Section 3.7 Aviation

Each of the eight counties in the RTPO region has a general service airport. The locations of these airports are provided in Figure 3-29 and a general summary of each is provided in Table 3-8.

The general service category is subdivided into different classifications to describe the types of aircraft that can be used at the airport. According to the Ohio Department of Transportation, the four airport classifications are described as:

- Level 1: These airports are intended to meet nearly all of the needs of general aviation turbine
 powered aircraft and their users. These airports should be able to provide nearly all of the
 services necessary to support corporate jet aircraft. This facility classification can also support
 recreational general aviation activities and flight training.
- Level 2: These airports are intended to support smaller corporate aircraft, such as small jets and turboprop aircraft, and meet many, but not necessarily all, of their needs. This airport classification is intended to support a variety of uses (business, pleasure, and training).
- Level 3: This classification of airports serves light, twin-engine and single-engine aircraft flying for business, pleasure, and training. Its purpose is to fulfill nearly all of the needs of piston-powered aircraft may use these airports, but the primary focus is on meeting the facilities and services that support piston-powered aircraft.
- Level 4: These airports include facilities that are needed for the flight operations of small general aviation aircraft but do not necessarily provide all of the support services, such as maintenance. Single-engine aircraft represent the primary aircraft type; however, many light twin-engine aircraft may also be accommodated. This airport classification supports private pilots that may be flying for business or pleasure and require minimal support facilities and services.

Zanesville Municipal Airport and Richard Downing Airport in Coshocton County are classified as Level 1 airports. This enables the airports to handle corporate aircraft. Currently, Cambridge Municipal, Carroll County – Tolson, and Harry Clever Field are exploring the options to increase the runway length in order to accommodate corporate aircraft. Holmes County is currently in the process of extending the runway at the Holmes County airport to 4,400 feet in order to meet the demand for air services in the area.

Figure 3-29: OMEGA Airports

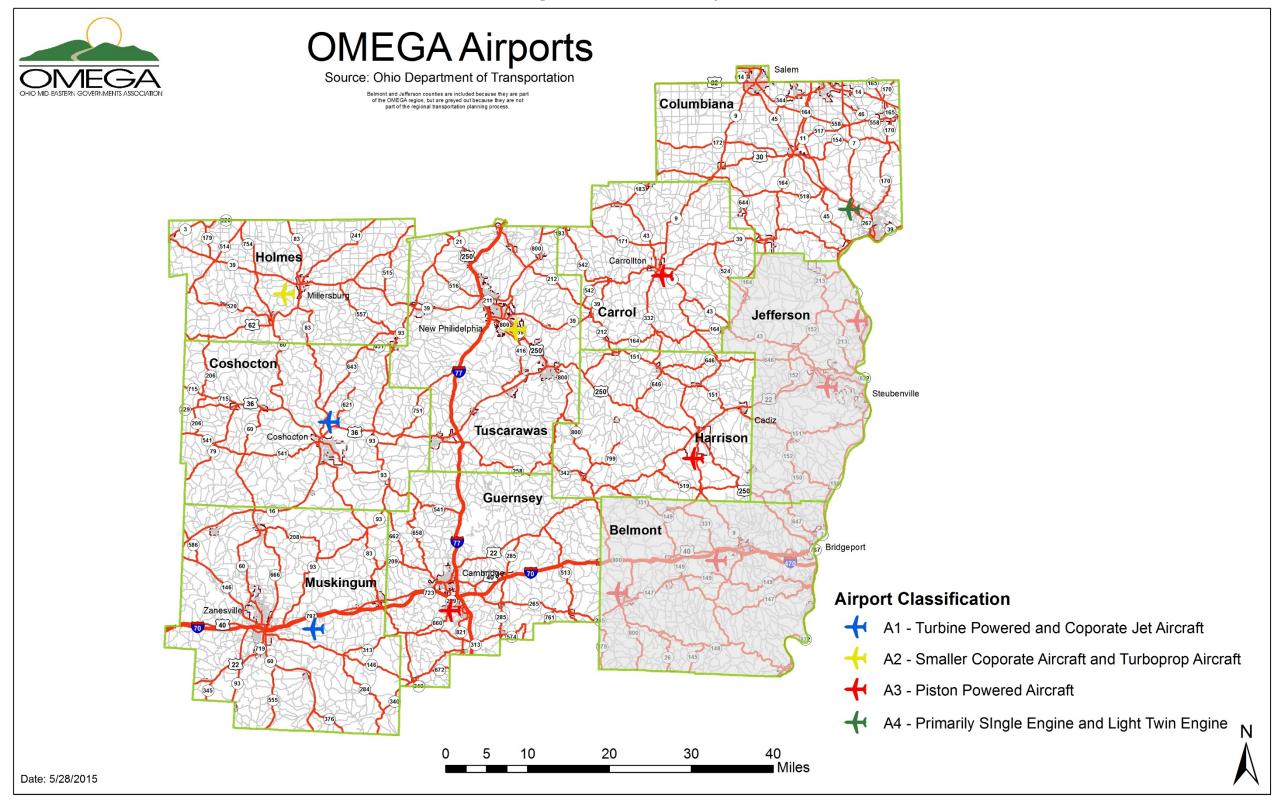


Table 3-8: Airport Summary

Landing
Wind Control Fee
Level Indicator Tower Charge #1Length #1 Surface
A2 Yes No Yes 4298 X 75
A2 Yes No No 4297 X 75
A2 Yes No No 3503 X 75
A2 Yes No No 3765 X 75
A2 Yes No No 1907 X 70
A2 Yes No No 3498 X 65
A3 Yes No No 1850 X 100
A3 Yes No N/A 3100 X 26
A3 Yes No No 2530 X 75
A2 Yes No No 5001 X 75
A3H Yes No No 60 X 56
A3 Yes No No 3000 X 100
A1 Yes No No 5000 X 150

