

**ATTACHMENT 2
INDUSTRY LETTERS OF SUPPORT**

From: "Allan Ball" <ball@netjets.com>
To: Prescott Snyder/AGL/FAA@FAA
cc:
Subject: OSU airport study

03/29/2004 11:00 AM

Hello Scott,

Attached are the activity plots for OSU. Out of the different fleets in our stable, most all of them are prohibited when conditions are wet. The Gulfstreams continue ops when wet and the Citation Ultra/Encore continue ops when wet. All others are prohibited during wet operations. (Some for landings only, some for takeoffs and landings.) The additional runway length would be welcome for our operation.

The figures contained in this report are consistent with FAA numbers (?) each operation is either an arrival or departure. A wild guess would project an additional 10-15% NetJets operations with runway extension (being able to use the additional length necessary for the wet runway safety factor.)

I hope you find this useful.

All Ball
Airport Specialist, NetJets
614 239 4873
ball@netjets.com

NETJETS®

February 16, 2004

The Ohio State University Airport
Box 3022
University Station
Columbus, Ohio 43210

Dear Mr. Eppley

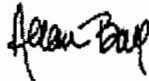
This letter will serve as an indication of support from NetJets toward the rehabilitation and lengthening of runway 9L/27R.

A quick review of the flight activity shows our Citation Ultras, Ce-560, to be fairly active at the OSU airport. The rest of our fleets, although approved (with exception of our Boeing Business Jet) are somewhat limited by existing runway length. I believe the extension plan will be popular with our owners as they will be able to extend the range of their trips on departures from the lengthened runway.

While I am sure that the thought of Boeing 737s in the community would turn some heads, I would be curious of the extent that the airport movement areas would be strengthened. We have had owners that have inquired about using the OSU airport for the BBJ. At 6000 feet, this would be sufficient runway for this aircraft assuming it was designed to support at least 110,000 pounds dual wheel. At any weight, we hope that you will continue to groove the runway - many of our fleet aircraft are able to operate using dry runway lengths with this feature.

Please find as attachments, a compilation of flight activity at the Ohio State University Airport for the years 2001 through 2003. It is my hope that this study will be beneficial in obtaining the funding necessary to bring the airport improvement to fruition. Do not hesitate to call should there be any questions concerning this report.

Sincerely,



Al Ball
NetJets
Operational Intelligence & Analysis
614 239 4873
ball@netjets.com

Qwest Flight Operations

7406 S. Peoria Street
Englewood, Colorado 80112



February 6th 2004

VIA US MAIL
Douglas E. Hammon,
Airport Director, Ohio State University Airport
2160 West Case Rd., Columbus, OH 43235

Dear Mr. Hammon,

I am writing to you with comments regarding your proposed runway extension at the Ohio State University Airport (OSU) in Columbus. At Qwest Communications we use this airport to access our Data Center which is close to OSU and 15 minutes closer from CMH for our passengers. We employ thousands of people in our data center and we would like to see a longer runway for many reasons but safety is # 1 reason. Our aircraft may not be able to meet the requirements for braking performance on any given winter day because of the runway conditions snow or ice make your airport unusable to our fleet of jets. If your runway was around 7000 feet this would provide adequate runway to allow for contaminants such as rain, snow and ice. We operate one of the industries most performance oriented aircraft the Falcon 50EX. Even with this short field performer when your 5000 ft runway gets wet we can't use it.

Extension of the runway will help the local economy as well. With your runway configuration we are limited on Fuel and how far the plane can fly. We might purchase more fuel if the runway allowed us to. You also might benefit from more customers with business jets using the facilities.

We look forward to continued limited use of the airport and would use it more if we had a longer runway. In the previous two years we used the airport seven times and would have used it nine times if the runway was longer. We also were considering a Shuttle operation with daily service last year via a company owned Regional Jet and a longer runway would allow safe all weather operations.

Best of luck with your new plans and study At Qwest Communications you certainly have our support and we hope your study shows that a runway extension would benefit your community.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven W. Bloom", is written over a horizontal line.

Steven W. Bloom
Director Flight Operations



Dear Mr. Eppley:

Flight Options, LLC has recently been informed of the University's efforts to begin the extension of the north runway at the OSU Airport. As a regular user of the facility we are glad to see this project finally come on-line.

Our firm currently operates GIV, Challenger 601, Hawker 800XP/800, Citation X, Citation III, Citation V, CitationJet, Beechjet 400A and King Air aircraft to and from the airport. Our fleet is the second largest fractional fleet at 196 operational aircraft today. These are trips of a variety in nature but mostly used for business purposes. We have had a total of 1458 arrivals and departures from KOSU from January 1, 2002 to today. An average of approximately 3 operations per day, seven days a week. In total in the Columbus area we had 3429 operations in the same period. Our primary concern is that as the needs of our Owners increase, and their flight demands for greater range, we become restricted by the relatively short length of the runway. This is especially cumbersome during the warmer summer months. The additional 1,000 feet would bring additional operational flexibility and increased safety margin under all conditions.

In addition, the longer runway will allow us to better assist the Airport with its noise mitigation efforts. Utilizing the north runway will provide us with the opportunity to traverse less populated areas, while the additional length will allow us to maintain or reach higher altitudes on both approach and departures, respectively.

Your support for this action would be appreciated by Flight Options Owners and pilots as well as all of our operations personnel.

A handwritten signature in cursive script that reads "Tony E. Marlow".

Vice President
Operations Control Center
Flight Options, LLC
Cleveland, OH



Mr. Mike Eppley
Business Development Manager
The Ohio State University Airport
2160 West Case Road
Columbus, Ohio 43235

Dear Mr. Eppley;

As a long-standing tenant at Ohio State University Airport, the Worthington Industries Aviation Department is glad to see the project to extend the North runway finally taking shape.

Our three corporate aircraft make numerous takeoffs and landings at this airport during any given week. With a varied assortment of destinations, our biggest concern is always safety of operation from a 5,000-foot runway, particularly under contaminated runway conditions.

The additional 1,000 feet would most certainly increase our safety margin and our non-stop capability. As a benefit to our neighbors, utilizing the North runway will put our flight path over less populated areas. Our aviation department is looking forward to the day when this long overdue project is completed.

Sincerely,

A handwritten signature in cursive script that reads 'Paul Spreng'.

Paul Spreng
Chief Pilot
Worthington Industries

BOMBARDIER

AEROSPACE

Rick Handschuch

Chief Pilot, Bombardier Flexjet

14651 Dallas Parkway

Suite 600

Dallas, Texas 75254

(972) 720-2635

Fax (972) 720-2643

Rhandschuch@flexjet.com

Dear Mr. Eppley:

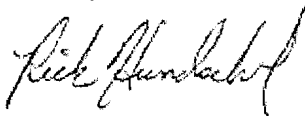
Bombardier Flexjet has recently been informed of the University's efforts to begin the extension of the north runway at the OSU Airport. As a regular user of the facility we are glad to see this project finally come on-line.

Our company currently operates over 100 aircraft (Challenger 604, Lear 60, 45 and Lear 31A) to and from the OSU airport. Our primary concern is that as the distance of our flights increase, resulting in the need for an increased useful load and contaminated runway performance, we regularly have difficulty in departing from your 5000 ft. runway. The additional 1,000 feet would enable us to operate in an unrestricted and safe manner.

In addition, the "new" facility will allow us to better assist the Airport with its noise mitigation efforts. Utilizing the north runway will provide us with the opportunity to traverse less populated areas, while the additional length will allow us to maintain or reach higher altitudes on both approach and departures, respectively.

Please feel free to contact me for any additional information.

Thank you,





May 7, 2001

Ohio State University Airport
Attn: Mr. Doug Hammond
Box 3022
Columbus, OH 43210-0022

Mr. Hammond,

Just a quick note to thank you for meeting with Bill Marx and me regarding current and future hangar issues. We look forward to finalizing a long-term lease to secure Cardal, Inc.'s future at Ohio State University Airport.

As our company continues to grow and our aviation department finds itself flying longer and longer legs, it has become evident that OSU airport and its lack of runway are starting to restrict our ability to reach outlying destinations. In doing so, we are faced with additional operating costs and crew fatigue associated with additional fuel stops. Of all the airports that we frequent, OSU has the most limiting runway.

We understand that initial discussions have begun addressing a longer runway and expanding the north complex. We would greatly appreciate your continued efforts to see that it keeps moving forward. If there is anything we can do to facilitate this process, please feel free to contact me. Your time and effort are greatly appreciated.

Regards,

A handwritten signature in black ink, appearing to read "Mike Moravec".

Mike Moravec
Director of Corporate Aviation
Cardal, Inc.



April 18, 2003

Mr. Mike Eppley
Business Development Manager
The Ohio State University Airport
2160 W. Case Rd.
Columbus, OH 43235

Dear Mr. Eppley:

In the current climate of today's business markets many VIPs, corporate executives and high-level decision makers rely on the safety, convenience and time savings associated with transportation via private corporate aircraft. Corporate aircraft can be seen as business tools that offer exclusive privileges to an elite company of persons who prefer timely personalized service over the systematic hassles and inconveniences of archaic airline transport. I am commenting on this efficient form of travel as I understand that The Ohio State University Airport is considering expansion and this proposed expansion is much needed.

The expansion of the OSU Airport and associated runway would, by all means, be of great service not only to The Ohio State University but also the city of Columbus. This expansion would facilitate additional business for the city and local community and at the same time alleviate congestion at Port Columbus (CMH). By all accounts, the expansion of OSU Airport seems to be a *Win-Win* situation for all parties involved.

With clientele located not only in the Ohio and the Midwest but all over the country, my company, DB Aviation, would be just one of the beneficiaries of this expansion. With an expanded 6,000 ft + runway I would be able to promote *Non-Stop* service to the West Coast on board DB Aviation's Large-Cabin corporate aircraft. This *Non-Stop* service out of the OSU Airport is currently not an option due to inadequate runway length.

Mr. Eppley, as an aviation businessman and person of common sense I hope that I have briefly made my point regarding the obvious benefits of the expansion of The Ohio State University Airport. If I can be of any further help please feel free to contact me at your convenience.

Sincerely,

DB Aviation, Inc.

Matt Harrison

Sales Manager, Charter & Managed Aircraft

W.W. Williams, Company
William C. Romig

May 4, 2003

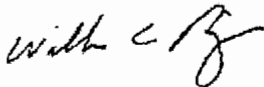
Dear Mr. Hammon:

The W.W. Williams, Co. has recently been informed of the University's efforts to begin the extension of the north runway at The Ohio State University Airport (KOSU). As a regular user of the facility we are glad to see this project finally come on-line.

Our firm currently bases and operates a BE-400A at the airport for numerous weekly business trips. Our primary concern is that as the distance of our flights increase, resulting in the need for an increased useful load, we regularly push the safety envelope of the aircraft when confined to the existing 5,000 foot runway. The additional 1,000 feet would bring us closer to the operating criteria, as defined by both the aircraft manufacturer and the Federal Aviation Administration. It also provides a greater safety margin for landing.

In addition, the "new" facility will allow us better to assist the airport with its noise mitigation efforts. Utilizing the north runway will provide us with the opportunity to traverse less populated areas, while the additional length will allow us to maintain or reach higher altitudes on both approach and departures, respectively.

Sincerely,



William C. Romig
Chief Pilot