APPENDIX H

PUBLIC MEETINGS

A Public Information Open House was held on April 6, 2005 to present the findings of the master plan to the public, answer questions and receive comments. This appendix contains a summary of the open house, copies of the notices and comments received.



MEETING MEMO

51 S. New Jersey St., 2nd Floor Indianapolis, IN 46204 317.955.8395 317.955.8479 FAX

MEETING	Springfield-Beckley Municipal Airport Public Information Workshop
MEETING DATE	April 6, 2005

5:30 pm to 7:30 pm

DISCUSSION SUMMARY

A public information workshop was held on this date in the Terminal Building at Springfield-Beckley Municipal Airport to present the Master Plan Update recommendations to the public. The workshop presented an opportunity for the public to ask questions and provide comments. The public was invited to the meeting via postcards to airport tenants, flyers at the Airport and City Building, notification to the Clark County Planning's contact list from the Airport Zoning process, and a legal notice in the Springfield News-Sun. Attached to this memo are copies of the notice. Twenty seven people attended the meeting, see attached sign-in sheet.

The workshop was set up in an open house format with the public invited to attend any time between 5:30 p.m. and 7:30 p.m. There were four presentation stations at the workshop:

- Aviation Forecasts (summary of forecasts)
- Facility Requirements (summary of airside and landside needs)
- Proposed Development (overall airport, terminal area and implementation plan)
- County Land Use (information provided by Clark County Planning Commission)

A handout was provided to the attendees and is attached to this memo. Written comments could be submitted at the meeting or via email, fax or U.S. mail by April 20, 2005.

COMMENT SUMMARY

The comments received were in two categories: general aviation terminal area development and tree clearing and are attached to this memo.

General Aviation Terminal Area Development

- Consider involving current tenants in planning
- Orientation of hangars should be reviewed for wind, snow, ice, and sun
- Drainage is currently a big problem in hangar area
- Parking for hangars should be convenient
- Ensure hangar tenants have access to their hangars via auto
- Hangar doors should be resistant to freezing shut or ice jamming
- Consider putting 220V in each hangar
- Consider paving the areas between the taxiways and t-hangars
- What effect will moving hangar have on current tenants, rental rate, location
- Need more t-hangars and less corporate hangars
- Can there be a place to wash aircraft

A number of alternative layouts for the general aviation area have been considered during the master plan process. The facility requirements analysis was used as a basis to identify the number and type of facilities to provide. With modifications to an existing drainage swale, one additional 12 unit t-hangar building could be developed that was not indicated at the public workshop and has been added to the Airport Layout Plan (ALP) drawings.

To maximize the development that can be accommodated within the limited general aviation terminal area, the buildings need to be parallel or perpendicular to the runway system. Comments received from the advisory committee, which includes airport tenants, during the planning process identified that the existing t-hangar alignment was preferred. This alignment also allows for t-hangars to be developed closer to the terminal building. To maximize the hangars that can be accommodated and minimize the pavement required, nested t-hangars (door adjacent to door) with electric bi-fold doors are proposed. Also, with the nested t-hangars the ALP depicts paving between the access taxiway and the face of the buildings. The estimated development cost includes drainage structures, as one of the most challenging aspects of t-hangar development is draining the area, while keeping the approaches to the hangars. Auto parking lots have been shown to serve the t-hangar area. It is envisioned that t-hangar tenants will also be provided with auto access to their hangar.

The ALP provides the basic layout for the future general aviation development. During the design process, additional survey data will be available and the layout should be reviewed to make sure it best meets the needs of the airport tenants. An opportunity for tenant input may also be able to be incorporated at that time. This design review is anticipated to include consideration of a mix of t-hangar sizes, how to best provide City maintenance space, and design recommendations to minimize development costs.

The existing t-hangar rates have not been increased since they were last adjusted in 1994. If they had been indexed to inflation (using Consumer Price Index) a \$100 t-hangar rental rate in 1994 would be \$130 in 2005. Moving from older facilities with sliding or roll doors, to all new facilities with bi-fold doors is likely to result in an associated rent increase. As part of the design process, the rental rates will be established taking into account: construction cost, funding assistance, comparable facilities at area airport, and maintenance costs.

An area to wash aircraft has not been identified on the ALP. Washing aircraft is a storm water related issue. As required for its permits, the City has prepared a Storm Water Pollution Prevention Plan for the airport. The potential for an aircraft washing area would best be considered and may be able to be incorporated as part of the apron expansion plans.

Tree Clearing

• Improved instrument approaches are proposed to Runway 33 with associated larger approach surfaces that identify a 150-year old oak tree on our property as needing removal. We have been told several times that our trees pose no problem.

The instrument approaches area proposed. The larger approach surfaces that are identified as near-term and long-term are associated with the proposed approaches and would only apply once the new approach is established. The Federal Aviation Regulations (FAR) Part 77 set the standards for the approach surface based on the type of runway and instrument approach. The Federal Aviation Administration (FAA) provides alternative approach design standards in Appendix 2 of FAA Advisory Circular 150/5300-13, Airport Design. At the time the improved approaches are established, the City should work with the FAA and landowners to minimize the necessary tree clearing, while providing a safe approach to Runway 33. The consideration of Appendix 2 standards before trimming or removing trees has been noted on the Plan and Profile Sheet for Runway 33 in the ALP set.

Springfield-Beckley Municipal Airport Master Plan Update Public Information Open House

April 6, 2005

Name Address Telephone/Fax/E-Mail 5c field ameritech net Stephen Field 130 Roscommon Dr. SpHel 1. 937-323-5518 KEPES 2. DRUCE S. CHARCESTON 3980 Willow Brench Dr Devion Jullis 3. 937 236-9869 Gary 887 W Jackson Rd Shaw 4. ashaw411@ gol.com 887 W JACKSON RD 937-322-610R SHAW 5. KUSS 937-390-HM (B) 1838 HUDUBAN ths 6. homas 937/864 5463 ENON-XENIA, FAIRBORD 7. Me 76 EHig 937-324-7300 Bodenniller OF 8. LIAN ctield DRINATIELS OHID 489 LONGFORD Close. 9. 327-9403 10. 7812 324-7753 TU Homer 11. East 1th 3225289 'em Xenia Rd Im 20fld501 12. Michael. Botwin @wpAfbiafimil 13. MIKE BOTWIN 4701 FOX RUN FAIRBORN, OH 325-7858 37-7858 325-012 1753 NOLNYT TERE SPRINGERUDOH KAGGINS 14. KICHARD 178 15. rinnfield MAP 327-2279 178 FW 11 Mark 16. Gebhard Mark Renwick 302 Grove Ave 17. Dautor JJ Miller 3658 Marbella St. Springtield 18.

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Telephone/Fax/E-Mail Name Address aura Howers 178FN 525-2557 19. Divok Hugtim 837/325-6108 20. C. K. SSAL 937-324-7312 In 21. LEO SHANAUNA LITY OF STRINGPHELD 937/321-7310 22. Shane Farnsworth Clark County 937-328-2498 23. BRUMMETT AEROF, NITY 317 955 8395 × 302 24. Acrofinity 317 955-8395 × 306 acy Pollert 25. Maria Muja Aerofinity 317.955-8395x308 26. Susan Zellers Aerofinity 317.955.8395×303 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41.

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Public Information Open House for Airport Master Plan Update



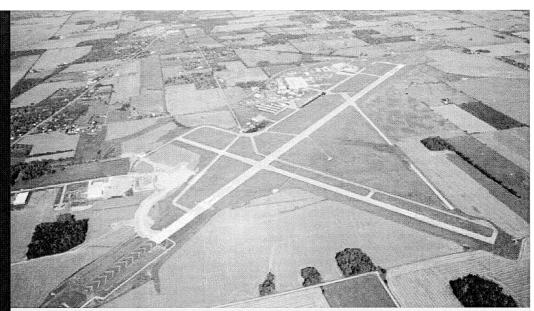


Photo Date: October 22, 2002

Springfield-Beckley Municipal Airport

Public Information Open House

to review the findings of the City's Airport Master Plan

Wednesday, April 6, 2005

Springfield-Beckley Municipal Airport Terminal Building

Attend anytime between 5:30 p.m. and 7:30 p.m.

(no formal presentation)

Airport representatives and their consultants will be available to answer questions. Significant findings include:

Airfield – Good runways and taxiways are in place; only minor improvements are needed, including regrading Runway 15-33 safety area, improving taxiway layout, and improving and protecting instrument approaches to the runways.

Hangars – Alternatives were studied for relocating civilian hangar facilities to provide additional develop area on the airport for the Ohio Air National Guard. The recommended site for the relocation of existing civilian hangars is on airport property west of the existing terminal building.

For more information, or if special accommodations are needed to attend this meeting, please contact: Vicki Hartley, Airport Manager – 937.325.6108

MEMO TO FILE

TO:Master Plan FileFR:Jim BodenmillerDATE:March 18, 2005RE:Public Open House

The following information is to be published in the Springfield News-Sun, a newspaper of general circulation in the Springfield, Clark County area, on Wednesday, March 23, 2005 and again on Wednesday, March 30, 2005. The advertisement will appear as follows:

Springfield-Beckley Municipal Airport Public Information Open House

You are invited to a public information open house to review the findings of the City's Airport Master Plan Update Wednesday, April 6, 2005 Springfield-Beckley Municipal Airport Terminal Building

Attend **anytime** between 5:30 p.m. and 7:30 p.m. (no formal presentation)

Airport representatives and their consultants will be available to answer questions. Significant findings include:

Airfield – Good runways and taxiways are place; only minor improvements are needed including regrading Runway 15-33 safety area, improving taxiway layout, and improving and protecting instrument approaches to the runways.

Hangars – Alternatives were studied for relocating civilian hangar facilities to provide additional development area on the airport for the Ohio Air National Guard. The recommended site for the relocation of existing civilian hangars is on airport property west of the existing terminal building.

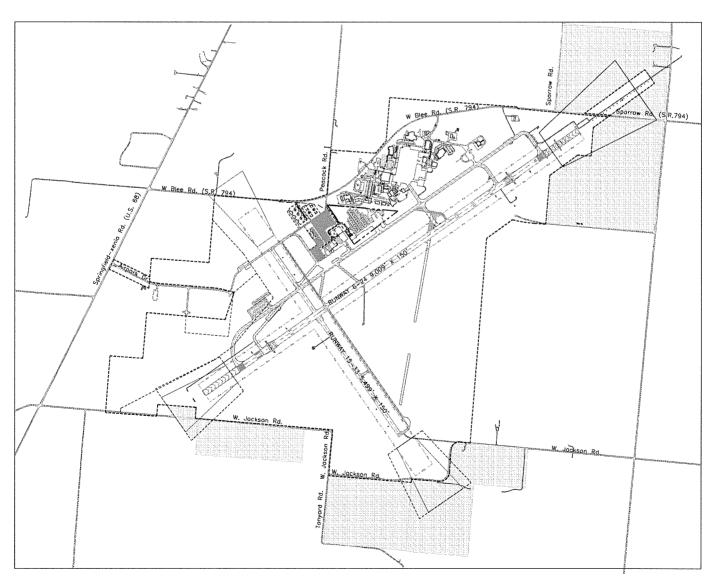
For more information or if special accommodations are needed to attend this meeting, please contact: Vicki Hartley, Airport Manager, (937) 325-6108.



Springfield-Beckley Municipal Airport Master Plan Update

Springfield-Beckley Municipal Airport Master Plan Update

A master plan update was initiated by the City of Springfield in the Fall of 2002 for the civilian facilities at the Springfield-Beckley Municipal Airport. Two major issues were determining whether or not the civilian terminal area should remain in its present location and locating a site for a new Ohio Air National Guard (OANG) airport traffic control tower. These are key issues because the OANG, a major tenant at the airport and significant employer in the community, identified a portion of the civilian terminal area for their new tower and future expansion. The length of the study process has been longer than typical to allow the City and OANG to coordinate so that, at the completion of the master plan, the City and OANG have compatible plans for their respective futures that allow both entities to move forward and maximize their assets for the community.



How much activity occurs at Springfield-Beckley Municipal Airport?

There are 60 based civilian aircraft at the airport ranging from single engine piston aircraft to business jets. There are also 20 based F-16 military aircraft. The airport is estimated to have approximately 50,000 annual take-offs and landings (operations). The Ohio Air National Guard's (OANG) airport traffic control tower is open for all of the military operations and also handles about half of the civilian operations.

How will the activity and types of aircraft change?

The types of aircraft using the Springfield-Beckley Municipal Airport are anticipated to remain similar for the 20-year planning period. By the end of the planning period, the master plan projects 88 to 126 civilian based aircraft and 65,000 to 76,000 total operations annually. The military operations level is anticipated to remain similar to the existing operations, or approximately 13,000 to 15,000 annually.

What improvements does the master plan recommend?

One of the issues studied during the master plan was whether or not the civilian general aviation terminal area should remain in its existing location. Therefore, the improvements considered can be categorized into two basic classifications:

- airfield (runway, taxiway and instrument approach) improvements that will increase the efficiency of the airport regardless of the preferred terminal area development;
- and civilian hangar improvements.

Airfield Improvements – Good runways and taxiways already exist at the airport. Therefore, only minor improvements are needed. These include:

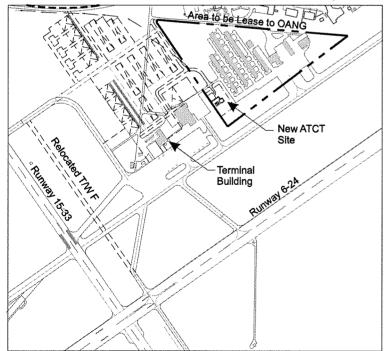
- Upgrading the runway safety areas by regrading the Runway 15-33 safety area.
- Improving the taxiway layout by relocating Taxiway F closer to Runway 15-33, allowing for more terminal area development, and straightening the Taxiway C and H intersection.
- Improving and protecting instrument approaches to the runways by clearing existing objects that penetrate the required approach surfaces, preserving airspace to accommodate improved approaches, and acquiring additional land in the runway protections zones, as opportunity and funding allow.

Hangars – Alternatives were studied for relocating civilian hangar facilities to provide additional development area on the airport for the OANG. The recommended site for the relocation of existing civilian hangars is on airport property west of the existing terminal building.

When will the civilian hangar relocation occur? What will be the new hangar rates?

The timing of the hangar relocation and future hangar rates will be determined by the availability of funding. At least a portion of the hangar relocation is anticipated to be funded by the OANG, since they need that land for their development. Other sources of funding will also be pursued to minimize the City's share of the investment. The timing and future rates have not been determined at this time. The City plans to have the new hangar development available for occupancy before vacating the existing hangars.

New General Aviation Terminal Area Layout



Will Base Realignment and Closure (BRAC) impact the master plan recommendations?

The BRAC process does not change the City's Airport Master Plan. The preliminary BRAC list is anticipated to be published in May 2005. After it is published, adjustments can be made until the final list published in September 2005. In the past, the final BRAC list presented to Congress has been approved or rejected in full.

A lease has been granted to the Ohio Air National Guard (OANG) for the construction of the new Airport Traffic Control Tower (ATCT) and construction is underway. Since the City plans to have new general aviation facilities available before moving out of the existing t-hangar facilities, any changes in the base should not impact civilian aviation.

If the master plan for the base changes and the OANG does not lease the existing t-hangar area, the existing t-hangar area can remain and the replacement facility area can be used for expansion. The implementation process for the master plan is already driven by funding availability and user needs and provides the flexibility to incorporate changes during implementation.

Are there any off airport improvements recommended?

The master plan has identified the need for property interest in the Runway 15 protection zone and acquiring the property north of Jackson Road in the Runway 6 protection zone. The acquisition of additional property to protect the airport from the development of incompatible land uses is also recommended as opportunity and funding allow.

The City is working with the OANG on other off airport improvements to enhance their Springfield operations. One of these improvements includes pursuing additional space to allow for the co-location of the Army Guard and Reserve units for joint use of existing base facilities and addressing concerns related to the close proximity of the base and S.R. 794.

Is anything happening to S.R. 794?

Once the County knows what is happening at the federal level with the BRAC, appropriate local action can be taken. To improve airport access, the County has received suggestions for widening the curves on Jackson Road (south of the airport) to allow the road to be maneuvered safely but to also control speed.

Does the master plan make any zoning recommendations?

When the City accepts grant monies from the Federal Aviation Administration (FAA), one of the grant conditions is to pursue compatible land use around the airport. The FAA and the State of Ohio have regulations that address the protection of airspace around the airport by regulating the height of objects constructed near it. In July 2004, Clark County updated its zoning to match these height regulations. Clark and Greene counties have land use zoning regulations. The master plan recommends the City continue to work with the counties to encourage compatible land use near the airport.

April 6, 2005

Public Information Open House Comment Sheet

Good info
Please consider getting current girport tenants involved in future planning. Lots of lessons to be learned.
Orientation of hangars should be reviewed to ensure wind, show, ice, sun concerns are addressed.
Drainage is a big problem currently
Parking should be convienient to ensure it will be used vice what happens now (i.e., parking in front of hangars)
Concerns are what effect moving hangars will have on current tenants
Will I get an end hangar?
Will the rent increase?

Please return comments by mail, fax, or e-mail by April 20, 2005 to:

Consider N-S hangar orientation -

April 6, 2005

Public Information Open House Comment Sheet

G Parking IIIIII Hung observed Hung observed Hong observed H

Please return comments by mail, fax, or e-mail by April 20, 2005 to:

April 6, 2005

Public Information Open House Comment Sheet

Can we get a place to wash our aironaft included in the plan?

Please return comments by mail, fax, or e-mail by April 20, 2005 to:

April 6, 2005

Public Information Open House Comment Sheet

Way too many Corp. Hangars in G.A. area, (700% Increase Vs 20% for T-Hangars) (8-6A+6@ An Park OH) Need H- 120 T- Hangers

Please return comments by mail, fax, or e-mail by April 20, 2005 to:

Susan at Aerofinity

From:	"Botwin Michael J Civ ASC/ENSA" <michael.botwin@wpafb.af.mil></michael.botwin@wpafb.af.mil>
To:	<szellers@aerofinity.com></szellers@aerofinity.com>
Cc: Sent: Subject:	 <vhartley@ci.springfield.oh.us></vhartley@ci.springfield.oh.us> Wednesday, April 20, 2005 3:49 PM Comments on Springfield-Beckley Municipal Airport Master Plan Update

Susan,

Here are my comments:

The April 6th Open House went very well.

Location of and access to the new hangar area is good. A lot of us live west of Springfield.

The number of new T-hangars should be equal to or preferably (10%) greater than the number of existing T-hangars.

Reduce the number of 100' x 100' corporate hangars to at least the number being replaced.

T-hangars should have a continuous all concrete slab beneath each T-hangar building. No asphalt or dirt floors.

Drainage must accommodate the worst downpour without flooding any hangars.

Hangar doors must be of a type that is resistant to freezing shut or ice jamming.

Hangar doors should fit well enough to keep out wildlife and mud daubers.

If each hangar is to have its own electric meter, put them in one place outside the buildings.

Consider putting a 220V outlet in each hangar. Many air compressors require 220V.

Consider paving the areas between the Taxiways and the T-Hangars. This will eliminate grass cutting maintenance and hangar damage from mowing equipment.

Consider insulating the hangars to prevent corrosion of cold soaked metal in side (aircraft & hangar structure) that sweats when the outside temperature warms up.

Ensure hangar tenants have access to their hangars via automobile and do not have to park in a lot that may be to far to carry baggage.

Consider creating a wash rack, where aircraft could be washed. This would require an oil-water separator, but cost should not be prohibitive. For info, contact the airport manager at GKY (Arlington, TX Municipal Airport).

Michael J. Botwin, CSP

April 6, 2005

Public Information Open House Comment Sheet

On April 6, 2005 I attended an open house of the Springfield-Beckley Municipal Airport to find out about the airport's master plan. I was shown an Airport Layout Plan, Sheet 9-16 concerning the Plan and Profile for runway 33. There is a "near term" and "future term" area over my family's property that designates a 150-year-old oak tree as needing removal. During 50 years of observation, we have never seen an aircraft come near this tree. It is almost 90° from the approach and, even with improvements such as GPS and instrument landing capabilities, it is unimaginable that this tree would ever cause the slightest problem. I feel that the "near term" and "future term" area is an unnecessary and arbitrary formula that does not apply to our property. We have been told several times by officials at the airport and base that our trees pose no problem. I invite anyone to see for themselves.

I request an appendix to make an exception for this tree and would appreciate a reponse to this comment. Ann Shaw 937-322-6108 Ashaw411@aol.com

Please return comments by mail, fax, or e-mail by April 20, 2005 to:

April 6, 2005

Public Information Open House Comment Sheet

We attended the Springfield- Beckley Airport presentation of their master plan recently and were informed that several trees on our property were targeted * for destruction, even though after the new zoning regulations were passed, we were told none of our trees were a problem. We are very upset that one of the targeted trees is a 150 year old oak, the last remaining heritage tree on the farm, and is about 90 degrees from the <u>real</u> approach the planes make on landing. We request you make an appendix and an exception for the old oak tree that in reality poses no threat to approaching aircraft, and show some reverence.

*Airport Layout Plan Sheet 9-16 Plan and Profile Runway 33

Russell Shaw

Please return comments by mail, fax, or e-mail by April 20, 2005 to: