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Aviation and Aerospace  
Behavioral Health  
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Primary and Secondary Education

**Sarah Fowler Arthur**  
State Representative

Chairman Holmes, Vice-Chair Willis, Ranking Member Baker, and Members of the House Aviation and Aerospace Committee:

I am excited to bring before you today the Air Space Protection Act, a foresightful initiative begun by the honorable Chairman Holmes in the last general assembly and continued by Representative Callender and myself over the past eighteen months.

In this legislation, we are taking a deep look at local airport zoning regulations, airspace beneath the Federal Aviation Administration (FAA) regulatory threshold of 500' Above Ground Level (AGL), and the evolving needs of airspace and industry in Ohio.

I'm going to preface my comments by noting that this bill will be a lot simpler to understand if you take a half hour to read the attached ten-page Code of Federal Regulations, Part 77 - "Safe, Efficient Use, and Preservation of the Navigable Airspace." And if you haven't taken a flight on a small aircraft designed for 2-4 people recently, I would also encourage you to visit your county or university airport and take an educational flight. Nothing underscores the need to avoid obstructions to our runways and airspace, like being in one of these airport zones and planes and realizing how badly things could go if an electric wire, building, or tower were within the take-off or landing zone!

It is also important to note that after reviewing the opponents concerns, FAA regulations, and having stakeholder meetings with proponents and opponents over the past few years, that there have been *no substantive suggestions short of doing nothing* that will satisfy the opponents. This is concerning because county airports are being limited or shut down by overgrowth of trees and vegetation, placement of power lines or towers, runways being built and then unable to be used when buildings get put up at one end or another of runways, or housing developments are placed in locations that cause both the homeowners and the airport distress. These are **avoidable issues** with proper foresight, planning, and regulation of surrounding areas and neighboring properties.

The primary objectives of the legislation are to allow the Ohio Department of Transportation, Airspace Division, a reasonable period of time to weigh potential flight obstructions that may not be considered a "hazard" as defined by FAA regulations but may still pose challenges to accessible and fully functional flight, to strengthen local airport zoning where it exists, and to ensure Ohio remains **First in Flight** with airspace that is flexible, usable, and unimpeded for all types of modern and future aircraft.

Keeping local airports accessible is also critical to developing and maintain industry and infrastructure throughout our state. In Ashtabula County, we have several businesses where the executives regularly fly in and out of our county airport by jet. One investor told me last month that having a jet-accessible runway was a perk that influenced his decision to invest in our area. We happen to have local airport zoning that has protected the airspace approach routes so that faster and larger aircraft can still use our county airport. Other local airports that have lost these approaches because they didn't realize their importance until they were gone.

As we work to refine this bill language, I look forward to hearing constructive testimony that will help us craft the future accessibility of aerospace throughout Ohio. I would be happy to take any questions you may have. Thank you.

A handwritten signature in black ink that reads "Sarah Fowler Arthur". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Sarah Fowler Arthur