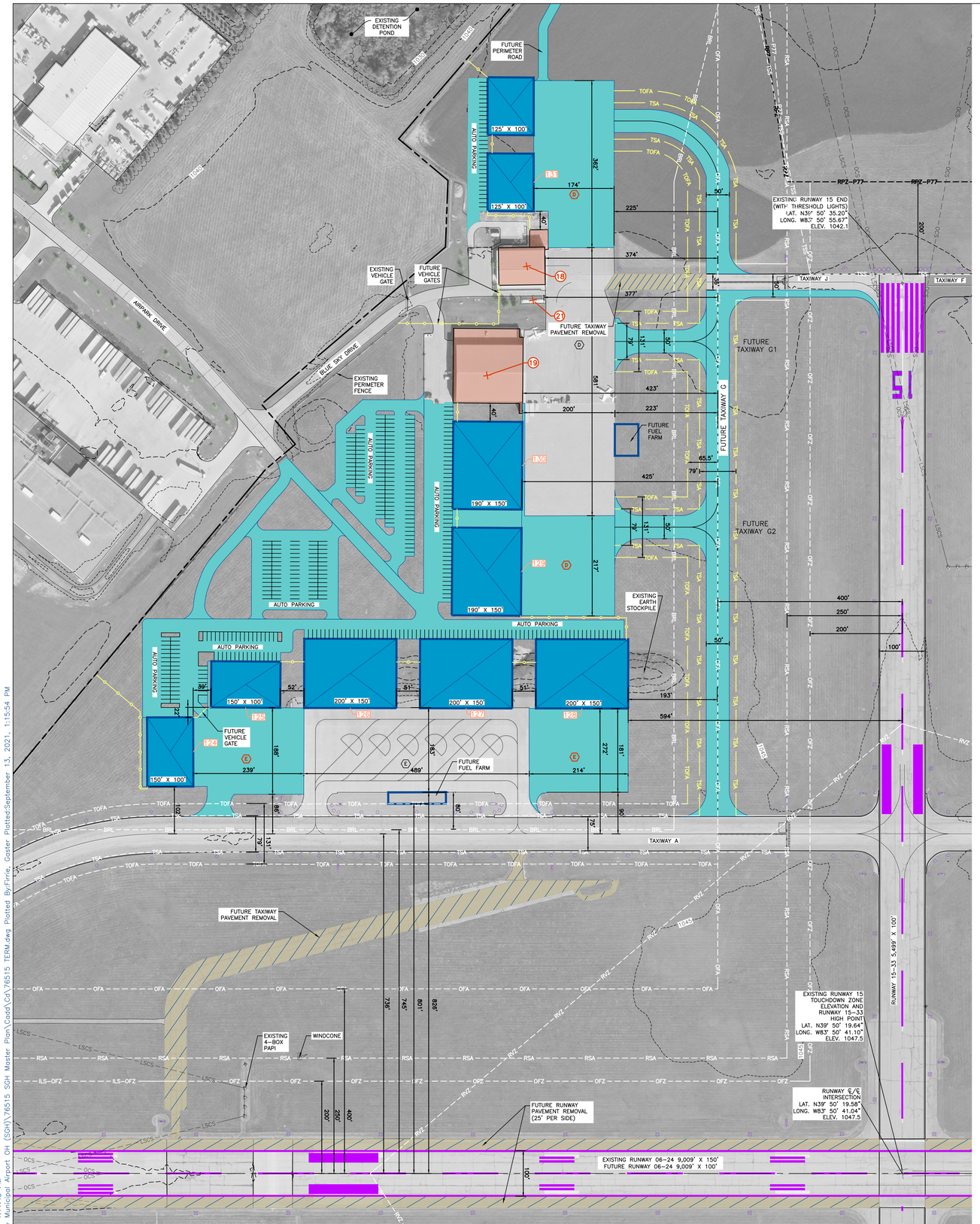
HORIZ. SCALE: .

VERT. SCALE: .

SHEET NO.

11

Layout Tab Name: 11, Images: , Xrefs: 76515 TBLK.dwg
Last Saved By:Firrie, 9/13/2021 11:55:19 AM
G:\DE\Clients\Springfield-Beckley Municipal Airport OH (SGH)\76515 SGH Master Plan\Cadd\Cd\76515 OBS TABLES.dwg Plotted By:Firrie, Caster Plotted:September 13, 2021, 12:00:18 PM



LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
22	F22	BUILDING NUMBER
E	E	PAVEMENT AREA DESIGNATION
1042.1		TRAVERSEWAY POINT WITH ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		SSALR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE AWOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS 10' TALL WITH 1' BARBED WIRE.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).

PAVEMENT AREAS

AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
D	APRON (581' x 200')	11,652
E	APRON (488' x 183')	10,756
FUTURE PAVEMENT AREAS		
D	APRON (INCLUDING EXISTING) (1,178' x 200')	23,234
E	APRON (INCLUDING EXISTING) (943' x 183')	19,820

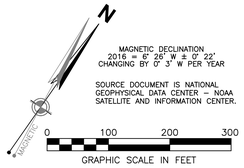
NOTE: AREA DESIGNATIONS FOR ALP PLANNING PURPOSE ONLY.

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION	HEIGHT (FEET/AGL)	TOP ELEVATION (FEET/AMSL)	DISTANCE TO RUNWAY CENTERLINE	PART 77 CLEARANCE	DISPOSITION AND REMARKS
EXISTING BUILDINGS AND STRUCTURES						
18	CORPORATE HANGAR	27.5	1068.8	772.0	-71.8	
19	CORPORATE HANGAR	39.4	1080.7	822.0	-72.1	
21	FUEL TANK	9.3	1050.8	775.0	-87.9	

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION	P77 ELEVATION (FEET/MSL)	GROUND ELEV (FEET/MSL)	MAX. BLDG. HT. ALLOWED (FEET/MSL)	DISTANCE TO RUNWAY CENTERLINE	DISPOSITION AND REMARKS
FUTURE BUILDINGS AND STRUCTURES						
124	CORPORATE HANGAR (45' HEIGHT)	1109.1	1048.6	60.5	839.0	
125	CORPORATE HANGAR (45' HEIGHT)	1123.0	1047.1	75.9	1010.0	
126	CORPORATE HANGAR (45' HEIGHT)	1122.4	1045.5	76.9	1008.0	
127	CORPORATE HANGAR (45' HEIGHT)	1104.0	1045.1	58.9	1008.0	
128	CORPORATE HANGAR (45' HEIGHT)	1077.7	1047.5	30.2	1007.0	GRADE FOR 45' HEIGHT
129	CORPORATE HANGAR (45' HEIGHT)	1120.9	1045.6	75.3	827.0	
130	CORPORATE HANGAR (45' HEIGHT)	1125.8	1043.8	82.0	825.0	
131	CORPORATE HANGAR (45' HEIGHT)	1201.0	1040.1	160.9	799.0	



CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | CHECKED BY: MJM | APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

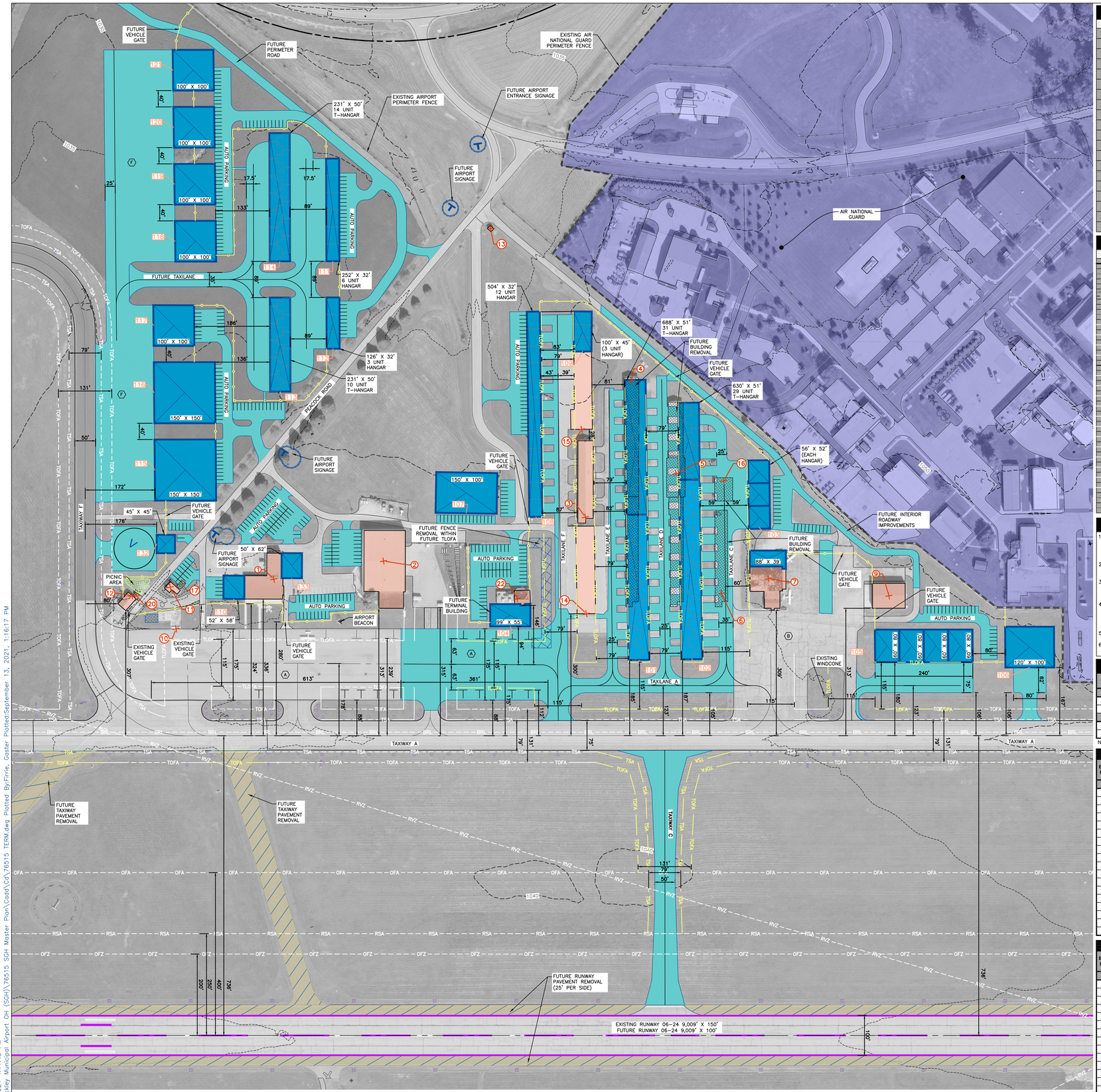
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AIRPORT LAYOUT PLAN
TERMINAL PLAN SOUTHWEST
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .

SHEET NO.
12

Layout Tab Name: 12_Images: SGH_OH_from sid 04 grayscale.tif , Xrefs: 76515 TBLK.dwg; 76515-X.dwg; SGH EOR Points.dwg; SGH PARCEL LINES.dwg; 76515 proposed airspace.dwg; SGH EOR Points-FUTURE.dwg; 76515-P.dwg; SGH Additional Runway Points.dwg
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LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
22	22	BUILDING NUMBER
E	E	PAVEMENT AREA DESIGNATION
1145.2		TRAVERSEWAY POINT WITH ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		SSALR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE

MAGNETIC DECLINATION 2016 = 6° 26' W ± 0° 22' CHANGING BY 0° 3' W PER YEAR

SOURCE DOCUMENT IS NATIONAL GEOPHYSICAL DATA CENTER – NOAA SATELLITE AND INFORMATION CENTER.

0 100 200 300

GRAPHIC SCALE IN FEET

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE AWOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS 10' TALL WITH 1' BARBED WIRE.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).

T-HANGAR NOTE

THESE BUILDINGS SHOULD BE CHECKED FOR PENETRATION TO LINE-OF-SIGHT FROM THE AIR TRAFFIC CONTROL TOWER (ATCT) TO THE END OF THE TAXIWAY A BEFORE BEING CONSTRUCTED TO ENSURE FUTURE UTILITY OF THE ATCT IS NOT JEOPARDIZED.

PAVEMENT AREAS

AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
A	APRON, PARKING TIE-DOWN (613' x 175')	14,210
B	APRON (302' x 133')	10,915
FUTURE PAVEMENT AREAS		
A	APRON (INCLUDING EXISTING) (974' x 175')	21,230
F	APRON (1,112' x 146')	17,981

NOTE: AREA DESIGNATIONS FOR ALP PLANNING PURPOSE ONLY.

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION	HEIGHT (FEET/AGL)	TOP ELEVATION (FEET/AMSL)	DISTANCE TO RUNWAY CENTERLINE	PART 77 CLEARANCE	DISPOSITION AND REMARKS
EXISTING BUILDINGS AND STRUCTURES						
1	TERMINAL BUILDING	18.1	1064.4	1072.0	-70.0	
2	MAINT. HANGAR #2/FBO	28.6	1073.0	1049.0	-67.2	
3	T-HANGAR ROW F	18.5	1061.2	1258.0	-93.7	
4	T-HANGAR ROW E	18.5	1061.2	1053.0	-158.3	REPLACED IN FUTURE
5	T-HANGAR ROW D	24.6	1067.6	1053.0	-102.2	REPLACED IN FUTURE
6	T-HANGAR ROW C	14.2	1058.1	1053.0	-69.5	REPLACED IN FUTURE
7	MAINT. HANGAR #1	17.5	1064.4	1049.0	-68.2	
9	EGAIRO HANGAR	20.4	1069.6	1049.0	-56.5	
10	FUEL PUMPS	3.5	1048.7	998.0	-68.6	
11	ELECTRICAL VAULT	10.4	1055.7	919.0	-76.2	
12	OANG WEATHER STATION	13.2	1058.3	805.0	-70.8	
13	WATER DEPT. CHLORINATOR BLDG.	9.9	1043.3	1714.0	-167.5	
14	T-HANGAR ROW F (SOUTH)	18.9	1061.2	1036.0	-59.8	
15	T-HANGAR ROW F (NORTH)	19.1	1061.2	1489.0	-124.6	
16	CORPORATE HANGAR	23.7	1067.3	1313.0	-99.7	REPLACED IN FUTURE
17	STORAGE BUILDING	11.7	1057.0	949.0	-76.0	
20	SILO	13.3	1058.4	847.0	-70.6	
22	AIR TRAFFIC CONTROL TOWER (CLOSED)	87.7	1131.5	1059.0	5.0	FIXED BY FUNCTION

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION	P77 ELEVATION (FEET/MSL)	GROUND ELEV (FEET/MSL)	MAX. BLDG. HT. ALLOWED (FEET/MSL)	DISTANCE TO RUNWAY CENTERLINE	DISPOSITION AND TRIGGER
FUTURE BUILDINGS AND STRUCTURES						
101	T-HANGAR ROW E (NEW)	1104.1	1042.0	62.1	921.0	**SEE T-HANGAR NOTE**
102	T-HANGAR ROW D (NEW)	1104.7	1042.7	62.0	925.0	**SEE T-HANGAR NOTE**
103	CORPORATE HANGAR ROW	1151.2	1046.7	104.4	1248.0	
104	FUTURE TERMINAL	1115.9	1043.0	72.9	1005.0	
105	CORPORATE HANGAR ROW	1104.9	1046.7	58.2	903.0	
106	CORPORATE HANGAR (45' HEIGHT)	1104.5	1049.3	55.2	877.0	
107	MAINTENANCE BUILDING	1155.8	1041.9	113.9	1284.0	
108	CORPORATE HANGAR ROW	1154.4	1041.3	113.1	1274.0	
109	CORPORATE HANGAR ROW	1201.0	1040.1	160.9	1680.0	
110	TERMINAL BUILDING ADDITION	1197.1	1045.2	151.9	1072.0	
111	CORPORATE HANGAR ROW	1198.0	1035.9	162.1	1902.0	
112	CORPORATE HANGAR ROW	1179.9	1037.7	142.2	1687.0	
113	T-HANGARS	1178.5	1039.9	138.6	1581.0	
114	T-HANGARS	1134.4	1037.9	96.5	1901.0	
115	CORPORATE HANGAR (45' HEIGHT)	1135.6	1041.7	93.9	896.0	
116	CORPORATE HANGAR (45' HEIGHT)	1134.8	1040.2	94.6	894.0	
117	CORPORATE HANGAR (45' HEIGHT)	1141.4	1039.1	102.3	892.0	
118	CORPORATE HANGAR (45' HEIGHT)	1201.0	1038.1	162.9	946.0	
119	CORPORATE HANGAR (45' HEIGHT)	1201.0	1035.5	165.5	944.0	
120	CORPORATE HANGAR (45' HEIGHT)	1201.0	1030.9	170.1	942.0	
121	CORPORATE HANGAR (45' HEIGHT)	1201.0	1028.2	172.8	941.0	
132	VTOL BUILDING	1116.7	1043.3	73.5	900.0	
133	TERMINAL BUILDING ADDITION	1133.9	1045.5	88.4	1123.0	

CERTIFIED BY: DESIGN ENGINEER DATE

DESIGNED BY: GCF DRAWN BY: GCF

CHECKED BY: MJM APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

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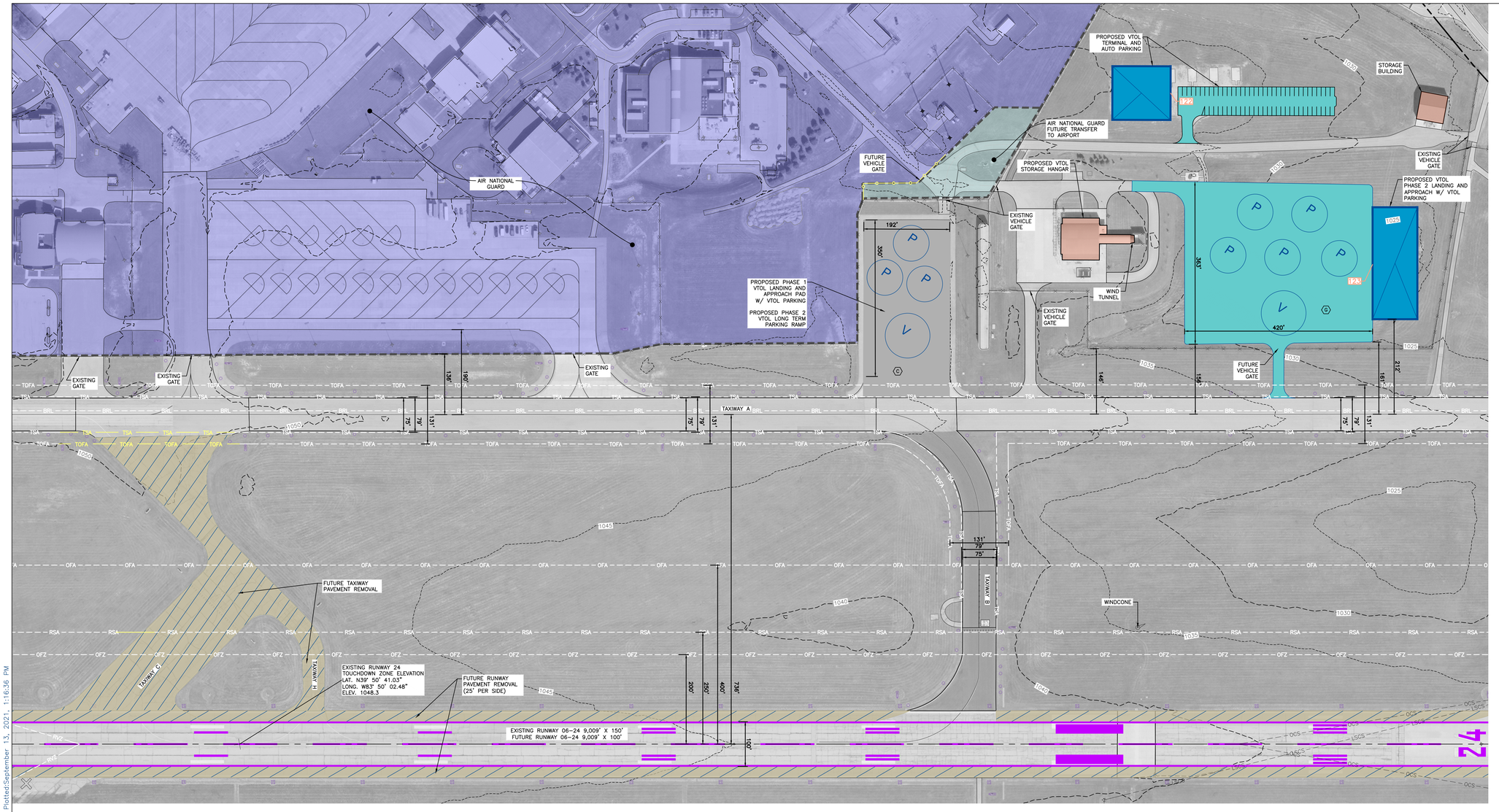
No.	DATE	REVISION

AIRPORT LAYOUT PLAN
TERMINAL PLAN CENTRAL
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .

SHEET NO.
13

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LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
22	F22	BUILDING NUMBER
(E)	(E)	PAVEMENT AREA DESIGNATION
1045.3	1045.3	TRAVERSEWAY POINT WITH ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		SSALR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	CFR PART 77 SURFACES
TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE

GENERAL NOTES

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5. AIRFIELD PERIMETER FENCE IS 10' TALL WITH 1' BARBED WIRE.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).

PAVEMENT AREAS

AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
C	APRON (350' x 192')	8,590
FUTURE PAVEMENT AREAS		
G	APRON (420' x 363')	16,940

NOTE: AREA DESIGNATIONS FOR ALP PLANNING PURPOSE ONLY.

TERMINAL STRUCTURE TABLE

BUILDING NUMBER	FUNCTION	P77 ELEVATION (FEET/AMSL)	GROUND ELEV (FEET/MSL)	MAX. BLDG. HT. ALLOWED (FEET/MSL)	DISTANCE TO RUNWAY CENTERLINE	DISPOSITION AND REMARKS
FUTURE BUILDINGS AND STRUCTURES						
122	VTOL TERMINAL BUILDING	1177.2	1039.0	60.5	1395.0	
123	VTOL MAINTENANCE CENTER	1120.6	1023.2	60.5	950.0	

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF | CHECKED BY: MJM | APPROVED BY: CJS

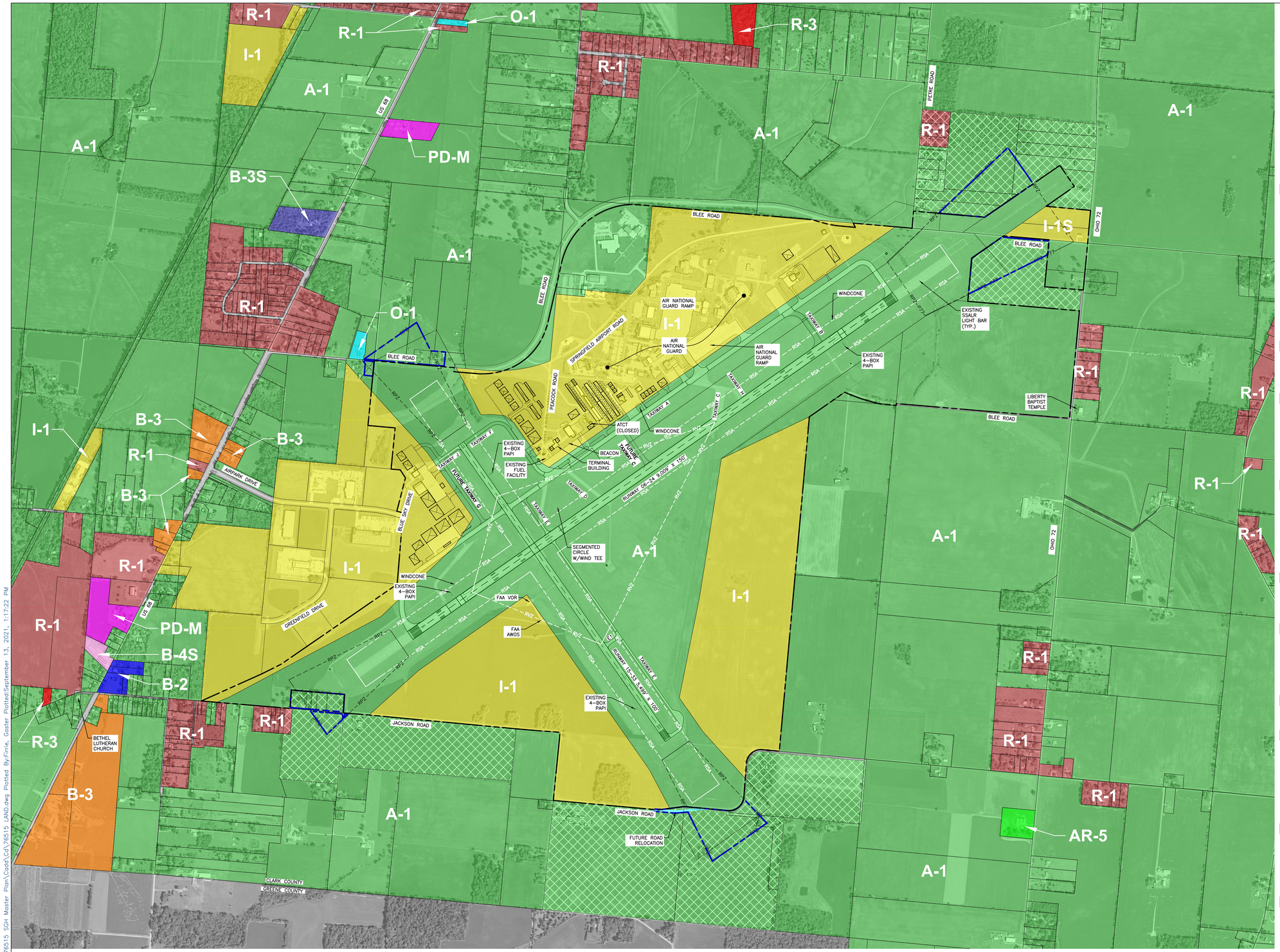
333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
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No.	DATE	REVISION
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AIRPORT LAYOUT PLAN
TERMINAL PLAN NORTHEAST
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03-09-2020
AIP No: 3-39-0072-024-2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO. 14

Layout Tab Name: 14, Images: SGH_OH_from sid 04 grayscale.tif: , Xrefs: 76515 TBLK.dwg; 76515-X.dwg; SGH EOR Points.dwg; SGH PARCEL LINES.dwg; 76515 proposed airspace.dwg; SGH EOR Points-FUTURE.dwg; 76515 TERM.dwg Plotted By:Firrie, Gaster Plotted:September 13, 2021, 1:16:36 PM
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MAGNETIC NORTH

MAGNETIC DECLINATION
2016 = 6° 26' W ± 0° 22'
CHANGING BY 0° 3' W PER YEAR

SOURCE DOCUMENT IS
NATIONAL GEOPHYSICAL DATA
CENTER – NOAA SATELLITE
AND INFORMATION CENTER.

IMAGE DATE: FEBRUARY 2018

0 600 1200
GRAPHIC SCALE IN FEET

CLARK COUNTY ZONING DISTRICTS

A–1 AGRICULTURAL DISTRICT
THE A–1 AGRICULTURAL DISTRICT IS INTENDED TO PRESERVE AREAS WHERE SOILS, TOPOGRAPHIC CONDITIONS, AND PHYSICAL FEATURES ARE BEST SUITED FOR THE PURSUIT OF AGRICULTURAL USE. ALSO, IT IS TO PROTECT THE AGRICULTURAL USES FROM ENCROACHMENT OF INCOMPATIBLE NON–AGRICULTURAL LAND USES AND TO PRESERVE OPEN AREAS FROM THE ENCROACHMENT OF SCATTERED URBAN TYPE USES OR UNTIL SUCH TIME THAT THE AREA IS READY FOR MORE INTENSIVE DEVELOPMENT AND CAN BE PROVIDED WITH APPROPRIATE INFRASTRUCTURE AND SERVICES. THIS DISTRICT IS INTENDED TO ENSURE THAT LAND AREAS WHICH ARE WITHIN THE UNINCORPORATED AREAS WHICH ARE WELL SUITED FOR AGRICULTURE PRODUCTION ARE RETAINED FOR SUCH PRODUCTION, UNIMPEDED BY THE ESTABLISHMENT OF INCOMPATIBLE USES WHICH WOULD HINDER AGRICULTURAL USES AND INEVITABLY DEPLETE AGRICULTURAL LANDS AND USES. THIS DISTRICT IS ALSO ESTABLISHED TO PREVENT THE CONVERSION OF PRIME AGRICULTURAL LAND TO SCATTERED NON–FARM DEVELOPMENT WHICH, WHEN UNREGULATED, UNNECESSARILY INCREASES THE COST OF PUBLIC SERVICES AND INFRASTRUCTURE TO ALL CITIZENS AND RESULTS IN THE PREMATURE DISINVESTMENT IN AGRICULTURE.

AR–5 AGRICULTURAL/RESIDENTIAL DISTRICT
THE AR–5 AGRICULTURAL/RESIDENTIAL DISTRICT IS INTENDED TO ALLOW LOW DENSITY AND VERY LOW DENSITY RESIDENTIAL DEVELOPMENT IN AREAS DEEMED UNSUITABLE OR UNUSABLE FOR AGRICULTURAL USES OR WHICH WILL ALLOW LIMITED RESIDENTIAL DEVELOPMENT IN A MANNER SO AS NOT TO IMPEDE AGRICULTURAL USES.

R–1 RURAL RESIDENCE DISTRICT
THE RURAL RESIDENCE DISTRICT IS INTENDED TO RESERVE LAND AT OUTLYING LOCATIONS IN THE COUNTY FOR SINGLE–FAMILY RESIDENTIAL DEVELOPMENT ON LOTS OF ONE ACRE OR MORE IN SIZE, PARTICULARLY WHERE PUBLIC SEWERAGE AND WATER SYSTEMS ARE NOT AVAILABLE. IN ADDITION, WHERE PUBLIC SEWER AND/OR WATER IS AVAILABLE, LOWER DENSITY LOTS SHOULD BE ENCOURAGED TO PROVIDE SPACE FOR NEW RESIDENTIAL DEVELOPMENT OF A SUBURBAN CHARACTER, WHERE LOTS OF SUBSTANTIAL SIZE ARE AVAILABLE FOR ACTIVITIES OF CHILDREN, FOR GARDENING, AND FOR FAMILY RECREATION.

R–3 MEDIUM DENSITY SINGLE AND TWO–FAMILY RESIDENCE DISTRICT
THE MEDIUM DENSITY SINGLE AND TWO–FAMILY RESIDENCE DISTRICT IS INTENDED TO PROVIDE AREAS FOR SINGLE–FAMILY AND TWO–FAMILY RESIDENTIAL DEVELOPMENT AT AN INTERMEDIATE DENSITY NEAR URBAN AREAS. THE REQUIREMENTS OF THE R–3 DISTRICT REALIZE THAT, DUE TO RISING FUEL COSTS AND OTHER ECONOMIC CONCERNS, SOME HOMEOWNERS MAY WISH TO CONVERT THEIR SINGLE–FAMILY DWELLINGS TO TWO–FAMILY STRUCTURES, WHICH IS PERMITTED IN THE R–3 DISTRICT. MEDIUM DENSITY SINGLE AND TWO–FAMILY RESIDENCE DISTRICTS ARE INTENDED TO BE LOCATED IN AREAS WHICH ARE SERVED WITH PUBLIC WATER AND SEWERAGE SYSTEMS.

B–2 COMMUNITY BUSINESS DISTRICT
THE COMMUNITY BUSINESS DISTRICT IS INTENDED TO PROVIDE FOR A BROAD RANGE OF PRIMARILY RETAIL, PROFESSIONAL, AND PERSONAL SERVICE USES WHICH MAY REQUIRE SUBSTANTIAL FRONTAGE FOR VISIBILITY AND ACCESS, AND WHOSE TRADE AREAS TYPICALLY EXTEND BEYOND A PARTICULAR NEIGHBORHOOD.

B–3 (B–3S) GENERAL BUSINESS DISTRICT
THE GENERAL BUSINESS DISTRICT IS INTENDED TO PROVIDE LAND FOR A FULL RANGE OF RETAIL, PROFESSIONAL, PERSONAL SERVICE, OR OTHER COMMERCIAL USES WHOSE TRADE AREAS EXTEND BEYOND A PARTICULAR NEIGHBORHOOD OR EVEN BEYOND A TOWNSHIP OR CLARK COUNTY, AND WHOSE USES WOULD NOT BE COMPATIBLE WITH THE USES PERMITTED IN OTHER COMMERCIAL DISTRICTS AND WHICH WOULD BE DETRIMENTAL TO ADJOINING RESIDENTIAL AREAS UNLESS EFFECTIVELY CONTROLLED.

B–4S HEAVY BUSINESS DISTRICT
THE INTENT OF THE B–4 HEAVY BUSINESS DISTRICT IS TO PROVIDE FOR HEAVY BUSINESSES WHICH ARE INCOMPATIBLE WITH LOCAL AND COMMUNITY BUSINESS DISTRICTS.

O–1 OFFICE BUSINESS DISTRICT
THE INTENT OF THE OFFICE BUSINESS DISTRICT IS TO REFLECT EXISTING OFFICE USES AT DIFFERENT LOCATIONS THROUGHOUT THE UNINCORPORATED AREAS OF THE COUNTY, AND TO ALLOW A "MIX" OF BUSINESS AND PROFESSIONAL OFFICE ESTABLISHMENTS WITH EXISTING DWELLINGS ALONG MAJOR THOROUGHFARE FRONTAGE THAT IS UNDERGOING TRANSITION. THE INTENT HERE IS TO STRUCTURE THAT TRANSITION IN AN ORDERLY FASHION AND TO ALLOW FOR NOT ONLY CHANGES IN USES AND ACTIVITIES, BUT ALSO TO ALLOW FOR EXTENSIVE REHABILITATION OF RESIDENTIAL STRUCTURES FOR BUSINESS AND PROFESSIONAL OFFICE PURPOSES AND/OR REDEVELOPMENT UNDER CONTROLLED CIRCUMSTANCES.

I–1 (I–1S) INDUSTRIAL DISTRICT
THE INTENT OF THE INDUSTRIAL DISTRICT IS TO ACCOMMODATE EXISTING INDUSTRIAL DEVELOPMENT AND ALLOW LAND FOR FUTURE INDUSTRIAL EXPANSION. THE I–1 DISTRICT IS INTENDED FOR LAND WHICH ARE LOCATED WITH FRONTAGE ALONG MAJOR THOROUGHFARES AND/OR WHERE CONVENIENT ACCESS EXISTS TO MAJOR HIGHWAYS AND/OR RAIL SYSTEMS. INDUSTRIAL DISTRICTS SHOULD BE SEPARATED PHYSICALLY AND FUNCTIONALLY FROM RESIDENTIAL AREAS AND LESS INTENSIVELY DEVELOPED COMMERCIAL AREAS.

PD (PD–M) PLANNED DEVELOPMENT DISTRICTS
THE PLANNED DEVELOPMENT DISTRICTS ARE PROPOSED TO ESTABLISH A ZONING PROCEDURE FOR THE DEVELOPMENT OF AREAS ON A PLANNED BASIS IN ACCORDANCE WITH AN OVERALL DEVELOPMENT PLAN AND SPECIFIC PROCEDURES FOR SITE PLAN REVIEW AND APPROVAL. THE INTENT IS TO BE FLEXIBLE IN THE REGULATION OF BASIC LAND PLANNING AND TO ENCOURAGE IMAGINATIVE SITE PLANNING THAT PROVIDES A VARIETY OF USES WITH USABLE OPEN SPACE. ALL REQUIREMENTS OF THE PLANNED DEVELOPMENT DISTRICT (I.E. FRONTAGE, SETBACKS, ETC.) AND ALL OTHER GENERAL REQUIREMENTS (I.E. PARKING, SIGNS, ETC.) SHALL APPLY TO THE DEVELOPMENT USES OR USES AS SPECIFIED IN THE FINAL DEVELOPMENT PLAN.

CLARK–GREENE COUNTY AIRPORT ZONING REGULATIONS
NOTE: SEE THE AIRPORT AIRSPACE DRAWING (SHEET 5) FOR THE CLARK–GREENE COUNTY AIRPORT ZONING REGULATIONS.

LEGEND: LINETYPE

LINETYPE	FACILITY
	EXISTING AIRPORT PROPERTY LINE
	FUTURE AIRPORT PROPERTY LINE
	PARCEL LINE
	EXISTING EDGE OF PAVEMENT
	FUTURE ROAD RELOCATION
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RVZ	RUNWAY VISIBILITY ZONE
	EXISTING AIRSPACE EXHIBIT

CERTIFIED BY: DESIGN ENGINEER DATE
DESIGNED BY: GCF
DRAWN BY: GCF
CHECKED BY: MJM
APPROVED BY: CJS

333 North Alabama Street
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805
WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

No.	DATE	REVISION

AIRPORT LAYOUT PLAN
LAND USE MAP
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03–09–2020
AIP No: 3–39–0072–024–2016
HORIZ. SCALE: 1" = 600'
VERT. SCALE: .

SHEET NO.
15

Layout Tab Name: 15_Images: SGH_OH_from sid 04 grayscale.tif: , Xrefs: 76515 TBLK.dwg; SGH existing airspace.dwg; SGH PARCEL LINES.dwg; 76515-X.dwg; 76515-P.dwg
Last Saved By:Firrie, 9/13/2021 1:08:12 PM
G:\DE\Clients\Springfield-Beckley Municipal Airport OH (SGH)\76515 SGH Master Plan\Cadd\Cad\76515 LAND.dwg Plotted By:Firrie, Gaster Plotted:September 13, 2021, 1:17:22 PM