Helicopter Procedures to/from The Ohio State University Airport

In accordance with Ohio Revised Code, Section 3335-105-07 “Airport Traffic Procedures,” helicopter approach and departure corridors within The Ohio State University (OSU) Class D airspace shall be in accordance with designated routes, as outlined herein, or as instructed by the control tower. The purpose of these procedures are to minimize noise in the surrounding neighborhoods, and are applicable to all helicopter operations in or around the vicinity of OSU Class D airspace not operating under "Medevac" status.

Helicopters will be expected to maintain recommended altitudes in the vicinity of OSU when departing and arriving, performing maintenance test flights, and/or conducting training. Standard routes have been established for ease of transition and noise abatement (see diagram below). These altitudes and routes are restricted to VFR use only (1000’ ceiling and 3 miles visibility or greater). The control tower will normally assign the inbound route based on traffic volume, runway in use, and field conditions. Pilots may request deviation of these procedures through radio communication with the control tower. Any deviations from the route must be coordinated with the control tower prior to execution

1. Procedures.

Note — "field boundary" is defined as Rt. 161 to the north, Ohio/ Chesapeake Railroad tracks to the east, West Case Road to the south and Sawmill Road to the west.

a. When class ‘D’ airspace is in effect, the following procedures apply:

(1) Departing Helicopters from South Ramp / FBO Ramp areas: No helicopter departure operations may be conducted from Taxiway Alpha or any non-movement area south of Alpha without specific airport approval. The control tower will instruct rotorcraft to depart from a runway to prevent rotor wash from interfering with other aircraft. Similarly, ramp departures are prohibited for safety.

Note: Obtain 1,900’ MSL prior to field boundary.

(2) Prior to entry into class D, contact the control tower. Example: **OSU Tower, N4NZ, South of Airport, inbound main ramp, information 'Mike'."** Fly the route assigned by the control tower. Expect to land on Runway 5, 9R, or 27L. No helicopter arrival operations may be conducted to Taxiway Alpha or any non-movement area south of Alpha without specific airport approval (See Airway/Facility Directory).

Note: Do not descend below 1,900 MSL prior to field boundary.

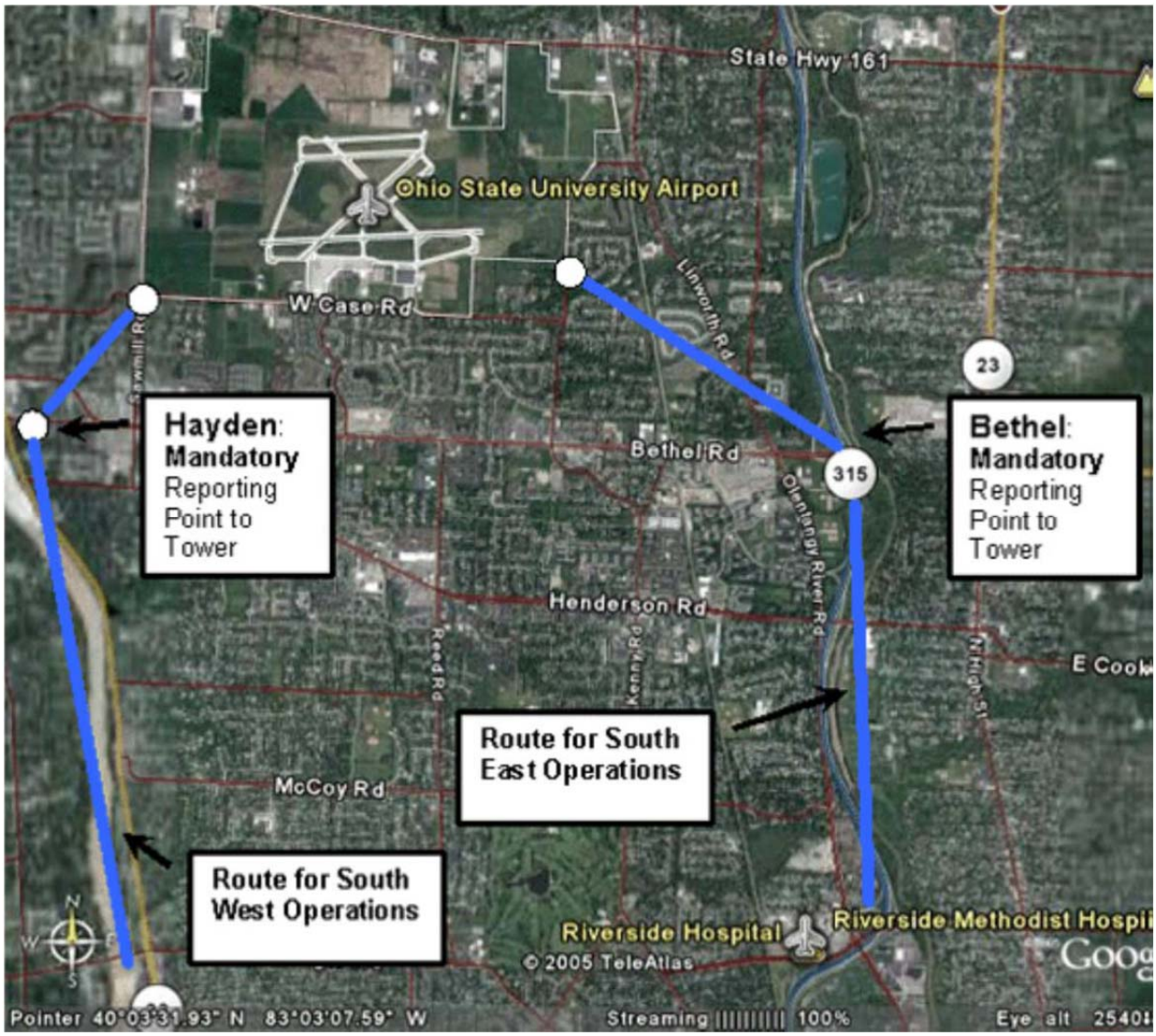
(3) Transient helicopters on 'Medevac' Missions: Request the most expeditious departure route. Should the established routes not afford the quickest departure, then request direct using headings in degrees. Example: **"OSU Tower, Medevac N12345, FBO ramp, information ‘Quebec’, departure heading zero-six-zero."**

Note: Mission profile permitting, establish minimum altitude of 1500’ MSL prior to field boundary.

b. When class ‘G’ airspace is in effect, the altitude restrictions and standard routes still apply.

2. **Diagrams and Descriptions of Standard Routes.**

ARRIVAL/DEPARTURE ROUTES FROM THE SOUTH

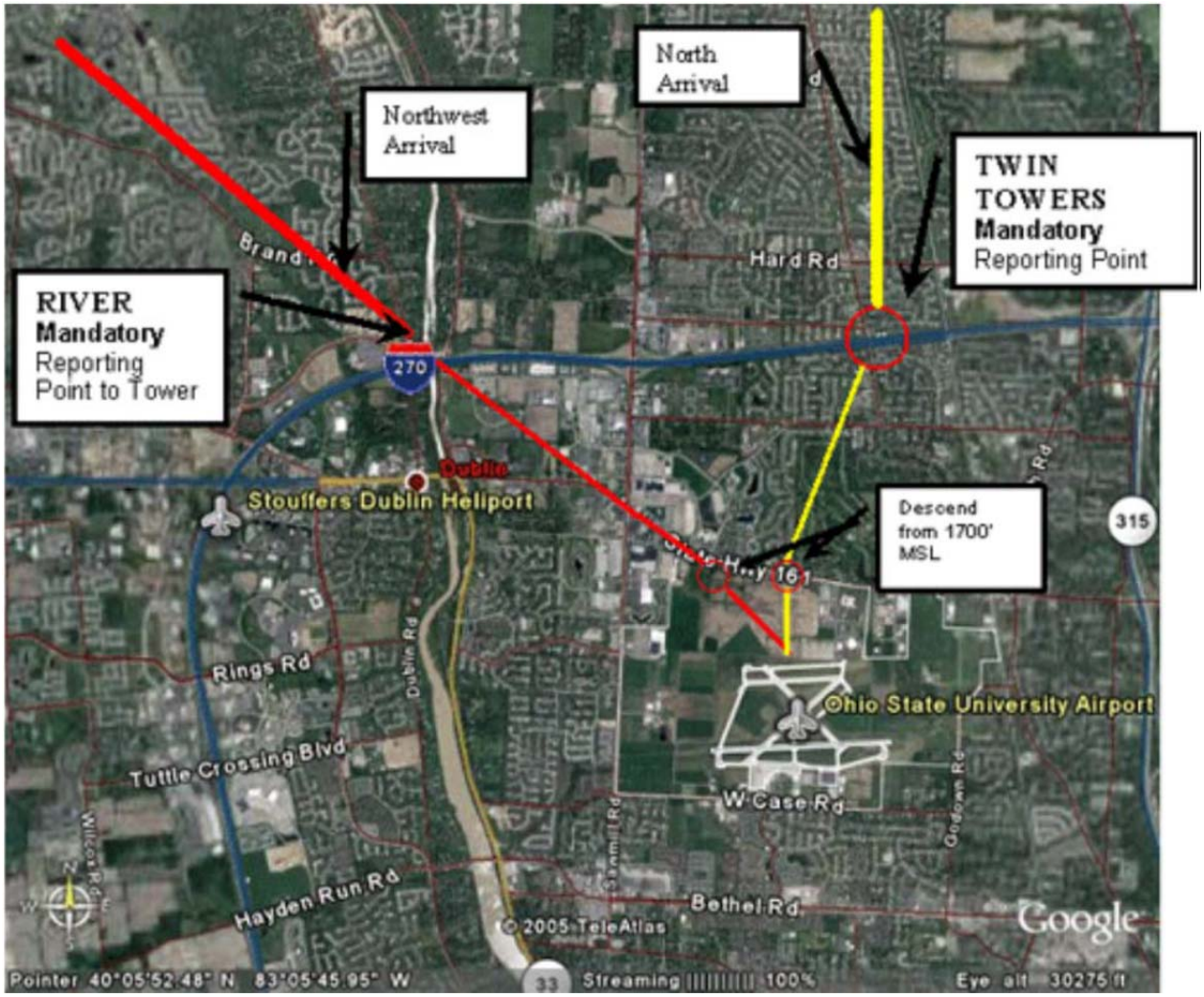


SOUTHEAST ARRIVAL: Proceed up State Route 315 and report to the control tower when crossing Bethel Road. Unless instructed to hold at Bethel, proceed to the intersection of Godown Road and West Case Road, maintaining 1900' MSL. Follow ATC instructions.

SOUTHWEST ARRIVAL: Proceed up the Scioto River and report to the control tower when crossing Hayden Run bridge. Unless instructed to hold at Hayden Run, proceed to the intersection of Sawmill Road and West Case Road, maintaining 1900' MSL. Follow ATC instructions.

ALL DEPARTURES TO THE SOUTH: Expedite climb to 1900' MSL and follow approach routes.

ARRIVAL/DEPARTURE ROUTES FROM THE NORTH



NORTHWEST ARRIVAL: Proceed direct to the intersection of Interstate 270 and the Scioto River, and report when crossing. Maintain 1900' MSL until field boundary. Follow ATC instructions.

NORTH/NORTHEAST ARRIVAL: Proceed direct to the twin towers north of the field along Interstate 270 and report crossing. Maintain 1900' MSL until field boundary. Follow ATC instructions.

ALL DEPARTURES TO THE NORTH: Expedite climb to 1900' MSL and follow approach routes.