

CHAPTER 6

6.7 AIRPORTS

6.7.1. INTRODUCTION - AIRPORT CATEGORIES

The United States Federal Aviation Administration (FAA) has a system for categorizing public-use airports (along with heliports and other aviation bases) that is primarily based on the level of commercial passenger traffic through each facility. It is used to determine if an airport is eligible for funding through the federal government's Airport Improvement Program (AIP). Fewer than 20% of airports in the U.S. qualify for the program, though most that do not qualify are private-use-only airports. The only airports or portions of airports eligible for AIP funding are public use airports that serve civil aviation. The law defines airports by categories of airport activities, including commercial service, primary, cargo service, reliever, and general aviation airports. Categories in the table below are defined as follows:

6.7.2. COMMERCIAL SERVICE AIRPORTS

Commercial service airports are publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service. A passenger boarding refers to revenue passenger boardings on an aircraft in service in air commerce whether or not in scheduled service. The definition also includes passengers who continue on an aircraft in international flight that stops at an airport in any of the 50 States for a non-traffic purpose, such as refueling or aircraft maintenance rather than passenger activity. Passenger boardings at airports that receive scheduled passenger service are also referred to as Enplanements.

a) Non-primary Commercial Service Airports are Commercial Service Airports that have at least 2,500 and no more than 10,000 passenger boardings each year.

b) Primary Airports are Commercial Service Airports that have more than 10,000 passenger boardings each year. Hub categories for Primary Airports are defined as a percentage of total passenger boardings within the United States in the most current calendar year ending before the start of the current fiscal year. For example, calendar year 2001 data are used for fiscal year 2003 since the fiscal year began 9 months after the end of that calendar year.

1. **Cargo Service Airports** are airports that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. "Landed weight" means the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation. An airport may be both a commercial service and a cargo service airport.
2. **Reliever Airports** are airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community. These may be publicly or privately-owned.
3. **General Aviation Airports** -The remaining airports, while not specifically defined in Title 49 USC, are commonly described as **General Aviation Airports**. This airport type is the largest single group of airports in the U.S. system. The category also includes privately owned, public use airports that enplane 2500 or more passengers annually and receive scheduled airline service.

The Ohio Airport System consists of 105 system airports, of which 104 are publicly-owned facilities and one is privately-owned. In addition to these system airports, there are 58 privately-owned airports that are available for public use, and more than 700 privately-owned, private use airports and heliports in Ohio. General aviation aircraft use all of these facilities. General aviation aircraft include all aircraft not flown by scheduled service airlines or the military.

Additionally, there are nine heliports in Ohio open to public use. Five of these heliports are privately owned and four are publicly owned. Support for rotorcraft operations goes well beyond these nine airports, since rotorcraft may operate at public-use airports, many of which have their own helipads and rotorcraft support facilities. In terms of sheer numbers, Ohio's aviation facilities are dominated by privately-owned, private use facilities. There are more than 700 privately-owned, private-use airports and heliports throughout Ohio. About 450 of these facilities are airports, the rest heliports. Most of these airports are grass strips with very few based aircraft. The majority of private-use heliports are found at hospitals.

There are 19 airports, airfields and heliports within Mahoning County, 5 of which are open to the public and 14 are for private use. Trumbull County has 14 airports, airfields and heliports, 4 of which are open to the public and 10 are for private use. There are 18 airports, airfield and heliports within Mercer County, 2 of which are open to the public and 16 are for private use.

There are two other counties associated with the Eastgate MPO. These are Ashtabula County and Columbiana County. Ashtabula County has 11 airports, airfields and heliports, 2 of which are open to the public and 9 are for private use. Columbiana County also has 11 airports, airfields and heliports, 2 of which are open to the public and 9 are for private use.

The largest airport in these five counties is the Youngstown-Warren Regional Airport [YWRA] located in Trumbull County (Map 6.7.1). The Youngstown-Warren Regional Airport is the only commercial service facility in these five counties, and is presently served by one airline, Allegiant Air. The airport also has an associated military base, is used (to a limited degree) for air cargo, and serves general aviation users. All public airports have a three letter identifier for weather-reporting information; YNG is the identifier for the YWRA. Private facilities have a four letter identifier. See Table 6.7.1 for a complete list of airports, helipads and seaplane ports in Mahoning County Ohio; reference numbers coincide to Map 6.7.1. See Table 6.7.2 for a complete list of airports, helipads and seaplane ports in Trumbull County Ohio; reference numbers coincide to Map 6.7. 1.

A master plan and an environmental assessment report for the development of a Cargo Airpark, as well as other related improvements at the YWRA, were prepared by R.W. Armstrong & Associates, Inc., for the Western Reserve Port Authority (WRPA) in 1996. The airport master plan was updated by Landrom & Brown in January 2008.

Map 6.7.1 – Mahoning and Trumbull Counties Airport, Helipad, and Landing Strip Locations

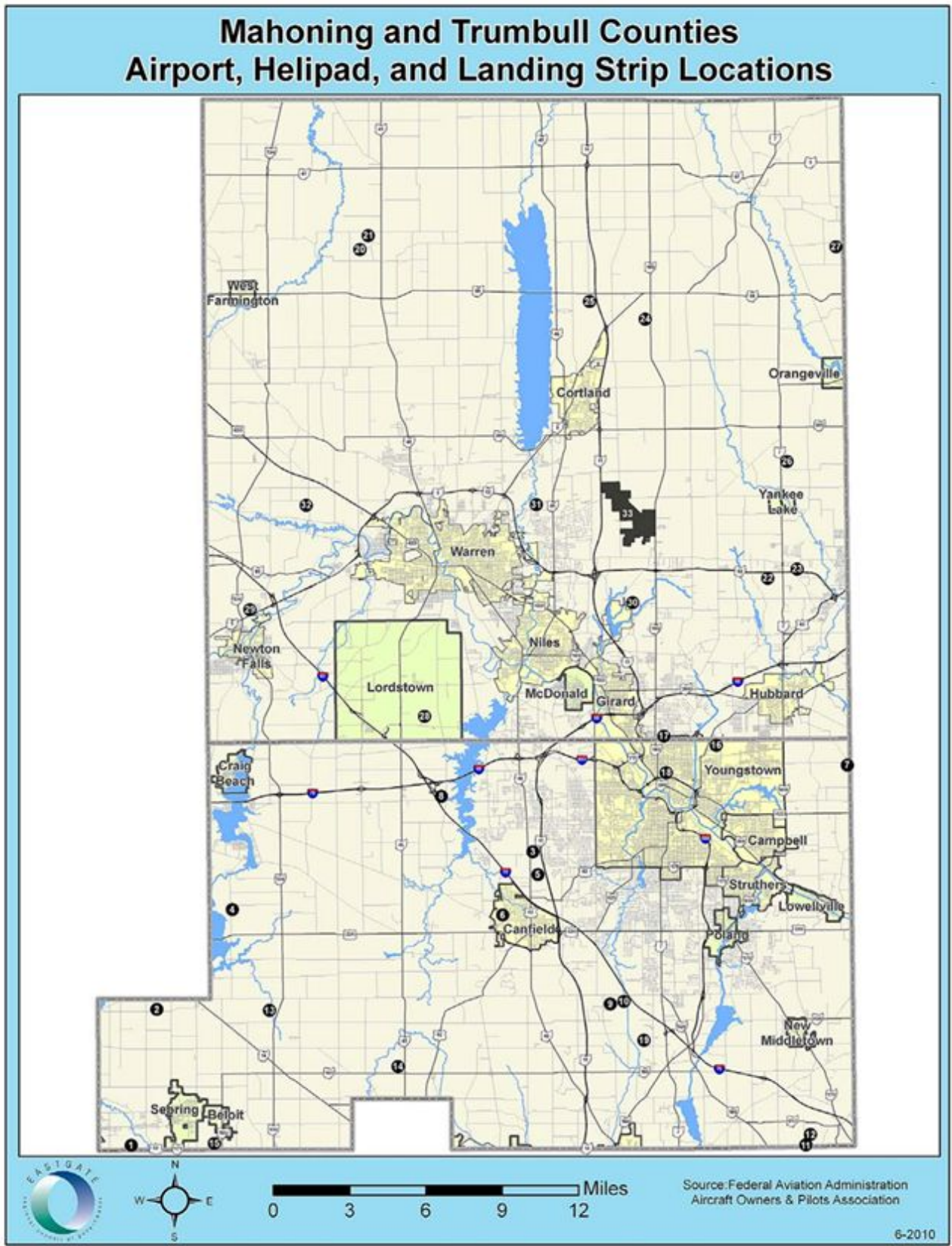


Table 6.7.1 - Mahoning County Airports
Complete List of Airports, Helipads and Seaplane Ports in Mahoning County Ohio

Reference Number on MAP-1	Name	Airport Identifier	Location	Facility Usage
1.	Alliance Airport	OH48	Alliance, Ohio	Public
2.	Miller Airport	4G3	Alliance, Ohio	Public
3.	Mollica Airport	OI81	Austintown, Ohio	Private
4.	Circle C Airport	89O1	Berlin Center	Private
5.	Brocker Field Airport	4O18	Canfield, Ohio	Private
6.	Mahoning County JVS Airport	7OH5	Canfield, Ohio	Private
7.	J & B Sky Ranch Airport	8OH3	Coitsville, Ohio	Private
8.	Wetzl Airport	46OH	North Jackson, Ohio	Private
9.	Bieber Field Airport	4OH3	North Lima, Ohio	Private
10.	Biebers Seaplane Base	O176	North Lima, Ohio	Private
11.	Petersburg Airport	OH29	Petersburg, Ohio	Private
12.	Richey Airport	56OH	Petersburg, Ohio	Private
13.	Ponderosa Heliport	64O1	Salem, Ohio	Private
14.	Salem Airpark Inc Airport	38D	Salem, Ohio	Public
15.	Tri-City Airport	3G6	Sebring, Ohio	Public
16.	Lansdowne Airport	04G	Youngstown, Ohio	Public
17.	Northside Tod Childrens Hospital Heliport	67O1	Youngstown, Ohio	Private
18.	Saint Elizabeth Medical Center Heliport	06O1	Youngstown, Ohio	Private
19.	Youngstown Elser Metro Airport	4G4	Youngstown, Ohio -	Public

**Table 6.7.2 Trumbull County Airports
Complete List of Airports, Helipads and Seaplane Ports in Trumbull County Ohio**

Reference Number on MAP-1	Name	Airport Identifier	Location	Facility Usage
20.	Bristol Airstrip Airport	20A1	Bristolville, Ohio	Private
21.	Morrison Field Airport	250I	Bristolville, Ohio	Private
22.	Brookfield Airpark Airport	OH24	Brookfield, Ohio	Private
23.	Kirila Heliport	4D5	Brookfield, Ohio	Public
24.	Allen Airport	80I3	Cortland, Ohio	Private
25.	Urban Airport	8OH5	Cortland, Ohio	Private
26.	Kenley Airport	08OH	Hartford, Ohio	Private
27.	Sheets Field Airport	50I3	Kinsman, Ohio	Private
28.	Giovannone Airport	220I	Lordstown, Ohio	Private
29.	Braceville Airport	41N	Newton Falls, Ohio	Public
30.	Smith-Stewart Field Airport	79OH	Vienna, Ohio	Private
31.	Sloas Airport	80OH	Warren, Ohio	Private
32.	Warren Airport	62D	Warren, Ohio	Public
33.	Youngstown-Warren Regional Airport	YNG	Youngstown-Warren, Ohio	Public

6.7.3. HISTORY OF THE YOUNGSTOWN-WARREN REGIONAL AIRPORT

The Youngstown-Warren Regional Airport began as the Youngstown Municipal Airport (MAP), having been constructed as one of the last Works Progress Administration projects. Construction began in 1939 and the airport was operational just a year later. Lansdowne Airport was the first airport in Youngstown and was the first in the region to see airmail service. The airport was dedicated as Lansdowne Field in late October, 1926 with Rear Admiral William A. Moffett in attendance. Because of the increasing size in airplanes and the lack of a suitable amount of land in the vicinity of Lansdowne, a decision was made to build Youngstown Municipal Airport eleven miles away in Vienna Center, Ohio.

On July 1, 1941, Youngstown Municipal Airport officially opened with service provided by United Airlines and other carriers to Akron, Buffalo, Chicago, Cincinnati, Cleveland, Columbus, New York, Pittsburgh, and Washington, D.C. The airport is located 11 miles (18 km) north of Youngstown in Vienna Center because during the 1930s and 40's, there was little room inside the city limits for an airport the size of the one planned. The airport that had been serving the city, Lansdowne Airport, lacked the room to expand.

In addition to commercial aviation service, Youngstown Municipal Airport enjoyed success in the field of fixed-base operator [FBO] management. The airport's first fixed-based operator, Becket Aviation, was a world leader, earning the title "World's Largest Executive Air Fleet". MAP management later developed standards for their fixed-based operators that were adopted by the Federal Aviation Administration and airports throughout the country.

At one time, US Airways, United Airlines, Continental Airlines, Northwest Airlines, Pan Am and Vacation Express all serviced the airport. For a period in the early 2000s the airport had no scheduled commercial service, but in 2006 Allegiant Air began scheduled service to Orlando, Florida bringing commercial air service back to

Youngstown. Allegiant Air has quietly become a success story at YWRA. Since its inception in 2006, traffic has increased from a little more than 13,000 passengers in the start-up year of 2006, to 17,391 in 2009. In April 2010 Allegiant added flights to Myrtle Beach, South Carolina, which raised the annual passenger total to 27,581 in 2010, up 60 percent over the 17,391 passengers who flew in 2009, and a 100% increase in just over three years. The total number of passengers climbed to 36,810 for 2011, and is already at 55,953 for the first eight months (January through August) of 2012. At present Allegiant Air offers flights to Orlando, Myrtle Beach and Tampa/St. Petersburg. The WRPA submitted five airport projects for inclusion into the 2040 MTP as shown below in Table 6.7.3. These projects are also shown in the recommended section of the plan.

Table 6.7.3 – Western Reserve Port Authority Airport Projects

PID	CO	Project	Section	Length	Location and Termini	Cost(000's)	Fund Type	Sponsor
E	TRU	Youngstown Warren Regional Airport (YNG)	0.00	0.00	Parking concession lot expansion – additional 350 spaces including access control equipment	1800	STPS/PPP	Western Reserve Port Authority/PPP
E	TRU	Youngstown Warren Regional Airport (YNG)	0.00	0.00	Repair and Pave General Aviation North Entrance and Parking Areas	400	STPS/PPP	Western Reserve Port Authority/PPP
E	TRU	Youngstown Warren Regional Airport (YNG)	0.00	0.00	Repair and Pave Air Traffic Control Tower Entrance Road and parking parking lot	100	STPS/PPP	Western Reserve Port Authority/PPP
E	TRU	Youngstown Warren Regional Airport (YNG)	0.00	0.00	Provide four Tap-ins and service to the New Sanitary Sewer System upon installation and provide assessment funding.	1500	STPS/PPP	Western Reserve Port Authority/PPP
E	TRU	Youngstown Warren Regional Airport (YNG)	0.00	0.00	Construct access road and utilities for South General Aviation development site	2500	STPS/PPP	Western Reserve Port Authority/PPP

In the late 1970s and early 1980s, airport management embarked on an aggressive capital improvement plan, including the installation of improved navigational aids; rehabilitation of runways, taxiways, and aprons; construction of new aircraft maintenance hangers; an on-site wastewater treatment plant; and the expansion of the airport terminal. The costs of these improvements, combined with the regional economic downturn at the end of the 1970's, soon made it apparent that the City of Youngstown would be unable to continue to maintain the airport and make the necessary improvements to the facility. By late 1986 an Airport Regionalization Task Force was in place. Task force actions ultimately led to the transfer of the airport's ownership from the city of Youngstown to the Western Reserve Port Authority on January 1, 1993. The facility's name was also changed to the Youngstown-Warren Regional Airport (YWRA). Airport operation activities are now administered by the eight-member Western Reserve Port Authority. Four members are appointed to the Authority by each county. Since the mid 1990's efforts to expand the airport facility have been on-going. The YWRA has made improvements to the airport using over \$40 million in Federal Aviation Administration [FAA] funding.

6.7.4. YOUNGSTOWN - UNITED STATES JOINT AIR RESERVE STATION

Youngstown Joint Air Reserve Station (JARS) is located at the Youngstown-Warren Regional Airport in Trumbull County, in northeastern Ohio. Its primary mission is to serve as home of the 910th Airlift Wing, an Air Force Reserve C-130H unit with two flying squadrons and a total of 16 aircraft. A portion of the Wing is devoted to its aerial spray mission, the only such unit in the US military. The Wing has nearly 1,300 drilling Air Force Reservists. The installation also hosts a Navy-Marine Corps Reserve Center that is home to nearly 400 Naval and Marine Corps Reservists.

Units

- 757th Airlift Squadron: The 757th Airlift Squadron was on an Active Duty Mission from the 1940's to 1973. The unit was assigned to the USAF Reserve in 1973. The unit relocated in 1992 from 907 AW Rickenbacker ANGB OH to 910 AW at Youngstown Air Reserve Station, Ohio. The mission of the 757th Airlift Squadron is to maintain a large-area fixed-wing aerial application capability to control disease vectors in combat areas and on Department of Defense (DoD) installations; to maintain a large-area application capability to control vegetation and pests of vegetation on DoD installations; and to provide aerial spray training. The 757th operates 8 C-130H2 aircraft, four of which are modified to accept the Modular Aerial Spray System. Each MASS has a capacity of 2,000 gallons; which can be delivered at a flow Rate of 232 Gallons per Minute, at an altitude of 100 Feet for a total spray-on time of 8 Minutes and 30 Seconds.

- 773d Airlift Squadron: The 773d Airlift Squadron is one of the oldest airlift squadrons in existence today. It historically calls itself the "Fleagles" and is assigned to the 910th Airlift Wing (Air Force Reserve Command), Youngstown Warren Air Reserve Station, Vienna, Ohio. The unit flies the C-130H2 aircraft. The 773 AS was originally designated as Bombardment Squadron (Heavy), flying the B-17 Flying Fortress bomber. Initially activated at Geiger Field, WA, on 1 August 1943, the squadron has since moved to various locales around the world.

Then on 1 April 1995, with the Reserve Forces building, the Department of Defense reactivated the 773d at the Youngstown-Warren Regional Airport, joining the 910th Airlift Wing and the 757th Airlift Squadron. Since that time the 773d has flown numerous humanitarian missions from Europe to the former Yugoslavia, delivering peacekeeping forces, food, and medicines to aid the people of the region. The 773d also continues the rotational airlift requirement for Central and South America, Southeast Asia and the Far East.

- Facilities: The JARS has 59 operational buildings, primarily aviation maintenance, training and administrative facilities. While there are dormitories for temporary lodging, there is no permanent housing at the JARS. The Western Reserve Port Authority (a joint venture of Mahoning and Trumbull Counties and the cities of Warren and Youngstown) operates the airport itself, including its three runways, while the Air Force provides full-time fire protection for the entire airport. A Federal Aviation Administration control tower is located at the airport. The JARS also operates an additional assault runway on leased property parallel to the airport's main runway. This assault strip is not contiguous to the installation. The Youngstown-Warren Regional Airport has on-site, 24-hour daily Aircraft Rescue and Firefighting coverage. This is provided full time under a cooperative agreement with the Air Force Reserve base on airport. Service is available to all aircraft operating at the airport.

- Redesignation: During the summer of 2003 nine Air Force Reserve Command installations were re-designated joint bases or stations to reflect the multiservice use of the facilities. The locations and their new designations are: Dobbins Joint Air Reserve Base, Ga.; Grissom JARB, Ind.; Homestead JARB, Fla.; March JARB, Calif.; Minneapolis-St. Paul Joint Air Reserve Station, Minn.; Niagara Falls JARS, N.Y.; Pittsburgh JARS, Pa.; Westover JARB, Mass.; and Youngstown JARS, Ohio.

- BRAC 2005: The National Defense Authorization Act for FY2002 authorized the DoD to pursue one Base Realignment and Closure (BRAC) round in 2005. This complex analysis and decision process, that involved almost all levels of DoD management, from installation, through major command and component/agency headquarters, to the office of the Secretary of Defense, was initiated on November 15, 2002. All bases were considered and treated equally, and were expected to respond to a comprehensive series of data calls. Ultimately, the Secretary of Defense's realignment and closure recommendations were reviewed publicly by an independent commission, the President and Congress; the outcome of that important issue was not to be announced until May 2005.

In May 2005 Mahoning and Trumbull Counties, as well as the rest of the entire country, was awaiting the outcome of the Base Realignment and Closure (BRAC) announcements, because there was strong possibility that the Youngstown Air Force Reserve Station could be closed. After gathering information and completing a comprehensive analysis nationwide, by May 16, 2005, and as required by law, the Secretary of Defense announced all recommendations for the realigning or closing of the bases. In its 2005 BRAC Recommendations, the Department of Defense recommended the closure of its Air Reserve Station at Pittsburgh International Airport, with the relocation of the station's flight related ECS (aeromedical squadron) to the Youngstown-Warren Regional JARS. The Youngstown Air force Reserve Station, home of the 910th Airlift Wing, not only survived the 2005 round of BRAC by remaining open, but it actually expanded some by gaining those reassigned reservists from the downsizing of the Pittsburgh Pennsylvania Base.

The 910th Airlift Wing will remain housed at the Youngstown Air Force Reserve Base, and is postured and positioned to maintain its viability and readiness to provide airlift of airborne forces, equipment and supplies; deliver force and materials by airdrop or airland; and aerially applies pesticides, herbicides, and oil dispersant agents as DoD's only full-time, fixed-wing, aerial spray capability. The 910th Airlift Wing also participates in joint service exercises supporting active duty forces in airborne training, operates facilities supporting Naval and Marine Corps reservists and other federal agencies, and assists military and other federal government air traffic to the region.

Location

Youngstown-Warren Regional Airport is conveniently located in Vienna Township in Trumbull County, Ohio. The airport is 11 miles north of the city of Youngstown, Ohio, 10 miles east of the city of Warren, Ohio, and 10 miles west of the city of Sharon, Pennsylvania. The airport is 54 miles southeast of Cleveland, Ohio and 67 miles northwest of Pittsburgh, Pennsylvania. The airport is just one mile north of SR-82 on SR-193. The runways at Youngstown-Warren Regional Airport have a full complement of newly resurfaced taxiways with edge lights and centerline markings. The taxiways were just resurfaced in 1999 and 2000. New taxiways were added to accommodate a new and expanded airline terminal and air cargo aircraft concrete parking aprons.

Access to the airport is provided by I-80, and SR-11, SR-82, and SR-193. SR-11 is a four lane limited access highway, while SR-82 is a four lane controlled access highway. Access to the airport terminal is off of SR-193 (Map 3). Travel time from the maximum distance within the two-county area to the airport is approximately 50 minutes.

Growth Outlook

Growth at Youngstown-Warren Regional Airport is dependent on number of factors.

- **Passenger Service:** In 1995 the Youngstown-Warren Regional Airport was served by four national airlines. By 2002 there was only one national airline serving the airport, and then it left. There was no regular commercial service again at the airport until 2006, when Allegiant Air began operations there. Since 1996, in an effort to retain airline service and encourage additional service, the airport has made significant runway and taxiway improvements. The airport's navigational aid systems have been improved, as has the runway lighting and electrical systems. In addition, the terminal building has been significantly improved and enlarged, with the addition of more passenger gates and facilities. The Port Authority continues to promote additional scheduled passenger service at the airport. Using moderate growth forecasts, it is assumed that through marketing efforts the Youngstown-Warren Regional Airport can maintain or even increase its current share of national scheduled enplanements.

- **Cargo/Freight facilities:** In 1996, the Western Reserve Port Authority proposed to develop a Cargo Airpark at

the airport to allow for the accommodation of cargo activity to serve Northeast Ohio and Western Pennsylvania. Since 2000 the Port Authority has added new aircraft aprons and air cargo facilities to the airport, which have the capability of handling even large wide-body aircraft. Future plans for the airport also assume that facility improvements will be made to allow for a growing cargo industry to increase activities within the area. Detailed development plans for the Cargo Airpark and other needed improvements at the airport can be found in the Youngstown-Warren Regional Airport Master Plan.

- **General Aviation:** Since the airport's beginning there has been a strong general aviation sector existing at the airport, with significant corporate activity occurring. At the present time the general aviation and corporate aviation facilities are immediately adjacent to the terminal building, and these facilities share the entrance road, the taxiways nearest the terminal, and the aircraft apron adjacent to the terminal. As part of the master plan for the airport it is intended that the corporate and general aviation facilities will be relocated to the southern part of the airport, both to ensure adequate separation between the commercial aviation and private aviation users, and to provide for additional area for additional private aviation facilities. The relocation is scheduled to occur after a proposed lengthening of Runway 5-23, which would also include the addition of a parallel taxiway for this runway and improvements to the existing taxiway network.

- **Military Aviation:** At the present time there is an Air Force Joint Air Reserve Station located at the airport which is used by two squadrons of C-130-H Hercules aircraft. In addition nearly 400 Navy and Marine reservists are based at the JARS. It is intended to relocate a portion of King Graves Road northward so as to increase the area of the JARS in order to add more facilities, including on-base housing. In addition it is intended to add and/or relocate two secure gates to the JARS.

- **Air Service Development Committee:** In the winter of 2001, an Air Service Development Committee was formed and chaired by the YWRA's Director of Aviation. The primary focus of the committee, comprised of membership from Mahoning and Trumbull Counties, including Eastgate, is to develop objectives, priorities, and strategies for reestablishing a pro-active air service program at the YNG regional facilities.

- **Corporate Incentives:** A number of incentive programs are available to companies wishing to expand or locate in the YWRA, few of which are detailed below.

A Foreign Trade Zone has been established at the Airport. A Foreign-Trade Zone is supposed to expedite and encourage foreign commerce in the United States via the designation of a geographical area, in or near a Customs Ports of Entry, where commercial merchandise may be held without being subject to Customs duties and other ad valorem taxes. This tariff and tax relief is designed to lower the costs of U.S.-based operations engaged in international trade and thereby create and retain the employment and capital investment opportunities that result from those operations.

The Ohio Enterprise Zone Program provides local and state tax incentives for businesses that expand or locate in designated areas of Mahoning or Trumbull Counties. Qualifying businesses are eligible for up to 75% tax exemptions (depending on the business location) for investments in real property (e.g. building construction, expansion, renovation) and/or tangible personal property (e.g. machinery, equipment, and inventory).

Community Reinvestment Areas have been established inside the Youngstown-Warren metropolitan area, which provide real-property tax exemptions for companies constructing or renovating a facility. Up to 100% of the value of building improvements or construction may be exempt from real property taxes for a maximum of 15 years.

- **Access Opportunities**

The YWRA has excellent access and is bordered by two four-lane divided highways (SR-11 and SR-82). An

interchange was added to SR-11 at King Graves Road in 2001 to provide direct access to the Foreign Trade Zone at the airport and the Air Force JARS. The intersection of SR-82 and SR-193 already has an interstate style interchange which provides direct access from to the airport from the south. No changes are required for either of these intersections. The airport does intend to improve the King Graves Road intersection with SR-193, which along with improvements to SR-193 from this intersection southbound to the terminal could improve access to the Airport. The existing SR-193/King Graves Road intersection requires a vehicle on King Graves Road to come to a complete stop followed by a sharp, slow turn to the south in order to access the Airport. An expressway-style turn lane to the south from King Graves Road would improve access and decrease travel time to the Airport. These are long-term planning matters for the Airport, County, and Township to consider.

Land Use On and Adjacent to the Youngstown-Warren Regional Airport

YWRA, including the Air Force JARS, occupies 1,405.1 acres of owned and leased land, as well as easements.

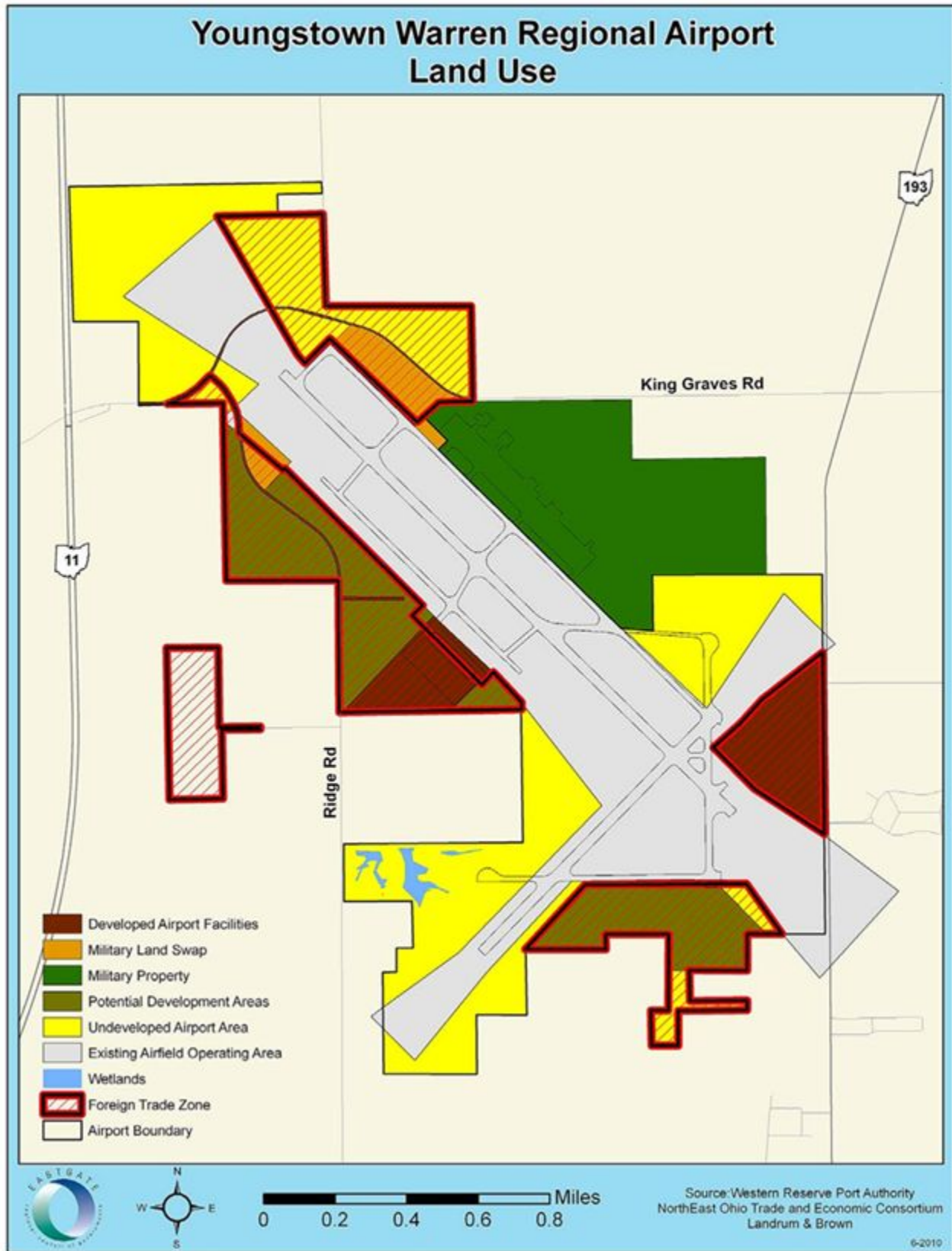
Existing land uses at the airport can be blocked into three groups.

- A. The terminal area, located on the east side of the airport, includes a general aviation block and a commercial service/airline block. This airport property contains the following structures; the terminal building, five conventional hangars, two t-hangers and two maintenance buildings. Two additional hangars are owned privately by Alpha Air Charter and Cafaro Corporation which have land lease contracts with the Airport. See Section 7 – Existing Airport Facilities for more data.
- B. The military occupies a block of land (74.1 acres in extent) northeast of the runway leased to them by the Port Authority. See Section 3 – Youngstown JARS for more data.
- C. In addition to these developed areas on the airport, an area on the westside of the airport has been developed as a Cargo Airpark. See Section 7 – Existing Airport Facilities for more data.

Six zoned areas around the YWRA have been designated as part of Foreign Trade Zone #181 (FTZ). Until 2006 the total area near the airport that was designated as part of FTZ 181 measured 693.5 acres, of which 653.5 acres in Zones 1-5 was located on airport property and 40.0 acres (Zone 6) was adjacent to but not located on airport property. In 2006 the boundaries of the zoned areas designated as part of FTZ 181 were revised and reduced in size. Since 2006 the amount of land on airport property designated as part of FTZ 181 measured just 403.5 acres in Zones 1-5, with Zone 6 remaining at 40.0 acres. The area in the airport FTZ now measures 443.5 acres in extent, for a reduction of 250.0 acres.

Zone 1 is located south of the junction of Runways 14-32 and 5-23, and measures 80.5 acres in size. Zone 2 is located west of Runway 14-32 and measures 161.2 acres in size. Zone 3 is located to the west of the Air Force JARS along King Graves Road, and measures 105.8 acres in size. Zone 4, which formerly was located between the Air Force JARS and the private hangar facilities, is no longer in existence. Zone 5 consists of the area described in A at the top of this page along with the landing apron for these facilities, and measures 55.7 acres in size. Zone 6 is located west of Ridge Road. For a better idea of the extent of these zones see Map 6.7.2. For a description of the benefits of a FTZ see Section 11 – Northeast Ohio's Trade and Economic Consortium (NEOTEC).

Map 6.7.2 – Youngstown Warren Regional Airport Land Use



6.7.5. EXISTING AIRPORT FACILITIES

• Overview: FAA funding was utilized to complete the extension of existing runway 14-32 to 9003', construct a new aircraft jet-way and expand the terminal apron to include a de-icing runoff containment system. All airfield pavements were refurbished and strengthened. Installation of new electrical distribution systems, including new airfield lighting and signs are now in place. The Youngstown-Warren Regional Airport has an index D fire fighting classification and a 24 hour FAA tower operation. The number of Gates at the terminal was increased from 2 to 6. Improvements within the terminal area can now accommodate up to 400,000 passengers annually. Offices and counter space for up to five carriers are also available.

A. Runways

YWRA is served by 2 runways: 14-32 and 5-23. There is also an assault runway

Runway 14-32 is 9,003' long and 150' wide. Its asphalt surface is grooved and is in good condition. The runway is equipped with high intensity runway lights (HIRL). This runway is rated to support aircraft that weigh up to 600,000 lbs., depending on the aircraft's wheel configuration. The weight limitations of aircraft for this runway are as follows:

- Single Wheel: 140,000 lbs
- Double Wheel: 209,000 lbs
- Double Tandem: 340,000 lbs
- Dual Double Tandem: 600,000 lbs

This runway is marked with precision instrument markings. It is equipped with 4-light precision approach path indicators (PAPIs) at both ends of the runway and there are Category I (CAT I) precision instrument landing systems (ILS) at each end of the runway. An ILS includes a localizer, glide slope, and a 2,400' medium intensity approach lighting system (MALSR) with runway alignment indicator lights (RAILs). The CAT I precision ILS is owned and maintained by the FAA. The PAPIs are owned and maintained by WRPA.

Runway 5/23 is 5,002' long and 150' wide. Like Runway 14/32, its asphalt surface is grooved and in good condition. The runway is equipped with medium intensity runway lights (MIRL). This runway is rated to support aircraft that weigh up to 280,000 lbs, depending on the wheel configuration of the aircraft. The weight limitations of aircraft for this runway are as follows:

- Single Wheel: 138,000 lbs
- Double Wheel: 175,000 lbs
- Double Tandem: 280,000 lbs

The runway is marked with non-precision instrument markings. Runway 5 is equipped with a 4-box visual approach slope indicator (VASI) while Runway 23 is equipped with a 4-light PAPI. Both ends of the runway are also equipped with runway end identifier lights (REILs). The VASI and PAPI are owned and maintained by the FAA.

The Assault Runway is 3,500' long and 60' wide. It has an asphalt surface and is used only by the JARS for training purposes.

B. Taxiways

The runways are complemented by multiple taxiways as shown on the aerial map of the airport. Taxiway H is a full-length parallel taxiway for Runway 14-32. There are 9 connector taxiways which link Runway 14-32 and Taxiway H. Runway 5-23 has no parallel taxiway, but it is linked to 4 connector taxiways. The taxiways were resurfaced in 1999 and 2000. New taxiways were added to accommodate a new and expanded airline terminal and air cargo aircraft parking aprons. Aircraft taxi times are minimal and free of delays.

C. Aircraft Aprons

The Youngstown-Warren Regional Airport completed new air cargo/airline aircraft parking aprons in 2000. The air cargo apron and building are located on the west side of the airport with access to the 9003-foot runway 14/32. The SR-11/King Graves Rd. interchange is less than one mile down the road for optimum vehicle access. There are also two other existing aircraft aprons located on the airport's east and west sides. Following is information on all of these aprons.

Aircraft Apron #1 -Constructed in 2000 and located off taxiway "S", this apron is made of Portland Concrete and capable of handling the static and dynamic loads of any size aircraft. The apron is 435,600 sq. ft. (40,468 sq. meters) in size. The apron is complete with a de-icing fluid capture system and aircraft nose tethers. There is an existing adjacent building of 24,000 sq. ft. (2,229 sq. meters) with another estimated 80,000 sq. ft. (7,432 sq. meters) of available area for expansion.

Aircraft Apron #2 -This aircraft apron is on the airport's east side off taxiways "M, L, K, H, J" and adjacent to the main passenger terminal building and general aviation Fixed Base Operator. The apron was redesigned and replaced in 2000. It is made of Portland Concrete and capable of accommodating the static and dynamic loads of wide body aircraft. The apron is complete with a new de-icing fluid catchment system. It is 438,533 sq. ft. (40,741 sq. meters) in size.

Aircraft Apron #3 -This aircraft parking apron is located on the airport's west boundary next to taxiway "T" north. Built in the mid-1970s, it is constructed of Portland Concrete and is 202,000 sq. ft. (18,766 sq. meters) in size. There is an adjacent, vacant aircraft facility of over 200,000 sq. ft. (18,580 sq. meters). The building and apron are designed to accommodate air cargo or aircraft maintenance, completion, and assembly activities.

D. Cargo Facilities

The Youngstown-Warren Regional Airport has a number of new and existing air cargo facilities capable of accommodating any small, medium, or large air cargo operation. There is ample property next to the highway interchange for a hub operation.

Air Cargo Facility #1 (Available) This includes a 24,000 sq. ft. (2,229 sq. meters) building with a 435,000 sq. ft. (40,412 sq. meters) aircraft apron and taxiway leading to a 9003' (2744 meter) runway. This building has its own two-lane roadway and parking lot for truck traffic. The apron can accommodate any size aircraft. There is area available next to this facility that could accommodate another 80,000 sq. ft. (7,432 sq. meter) building. Approximately 100 acres (40 hectares) of property adjacent to the runway is available for additional development.

E. Airline Terminal

The Youngstown-Warren Regional Airport completed a major passenger terminal expansion and renovation project in 2000. This project expanded the number of gates from 2 to 6. The new building is designed for a passenger boarding bridge which was installed in early 2001. This is the first time in the airport's history there has ever been a boarding bridge, which allows passengers to walk directly from the terminal into the aircraft.

All 6 gates provide a new level of passenger convenience and comfort. The addition includes a high ceiling and glass atrium allowing natural light to permeate the passenger area. New heating and cooling systems were added throughout both the existing and new building. All restrooms were completely remodeled with modern equipment. Car rental vehicle slots for customers are located within just 75' of the building for added convenience for vehicle pickup and drop-off. The public parking lot is also conveniently located just a short walk in front of the main terminal for quick, easy access.

New airline ticket counters were added which now allow space for up to five different airlines. The new passenger terminal has the capacity to handle up to 400,000 total passengers annually. The passenger holding area can accommodate wide body aircraft.

Mikeee's Restaurant

This restaurant is located in the main terminal building which overlooks the airfield. The restaurant can seat up to 125 people and is available for booking private functions.

Exhibit 6.7.1 – YNG Facility Layout

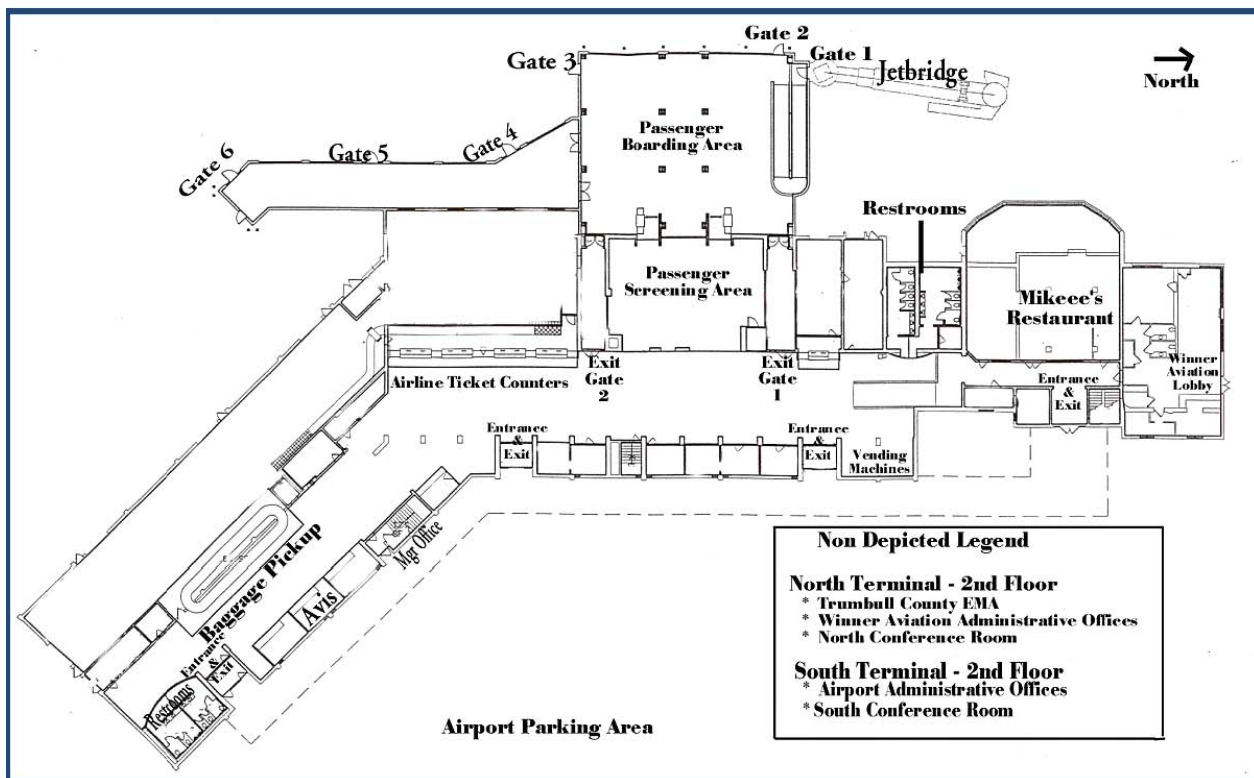
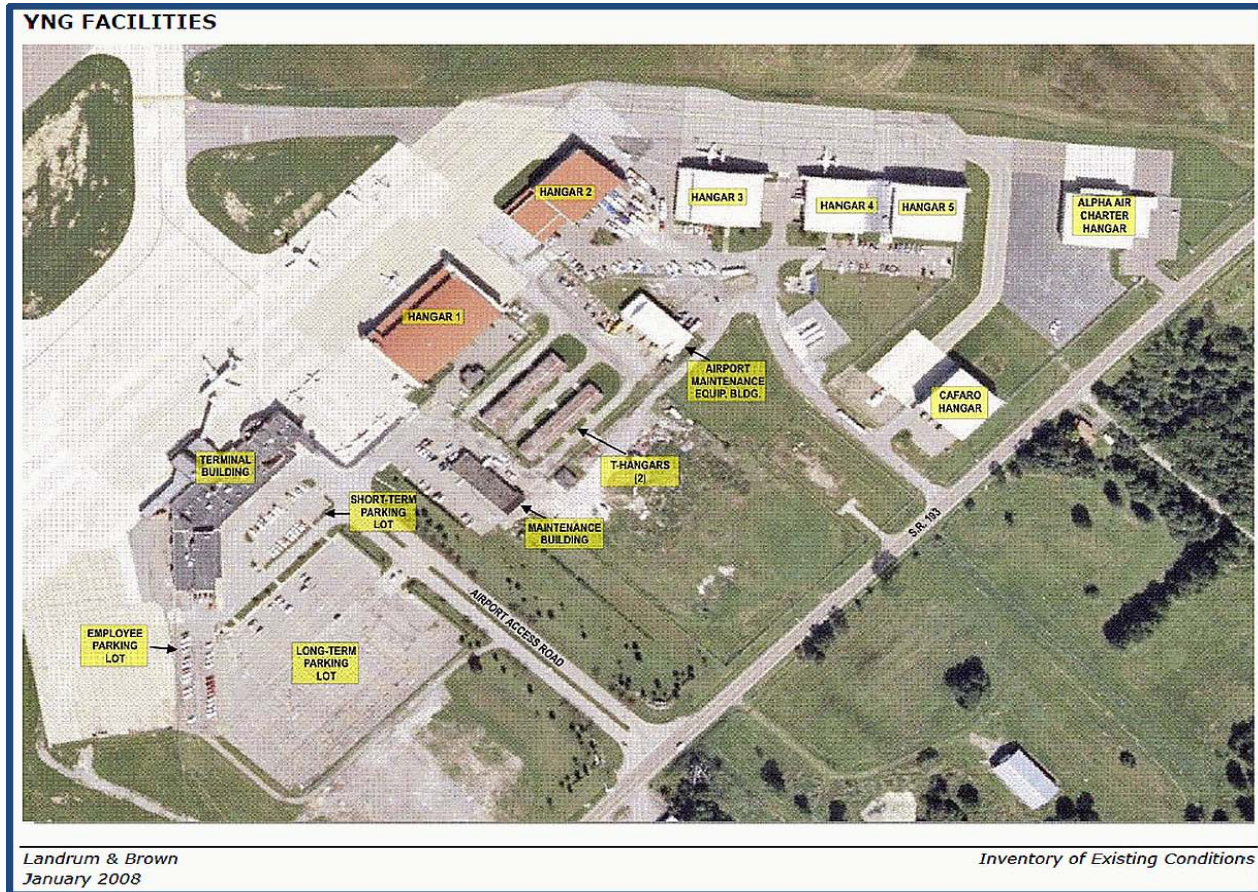


Exhibit 6.7.2 – YNG Aerial Inventory of Existing Conditions



6.7.6. HIGHWAYS

There are two significant highways and three significant roads in the immediate vicinity of the airport. The two highways are SR-193, a two-lane rural highway which runs in a north-south direction along the eastern boundary of the airport, and SR-11, a four-lane limited access interstate-type highway that runs north-south parallel to SR-193, but is located a short distance west of the airports western boundary. The three significant roads are King Graves Road to the north, Warren-Sharon Road to the south, and Ridge Road to the west (see [Map 6.7.3](#)).

SR-193 has interchange access to SR-82 roughly 2 miles south of the airport. SR-82 is a 4-lane limited access highway connecting Warren, Ohio and SR-11 on the west, and Sharon, Pennsylvania on the east. There is a SR-82/SR-11 interchange located about 3.5 miles west of the intersection of SR-82 and SR-193. SR-11, a major regional expressway with National Highway System (NHS) designation provides access to other NHS routes, including I-80 and I-90. The SR-11/King Graves Road interchange, opened in October 2001, is located approximately 2 miles west of the US JARS entrance on King Graves Road and provides direct access from SR-11 to the base, and the main passenger terminal via King Graves Road to SR-193.

There are two primary road access points for the airport. The first road access point is on SR-193, and this is used for airline passengers and people using either the terminal or the hangars near the terminal. The second road access point the US JARS gate located north of the airport at King Graves Road. Access is provided along SR-193 north of the passenger terminal ingress/egress for general aviation activity.

The only signalized intersection near the airport is at SR-193 and Warren-Sharon Road. There are 5 “T” two-way stop intersections in the immediate vicinity of the airport including egress from the airbase to King Graves Road and from the airport passenger terminal egress to SR-193. Intersection improvements were made at King Graves Road and Ridge Road. The section of Ridge Road located between the existing residential properties and King Graves Road was widened from a substandard lane width of 11 feet to a standard lane width of 12 feet, and a 12 foot wide turning lane was added. The entrance/exit of the US JARS on King Graves Road was improved by adding a center turn lane into the US JARS while allowing for a westbound outside lane for through traffic to continue westbound towards SR-11.

The following Table 6.7.4 summarizes the road conditions for the four principal routes bordering the airport property. The AADT’s (average daily traffic) are the most recent traffic counts performed on these roads. The 2 LOS’s (level of service), one for 2010 and one for 2040, were taken by the most recent air quality transportation models performed by Eastgate and ODOT.

Table 6.7.4 – Existing Road Network Conditions

Road Name	From	To	Surface Type	# of Lanes	Lane Width	AADT	2010 LOS	2040 LOS
SR-193	Warren Sharon Rd.	King Graves Rd.	Asphalt-Concrete	2	12’	4,000	B	C
Warren-Sharon Rd.	Ridge Rd.	SR-193	Asphalt-Concrete	2	11’	5,087	C	C
Ridge Rd.	Warren Sharon Rd.	King Graves Rd.	Asphalt-Concrete	2	11’	1,676	B	B
King Graves Rd.	SR-11	SR-193	Asphalt-Concrete	2	11’	2,135	C	C

6.7.7. RAIL SYSTEM ACCESS TO THE YOUNGSTOWN-WARREN REGIONAL AIRPORT

There was a proposal developed by the Ohio Rail Development Commission’s (ORDC) to add rail freight service to the Youngstown-Warren Regional Airport included in the 2020 Long Range transportation Plan (LRTP). The ORDC study of the feasibility of constructing railroad lines east of SR-193 to provide service to the YWRA remained a valid consideration in the 2030 LRTP. For the 2040 MTP, it is still uncertain whether there will be a demand for rail service for the cargo facilities at the YWRA, but it was assumed the availability of rail would enhance the development potential at the facility. In November 2012, the Western Reserve Port Authority (WRPA) authorized a consultant to conduct a small study to investigate the probability of adding a rail spur to the YNG facility. Any new rail connector to the YWRA would have to be tied in to the existing freight rail network, which has remained unchanged since the development of the 2030 LRTP. The Norfolk-Southern Youngstown branch mainline runs roughly north-south and is located approximately 2 miles east of the airport, and the Niles Secondary line is about 4 miles northwest of the airport. Because of the soil conditions in the area, the best area to reconstruct a railroad is on an old roadbed. In order to reconstruct track, extensive clearing and grubbing would be required and ditches and drainage along the right of way would also have to be reestablished. Wetland permits from the Army Corps of Engineers may also be required before the lines could be reconstructed.

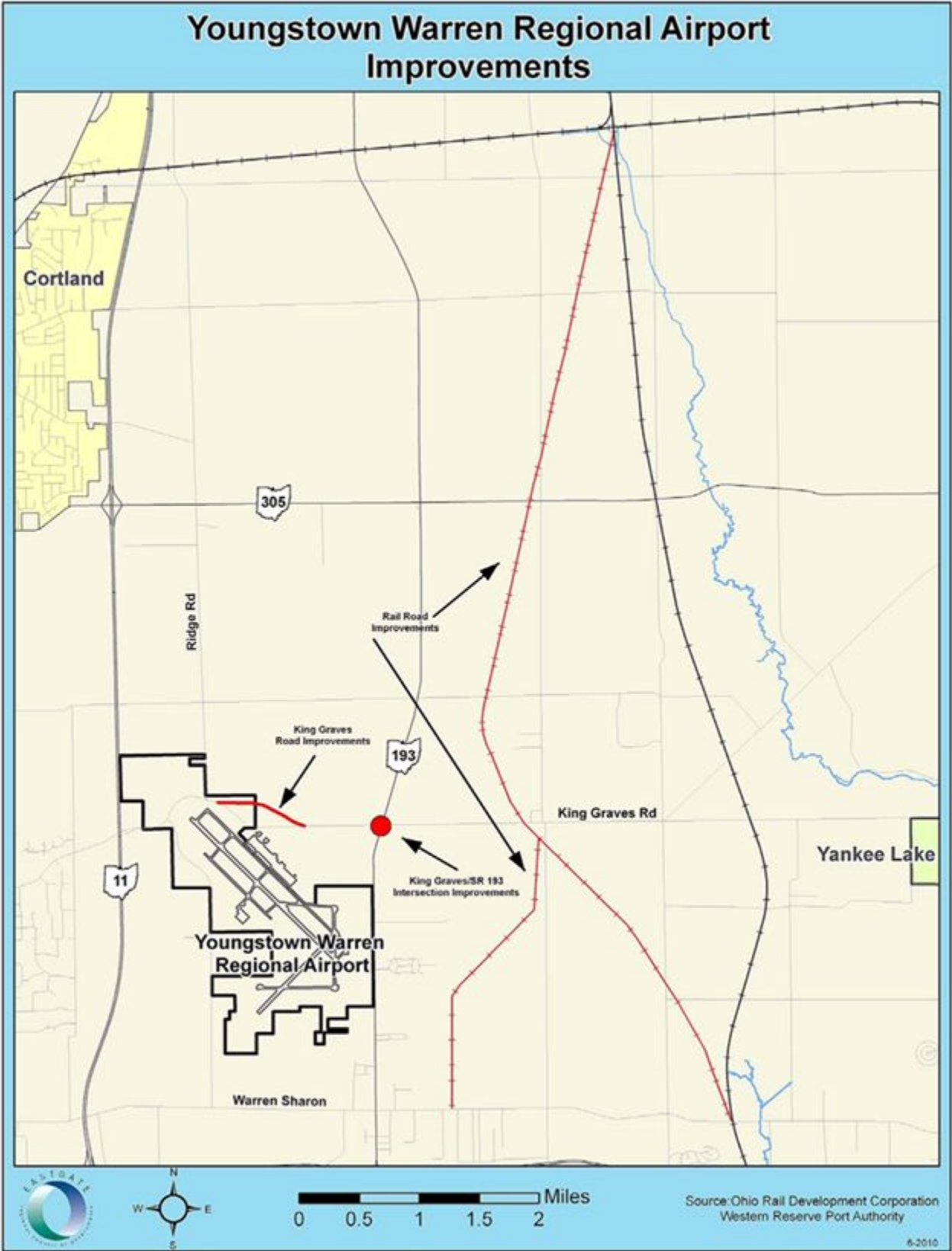
The ORDC study determined that there was an existing rail roadbed that could be used for this project. According to the study a track that wound around the Norfolk Southern mainline was owned by the New York Central Railroad, which from the late 19th to the early 20th century was used as a passenger line and for heavy coal trains. The ORDC estimated the track, which was in 3 sections, to be about 10½ miles long overall. The location of the track is shown on MAP 3. A railroad bridge north of King Graves Road carried track over the

South Branch of Big Yankee Creek. This structure, approximately 22 to 23 feet in length, has been removed, but the bridge abutments still exist. If a deck bridge were placed on the old abutments no hydrological studies would be required. Inspection of this existing rail roadbed indicated that a minimal amount of the old roadbed material still exists. The Soil Conservation Service suggests that in order to construct a new rail line a foot of clay may be required under the sub-ballast to stabilize and help keep the roadbed dry.

The ORDC study gave a cost estimate for track restoration of \$4,355,000. This cost estimate does not include costs for runaround track and sidings. The ORDC study also discovered that it may be necessary to repurchase approximately 131.5 acres of the old corridor right-of-way. At the time of the study it was estimated that to reacquire all of the land within the original corridor would cost around \$131,500. It should be recognized that all of these cost estimates were based on planning level analysis completed more than a decade ago and would need to be adjusted after completion of a new engineering study.

Another former rail line was located immediately south of the Four Seasons Mobile Home Park located on SR-193 just south of the airport passenger terminal entrance. This line extended from the Old Coal Mine Track to approximately SR-193. This rail line was not investigated and cannot be restored due to its proximity to the approach zone of the airport's major runway.

Map 6.7.3 – Youngstown Warren Regional Airport Improvements



6.7.8. PUBLIC TRANSPORTATION – OVERVIEW

When 2030 LRTP was developed there was no public mass transportation available at the airport, except for private provider service in the form of taxi-cab and limousine services. The WRTA, which is the largest public transportation provider in the area, was prevented from providing service to the airport due to reductions in federal and state operating assistance. In addition, at the time of the 2030 LRTP the WRTA operated under local funding provided from property taxes in the City of Youngstown, and in order to provide service to the airport they would have needed an additional source of local funding to support transit service at the airport. Trumbull County at that time was in the early stages of developing their own countywide transit system.

At the present the WRTA has switched from a Youngstown-based property tax source of local funding to a Mahoning County-wide ¼% sales tax as their basis of local funds. The WRTA, since changing their funding source, has begun expanding their service area and operating hours. Their current service area for their fixed route system covers between 85% and 90% of the population of Mahoning County, and they also provide a demand response system that covers the entire county. For the 2040 MTP the WRTA is discussing possible service to the airport with the Youngstown Warren Port Authority Board of Directors

Since the time of the 2030 LRTP Trumbull County has operated a countywide demand-response transit system, which could also offer some service to the airport. In 2013 the Niles Trumbull Transit System (NiTTS), now known as Trumbull Transit Services, has operated a demand response curb-to-curb service in Trumbull County since 2003. Transit service is available on a first come, first served basis from 7 am to 6 pm, Monday through Fridays, and 8 am to 3 pm on Saturdays, Sundays and Holidays will come to the airport for a client.

Previously the City of Niles administered the NiTTS transit system in Trumbull County; it is now administered through the Trumbull County Transit Board; all written agreements have been maintained with participating communities and agencies: the cities of Cortland, Girard, Hubbard, Niles, and Warren; the Village of McDonald, and the townships of Howland, Liberty, and Weathersfield, all of whom provide financial support for the transit system. Trumbull County also provides funding on a yearly basis to support a curb-to-curb demand response county-wide transit system that offers discounted fares to senior citizens age 60 and older.

6.7.9. NORTHEAST OHIO’S TRADE AND ECONOMIC CONSORTIUM (NEOTEC)

In 1995, recognizing that some economic issues can only be addressed as a region, 6 Northeast Ohio Counties, Columbiana, Mahoning, Portage, Stark, Summit and Trumbull, came together and entered into a cooperative agreement, pursuant to Section 307.07 of the Ohio Revised Code, to create the Northeast Ohio Joint Office of Economic Development (JOED), a public-private partnership designed to encourage cooperation over competition. The Northeast Ohio Trade & Economic Consortium (NEOTEC) was established to carry out the JOED’s economic development initiatives, and was staffed by volunteers from public and private economic development organizations from the 6 counties.

The Akron-Canton Regional Airport Authority received a Grant of Authority in 1991 from the Foreign-Trade Zones Board in Washington, D.C., to establish Foreign-Trade Zone 181 at a 157-acre site on airport property. In 1997, the airport assigned the FTZ 181 Grant of Authority to JOED/NEOTEC.

In 2000, NEOTEC was restructured as a private, nonprofit 501(c)3 corporation, and Kent State University stepped up as a partner in NEOTEC’s regional economic development efforts. The university offered office space and support services to NEOTEC, which established its current office on the Kent campus and hired its first staff member in 2001.

- Growth of NEOTEC: The JOED/NEOTEC organizations have grown since 1996 through expansion of membership and programs. In 1996 Ashtabula County joined the organization, followed by Medina and Wayne Counties in 2005, and Richland County in 2006.

- **Focus on Logistics Initiatives:** In 2001, NEOTEC created the Northeast Ohio Logistics Network, a 280-member organization of logistics professionals. The organization was created to provide a unified point of view and voice on issues affecting the flow of goods in and out of the region. In 2003, NEOTEC partnered with the United Shippers Alliance (USA) to provide volume discounts to companies for both domestic and international freight movements.
- **International Trade Assistance:** In 2004, NEOTEC received approval for a continuing Small Business Administration and Ohio Department of Development grant to establish an International Trade Assistance Center (ITAC). ITAC services are available to any company that is new to export, or wants to expand export activity. These services include export basics, export readiness assessment, export compliance and procedures guidance, global logistics, documentation requirements, basic market research, and international business plan assistance.
- **Foreign-Trade Zone Growth:** Since the formation of NEOTEC the Foreign-Trade Zone program in Northeast Ohio expanded from 1 location at the Akron-Canton Airport to 34 General Purpose and 1 Special Purpose Subzone locations throughout the 10-county region. FTZ 181 is nationally recognized as a “Best Practice” in foreign-trade zone development and management. Since 2001, FTZ 181 has been a major factor in attracting more than \$300,000,000 in capital investment and the creation/retention of more than 3,000 jobs in the region.

6.7.10. WHAT IS A FOREIGN TRADE ZONE?

The U.S. Foreign-Trade Zone (FTZ) program was created in 1934 by Congress as an incentive to encourage companies to keep investment and jobs in the United States and not move production offshore. The program removes certain costs and barriers that do not exist in foreign locations. A foreign-trade zone is a designated area within the United States that is considered to be outside the stream of international commerce. Certain types of merchandise may be admitted into the zone without being subject to Customs duties or certain excise taxes.

There are two types of zones: General Purpose Zones and Subzones.

- A General Purpose Foreign-Trade Zone site is established to accommodate multiple companies and activities. It is typically defined as an industrial or commercial park. Public warehouse operations also operate as General Purpose Foreign-Trade Zones.
- A Subzone is a special purpose zone established for a single company.

There are more than 270 foreign-trade zones throughout the United States. In Northeast Ohio, FTZ 181 includes 35 sites in a 10-county region and covers more than 6,000 acres.

FTZ Benefits

- **Duty Deferral:** delay payments of duties until the inventory leaves the zone
- **Duty Reduction:** pay the lower of the component or finished product duty rates
- **Duty Elimination:** eliminate duty on products to be re-exported, rejected, scrapped or destroyed
- **Direct Delivery:** bypass congestion at sea ports by applying for authority to receive product, break seals and clear customs within the FTZ facility
- **Weekly Entry:** reduce merchandise processing fees by combining shipments on one entry filed weekly
- **No Import Quotas:** inventory stored in an FTZ is not subject to import quotas

Activities Permitted in an FTZ

Merchandise entering a zone may be:

- Assembled
- Tested
- Sampled
- Relabeled
- Manufactured (with special approval from the FTZ Board)
- Repackaged
- Destroyed
- Mixed
- Manipulated
- Stored
- Salvaged
- Processed
- Cleaned

Foreign Trade Zones – Trumbull County

Warren Commerce Park

City: Warren

Acreage: 50

River Road Industrial Park

City: Warren

Acreage: 258

Youngstown-Warren Regional Airport

City: Vienna

Acreage: 484

Foreign Trade Zones – Mahoning County

Allied Industrial Park

City: Youngstown Acreage: 200

Foreign Trade Zones – Columbiana County

Port Terminal Facility Leetonia Industrial Park

City: East Liverpool City: Leetonia Acreage: 19 Acreage: 60

Intermodal Industrial Park

City: Wellsville Acreage: 66

Foreign Trade Zones – Ashtabula County

Pinney Dock & Transport

City: Ashtabula Acreage: 309

6.7.11. CONCLUSION

Roads and Highways: Eastgate continues to work with the Ohio Department of Transportation, Trumbull County Engineer, elected officials, Western Reserve Port Authority, and local citizens on identifying the needs of highway infrastructure improvements in the area around the YWRA to promote efficient and safe intermodal transfer of people and goods to the Youngstown-Warren Regional Airport (YWRA).

Railroads: The Ohio Rail Development Commission (ORDC) plan that was discussed in this chapter considered options for adding rail service to the YWRA. Eastgate is awaiting the WRPA report regarding rail options at YNG.

Public Transportation: At the present time regularly scheduled public mass transportation service is not available at the airport. Trumbull County, through their county-wide transit provider, TTS, does provide a demand response transit service that serves the airport. TTS provides a countywide demand response service but does not provide any scheduled transit service. The Western Reserve Transit Authority (WRTA), the regional transit authority based in Youngstown, does not at present offer any form of transit service to the YWRA. The Shenango Valley Shuttle Service (SVSS), which is the transit system operating in Mercer County to the east of Trumbull County, also does not offer any transit service to the YWRA. Eastgate in cooperation with the WRTA, SVSS and the TTS, will continue to research alternatives for providing transit service to the airport. At this time private provider service, in the form of taxi-cab and limousine services, and the demand response service provided by TTS, remain the only surface transportation for hire or public transportation available at the airport.

Acknowledgements

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- U. S. Air Force (Reserve)
- Google Earth --for aerial photography of the Youngstown-Warren Regional Airport