



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

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May 19, 2005

Mr. David Elder
City of Worthington
6550 North High Street
P.O. Box 480
Worthington, Ohio 43085

Dear Mr. Elder:

Bill Habig has forwarded a copy of correspondence dated May 12, 2005 between you and David Zoll regarding statements attributed to CRAA contained in an October 27, 2004 memo between DEZ and the OSU Airport. This memo was included in the facsimile transmission received from Mr. Habig.

In an attempt to correct some of the inaccuracies contained within that memo, I would like to direct your attention to various statements attributed to the Planning Director for the Columbus Regional Airport Authority (CRAA) contained on the first page, specifically Section 1 d, entitled "Need more backup for dismissing Port Cols and Bolton in EA."

Statement 1: "The Authority is actually taking active measures to remove general aviation traffic from Port Columbus and Rickenbacker."

This statement is incorrect. Please reference the attached excerpt from the Master Plan Update for Port Columbus International Airport (CMH) for statements reflecting the correct policy regarding the location and development of general aviation facilities at CMH.

As you may be aware there are a variety of aircraft types that are included under the term general aviation. They range from small, private single engine propeller aircraft to large multi-engine corporate jet aircraft. Smaller aircraft can decrease airport operational capacity due to their relatively low speed and the required Air Traffic Control separation distance with larger and faster commercial aircraft.

Port Columbus International Airport

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Received
5.19.05.

Rickenbacker International Airport

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Bolton Field Airport

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Columbus, Ohio 43260
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Since completion of the Master Plan in 1999, CRAA has actively supported the development and expansion of corporate general aviation at CMH. Examples include support for Columbus International Air Center in the development and operation of the Million Air FBO (1998-1999), relocation and expansion of NetJets (2000) and the relocation and expansion of Nationwide Insurance flight operations facility (2001).

Statement 2: "The Authority recently removed an entire bank of T-hangars and expects similar events to occur with the remaining two."

Three, 10-unit T-hangars at CMH, originally constructed in the 1950's and in poor condition, were demolished in 1998 to provide space for expansion of the Blue Parking Lot. At the same time, two new 10-unit hangars were constructed adjacent to an existing GA apron in the North Airfield. There are **no** plans or discussions to demolish these remaining T-hangars.

In 1999 three, 10-unit T-hangars were constructed at Bolton Field (TZR) to address demand and provide alternate facilities. The net effect was an increase in the number and quality of available T-hangars at CRAA facilities. Differential pricing exists between CMH and TZR to encourage small aircraft general aviation activity at TZR. Bolton Field was constructed in 1970 as a reliever airport in order to manage general aviation traffic volume at CMH and provide aviation facilities for smaller GA aircraft.

Statement 3: "The only available GA development space at Port Columbus is the site reserved for relocating Lane Aviation."

This is incorrect. The CMH Airport Layout Plan (ALP) currently designates the North Airfield for future general aviation development. The ALP contains provisions for 675,000 sq. ft of hangars and support space and over 27.2 acres of associated apron. Approximately half of that space might be required for a relocation of Lane Aviation. The remaining sites are available for corporate GA development. With the relocation of the AirNet operation to Rickenbacker International Airport, the 34-acre site, which had been reserved for their relocation in the southeast quadrant at CMH, is now available for development.

Statement 4: "Bolton is considering Doug's request for a letter supporting OSU's position in the central Ohio airport system, OSU's relationship to other facilities, and their plans for Bolton Field."

We have no knowledge of such a request.

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Thank you for your consideration of this information. If you have any questions or require additional information, please contact Bernie Meleski at 614-239-4042 or bmeleski@columbusairports.com.

Sincerely,



Elaine Roberts, A.A.E.
President & CEO

ER:sss

cc: **Bernie Meleski**
David Zoll
Bill Habig

(Dobbs) to a site east of the ARFF facility in the Midfield Area. This relocation would permit the expansion of Concourse C described previously. In addition, the master plan update recommendations include reserving a portion of the North Airfield Area for airline support functions, such as aircraft or ground service equipment (GSE) maintenance.

Existing airport support functions, including airfield maintenance, material storage, vehicle maintenance, police training, and landscaping, are currently located in the North Airfield Area. The plan indicates that these functions continue in this area and that some 40 acres in total be reserved for such functions in the future.

Fuel Farm

The existing fuel farm serving the airlines is located on a site directly east of the existing passenger terminal. The master plan recommendations include constructing an expanded fuel farm in the present location and reserving some 1.5 acres for future growth.

The North Airfield Area fuel farm will be activated to support EJA operations. The fuel storage capacity of the farm is sufficient to meet aviation demands for the immediate future. As aviation activity in the North Airfield Area increases because the current fuel farm occupies valuable airfield frontage, the fuel farm should be relocated to a 2-acre tract east of the Airport Maintenance Facility. The relocation should occur when fuel farm expansion is required or when an aviation-related use is identified for the current site.

GENERAL AVIATION FACILITIES

Over the long term, general aviation activity at the Airport is expected to remain relatively stable reflecting increased general aviation activity at Bolton Field and national trends in reducing general aviation training activity at high activity airline airports. In accordance with the recommended plan, future general aviation basing activities should be located in the North Airfield Area. The Master and Land Use Plan reserves sufficient property in this area to accommodate the needs of both commercial and noncommercial general aviation activities.

The master plan update also preserves the current T hangar facilities in the North Airfield Area. However, in accordance with Authority policy to encourage small private aircraft activity to relocate to Bolton Field, expansion of these facilities is not recommended. In addition, provision is made in the plan to accommodate future on-Airport corporate general aviation activities (e.g., Executive Jet Aviation, Lane Aviation, and Nationwide Mutual Insurance) in the North Airfield Area. The plan for the North Airfield Area recognizes that general aviation facilities and services would be relocated, as required, from the Midfield Area.