

Aircraft Procedures to/from The Ohio State University Airport

1. Arrival Procedures

Arrival Procedures into OSU Airport for VFR aircraft are fairly simple. Pertinent and timely information is essential for the safe and expeditious movement into and out of our airport. Arriving VFR aircraft should follow this procedure:

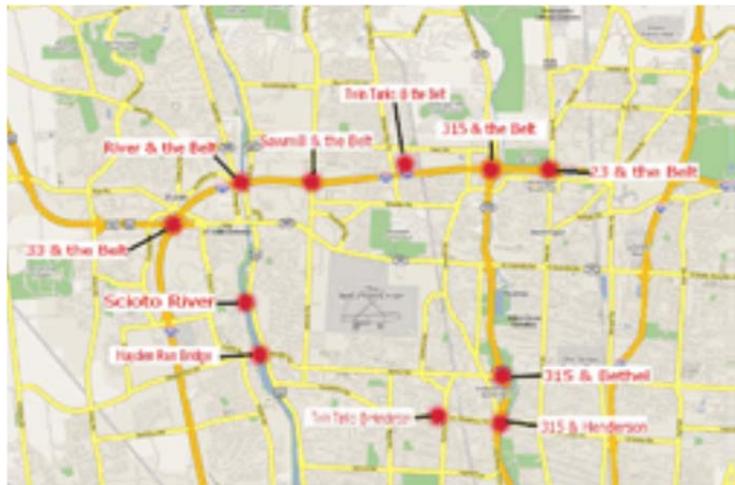
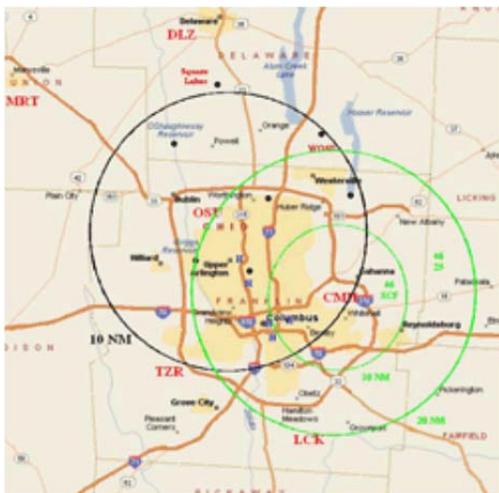
1. Contact the tower on frequency 118.8 10 miles from the airport. This will ensure that you are properly sequenced into the pattern for your request.
2. Receive the ATIS information on frequency 121.35 and inform tower you have information (current code) on initial contact.
3. The following standard format is recommended upon initial contact.
 - Who Are You Calling (OSU Tower)
 - Who You Are (N123AB, Cessna 123AB, etc.)
 - Your Position (10 mile to the Northwest, 8 miles to South, etc.)
 - With Information (ATIS Code, Oscar, Papa, etc.)
 - Your Request ("Request" : Full Stop, Touch & GO, Transition, etc)

EXAMPLE: "State Tower, Cessna 123AB, 10 miles northwest, with information bravo, request 3 touch and go's."

If you are flying into Ohio State University Airport and receiving VFR flight following with CMH Approach; do not assume that a hand-off is going to be made. CMH **DOES NOT** hand-off **VFR** aircraft to OSU tower.

Normal procedure is for CMH Approach to terminate your service and switch you to the OSU Tower frequency far enough out to avoid violating Class "D" airspace. Note that a frequency change to the tower constitutes termination of radar services. Once terminated and/or instructed to switch to OSU tower, the pilot now assumes responsibility of remaining clear of Class "D" airspace until communications are established with State Tower.

It is very helpful to be familiar with initial reporting points within the vicinity of the OSU airport. Simply let us know if you are unfamiliar with the area and Tower will assist appropriately. These local points focus on prominent locations and landmarks mostly within 2.5 miles of the airport. The majority of reporting points (located to the north of the airport) may be used by the controller in order to instruct aircraft to enter the pattern at specific places. Common communication such as "Report the twin tanks at I-270", "Report the river and the outer belt", "Report route 315 and the outer belt" are commonly used. "The outer belt" refers to interstate I-270, which surrounds the city of Columbus.



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2. Departure Procedures

Obtain the current ATIS on frequency 121.35 prior to taxi. If VFR, please contact ground control and advise that you have the ATIS (appropriate phonetic code), intentions and your departure heading in nearest 10 degrees. This information will be given to the tower controller. How the tower controller handles your departure is dependent on the heading you wish to fly. Additionally, ASOS weather and NOTAMS are broadcast on the ATIS frequency when the tower is closed.

Clearance delivery (CD) for OSU is available 24-hours on frequency 121.7. Columbus Approach Control handles CD remotely when OSU Tower is closed.

Be sure not to enter any movement area prior to obtaining a taxi clearance. At OSU, the movement area encompasses all taxiways and runways, but does not include ramp space.

CAUTION: Know that taxiway alpha is a movement area and is connected to and runs parallel with the flight line ramp. Additionally, the approach end of runway 5 is *immediately at the northwest edge of the transient ramp!*

Please note that FAA rules require pilots to obtain approval to cross or enter any runway, which also includes the runway 5 and 32 approach zones. This takes out the mystery and confusion about runway crossings. Again, pilots must have *specific permission* to cross the approach zones or any other runway, including the assigned take off runway.

3. Tower Procedures

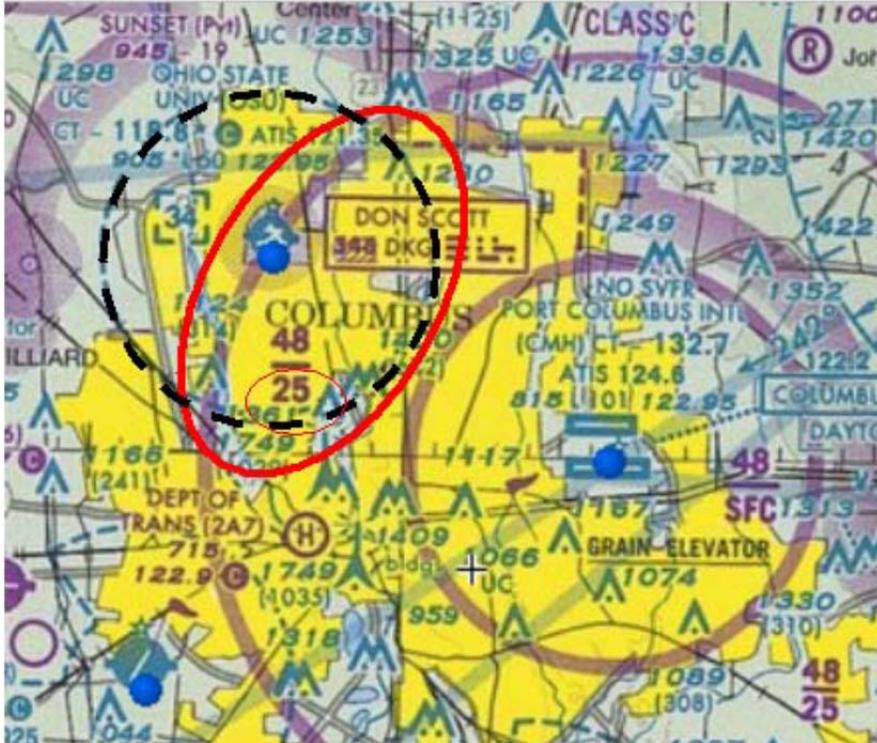
a. Communications

Currently, ATC is required to obtain read backs of all clearances and hold short instructions. Pilots must also acknowledge with call signs when reading back. ATC is bound by FAA regulations to prompt pilots for read backs and to acknowledge read backs with call signs. It's not personal; it's safety. OSU airport is not large, but it is complex for size. It can be tricky getting to the right runway. There are two approach zones that arrive over taxiway alpha and 12 different runway/taxiway intersection combinations on the airfield. Please feel free to ask ground control for "progressive taxi instructions." Complete the assigned taxi and run up prior to departure. Next, pilots may automatically switch to tower frequency without requesting permission from ground control to do so. On departure, it is not always possible to approve aircraft directly on course due to higher traffic volume. It can be dangerous to make an early turnout without first coordinating it with the tower because of the parallel/crossing runway configuration. Even if approved on-course, you should fly runway heading until one-half-mile off the departure end of the runway. Remain on State Tower frequency until exiting the Class Delta Surface Area; otherwise, you may request a frequency change prior to that. No request to change frequencies upon exiting a Class Delta Surface Area is necessary.

If a controller issues a control instruction of which you do not understand, then please let the controller know this. Many times pilots do not want to admit that they do not understand, but still respond with the term "ROGER", (which simply means, "I understand what you said"). A pilot cannot comply with that which is not understood; therefore, trouble is soon to follow. State Tower controllers would much rather have to explain what we require to a pilot and avoid unnecessary confusion that may lead to a potentially dangerous situation.

It is also extremely helpful for pilots to know when not to make transmissions. Many times a controller will issue an instruction which requires a pilot to acknowledge, such as with a landing clearance or hold short clearance. However, quite often another pilot will attempt to break in between the controller's transmission and the replying pilot's response. The result: neither pilot is heard by the controller due to the interference. This causes a potentially dangerous condition, because the controller has no way of knowing that the pilot he or she is trying to reach will comply and is required to repeat the transmission again.

CMH Class Charlie Airspace overlaps about one-half of the OSU Class Delta Surface Area. It is imperative that all pilots remain below CMH Class Charlie Airspace until clear of it. The Class Charlie begins at 2500 feet MSL and extends up to 4800 MSL. No pilot may enter Class Charlie Airspace until establishing two-way radio contact with the CMH Approach Control on 125.95. Alternate frequency: 120.2.



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Class Charlie and Radar Flight Following services departing OSU Airport are available through CMH Approach. These services may be requested prior to departure with OSU Ground Control. Pilots requesting Class Charlie or Radar Flight Following services should advise Ground Control prior to taxi of their request. Pilots should be prepared to provide the Ground Controller with the following information required to initiate services:

- 1) Call sign
- 2) Type Aircraft with Equipment Suffix (see Table of Suffix Identifiers below)
- 3) Destination Airport
- 4) Requested Altitude
- 5) Enroute Speed
- 6) Initial Heading Requested

Pilots may be given an initial heading other than their requested heading to accommodate established Class Charlie procedures with CMH Approach Control. Pilots departing VFR along a generally southbound bearing and not requesting Radar Flight Following or Class Charlie services will be restricted to maintain VFR at or below 2000' MSL until well clear of CMH Class Charlie airspace.

Suffix	Equipment Capability
	NO DME
/X	No transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
	DME
/D	No transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
	TACAN ONLY
/M	No transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
	AREA NAVIGATION (RNAV)
/Y	LORAN, VOR/DME, or INS with no transponder
/C	LORAN, VOR/DME, or INS, transponder with no Mode C
/I	LORAN, VOR/DME, or INS, transponder with Mode C
	ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)
/E	Flight Management System (FMS) with DME/DME and IRU position updating
/F	Flight Management System (FMS) with DME/DME position updating
/G	Global Navigation Satellite System (GNSS), including GPS or WAAS, with enroute and terminal capability.
/R	Required Navigational Performance. The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.
	Reduced Vertical Separation Minimum (RVSM). Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	RVSM

b. Avoiding Runway Incursions

OSU airport and ATC are committed to runway incursion prevention. Basically, a runway incursion is any unauthorized entry of an aircraft, vehicle, or person into a runway environment. Ensure to always remain behind a hold bar until authorized to enter or cross a runway. Even a nose gear on a hold bar is considered a runway incursion by the FAA and ATC is mandated to file a pilot deviation. However, we offer this information so that we can arm pilots with information to avoid the runway incursion trap. A proper read back of clearances from pilots is one of the best ways of preventing any runway incidents. Accuracy is everything. Read backs are like life insurance to pilots. It is a pilot's guarantee that the correct information has been received. In communicating with ATC concerning clearances, always use your aircraft call sign, followed by the clearance verbatim. If the read back is incorrect, then ATC has the opportunity to correct or reissue it. The following list is good advice to help pilots minimize the risk of being involved in a runway incursion:

- 1 Always read back clearances to controllers--especially hold instructions. These are mandatory.
- 2 Always ask the controller to clarify when unsure or in doubt.
- 3 Always obtain a clearance to cross or enter any runway. If in doubt, *get a clearance to cross*.
- 4 Be familiar with the airport layout prior to arrival or departure.
- 5 Be aware of your position on the aerodrome at all times. If unsure, ask the controller. Do not hesitate to ask for progressive taxi instructions!
- 6 Be alert to hold lines and signs. Know the meaning of all airport signs (See the Aeronautical Information Manual for definitions/ descriptions).
- 7 Watch for other areas, such as runway approach zones where a runway approach crosses a taxiway, but the runway does not.
- 8 Do not taxi around unless a clearance to do so has been issued.

Hot Spots on the Field

Hot Spots are known points on the airfield that can cause confusion to unfamiliar pilots. OSU Airport has its own uniqueness and there are four such hot spots identified on the airport surface.

Hot Spots 1, 2 & 3 are the runway approach zones for runways 5 and 32. An approach zone is where a portion of the movement area conflicts or passes through the arrival path for another runway. Taxiway alpha conflicts with the runway 5 and 32 final at OSU. The ground controller may require a pilot to hold short of the approach zone area. It is important to note that an approach zone has a hold bar on each side. Once allowed to cross the approach zone, the pilot must pass through both hold bars; otherwise, the aircraft will still be in the approach zone. The far side bar will have the dashes on the pilot's side and there are no red hold signs. The pilot must continue on to hold short of the assigned takeoff runway hold bar until issued a takeoff clearance.

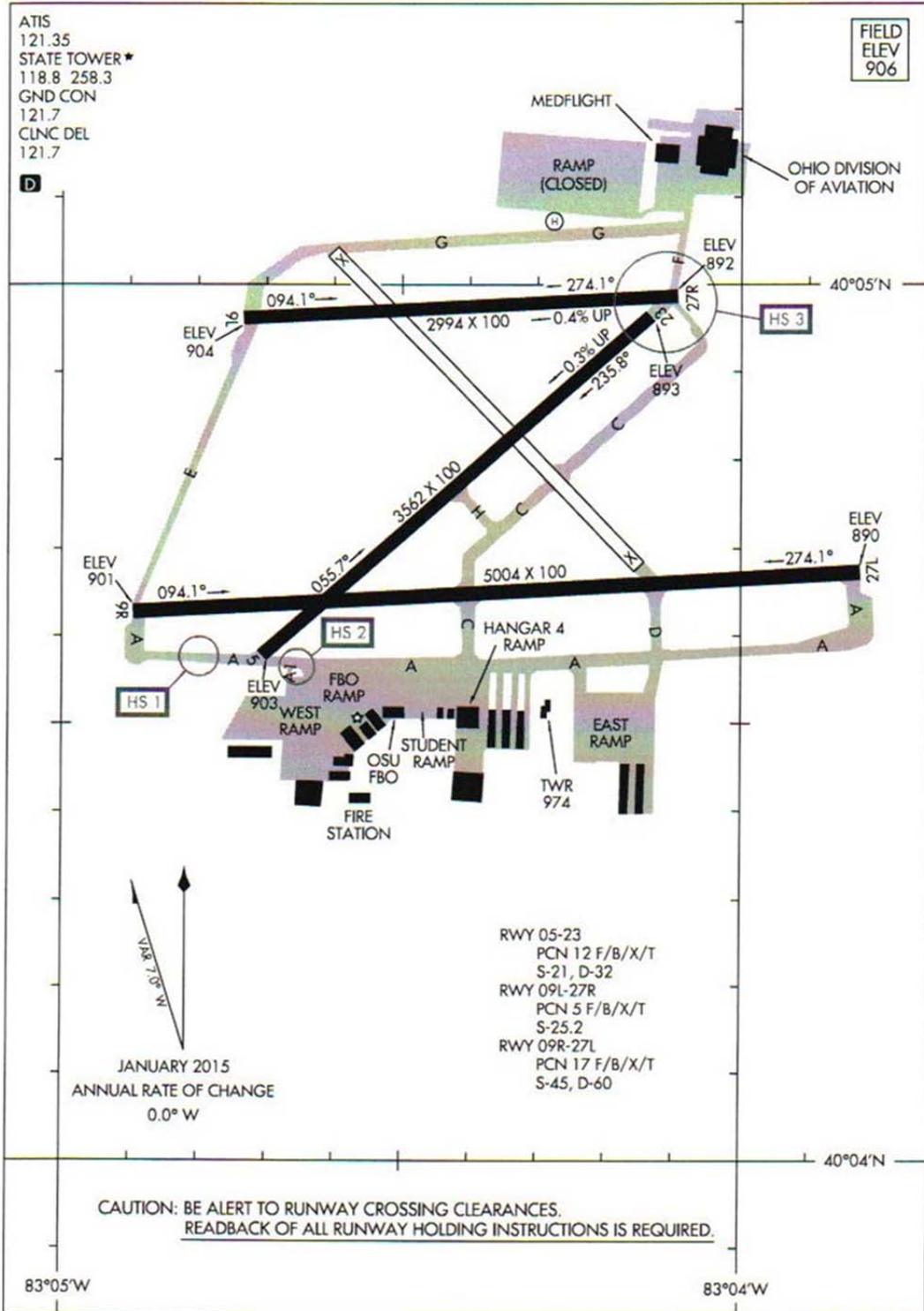
Additionally, look closely at Hot Spot 2 below. There is an additional hold bar short of taxiway alpha headed north. This location is particularly confusing because it is the entry point to an active runway directly off the ramp area. Never cross this hold bar until receiving clearance to cross runway 5 by ground or tower. Additionally, yellow flashing guard lights mark the entrance to runway 5 at the hold bar. These lights indicate that runway 5 is active.

16035

AIRPORT DIAGRAM

AL-5387 (FAA)

OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO



AIRPORT DIAGRAM

16035

COLUMBUS, OHIO
OHIO STATE UNIVERSITY (OSU)

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Student Pilots

Student Pilots: Advise the tower or ground controllers that you are a student pilot upon initial contact. This will enable the controller to assist you as necessary both in and out of the airport.

NOTE: Thank you for flying quiet. We ask that pilots departing off OSU please be considerate of the noise produced by your aircraft when operating within the surrounding area. This is due to the close proximity of residential areas surrounding airport property. Please reduce power and/or prop pitch when it is safe to do so.