REPORT

OF THE

OSU AIRPORT DEVELOPMENT ADVISORY COMMITTEE

JUNE 1984
The OSU Airport Development Advisory Committee  
Box 3022  
Columbus, Ohio 43210

Dean Donald D. Glower  
College of Engineering  
The Ohio State University  
2070 Neil Avenue  
Columbus, Ohio 43210

Dear Dean Glower:

The Ohio State University Airport Development Advisory Committee is pleased to submit herewith the Report of its effort to study the role and mission of the OSU Airport in the University and community, with a view toward what direction it should take through 1993. Throughout the one year Committee effort, we have been impressed with the quality of the OSU Aviation Program, and the faculty, staff, and employees who are responsible for it. We are convinced the OSU Aviation Program will produce the graduates who will become the professionals managing tomorrow's National Aviation System, and that the OSU Airport will play an important and expanded role in that education as a learning laboratory for students in Aviation.

Future OSU Airport business, operations, and development decisions should be made primarily because of the benefit which will accrue to the teaching and research missions of the University. However, a need to serve the public as a major airport facility and to generate revenues to maintain and improve the facility must also be important considerations.

Our studies convince us the OSU Aviation Program is without a doubt the most prominent collegiate aviation program in the nation. Having a large and active airport as an integral part of the program makes it unique, and a national resource for producing knowledgeable aviation graduates.

The Committee was pleased to have an opportunity to serve you in this important examination of the role and mission of the OSU Airport. We look forward to your acceptance of our Report.

Very truly yours,

J. Robinson McCormick, Chairman  
OSU Airport Development  
Advisory Committee

JRM:ja
EXECUTIVE SUMMARY

The OSU Airport Development Advisory Committee was convened by the Dean of the College of Engineering in May 1983 to examine the Airport's relationship to the University and the community with a view toward what direction it should take through 1993. Committee membership was composed of twelve representatives from the community, five from the OSU administration, and three faculty.

Several meetings of the full committee and its three subcommittees were held. Numerous documents were developed and reviewed. Issues were considered and debated.

Among collegiate aviation programs, the national prominence of the OSU program in preparing young persons to become the professionals who will manage tomorrow's safe and efficient National Aviation System was noted. The role of the OSU Airport as an integral part of the aviation teaching and research programs was recognized. Recommended role and mission, and associated policy statements, were developed. A set of findings and recommendations was presented, which concluded that the University should continue the ownership and development of the OSU Airport as a viable component of its teaching, research, and service missions and as a legitimate income producing auxiliary enterprise.
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INTRODUCTION

In order to examine the relationship of The Ohio State University Airport to the University and the community, on May 16, 1983, College of Engineering Dean Glower convened an OSU Airport Development Advisory Committee (OSU ADAC). The purpose of the OSU ADAC has been to study the role and mission of the OSU Airport in the University and community, and to prepare a written report for the Dean of the College of Engineering containing findings and recommendations with a view toward what direction the OSU Airport should take through 1993.

To conduct the business of the OSU ADAC Airport Study Project, the Full Committee was organized into three Subcommittees, as shown in Appendix A. Committee membership, including the affiliation of each member, is also presented in Appendix A.

In developing this final report, and arriving at a reasoned set of findings, both the Full Committee and its Subcommittees met several times, and requested and reviewed numerous documents, shown in Appendix B.

This report represents the culmination of the efforts of the OSU ADAC Airport Study Project. The following sections present a brief background of the development of OSU Airport to date and its relationship to the teaching and research programs, a discussion of the Committee's deliberative process, statements of the recommended role and mission of the OSU Airport in the University and in the community, and a set of findings and recommendations.
BACKGROUND

It has been estimated that there are more than twelve million students enrolled in the nation's over three thousand junior colleges, colleges, and universities. The Collegiate Aviation Directory lists more than four hundred regionally accredited colleges and universities reporting some type of aviation involvement. Of these four hundred institutions, some one hundred offer degree programs in aviation. The aviation involvement spans a spectrum from a single course offering to a fully developed aviation program such as that at Ohio State. It is estimated that fewer than two dozen of these institutions own and operate an airport facility. The OSU Airport facility is considered to be the foremost collegiate airport facility in the nation.

Further, the aviation program at Ohio State is considered the preeminent collegiate aviation program. All of the necessary elements for assuring the continued leadership position of the OSU Aviation Program exist at Ohio State: students, faculty and staff, academic and research programs, physical facilities, including a large, active airport serving as a learning laboratory for its students, and a large alumni base who can be identified. The OSU Airport can play an increasing role in the future in supporting and enhancing the OSU aviation program. A summary of the elements of the OSU Aviation Program, including the OSU Airport, is presented in Appendixes C, D, E, F, and G.

The commitment of the University to an aviation program and an airport is traced in ADAC Document 07. In 1942 the Board of Trustees established the policy of developing a comprehensive program of aeronautics at The Ohio State University, and saw fit to undertake the construction of an airport because of the importance of aviation then and its potential for the future.
Prior to 1959, the OSU Airport was not open to the public and was operated as a privately owned facility solely for the benefit of the University. The adoption of an OSU Airport Master Plan by the Board on January 12, 1959, paved the way for receiving federal aid to airports funds. On November 19, 1962, the University applied for its first Federal grant to extend the length of the newly constructed east-west runway from 3,000 feet to 5,000 feet. From acceptance of the first Federal grant, the Airport was required to operate as a public use facility.

The Board's 1942 commitment to an aviation program was reaffirmed in 1963 when the Board resolved that the continued operation of the OSU Airport for purposes of teaching, research and public service contributes materially to the achievement of the University's objectives, and the Board intended that the OSU Airport remain as a permanent part of the University's facilities and operations. In 1982, the Board observed that the University owns and operates an airport facility to further enhance the nationally renowned teaching, research and service missions of the Department of Aviation.

In addition to the highly supportive position of the Board of Trustees with respect to OSU Airport, an OSU Special Study Committee on Aviation reported in 1962 that the operation of the OSU Airport is legitimate and that it be carried on openly as an income producing University service.

OSU Airport has become a leading airport facility in the local community, state, and nation. It is the major Columbus area reliever airport. It serves individuals, businesses, and organizations requiring transportation by general aviation airplane to and from the northwest quadrant of the Columbus metropolitan area.

As an airport facility, OSU Airport is unique in several ways. It is a
University owned and operated facility. All of the aeronautical services on the Airport are provided exclusively through the Department of Aviation, which is responsible for managing and operating the Airport. It is a public use, Federal aid airport. The Airport is expected to be financially self-supporting. The rapidly changing nature of land use around the Airport is of concern, because of the need for new land development to be compatible with a nearby airport. The character of OSU Airport has changed significantly in recent years in that the majority of its revenues are now generated by the business and corporate customer instead of the personal airplane owner.

In 1983, the FAA inventoried 16,029 landing facilities in the nation. In terms of takeoffs and landings, the OSU Airport ranked in the top 30 among the 15,620 which did not receive scheduled air carrier service. Of those airports having an airport traffic control tower, OSU Airport ranked in the top 100. In Ohio, OSU Airport is the most active non-airline airport, and third most active overall of the state's 777 airports.

OSU Airport serves as the administrative home for the Department of Aviation, which is responsible for the aviation teaching and research programs at the University. The Airport serves as a learning laboratory for students seeking aviation academic credit and aviation majors. Many of these students are employees involved in the many facets of the operation and management of the airport and the flight operations and training activity. Approximately 200 students are majoring in aviation at Ohio State, and the OSU Airport is a valuable part of their learning experience.

A summary of the components of the OSU Aviation Program is presented in Appendix D. For the first thirty-five years of the Academic Program in Aviation (1945-1980) only elective courses were offered to students regardless of their declared major. The potential of the OSU Aviation Academic Program has begun
to be realized by the development of three new major programs within the past four years. During 1980-81, fewer than ten students enrolled in the aviation Management Special Area major of the College of Administrative Science. Since then, a new B.S. in Aviation has been established in the College of Engineering (March 1981), and a Major in Aviation through the Colleges of the Arts and Sciences (April 1982). During 1983-84, the number of students majoring in aviation grew to almost two hundred.

The Department of Aviation and OSU Airport represent an important resource responding to the aviation needs of the University, students, faculty and administration, and the community, state, and nation, in preparing students with a foundation upon which to develop and function as the professionals responsible for tomorrow's safe and efficient National Aviation System.
DISCUSSION

The first Full OSU ADAC Meeting was held on June 10, 1983. This was an organizational meeting and a review of ADAC Document 01, Descriptive Profile, was accomplished. Subcommittee assignments and chairmen were selected. (Refer to ADAC Document 06.) The deliberative process had begun. Early efforts of the Committee were directed toward familiarization with the scope of activity at the OSU Airport and within the Department of Aviation. The OSU Airport Master Plan documents were reviewed, and the OSU Airport Rules and Guidelines pertaining to instruction at OSU Airport were examined.

It was decided to trace the history of OSU Airport through the minutes of the Board of Trustees, and through a search of materials in the Archives. This review demonstrated the continuing commitment of the Board of Trustees to OSU Airport as a viable component of the University's teaching, research, and service missions. The Committee examined the interests influencing development and/or operations at OSU Airport, and the application of Federal exclusive rights policies to airport activities. The financial aspects of OSU Airport were studied and an examination was made of sources and uses of funds, the operating budget, and the financial contribution of OSU Airport to the University academic, research, and service missions.

A quick reference matrix was developed illustrating the relationship of OSU Airport to the University missions, which also provided a basis for the Airport development scenarios (ADAC Document 15). Some twenty-one different issues were discussed and debated. Draft statements of fact, role and mission, and policy were reviewed and modified. Three scenarios were determined for Airport Development, and teaching and research: Status Quo, Modest, and Aggressive.

An opportunity for public comment was provided during March 1984, through
public notification of an invitation by the OSU ADAC to comment on the role and mission of the OSU Airport in the community. An invitation was also extended to Department of Aviation/OSU Airport faculty and staff to comment on the role and mission of the Airport in the University.

The efforts of Subcommittee A dealt with the Airport's relationship to the University missions of teaching, research, and service. The Committee concluded that teaching and research considerations should be paramount in explaining the University's continued involvement in operating and managing OSU Airport. Teaching and research should be the forcing functions which drive Airport development needs. It was observed that Airport development has and should continue to satisfy the following three needs: (a) satisfy teaching and research requirements, (b) respond to community needs for related services, and (c) generate adequate revenues to meet expenses associated with maintaining and developing the Airport facilities.

The efforts of Subcommittee B concerned the Airport physical facilities. The committee dealt primarily with becoming acquainted with and understanding the nature and scope of activities served by the Airport; its capacity to serve the demands placed upon it by the University, the FAA, and all facets of the aviation community; the projected capability of the Airport to continue to meet future demands; its relationship within the University community and the northwest Columbus communities; its impact upon those communities; the impact of the communities on the Airport.

Subcommittee C was concerned with OSU Airport business and financial management. It reviewed the OSU Airport budget for FY 1983-84, and examined the long and short term capital needs for the Airport. The matter of the University Administration's expectation with regard to the Airport's ability
to generate revenue was also considered. Significant long term capital needs were identified. Sources of revenue were also examined. The issue of the true value of the OSU Airport land was addressed. It was also concluded that there is a need for a more formal internship/coop program on OSU Airport to enhance the use of the Airport as a learning laboratory for aviation students.

All Subcommittees reviewed the same list of issues, and examined the same scenarios and draft statements of fact, role and mission, and policy. It was concluded that many of the issues concerning the management and operation of the OSU Airport and the role and mission of OSU Airport in the University and community, are indeed complex. This Report however, endeavors to distill these complexities and summarize them in an essential set of findings and recommendations.
RECOMMENDED ROLE AND MISSION
OF THE OHIO STATE UNIVERSITY AIRPORT

RECOMMENDED ROLE AND MISSION STATEMENT:
OSU AIRPORT IN THE UNIVERSITY

The role and mission of the OSU Airport shall be to serve the teaching and research missions of the University by:

1. Providing a learning laboratory for aviation students seeking to become the professionals who will operate the National Aviation System of the future. The University through its Department of Aviation, will continue to offer at OSU Airport as many of the aeronautical services as possible, exercising its exclusive rights, in order to maximize experiential opportunities for aviation students in terms of student jobs and internships, and to protect its revenue generating potential.

2. Providing a land area for airport and community compatible land uses by the University which supports the academic and research needs of the University in academic areas other than Aviation. This includes, but is not limited to, the OSU Airport site for an OSU Research Complex.

3. Providing a financial resource to augment a quality academic and research program in Aviation. It is appropriate that part of the OSU Airport budget may be assigned to augment allocated University funding, to permit the Department of Aviation to enhance the quality of its program in aviation teaching and research, and to maintain its position of prominence among institutions of higher learning having aviation programs.
RECOMMENDED POLICY STATEMENTS CONCERNING
THE ROLE AND MISSION OF THE OSU AIRPORT IN THE UNIVERSITY

1. The income resulting from the operation of the OSU Airport shall be applied to:
   *
   * Augment, in addition to allocated University funding, the Department of Aviation teaching and research programs in order to assure a quality education of tomorrow's aviation professionals, and maintain the national prominence of the OSU Aviation Program.
   *
   * Acquire the facilities and equipment necessary for the maintenance and operation of OSU Airport, in order to assure that it is maintained in a safe and serviceable posture, consistent with the requirements of the FAA Airport Improvement Program Grant Agreement Assurances.
   *
   * Satisfy the needs of the University to have its revenue generating entities conduct themselves as self supporting enterprises without financially burdening the University, and pay a fair share of University indirect costs.

2. It is recognized that in order to satisfy the needs outlined in statement of policy 1 from OSU Airport revenues, it will be necessary for the OSU Airport management to respond to the reasonable demands of the community (both the local and the aviation communities) for aeronautical services consistent with the character of OSU Airport.

3. Operation of the OSU Airport by the Department of Aviation is appropriate, and it is legitimate that the OSU Airport operation be carried on openly as an income producing entity of the University.
4. It is important that the OSU Airport be a good neighbor and sensitive to the concerns of the surrounding community with respect to noise, safety, and expansion of activities. However, its response posture shall be reasonable. When the academic and research needs of the University influence the operational nature of the OSU Airport, these needs may prevail over the concerns of the immediate surrounding community. When the greater community needs influence the operational nature of the OSU Airport, these needs may prevail over the concerns of the immediate surrounding community. Safety will continue to be a primary consideration in decisions affecting the operational nature of OSU Airport, and will not be compromised by a need.
RECOMMENDED ROLE AND MISSION STATEMENT:
OSU AIRPORT IN THE COMMUNITY

The role and mission of the OSU Airport shall be to serve the air transportation needs of the local community, state, and nation, by:

1. Responding to the reasonable needs of the local community, state, and nation for an airport facility and aeronautical services in the north-west quadrant of the Columbus metropolitan area.

2. Serving as the nucleus of the land area of airport and community compatible land use satisfying the needs of the University, and to the extent possible, compatible with the developing land uses adjoining University property.

3. Serving as the site of instructional services provided to University students and citizens of the community.

RECOMMENDED POLICY STATEMENTS CONCERNING THE ROLE AND MISSION OF THE OSU AIRPORT IN THE COMMUNITY

1. The operation and management of OSU Airport is a legitimate public service function of the University.

2. Further development of the OSU Airport, both in terms of facility and services, shall be limited to the reasonable demands placed upon it from the various interests influencing the development and/or operation of OSU Airport.

3. The pricing of aeronautical services provided by the OSU Airport shall be such that the OSU Airport can be operated efficiently as a self supporting entity.

4. The University, through OSU Airport Management, may promulgate and enforce rules and regulations to protect revenue sources resulting from the exercise of the OSU Airport's exclusive right to provide aeronautical services.
FINDINGS AND RECOMMENDATIONS

1. The Ohio State University should continue the ownership and development of the OSU Airport as a viable component of its teaching, research, and service missions, and as a legitimate income producing auxiliary enterprise of the University.

2. OSU Airport should become an even more integral part of the aviation teaching and research programs.

3. The Department of Aviation, because of its long experience and expertise, should continue to be the responsible organization to manage and operate OSU Airport, and to assure a continued link between the Airport and the University's teaching and research missions.

4. The Department of Aviation should define a formal internship/cooperative education program which identifies present and prospective student employment opportunities on OSU Airport to maximize the potential for the use of OSU Airport as an aviation learning laboratory, and to influence future Airport development to this end.

5. Through designated cost centers, a reasonable proportion of OSU Airport revenues should be used to augment the aviation teaching and research programs.

6. Alternative sources of outside funding for OSU Airport development and operation should be identified and sought.

7. The University, through its Department of Aviation, as a public agency that owns and operates a public airport, should continue to provide as many of the aeronautical services as it can, rather than contracting for services, through the exercise of the "proprietary exclusive" policy provided for by the Federal Aviation Administration, in an effort to protect its revenue producing capability.

8. The Department of Aviation should perform a determination of the future high capital needs for the repair and maintenance of the OSU Airport facility and equipment.

9. OSU Airport facility expansion, rates and charges, and the offering of additional aeronautical services to the public, should be determined on the basis of the contributions which can be made to the University teaching and research programs, and the capital needs of the Airport.

10. University owned property contiguous to the OSU Airport should be retained and developed compatibly with the adjacent airport use, consistent with the University's teaching and research missions.

11. Within the OSU Airport perimeter fence, aeronautical services which provide a revenue to the Airport should be permitted if they meet the requirements and high quality standards set by the University, contribute to the teaching or research missions of the Department of Aviation, and do not compete with those aeronautical services which OSU Airport chooses to provide through the exercise of its proprietary exclusive rights.
12. Within the OSU Airport perimeter fence, nonaeronautical services which provide a revenue to the Airport should be permitted if they meet the requirements and high quality standards set by the University, contribute to the teaching or research missions of the University, and do not compete with those nonaeronautical services which OSU Airport chooses to provide.

13. Any service operating on OSU Airport should be in the best interests of the University, community, and the public.

14. The University should pursue the development of the OSU Airport Research Complex Alternative Site Plan.

15. As a service to the community, air taxi operators should be permitted to be based on OSU Airport if they meet the requirements of Federal Aviation Regulations (FAR) Part 135, the requirements and high quality standards set by the University, and contribute to the teaching and research missions of the Department of Aviation.

16. Air carrier service under FAR Part 121 should not be provided at OSU Airport through the end of the study period considered, 1993.

17. The OSU Airport Development Advisory Committee should be discharged upon acceptance of this report by the Dean of the College of Engineering.
OSU AIRPORT DEVELOPMENT ADVISORY COMMITTEE
AIRPORT STUDY PROJECT

Document 06
Committee Membership Summary
May 1984

General Chairman: McCormick

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Convener: Glower

Subcommittees:
A. Airport Relationship to University Missions: Teaching, Research, Service
B. Airport Physical Facility
C. Airport Business and Financial Management

(d) = deceased   (r) = resigned from Committee Feb 20, 1984.
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AIRPORT STUDY PROJECT
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Responsibility:  C = Chapman,  N = Newstrom,  W = Weislogel,  G = Grosh
Abbreviations:  D = Draft
## OSU AIRPORT DEVELOPMENT ADVISORY COMMITTEE

**AIRPORT STUDY PROJECT**

Document 00

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OSU AIRPORT is owned and operated by The Ohio State University. It serves the teaching, research, and public service functions of the University. One of the top twenty-five general aviation airport facilities in the United States, based on traffic activity, it continues to rank as the third busiest airport in Ohio, annually averaging about 200,000 takeoffs and landings.

The airport has four runways, the longest having a length of 5,000 feet, which can accommodate the largest airplane in the business aviation fleet.

An all weather facility, OSU Airport has complete instrument landing capability and is open twenty-four hours a day, year-round. A Federal Aviation Administration air traffic control tower operates between the hours of 7:00 a.m. and 11:00 p.m. daily.

Ample and convenient aircraft parking is available as well as overnight hangaring. At present, about three hundred aircraft are based at the airport, representing various state agencies, numerous private aircraft and over thirty-five corporations, in addition to the aircraft operated by OSU in its teaching and research activities.

Aircraft and avionics service is available through the University aircraft maintenance shop, an FAA certified repair station for both airframe and engine repair as well as aircraft electronics and radio service. Other airport services include a restaurant, open from 8:00 a.m. to 3:00 p.m. weekdays (flight catering available), a pilot shop featuring a complete selection of aeronautical charts, pilot supplies and gift items, rental cars, and meeting areas.

Public safety services include a fire-crash-rescue facility manned twenty-four hours a day by the City of Columbus, serving both the airport and the surrounding community. An office is staffed by The Ohio State University Police Department at the airport.

The Ohio State University Airport is an excellent gateway to the northwest Columbus metropolitan area and plays a key role in serving the community's air transportation needs.

For further information concerning OSU Airport, please contact: Assistant Director – Aviation Services, The Ohio State University Airport, Box 3022, Columbus, OH 43210. Telephone: (614) 422-1606.

For information concerning the academic program, please contact: Chairman, Academic Committee, Department of Aviation, The Ohio State University, Box 3022, Columbus, OH 43210. Telephone: (614) 422-1116.
Having a comprehensive collegiate aviation program of considerable scope, Ohio State offers a variety of specific programs to those interested in its teaching and research functions, and services to those who wish to use its aviation facilities. Aviation at Ohio State includes three academic majors, research on real aviation problems, the operation and management of a university air transportation service, and a major general aviation airport facility.

College credit courses in aviation have been offered since 1945, and some 20,000 students have enrolled in Ohio State's classroom and flight laboratory courses. Ohio State is graduating aviation students today who will become the professionals responsible for tomorrow's safe and efficient National Aviation System.

**ACADEMIC PROGRAMS**

**Bachelor of Science in Aviation**

Offered through the College of Engineering, the BS in Aviation is designed for students interested in a program containing a strong engineering science and analysis component in preparation for a professional career in aviation.

In order to provide the student with the analytical skills which can be applied to the solution of high technology aviation problems, the curriculum contains an engineering science and analysis component, in addition to the Engineering Freshman Program. Other components of the program include principles of transportation management, aviation, and a technical elective grouping which permits the student to pursue some degree of specialization in his program of study. Although based upon the fundamentals of engineering, the BS in Aviation is not considered an engineering degree.

Approved technical elective groupings include: aeronautical science, aviation education, aviation systems, atmospheric sciences, avionics, computer and information science, communications, flight, human factors, industrial relations, insurance, marketing, aerial remote sensing, and transportation and logistics.

With some additional coursework, certain BS in Aviation students will satisfy the Federal Aviation Administration Airway Science Curriculum, which will accord graduates eligibility for, and high ranking on, the Airway Science employment register in one of the following areas: Aircraft Systems Management, Airway Science Management, Airway Electronic Systems, Airway Computer Science.

**Aviation Major**

Designed to prepare students for professional positions in aviation for which a liberal arts background is more appropriate, the Major in Aviation through the Colleges of the Arts and Sciences leads to a BS or BA depending upon a student's particular interest and the Area of Concentration selected. Persons who have developed a broad view of man and his relationship to society, institutions, and systems, will continue to play an important role in the evolution of the aviation system.

The Aviation Major consists of the following components: Liberal Arts Requirements, Elective Courses, Prerequisite to Major Program, Aviation Science Core, and a Concentration Sequence. A student will choose one of the following Concentration Sequences: Aeronautical Science, Atmospheric Sciences, Communication, Psychology, or Transportation.

**Aviation Management Special Area**

As preparation for professional positions in aviation for which a background in business management principles is needed, the Aviation Management Special Area is offered through the College of Administrative Science. Persons who understand how to manage the various aspects of a business enterprise will continue to make important contributions to the aviation system. The program satisfies the requirements for a BS in Business Administration degree and in addition contains aviation, transportation economics, and logistics courses.

**Flight Instruction**

Any Ohio State student, regardless of academic major, may enroll in Aviation classroom and flight laboratory courses as electives. Operating a fleet of twenty airplanes and three flight simulators, approximately ten thousand hours are flown in flight instruction annually. Students may obtain the following airman certificates and ratings: Private Pilot, Commercial Pilot, Airline Transport Pilot, Flight Instructor-Airplane Single Engine Land, Flight Instructor-Airplane Multiengine Land, Flight Instructor-Instrument, Instrument Rating, Multiengine Rating.

For further information concerning the academic programs, please contact: Chairman, Academic Committee, Department of Aviation, The Ohio State University, Box 3022, Columbus, OH 43210, Telephone: (614) 422-1116.
AVIATION RESEARCH

Low speed aerodynamics, flight simulation, in flight decision making, cockpit resource management, cockpit displays, airman operational profiles ... These are the areas of aviation research being pursued actively by faculty and students of the Department of Aviation at The Ohio State University.

The Department has a demonstrated competence in aviation research, having accomplished some fifty projects for industry and government since 1960.

The very nature of the complex and dynamic National Aviation System requires a wide range of disciplines for solutions to research problems. As a large multidiscipline University, Ohio State has a wide range of diversified talent and facilities from which to draw. The Department of Aviation cooperates in multidisciplinary aviation research involving other University departments, including: Aeronautical and Astronautical Engineering, Electrical Engineering, Industrial and Systems Engineering, and Psychology.

Low speed aerodynamic and propeller research is conducted in an airplane “Flying Laboratory” equipped with a portable 32-channel digital computer and data acquisition system. Aviation human factors and flight training research is conducted in the Aviation Psychology Laboratory. The function of these facilities is to provide a unique interdisciplinary educational opportunity for students in the behavioral and engineering sciences and to research real problems in the field of aviation.

An Advanced Flight Simulation Laboratory features a T-40 twin-jet cockpit simulator of an Air Force T-39 and its civilian version, the Sabreliner. This simulator is being interfaced with a computer providing the capability for real-time computer generated display systems, cockpit voice response systems, collision avoidance systems, augmented control systems, and advanced cockpit management systems. The facility also includes a Singer/Link GAT-1, a special purpose visual display system, a DEC PDP 11/34 minicomputer, and two tactual display systems.

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Land adjacent to the airport is one of two sites under consideration for the location of an Ohio State University Research Complex.

FLIGHT TRAINING CLINIC

Ohio State serves the non-University community aviation education needs through the Flight Training Clinic (FTC). As a public service, FTC provides flight and ground instruction to persons who do not wish to enroll in the University for college credit. A complete range of pilot certification courses is available.

For further information concerning the FTC, please contact: Manager, Flight Training Clinic, Department of Aviation, The Ohio State University, Box 3022, Columbus, OH 43210. Telephone 422-1400.

For further information concerning OSU Airport, please contact: Assistant Director—Aviation Services, The Ohio State University Airport, Box 3022, Columbus, OH 43210. Telephone: (614) 422-1606.
DEPARTMENT OF AVIATION
DESCRIPTIVE PROFILE

TEACHING

1. Major programs: B.S. in Aviation (62 declared majors)
   College of Engineering
   (includes FAA Airway Science Curriculum)

   Major in Aviation (106 declared majors)
   Colleges of the Arts and Sciences

   Aviation Management Special Area (13 declared majors)
   College of Administrative Science

2. During 1983-84, 1283 students enrolled in aviation courses, including 1172
   classroom and 111 flight laboratory students.

3. Seven regular faculty members.

4. Fourteen airplanes owned and operated by the University, eleven single engine,
   three multiengine airplanes.

5. Five flight simulators, including one twinjet simulator.

6. Approximately 4,500 hours flown annually in the academic flight program, and
   approximately 700 hours of simulator utilization.

7. Allocated budget approximately $225,000.

RESEARCH

1. Since 1961, some fifty funded aviation research projects have been accomplished.

2. Aviation research areas include airman education, general aviation operations
   and flight research, visual flight simulation, and aviation human factors.

3. In conjunction with Aeronautical and Astronautical Engineering, the following
   facilities are operated:
   Advanced Flight Simulation Laboratory
   Instrumented Flight Research Aircraft

4. In conjunction with Psychology and Industrial and Systems Engineering, the
   Department of Aviation is responsible for the Aviation Psychology Laboratory.

SERVICE-FLIGHT TRAINING CLINIC

1. Flight training services are offered to the general public as an extension of
   the University teaching program. Both ground school and flight training
   courses are offered.
2. Some 4,000 hours of instruction are flown annually in the flight training clinic, and approximately 500 hours of simulator utilization.

SERVICE-AIR TRANSPORTATION SERVICE

1. Two aircraft owned by the University operated in an Air Transportation Service: One Beechcraft King Air B200, and one Piper Aztec.

2. Annual utilization presently at a level of approximately 250 trips, 500 flight hours, 800 passengers, and 170,000 passenger miles.

SERVICE-AIRPORT

1. Operating Budget approximately $4,230,000.

2. Most recent FAA Airport Improvement Program project value $800,000.

3. Third most active of Ohio's 777 airports following Cleveland Hopkins and Port Columbus.

4. Most active non-airline airport in Ohio, with a takeoff or landing, on the average, of about every two minutes, between 7AM and 11PM.

5. Of the 16,029 landing facilities inventoried by the FAA in 1983, OSU Airport ranks in the top thirty in takeoffs and landings among the 15,620 which do not receive scheduled air carrier service. It also ranks among the top one hundred airports having an airport traffic control tower.

6. Approximately 300 aircraft based on the Airport.

7. Since 1963, the Airport has received some four million dollars in federal airport aid.

8. The Airport consists of approximately 500 acres within the perimeter fence, and an additional 800 acres of OSU land immediately adjacent to the perimeter fence, some of which is being considered as a site for the OSU Research Complex.

9. Approximately 60 acres of runways, taxiways, aprons, and parking areas.

10. Presently no commercially operated activities on OSU Airport, and the business of the Airport is operated and managed by the Department of Aviation through some fifteen cost centers, each of which has a budget.

11. Approximately one hundred University employees on OSU Airport, consisting of about sixty part-time and forty full-time employees. Of the approximately sixty part-time employees, approximately two-thirds are OSU students.

12. Financially speaking, OSU Airport is self-supporting.
DEPARTMENT OF AVIATION
MISSION STATEMENT

1. The Department of Aviation is an academic department within the College of Engineering.

2. Its TEACHING MISSION is to provide a baccalaureate education to persons pursuing careers in the field of aviation. The Aviation academic program will prepare a student with the foundation upon which to develop and function as a professional in the National Aviation System.

3. Its RESEARCH MISSION is to conduct research on real problems concerning the safe and efficient operation of aircraft in the National Aviation System. Undergraduate Aviation students, and graduate students, will be provided an opportunity to participate in aviation research projects.

4. Its SERVICE MISSION is to:

   (1) Serve the Community, State, and Nation, through faculty participation in matters concerning aviation.

   (2) Serve the University, through the management and operation of an Air Transportation Service.

   (3) Serve the Department, University, Community, State, and Nation, through the management and operation of The Ohio State University Airport.

   (4) Serve the aviation Community, by providing flight instruction services through the Flight Training Clinic.

Adopted by the Department of Aviation Faculty at the Faculty Meeting on February 7, 1984.

Stacy Weislogel, Chairman
Ohio State gets $10 million gift to upgrade Don Scott Field

By Tim Feran
The Columbus Dispatch • Thursday July 23, 2015 5:34 AM

The Ohio State University Airport will get $10 million to upgrade its facilities over the next five years, thanks to a donation from the Austin E. Knowlton Foundation.

The airport, also known as Don Scott Field, opened in 1942 and basically hasn’t changed in 50 years. It needs improvements in order to maintain the airport’s aviation education and research facilities, as well as its terminal, said David B. Williams, dean of the OSU College of Engineering.

The gift will allow Ohio State “to utilize Don Scott Field as it was originally intended — training pilots, advancing aviation innovation and serving the needs of a growing region,” Williams said.

More than 500 students a year use the airport to pursue aviation degrees, train for professional pilot certifications, perform federally sponsored research and engage in community-outreach programming.

The Knowlton Foundation, named after Columbus construction magnate and OSU alumnus Austin E. “Dutch” Knowlton, has a long relationship with Ohio State. In 1994, the university renamed its school of architecture the Austin E. Knowlton School of Architecture after Knowlton donated $10 million for a new building for the school.

The foundation has been interested in working with the airport for some time because of Knowlton’s “lifetime passion for aviation,” said Knowlton Foundation trustee Eric Lindberg.

Knowlton, who died in 2003, was owner and chairman of the Knowlton Construction Co., as well as co-founder of the Cincinnati Bengals.

He became interested in aviation in the 1960s, acquired a Beech dealership and began using business aircraft to travel between construction sites. In the 1970s, he operated an air charter company.

“Mr. Knowlton understood the vital importance of aviation as a part of the infrastructure of the American economy and loved Ohio State,” Lindberg said. “So this grant is a great combination of his passions, and he would be proud to see his foundation supporting such an important project.”

Over the next couple of years, the university will develop plans for new hangars, research labs, classrooms and state-of-the-art flight simulators, then will begin construction, Williams said. Ohio State officials plan to meet with community, civic and corporate leaders to go over initial plans for the Austin E. Knowlton Aviation Learning Center and Executive Terminal.
In addition, the university also intends to construct new aircraft hangars and support facilities for Ohio State's flight-education fleet, as well as for private aircraft. Don Scott Field is used by such local companies as Cardinal Health, Worthington Industries and DLZ, as well as by MedFlight critical-care helicopters, U.S. Army Reserve paratrooper training and State Highway Patrol aviation operations.

tferan@dispatch.com

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