



THE OSU AIRPORT NEWS

Volume 7, Issue 2

February 2007

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Flight School Opens House to Prospective Students



Freshman Maggie Ho hasn't declared her major but is enrolled in Aviation 310, Private Pilot Fundamentals, and is looking forward to continuing study in Aviation. Her enthusiasm for flying was evident as she and her friend, Bridget Chan, an Aviation Management major, examined the Piper Arrows on display at the first Department of Aviation Open House and Celebration. Department faculty and staff hosted the gathering of about 80 people on

Saturday, January 27, 2007, in Hangar 5. "We want to make sure people in Ohio and at OSU are aware that we're here," said lecturer, Robin Litvay, who organized the open house. "We're not only available as a major, but as a minor." Litvay said she'd like to see more students from other disciplines take advantage of the opportunities the Aviation Department has to offer.

According to Litvay, anyone who is already enrolled in the Continuing Education program or is a student in any major, can receive college credit for their flight training. Students can contact the Department advisor, Dr. Chuck Patterson with questions about the program.

After visitors checked out the planes, they were able to enjoy snacks or take a turn on the Frasca visual simulator which was occupied for most of the four-hour open house. Several students hopped a ride on the shuttle from campus. With the success of this open house, Litvay already thinking about the next event to spread the word about Department of Aviation programs. "We would like to hold another in early fall so we can have the hangar doors open and possibly provide some introductory flight lessons."



614.237.5800

NOTES FROM AROUND THE AIRPORT

- **All Customers:** The airport no longer has a PO Box address (**DO NOT USE PO BOX 3022**). Please make sure all payments and correspondences are mailed to 2160 West Case Road, Columbus Ohio 43235.
- **Wash Area:** We now have space in Hangar 7 that will be more frequently available for you to wash your aircraft. Please contact Customer Service to schedule time in the hangar.
- Please welcome **Stephen Hacker** (Customer Service) and **Garrett Ebersole** (Aircraft Maintenance) to The Ohio State University Airport Team!
- **WebScene:** As part of the Airport's noise management program, we have a new system that allows residents to watch and identify aircraft arriving or departing the Airport. Log onto www.osuairport.org and click on Noise Management, and then WebScene.

* Forms can be obtained at Customer Service, located in the main terminal of the airport. *

Attention Ohio Aircraft Owners:

As of April 14, 2006, The Ohio Department of Transportation, Office of Aviation is required to collect a Declaration Regarding Material Assistance/Non Assistance to a Terrorist Organization (DMA) from all aircraft owners registering their aircraft in the State of Ohio. This requirement is a result of the Ohio Senate Bill 9 and is pursuant to Ohio Revised Code, Sections 2909.32, 2909.33 and 2909.34. This form was created to provide the state with an additional tool to deter and prosecute acts of terrorism within Ohio and to certify that Ohio aircraft registration applicants have not provided material assistance to terrorist organizations.

In order to obtain your annual Ohio Aircraft Registration Certificate, you must submit to this office, along with your application for aircraft registration, a complete and signed DMA form. You can read more on the DMA requirements by visiting www.homelandsecurity.ohio.gov

Yours in Aviation,
James Bryant, Administrator, ODOT Office of Aviation

ATTENTION AIRCRAFT OWNERS

Recent changes to the Ohio Revised Code (ORC 4561.22) now provides for a fine of up to

\$500

per aircraft per year for failure to annually register any aircraft that is based in Ohio.

PILOT SHOP



OSU Airport Stocking Caps

\$12.50 + tax

The Pilot Shop, located in the terminal, is open 0630-2300,
seven days a week.

www.osuairport.org/pilotshop

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Soaring into the future

Young Eagles is working with several projects at the moment. Setting a schedule is one of those. There is more demand for our services than I believe we can reasonably accommodate. We do plan to have a rally at Bolton field this season as part of the campaign to cover more territory in Central Ohio. This is a first time to go there. Support from the community there looks very good. As usual the Ohio State University Airport will be the host of most of our rallies.

I've spent some time working with the superintendent of schools in London attempting to get the schools more involved in general aviation as way to increase student motivation. At the moment it looks like there could be some success in getting a local youth oriented aviation program started in addition to a Young Eagles Rally. If it happens that will be a boost for general aviation.

Operation Ho! Ho! Ho! last season was a success. Channel 4 ran a news report on this event. Even today as I write this I heard a favorable comment about it. I did note that material I wrote about that event was included in the New Flyers Association newsletter. That completed the season with a total of 544 rides.

Finally there is a plan under investigation to give riders a 8 1/2 X 11 picture of their plane, pilot, and riders. So far the details of that project are not yet worked out.

I'm looking forward to this season and working with our returning pilots and volunteers and some new people. Please come on out and share the fun.

~Contributed by Chuck Hoisington - Young Eagles Coordinator

EAA - CHAPTER 9



Meet the Vet

The January chapter meeting was a raving success! Over 20 people were thrilled with an exceptional presentation by Mike Pohorilla, a WWII B-17 navigator, who regaled his audience with stories and a slide show. If you missed it you missed a true American hero and his missions in the *Sky Goddess*. Mike's definition of hero is fairly simple; he is a patriot; he has spirituality; he is disciplined and he has a sense of humor, but however it is defined, Mike fits the bill. He gave us details of two of his missions that took him through thousands of anti aircraft guns and to the heart of Germany which explained why the average life of a B-17 was only four months and ten days. I hope we can have more vets like Mike and hear their stories before they are all gone.



~Contributed by Curt Jenkins - EAA-Chapter 9 Newsletter Editor



TAXI INTO POSITION AND HOLD (TIPH)

BACKGROUND: Because of the rise in operational errors involving TIPH, the FAA has once again recognized the need to reevaluate and to improve the application of TIPH operations in the National Airspace System (NAS). On March 21, 2006, the Air Traffic Organization (ATO) Terminal Services began the process of conducting a Safety Risk Management (SRM) study on the TIPH procedures used by air traffic controllers at airports throughout the NAS. The SRM panel members analyzed TIPH procedures for risk and developed strategies to mitigate the risks identified. The results of the SRM document were used to develop a new national standard for using TIPH.

Through our monthly series “The Other End of The Radio” hosted by the “New Flyers Association” we have discussed the importance and benefits of understanding the responsibilities of both the controller and the pilot. Information is a powerful and effective tool especially when it comes to the safety of the pilot and their passengers as well as the general public.

It cannot be stressed enough the value of understanding that is required by both the controller and the pilot when it comes to air traffic procedures. As we know from previous incidents over the years, a few fatal accidents and close calls have occurred due to TIPH. One recent incident involving TIPH occurred November 9th 2005, when ATC cleared US Airways 1251 to land while Comair 5026 was holding on the runway. According to the National Transportation Safety Board (NTSB), the controller told the landing plane to go around and nobody was injured. One of the most publicly known fatal incidents from TIPH was in 1991 at Los Angeles International Airport between a SkyWest Metro II aircraft and a USAir Boeing 737, which resulted in 34 fatalities (the controller was found to be at fault). It should be noted that; even though the overwhelming majority of small airports including OSU have never had a fatal crash or even a minor incident related to TIPH, all will be included in the FAA’s new 2007 procedural changes.

Yet because of these accidents and incidents (Runway Incursions) the NTSB has been recommending for years that TIPH procedures be changed. The NTSB; with the help of the FAA have implemented the following procedural changes that will affect both pilot and controller starting February of 2007.

PROCEDURES: The following paragraphs are being changed or added to address the new procedures that are required when using TIPH:

- Authorize an aircraft to taxi into position and hold, when takeoff clearance cannot be issued because of traffic. Issue traffic information to any aircraft so authorized. Traffic information may be omitted when traffic is another aircraft which has landed on or is taking off the same runway and is clearly visible to the holding aircraft. Do not use conditional phrases such as “behind landing traffic” or “after the departing aircraft.”
- Do not issue a clearance to an aircraft requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway with an aircraft that is holding in position, taxiing into position or has been cleared to taxi into position and hold until the aircraft in position starts takeoff roll.

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TOWER TALK—CONT'D

- Do not clear an aircraft to TIPH if an aircraft has been cleared to land, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway.

PHRASEOLOGY –

“RUNWAY (number), CONTINUE, TRAFFIC HOLDING IN POSITION.” or, (when only one runway is active): “CONTINUE, TRAFFIC HOLDING IN POSITION.”

EXAMPLE –

“Buckeye 28, runway two seven left, continue, traffic holding in position.” or, (when only one runway is active): “Buckeye 28, continue, traffic holding in position.”

- When an aircraft is authorized to taxi into position and hold, inform it of the closest traffic requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach to the same runway.
- Do not authorize an aircraft to taxi into position and hold at any time when the intersection is not visible from the tower. (Since all intersections are visible here at OSU this would only come into effect when the field IFR and the intersections are obstructed by the present weather)
- When aircraft are authorized to taxi into position and hold on runways that intersect, traffic must be exchanged between that aircraft and the aircraft that is authorized to position and hold, depart, or arrive to the intersecting runway(s).

EXAMPLE –

“Buckeye eight, runway two seven left, position and hold, traffic holding runway two three”

“Buckeye six, runway two three, position and hold, traffic holding runway two seven left.”

Or, when issuing traffic information to an arrival aircraft and an aircraft that is holding on runway(s) that intersect(s):

“Buckeye eight runway two seven left position and hold, traffic landing runway three-two.”

“Buckeye six, runway three-two, cleared to land, traffic holding in position runway two seven left.”

Or, when issuing traffic information to a departing aircraft and an aircraft that is holding on runway(s) that intersect(s):

“Buckeye eight runway two three, position and hold, traffic departing runway two seven left.”

“Buckeye six, runway two seven left, cleared for takeoff, traffic holding runway two three.”

- Do not clear an aircraft for a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach when a departing aircraft has been instructed to taxi into position and hold, is taxiing into position, or is holding in position on the same runway. The landing clearance may be issued once the aircraft in position has started takeoff roll.
- Inform the closest aircraft that is requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approaches when there is traffic authorized to taxi into position and hold on the same runway.

EXAMPLE –

“Buckeye 35, continue, traffic holding in position.”

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TOWER TALK—CONT'D

or

“Buckeye 35, runway two seven left, continue, traffic holding in position.”

- Landing clearance to succeeding aircraft in a landing sequence need not be withheld if you observe the positions of the aircraft and determine that prescribed runway separation will exist when the aircraft cross the landing threshold. Issue traffic information to the succeeding aircraft if not previously reported and appropriate traffic holding in position or departing before their arrival.
- Anticipated separation (prescribed runway separation will exist based on positive control through the issuance of specific instructions to ensure that crossing traffic or other aircraft will not be factors for the landing or departing aircraft) must not be applied when conducting TIPH operations.

We here at the OSU tower hope that these changes will minutely affect operations here, though this continually depends on the amount of traffic in and out at any given time and the situational awareness of both the pilot and controller. The changes have been implemented for the safety of all who operate in and out of airports across the country. You should note that these changes affect each facility differently and that you should consult the FAA regulations and notifications that govern this particular procedure. The items listed here should be used as a guide only when operating within the OSU airspace. Pilots should not expect TIPH during times of single manning operations; normally after the hours of 6pm and during weekends.

~Contributed by Gary Bollinger, OSU FAA Contract Tower, ATC Specialist



ATTENTION !!

ADVERTISING OPPORTUNITY



Do you have an aviation-related product or business that you would like all of your fellow aviation enthusiasts be aware of? We would like to offer advertising opportunities within The Ohio State University Airport's Newsletter.

Our circulation reaches hundreds of people every month! For instance, every month a copy of this newsletter is mailed to every tenant and several hundred people receive it through an email notification. The newsletter is also posted the entire month and archived on our website, www.osuairport.org. Please contact Mike Eppley at 614.292.5592 or meppley@osuairport.org for more information.

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