

HISTORY

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

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

Springfield Municipal opened in 1946 with a small civilian flight operations and intermittent attempts to provide scheduled air service first through TWA and then by Lake Central Airlines. Springfield Municipal replaced the old airfield, now the site of the Clark County Fairgrounds. In 1951, the Ohio Air National Guard (OANG) constructed the initial

portion of the military base section as home to the newly organized 605th Signal Light Construction Company. The 605th was converted to the 269th Communications Squadron in 1952.

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



November 11, 1918 – Lieutenant Henry Addison Beckley is a long way from his Springfield, Ohio home, preparing for his first mission with the U.S. Army Air Service 163rd Fighter Squadron. Trained at the Royal Italian Flying School, Lt. Beckley has flown 30 missions with the French Escadrille 120 of Group de Bombardment 5 near Vichy, France before being transferred to the 163rd. Just as his squadron is preparing to take off for its first mission over the front, a jubilant ground crewman races down the waiting line of aircraft to announce the end of the Great War.

The City Commission established the Department of Aviation in 1967 to manage the airport, ushering in a period of change and growth throughout the 1970s. The City developed the terminal building and additional t-hangar facilities. The terminal Very High Frequency Omni Range (VOR) was purchased by the City and installed at the airport to improve navigation at the facility. The Federal Aviation Administration (FAA) eventually assumed the maintenance of the VOR in the 1980s. The north-south runway, accommodating less than 5% of the operation and none of the military operations was converted into Taxiway C.

The airport was renamed Springfield-Beckley Municipal in 1984, in recognition of Mr. Beckley's influence on the initial federal site selection process, the relocation of the OANG, and his longtime dedication to the Springfield Municipal Airport.

Over the years, the City of Springfield and the OANG have partnered to improve and expand the airfield to support civil general aviation and the OANG mission, including a 9,000-foot primary runway. The City's last master plan for the Springfield-Beckley Municipal Airport was completed in 1992. Most of the airfield work identified in that master plan has been accomplished. Since the 1992 master plan was completed, the OANG has identified that some of their long-term growth alternatives would require land from the area that is currently used to support general aviation. Therefore, the hangar development proposed in the last master plan has been put on hold pending further planning.

The OANG has updated their base master plan. The OANG's preferred alternative requires land that is currently being used to support the civil general aviation terminal area. Even without the OANG interested in the terminal area, this area has limited expansion potential. To allow both the City and the OANG to fully develop a vision for their facilities, the City of Springfield is conducting this master plan update.

INTRODUCTION

As a benefit of having the OANG on the field, Springfield-Beckley Municipal Airport has airfield facilities that are not only capable of supporting the existing general aviation operations, but also may allow the community to support some aviation operations that are less typical of a general aviation airport. While the landside facilities have been well maintained, uncertainty about their long-term future has deferred development. The City has received a number of inquiries regarding the development of additional landside facilities, but has held off pending a clear vision for the future. Analysis in the master plan update will include identifying a strategy for the long-term future of the general aviation terminal area.

This inventory chapter will identify the existing facilities at the Springfield-Beckley Municipal Airport to provide the background for developing a vision for the future of the airport. Numerous aviation terms will be used throughout this report, a glossary is included in **Appendix A**.

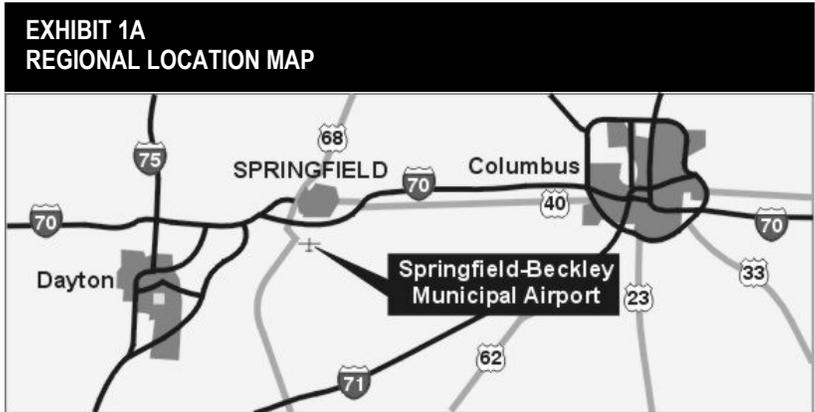
AIRPORT LOCATION

Springfield-Beckley Municipal Airport is owned and operated by the City of Springfield, Ohio. It is located five miles south of the City of Springfield, 20 miles northeast of Dayton, and 50 miles west of Columbus.

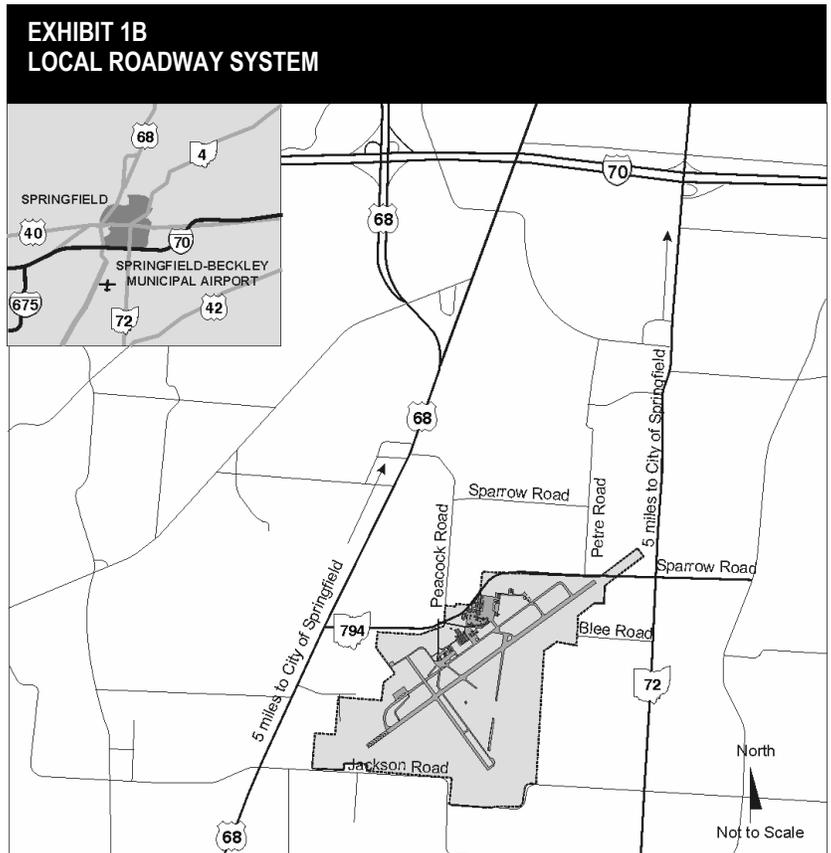
Exhibit 1A illustrates the airport's regional location.

From the City of Springfield, U.S. 68 and State Route (S.R.) 72 provide two access routes with connections to S.R. 794 and the airport entrance road. In addition, U.S. 68 and S.R. 72 have interchanges with Interstate 70 about three miles north of the airport. **Exhibit 1B** shows the location of the airport within the local roadway system.

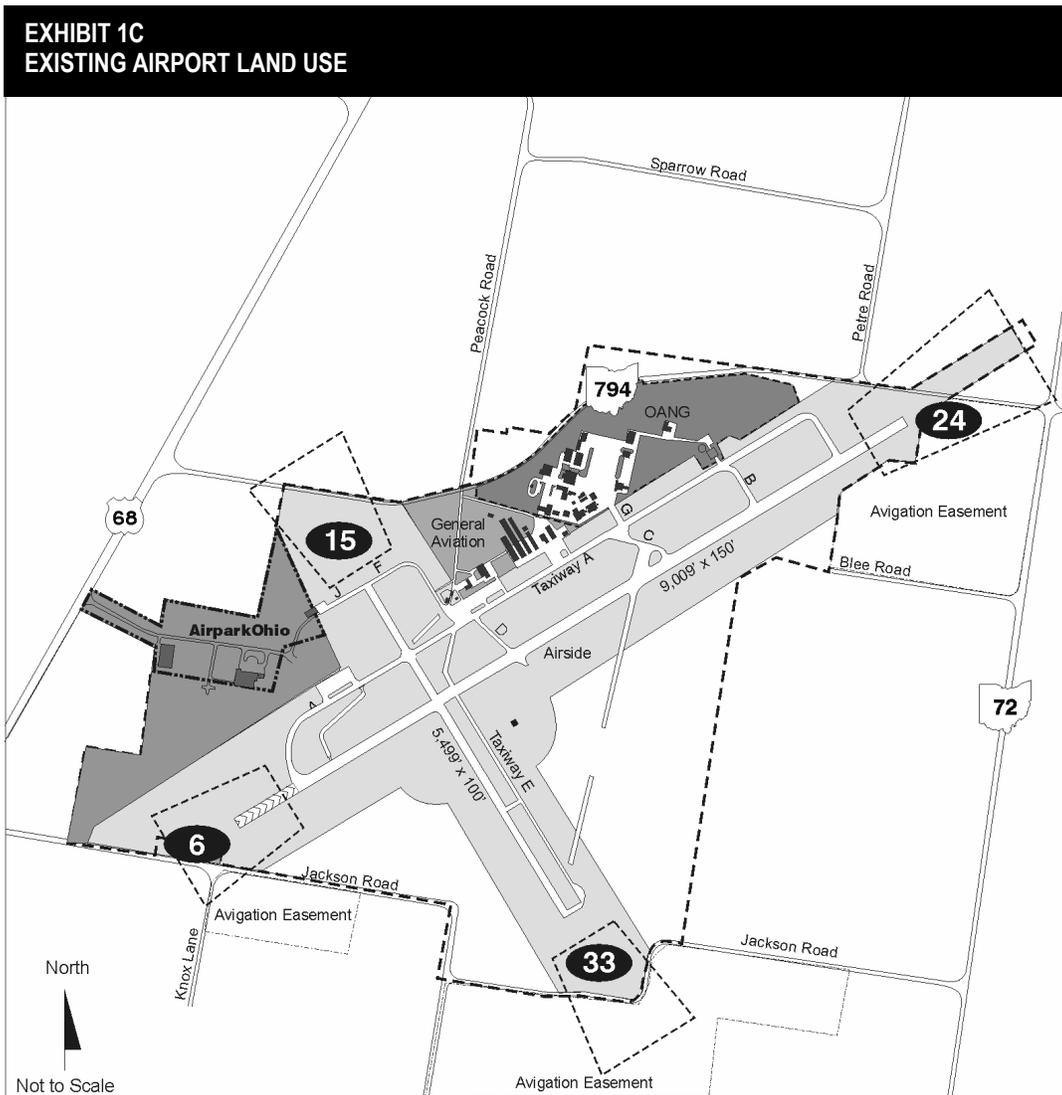
The Springfield-Beckley Municipal Airport is one of 3,344 airports included in the National Plan of Integrated Airport Systems (NPIAS). It is classified as a general aviation airport. The airfield facilities are more extensive than the typical general aviation airport due to the presence of the OANG.



Source: *Eastern United States Regional Map, American Map, 2002*
Aerofinity, Inc., 2002.



Source: *Highway and Street Map of Clark County, Ohio, 2001*
Eastern United States Regional Map, American Map, 2000
Aerofinity, Inc., 2002.



Source: *Airport Layout Plan 1995, Aviation Planning Associates; Aerofinity, Inc., 2004.*

EXISTING AIRPORT FACILITIES

Springfield-Beckley Municipal Airport can be divided into four airport areas: airside, landside, OANG leasehold, and AirparkOhio. In addition, AirparkOhio also encompasses some land adjacent to the airport. Including the land that is part of AirparkOhio adjacent to the airport, there is a total of approximately 1,400 acres of aviation associated land.

Airside facilities include the runways, taxiways, and navigational aids. Landside facilities consist of the aprons, terminal building, hangars, roadways, and auto parking areas used to support the general aviation (GA) operations. The OANG leases more than 120 acres on the north side of the airport from the City of Springfield for their operation. AirparkOhio, an aviation-related or light industrial/commercial development occupies about 200 acres on and adjacent to the airport. **Exhibit 1C** shows the four primary uses on

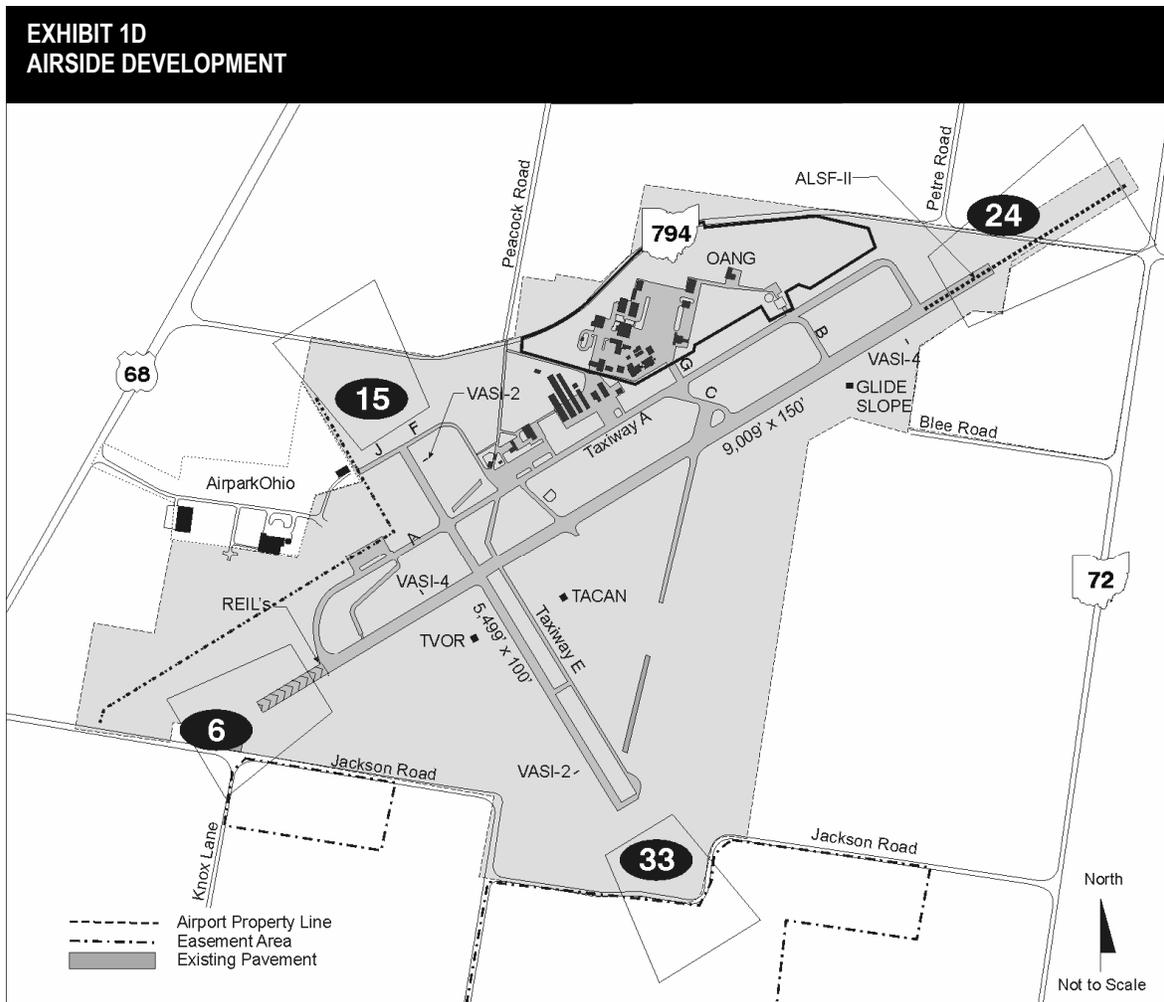
and adjacent to the airport. Remaining portions of the Springfield-Beckley Municipal Airport are undeveloped.

Airside Facilities

Airside facilities accommodate the movement of aircraft. Exhibit 1D shows the existing airside facilities.

Runways

Two runways serve the airport. The primary runway, Runway 6-24, is 9,009 feet long by 150 feet wide. Runway 6-24 is primarily asphalt with 980 feet of concrete on the northeast end and 1,200 feet of concrete at the southwest end. There are also arresting barrier systems installed on the runway for use by the OANG. Runway 6-24 is



Source: Airport Layout Plan 1995, Aviation Planning Associates; Aerofinity, Inc., 2004.

lighted with High Intensity Runway Lights (HIRLs) and is served by a precision approach instrument landing system (ILS) to Runway 24. There is an Approach Lighting System with Sequenced Flashers (ALSF-II) to Runway 24. The first 600 feet of the ALSF-II is located in pavement beyond the runway end. The ALSF-II operates as a Simplified Short Approach Lighting System with Runway Alignment Indicator Lights (SSALR) when the airport traffic control tower is closed. Runway 6 is served by a nonprecision approach off the Springfield terminal VOR located on the airport.

The crosswind runway, Runway 15-33, is 5,499 feet long by 100 feet wide. It is used only for general aviation operations and limited to aircraft weighing 25,000 pounds or less, accommodating up to a business jet. This asphalt runway was rehabilitated in 1995 using FAA Airport Improvement Program (AIP) Grant monies. Although originally constructed with a width of 150 feet, as a part of the Runway 15-33 rehabilitation, its width was narrowed to the existing 100 feet, to correspond to FAA standards for width for a runway of this length. Runway 15-33 is lighted with Medium Intensity Runway Lights (MIRLs). There are no existing published straight-in instrument approaches to Runway 15-33, although circle-to-land approaches can be flown off the approaches published for Runway 6-24. The Airport has requested the establishment of a straight-in approach to Runway 33. **Exhibit 1E** contains a listing of the AIP Grants received by the Springfield-Beckley Municipal Airport since the establishment of AIP in 1984.

Navigational Aids

The best approach serving the airport is the precision instrument landing system to Runway 24,

with minimums of 250 feet ceiling and ½-mile visibility when the full ALSF-II is functional, or ¾ mile visibility when only the SSALR or no approach lighting system is available. There are also published nonprecision approaches to Runways 6 and 24 off the Springfield terminal VOR located on the airport. In addition, there is a published Nondirectional Beacon (NDB) or Global Positioning System (GPS) approach published to Runway 24.

EXHIBIT 1E FAA AIRPORT IMPROVEMENT PROGRAM GRANTS

GRANT NUMBER	FISCAL YEAR	DESCRIPTION	FEDERAL TOTAL
001	1984	Rehabilitate apron, rehabilitate taxiway, acquire land	\$272,063
002	1989	Expand apron	191,595
003	1990	Acquire ARFF safety equipment, construct runway	74,364
004	1990	Conduct airport master plan	88,775
005	1991	Install guidance signs, groove runway, install apron lighting, improve building, construct runway	735,619
006	1993	Rehabilitate Runway 6-24, install guidance signs, install runway lighting	144,852
007	1993	Conduct noise compatibility plan study	135,000
008	1994	Rehabilitate taxiway lighting, install guidance signs, install runway lighting, install runway vertical/visual guidance system	273,085
009	1994	Rehabilitate Runway 15-33	691,937
010	1995	Rehabilitate Runway 15-33	420,568
011	1999	Rehabilitate Taxiway E	1,221,535
012	2002	Conduct airport master plan study, rehabilitate Runway 6-24 lighting	297,307
013	2004	Runway/taxiway lights, REILs, PAPIs, signage	1,091,501

Source: Grant History, FAA Detroit Airports District Office, October 2002., ODOT Airport Funding for SGH FY 1070 to 2004, March 2005

**EXHIBIT 1F
RUNWAY DATA TABLE**

RUNWAY	GEOMETRICS (FEET)	PAVEMENT STRENGTH (POUNDS)	LIGHTING	NAVAIDS	INSTRUMENT APPROACH
6	9,009' x 150' grooved	68,000 SW 87,500 DW	HIRL	VASI-4L REILs	VOR
24	9,009' x 150' grooved	68,000 SW 87,500 DW	HIRL	ILS ALSF-II/SSALR VASI-4L	ILS VOR NDB GPS
15	5,499' x 100' grooved	25,000 SW	MIRL	VASI-2L REILs	Circle-to-Land
33	5,499' x 100' grooved	25,000 SW	MIRL	VASI-2L REILs	Circle-to-Land

Source: *Jeppesen Approach Plates, 2002, Airport Master Plan Update, 1992.*

Vertical Approach Slope Indicators (VASIs) are available to all the runway ends. VASIs are a navigational aid to visually identify the glide path to the runway. Runways 6, 15 and 33 are also served by Runway End Identifier Lights (REILs), flashing strobe lights that assist the pilot in identifying the runway end. **Exhibit 1F** summarizes the runway and navigational aids (navaids) associated with each runway at the airport.

Taxiways

Parallel Taxiway A serves Runway 6-24. With the completion of the OANG's Taxiway A extension and widening project in 2004, Taxiway A is 75 feet wide and extends the full length of Runway 6-24. The OANG's Taxiway A project also included construction of an arm/dearm pad near the end of Runway 6. Taxiway B serves as a connecting taxiway between Runway 6-24 and Taxiway A.

Taxiways E and F serve as a parallel taxiway system for Runway 15-33. The construction of Taxiway E in 1999, providing direct access to Runway 33 from the terminal area, was one of the recommended airfield improvements in the 1992 master plan. Taxiway F was extended as Taxiway J to AirparkOhio under an Ohio state grant in 1999. The airport also received state grants for aircraft parking apron work in 1998 and resurfacing the t-hangar taxilanes in 2000.

Taxiways C and D located south of Runway 6-24 were abandoned as a part of the Taxiway E construction program. Portions of the abandoned Taxiway C and D pavement have been removed.

The portions that remain north of Runway 6-24 are used as connector taxiways between Runway 6-24 and Taxiway A. **Exhibit 1G** summarizes the taxiway data.

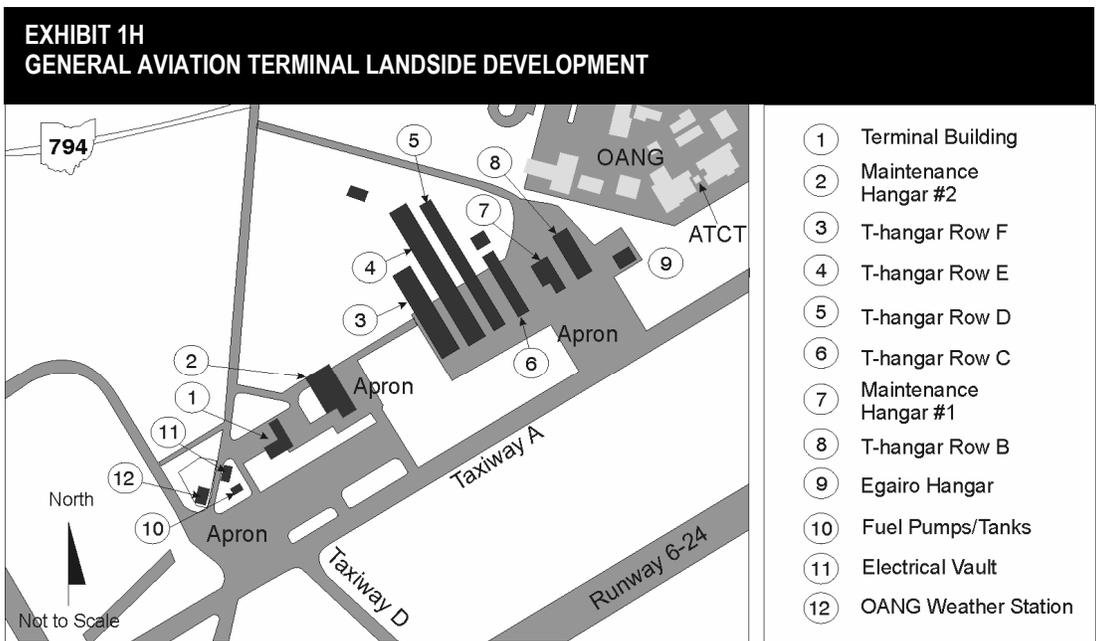
Terminal Area Landside Facilities

Landside facilities are support facilities for aircraft operating at the airport, moving people, and commerce between the air transportation system and the roadway network. **Exhibit 1H** shows the general aviation landside facilities in the terminal area at the Springfield-Beckley Municipal Airport. There are also some general aviation landside facilities being developed as a part of AirparkOhio that will be discussed as a part of the airpark facilities.

**EXHIBIT 1G
TAXIWAY DATA TABLE**

TAXIWAY	WIDTH (FEET)	LIGHTING	ROLE
A	75	MITL	Full length parallel taxiway Runway 6-24
B	75	MITL	Connector Runway 6-24 to Taxiway A
C	175	MITL	Connector Runway 6-24 to Taxiway A
D	50	MITL	Connector Runway 6-24 to Taxiway A
E	35	MITL	Parallel taxiway Runway 15-33
F	35	MITL	Connector taxiway Runway 15-33 to Taxiway E and terminal area
G	50	MITL	Connector taxiway, Taxiway A to OANG
H	50	MITL	Connect taxiway Runway 6-24 to Taxiway A
J	35	Unlit	Connector taxiway Runway 15-33 to AirparkOhio

Source: Airport Master Plan 1992, Aerofinity, Inc., 2002.



Source: Airport Layout Plan 1995, Aviation Planning Associates; Aerofinity, Inc., 2004.

Aircraft Parking Aprons

Three areas of general aviation aircraft parking apron exist at the Springfield-Beckley Municipal Airport. The aircraft parking apron south of the terminal building was most recently expanded in 1991, more than doubling its size to the existing 9,800 square yards. Sunbird Air Services has approximately 1,670 square yards of apron adjacent to Maintenance Hangar #2. There is also approximately 3,300 square yards of apron southeast of the t-hangar area containing tie downs. **Exhibit 1I** summarizes the apron areas.

**EXHIBIT 1I
TERMINAL AREA APRON AREAS**

APRON AREA	SIZE (SQUARE YARDS)
Terminal Apron	9,800
Maintenance Hangar #1	1,670
Maintenance Hangar #2	3,300
Airpark Apron	2,500

Source: Airport Master Plan, 1992.

Terminal Building

The 7,500-square-foot terminal building at Springfield-Beckley Municipal Airport was opened in 1972 and is owned by the City. The terminal building serves as a destination point for arriving or departing aircraft. This building contains the airport manager’s office, waiting lounge, fixed base operator counter and offices, restrooms, vending machines, and conference room. Attached to the terminal building is a three-bay garage operated by the City for maintenance of airport equipment.

The City also owns a 1,020-square-foot storage barn on the north side of S.R. 794. This storage barn is used for the storage of off-season equipment.

Conventional Hangars

There are three conventional hangars in the general aviation terminal area. **Exhibit 1J** summarizes the conventional hangar space in the terminal area. There is also a conventional hangar in AirparkOhio that was constructed in 2002.

**EXHIBIT 1J
TERMINAL AREA CONVENTIONAL HANGARS**

HANGAR	YEAR BUILT	HANGAR SIZE (SQUARE FEET)	OCCUPANT
Maintenance Hangar #1	1950s	4,800	Mac Michaels Avionics
Maintenance Hangar #2	1976	15,000	Sunbird Air Services
Egairo Hangar	2000	4,800	Egairo Aviation

Source: Airport Master Plan 1992, Egairo Aviation, 2002.

Maintenance Hangar #1

Maintenance Hangar #1 is owned by the City and leased to Mac Michael Avionics. This hangar was constructed in the 1950s and contains approximately 4,800 square feet. There is a small office space adjacent to the south side of the hangar. The largest aircraft that can be accommodated in this hangar is a Cessna 421, piston twin-engine aircraft (11-foot, 6-inch tail height).

Maintenance Hangar #2

Maintenance Hangar #2 is owned by the City and leased to Sunbird Air Services. It consists of an approximately 15,000-square-foot hangar and adjacent office space. The office space was constructed in 1969 and the hangar was constructed in 1976. The door on Hangar #2 is 70 feet wide and 17 feet high, only large enough to

accommodate a Metroliner, twin turboprop (16-foot, 8-inches tail height).

As owner of these two hangars, the City is responsible for the structure of the buildings, utility infrastructure, heating, cooling, plumbing, etc. The tenants are responsible for the interior finishes. While both maintenance hangars are older structures, the City has maintained them in good condition.

Egairo Hangar

In 2000, one additional conventional hangar was constructed south of the existing t-hangars. This hangar, approximately 4,800 square feet, was developed by Egairo Aviation in partnership with the City. The City owns the hangar and Egairo is receiving a return on their investment through a reduced rental rate for the initial lease term. After which time they can continue to lease the hangar, but at market rates. The hangar door size is 60

feet wide by 18 feet high, allowing it to accommodate up to an Aero Commander, twin turbo prop (15-foot tail height).

T-hangars

There are 61 t-hangar units in five rows. The t-hangars are owned by the City and leased to various t-hangar tenants. The size of the t-hangar unit determines its classification and rental rate. With the uncertainty over the future of the terminal area, the t-hangar rental rates have been unchanged since they were last adjusted in 1994.

Exhibit 1K summarizes the available t-hangar classes at the Springfield-Beckley Municipal Airport. The taxilanes serving the t-hangars were resurfaced in 2000.

With the OANG interest in the t-hangar area, the City has been deferring all but the most essential maintenance on the t-hangars until a decision is made on whether the t-hangars will remain in the

**EXHIBIT 1K
T-HANGAR CLASSIFICATIONS**

T-HANGAR CLASS	WIDTH (FEET)	DEPTH (FEET)	HEIGHT (FEET)	TOTAL NUMBER OF UNITS	LOCATION
I	38	24	8	8	8 Row F
II	40	30	9	29	5 Row B 8 Row C 8 Row D 8 Row E
III	42	30	11	6	1 Row D 5 Row E
IV	42	30	11	6	6 Row F
V	42	32	11	9	4 Row D 5 Row E
VI	54	38	15	2	2 Row D
VII	54	42	15	1	1 Row C

Source: City of Springfield Records, 1993.

present location long-term, or if a new general aviation area will be developed in another location on the airport.

T-hangar B contains five Class II units. These t-hangars were constructed in the late 1950s/early 1960s. It is a metal building with metal sliding doors and can accommodate single engine piston aircraft. The 1992 master plan identified these t-hangars for removal.

T-hangar row C contains eight connected units, Class II, plus one larger unit at the north end, Class VII. The eight connected units closest to the runway were built in the late 1950s/early 1960s. They are metal buildings with metal sliding doors and can accommodate single engine piston aircraft. The separate hangar farthest from the runway is an executive-sized hangar that can accommodate a twin-engine aircraft up to a King Air.

T-hangar row D contains 15 units. The eight units closest to the runway were built in the late 1950s/early 1960s and are Class II. They are metal buildings with metal sliding doors and can accommodate single engine piston aircraft. The City uses one of these units for equipment storage. There have been several additions to this row of hangars. The first addition contains one Class III hangar that can accommodate up to a twin-engine piston aircraft. The next addition contains two Class VI hangars that can accommodate a twin-engine aircraft up to a King Air. The final addition contains four Class V t-hangars that can accommodate up to a twin-engine piston aircraft.

T-hangar row E contains 18 units. The eight units closest to the runway are Class II built in the late 1950s/early 1960s. They are metal buildings with

metal sliding doors and can accommodate single engine piston aircraft. The City uses two of these eight units for equipment storage. Two additions were made to these hangars containing five t-hangar units each. These additions contain five Class III t-hangar units and five Class V t-hangar units that can accommodate up to a twin-engine piston aircraft.

T-hangar row F contains 14 units. The eight units closest to the runway are the original t-hangar units at the airport, constructed in the 1950s. These t-hangars are the Class I units with very limited door openings that can only accommodate smaller single engine aircraft. They are metal with metal sliding doors. The development recommendations in the 1992 Master Plan recommended removing these eight units and replacing them with fewer larger units. In preparation for removing these hangars, the City is not releasing the Class I t-hangar space as it becomes vacant because the t-hangar turnover rate is low. Currently only two of the eight original t-hangars are occupied.

An addition to the original hangars farther from the runway was constructed in 1969. The six units farthest from the runway in t-hangar row F are metal buildings with cloth roll-up doors, Class IV. These t-hangar units are larger and can accommodate up to a twin-engine piston aircraft.

Auto Parking

Auto parking in the terminal area is available by the terminal building, two maintenance hangars, and the Egairo hangar. There is an asphalt parking lot adjacent to the terminal building containing 48 spaces that is nearly full most of the time. The auto parking areas by the maintenance buildings are gravel. There is space for about eight vehicles by

Maintenance Hangar #1, up to five vehicles by Maintenance Hangar #2, and for approximately six vehicles by the Egairo hangar.

Fuel Tanks

The City owns the two 10,000-gallon fuel tanks that are leased to Sunbird Air Services for retail aviation fuel sales. The fuel tanks are located adjacent to the terminal apron along the north edge at the west end. The fueling is primarily conducted with fuel trucks; however, there are fuel pumps by the storage tanks that can also be used to fuel an aircraft.

Terminal Area Businesses

Sunbird Air Services

Sunbird Air Services is a full-service fixed base operator providing retail fuel sales, maintenance, and charter services. It has 11 full and part-time employees. Sunbird Air Services operates from the terminal building and Maintenance Hangar #2.

Sunbird Air Services subleases office space to Spectra Jet, Inc. in the office area attached to Maintenance Hangar #2. Spectra Jet conducts maintenance for Learjets. Much of their work is for fractional ownership companies. Spectra Jet keeps a trailer at the airport that is used to transport their equipment and supplies to offsite locations to provide maintenance services on demand.

Mac Michaels Avionics, Inc.

Mac Michaels Avionics operates out of Maintenance Hangar #1 providing sales, service, and installation of avionics equipment for general aviation and corporate aircraft. They have three employees.

Egairo Aviation Corporation

Egairo Aviation Corporation is a non-profit organization dedicated to providing free air transportation to ambulatory patients in need of medical services through AirLifeLine Midwest. At this time, Egairo's goal is to conduct at least one AirLifeLine mission per month. They are in the process of seeking grants and public donations to help underwrite these missions, with the goal increasing the number of missions per month.

Flight Basics, Inc.

Flight Basics offers basic, advanced, instrument, and multi-engine flight instruction. It has three aircraft: a Cessna 150, a Cessna 172 and a Piper Aztec available for instrument. It currently has about 20 active students and 10 occasional students. It leases spaces from Egairo as well as t-hangar space from the City.

City of Springfield

In addition to the private enterprises located on the airport, the City of Springfield owns, manages and maintains the airport, employing three full-time staff and two seasonal employees at the airport. The city employees are based out of the terminal building.

Utilities

The Springfield-Beckley Municipal Airport has full utility service. Water and sanitary sewer are provided by the City of Springfield. A package plant near the end of Runway 24 presently services the airport. Over the long-term, this facility will be phased out and replaced by sewer line connections to the primary treatment facilities for the City. Ohio Edison supplies the electrical service. Columbia Gas provides natural gas service. SBC provides telecommunication with fiber optic lines. The utility

service is presently available to the general aviation terminal area, OANG facilities, and AirparkOhio.

Ohio Air National Guard

The Ohio Air National Guard is the largest tenant on the Springfield-Beckley Municipal Airport. OANG leases more than 120 acres on the north side of the airport plus some scattered areas around the airport for specific facilities not located within their primary leasehold, such as arm/dearm pads. Units stationed at the Springfield-Beckley Air National Guard include the 178th Fighter Wing, the 162nd Fighter Squadron, the 251st Combat Communications Group, and the 269th Combat Communications Squadron. The F-16 is the primary military aircraft based at the Airport. The OANG has several facilities located on the base including office buildings; dining hall; classrooms/pilot briefing rooms; munitions storage facilities; and aircraft maintenance, support and storage facilities. The OANG is responsible for the operations of the airport traffic control tower (ATCT), which is located within their leasehold. Also, the airport rescue and fire fighting (ARFF) services are provided by the OANG. The ARFF station, which opened in 2005, is 19,000 square feet. The OANG maintains

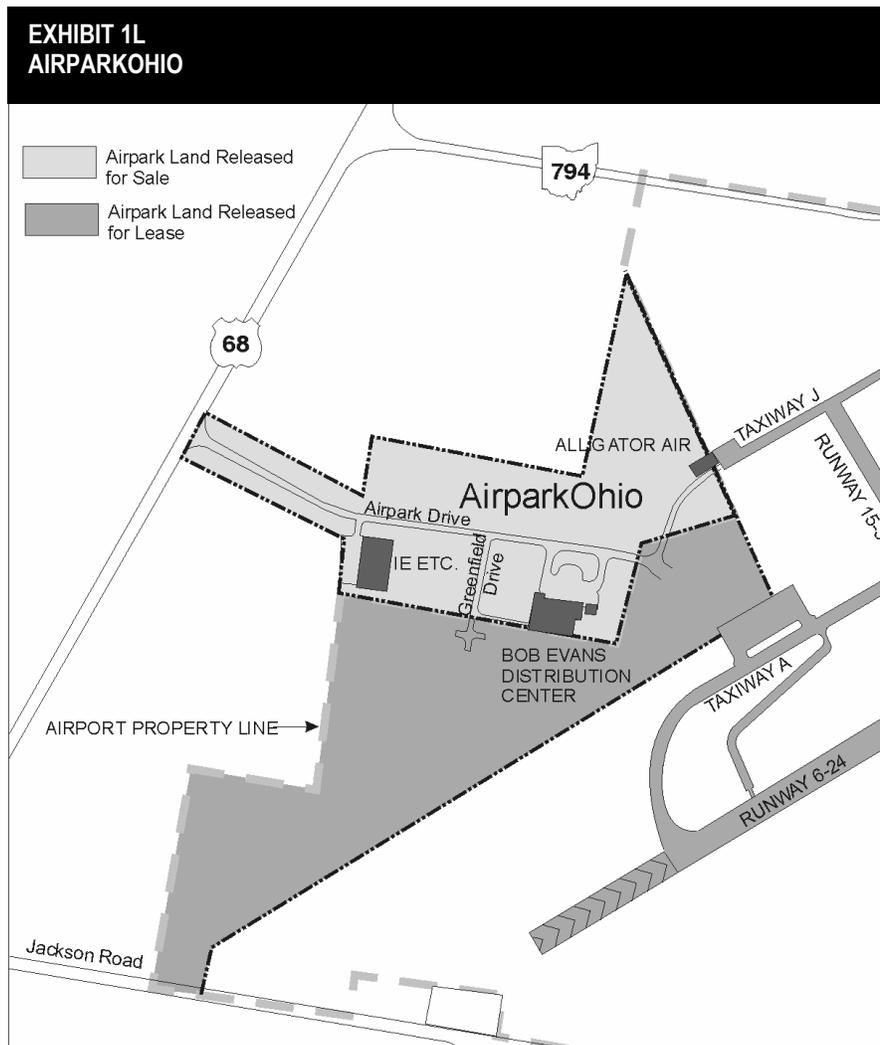
- One P-23 ARFF vehicle containing 3,300 gallons of water, 500 gallons of aqueous film forming foam (AFFF), and 500 pounds of dry chemical;
- Two P-19 ARFF vehicles containing 1,000 gallons of water, 130 gallons of AFFF, and 500 pounds of dry chemical;

- One P-18 water tender with 2,000 gallons of water and a drop tank with 3,000 gallon capacity
- One P-10 rescue vehicle equipped with a Hurst Tool (jaws of life)
- One P-22 structural pumper rated at 1,250 gallons per minute that carries 500 gallons of water and 50 gallons of AFFF
- One P-20 command vehicle

AirparkOhio

AirparkOhio is a business park for aviation-related or light industrial/commercial development, being developed on airport land that has been determined by the FAA “to not be needed for present or foreseeable airport purposes.” It is Ohio’s first joint economic development district. In order to develop the airpark, the City requested a land release from the FAA for the areas in the airpark. In 1988, 201 acres were released from aeronautical use for long-term lease. In 1999, the City requested and the FAA released 79 acres of the land previously available for lease to be available for sale. The City anticipates requesting a release for sale of the remaining 122 acres that are currently only available for lease. Under the City’s FAA grant assurances, any revenues gained from the sale of the property released from the airport must be reinvested in the airport.

The City has sold a portion of the land available for sale in the airpark for two commercial/light industrial facilities. These facilities are “i.e., etc.”, a business display (for events such as conferences) manufacturer, and Bob Evans Distribution Center.



Source: FAA release letter, October 21, 1999, City of Springfield records, 2002; Aerofinity, Inc., 2004.

An aviation related facility, Alligator Air, has also been developed in the airpark in partnership with the City. The City owns the hangar and Alligator Air is receiving a return on their investment through a reduced rental rate for the initial lease term. After which time they can continue to lease the facilities, but at market rates. The Alligator Air hangar is 10,000 square feet and has an auto parking lot that can accommodate 12 cars. The City constructed a 2,500 square yards of common-use apron adjacent to the Alligator Air hangar with access to

Taxiway J. **Exhibit 1L** shows the AirparkOhio layout.

Adjacent Development

The primary land use around Springfield-Beckley Municipal Airport, in addition to the OANG and AirparkOhio, is agricultural and rural residential development. The airport zoning for the Springfield-Beckley Municipal Airport was established in April 1966. A Joint Airport Zoning Commission has been formed with representatives

from Clark and Greene County. The Commission reviewed the existing zoning and recommend changes to be consistent with current requirements and recommendations by the Ohio Department of Transportation for airport zoning regulating height of structures and natural growth in the airspace surfaces around the airport. Changes to the zoning were proposed to keep the local regulations consistent with the federal and state regulations. The revised airspace zoning ordinance was adopted in July 2004.

AIRSPACE/AIR TRAFFIC CONTROL CONSIDERATIONS

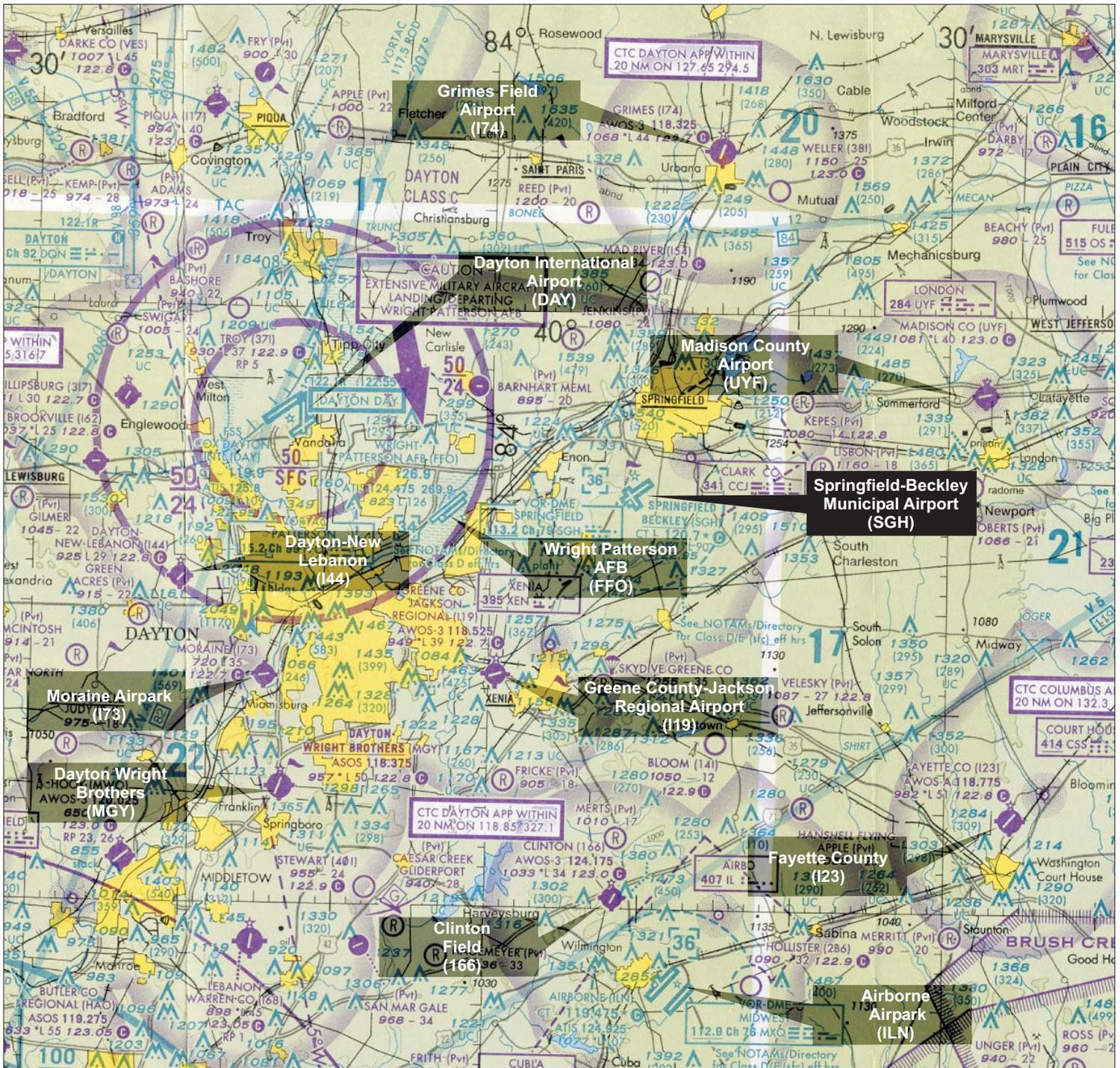
Flights into the Springfield-Beckley Municipal Airport are conducted using both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR). The OANG operates an Airport Traffic Control Tower (ATCT) at Springfield-Beckley Municipal Airport. Its published hours of operations are 8 a.m. to 4:30 p.m. local time, Tuesday through Friday. Pilots are notified of other hours of ATCT operation by Notice to Airmen (NOTAM). A portion of Taxiway F is not visible from the existing ATCT. A new site for the OANG's ATCT was identified as part of the base master plan update and is under construction.

When the ATCT is open, Springfield-Beckley Municipal Airport is surrounded by Class D controlled airspace. Class D airspace is generally established from the surface to 2,500 feet above the airport elevation for up to five nautical miles around those airports that have an operational

control tower. To operate in the Class D airspace, pilots must establish and maintain two-way radio communications with air traffic control prior to entering the airspace. **Exhibit 1M** shows the airspace for Springfield-Beckley Municipal Airport on the Cincinnati Sectional Chart.

Dayton Departure and Approach is responsible for controlling all aircraft operating under IFR flight plans at the Springfield-Beckley Municipal Airport. When the ATCT is open, the ATCT takes over control of the aircraft within its Class D airspace. Aircraft operating on IFR flight plans use en route nav aids for guidance. The closest en route nav aids to the Springfield-Beckley Municipal Airport are the Rosewood VOR located 28 nautical miles north-northwest of the airport, and the Dayton VOR located 27 nautical miles northwest of the airport. The Brush Creek and Buckeye Military Operations Areas (MOA) are located 29 nautical miles southeast of Springfield-Beckley Municipal Airport. MOAs are established to separate certain nonhazardous military activities from IFR traffic, and to identify for VFR traffic where these activities are conducted.

As shown on **Exhibit 1M**, there are 11 public use or government owned airports located within 25 nautical miles of the Springfield-Beckley Municipal Airport. Other than Dayton International Airport, Airborne Airpark, and Wright Patterson Air Force Base, the traffic into the other airports is primarily general aviation. These eleven airports are



Source: Cincinnati Sectional Aeronautical Chart
 NOT FOR NAVIGATION

	Class B Airspace
	Class C Airspace (Mode C) See F.A.R. 91.215(AIM).
	Class D Airspace
	Coiling of Class D Airspace in hundreds of feet. (A minus coiling value indicates surface up to but not including that value).
	Class E (fsc) Airspace with floor 700 ft. above surface.
	Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.

	VHF OMNI RANGE (VOR)
	VORTAC
	VOR-DME
	Non-Directional Radiobeacon (NDB)
	NDB - DME

AIRPORTS	
	Other than hard-surfaced runways
	Hard-surfaced runways 1500 ft. to 8069 ft. in length.
	Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
	Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

	Prohibited, Restricted, Warning and Alert Areas Canadian Advisory and Restricted Areas
	MOA - Military Operations Area
	Special Airport Traffic Areas (See F.A.R. Part 93 for details)

North

 Not to Scale

Springfield-Beckley Municipal Airport



Springfield, Ohio

EXHIBIT 1M REGIONAL AIRSPACE

**EXHIBIT 1N
SPRINGFIELD AND SURROUNDING AIRPORT DATA**

AIRPORT	OWNER	LONGEST RUNWAY	BEST APPROACH	GENERAL AVIATION BASED AIRCRAFT	GENERAL AVIATION OPERATIONS
Springfield-Beckley Municipal	City of Springfield	9,009' x 150'	ILS Category I	59	54,000
Wright Patterson Air Force Base (Dayton)	U.S. Air Force	12,601' x 300'	Precision	NA	NA
Dayton International Airport	City of Dayton	10,900' x 150'	ILS Category III	40	46,000
Airborne Airpark (Wilmington)	ABX, Corp.	10,701' x 150'	ILS Category II	10	3,000
Fayette County Courthouse (Washington)	Fayette County	5,100' x 75'	GPS	20	29,000
Dayton-Wright Brothers	City of Dayton	5,000' x 100'	Localizer	90	89,000
Grimes Field (Urbana)	City of Urbana	4,400' x 100'	VOR	40	23,000
Madison County (London)	Madison County	4,001' x 75'	NDB	40	41,000
Greene County-Jackson Regional (Xenia)	Greene County	3,947' x 75'	NDB	70	39,000
Moraine Airpark (Dayton)	Private	3,500' x 65'	NA	120	87,000
Clinton Field (Wilmington)	Clinton County	3,378' x 65'	GPS	40	28,000
Dayton-New Lebanon	Private	2,900' x 52'	NA	20	2,000

Source: FAA Airport Facility Directory, October 3, 2002,
FAA 5010 Records, g.c.r. Form 5010 Website, 2002.

summarized on **Exhibit 1N** and discussed in more detail in the following text.

Wright Patterson Air Force Base, Dayton, Ohio, is located nine nautical miles west of Springfield-Beckley Municipal Airport. Owned by the U.S. Air Force, Wright Patterson is private use. Its longest runway is 12,601 feet long and 300 feet wide, and is served by a precision instrument approach. It is surrounded by Class D airspace.

Dayton International Airport, Dayton, Ohio, is located 17 nautical miles west-northwest of the Springfield-Beckley Municipal Airport. Dayton International is owned by the City of Dayton and is a public use air carrier airport. Its longest runway is 10,900 feet long and 150 feet wide, and is served by a Category III ILS. It is surrounded by Class C controlled airspace. Class C airspace is generally established from the surface to 4,000 feet above the airport elevation extending five nautical miles from the airport and from 1,200 feet AGL to 4,000

feet above the airport elevation extending an additional five nautical miles from the airport. It is established around those airports that are serviced by a radar approach control and have a certain number of IFR operations or passenger enplanements. To operate in Class C airspace, pilots must establish and maintain two-way radio communications with air traffic control prior to entering the airspace. Dayton International is home to approximately 40 based aircraft and has an estimated 150,000 operations, of which an estimated 46,000 are general aviation operations.

Dayton-New Lebanon Airport, Dayton, Ohio, is a privately owned, public use airport located 23 nautical miles west-southwest of the Springfield-Beckley Municipal Airport. Its longest runway is 2,900 feet long and 52 feet wide. There are no published instrument approaches to the airport. It is located in Class G uncontrolled airspace. It is home to approximately 20 based aircraft and has an estimated 2,000 annual operations.

Moraine Air Park, Dayton, Ohio, is a privately owned, public use airport located 20 nautical miles southwest of Springfield-Beckley Municipal Airport. Its longest runway is 3,500 feet long and 65 feet wide. There are no published instrument approaches to the airport. It is located in Class G uncontrolled airspace. It is home to approximately 120 based aircraft and has an estimated 87,000 annual operations.

Dayton-Wright Brothers Airport, Dayton, Ohio, is located 23 nautical miles southwest of Springfield-Beckley Municipal Airport. It is owned by the City of Dayton and available for public use. Its longest runway is 5,000 feet long and 100 feet wide, and is served by a localizer instrument approach with

minimums of 364-foot MSL ceiling and 1-mile visibility. It is surrounded by Class E controlled airspace. Class E airspace is generally established at an airport with an instrument approach from the surface or a designated altitude to the overlaying or adjacent controlled airspace, and configured to contain all instrument procedures. It is home to almost 90 based aircraft and has an estimated 89,000 annual operations.

Greene County-Jackson Regional Airport, Xenia, Ohio, is located 11 nautical miles southwest of Springfield-Beckley Municipal Airport. It is owned by Greene County and available for public use. Its longest runway is 3,947 feet long and 75 feet wide. It is served by a NDB instrument approach with minimums of 531-foot MSL ceiling and 1-mile visibility. It is surrounded by Class E airspace. It is home to approximately 70 based aircraft and has an estimated 39,000 annual operations.

Clinton Field, Wilmington, Ohio, is located 20 nautical miles south of Springfield-Beckley Municipal Airport. It is owned by Clinton County and available for public use. Its longest runway is 3,378 feet long and 65 feet wide. It is served by a GPS instrument approach with minimums of 567-foot MSL ceiling and 1-mile visibility. It is surrounded by Class E airspace. It is home to approximately 40 based aircraft and has an estimated 28,000 operations.

Airborne Airpark, Wilmington, Ohio, is privately owned by ABX Corporation and located 25 nautical miles south of Springfield-Beckley Municipal Airport. It is available for public operations with prior permission. Its longest runway is 10,701 feet long and 150 feet wide. Its best approach is a Category II ILS. It is surrounded by Class D

airspace when its ATCT is open and Class E airspace at all other times. It is home to approximately 10 based aircraft and has an estimated 71,000 operations, of which approximately 3,000 are general aviation operations.

Fayette County Airport, Washington Courthouse, Ohio, is located 25 nautical miles southeast of Springfield-Beckley Municipal Airport. It is owned by Fayette County and available for public use. Its longest runway is 5,100 feet long and 75 feet wide. It is served by a GPS instrument approach with minimums of 561-foot MSL ceiling and 1-mile visibility. It is surrounded by Class E airspace. It is home to approximately 20 based aircraft and has an estimated 29,000 annual operations.

Madison County Airport, London, Ohio, is located 18 nautical miles east-northeast of Springfield-Beckley Municipal Airport. It is owned by Madison County and available for public use. Its longest runway is 4,001 feet long and 75 feet wide, served by an NDB instrument approach with minimums of 759-foot MSL ceiling and 1-mile visibility. It is surrounded by Class E airspace. It is home to approximately 40 based aircraft and has an estimated 41,000 operations.

Grimes Field, Urbana, Ohio, is located 18 nautical miles north-northeast of Springfield-Beckley Municipal Airport. It is owned by the City of Urbana and available for public use. Its longest runway is 4,400 feet long and 100 feet wide, served by a VOR instrument approach with minimums of 512-

foot MSL and 1-mile visibility. It is surrounded by Class E airspace. It is home to approximately 40 based aircraft and has an estimated 23,000 annual operations.

For comparison: in October 2002, Springfield-Beckley Municipal Airport had 60 civilian based aircraft plus 20 military aircraft. It has an estimated 64,000 annual operations, of which about 54,000 are general aviation. The owners of these aircraft based at Springfield are predominately from Clark and Greene County, with some from Montgomery County. Additional aircraft are from Champaign, Madison, Delaware, and Franklin counties. Detailed information about the existing and future aviation activity at Springfield-Beckley Municipal Airport is discussed in the Aviation Forecasts chapter.

INVENTORY SUMMARY

The OANG's influence on airfield facilities development has provided the community with the opportunity to support aviation operations at Springfield-Beckley Municipal Airport beyond those typical of a general aviation airport. Landside general aviation facilities have been well-maintained. The City has received inquiries regarding additional landside development but deferred them due to a potential conflict with the OANG for the long-term future of the general aviation terminal area. This master plan update will afford the opportunity to develop a clear vision and strategies for the long-term future of the general aviation terminal area that will function with the long-term future vision of the OANG base.

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