



The Ohio State University Airport Master Plan Update Public Meeting 2

Date: Tuesday, March 12, 2019

Time: 6:00 - 8:00 p.m.

Location: Ohio State Airport, 2160 West Case Road, Columbus, OH 43235

Meeting Summary

Meeting Purpose

- To review master plan recommendations, gather community input and address questions and concerns

Meeting Participants

A total of 65 participants attended the public meeting.

Project Team Participants

The following team members were present:

- Doug Hammon, The Ohio State University Airport
- Hannah Higgins, The Ohio State University - Planning & Real Estate Department
- John Horack, The Ohio State University - College of Engineering/Center for Aviation Studies
- Matt Schutte, The Ohio State University - College of Engineering
- Carlos Ruiz-Coll, The Ohio State University Airport
- Dale Gelter, The Ohio State University Airport
- Mike Eppley, The Ohio State University Airport
- Brandon Mann, The Ohio State University Airport
- Marie Keister, Engage Public Affairs
- Nick Hoffman, Engage Public Affairs/MurphyEpson
- Maria Muia, Woolpert
- Greg Shuttleworth, Woolpert
- John Baer, Woolpert
- Sarah Arnold, Marr Arnold Planning
- Susumu Shirayama, ESA
- Kendra Dahl, BCI

Meeting Overview

Prior to the public meeting an open house of the Ohio State University Airport's new Austin E. Knowlton Executive Terminal & Aviation Learning Center was held from 3:00-5:00 p.m. Community members of all ages were able to meet with airport staff and aviation students, take interactive, self-guided tours of the new terminal and flight education center, watch takeoffs and landings from the observation deck and check out Ohio State University Airport flight simulators. In all, several hundred attended the open house and a few dozen stayed or came back for the master plan public meeting.



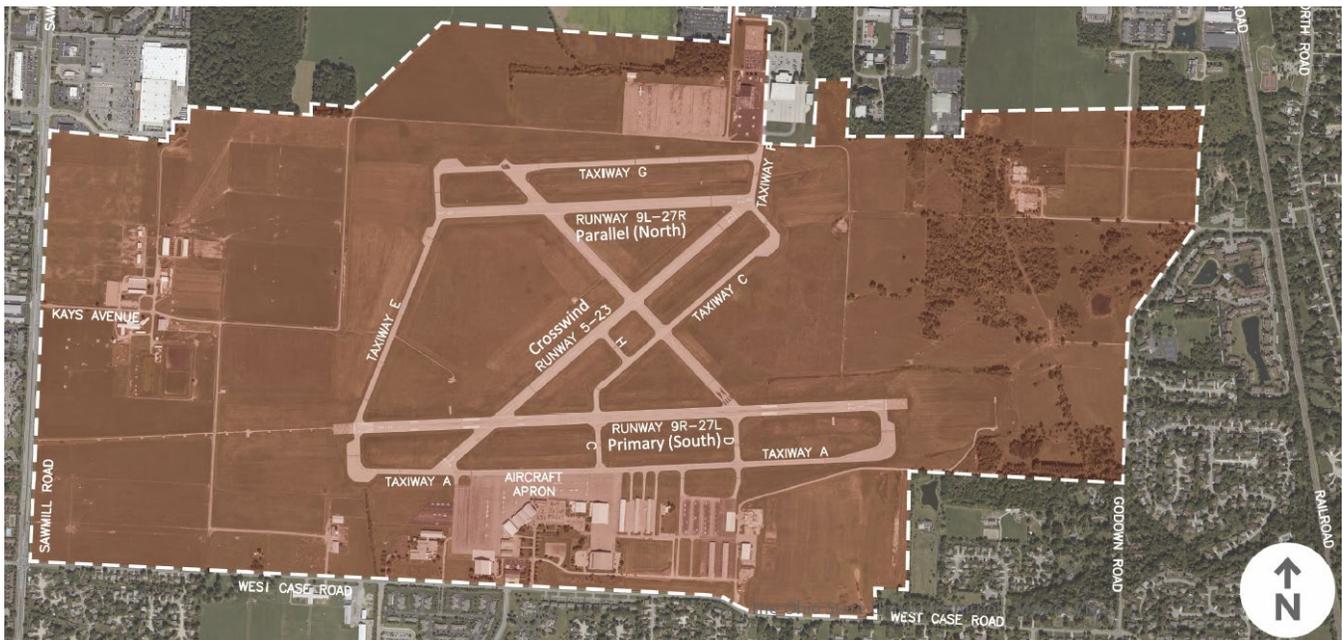
The public meeting was held in an open house format with a presentation and question and answer session from 6:30-7:45 p.m. Before and following the presentation, participants were invited and encouraged to review exhibits and provide input on the airport's master plan recommendations. A total of 65 people signed in at the meeting. During the two-week comment period six comment forms and one email response were received.

Marie Keister, Engage Public Affairs, convened the meeting and turned it over to Dr. John Horack, The Ohio State University, who provided a warm welcome, noting that the Ohio State University Airport is an education campus and everyone's airport. Doug Hammon, The Ohio State University Airport), also provided a welcome and gave an overview of the airport's purpose and mission to the university and community. Doug mentioned that the key components of the airport include learning, discovery and engagement, and the airport needs both a mix of educational and corporate operations to be successful.

Marie then provided an overview of the meeting agenda and format and turned it over to consultant project manager, Maria Muia, Woolpert. Maria started by reviewing the master plan evaluation criteria, study area and schedule overview.

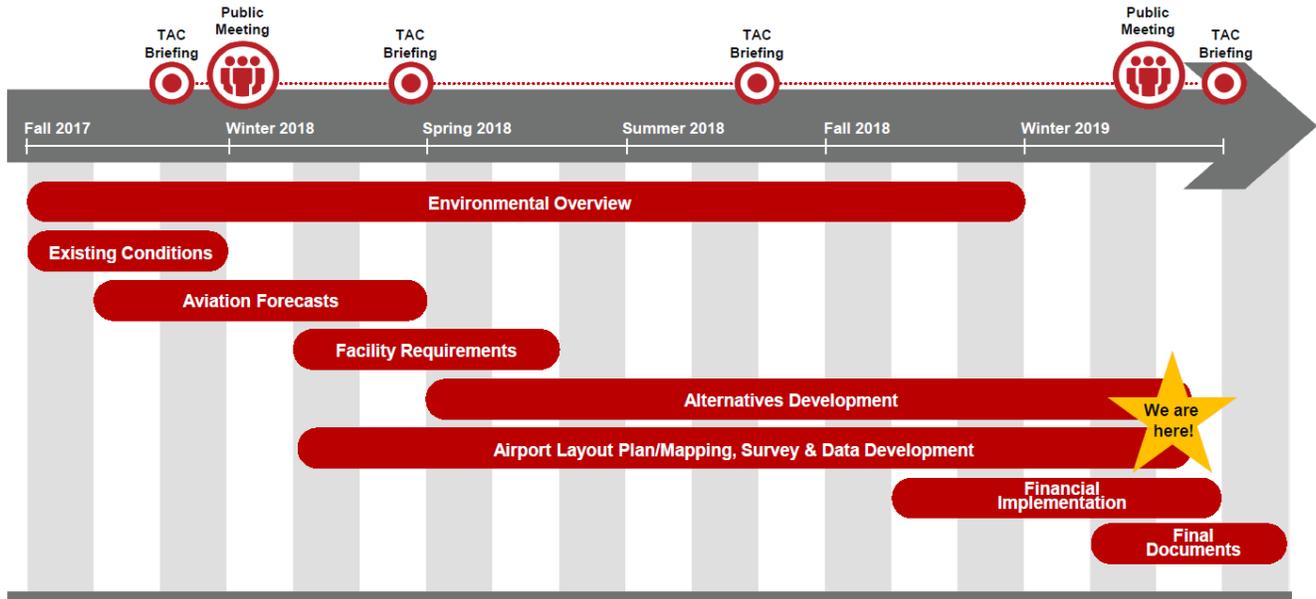
The master plan criteria for evaluating alternatives and arriving at recommendations are based on technical needs and public input, and include:

- Ensure safety and security
- Meet customer needs with quality service
- Focus on all general aviation needs with emphasis on students
- Be mindful of airport impact on neighborhoods
- Maintain FAA Part 139 standards & all airport design requirements
- Be cost effective



Master Plan Study Area

As Maria reviewed the schedule, she noted the master plan process is coming to a close, but there is still time for public input before the final documents and recommendations are submitted to the FAA.

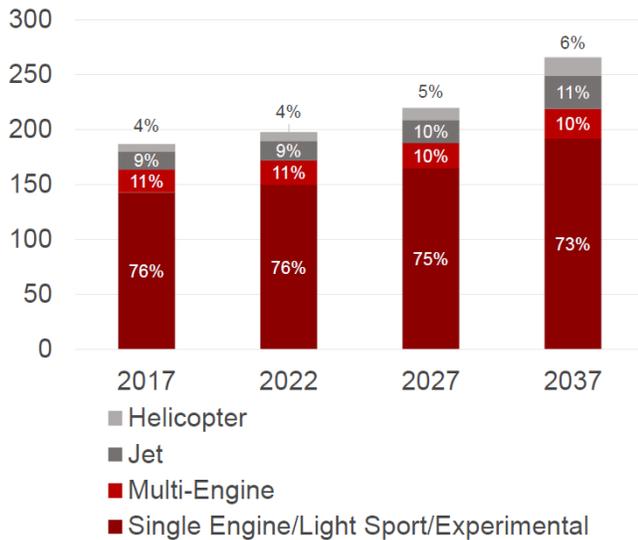


TAC = Technical Advisory Committee

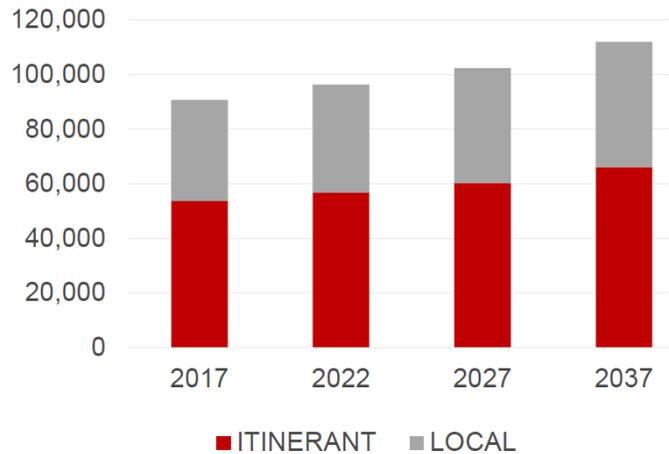
Master Plan Project Schedule

The airport’s activity forecast was then discussed and looked at the number of based aircraft and overall operations. Maria noted that activity forecasts are based on an unconstrained environment. Based aircraft are projected to increase by an annual growth rate of 1.75 percent in the next 20 years, while total operations are forecasted to increase by an annual growth rate of 1.1 percent.

Based Aircraft



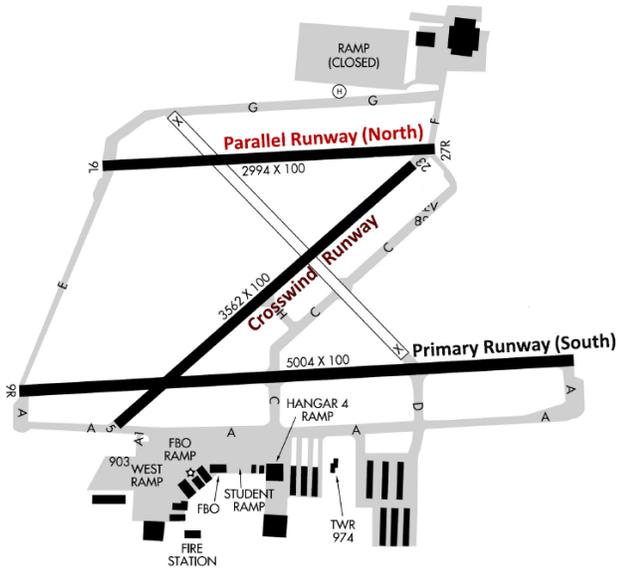
Operations



Activity Forecast



Maria then provided an overview of the three runways, discussing runway length and width, the most common type of aircraft to use each runway and the requirements for small and large aircraft. Smaller aircraft (weighing 12,500 lbs. or less) require a runway length between 4,000-4,250 ft. depending upon the number of passengers. Larger aircraft (weighing 60,000 lbs. or less) require a runway length between 5,400-8,300 ft. depending upon the load. The university's recommended goal is to accommodate 75 percent of the large aircraft users with a 90 percent useful load. The runway length needed to reach this goal is around 7,000 ft., however, getting to that length would have a considerable impact on the surrounding neighborhoods. A 6,000 ft. runway would meet the needs of many large aircraft users going longer distances within the existing FAA boundary and seems more achievable while minimizing the airport's impact to those neighborhoods.



Parallel Runway (North)
(Runway 9L-27R)
A-II (e.g. Pilatus PC-12)
2,994 x 100 feet



Crosswind Runway
(Runway 5-23)
B-I (small) (e.g. Cessna CJ1)
3,562 x 100 feet



Primary Runway (South)
(Runway 9R-27L)
C/D-II (e.g. Gulfstream 450)
5,004 x 100 feet



Airport Runways

Several runway extension alternatives were considered to accommodate both smaller and larger aircraft. The planning team mulled extending the primary (south runway) either 1000 ft. to the east or west, splitting the length to 500 ft. to the east and west, and extending the secondary (north) runway to the east and the west.

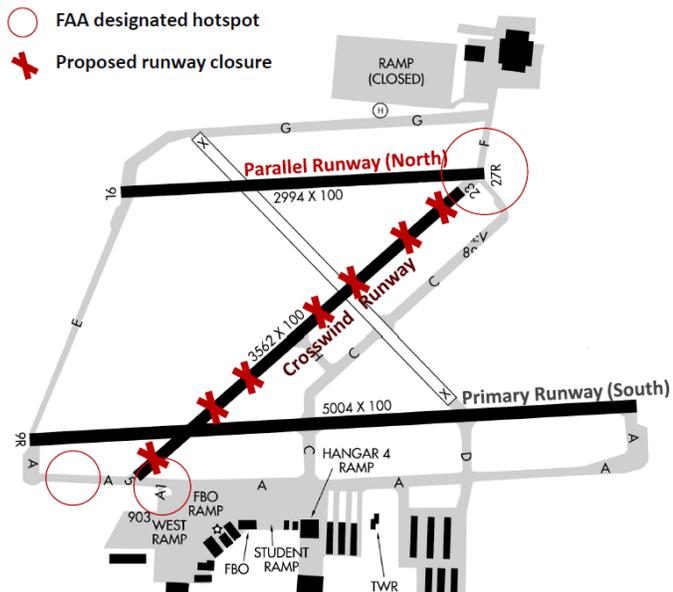


Preferred Runway Alternative



The preferred runway alternative has the least community impacts and would extend the secondary (north) runway 1,360 feet to the east and 1,700 feet to the west. Taxiway usage was discussed for the three existing airport runways. There are several areas where there are issues with situational awareness for the pilot. The FAA has identified 3 “hot spots” on the airport where aircraft end up on a runway when they did not mean to be there. These are called runway incursions and can lead to accidents. Because of the complexity of these intersections, they are difficult to fix. The crosswind runway, which runs diagonally between the north and south runways, is only used about 4 percent of the time, so it was recommended for closure in order to completely remove the 3 hotspots. The existing 100-foot width of the two parallel runways mitigates the loss of the crosswind runway by providing an extra 25 feet safety margin for small aircraft landing in a crosswind. Considering the cost of its upkeep and its low use, closing it is the most prudent and practical solution.

Additionally, there are 4 locations where aircraft have direct access to a runway without making a turn, which also increases the opportunity for runway incursions. Recommendations to fix these hotspots include relocation of a taxiway connector, installation of an island, and relocation of a taxi lane.



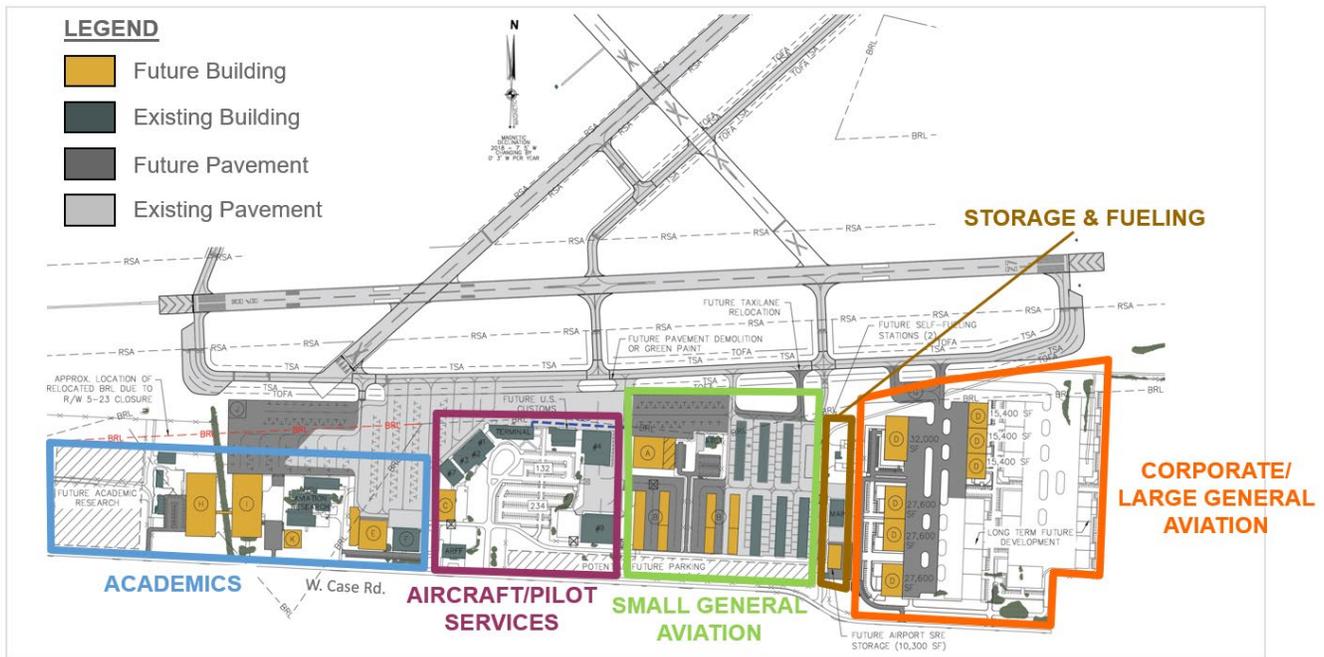
Runway	Current Usage
Primary Runway (South)	
09R	24%
27L	50%
Parallel Runway (North)	
09L	7%
27R	14%
Crosswind Runway (South)	
5	1%
23	3%

Source: CMH radar sample of 40% of operations

Airport Runway Usage and Hot Spots

Maria then examined the preferred terminal area alternative, noting the plan co-locates like services as much as possible by grouping existing and future airport related buildings and areas by use. The western section would eventually be mostly academic. The central section would support aircraft and pilot services. The next eastern section would serve mostly small general aviation aircraft storage, followed by fueling and airport equipment storage. Finally, the eastern most section would be a new corporate/large GA aircraft campus.



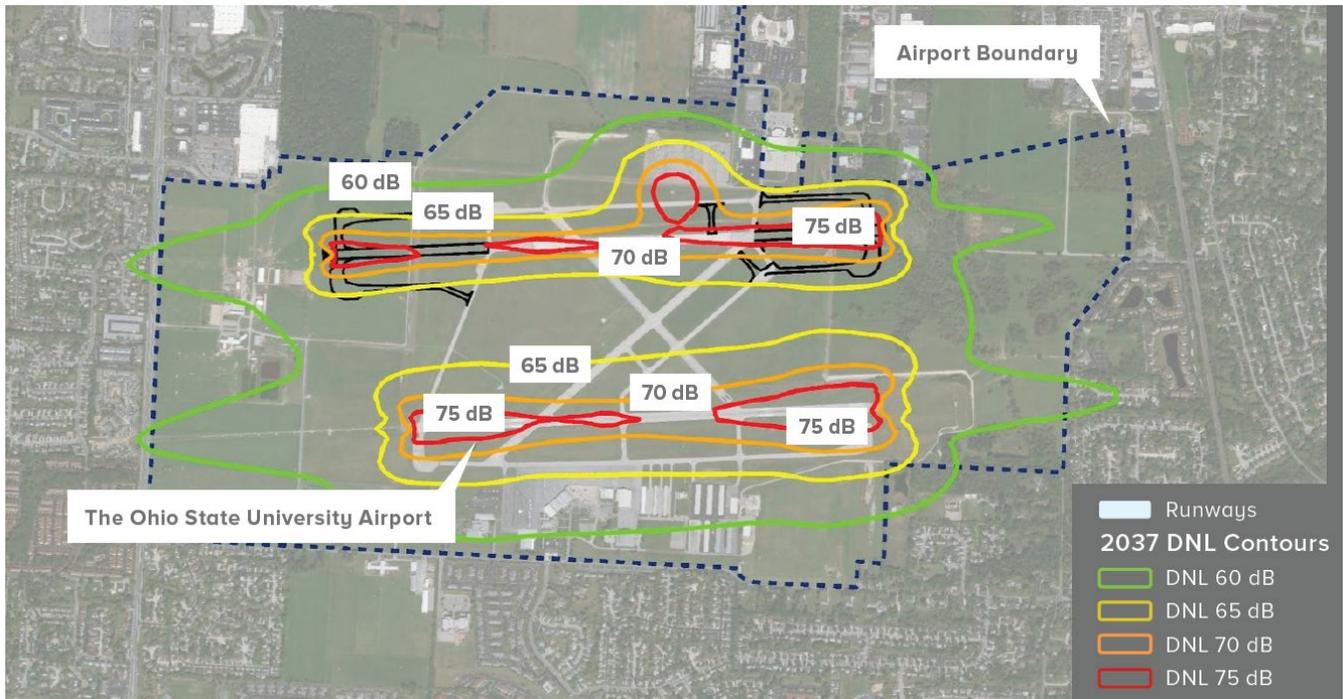


Terminal Area Layout Plan

Maria then briefly discussed the environmental considerations of the airport master plan, noting that additional detailed environment studies would need to be completed for individual projects, should they move forward. She then turned over the presentation briefly to Susumu Shirayama, ESA, whom discussed preliminary findings from the noise forecast.

Susumu reviewed the noise decibel scale and reminded meeting attendees that 65 DNL is the FAA threshold for aircraft noise exposure. DNL is the weighted average day to night sound level occurring from 10 p.m. to 7 a.m. The average annual day aircraft noise exposure is calculated over a broad area then depicted using contour lines of equal noise levels. The current forecast for 2037 shows that nearly all of the 65 DNL is within the airport boundary. This is a 37% reduction in area covered by the 60 and 65 dB noise levels compared to the previous forecast.





Preliminary Forecasted Noise Contours

Maria then wrapped up the presentation with a summary of key points:

Summary Points:

- Airport is a learning laboratory
- Corporate aircraft usage makes state-of-the-art airfield facilities possible
- Reduction in runways will improve safety
- Proposed airport improvements are similar to previous recommendations
- Aircraft have gotten quieter historically
- Future aircraft DNL noise remains predominantly within airport boundary

Marie then reviewed the next steps, which included reviewing public comments through March 26, 2019, finalizing the master plan chapters and notifying the public of their availability for review, submitting the airport master plan for FAA review and comment, and further submitting the plan to the University Board of Trustees for their review and adoption before final FAA acceptance.

Following the presentation, Marie facilitated discussion with the audience. Participants were invited to ask questions and make comments. Below is a summary of the discussion.

- *Is noise from helicopters included in the noise analysis?*

Yes.

- *What if you are radically wrong about the future forecasts? For example, a recent article mentioned there would be Uber air taxis in the near future. Will you have to go through this whole process again?*





Things like Uber air taxis would be treated like helicopters and are included in the forecast. Our master plan is also designed to be flexible to allow us to respond to changing industry conditions.

- *I am disheartened to see that runway 5-23 (crosswind runway) is recommended to be decommissioned. I'm a pilot and it is a great resource for training and for landings in certain wind events.*

The recommendation to potentially close the crosswind runway was made due to its very limited use (only about 4% during the year) and to eliminate FAA designated hot spots, but we will consider your input. We've heard this comment a few times tonight.

- *Assuming the runway(s) are extended, won't that mean we'll see larger aircraft?*

No, the airport already serves the full range of business aircraft. The current fleet also includes those aircraft types which can operate at a Class IV, Part 139 Airport, mostly serving Ohio State and competing universities' athletic teams. The university has no plans for standard air passenger service like you see at the John Glenn Columbus International Airport and Rickenbacker Airport.

- *I am a nearby resident and would like to show support for the runway extension. Longer runways allow for steeper aircraft approaches, which will actually reduce aircraft noise. I'm also grateful that the airport property will only include airport buildings and not be redeveloped with apartments.*

- *The current early a.m. flights produce a lot of noise and is a concern. (Others in the crowd agree).*

We have around 12 flight operations during the night/early a.m. and approximately ten of these involve MedFlight and/or Labcorp, which involves medical-related transportation. We are sensitive to these noise issues and have worked with their pilots to fly higher to avoid noise issues. They have a lot of pilot turnover so it is a constant effort to train pilots, but both companies work with us. If you have a complaint, please contact the Ohio State Airport and we will work with these companies.

- *With the recommendation for a longer runway to the north, would additional hangars and buildings also be built on the north side of the airport?*

Access routes are planned to get aircraft to and from the north runway to hangars and facilities located on the south side of the airport. Currently no buildings are being planned on the north, though the airport does own acreage where future hangars/building could be built. These ideas most likely fall outside the 20 year planning period for this master plan, but may be looked at in the next master plan update.

- *I'm a longtime nearby resident and we hope you will not get rid of the "fun" things, like the parachute jumps and blimp landings. This new terminal is beautiful and a community asset, and it will be more enjoyable viewing from here than hanging on the old fence.*

Yes, we schedule around four parachute jumps a year and other "fun" operations like blimp landings will still occur in the future.

Following the question and answer session John thanked everyone for attending the meeting and providing feedback on the airport master plan. The public was then encouraged to speak with project team members one-on-one, review project exhibits and fill out comment forms for the remainder of the meeting.





Comment Summary

Comment Forms and Other Responses

During the meeting, attendees were invited to share feedback on comment forms. A total of six comment forms and one email response were returned which included a total of 16 individual comments collected.

- *Crosswinds runway (6 comments)*
 - Disagrees with closing the crosswinds runway (4)
 - Crosswinds runway improves safety (2)
- *Airport services (3 comments)*
 - Would like better internet connectivity in hangar areas (2)
 - Consider upgrading food services for public, students, staff, air crews (1)
- *Community Connectivity (3 comments)*
 - As a neighbor to the airport we consider it an asset to the community
 - Appreciate airport education and community dynamic
 - Like the parachutes, cows and new facility
- *Hot-spot improvements (2 comments)*
 - Taxiway realignment and hot-spot improvements are a waste of money
 - Disagrees with hot spot improvement for area C, as it is difficult for pilots to see.
- *Greenspace (1 comment)*
 - The OSU airport and farm provide needed greenspace
- *Noise (1 comment)*
 - After all the previous meetings there were no major complaints about noise

