

The most important part of any master planning process is putting the plan into action through an implementation plan that provides a “road map” for accomplishing the proposed development. This plan is generally more detailed for the near-term development than for the longer-term development because the need and timing of near-term development is known in more detail. The implementation plan must also consider funding sources and identify what could affect the implementation schedule.

As part of the last chapter of this master plan, the proposed development has been analyzed to determine which projects are the highest priorities, as well as which projects are contingent on earlier development. In addition, projects to preserve existing facilities are also a high priority. User needs and available funding will drive the actual timing of the development.

Three primary new developments were identified through the master planning process:

- Replacement Ohio Air National Guard (OANG) airport traffic control tower (under construction)
- Replacement general aviation terminal facilities
- Improvements to increase the utility of the airfield

**Exhibit 6A** summarizes the projects associated with these three developments and identifies the proposed timing. Short-term development is 0 to 5 years, intermediate-term development is 6 to 10 years, and long-term development covers the last 10 years of the planning period.

### **SHORT-TERM DEVELOPMENT**

There are two focuses for the short-term development: airport utility and general aviation facility relocation. The airport utility projects involve land acquisition to provide improved approach protection and pavement rehabilitation. A portion of the glide slope critical area next to Runway 24 is only protected by an easement. It is proposed that the City acquire additional property to more fully protect the critical area. Since this area is part of a larger parcel of land, it is recommended that the airport acquire the entire parcel to provide additional approach protection and ensure compatible development adjacent to the primary runway end. In addition, the City does not have any property interest in the off-airport portion of the runway protection zone (RPZ) for Runway 15 and needs to acquire property interest, fee simple where feasible.

The northernmost portion of Taxiway A was not rehabilitated as part of the Taxiway A widening project completed in 2004. This pavement section has been rated the poorest on the airport by the Ohio Department of Transportation (ODOT). A copy of the ODOT pavement evaluation is included in **Appendix E**. Since Runway 24 is aligned most favorably to the prevailing winds, Taxiway A is used by all aircraft and needs to be rehabilitated as soon as funds can be obtained.

The general aviation facility relocation involves relocating all of the t-hangars, Maintenance Hangar #1, the Egairo hangar, and aircraft apron to allow that portion of the existing terminal area to be leased to the OANG. The general aviation facility

**EXHIBIT 6A  
Implementation Plan Development Schedule**

Project	Trigger	Estimated Cost
<b>Short Term</b>		
<b>Airport Utility</b>		
Land acquisition for glide slope critical area and approach protection	Additional R/W 24 glide slope and approach protection	\$400,000
Runway 6-24 Obstruction Removal (Tree Topping/Tree Removal 5 trees)	Obstructions in approach surface	5,000
Rehabilitate Taxiway A (3,525 ft)	Worst pavement condition on airport	930,000
Seal Coat Terminal Apron	Preserve existing usable apron	55,000
Land acquisition for airport and base expansion and road realignment	Co-location of Army Guard and Reserve Units	700,000
Acquire Runway 15 Protection Zone Land (15 acres north of 794, 4.5 acres south of 794)	Need ownership interest in RPZ	430,000
Runway 15 Safety Area Improvements	Federal funding of runway improvements	250,000
Runway 33 Safety Area Improvements	Federal funding of runway improvements	80,000
<b>General Aviation Facility Relocation</b>		
Relocate Taxiway F	Build out of existing terminal area space	\$850,000
Relocate electrical vault (new building, existing equipment)	Relocation of Taxiway F, need for additional apron area	240,000
Extend new entrance road*	Connect auto parking to new entrance road	200,000
Replace unusable apron (5,600 syd)*	OANG relocation of existing GA facilities	720,000
Replace t-hangars (site prep, taxilane, 58 units, parking lot)*	OANG relocation of existing GA facilities	3,160,000
Develop south corporate hangar site (utilities, access road, parking lot)*	OANG relocation of existing GA facilities	290,000
Replace Maintenance Hangar #1 and apron*	OANG relocation of existing GA facilities	1,340,000
Replace Egairo hangar and apron*	OANG relocation of existing GA facilities	1,050,000
Fence new terminal area*	Security for relocated GA facilities	170,000
Demolition of t-hangars and pavement*	OANG relocation of existing GA facilities	390,000
<b>Short-term Subtotal</b>		<b>\$11,260,000</b>
<b>Intermediate Term</b>		
Install perimeter fence west side (10' high, 7-double swing gates, 1 motorized arm gate)	Wildlife management plan and security	330,000
Install perimeter fence east side (10' high, 2-double swing gates)	Wildlife management plan and security	330,000
Runway 33 obstruction removal (4 trees), to support new approach	Establishment of nonprecision approach to Runway 33	5,000
Upgrade Runway 33 markings to nonprecision, to support new approach	Establishment of nonprecision approach to Runway 33	25,000
Upgrade Runway 15 markings to nonprecision, to support new approach	Establishment of nonprecision approach to Runway 15	25,000
Acquire land north of Jackson Road for Runway 6 RPZ	Additional approach protection	770,000
Expand south corporate hangar area (apron and utilities)	User demand	590,000
Construct airport maintenance facility (8,000 sft)	Need for additional terminal/maintenance space	1,310,000
Remodel terminal building (incorporate maintenance space into terminal space)	Need for additional terminal/maintenance space	360,000
Relocate terminal auto parking	Renovation of terminal building	220,000
Construct additional t-hangars (14 units), auto parking and access road	User demand	890,000
Minimize impact of arresting barriers	OANG project	Under study
Rehabilitate Runway 6-24	Heavy jet use/end of anticipated pavement life	4,330,000
Realign Taxiway C/H	Increase margin of safety/economies of scale with Runway 6-24 rehab	940,000
<b>Intermediate-Term Subtotal</b>		<b>\$10,125,000</b>

<b>Long Term</b>		
Develop north corporate hangar area (utilities and auto parking)	User demands	280,000
Develop north corporate hangar apron	User demands	780,000
Construct additional t-hangars (12 units)	User demand	670,000
Expand terminal building (2,500 sft)	User demands	440,000
Runway 24 Land Acquisition (54 acres)	Additional approach protection as opportunity and funding allow	330,000
Runway 33 Land Acquisition (23 acres south of Jackson Road)	Additional approach protection as opportunity and funding allow	100,000
Upgrade Runway 33 markings to precision from nonprecision to support new approach	Establishment of precision approach	35,000
Construct additional t-hangars (12 units and drainage swale modification)	User demands	780,000
Rehabilitate Taxiways B and D	End of expected useful life	220,000
Rehabilitate Taxiway E	End of expected useful life	580,000
Rehabilitate Runway 15-33 Pavement	End of expected useful life	1,920,000
Rehabilitate Runway 15-33 Lighting	End of expected useful life	450,000
Rehabilitate Taxiway A, B and D Lighting	End of expected useful life	950,000
Rehabilitate Taxiway E Lighting	End of expected useful life	650,000
<b>Long-Term Subtotal</b>		<b>\$8,185,000</b>
<b>On-Going</b>		
Annual Crack Sealing	Preserve existing pavement, extend useful life	\$20,000
<b>On-Going Subtotal</b>		<b>\$20,000</b>

All costs estimated as 2003-2004 numbers.

\*Anticipated to be funded by OANG

Source: Woolpert LLP, 2003; Aerofinity, Inc., 2005.

relocation is being driven by the OANG's master plan and thus should be funded by the OANG. To minimize the disruption for the general aviation tenants, the new facilities should be open with a transition period before taking the existing facilities out of service.

### **INTERMEDIATE-TERM DEVELOPMENT**

The improvements identified for the intermediate term address increasing the airport security, meeting additional anticipated user needs, and preserving the primary runway. While the airport has not had a history of wildlife conflicts, the wildlife management plan recommends fencing the perimeter of the airport because of the high level of

jet operations at the airport. This fencing would also provide additional security for the airfield. There are four residences on the north side of Jackson Road, just beyond the end of Runway 6. The 1992 Master Plan recommended, and this master plan continues to recommend, acquisition of these properties to provide additional approach protection and minimize incompatible development in close proximity to the airport.

Growth in based aircraft at the Springfield-Beckley Municipal Airport has been constrained in recent years with a lack of new hangar development due to the unknown future of the terminal area. After the relocation of the facilities in the existing t-hangar area, some space will be available to

accommodate additional general aviation demand. In the intermediate term, expansion of the corporate hangar area, development of additional t-hangars, construction of a separate City maintenance building, and expansion and remodeling of the existing terminal building are proposed to accommodate increased demand.

While most of the pavements on the airport are in fairly good condition, the middle portion of Runway 6-24 received an ODOT pavement condition rating of 84 (out of 100). This is still within the preventive maintenance classification; however, the runway receives heavy use. Depending on the level of ongoing maintenance the City budget allows, it is anticipated that more significant rehabilitation will be needed on the primary runway near the end of the intermediate time frame. In conjunction with an overlay of Runway 6-24, it is recommended that the reconfiguration of Taxiways C and H occur.

### **LONG-TERM DEVELOPMENT**

A large portion of the runway protection zones at Springfield-Beckley Municipal Airport is protected through aviation easements only. To provide better protection for the airport and control of incompatible land uses in close proximity to the runway ends, it is recommended that as opportunity and funding allow, the airport acquire this land in fee. While most of the pavements on the airport are currently in good condition, in the long term these pavements are anticipated to be nearing the end of their useful life and will be in need of rehabilitation. Similar to the airfield pavements, the airfield lighting systems will also be in need of rehabilitation in the longer-term. To allow the City to anticipate this need, rehabilitation of existing facilities has been included in the development plan, as it is best to preserve what is in place before investing in new facilities.

### **ONGOING DEVELOPMENT**

One key factor that will impact the timing of the pavement rehabilitation is ongoing maintenance. A pavement maintenance management program is part of the Federal Aviation Administration (FAA) requirements for funding pavement improvement projects. Ongoing pavement maintenance such as crack sealing extends the time period between significant rehabilitation and can reduce the rehabilitation costs. Even though the City's budget for all services is tight, it is important to look for ways to continue to fund annual pavement maintenance activities since it ultimately reduces airport operating costs.

### **FUNDING SOURCES**

Developing a list of future airport projects is the easy part; implementing them is the challenge. But the biggest challenge at Springfield-Beckley Municipal is securing the funding. The airfield facilities are more on par with a commercial service airport, but its funding appropriation is at a non-primary or general aviation level. One way the City has been able to meet that challenge is through past partnerships with the OANG for mutual benefit.

#### **Federal Funding**

FAA Airport Improvement Program (AIP) grants are the typical source of funding for airport development. The current AIP funding authorization, Vision 100 – Century of Aviation Reauthorization Act, continues the non-primary appropriation of \$150,000 that was established by its predecessor act, AIR-21, providing the minimum AIP appropriation is made by Congress. In addition, the airport is eligible to receive grant monies from Ohio's AIP state apportionment funds, as well as to compete for discretionary AIP funding.

There are two notable changes with the Vision 100 authorization. FAA AIP funding can now cover 95% of the project costs, up from 90% in previous legislation. Also, support facilities such as fuel farms and hangars are now an allowable development at non-primary airports, provided the airport has made adequate provisions for financing airside development needs. Prior to this legislation, revenue-producing developments such as fuel farms and hangars were not eligible for AIP funding.

### **State Funding**

Historically, Ohio has provided a 5 percent match for AIP grants through the ODOT Office of Aviation. However, with a lack of funds at the state level, this match has been discontinued.

Ohio continues to fund an Ohio Airport Maintenance Grant Program. This maintenance grant program pays for 80 percent of eligible project costs, but engineering costs are not eligible.

### **AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)**

Annually, the Springfield-Beckley Municipal Airport submits an Airport Capital Improvement Program (ACIP). The ACIP serves as a request to the agencies for the funding that will be desired over a given year period, typically five years, to support the FAA and /or ODOT eligible capital development. ODOT and the FAA use the ACIP as a tool to identify the projects to receive AIP state apportionment monies, and to identify projects that could compete well for discretionary AIP funding.

This development plan serves as a guide for the ACIP preparation. The estimated costs in Exhibit 6A are in 2003-2004 dollars. As time passes, these costs will need to be adjusted for inflation and refined during the design process. One way to quickly adjust the costs is to use the consumer price index (CPI).

### **NEXT STEPS**

One of the goals of this master planning process was to develop compatible long-term plans for the City and OANG so both entities can thrive at Springfield-Beckley Municipal Airport. The OANG is proceeding with the construction of their ATCT.

To accomplish the relocation of the general aviation facilities to make way for additional OANG expansion, the City needs to work with the OANG to secure their funding for the project. While relocating most of the general aviation terminal facilities is a change, the end result will be primarily new general aviation facilities. Simultaneous with the general aviation relocation, the City needs to continue to pursue funding to preserve the existing airport infrastructure, particularly Taxiway A. Once the new facilities are in place, the City should be able to put more focus on accommodating growth, while continuing to preserve the valuable infrastructure already in place at the airport.

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