

Chapter 12

AIRPORTS

Cincinnati became an important city due to its location on the principal artery of transportation in the West in the early days — the Ohio River. It thrived as it kept pace with later developments — canals, highways, railroads.

The era of the new medium of transportation — the airways — is really just beginning. Its effects on the development of cities will be fundamental and far-reaching. Cincinnati cannot afford the handicap imposed by failure to provide the facilities through which the full possibilities and benefits of air transportation can be realized.

The Master Plan points the way to adequate implementation of Cincinnati's air opportunities, outlines for the Area a system of airport facilities capable of handling safely and efficiently the anticipated air traffic of the future, and indicates how such a system can best be coordinated with other transportation and land use elements.

For a detailed discussion of the aviation potentialities of the Area, future needs, analysis of sites and means for effectuation of the Airports Plan herein the report on Airports should be consulted.

Ten-Year Airport Plan

A metropolitan airport plan is essentially the translation of the anticipated volumes of various types of scheduled and non-scheduled flying into terms of required service facilities at specific locations. The Airports Plan is based on estimates of volumes of air traffic reasonably to be expected in the Area during the 10-year period beginning in 1947. This term accords with the opinion of aeronautical planning officials that due to the swift and perhaps radical changes possible, it is unrealistic and unwise to make plans for a longer period.

Present and Prospective Air Service

At present the Area is served by five major airlines — American, Delta, Trans-World, Piedmont and All-

American Aviation. Turner Aeronautical has been certificated to service Cincinnati but has not yet begun operations.

Because of the strategic location of the Area near the center of U. S. population, and because of its importance as a gateway between the north and the south, it is logical to assume a more comprehensive service of scheduled flights for the future than obtains at the present time.

Cincinnati continues aggressively to seek new air routes and improvements in its existing route pattern by participating in and bringing proceedings before the Civil Aeronautics Board.

Existing Facilities

(NOTE: Since the Airports Plan was promulgated, the Civil Aeronautics Administration has developed a new nomenclature to designate classes of airports, based on runway lengths and widths, and taxiway and landing strip widths. The new nomenclature employs the terms "feeder," "local," "express," "deluxe," and "international," to correspond roughly with the old designations as Classes I, II, III, IV, and V. The earlier designations are retained in this book as the new ones are not exactly comparable).

The existing facilities are shown in the Airports Plan, Fig. 46.

There is no Class V airport in the Area at this time and the Boone County ("Greater Cincinnati") Airport owned by Kenton County is the only Class IV. Scheduled airline operations recently moved to the latter airport from Lunken because of the longer runways and safer approaches for large modern transports at Boone County.

Lunken Airport (Class III) is owned and operated by the City of Cincinnati. Put in service in 1927, it was the principal airport for the Area until January 10, 1947.

The airport at Oxford is owned and operated by Miami University. Tri-State Airport is equipped for private flying, and instructional and charter service. It is used for those purposes.

All other classified fields, including those at Hamilton and Middletown, are used for non-scheduled private flights, charter service, and the like.

Eight of the airports shown in Fig. 46 as recognized by C. A. A. are unclassified. Several are totally undeveloped.

Ownership Factors

Development of a permanent system of airports to meet metropolitan requirements for the next ten years necessitates a clearly-defined policy of ownership of these facilities.

The City Council of Cincinnati has undertaken to acquire the site for the Blue Ash Airport which is to be developed by Hamilton County with Federal aid.

Lunken, now owned and operated by the city, will continue on that basis. The Boone County Airport will remain under the jurisdiction of Kenton County.

Private Flying

Private flying fields are still in the pioneering stage. It has not been proved in most cases that they can show a profit on the capital invested. The Federal Airport Act (Public Law 377, 79th Congress, approved May 13, 1946) furnishes financial assistance for both major airports and minor flying fields. Public ownership (but not necessarily public operation) is the surest way to guarantee adherence to the adopted plan and avoid risk of pre-emption of a component private field or site by some other permanent use.

Approach Protection

All the land needed to provide safe flight approaches cannot feasibly be included within an airport. Structures or trees inside approach zones can be condemned and removed under the power of eminent domain. Easements or construction rights can be acquired with or without condemnation.

Zoning for unincorporated areas in Hamilton County is now in the making and the maps proposed for adoption clearly define the Blue Ash Airport site for that purpose. In Kentucky such zoning legislation as is available applies only to cities of certain classes.

There is at present no legislative authority in Ohio for the zoning of airport approaches but legislation toward that end is expected to be introduced in the next session of the Legislature.

Co-ordination of Activities

To assure effective co-ordination of flying activities in the Area the most desirable procedure would be to

set up a Metropolitan Aviation Authority. Because of the interstate aspects, however, considerable difficulty would be encountered.

In lieu of an Authority, so far as the Blue Ash Airport is concerned, there has been set up by ordinance of City Council and similar action on the part of the Hamilton County Commissioners a group designated as the County-City Airport Committee to co-ordinate action of the county and city with reference to the Airport. The Committee consists of three members of the Finance Committee of Council, three County Commissioners and three citizen members, with a Secretary. It has no final legal authority, was formed for co-ordinating purposes only, and its jurisdiction at present is confined to matters affecting the Blue Ash Airport.

Cincinnati's Aviation Needs

Master Plan studies indicate the need by 1956 for these aviation facilities in the Cincinnati Area: (See Fig. 46.)

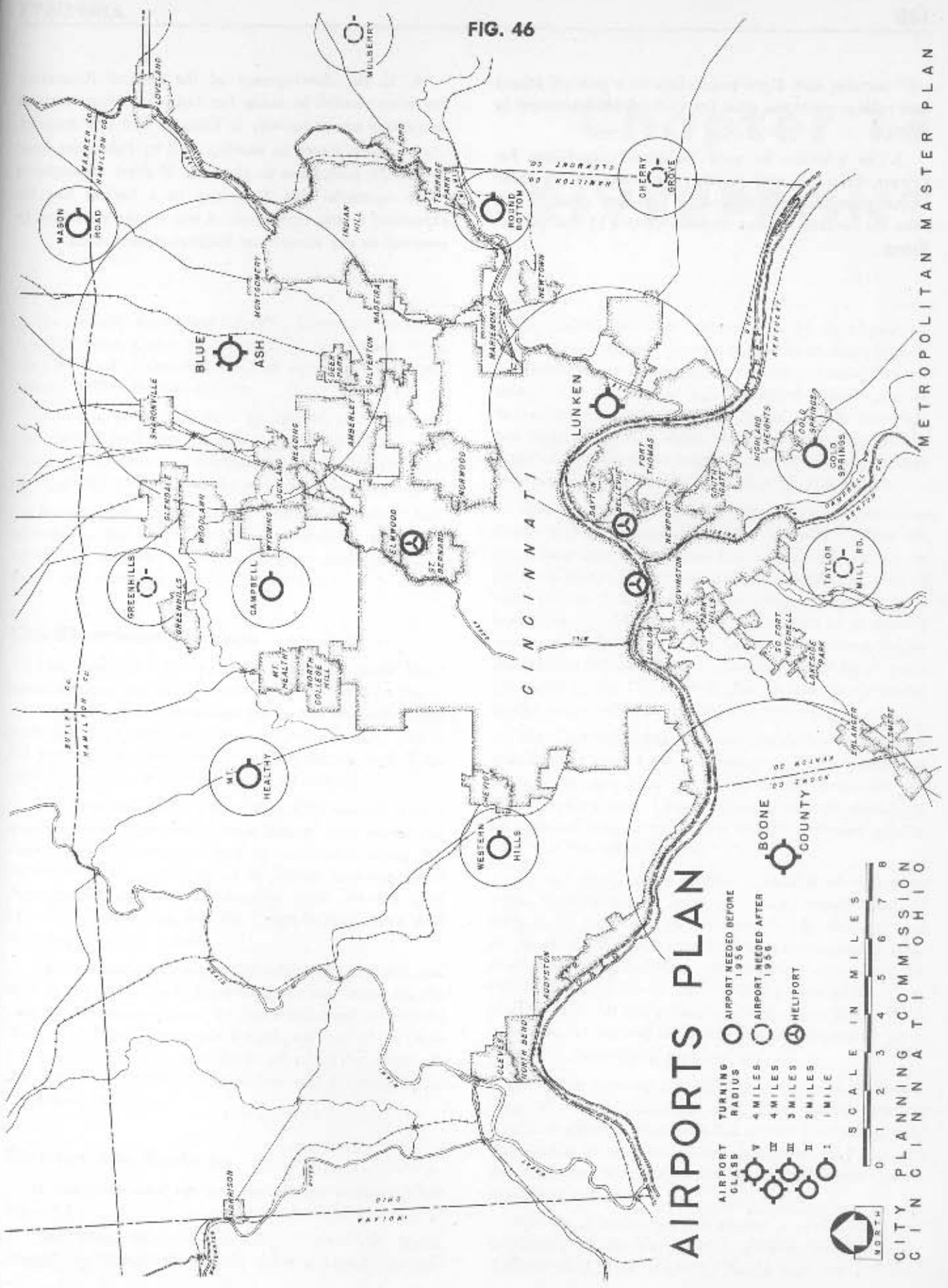
- (1) A master airport (Class V) for scheduled air transport.
- (2) A major airport (Class IV or V) for military flying and cargo transport, with additional provision for extensive private flying.
- (3) A major airport (Class III) for non-scheduled miscellaneous commercial and instructional flying.
- (4) Several airports in Hamilton County, and one in Kenton or Campbell County, for private flying.
- (5) Facilities for amphibian basing and operation.
- (6) Provision for future operation of helicopters in several locations.

Recommendations

The analysis of these prospective needs within the Metropolitan Area for airports and other facilities to satisfy requirements for all kinds of flying within the next ten years leads to the following recommendations:

1. Approval by C. A. A. of the Airports Plan including the site selected by City Council at Blue Ash has cleared the way for immediate steps toward the development and early completion of the required facilities there.
2. Lunken Airport should continue as a Class III airport, operated as an essential facility to accommodate rapidly expanding non-scheduled flying activities. These activities to include demonstrations and sales; maintenance and repair of based and itinerant private and company-owned planes; charter, taxi, and "drive-your-

FIG. 46



AIRPORTS PLAN

- AIRPORT CLASS Y
- AIRPORT CLASS III
- AIRPORT CLASS II
- AIRPORT CLASS I
- TURNING RADIUS
- AIRPORT NEEDED BEFORE 1936
- AIRPORT NEEDED AFTER 1936
- HELIPORT

SCALE IN MILES

0 1 2 3 4 5 6 7 8

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self" service; and flight instruction as a part of school and college curricula, and for individuals interested in flying.

3. In addition to such incidental provisions for private flying as may suitably be made at the three major airports, steps should be taken to preserve the sites for several smaller airports (Class 1) for private flying.

4. In the development of the Central Riverfront provision should be made for heliports. Experimental operations are under way at Chicago and Los Angeles, among other places, in moving mail by helicopter from downtown postoffices to airports. If these experiments prove successful this Area may be a logical one for expansion of this operation. A site should therefore be reserved in the Riverfront Redevelopment Area.