SGH

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT
Master Plan/Airport Layout Plan

Airport planning is a continuous and strategic process used to establish a framework for the efficient development of airports that is consistent with local, state and national standards and goals. The Springfield-Beckley Municipal Airport (SGH) planning process culminates in an Airport Layout Plan (ALP), which will serve as the official record drawing set depicting Airport developments envisioned by the City as part of complying with federal planning standards and grant assurances. The SGH ALP provides the framework for future airport development that would cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. This plan will be updated continually as demand or circumstances change.

Vision & Guiding Principles

A strategic planning meeting was held with local leaders to develop a list of guiding principles to steer the development alternatives needed for the airport to meet aviation demand.

1. Focus on safety and security as the first priorities
2. Focus on Air National Guard changes and impacts on Airport growth and development
3. Preserve space for terminal, hangar and utilities efficiently and cost-effectively
4. Provide enhancements for easy and aesthetically pleasing access points in and around the Airport
5. Use emerging technologies to increase all-weather usage of the Airport
6. Preserve investments in existing facilities and property contiguous with taxiways and aprons, for aviation purposed with airside needs

A vision was also developed for SGH during the planning process: to be recognized as the premier center for aviation, innovation and business development in the region

User Needs

To understand the needs of our aviation community, a user survey was developed and designed to identify and evaluate various aspects and services of the Springfield-Beckley Municipal Airport. What we learned from our users was that our infrastructure was invaluable to their success. The top four concerns for our users were:

1. Maintain existing runway lengths
2. Maintain approach minimums
3. Replace old T-hangars
4. Increase auto marking

Forecasts

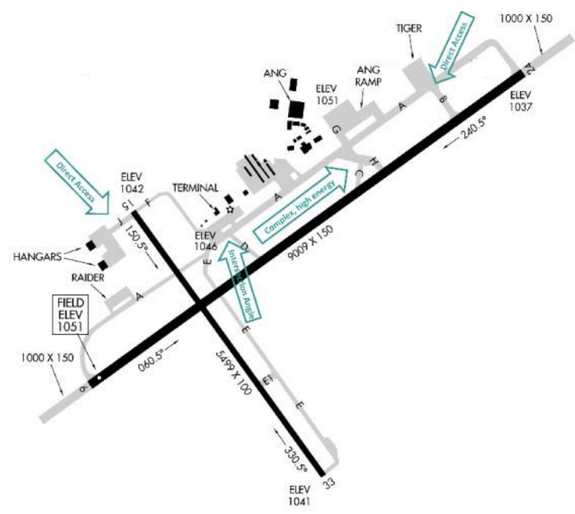
To help determine what future facilities might be needed, the planning process included a projection of future aviation activity for SGH. These are required by the FAA and receive a specific approval from the agency. SGH's projected based aircraft and airport operations (i.e., takeoffs and landings) are shown below and **were approved by the FAA** in April of 2017. The forecasts serve as the basis for determining the facilities required for the airport. They represent an unconstrained projection of activity, which assumes that Springfield will be able to develop the various facilities necessary to accommodate based aircraft and future operations.

Year	Based Aircraft	*Piston*	*Jet*	*Rotor*	Operations
2016	41	*40*	*1*	***0***	14,350
2021	44	*42*	*2*	*0*	15,505
2026	47	*43*	*4*	*0*	16,520
2031	50	*44*	*5*	*1*	17,465
2036	54	*46*	*7*	*1*	18,900

Facility Analysis

The information from the user needs survey and the forecasts were compared to the existing facilities at SGH to determine what the airport might need to meet aviation demand. Because FAA airport design standards and regulations change over time, the existing airport conditions were also evaluated for FAA compliance. The facilities analysis recommended these infrastructure needs:

- Maintain existing runway lengths
- Focus on satellite-based technology for instrument approaches
- Improve pilot situational awareness when transitioning from aprons to runways
- Replace old T-hangars and site them to meet new FAA separation standards
- Increase aircraft storage capacity
- Upgrade airfield signage to LED after useful life is reached
- Upgrade terminal and increase parking
- Purchase land for the runway protection zones
- Bring Runway 33 into compliance with FAA design standards
- Make fencing and wildlife hazard safety enhancements
- Provide vertiport capability
- Remove/clear trees that are obstructions
- Develop corporate hangars campus
- Rehabilitate airfield pavements (both runways in next 20 years)
- Expand apron and re-use ATCT as appropriate



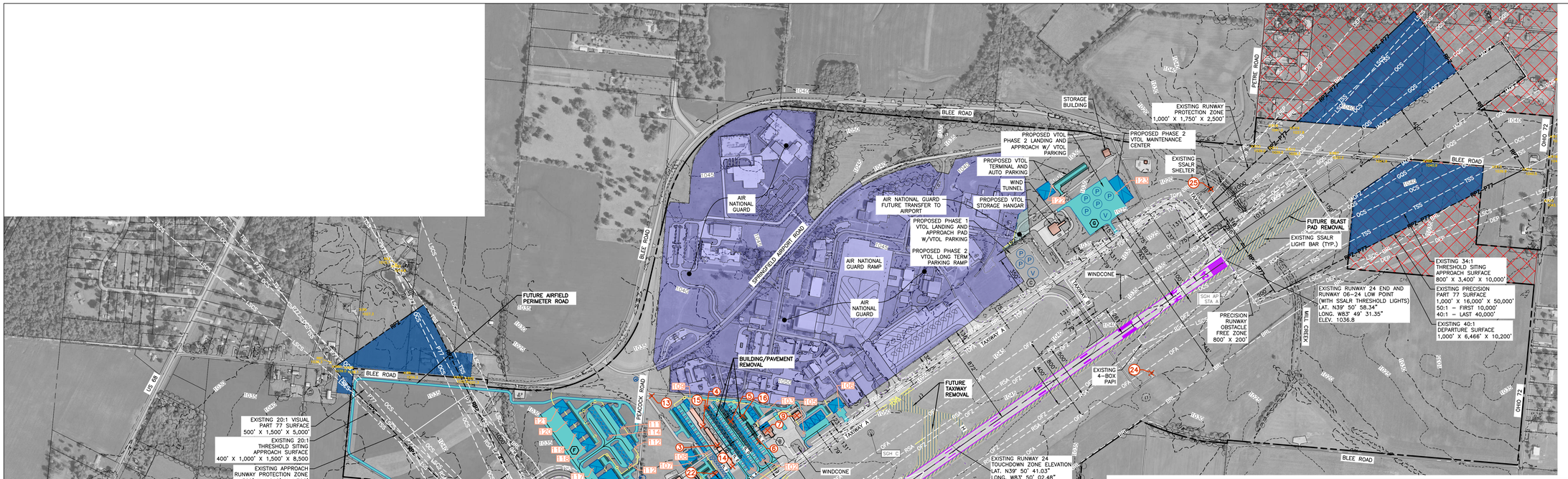
Environmental Overview

Before determining the best alternative to accommodate the recommended facilities, an environmental overview of SGH was performed to assist in the evaluation of developmental impacts and to have a clear understanding of the environmental requirements needed to move forward with any proposed improvements. This overview revealed that Clark County is a "maintenance area" for certain air quality standards so any improvements to capacity should be evaluated before constructed for compliance with air quality regulations. Additionally, SGH sits within an agricultural area on high-quality soils with the potential for agricultural activity, so projects with the potential for farmland conversion should be evaluated before construction for impacts.

Preferred Alternatives

In determining the preferred locations and layout of the improvements required for meeting user needs, forecasted demand, and FAA design standards, the guiding principles discussed at the beginning of this document were applied to each alternative. This draft plan has been selected considering the operational needs of the airport, efficiency, safety, constructability, cost, flexibility and the environment. While aviation needs are forecasted for an unconstrained demand, construction is based on realized demand. While aviation activity may lag or exceed what has been forecasted, the airport's plan should provide for all anticipated aviation needs should they be realized.

The following draft Airport Layout Plan presents the preferred alternatives for improving the Springfield-Beckley Municipal Airport. The City of Springfield considers community input an important part of the planning process. Please email any comments or concerns about this plan to [sgh.alp@woolpert.com] or mail to Seth Timmerman, 1251 West Blee Road, Springfield, OH 45502 by April 17th, 2020.



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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

ODOT1 EXISTING MONUMENTS

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).

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
1234.5	1234.5	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

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'

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

RESERVED FOR FAA APPROVAL STAMP

DRAFT

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF

CHECKED BY: MJM | APPROVED BY: CJS

FINAL DRAFT

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WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

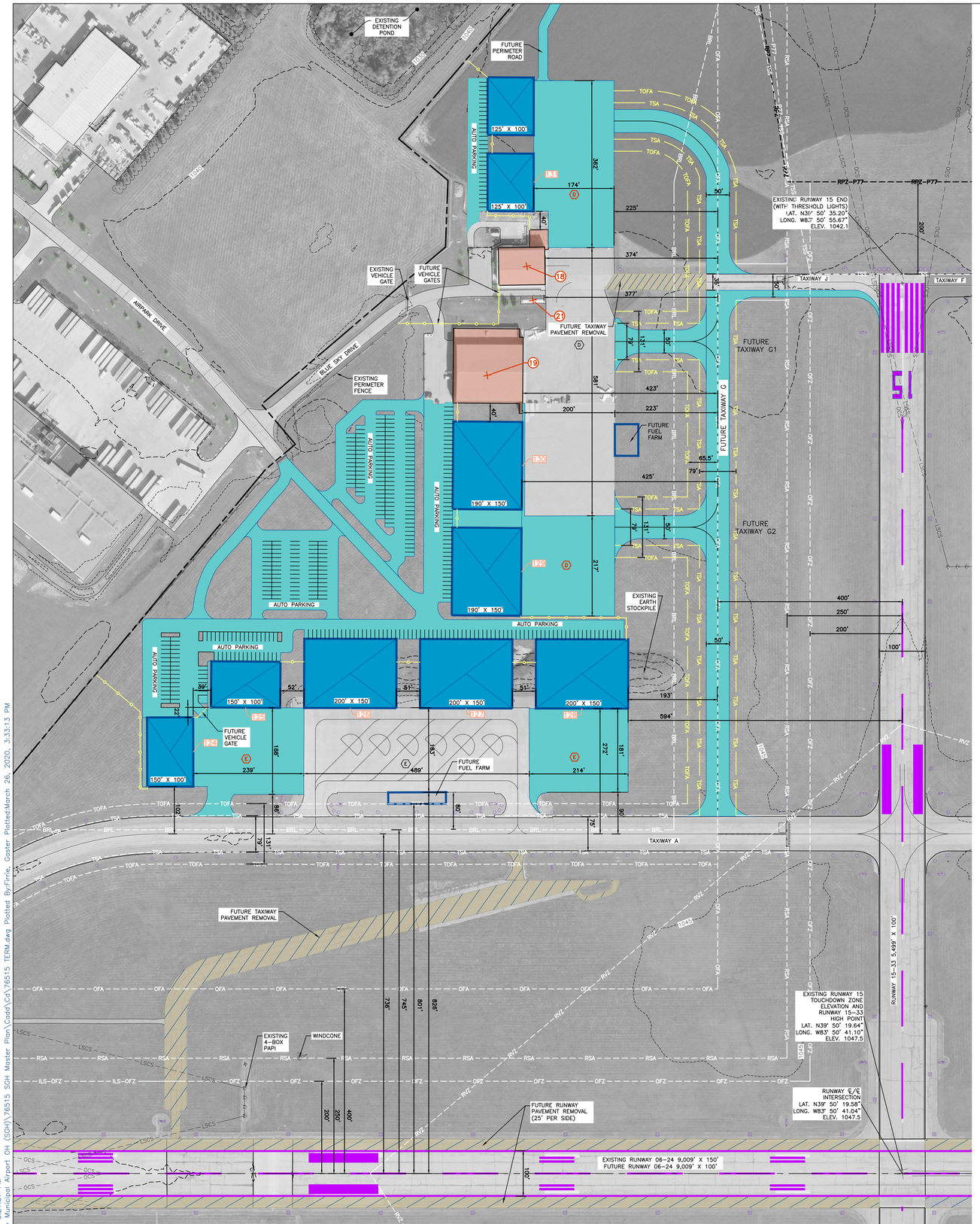
No.	DATE	REVISION

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



LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
22	P22	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
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RVZ		RUNWAY VISIBILITY ZONE
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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

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0 100 200 300
GRAPHIC SCALE IN FEET

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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	

DRAFT

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

DESIGNED BY: GCF | DRAWN BY: GCF

CHECKED BY: MJM | APPROVED BY: CJS

FINAL DRAFT

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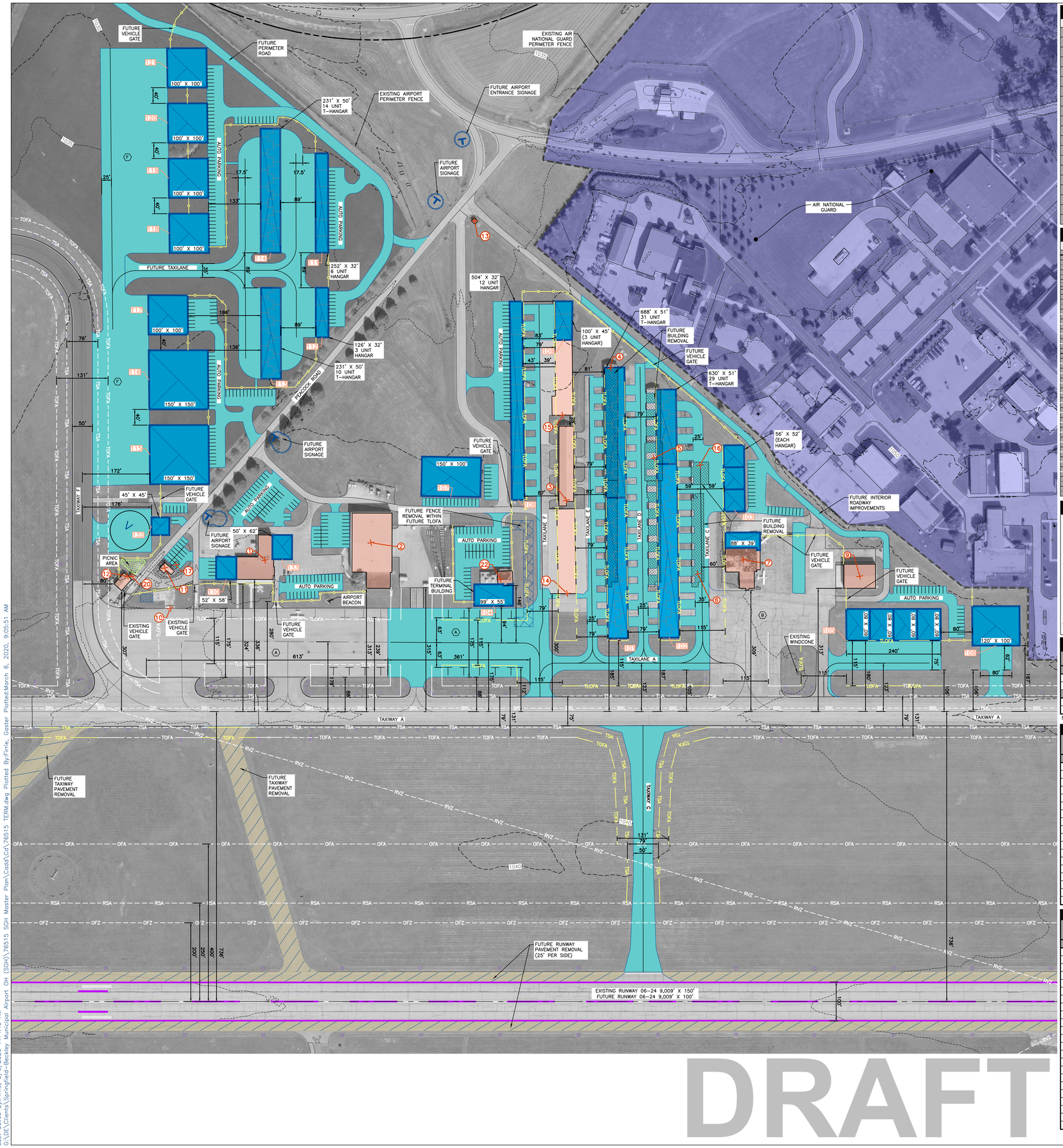
WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

No.	DATE	REVISION

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



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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).

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

FINAL DRAFT

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WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

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

Layout Tab Name: 13_images: SGH_OH_from sid 04 grayscale.tif: , Xrefs: 76515 TBLK.dwg; 76515-X.dwg; SGH EOR Points-FUTURE.dwg; SGH Master Plan\Cadd\Cd\76515 TERM.dwg Plotted By:Firnie, Gaster Plotted:March 6, 2020, 9:05:51 AM
Last Saved By:Firnie, 3/6/2020 7:14:49 AM
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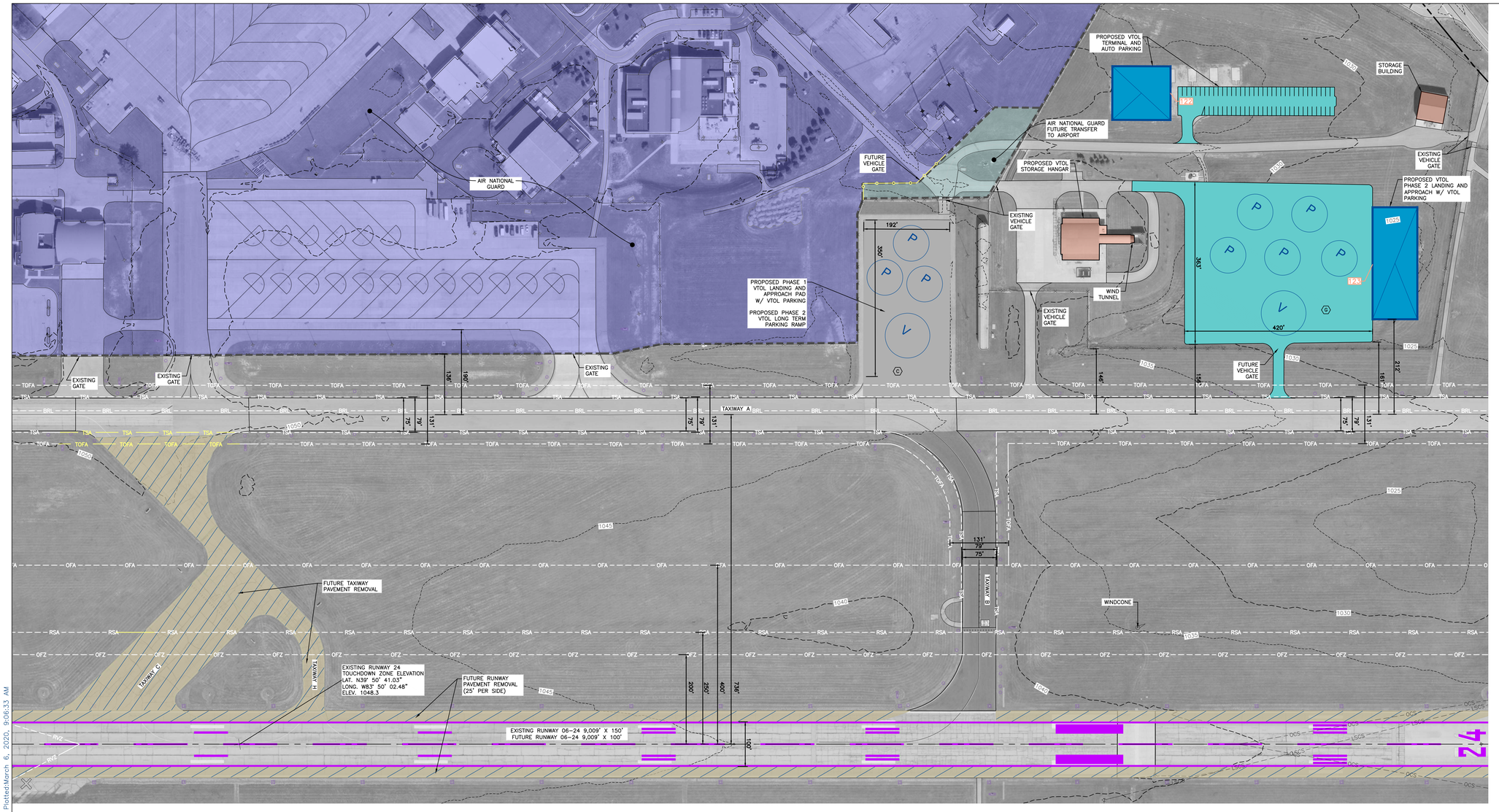

LEGEND: SYMBOLS

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

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		
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	

DRAFT

CERTIFIED BY: _____ DESIGN ENGINEER _____ DATE

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

FINAL DRAFT

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No.	DATE	REVISION

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TERMINAL PLAN NORTHEAST
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

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