

## **Part 150: Records of Approval**

### **Springfield-Beckley Municipal Airport, Springfield, Ohio**

**Approved on 3/18/97**

The Noise Compatibility Program (NCP) for Springfield-Beckley Municipal Airport in Springfield, Ohio, describes the current and future non compatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The city of Springfield recommended twenty seven (27) measures in their NCP to remedy existing noise problems and prevent future non-compatible land uses. These measures are grouped into three categories: noise abatement, land use management, and program management.

Each measure of the recommended Noise Compatibility Program (NCP) is identified below by plan category, includes a summary of the airport operator's recommendations and a cross-reference to page numbers in the NCP where each measure can be found. The current Noise Exposure Map (1993) and forecast Noise Exposure Map (1998) are found on pages 4-12 and 5-8, of Volume I - Noise Exposure Maps, respectively. The noise exposure maps were accepted by FAA on August 11, 1995, as being in compliance with applicable requirements of Section 103 (c) of Aviation Safety and Noise Abatement Act of 1979. Chapter 2 of Volume II - Noise Compatibility Program, contains noise abatement alternatives. Chapter 4 of Volume II - Noise Compatibility Program, contains land use alternatives. Chapter 5 of Volume II - Noise Compatibility Program discusses program management procedures. Table 5.2-1, pp. 5-3 and 5-4, depicts the recommended program, estimate of program costs, and recommended implementation schedule. An Errata Sheet dated August 12, 1996, made several changes to noise abatement measures listed on Table 5.2-1. It should be noted that the Federal Aviation Administration's (FAA) share of the eligible cost will be whatever the current eligible percentage rate is at the time of grant issuance.

The approvals listed here include approvals of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations in the Record of Approval summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

#### **Noise Abatement Measures**

NA-1 Retain use of Hush-House for military maintenance run-ups. (Volume II: pp. 2-11, 2-20, 5-5; Table 5.2-1, p. 5-3).

The city of Springfield recommends that the Ohio Air National Guard (OANG) retain use of the hush house for military maintenance engine runups.

The intent of this procedure is to continue to provide the use of the Hush-House for F-16 maintenance runups. It not only provides a noticeable reduction in aircraft noise to employees of the OANG unit, but also to communities surrounding the airport.

**APPROVED.**

NA-2a Retain use of FBO hangar ramp area for general aviation runups. (Volume II: pp. 2-11, 2-12, 2-20, 5-5; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p. 5-3).

The city of Springfield recommends that airport users continue to retain the ramp area next to the hangar for maintenance runups that are conducted during daytime hours.

The intent of this procedure is to continue to allow general aviation runups in areas that have minimal noise impacts on properties surrounding the airport. The general aviation ramp area is situated away from the majority of the residential areas abutting the airport. The existing hangar facilities also act as a noise barrier for the properties adjacent to the north side of the airport.

**APPROVED.**

NA-2b Limit aircraft maintenance runups during nighttime hours. Volume II: pp. 2-12, 2-20, 5-5; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p. 5-3).

The city of Springfield recommends that aircraft maintenance runups be limited during nighttime hours.

The intent of this procedure is to continue to limit aircraft maintenance runups during nighttime hours. Runups during nighttime hours are quite bothersome to residents surrounding the airport. This procedure should be fairly easy to continue to implement since maintenance operators at the airport are not normally open during nighttime hours (10 p.m. to 7 a.m.).

**APPROVED. NOTE:** Designation of engine run-up locations and limitations of hours are within the discretion of the airport operator and may be added to the airport rules and regulations and instituted at any time provided that they do not limit Stage 2 or Stage 3 operations so as to qualify as an airport noise and access restriction or create an undue burden on interstate commerce. Any such restriction would require compliance with ANCA.

NA-3 Continue the use of Runway 24 as the predominant departure runway. (Volume II: pp. 2-5, 2-6, 2-7, 2-20, 5-5; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p. 5-3).

The city of Springfield recommends that the Ohio Air National Guard (OANG) air traffic control tower continue to designate Runway 24 as the predominant departure runway.

This procedure is intended to minimize noise impacts to the northeast of the airport. Residential subdivisions and several neighboring churches are located to the northeast of the airport. Also, additional airspace conflicts would occur with flights from Dayton International Airport if the predominant flow were transitioned to a northeast pattern. Runway 15-33 cannot be used as the predominant runway for military F-16 aircraft due to its limited length and lack of an instrument landing system and arrestor cables.

**APPROVED as a Voluntary Measure.**

NA-4 Continue use of Runway 6-24 for low overflight training by military F-16 aircraft. (Volume II: pp. 2-7, 2-8, 2-20, 5-5; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p. 5-3).

The city of Springfield recommends that the OANG continue to use Runway 6-24 for low overflight training by military F-16 aircraft.

This procedure, although primarily conducted to conserve unnecessary wear on tires, provides a reduction in noise as well. A partial stop or light touch would require a change in aircraft thrust, causing increased noise and possible reduction in altitude of aircraft over areas beyond the runway.

**APPROVED as a Voluntary measure.**

NA-5 Reduce use of afterburners by F-16 aircraft during touch-and-go patterns. (Volume II: pp. 2-8, 2-20, 5-5; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p.5-3).

The city of Springfield recommends that the OANG include in its briefing and training of pilots, appropriate discussion on the minimized use of the afterburners for F-16 aircraft.

One of the touch-and-go patterns used by a portion of the military F-16 aircraft during practice approaches to Runway 6-24 utilizes less than half of the runway and requires a fast turning ascent to 8,000 feet above ground level. To accommodate this procedure, some F-16 aircraft use their afterburners. Homes located along Jackson Road to the south and Blee Road to the north of the airfield are affected by the noise generated by this maneuver. An average increase of 12 decibels per single event can be heard in these residential neighborhoods between a standard F-16 touch-and-go pattern and that pattern which incorporates a rapid ascent with the use of afterburners.

Discussions to implement this procedure have been initiated with the OANG. The OANG Operations Group Commander indicates that the use of afterburners is normally needed for heavy weight configurations. These heavy operations include the use of a two-seated training aircraft, full fuel departures, and simulated weapon maneuvers. While often used to obtain a rapid ascent, the standard weight touch-and-go operations by single seat F-16 aircraft do not require the use of afterburners. Based upon the inventory conducted for the existing condition, afterburners are used on approximately 30 percent of touch-and-go flights.

The Operations Group Commander indicates that local flight guides and pilot awareness will be initiated immediately to reduce the use of afterburners during touch-and-go operations. The use of afterburners could then be reduced to approximately 10 percent of touch-and-go operations. This measure should be implemented immediately following approval of the FAR Part 150 NCP and should be regularly monitored by the installation Commander. Implementation of this measure may be subject to an Environmental Assessment and Finding by the National Guard Bureau.

**APPROVED as a Voluntary Measure.**

NA-6 Continue preferential left and right departure flight path from Runway 24 for all military and civilian jet aircraft. (Volume II: pp. 2-9, 2-20, 5-5, 5-6; Exhibit 2.4-1, p. 2-10; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p. 5-3).

The city of Springfield recommends that the OANG continue to instruct all departing military and civilian jet aircraft to initiate either a left or right noise abatement turn on Runway 24. These two flight paths have evolved in response to noise concerns raised by

the citizens of the Village of Yellow Springs. It is recommended that these two procedures be applied for all aircraft departing Runway 24 with a maximum gross weight of 25,000 pounds or greater. These aircraft would include military high performance and transport aircraft (F-16, KC-135, C-130), and air carrier charter aircraft (727, DC-9).

Aircraft departing Runway 24 and initiating a right turn would be instructed to fly to a heading of 255 degrees thereby avoiding the Village of Yellow Springs. During visual conditions, aircraft departing Runway 24 may initiate a sharp left turn of a minimum of 45 degrees. If visual conditions or aircraft performance do not accommodate this procedure, the right turn would be assumed.

**APPROVED as a Voluntary Measure.**

NA-7 Continue preferential dispersion of departure flight paths from Runway 6. (Volume II: pp. 2-11, 2-20, 5-6; Table 5.2-1 (as amended by Errata Sheet dated August 12, 1996), p.5-3).

The city of Springfield recommends that aircraft departing Runway 6 follow a flight path based upon air space constraints and destination. These paths provide a dispersion of departure flight tracks to the northeast of the airport. The majority of the noise-sensitive land uses are located outside the DNL 65 dBA contour and are dispersed over a wide area around the airport. Land uses within this region consist primarily of scattered agricultural and residential uses. Shawnee High School lies to the northeast near the extended centerline of Runway 6-24. Several churches lie to the north, northeast, and east of the airport.

**APPROVED as a voluntary measure.**

**Land Use Management Measures**

LU-1 Voluntary acquisition of the four homes within the DNL 70 dBA noise exposure contour south of Runway 6-24 as funds become available. (Volume II: Pages 4-19, 5-6, 5-8; Table 5.2-1, p. 5-3; Exhibit 5.3-1, p. 5-7).

The city of Springfield plans to purchase the four homes located within the Runway 6 Runway Protection Zone (RPZ) along the north side of Jackson Road. These homes should be acquired after approval of the FAR Part 150 NCP, but before 1998. Exhibit 5.3-1 shows the property proposed for acquisition under this measure. A voluntary acquisition program is proposed.

**APPROVED. NOTE:** The acquisitions must comply with the Uniform Relocation Assistance and Real Property Acquisitions Act if Federal funding is to be used.

LU-2 Voluntary purchase of six homes within the DNL 70 dBA on the south side of Jackson Road as funds become available. (Volume II: Pages 4-19, 5-8; Table 5.2-1, p. 5-3; Exhibit 5.3-1, p. 5-7).

The city of Springfield plans to purchase the six homes located within the DNL 70 dBA noise exposure contour southwest of the airport along the south side of Jackson Road. These homes should be acquired after the four homes are acquired under LU-1 above, and between the years 1998 and 2000. Exhibit 5.3-1 shows the property proposed for acquisition under this measure. A voluntary acquisition program is proposed.

**APPROVED. NOTE:** The acquisitions must comply with the Uniform Relocation Assistance and Real Property Acquisitions Act if Federal funding is to be used.

LU-3 Offer easement purchase to existing homes within the DNL 65 dBA noise contour along Jackson Road as funds become available. (Volume II: Pages 4-19, 5-8; Table 5.2-1, p. 5-3; Exhibit 5.3-1, p. 5-7).

The city of Springfield plans to purchase avigation easements for existing properties within the DNL 65 dBA noise contour based on the 1998 contours as funds become available. These 18 homes are located along Mosier Road and W. Jackson Road. This is a long range recommendation and is not expected to be implemented until after the year 2000. A voluntary avigation easement program is proposed.

**APPROVED. NOTE:** The acquisitions must comply with the Uniform Relocation Assistance and Real Property Acquisitions Act if Federal funding is to be used.

LU-4 Incorporate land use policies from the Noise Compatibility Plan into local comprehensive plans. (Volume II: Pages 4-20, 5-8; Table 5.2-1, p. 5-3).

The city of Springfield recommends that the village of Yellow Springs, the city of Springfield, and Clark and Greene Counties adopt the FAR Part 150 Noise Compatibility Plan as a guide for land use development in noise-impacted areas. As their local comprehensive plans are updated, these governments should incorporate the NCP.

**APPROVED.**

LU-5 Discourage the extension of sanitary sewer systems to residential areas impacted by noise. (Volume II: Pages 4-20, 5-8; Table 5.2-1, p. 5-4).

The city of Springfield plans to adopt policies discouraging the extension of sanitary sewer systems to serve residential development in undeveloped areas impacted by noise. This is predicated on the fact that the lack of sanitary sewer service can be a constraint to residential development in noise-impacted areas adjacent to the airport. Without the sewers, the lots would have to be larger. This constraint would help reduce the potential population in the noise-impacted areas of the study area.

The city of Springfield should also encourage Clark and Greene Counties to adopt policies discouraging the extension of water, sanitary, and sewer systems to serve residential development in undeveloped areas expected to be impacted by noise according to the future recommended noise exposure map.

**APPROVED** with respect to the consistency of this recommendation with the Part 150 goal of preventing non-compatible land uses around airports. The FAA has no authority to approve or disapprove extensions of water lines or sanitary sewer systems. Approval of this measure discouraging the extension of sanitary sewer systems does not extend to approving potential large lot residential development within the DNL 65dB contour.

LU-6 Adopt plan review guidelines for subdivision, rezoning special use, conditional use, and variance applications. (Volume II: Pages 4-20, 5-8, 5-9; Table 5.2-1, p.5-4).

The city of Springfield plans to encourage Clark and Greene Counties to adopt a policy requiring them to consider the impacts of airport noise on community development proposals, applications for variances, and special uses. There may be cases where the noise overlay zoning does not apply, leaving the planners to make judgments as to the

advisability of a development. The adoption of internal review procedures requiring the consideration of airport noise on special development proposals would ensure the consideration of this concern.

Consideration should be given to siting. Buildings and structures should be located the greatest distance from the noise source, taking maximum advantage of existing topographical features to minimize noise impact and within zoning district requirements, such as setbacks. Buildings and structures should be oriented to minimize exposure to the noise source and building openings such as windows, should be located away from the noise source.

**APPROVED.** As a matter of policy, the FAA discourages any new noise sensitive land uses within the DNL 65 dB or higher noise contour.

LU-7 Adopt airport environs overlay zoning. (Volume II: Pages 4-21, 5-9, 5-11; Table 5.2-1, p. 5-4; Exhibit 5.3-1, p.5-7; Exhibit 5.3-2, p. 5-10).

The city of Springfield plans to encourage the local jurisdictions to adopt joint airport zoning in the airport environs. The airport overlay zoning establishes standards within the noise-impacted areas, as well as airport hazard areas. These provisions would supplement the underlying zoning classification and would apply only to new development.

A zoning task force should be formed including representatives from the city of Springfield, the village of Yellow Springs, Clark County, Greene County, and the pertinent townships to draft the zoning regulations. The purpose of the regulations would be to protect the public health, safety, and welfare by regulating incompatible development in airport hazard and noise-sensitive areas. It should also ensure compatibility between the airport and surrounding land uses and protect the airport from future incompatible encroachment. The airport overlay zones are shown in Exhibit 5.3-2. The following airport zoning districts are proposed for the airport and are accompanied by these regulations:

- Airport Zoning District One (AZD-1) - AZD-1 includes land lying within the runway primary area. Permitted uses within AZD-1 include open space and permitted airport uses.
- Airport Zoning District Two (AZD-2) - AZD-2 includes land lying within the inner approach, the middle approach, and the inner-transitional areas. Permitted uses within AZD-2 include open space, agricultural, low density commercial, industrial uses, and airport related uses.
- Airport Zoning District Three (AZD-3) - AZD-3 includes land underlying the horizontal areas. Permitted uses within AZD-3 include open space, agricultural, general commercial, general industrial, institutional, and residential. Residential occurring within AZD-3 would include deed restrictions, stating the occupants understand the effects of living in proximity of an airport and waive their right to oppose any continued use or growth of the airport for its current purpose. The noise boundaries contour should be referred to for sound insulation requirements for any noise-sensitive uses that fall within the DNL 65 dBA noise contour.

**APPROVED.** The prevention of additional residential development within the DNL 65 dB and higher noise contour is highly preferred to allowing such development, even with the incorporation of sound attenuation.

LU-8 Adopt large lot zoning policy. (Volume II: Pages 4-21, 5-11; Exhibit 5.3-1, p. 5-7).

The city of Springfield plans to encourage Miami Township to implement large lot (from 3 to 20 acres) zoning in the area southwest of the airport within the 65 DNL dBA noise exposure contour as recommended in the Miami Township Growth Management Plan. This is also consistent with the village of Yellow Springs Growth Management Plan.

**DISAPPROVED FOR PURPOSES OF PART 150 unless accompanied by adequate sound insulation during construction.** Residential development, even at lower density, is incompatible with Part 150's purpose to prevent the introduction of non-compatible land uses. The prevention of such development is highly preferred to allowing it, even when accompanied by sound insulation.

LU-9 Rezone area adjacent to Young's Dairy as commercial. (Volume II: Pages 4-21, 5-11; Table 5.2-1, p. 5-4).

The city of Springfield plans to encourage Clark County to consider rezoning the area adjacent to Young's Dairy as commercial, which is consistent with the existing use, as the development pressure increases. This measure, along with the large lot zoning technique, would reduce the potential population exposed to high noise levels within the DNL 65 dBA noise contour.

**APPROVED.**

LU-10 Rezone area within minimum DNL 65 dBA noise contour as commercial development north of Sparrow Road along Springfield-Jamestown Roads. (Volume II: Pages 4-21, 5-11; Table 5.2-1, p. 5-4; Exhibit 5.3-1, p. 5-7).

The city of Springfield plans to encourage Clark County, in coordination with the future comprehensive land use plan, to rezone the area within the DNL 65 dBA noise contour north of Sparrow Road along Springfield-Jamestown Road as neighborhood commercial use. This rezoning would be a compatible use with the airport and the expected residential growth in the area.

**APPROVED.**

LU-11 Informal fair disclosure. (Volume II: Pages 4-23, 5-11; Table 5.2-1, p. 5-4).

The city of Springfield plans to initiate a voluntary program to disseminate information regarding the noise environment by announcements, posting of public notices, advertisements in real estate sections of the newspaper, and airport newsletters sent to lenders, Realtors, and home builders.

**APPROVED.**

LU-12 Revise building code regulations to require sound insulation measures for development within noise contours. (Volume II: Pages 4-23, 5-11; Table 5.2-1, 5-4).

The city of Springfield plans to encourage Clark County to revise building code regulations for new construction to include provisions for noise attenuation performance standards within the DNL 65 dBA noise contour, as well as areas that are under the flight tracks.

**APPROVED.** The prevention of additional residential development within the DNL 65 dB and higher noise contour is highly preferred to allowing such development, even with the incorporation of sound attenuation.

LU-13 Plat notes should state that the property lies within a high noise area. (Volume II: Pages 4-23, 5-11; Table 5.2-1, p. 5-4).

The city of Springfield plans to encourage Clark County to require the noting of noise-impacted areas on final subdivision plats. This would involve drawing noise contours on subdivision plats or assigning noise levels to individual lots within the subdivision.

**APPROVED.** Note: The prevention of additional residential development within the DNL 65 dB and higher noise contour is highly preferred to allowing such development, even with the incorporation of sound attenuation.

### **Program Management Measures**

PM-1 Maintain OANG internal supervision program. (Volume II: Page 5-1).

The city of Springfield plans to encourage the OANG to maintain its internal supervision program. While members of the OANG are employed by the base located at Springfield-Beckley Municipal Airport, they are also part of the local communities. It is their desire to maintain the regional area as a positive environment and they have assisted in implementing several noise abatement procedures. During the FAR Part 150 study, the management of the OANG unit has implemented an internal supervision program to ensure that the noise abatement procedures are being maintained. This program includes coordination with other bases using the airport, residential field checks, pilot briefings, and ATC monitoring.

**APPROVED as a Voluntary Measure.**

PM-2 Continue OANG noise abatement supervision. (Volume II: Page 5-2).

The city of Springfield plans to encourage the OANG to continue to supervise the noise abatement flight tracks and practice approach procedures to see that the noise abatement flight tracks are maintained.

**APPROVED as a voluntary Measure.**

PM-3 Notification of noise abatement procedures. (Volume II: Page 5-2).

The city of Springfield plans to ensure that the local operators are notified of the noise abatement procedures in reference to preferential flight paths, runway use, and maintenance runway operations.

**APPROVED.**

PM-4 Public availability of noise exposure maps. (Volume II: Page 5-2).

The city of Springfield plans to make the FAR Part 150 noise exposure maps available to the public. It also plans to establish a noise complaint process and a public phone

number of OANG for military related complaints. The city of Springfield will encourage OANG to be responsible for notifying other military units of the noise abatement program in effect at the airport.

**APPROVED.**

PM-5 Review and update NCP. (Volume II: Page 5-2).

The city of Springfield plans to review and update the NCP and consider refinements and revisions when necessary. A complete plan update may be necessary in eight to ten years to respond to changing conditions in the local area and the aviation industry.

**APPROVED.**

PM-6 Periodic review of agency progress on NCP implementation. (Volume II: Page 5-2).

The city of Springfield plans to periodically review the progress of the various agencies involved in implementing the NCP. The city should maintain communications with the local planning and zoning officials to follow their progress in implementing the recommended land use measures.

**APPROVED.**

PM-7 Periodic check to determine compliance with operational procedures recommended in NCP. (Volume II: Page 5-2).

The city of Springfield plans to periodically check with air traffic control tower personnel and OANG personnel regarding compliance with operational procedures recommended in the FAR Part 150 NCP.

**APPROVED.**