

# Port Columbus Runway 10R/28L Packing Up, Moving South



After a life of dutiful service to Port Columbus International Airport, the asphalt surfaced runway 10R/28L is soon to be decommissioned and a new runway constructed. As part of the Columbus Regional Airport Authority's master plan to increase Port Columbus' capacity, the new runway will be moved 700 feet south, thereby allowing simultaneous arrivals and departures. The existing runway won't go away; rather, it will be downsized and converted into a taxiway.

## Pavement History

Runway 10R/28L has an interesting history. It's basically a patchwork of asphalt and concrete depending upon when the various sections were built. In later years, the Airport Authority relied upon asphalt because of its ease of maintenance. Most notably is the construction of the north runway that was built entirely with deep-strength asphalt pavement. Built to its full length of 10,150 feet by 1958, the construction of 10R/28L encompassed three phases. The first phase of the south runway was completed in 1928, in an era when the "airliners" were small, propeller-driven aircraft – such as the Ford Tri-Motor – and aircraft didn't need a very long runway for take-offs and landings.

The 1928 pavement is approximately 4,000 feet from the east end of the airport. Construction consisted of a 5-inch concrete base with a 1 ½ -inch asphalt surface course. Seventeen years later, in 1943 at the height of World War II, a 7-inch concrete overlay was placed over this area to support military aircraft. In 1952, deep-strength asphalt was used to lengthen the runway to approximately 7,500 feet (an additional 3,500 feet) to accommodate new and larger aircraft, such as the four-engine Lockheed Constellation. The new section consisted of an 18-inch aggregate base with an 8-inch bituminous base course and a 3-inch asphalt surface course. In 1958, when the start of the jet age was marked with the arrival of the Boeing 707 to Columbus, the runway was lengthened to its full length of 10,150 feet. That addition featured 11 inches of aggregate base with a 13-inch concrete surface.

Hot Mix Asphalt (HMA) became the material of choice for the airport's maintenance program. In the mid-1960s, the "old" sections of runway - the concrete overlay section - received a 3-inch asphalt overlay. In 1978, a 5 ½ -inch asphalt overlay was placed on the full length of the runway. In 1987, another 5 ½ -inch asphalt overlay was stacked on top. In 2004/2005, 17 years later, the runway had a 2-inch mill/fill with an FAA P-401 asphalt mixture and was shortened by 125 feet to meet FAA Safety Area requirements.

*continued on page 16*

## Award Winning Pavement

The Columbus Regional Airport Authority has been the recipient of paving awards for the construction and performance of runway 10R/28L. In 1987, the National Asphalt Pavement Association honored the Airport Authority and work of Heffner Construction Company by awarding their work on the runway with a



Quality In Construction Award. The project was crowned the “Outstanding Hot Mix Asphalt Airport Project for 1987.” A Master Craftsman Award was presented in 2004 by Flexible Pavements of Ohio, recognizing the quality of construction as measured by pavement longevity.

## Other Notoriety

If runway 10R/28L could talk, it would have much to say about the notable aircraft that landed on it. Air Force One is a frequent visitor, especially during election years, and in the mid-1990s Port Columbus was one of the few airports in the world to have Air Force One and Air Force Two visit at the same time, when President Clinton and Vice President Gore visited OSU for an economic summit. As well, the Concorde has stopped by a couple of times, for trips to Europe. The runway was also used by Geraldine “Jerri” Mock, who was the first woman to fly around the world in 1964. She departed and arrived at Port Columbus. The airport also handled more than 60 aircraft that were diverted on 9/11. The runway also “gave birth” to a couple of notable aviation ventures. In the early 1940s, the Curtis-Wright Company began production of the SB2C Helldiver on the south side of the airport that served as a fighter/bomber for the Navy during World War II. Hundreds were constructed in Columbus and departed for service on 10R/28L. The south airfield is also the birthplace of NetJets Inc., formerly Executive Jet Aviation; its flight headquarters was on the south side of Port Columbus from 1964 until its new facility on the north side of the airport was completed in 2000. NetJets literally “took flight” from runway 10R/28L.

## What the Future Holds

The new “South” runway is in the early planning stages. The change in location will facilitate increased aircraft traffic by allowing simultaneous arrivals and departures. The relocation is part of a multi-million dollar airport renovation and expansion, the mission of

which includes providing passengers, businesses and the community the highest level of safety, satisfaction and economic benefit. Once the replacement runway is commissioned in 2012, the “old” runway will have about half the pavement removed to make it 75’ wide and will be converted to a taxiway to be completed in 2013. Material removed from the runway will be recycled.

Existing 10R/28L has served the Airport Authority well. The asphalt pavement on this runway has for many years been a significant contributor to the safe and efficient transportation of people and goods traveling through Port Columbus International Airport. Like the numerous other airports around the country, the asphalt runways at Port Columbus have consistently demonstrated the attributes so vital to air transportation – safety, smoothness and durability.



## Construction is a Problem in Progress.

*We will help you solve it.*

From bid to punch list, contractors and trade associations trust Kegler Brown as general counsel. To understand why, please contact **Don Gregory** at (614) 462-5416 or visit [www.keglerbrown.com](http://www.keglerbrown.com).



KEGLER BROWN  
HILL & RITTER  
A LEGAL PROFESSIONAL ASSOCIATION