

APPENDIX A

**AIRPORT COMPLIANCE AND BENCHMARK
RECOMMENDATIONS**

Carrollton

Airport System Plan Compliance Recommendations Summary*

Associated City	Carrollton		
Airport Name	Carroll County-Tolson (TSO)		
Ohio Airport System Classification Level	General Aviation Level 3		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
<i>Compliance Item</i>	<i>Current Compliance</i>	<i>Action</i>	<i>Estimated Cost</i>
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	10.0%	Land Acquisition of remaining 90%	\$692,000
PCI - Primary Runway	79.1 (Satisfactory)	20 year pavement maintenance	\$1,690,000
PCI - All Other Pavements	75.8 (Satisfactory)	20 year pavement maintenance	\$794,000
Compliance Factors: Estimated Cost			\$3,176,000

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GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport’s location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft’s approach speed, and Roman numeral (I-IV) for the aircraft’s wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

Carrollton

Airport System Plan Benchmark Recommendations Summary*

Associated City	Carrollton			
Airport Name	Carroll County-Tolson (TSO)			
Ohio Airport System Classification Level	General Aviation Level 3			
RECOMMENDATIONS				
Level 3 Facility and Service Benchmarks				
Benchmark Item	GA Level 3 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 3200	4,297	Maintain adequate runway length for critical aircraft	
Runway Lighting	MIRL	HIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Partial Parallel	Partial Parallel & Turn-arounds		
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	NP	NP		
Terminal/Admin. Building	Yes	No	Terminal Building	\$2,250,000
Fuel	100LL	Jet-A, 100LL		
Weather Reporting	Automated	No	Automated Weather Reporting	\$231,300
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	As Needed	Yes		
Level 3 Facility and Service Benchmarks: Estimated Cost				\$2,481,000

Red text = airport facility does not meet Ohio System Plan objective

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GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSIs), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

East Liverpool Airport System Plan Compliance Recommendations Summary*

Associated City	East Liverpool		
Airport Name	Columbiana County (02G)		
Ohio Airport System Classification Level	General Aviation Level 4		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
Compliance Item	Current Compliance	Action	Estimated Cost
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	50.0%	Land Acquisition of remaining 50%	\$62,000
PCI - Primary Runway	95.4 (Good)	20 year pavement maintenance	\$593,000
PCI - All Other Pavements	71 (Satisfactory)	20 year pavement maintenance	\$1,293,000
Compliance Factors: Estimated Cost			\$1,948,000

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GLOSSARY

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ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft’s approach speed, and Roman numeral (I-IV) for the aircraft’s wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

East Liverpool Airport System Plan Benchmark Recommendations Summary*

Associated City	East Liverpool			
Airport Name	Columbiana County (02G)			
Ohio Airport System Classification Level	General Aviation Level 4			
RECOMMENDATIONS				
Level 4 Facility and Service Benchmarks				
Benchmark Item	GA Level 4 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 1800	3,503	Maintain adequate runway length for critical aircraft	
Runway Lighting	LIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Turnaround	Partial Parallel		
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	V			
Terminal/Admin. Building	--	Yes		
Fuel	--	100LL		
Weather Reporting	Windsock	Yes		
Paved Aircraft Parking	--	Yes		
ALS	--	Yes		
Visual Approach Aids	--	Yes		
Snow Removal	--	Yes		
Fencing	As Needed	Yes		
Level 4 Facility and Service Benchmarks: Estimated Cost				\$0

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GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSi), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Coshocton

Airport System Plan Compliance Recommendations Summary*

Associated City	Coshocton		
Airport Name	Richard Downing (I40)		
Ohio Airport System Classification Level	General Aviation Level 1		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
Compliance Item	Current Compliance	Action	Estimated Cost
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	50.0%	Land Acquisition of remaining 50%	\$92,000
PCI - Primary Runway	79.6 (Satisfactory)	20 year pavement maintenance	\$1,590,000
PCI - All Other Pavements	78.8 (Satisfactory)	20 year pavement maintenance	\$3,092,000
Compliance Factors: Estimated Cost			\$4,774,000

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ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft’s approach speed, and Roman numeral (I-IV) for the aircraft’s wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

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Coshocton

Airport System Plan Benchmark Recommendations Summary*

Associated City	Coshocton			
Airport Name	Richard Downing (I40)			
Ohio Airport System Classification Level	General Aviation Level 1			
SCENARIO 1 RECOMMENDATIONS				
Level 1 Facility and Service Benchmarks				
<i>Scenario 1: Upgrade from ARC B-II to C-II with Other Recommendations to Meet Level 1 Classification Benchmarks**</i>				
Benchmark Item	GA Level 1 Objective***	Airport Facility	Recommendation	Estimated Cost
IAP	P or APV	<i>NP</i>	Install APV approach	\$62,500
Fencing	Perimeter	<i>No</i>	Install full perimeter fencing	\$792,500
ARC	C-II	<i>B-II</i>	B-II to C-II ARC Items (details below)	
<i>ARC Detail</i>	Widen Runway 4-22 25' (Final Width 100')			\$4,497,800
<i>ARC Detail</i>	RSA Improvements at Runway 22 End			\$270,500
<i>ARC Detail</i>	MALSR - Runway 22 End			\$1,427,500
<i>ARC Detail</i>	Non-Precision Runway Markings			\$162,800
<i>ARC Detail</i>	REIL - Runway 4 End			\$43,800
<i>ARC Detail</i>	Runway End Lights - Both Ends			\$67,500
<i>ARC Detail</i>	Relocate Partial Parallel Taxiway 300' from Runway Centerline			\$3,038,400
<i>ARC Detail</i>	Relocation of 4 FBO Buildings/Hangars out of OFA			\$3,237,300
Scenario 1: Estimated Cost - Full ARC Upgrade from B-II to C-II with Other Benchmark Recommendations				\$13,601,000

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***Scenario 1 incorporates recommended changes to ARC standards; Scenario 2 assumes airport will not change its current ARC*

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Coshocton

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Associated City	Coshocton
Airport Name	Richard Downing (I40)
Ohio Airport System Classification Level	General Aviation Level 1

SCENARIO 2 RECOMMENDATIONS

Level 1 Facility and Service Benchmarks

*Scenario 2: Recommended Individual Projects if Airport is to Remain at ARC B-II***

Benchmark Item	GA Level 1 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 5000	5,000	Maintain adequate runway length for critical aircraft	
Runway Lighting	HIRL	MIRL	HIRL	\$500,100
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Full Parallel		
ATCT	Yes, if Part 139 certified	Yes		
ATC Comms	Yes	Yes		
IAP	P or APV	NP	APV	\$106,300
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	MALSR	No	MALSR	\$1,427,500
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	Perimeter	No	Full Perimeter	\$792,500
Level 1 Facility and Service Benchmarks: Estimated Cost				\$2,826,000

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Cambridge Airport System Plan Compliance Recommendations Summary*

Associated City	Cambridge		
Airport Name	Cambridge Municipal (CDI)		
Ohio Airport System Classification Level	General Aviation Level 3		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
Compliance Item	Current Compliance	Action	Estimated Cost
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	100.0%	No action	
PCI - Primary Runway	65.7 (Fair)	20 year pavement maintenance	\$1,421,000
PCI - All Other Pavements	75.8 (Satisfactory)	20 year pavement maintenance	\$816,000
Compliance Factors: Estimated Cost			\$2,237,000

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ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft’s approach speed, and Roman numeral (I-IV) for the aircraft’s wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

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Cambridge Airport System Plan Benchmark Recommendations Summary*

Associated City	Cambridge			
Airport Name	Cambridge Municipal (CDI)			
Ohio Airport System Classification Level	General Aviation Level 3			
RECOMMENDATIONS				
Level 3 Facility and Service Benchmarks				
Benchmark Item	GA Level 3 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 3200	4,298	Maintain adequate runway length for critical aircraft	
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Partial Parallel	<i>None</i>	Partial Parallel	\$2,847,700
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	NP	NP		
Terminal/Admin. Building	Yes	Yes		
Fuel	100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	<i>No</i>	PAPI	\$100,000
Snow Removal	Yes	Yes		
Fencing	As Needed	Yes		
Level 3 Facility and Service Benchmarks: Estimated Cost				\$2,948,000

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Cadiz

Airport System Plan Compliance Recommendations Summary*

Associated City	Cadiz		
Airport Name	Harrison County (8G6)		
Ohio Airport System Classification Level	General Aviation Level 3		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
<i>Compliance Item</i>	<i>Current Compliance</i>	<i>Action</i>	<i>Estimated Cost</i>
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	57.0%	Land Acquisition of remaining 43%	\$79,000
PCI - Primary Runway	79.7 (Satisfactory)	20 year pavement maintenance	\$1,780,000
PCI - All Other Pavements	72.9 (Satisfactory)	20 year pavement maintenance	\$653,000
Compliance Factors: Estimated Cost			\$2,512,000

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Cadiz

Airport System Plan Benchmark Recommendations Summary*

Associated City	Cadiz			
Airport Name	Harrison County (8G6)			
Ohio Airport System Classification Level	General Aviation Level 3			
RECOMMENDATIONS				
Level 3 Facility and Service Benchmarks				
Benchmark Item	GA Level 3 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 3200	3,765	Maintain adequate runway length for critical aircraft	
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Partial Parallel	Partial Parallel		
ATCT	--	Yes		
ATC Comms	--	Yes		
IAP	NP	NP		
Terminal/Admin. Building	Yes	Yes		
Fuel	100LL	100LL		
Weather Reporting	Automated	No	Automated Weather Reporting	\$231,300
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	As Needed	Yes		
Level 3 Facility and Service Benchmarks: Estimated Cost				\$231,000

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PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

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RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

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Visual Approach Aids: visual glide slope indicator (VGSIs), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Millersburg Airport System Plan Compliance Recommendations Summary*

Associated City	Millersburg		
Airport Name	Holmes County (10G)		
Ohio Airport System Classification Level	General Aviation Level 2		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
Compliance Item	Current Compliance	Action	Estimated Cost
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	50.0%	Land Acquisition of remaining 50%	
PCI - Primary Runway	100 (Good)	20 year pavement maintenance	\$414,000
PCI - All Other Pavements	70.1 (Satisfactory)	20 year pavement maintenance	\$972,000
Compliance Factors: Estimated Cost			\$1,386,000

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GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport’s location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft’s approach speed, and Roman numeral (I-IV) for the aircraft’s wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

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Millersburg Airport System Plan Benchmark Recommendations Summary*

Associated City	Millersburg			
Airport Name	Holmes County (10G)			
Ohio Airport System Classification Level	General Aviation Level 2			
RECOMMENDATIONS				
Level 2 Facility and Service Benchmarks				
Benchmark Item	GA Level 2 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 4000	3,498	Primary Runway to 4,000'	\$1,231,300
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Partial Parallel	Full Parallel	\$5,455,000
ATCT	--	Yes		
ATC Comms	Yes	Yes		
IAP	APV	NP	APV	\$62,500
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	No	PAPI	\$100,000
Snow Removal	Yes	Yes		
Fencing	Airfield	Yes		
Level 2 Facility and Service Benchmarks: Estimated Cost				\$6,849,000

Red text = airport facility does not meet Ohio System Plan objective

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***These are minimum system recommendations – certain airports may need enhanced facilities due to their specific circumstances*

GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

Runway Lighting: includes three standard forms: high, medium, and low intensity runway lighting, expressed as HIRL, MIRL, and LIRL.

RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSIs), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

Zanesville

Airport System Plan Compliance Recommendations Summary*

Associated City	Zanesville		
Airport Name	Zanesville Municipal (ZZV)		
Ohio Airport System Classification Level	General Aviation Level 1		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
<i>Compliance Item</i>	<i>Current Compliance</i>	<i>Action</i>	<i>Estimated Cost</i>
Primary RSA	In compliance		
Primary RPZ - Percent Controlled	100.0%	No action	
PCI - Primary Runway	78 (Satisfactory)	20 year pavement maintenance	\$3,624,000
PCI - All Other Pavements	55.9 (Fair)	20 year pavement maintenance	\$9,283,000
Compliance Factors: Estimated Cost			\$12,907,000

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GLOSSARY

Aircraft Fuel: 100LL AvGas for piston engines and Jet-A for turbine engines. Fuel farm installation includes a tank, containment system, and distribution system.

Airport Beacon: a rotating beacon mounted on top of a tower or tall structure, installed to indicate an airport’s location to aircraft operating at night.

ALS (Approach Lighting System): allows pilots to visually align with a runway while on approach. An ALS extends outward from a runway end and consists of lightbars, strobe lights, or a combination. Common forms include the medium intensity approach lighting system with runway alignment indicator lights (MALSR) and the medium intensity approach lighting system with sequenced flashing lights (MALSF).

ARC (Airport Reference Code): expressed as a letter (A-E) for the design aircraft’s approach speed, and Roman numeral (I-IV) for the aircraft’s wingspan. The ARC determines design standards such as runway, Runway Safety Area (RSA), and Runway Protection Zone (RPZ) dimensions, and taxiway separation standards.

ATCT (Air Traffic Control Tower): service provided by ground-based controllers who direct aircraft on the ground and through controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. Primary purpose is to prevent collisions, organize and expedite the flow of traffic

ATC Comms (Communications): Capability to communicate while on the ground with air traffic control, either by radio or by cell phone.

Automated Weather Reporting: disseminates weather information to pilots through an automated radio frequency. Systems include the automated weather observing system (AWOS) and automated surface observing system (ASOS).

Benchmarks: minimum recommended facility and service goals set for each airport in the Ohio system based on the system classification level.

Classification Levels: a set of airport groups in the Ohio system, as defined by *The Ohio Airports Focus Study*. Levels include one group for air carrier airports, two groups of general aviation airports primarily serving turbine aircraft (1 and 2), and two groups primarily serving piston aircraft (3 and 4).

Zanesville

Airport System Plan Benchmark Recommendations Summary*

Associated City	Zanesville			
Airport Name	Zanesville Municipal (ZZV)			
Ohio Airport System Classification Level	General Aviation Level 1			
RECOMMENDATIONS				
Level 1 Facility and Service Benchmarks				
Benchmark Item	GA Level 1 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 5000	5,000	Maintain adequate runway length for critical aircraft	
Runway Lighting	HIRL	HIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Full Parallel		
ATCT	Yes, if Part 139 certified	Yes		
ATC Comms	Yes	Yes		
IAP	P or APV	P		
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	MALSR	No	MALSR	\$1,484,600
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	Perimeter	No	Full Perimeter	\$971,800
Level 1 Facility and Service Benchmarks: Estimated Cost				\$2,456,000

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GLOSSARY

Compliance Factors: FAA standards to which airports are held; often associated with grant assurances. System recommendations and costs were developed to meet current ARC, RSA, RPZ, and PCI standards

IAP (Instrument Approach Procedure): enhance airport safety and efficiency by allowing pilots to navigate to airports in conditions of low visibility. Benchmarks recommend three types of IAP: P – Precision (an instrument landing system), APV – approaches with vertical guidance, and NP – non-precision.

PCI (Pavement Condition Index): an expression of the condition of an airport pavement on a scale from 100 to 0. PCI ratings on this scale: Good (100-85), Satisfactory (85-70), Fair (70-55), Poor (55-40), Very Poor (40-25), Serious (25-10), and Failed (10-0).

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RPZ (Runway Protection Zone): a trapezoidal area located at ground level prior to the threshold or runway end, designed to enhance the protection of people and property on the ground. Dimensions are determined by the ARC.

RSA (Runway Safety Area): a surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Dimensions are determined by the ARC.

Visual Approach Aids: visual glide slope indicator (VGSi), a ground lighting system that defines a vertical approach path, indicating to pilots if their approach is too low or too high. Common VGSIs include the precision approach slope indicator (VASI) and precision approach path indicator (PAPI).

New Philadelphia Airport System Plan Compliance Recommendations Summary*

Associated City	New Philadelphia		
Airport Name	Harry Clever Field (PHD)		
Ohio Airport System Classification Level	General Aviation Level 2		
CRITICAL COMPLIANCE FACTORS			
Current airport conditions			
<i>Compliance Item</i>	<i>Current Compliance</i>	<i>Action</i>	<i>Estimated Cost</i>
Primary RSA	Not in compliance	Relocate Existing Road and Declared Distances	\$443,000
Primary RPZ - Percent Controlled	2.5%	Land Acquisition of remaining 98%	\$546,000
PCI - Primary Runway	55.4 (Fair)	20 year pavement maintenance	\$1,984,000
PCI - All Other Pavements	72.7 (Satisfactory)	20 year pavement maintenance	\$1,128,000
Compliance Factors: Estimated Cost			\$4,101,000

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GLOSSARY

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New Philadelphia Airport System Plan Benchmark Recommendations Summary*

Associated City	New Philadelphia
Airport Name	Harry Clever Field (PHD)
Ohio Airport System Classification Level	General Aviation Level 2

RECOMMENDATIONS

Level 2 Facility and Service Benchmarks

Benchmark Item	GA Level 2 Objective**	Airport Facility	Recommendation	Estimated Cost
Primary Runway Length (ft)	≥ 4000	3,951	Primary Runway to 4,000'	\$323,400
Runway Lighting	MIRL	MIRL		
Airport Beacon	Yes	Yes		
Taxiway Type	Full Parallel	Full Parallel		
ATCT	--	Yes		
ATC Comms	Yes	Yes		
IAP	APV	NP	APV	\$62,500
Terminal/Admin. Building	Yes	Yes		
Fuel	Jet-A, 100LL	Jet-A, 100LL		
Weather Reporting	Automated	Yes		
Paved Aircraft Parking	Yes	Yes		
ALS	--	Yes		
Visual Approach Aids	PAPI	Yes		
Snow Removal	Yes	Yes		
Fencing	Airfield	Yes		

Level 2 Facility and Service Benchmarks: Estimated Cost **\$386,000**

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