

FBO Information

Odyssey Aviation

ARINC: 129.625

Port Columbus International Airport

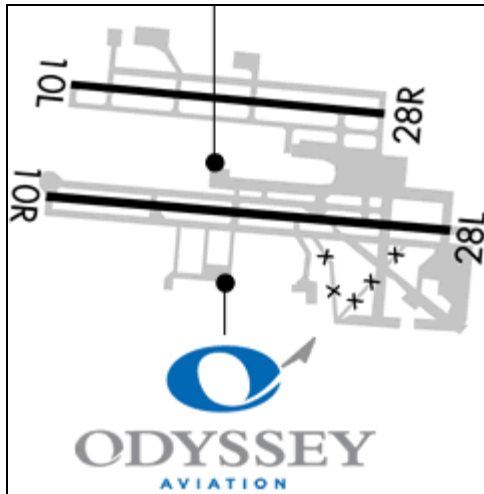
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<http://www.odysseyfsp.com/columbus.html>



PLEASE :

- 1 Follow line service to parking.
- 2 Clean up after yourself and replace cowl plugs, pitot tube covers, and aircraft cover, if applicable.
- 3 Verify that the brake overtemp indicators are not black before AND after your flight, and if they are, then you must notify AirShares Elite at 800-482-5411.
- 4 Feel free to contact AirShares Elite well in advance of your trip to inquire about the navigation databases and equipment on board the aircraft you'll be flying.
- 5 Telephone AirShares Elite to report any serious or airworthiness related squawks.

Dispatch Procedures

Out

The binder and keys will be held for you at the check-in counter at Odyssey. The aircraft will be parked in front of the hanger as you exit the door to the ramp.

Fuel orders may be called in several hours in advance of your flight, though we recommend not calling the night before in case unexpected circumstances force your cancellation. (The aircraft would then be left topped off for another Owner who may have weight and balance issues to contend with.)

In

Line service will guide you to parking. Return the aircraft keys and flight binder to the front desk. Please ensure that the Flight Detail Sheet has been properly filled out.

Grounding squawks must be reported immediately by calling AirShares Elite at 800-482-5411.



Local ATC Procedures

The CMH Control Tower has an informative website:
<http://cmh.natca.net>

VFR

Review local charts prior to departure and Class C airport VFR procedures. There are many small airports in the Columbus area and heavy VFR and IFR traffic. Maintain communication with ATC at all times until released for frequency change by Departure Control.

About 10 miles north of CMH is a practice area often filled with maneuvering VFR traffic.

IFR

Purchase IFR charts and review IFR procedures prior to your flight. CMH is Class C airspace and friendly to GA pilots. On departure, you can expect runway heading to 3,500 (or 5 miles out) and then vectors to your assigned route or fix.

The parallel runways are used simultaneously for arrivals and departures. It is imperative that pilots fly precisely on course to avoid loss of separation.



Hazards

Wake Turbulence

The aircraft operating out of CMH on any given day range from Tri-Pacers to 757s and everything in between. The Cirrus pilot must be vigilant about wake turbulence hazards from commercial airline traffic, business jets, and helicopters.

Weather

Typical mid-east weather with thunderstorms in the summer and icing potential between October and May.

Terrain

Flat terrain can induce complacency while flying at low altitudes, but unforeseen man-made obstacles always pose a hazard. Don't scud run.

Low Visibility

Air pollution and summer haze can significantly reduce in-flight visibility, especially when flying westbound near dusk.

Limited Off-airport Landing Sites

Study the sectional chart and, if possible, a Google Earth layout of the area immediately surrounding CMH. The airport is surrounded by populated areas, but there are many small airports available in case an immediate diversion is necessary.

Local AirShares Elite Office

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