

AIRPORT: *New runway would solve noise, safety issues*

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allow Don Scott to shift some takeoffs and landings of larger corporate jets, which are now limited to using the 5,000-foot-long south runway.

Such aircraft must start their landings over Riverlea and Worthington, Hammon said, and that's not an ideal due to noise and safety issues.

"Those are high-population areas," he said. "We want to move traffic away from those neighborhoods and try to minimize its impacts. It's a real big issue."

"There's been a lot of growth around the airport. Unfortunately, most of it is residential growth. It's not a good mix," Hammon said. "We're dealing with it the best we can."

The longer north runway, he said, will use the Route 161 corridor for flight paths, steering bigger planes away from residential neighborhoods.

"There will be added safety for those planes," Hammon said. "It will give them more takeoff distance when it's hot and humid in the summer. On icy days, there will be more room for them to sit down and stop."

Expansion of the north runway also fits with the airport's exploration of creating a corporate air park on the north side of the complex, he said.

There, companies could have their own hangars - and private access to them.

Airport administrators will talk with

OSU officials this summer on the best way to pursue the air park idea, Hammon said. The university may take on the project, he said, or contract with a private company to develop it.

"Hopefully, we can get with the business community and say, 'Here it is and how much do you want to be part of it,'" he said.

OSU airport is also moving forward with design work on two new T-hangar complexes and a corporate aircraft hangar.

Construction on the T-hangars should be completed this year, Hammon said. The corporate hangar is scheduled to be finished in 2004.

At a combined cost of \$7.86 million, the additional hangars are needed to help reduce a waiting list of owners of propeller-driven planes and corporate aircraft.

Don Scott is home to 230 aircraft and handles an estimated 120,000 flight operations a year, said Mike Eppley, the airport's business development manager. The flights include corporate trips, student training and pleasure flying.

"OSU Airport ranks fourth in Ohio in



The first phase of the airport project will cost OSU \$8.4 million.

the number of takeoffs and landings behind Cleveland Hopkins, Port Columbus and Dayton," he said, "and 180th out of 403 towered airports nationally. We serve as a general aviation reliever for Port Columbus."

Don Scott is popular with Central Ohio corporate fliers, Eppley said, because it is within a

two-hour flight of 60 percent of the nation's population, manufacturing sites and purchasing power.

Hammon said about half the north runway extension is scheduled as part of phase one of the capital improvements program. The second phase will include that runway's completion, as well as repaving the remaining taxiways.

The third phase will involve the repaving of the south runway. That work will not start until the north runway is completed, Hammon said, to avoid service interruptions.

A grant from the Federal Aviation Administration will pick up \$7.56 million of the cost of the first phase, OSU officials said. The other \$840,000 will come from Ohio State's College of Engineering.