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## The Ohio State University Airport Master Plan Update Technical Advisory Committee Meeting 2

**Date:** Monday, March 5, 2018

**Time:** 2:00 - 4:00 p.m.

**Location:**

Ohio State Airport, Aerospace Research Center Classroom  
2300 West Case Rd.  
Columbus, OH 43235

### Meeting Summary

#### Meeting Purpose

- To review public/stakeholder input to date
- To receive overall project and schedule updates
- To comment and discuss:
  - Inventory of existing conditions
  - Aviation activity forecasts

#### Meeting Overview

Doug Hammon (The Ohio State University Airport) and Kimberly Moss (The Ohio State University) welcomed everyone to the meeting. Marie Keister (Engage Public Affairs) then asked everyone to introduce themselves. Following introductions Marie reviewed the meeting purpose, format and discussion guidelines. The Airport mission, master plan purpose, study area and schedule were recapped.

Marie then provided a recap of the public and stakeholder input collected to date – highlighting strengths, weaknesses, vision and the definition of master plan success for the airport across three groups of stakeholders and the public. She noted similarities and differences among the input from the various groups (Community Outreach Council, Technical Advisory Committee and Public Meeting 1).

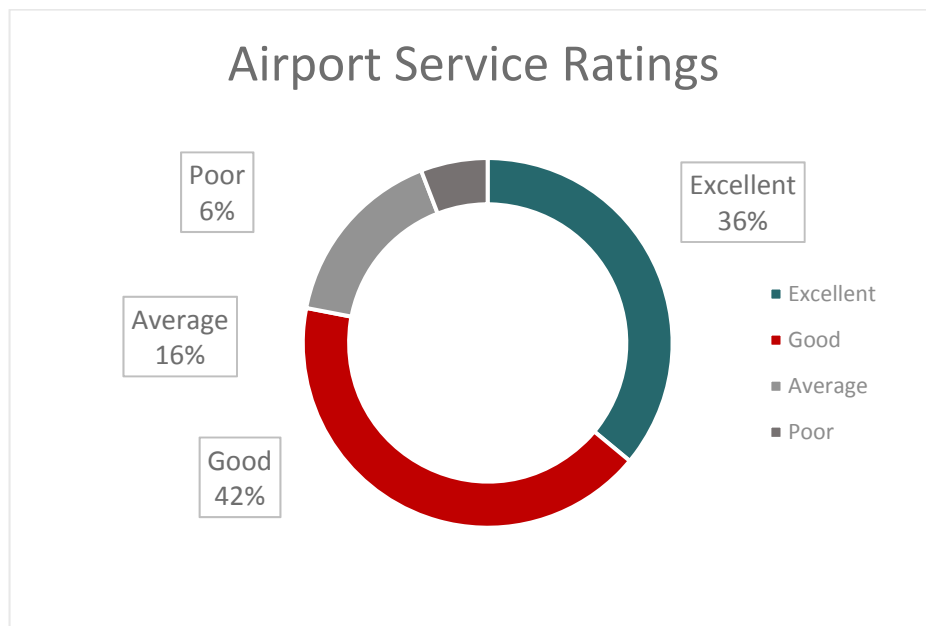
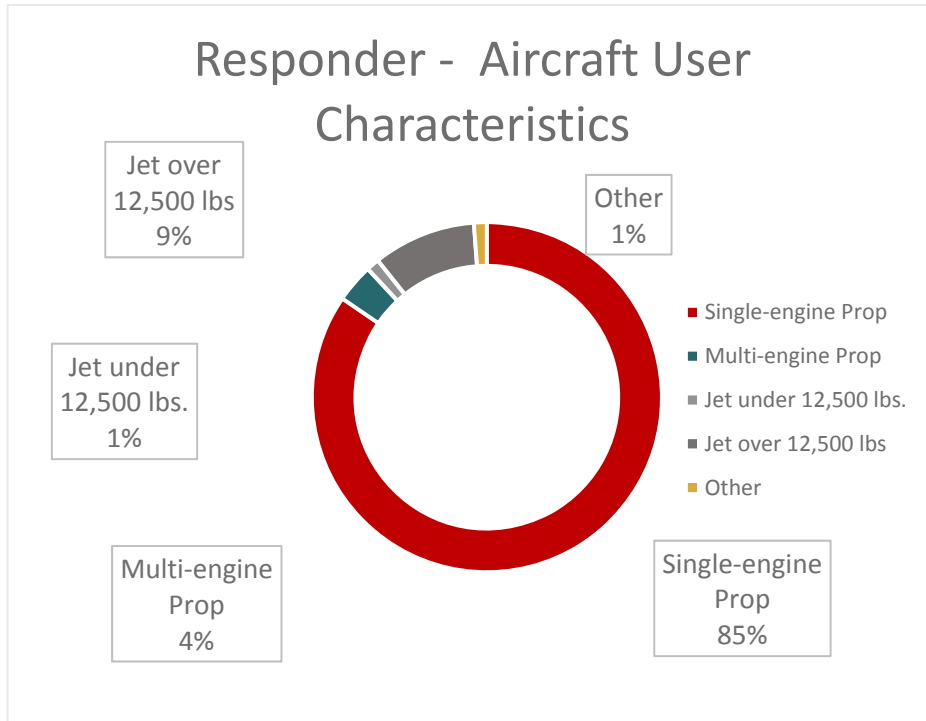
Maria Muia (Woolpert) provided an overview of the Draft Inventory of Existing Conditions. The Ohio State University Airport (Ohio State Airport) is recognized by the Federal Aviation Administration (FAA) as a National Priority general aviation (GA) Level 1 airport, which is also a reliever airport to John Glenn International (CMH). Serving many uses, the Ohio State Airport will welcome a new 29,000 sf. terminal building, adding to the 23 existing airport buildings. A summary concluded that 91 percent of these buildings are in good or average shape, while nine percent are poor. The Draft Inventory also counted aircraft (131) and automobile (180) parking spaces, service equipment, emergency facilities, FAA airspace (Class D), air traffic control tower operations (ranked #186 of #515 in US), instrument approach procedures, weather reporting, average daily operations (Wednesday is peak day), aircraft fueling (8 fuel tanks), de-icing and maintenance. In response to a suggestion made by the public, it was noted that the runway at the Transportation Research Center (TRC) owned by The Ohio State University in East Liberty, Ohio is not adequate for regular flight operations.

Maria also provided findings from a non-scientific User Survey that was conducted fall, 2017. Of the survey responders that flew aircraft, 85% used single-engine prop planes (85 percent), followed by jets (nine percent). Users rated overall airport service as Good (42 percent), Excellent (36 percent), Average (16 percent) and Poor (six percent). Forty-six percent of the survey responders used the airport for either business or education, followed by Recreation (39 percent) and Other (15 percent). Airport Facilities were also rated by survey respondents with



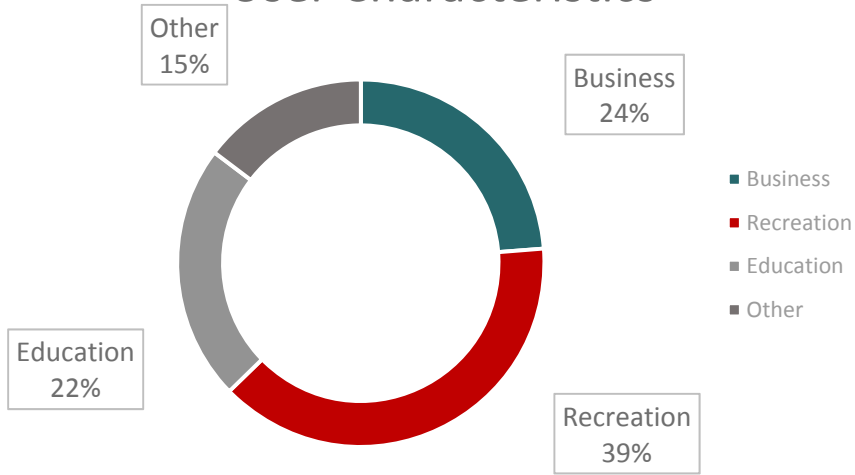


41 percent believing them to be in Good operation, Average (33 percent), Excellent (13 percent) and Poor (13 percent). Tables of these findings are shown below.

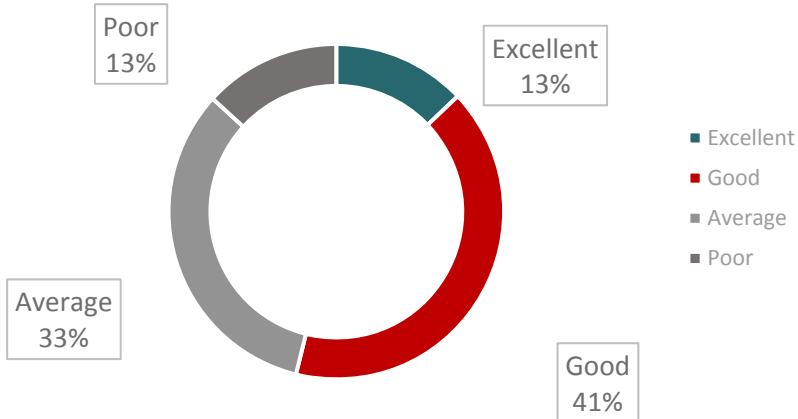




### User Characteristics



### Airport Facilities Ratings



Sarah Arnold (Marr Arnold Planning) then presented the draft aviation activity forecast for the Ohio State Airport. The forecast included a review of historic and current activity and trends that could influence future airport growth.

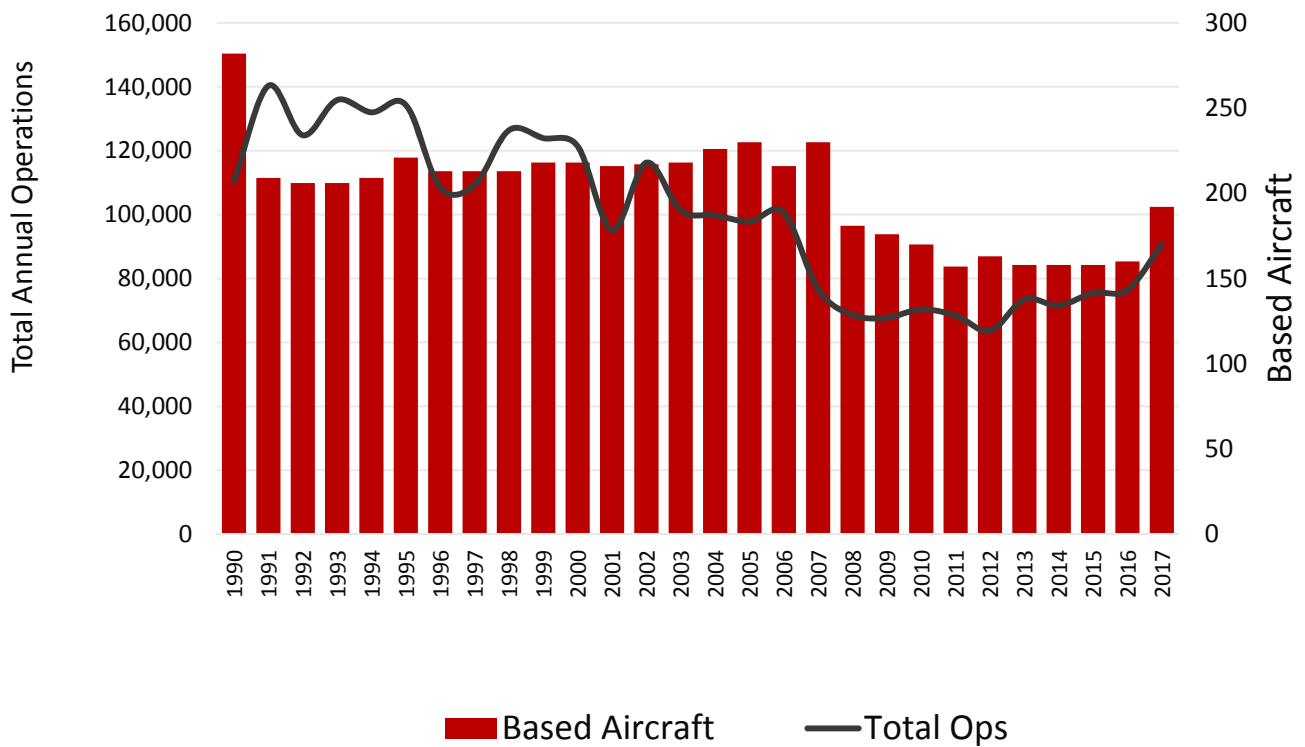
Metrics included:

- Based aircraft and operations activity
- Population, employment, per capita income
- National general aviation trends
- Nearby competing airports (regional)





### Historic and Current Activity



It should be noted that the decrease in based aircraft from 1990 to 1991 was the result of the Ohio National Guard helicopter operations moving to Rickenbacker International Airport (LCK). The decrease in activity after 2007 is consistent with decreases across the United States due to the Great Recession. The increase during 2017 is largely attributed to the addition of new hanger space.

Sarah then explained the draft forecast process, methodology and conclusions.

**Forecast Process:**

- Short term (2022), mid term (2027) and long term (2037)
- Used a variety of methodologies based on trends analysis
- Preferred based aircraft projection: Linear Trendline method (2.3% 2037 variation from TAF)

The TAF is the official FAA forecast of aviation activity for U.S. airports. Forecasts are considered “consistent with the TAF” if they differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period. If the forecast is not consistent with the TAF, differences must be resolved, which may include revisions to the airport submitted forecasts, adjustments to the TAF, or both.





	Year	Method 1- Population Growth	Method 2- PCI Growth	Method 3- Linear Trendline	Method 4- National Growth by Segment
Historic	2017	187	187	187	187
Projected	2022	194	201	198	192
	2027	202	216	220	198
	2037	218	249	266	209
<b>AAGR 2017-2037</b>		0.76%	1.44%	1.78%	0.55%
<b>2037 Variation from TAF</b>		-19.5%	-4.5%	2.3%	-24.6%

- Projected fleet mix projection: 187 aircraft (2017); 266 aircraft (2037)

	Year	Single Engine	Multi- Engine	Jet	Helicopter	Light Sport	Experi- mental	Total
Historic	2017	138	21	16	7	2	3	187
Projected	2022	143	22	18	8	3	4	198
	2027	155	23	21	11	5	5	220
	2037	174	27	30	17	11	7	266
<b>Percent of Total</b>								
Historic	2017	74%	11%	9%	4%	1%	2%	100%
Projected	2022	72%	11%	9%	4%	2%	2%	100%
	2027	71%	10%	10%	5%	2%	2%	100%
	2037	65%	10%	11%	6%	4%	3%	100%

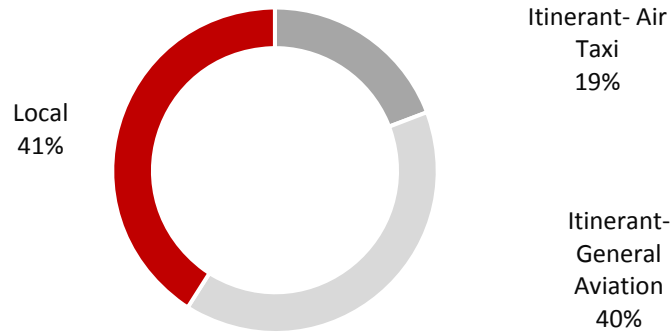
- Operations projections: Employment Growth method (12.1% 2037 variation from TAF)

	Year	Method 1- OPBA	Method 2- Employment Growth	Method 3- Historic Growth	Method 4- FAA Growth Rate
Historic	2017	90,687	90,687	90,687	90,687
Projected	2022	95,900	95,600	96,300	92,100
	2027	106,500	100,800	102,300	93,600
	2037	129,100	112,000	115,500	96,500
<b>AAGR 2017-2037</b>		1.78%	1.06%	1.22%	0.31%
<b>2037 Variation from TAF</b>		23.8%	12.1%	14.8%	-1.9%

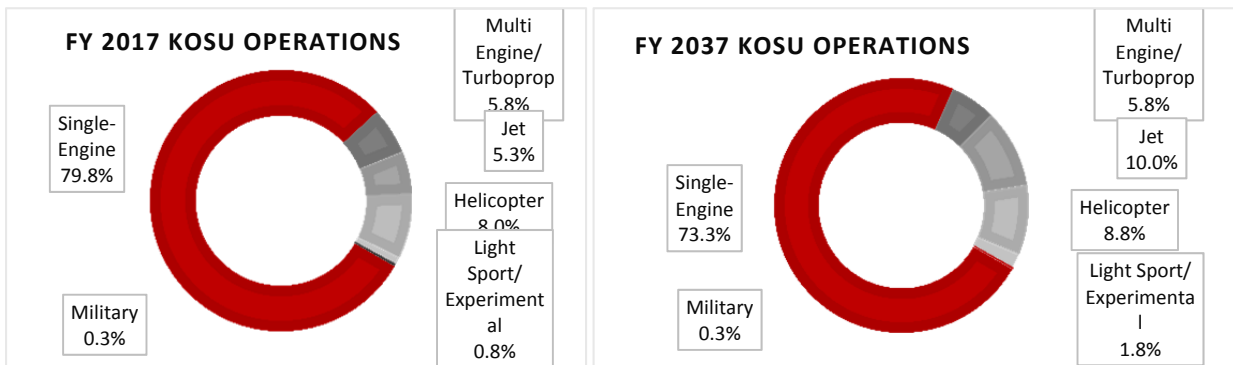
- Local vs. Itinerant Operational Split: 41% Local, 40% Itinerant (general aviation); 19% Itinerant (air taxi)



**2037 Projection of Local/Itinerant Operational Split**

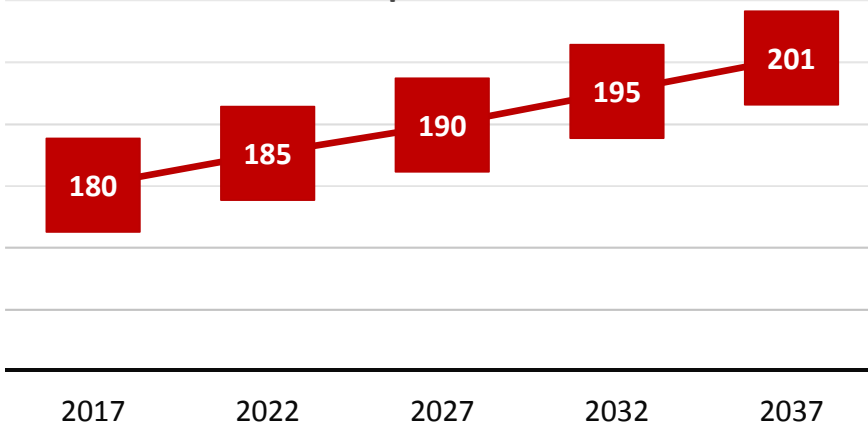


Operational Fleet Mix projections:



Peak Hour Operations

**Peak Hour Operations Forecast**



Sarah explained the preferred summary and compared it with the FAA's Terminal Area Forecast (TAF). The TAF





Forecast Element	Year	Recommended Forecast	Adjusted TAF Forecast <sup>1</sup>	% Difference
<u>Based Aircraft</u>				
Base Year	2017	187	187	
Base Year + 5 Years	2022	198	206	-4.0%
Base Year + 10 Years	2027	220	226	-2.7%
Base Year + 15 Years	2032	243	243	0.0%
Base Year + 20 Years	2037	266	260	2.3%
AAGR 2017-2037		1.8%	1.7%	
<u>Total Operations</u>				
Base Year	2017	89,930	89,930	0.0%
Base Year + 5 Years	2022	94,800	91,700	3.3%
Base Year + 10 Years	2027	99,900	93,600	6.3%
Base Year + 15 Years	2032	105,300	95,500	9.3%
Base Year + 20 Years	2037	111,000	97,600	12.1%
AAGR 2017-2037		1.1%	0.4%	

Sarah concluded with a review of critical aircraft noting the largest aircraft at OSU generally fall under the C/D-II category of the Airport Refer Code(ARC). This family of aircraft is used to determine the specific FAA design requirements applied to the airport.

Marie then opened the floor to questions.

**Meeting Discussion**

The following is a list of questions and comments discussed during the meeting.

*Question – What is the percent of completion for the new hangars?*

*Answer – The recent construction of hangars is complete.*

*Question – Has FAA’s Terminal Area Forecast (TAF) been accurate in their projections in the past?*

*Answer – No.*

*Question – Then why compare the Ohio State Airport projections to the TAF if they are not accurate?*

*Answer – The FAA prepares macro level forecasts for all airports. The master plan forecasts are a micro level forecast. All airport prepared forecasts are required by the FAA to be compared to the TAF for consistency. If the forecast is not consistent with the TAF, differences must be resolved, which may include revisions to the airport submitted forecasts, adjustments to the TAF, or both.*

*Question – From a linear perspective it appears based jet projection will double by 2037, though there are most likely more jets out there right now that could utilize the Ohio State Airport – is that correct? [PowerPoint slide 57]*





*Answer – Although there is expressed interest to base more jet aircraft at the airport, there is currently no hanger space available for more jets to be based at the airport. The ability to hangar more jets will be analyzed in the facility requirements and alternatives analyses*

*Comment – Airport growth is based on business needs.*

*Question – If companies like Worthington Industries want jet space (hangers) could they build their own?*

*Answer – We're currently looking at this issue, how to get through the legal issues and requirements. FAA's current policy is that airports can let companies build their own facilities. Because the airport is owned by The Ohio State University it comes under state laws which impose legal issues on new facilities.*

*Question – Will SAFECON be held every year?*

*Answer – The next one that will be held at Don Scott Field will be in 2019.*

*Question – Did you gather destinations of the C-II/D-II Fleet?*

*Answer – No, we looked at the flight plans, but that does not include final destinations. Aircraft may take off without full fuel because of the runway length and stop for fuel before reaching their final destination. We do know the parameters of the design aircraft to make assumptions/decisions on their facility needs.*

*Question – Will we be able to review the draft Inventory of Existing Conditions and Aviation Activity Forecasts?*

*Answer – Yes, we will give the TAC the opportunity to review the chapters of the report. Once the draft Forecast is finalized, it will be sent to FAA for review and concurrence. Both chapters will be posted on the airport master plan website.*

*Question – When do you anticipate these two chapters can be reviewed?*

*Answer – We have already completed an internal review. Once the OSU team reviews, the TAC will have a final review before they are posted on-line. Approximately the next few weeks.*

*Question – On the Critical Aircraft Assessment can we find out more specifics about the airplanes? [PowerPoint slide 64]*

*Answer – FAA design criteria is generally determined by the design code of the largest family of aircraft, which operates 500 or more times over a one-year period at the airport. This is ARC C-II for KOSU. Although larger aircraft currently utilize the facility, and that use is expected to continue in the future, the larger aircraft do not meet the operating threshold to justify moving to the next design level.*

*Question – Are there any new noise abatement protocols expected?*

*Answer – The university completed a comprehensive noise study of the airport in 2011. Based on the noise levels at the time, the FAA would not support mandatory noise abatement procedures. Instead, the university continued its voluntary measures that were already in place. New aircraft technologies and operating projections allow us to anticipate lower noise levels in the future. Nonetheless, new noise contours will be generated for the preferred development plan, in order to determine if new noise abatement protocols are warranted.*

*Question – Does the critical aircraft designation affect the existing conditions and forecast?*

*Answer – The critical aircraft design group (C-II) is key in determining the FAA design requirements applied to the airport, not the forecasted number of operations or based aircraft.*

*Question – How does the airport's business plan fit into this airport master plan?*

*Answer – Traditionally, the master plan is strictly a physical development plan, and only considers business operations in a secondary role for identifying facility requirements. Nonetheless, the FAA has agreed to allow the*





*university to develop an airport business plan that will be incorporated into the final plan document. As the master plan identifies the “what” (what facilities are needed at the airport), the business plan will look at the “how” (how will these facilities be utilized). The business plan will also identify future business opportunities, including academic & research initiatives as well as aircraft services.*

*Question – How much are we locked into the business use? Can we increase the facilities at the airport?*

*Answer – Our focus is on providing a premier academic environment. Having corporate flights occur here enhances that learning environment because students get to work with the latest technologies and systems, including navigational aids, communications, and an air traffic control tower. Without these advanced operations, the FAA would be less likely to fund the systems that provide Ohio State students with learning opportunities not available at many other college flight programs.*

### **Meeting Participants**

Eighteen (18) TAC participants attended the meeting.

#### *TAC Members*

Deral Carson	Midwest Air Traffic Control Services/FAA
Lowell Dowler	Worthington Industries
John Ehlers	Northwest Civic Association
Dale Gelter	The Ohio State University Airport
Mark Gerko	Columbus State Community College
Nick Gill	Mid-Ohio Regional Planning Commission (MORPC)
Jim Gregory	The Ohio State University, College of Engineering
Mark Hagenberger	The Ohio State University, College of Engineering
Doug Hammon	The Ohio State University Airport
Hannah Higgins	The Ohio State University, Planning & Real Estate
Brandon Mann	The Ohio State University, Flight Education Division
Rob Mendez	The Ohio State University, Student
Kimberly Moss	The Ohio State University, Planning & Real Estate
Carlos Ruiz-Coll	The Ohio State University Airport
Mark Scott	The Ohio State University, College of Engineering
Robyn Stewart	City of Worthington
Dave Wall	Columbus Regional Airport Authority
David Zoll	Advisor to City of Worthington

#### *Participants that could not attend the TAC meeting:*

Tom Baxter	Capital City Aviation
Rudy Buchheit	The Ohio State University, College of Engineering
Graham Cochran	The Ohio State University, College of Food, Agr., Environmental Sciences
Katy Delaney	FAA
Dave Dennis	ODOT - Aviation
Rep. Mike Duffey	Ohio House of Representatives
Mike Eppley	The Ohio State University Airport FBO
Richard Fox	Midwest Air Traffic Control Services/FAA
John Ginley	The Ohio State University, Aviation Alumni Society
Donna Goss	City of Dublin
Quinten Harris	City of Columbus, Dept. of Development
John Horack	The Ohio State University, College of Engineering





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Eric MacGilvray	Village of Riverlea
Javier Melendez-Galinsky	The Ohio State University, Student
Jack Miner	The Ohio State University, Office of Academic Affairs/Worthington Res.
Ross Neice	ODOT - Aviation
John O'Keeffe	WOOSE
Matt Schutte	The Ohio State University, College of Engineering
Matt Sikora	The Ohio State University, College of Engineering
Richard Smith	National Intercollegiate Flying Association (NIFA)
Adam Stiffler	Cardinal Health
Bob Tanner	NetJets
Kevin Wheeler	City of Columbus, Dept. of Development
David Williams	The Ohio State University, College of Engineering
Seth Young	The Ohio State University, College of Engineering/Center for Aviation Studies

*Consultant Team Members:*

Sarah Arnold	Marr Arnold Planning
John Baer	Woolpert
Nick Hoffman	Engage Public Affairs / MurphyEpson
Marie Keister	Engage Public Affairs / MurphyEpson
Marie Muia	Woolpert
Greg Shuttleworth	Woolpert

*This Mar. 5, 2018 TAC meeting summary and presentation will be posted on the airport's website:  
<https://airport.engineering.osu.edu/airport-facilities/master-plan>.*

