

Douglas Hammon

From: Wes Butch [wbutch@dlz.com]
Sent: Friday, December 17, 2004 5:24 PM
To: Douglas Hammon; Albee, William
Cc: Clint Morrow; Jason Whitten
Subject: Re: Stage 2

Doug -

Thanks for this information. Bill and I have had some further discussion about this. Could you please call me on Monday as I have some questions for you about this? Thanks.

Wes

----- Original Message -----

From: Douglas Hammon
To: [Wes Butch](#) ; [Albee, William](#)
Cc: [Clint Morrow](#) ; [Jason Whitten](#) ; [Dean Baeslack](#)
Sent: Friday, December 17, 2004 9:17 AM
Subject: Stage 2

Wes, Bill - I had the opportunity to speak yesterday to one of our tenants, the operator of a Cessna Citation 2 (the oldest aircraft based at the Airport – Stage 3) regarding the Stage 2 issue. He reiterated the comment that I made last week regarding new equipment requirements for many aircraft.

It appears as though the FAA is now requiring all aircraft that fly over 29,000 feet to be equipped with vertical separation indicators (I think this is a new feature associated with transponders) by the end of January 05. He commented that the talk throughout the industry is that many of the operators of older aircraft will "probably" begin to unload their fleet for two reasons:

1. The older aircraft need to fly at the higher altitudes, since they use an excessive amount of fuel at the lower altitudes, thus increasing operating costs; and
2. The upgrade costs roughly \$250,000, which is somewhat high for an aircraft that is worth less than \$750,000.

Next year will really tell how this all shakes out, but you may want to keep this thought in mind as you pursue other projects and similar issues at other facilities.

Doug

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