



## **APPENDIX L PUBLIC WORKSHOP AND HEARING SUMMARIES, AND ASSOCIATED NEWSLETTERS AND NEWSPAPER ADVERTISEMENTS**



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## **L.1 Materials Related to First Public Workshop, October 30, 2013**



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 <b>Akron-Canton Airport (CAK) Part 150 Update Study</b> <b>MEETING NOTES</b> 	
<b>Meeting</b>	First CAK Part 150 Update Study Public Workshop
<b>Meeting Location</b>	Second Floor Conference Room, CAK Terminal
<b>Meeting Date and Time</b>	October 30, 2013, 5:00 – 7:00 pm
<b>Prepared by</b>	Stephanie Tresso, Engage Public Affairs
<b>Version</b>	November 25, 2013

**1. OVERVIEW**

This memorandum summarizes the Akron-Canton Airport (CAK) Part 150 Update Advisory Committee’s first public workshop held on October 30, 2013 from approximately 5:00-7:00 pm in the CAK Terminal Second Floor Conference Room.

**2. MEETING MATERIALS**

Four items appended to this memorandum provide materials relevant to documenting the meeting:

- Meeting sign-in sheet.
- Newsletter used to announce the workshop.
- Newspaper advertisement used to announce the workshop.
- Facsimiles of the presentation boards used in the workshop stations

**3. WORKSHOP FORMAT**

The Public Workshop was held on October 30 from 5-7 p.m. in the CAK Terminal 2<sup>nd</sup> floor conference room. Attendees visited different stations, outlined below, where they could talk with project team members about different components of the study. A sign in sheet from the workshop is appended to this document.

Stations included:

- Welcome / Sign-In
- Part 150 Overview
- Noise Terminology
- Noise Measurements
- Noise Modeling
- Public Consultation / Comments




**4. FOR PUBLIC COMMENT**

Attendees were briefed on their opportunities to provide comments, including:

- Verbally at the meeting. (No formal comments for the record were received.)
- In writing at the meeting. (None were received.)
- In writing to the project website to the address noted on the project newsletter.
- In writing to the project website.

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Akron-Canton Airport (CAK) Part 150 Update Study SIGN-IN SHEET			
 a better way to go.	 HARRIS MILLER MILLER & HANSON INC.		 design/construction solutions
Meeting	First Public Workshop		
Location	Second Floor Conference Room, CAK Terminal		
Date	October 30, 2013		
Time	5:00 - 7:00 P.M.		
Name	Address	Representing	Email
Stephen & Mary Ann Smith	Westgate Circle, Canton	Selves/Homesteaders	
Tony Skipper	Willowdale	Self	
Jim BENEDES	145 N. Main North Canton	North Canton City	
Nate Ruck	6649 Dale St NW, Marietta	Self	ngruck@gmail.com
Jim & Tim Kraft	60 Willowdale Lake Ave NW Canton	Self	tim@woodkraft.biz
LARRY JEFFRIES	6149 REDFORD Rd NW N Canton	SELF	JEFFRIESL@AARP.Norms
Johal WIRTE			
Bill Jones	6167 Ross Rd NW	Self	



**Akron-Canton Airport (CAK) Part 150 Update Study**  
**PROJECT NEWSLETTER #1**



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www.hmm.com HARRIS MILLER MILLER & HANSON INC.

The Akron-Canton Airport is committed to being the best neighbor possible, including minimizing noise exposure.

The most complete way to address airport noise issues is by conducting a study under the FAA's voluntary "Part 150" program, which provides access to federal funding, planning, and implementation support.

CAK previously took advantage of this opportunity in the mid-80s and 90s. CAK is embarking on a third Part 150 study to ensure its noise program is as up-to-date and sensitive to forecast conditions as feasible.

**What is a Part 150 Study?**

A Part 150 study is a *voluntary* FAA process airports can follow to describe noise exposure, and identify means to correct and prevent potential noise effects.

Part 150 studies have two parts – the Noise Exposure Map and Noise Compatibility Program.

**What is a Noise Exposure Map (NEM)?**

The NEM describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise/land use compatibility situation, for existing and five-year forecast conditions.

**What is a Noise Compatibility Program (NCP)?**

The NCP is essentially a list of proposed actions to minimize noise issues, including noise abatement compatible land use measures, and program communication and implementation mechanisms.

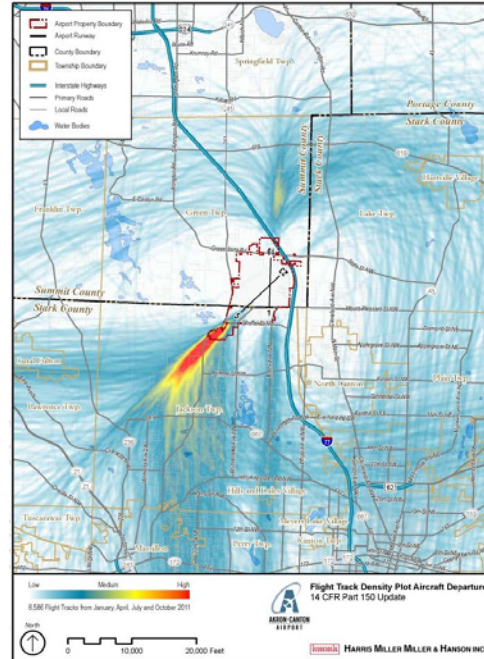
**Why conduct a Part 150 Study?**

CAK and over 250 other U.S. airports have voluntarily conducted Part 150 studies for several major reasons: (1) it is a well-designed and accepted methodology; (2) satisfactory completion of the process provides access to federal funding, planning, and implementation support; and (3) it is a neighborly, appropriate thing to do!

**What are some details of the CAK study?**

A team of experienced consultants is assisting CAK to conduct the Part 150 study. The study began in the fourth quarter of 2012 and is anticipated to be completed in the fourth quarter of 2014. An Advisory Committee representing the full range of relevant "stakeholders" is providing general oversight, technical, and community input, and assisting in communications with diverse constituencies.

The CAK NEM and NCP will address noise exposure, land-use compatibility issues, and appropriate noise abatement and land use measures for 2014 and 2019 forecast conditions.



**Radar data, such as this sample of departures, is a major study input discussed in the Inventory Report. This type of information will be presented at the upcoming public workshop.**



## Akron-Canton Airport Part 150 Update Study

### What has happened so far?

Under the Advisory Committee's oversight, CAK and its consultants have completed the inventory phase of the study, including data for calculating noise exposure in 2014 and 2019 (such as airport layout, flight activity, runway use, flight tracks, and other operational data), and existing and projected land uses.

Consultant staff conducted noise measurements over the week of June 3 – 10, 2013, at six locations selected with Advisory Committee input, as shown to the right.

### How can I learn more and provide input?

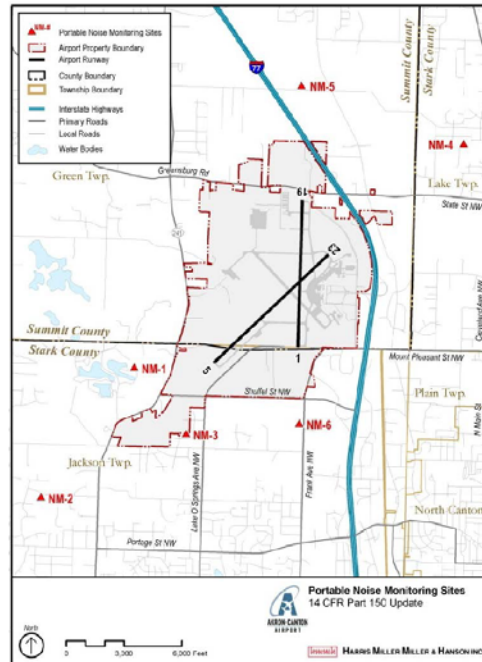
The study's public consultation process includes:

- Material posted on the CAK website ([www.akroncantonairport.com/about/noise-study](http://www.akroncantonairport.com/about/noise-study))
- Newsletters (this is the first of three planned editions)
- Advisory Committee meetings and Authority briefings.
- Three public workshops – the first of which will be from 5 to 7 p.m. on Wednesday, October 30, 2013, in the 2nd floor meeting room in the CAK terminal
- A final public hearing
- To receive emails of further study notices, sign up at [www.akroncantonairport.com/about/noise-study/contact](http://www.akroncantonairport.com/about/noise-study/contact)

The inventory results are summarized in a detailed report available on the CAK Noise Study website (under the "Documents" tab). The report also includes background on Part 150, prior CAK Part 150 studies, noise terminology and assessment, and other introductory matters.

The printed report is available for review during normal business hours at the CAK administrative offices on the 4<sup>th</sup> floor of the terminal at 5400 Lauby Road, North Canton. *Please call 888-434-2359 to schedule a visit.*

*Or, even better, come to the first public workshop for a chance to discuss the inventory results, and other aspects of the study on a one-on-one basis with CAK staff and consultants at the first workshop:*



**The Inventory Report presents noise measurement results at these locations. Come to the workshop to discuss them with a project team member!**

To learn more, please attend the

### **First Public Workshop**

**5 – 7 p.m., Wednesday, October 30, 2013**

In the 2<sup>nd</sup> Floor Meeting Room of the CAK Terminal

(Access the meeting room using the stairs or elevator to the left rear of the passenger screening area.)

The workshop will include "stations" staffed by the Part 150 Project Team. For your scheduling convenience, there will not be a single fixed presentation. Come at any time to visit the stations and discuss topics of interest on a one-on-one basis.

*Please bring your parking ticket with you to be validated.*





# WELCOME!



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## PART 150 UPDATE STUDY PUBLIC WORKSHOP



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## WORKSHOP STATIONS

Tonight's meeting is in "workshop" format, to permit you to interact with project team members on a one-on-one basis, at stations covering the following major topics:

- Welcome / Sign-In
- Part 150 Overview
- Noise Terminology
- Noise Measurements
- Noise Modeling
- Public Consultation / Comments

Please visit the stations, introduce yourself, and ask the team members to give you a briefing, and to share more detail with you.

*We greatly appreciate your participation!*



## WHAT IS PART 150?

- A *voluntary* FAA-defined process for airport noise studies
  - Increases likelihood FAA will cooperate with implementation
  - Provides access to FAA funding of some approved measures
- Noise Exposure Map – FAA “accepts”
  - Detailed description of airport layout, operations, noise exposure, land uses, and noise/land use compatibility for two years – 2014 and 2019 at CAK
- Noise Compatibility Program – FAA “approves” measures
  - Noise abatement measures to reduce noise exposure
  - Land use measures to address non-compatible uses
- Comprehensive public involvement is equally important



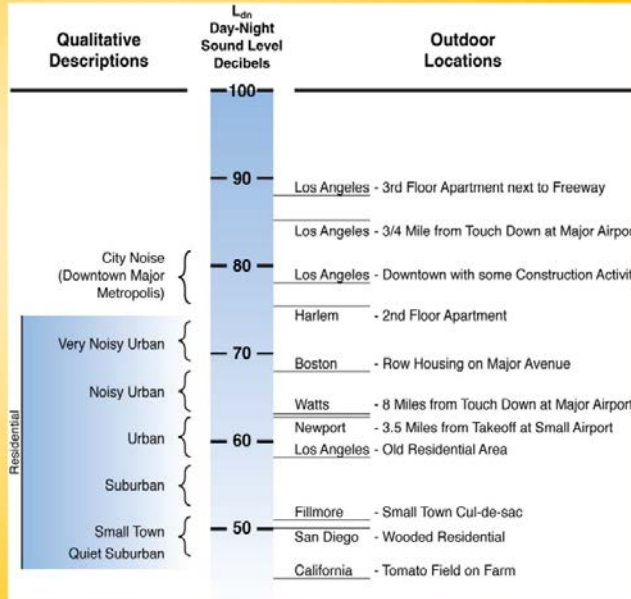
## OVERALL CAK PART 150 SCOPE

1. Study Design – *Kick-off in late 2012*
2. Design and Conduct Public Consultation Program
  - Advisory Committee    Three Workshops    Three Newsletters
  - Website Postings    Final Public Hearing    Official Notices
3. Develop Operational, Noise, and Land Use Database  
*Here is where we are right now.*
4. Identify, Analyze, and Evaluate Abatement Alternatives
5. Identify, Analyze, and Evaluate Land Use Strategies
6. Select Preferred Noise Compatibility Program Measures
7. Develop Implementation Systems
8. Prepare and Present Part 150 Submittal – *Late 2014*

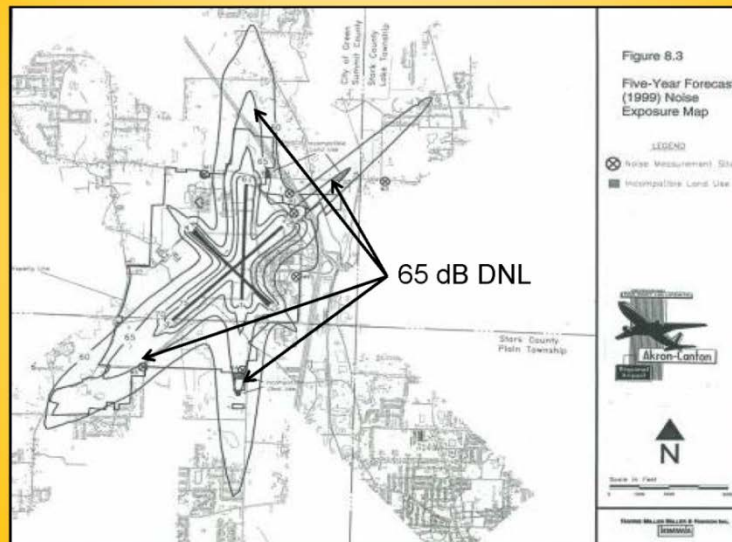


# DAY-NIGHT AVERAGE SOUND LEVEL, DNL

- Measure of cumulative noise exposure
- Equal to steady level that contains same energy as the actual time-varying sound
- Adds 10 dB “penalty” from 10 pm to 7 am
- Used by all federal agencies that deal with aviation noise
- Basis for FAA approval and funding of noise compatibility measures



# 1997 CAK NOISE EXPOSURE MAP



All land uses are considered compatible inside 65 dB DNL

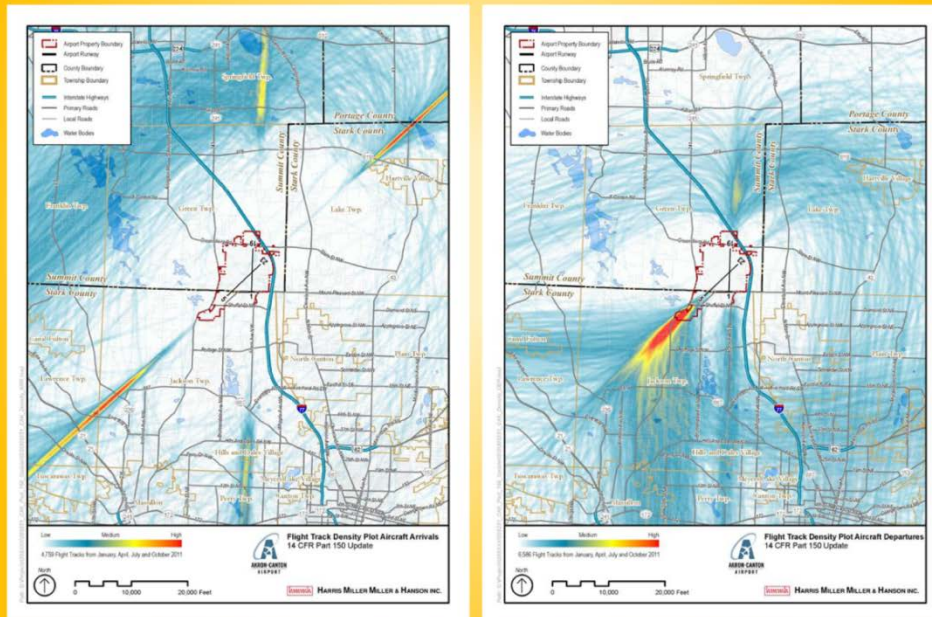


## DRAFT NOISE MODELING INPUTS

- We must use the FAA's Integrated Noise Model (INM)
  - Model includes aircraft noise and performance data
- Required INM inputs include:
  - Aircraft operations forecast for 2014 and 2019
  - Physical description of the airport layout
  - Runway utilization rates
  - Flight track geometry and use
- The "Project introduction and Inventory Report" available on the CAK website provides full detail
  - Ask a project team member to show you a copy, then look at <http://www.akroncantonairport.com/about/noise-study>



## KEY MODELING INPUTS WERE BASED ON A LARGE RADAR DATA SAMPLE





## FAA-APPROVED RUNWAY USE

### Inventory Report provides for groups with similar usage:

- Air carrier jets (≥ 90 seats) and all military fixed-wing
- Regional jets (< 90 seats)
- General aviation jets
- Turbo-propeller aircraft
- Piston-propeller aircraft

Runway Use Example for Air Carrier Jets and Fixed-Wing Military Aircraft						
Runway	Arrivals			Departures		
	Day	Night	Total	Day	Night	Total
1	11%	15%	12%	24%	23%	24%
5	15%	32%	19%	4%	2%	3%
19	26%	21%	25%	11%	9%	10%
23	48%	32%	44%	62%	66%	63%
Total	100%	100%	100%	100%	100%	100%



## FAA-APPROVED ACTIVITY LEVELS AND FLEET MIXES FOR 2014 AND 2019

Aircraft Type	2011 Baseline	2014 Forecast	2019 Forecast	Annual Average Growth Rate
Narrow-Body Airline Jet	13,473	11,151	13,096	-0.4%
Regional Jet > 50 Seats	2,785	8,269	15,824	24.3%
Regional Jet ≤ 50 Seats	14,888	11,903	5,184	-12.4%
Single Engine Piston	10,936	11,039	11,229	0.3%
Multi-Engine Piston	3,502	3,523	3,547	0.2%
Turbo Propeller	10,023	10,193	10,482	0.6%
Business Jet	23,204	23,554	24,144	0.5%
Military Jet	24	24	24	0.0%
Rotor	2,570	2,570	2,570	0.0%
<b>Total Operations</b>	<b>81,405</b>	<b>82,225</b>	<b>86,100</b>	<b>0.7%</b>

Inventory report presents full detail required for modeling, including INM aircraft types, day - night split, and departure stage length (surrogate for aircraft weight).

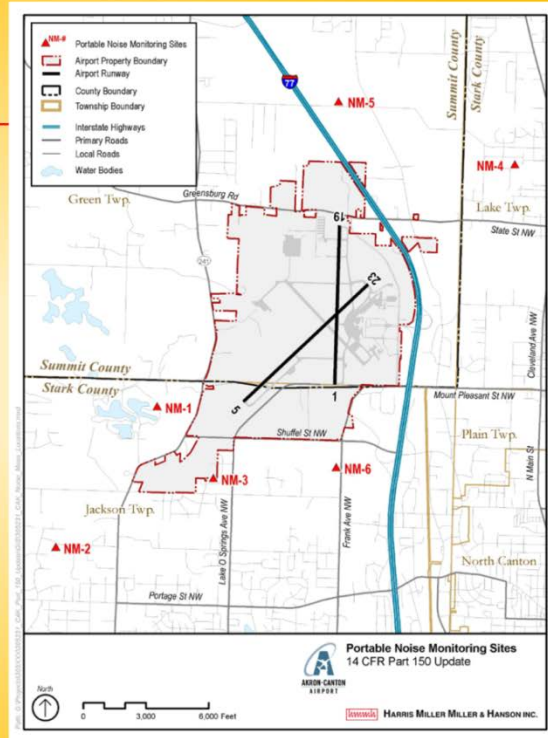


## NOISE MEASUREMENTS

Inventory Report presents

- Total DNL
- Daily DNL
- Hourly Leq
- Maximum Levels

#	Address	Approx. Hours	
		Monitor	Log
1	95 Spruce Dr.	159	20
2	7601 Pine Ridge St.	66	6
3	6167 Redford Rd.	141	20
4	3527 Northgate St.	74	4
5	2475 Wise Rd.	26	5
6	7979 Frank Ave.	27	4



## DAY-NIGHT AVERAGE SOUND LEVEL MEASUREMENTS

- Daily DNL from all sources ranged from 49-64 dB
  - Included effect of periods of rain on June 6<sup>th</sup>

Site #	Daily DNL (dBA)								Overall DNL (dBA) <sup>2</sup>
	Mon. June 3	Tues. June 4	Wed. June 5	Thurs. June 6	Fri. June 7	Sat. June 8	Sun. June 9	Mon. June 10	
1	49 <sup>1</sup>	54	52	64	51	52	50	58 <sup>1</sup>	57
2	-	-	-	-	51 <sup>1</sup>	53	50	52 <sup>1</sup>	52
3	-	55 <sup>1</sup>	54	56	51	56	52	55 <sup>1</sup>	54
4	-	51 <sup>1</sup>	55	54	54 <sup>1</sup>	-	-	-	54
5	63 <sup>1</sup>	64 <sup>1</sup>	-	-	-	-	-	-	64
6	60 <sup>1</sup>	59 <sup>1</sup>	-	-	-	-	-	-	59

<sup>1</sup> DNL for partial day calculated using proper weighting of day and night contributions.  
<sup>2</sup> Overall DNL values calculated using proper weighting of day and night contributions.



## PUBLIC CONSULTATION AND COMMENT

There are several ways you can follow the study:

- Check the Part 150 website regularly for updates  
<http://www.akroncantonairport.com/about/noise-study>
- Sign up on the website's "Contact" tab to get notices
- Please provide comments tonight or at any future point – either in writing or on the website
- Come to future workshops
- Call the airport at 888-434-2359 if you have questions

***Thank you for attending!***




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11.1.4 **Advertisement for First Workshop Run October 23, 2013 in Canton Repository**

 <b>Akron-Canton Airport (CAK) Part 150 Noise Study Public Workshop</b>
CAK is conducting a "Part 150" Noise Compatibility Study update, which is a voluntary FAA process that airports can follow to describe noise exposure, and identify means to correct and prevent potential noise effects.
<i>CAK is holding a public workshop to introduce the study, review progress to date, provide an overview of next steps, and seek initial public input.</i> <b>The workshop will be from 5 to 7 p.m. on Wednesday, October 30, 2013, in the 2nd floor meeting room in the CAK terminal.</b> <i>The meeting is in "open house" format – please come any time, and bring your parking ticket to be validated.</i>
Detailed information about the Part 150 study is posted on the CAK website, at: <a href="http://www.akroncantonairport.com/about/noise-study">www.akroncantonairport.com/about/noise-study</a> , including background information, documents, and public outreach. You may sign up under the "Contact" tab to receive further study notices or submit feedback.






## **L.2 Materials Related to Second Public Workshop, May 29, 2014**




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## Akron-Canton Airport (CAK) Part 150 Update Study

### MEETING NOTES



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<b>Meeting</b>	Second CAK Part 150 Update Study Public Workshop
<b>Meeting Location</b>	Second Floor Conference Room, CAK Terminal
<b>Meeting Date and Time</b>	May 29, 2014, 5:00 – 7:00 pm
<b>Prepared by</b>	Stephanie Tresso, Engage Public Affairs
<b>Version</b>	June 12, 2014

**1. OVERVIEW**

This memorandum summarizes the Akron-Canton Airport (CAK) Part 150 Update Advisory Committee’s second public workshop held on May 29, 2014 from approximately 5:00-7:00 pm in the CAK Terminal Second Floor Conference Room.

**2. MEETING MATERIALS**

Four items appended to this memorandum provide materials relevant to documenting the meeting:

- Meeting sign-in sheets
- Facsimiles of the presentation boards used in the workshop stations
- Newsletter used to announce the workshops
- Newspaper advertisement used to announce the workshop

**3. WORKSHOP FORMAT**

The Public Workshop was held on May 29 from 5-7 p.m. in the CAK Terminal 2<sup>nd</sup> floor conference room. Attendees visited different stations, outlined below, where they could talk with project team members about different components of the study. A sign in sheet from the workshop is appended to this document.

Stations included:

- Welcome / Sign-In
- Part 150 Overview and Status
- Review of First Workshop
- 2014, 2019 Noise Exposure Maps
- Noise Abatement Alternatives
- Recommended Compatible Land Use Measures
- Recommended Airport Overlay Zone
- Airport Master Plan
- Airport Sustainability Plan Management
- Public Consultation / Comments




**4. FOR PUBLIC COMMENT**




Attendees were briefed on their opportunities to provide comments, including: verbally or in writing at the meeting, in writing to the airport, or in writing to the project website.

One attendee requested that the record reflect the following verbal comment: “I live a mile away, between the runways. I expected to receive a letter in the mail about the workshop. Living so close to the airport, I have a high level of interest in the study.” He also suggested that the workshops be publicized on the Airport’s Facebook page and website.

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Akron-Canton Airport (CAK) Part 150 Update Study SIGN-IN SHEET			
 a better way to go.	 HARRIS MILLER MILLER & HANSON INC.		 design/construction solutions
<b>Meeting</b>	Second Public Workshop		
<b>Location</b>	Second Floor Conference Room, CAK Terminal		
<b>Date</b>	May 29, 2013		
<b>Time</b>	5:00 - 7:00 P.M.		
Name	Address	Representing	Email
George Mangus	North Canton, OH		
Barry Wakser	UNIONTOWN, OH		
KEITH/SUE HARRISON	N. CANTON		
Robert Morris	N. Canton		
David Mueller	GRAN		
Pam Janson	Jackson Twp.		
William Bayley	Jackson Twp		
Georgia Paris	Jackson Twp		
MARK HUBAK	JACKSON TWP		
Amanda M. Lee	Stow, OH		
DAVID ZAKASKI	LOUISVILLE OH		
Homer Taylor	MSE		

Akron-Canton Airport (CAK) Part 150 Update Study SIGN-IN SHEET			
 a better way to go.	 HARRIS MILLER MILLER & HANSON INC.		 design/construction solutions
<b>Meeting</b>	Second Public Workshop		
<b>Location</b>	Second Floor Conference Room, CAK Terminal		
<b>Date</b>	May 29, 2013		
<b>Time</b>	5:00 - 7:00 P.M.		
Name	Address	Representing	Email
JOHN A. BERESH	CAK ATCT	FAA	JOHN.BERESH@FAA.GOV
Chuck Hoover	1167 State St. NE. Canton		choover@cantonnmetro.net
LISA ROZNOVSKY	467 KETNER RD AKRON 44319		LROZNOVSKY@HARRISMLL
Dawn Ake	7834 Satellite Cir. North Canton, OH 44720	Homeowner	akeadawn2@gmail.com
Don Ake	7834 Satellite Cir. NC. 44720	me	theadakeman@neo.nv.ca
Ann Brothers	5931 Lindey Cir N.E.		
TOM BRYANT	914 29th ST. N.E.		TBRYANT@NEO-RIE.CO
DAVID PULAY	146 S. HIGH ST., AKRON	AMATS	dpulay@akronohio.gov
Carol Connor	2478 Humast NW		
Jane Lasse	10535 Scotney Ave NW		gtblonde706@neo.nv.ca
BOB SAMMARTINO	5940 ISLAND DR NW CANTON, OH 44718	SELF	



**Akron-Canton Airport (CAK) Part 150 Update Study  
SIGN-IN SHEET**

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<b>Meeting</b>	Second Public Workshop		
<b>Location</b>	Second Floor Conference Room, CAK Terminal		
<b>Date</b>	May 29, 2013		
<b>Time</b>	5:00 - 7:00 P.M.		
Name	Address	Representing	Email
BARB JIM SHORAN	7710 W. Lakeland, NW <sup>AKRON</sup> 44344	self	v8e2x5@gmail.com
Lors Tolley	6030 Amberly Cir NW	self	thespien57@yahoo.com
Robert Fochter	W Canton, OH 44720	self	ronniekda@gmail.com
Betty Rodeuck	4600 Castleblair	self	BettyRodeuck@att.net
BRUCE BALOUGH	717 LUCILLE AVE SW NC	SELF	
TONY SKIPPER	95 STEWART DR NW N.C.	SELF	
Greg Reckman	11045 Billingham Ave NW <sup>AKRON</sup>	MXI	greg@thechaak.org
Lisa Pucci	717 BRIAN AVE NE	self	Alpskier23@att.net
Del Pucci	1338 E Maple St. W. Canton	self	

**Akron-Canton Airport (CAK) Part 150 Update Study  
SIGN-IN SHEET**

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<b>Meeting</b>	Second Public Workshop		
<b>Location</b>	Second Floor Conference Room, CAK Terminal		
<b>Date</b>	May 29, 2013		
<b>Time</b>	5:00 - 7:00 P.M.		
Name	Address	Representing	Email
DONNA LASKE	214 Castle Blvd <sup>AKRON</sup> 44313		
JIM TRIPPUN	6182 REDFORD RD NW		
OLIVER SUCARDEN	AKRON, OH		



**Akron-Canton Airport (CAK) Part 150 Update Study**  
**PROJECT NEWSLETTER #2**



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The Akron-Canton Airport (CAK) is committed to being the best neighbor possible, including minimizing noise exposure. The FAA's voluntary "Part 150" program is the most complete way to address airport noise issues. CAK is in the process of conducting its third Part 150 study, to ensure its noise program is as up-to-date, and sensitive to current and forecast conditions as feasible.

The study's website provides extensive information at <http://www.akroncantonairport.com/about/noise-study>, including tabs covering study background, documents, public outreach, frequently asked questions, and more.

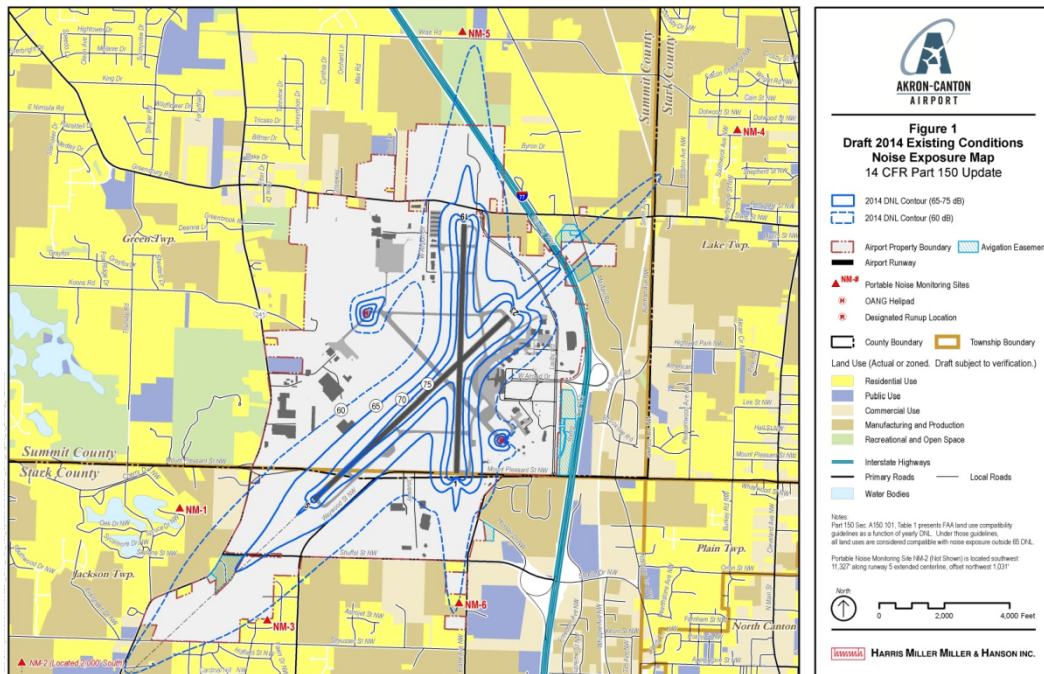
**Part 150 Study Status**

This study has achieved two important milestones: (1) completion of draft Noise Exposure Map documentation, and (2) identification and analysis of noise abatement and compatible land use alternatives.

*You are invited to the second Part 150 workshop, at the CAK terminal on Thursday May 29, 2014, to meet with airport officials and consultants to discuss these milestones and remaining steps, and to raise and discuss your questions and input. Full details about the workshop are presented at the end of this newsletter.*

**Draft Noise Exposure Map Documentation**

The "Noise Exposure Map" documentation describes the airport layout, operation, noise exposure, surrounding land uses, and the resulting noise/land use compatibility situation, for existing and five-year forecast conditions – 2014 and 2019 in this case. The following figure presents the draft 2014 Noise Exposure Map summary figure. Full draft documentation is available for review under the "Documents" tab of the study website.





## Akron-Canton Airport Part 150 Update Study

### ***Identification and Analysis of Noise Abatement and Compatible Land Use Alternatives***

CAK is pursuing the Part 150 with extensive input from an Advisory Committee with membership covering a diverse range of stakeholders, to ensure all relevant perspectives are considered, including: residents, land use jurisdiction officials, airport tenants, local business interests, the FAA, airlines, and military and private aircraft operators,

Based on the operational, noise, and land use information presented in the draft Noise Exposure Map material, CAK staff and consultants have held several working sessions with the committee to identify, evaluate, and discuss options for addressing existing and potential noise impacts.

Options under consideration fall into three primary categories:

- (1) "noise abatement" measures to reduce noise exposure over sensitive land uses
- (2) "corrective land use" measures to address any current incompatible land uses
- (3) "preventive land use" measures to deter introduction of new non-compatible land uses.

Reports summarizing the analyses of these alternatives, and addressing related questions and issues raised by the Advisory Committee also are presented on the study website.

***There is a lot to read on the website. To ease any burden on you, CAK is holding a second workshop, where you can meet with airport officials, consultants, and Advisory Committee representatives for personal briefings on the study objectives, scope, status, results to date, and remaining steps – including how you may ensure that your perspective and concerns are considered.***

The workshop will cover the background material presented at the first session, draft Noise Exposure Map results, ongoing noise abatement and land use alternative analyses, and future activities.

*To learn more, please attend the*

### **Second Part 150 Public Workshop**

**5 – 7 p.m., Thursday, May 29, 2014**

In the 2<sup>nd</sup> Floor Meeting Room of the CAK Terminal

(Access the meeting room using the stairs or elevator to the left rear of the passenger screening area.)

The workshop also will include stations addressing two other ongoing airport studies: (1) the CAK Airport Master Plan Update and (2) the CAK Sustainable Management Plan Study. This consolidated session provides a convenient way to come up to speed on these three concurrent – and complementary – efforts designed to ensure that CAK continues to be operating under plans and procedures that will maximize its community benefits while minimizing costs and impacts.

The workshop will include "stations" staffed by the three project teams and CAK representatives. For your scheduling convenience, there will not be a single fixed presentation.

Come at any time to visit the stations and discuss topics of interest on a one-on-one basis.

*Please bring your parking ticket with you to be validated.*



# WELCOME!



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## PART 150 UPDATE STUDY PUBLIC WORKSHOP



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## WORKSHOP STATIONS

Tonight's meeting is in "workshop" format, to permit you to interact with project team members on a one-on-one basis, at stations covering the following major topics:

- Part 150 Overview / Status
- Review of 1<sup>st</sup> Workshop
- 2014/19 Noise Exposure Maps
- Noise Abatement Alternatives
- Land Use Alternatives
- Master Plan Study
- Sustainability Management Plan
- Public Consultation / Comments

Please visit the stations, introduce yourself, and ask the team members to give you a briefing, and to share more detail with you.

*We greatly appreciate your participation!*



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## OVERALL PART 150 SCOPE AND STATUS

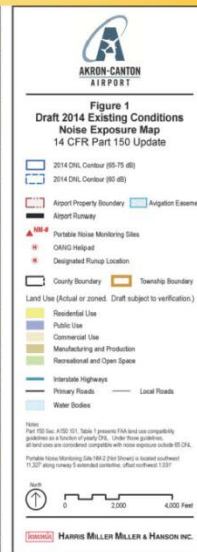
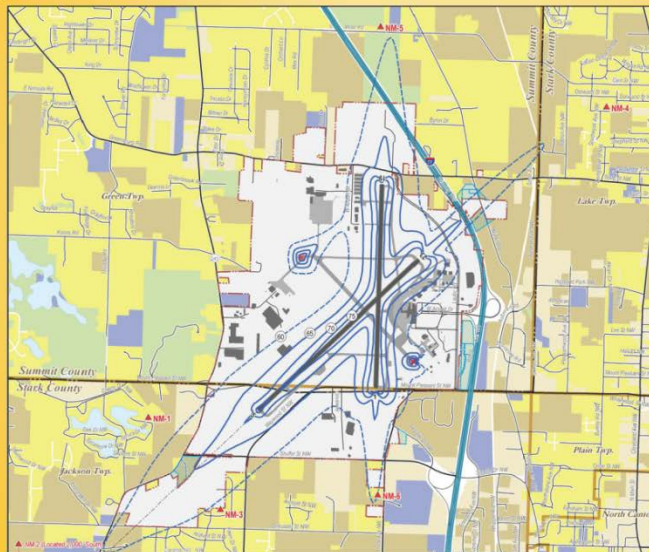
1. Study Design – *Kick-off in late 2012*
  2. Design and Conduct Public Consultation Program
  3. Develop Operational, Noise, and Land Use Database
  4. Identify, Analyze, and Evaluate Abatement Alternatives
  5. Identify, Analyze, and Evaluate Land Use Strategies
- Here is where we are right now.**
6. Select Preferred Noise Compatibility Program Measures
  7. Develop Implementation Systems
  8. Prepare and Present Part 150 Submittal – *Late 2014*



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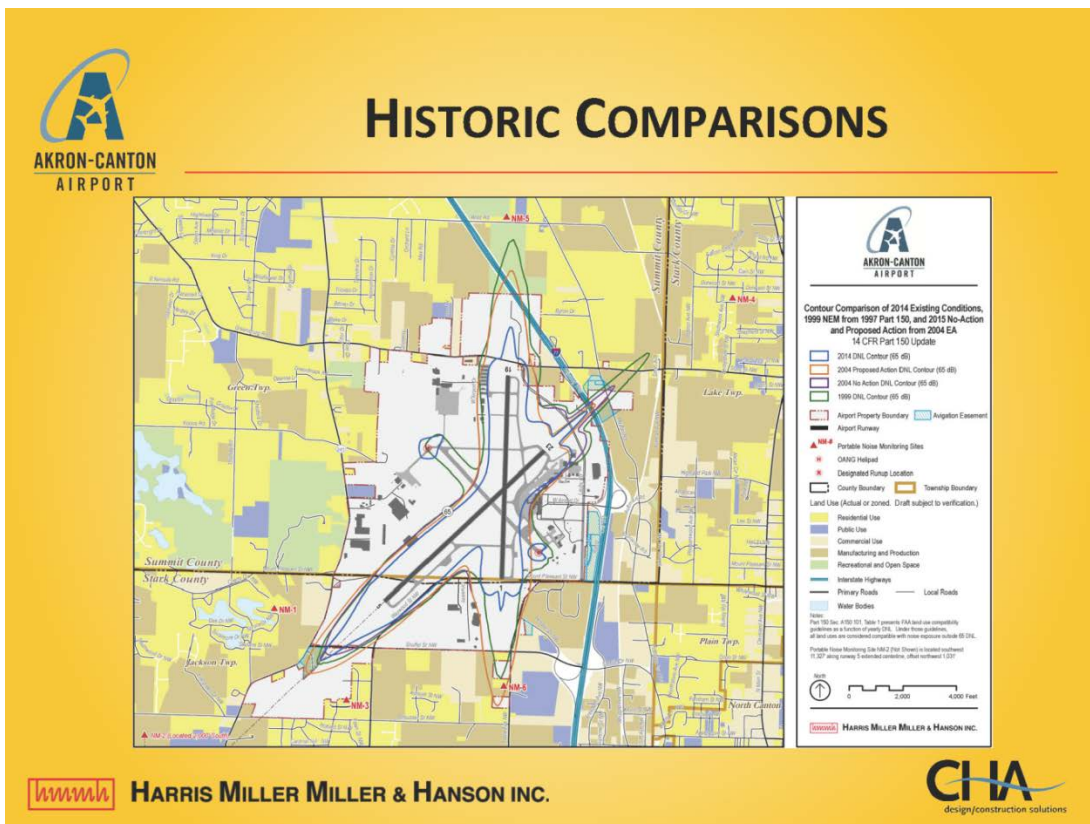
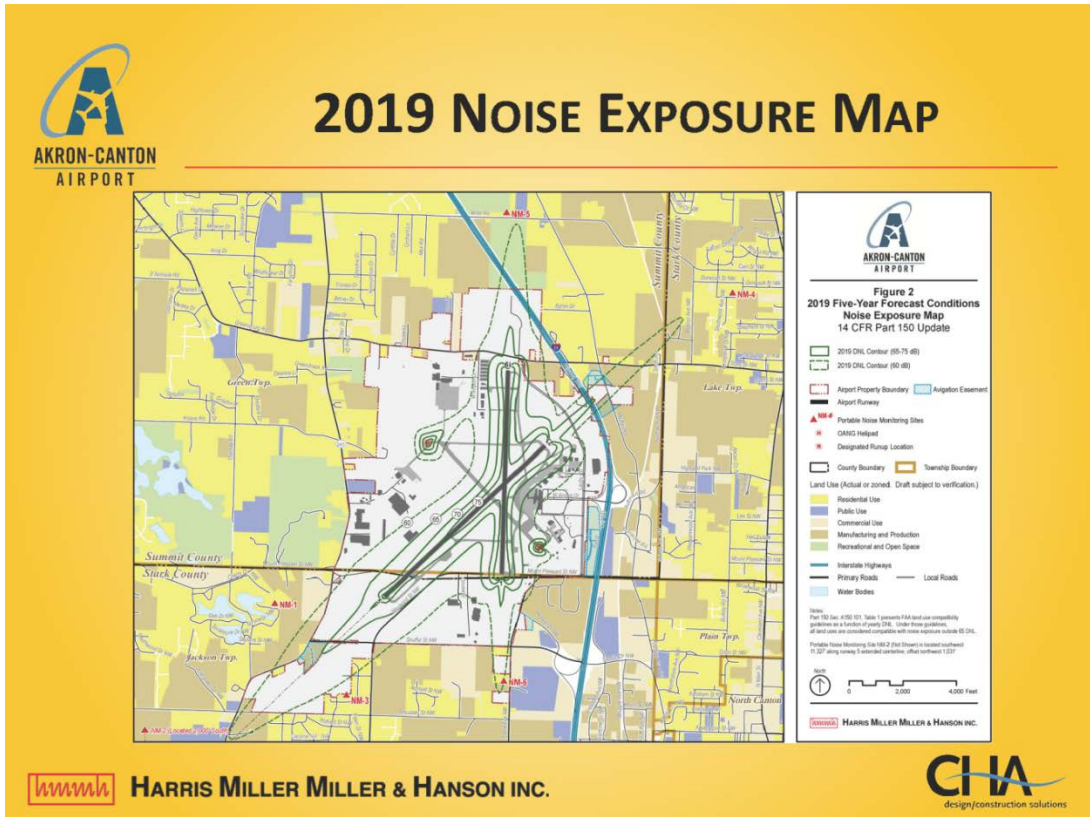


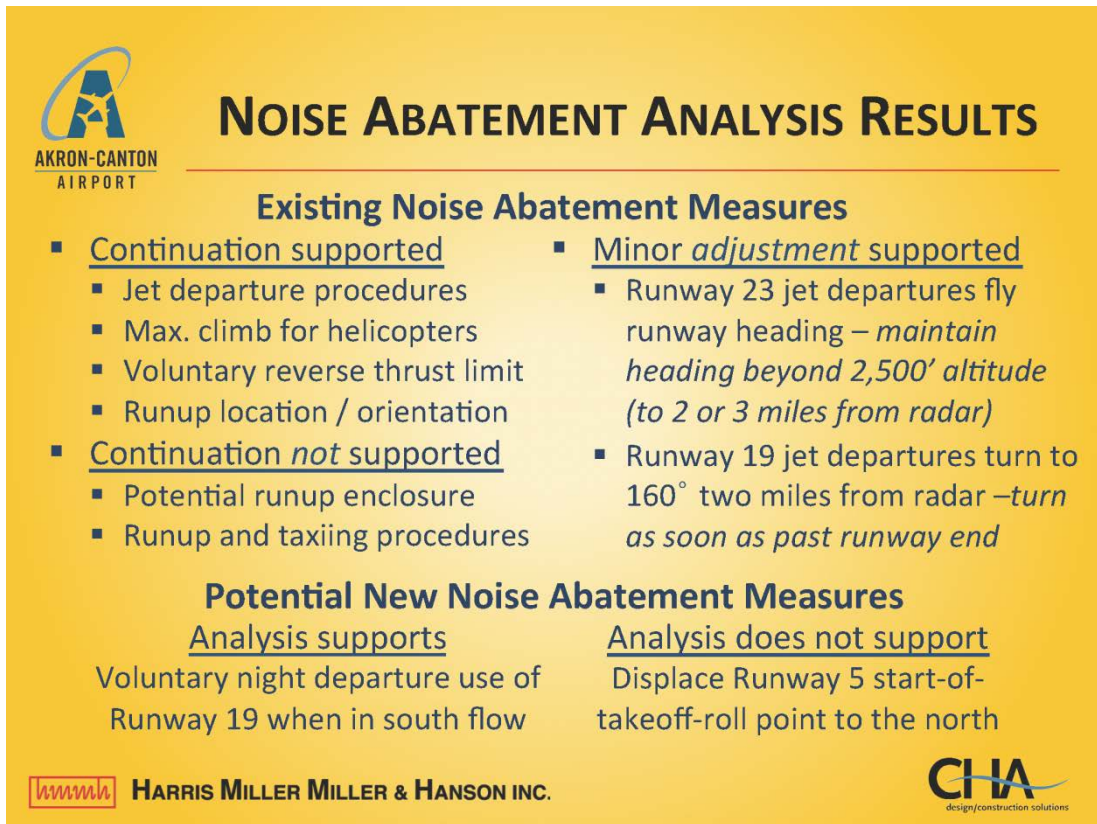
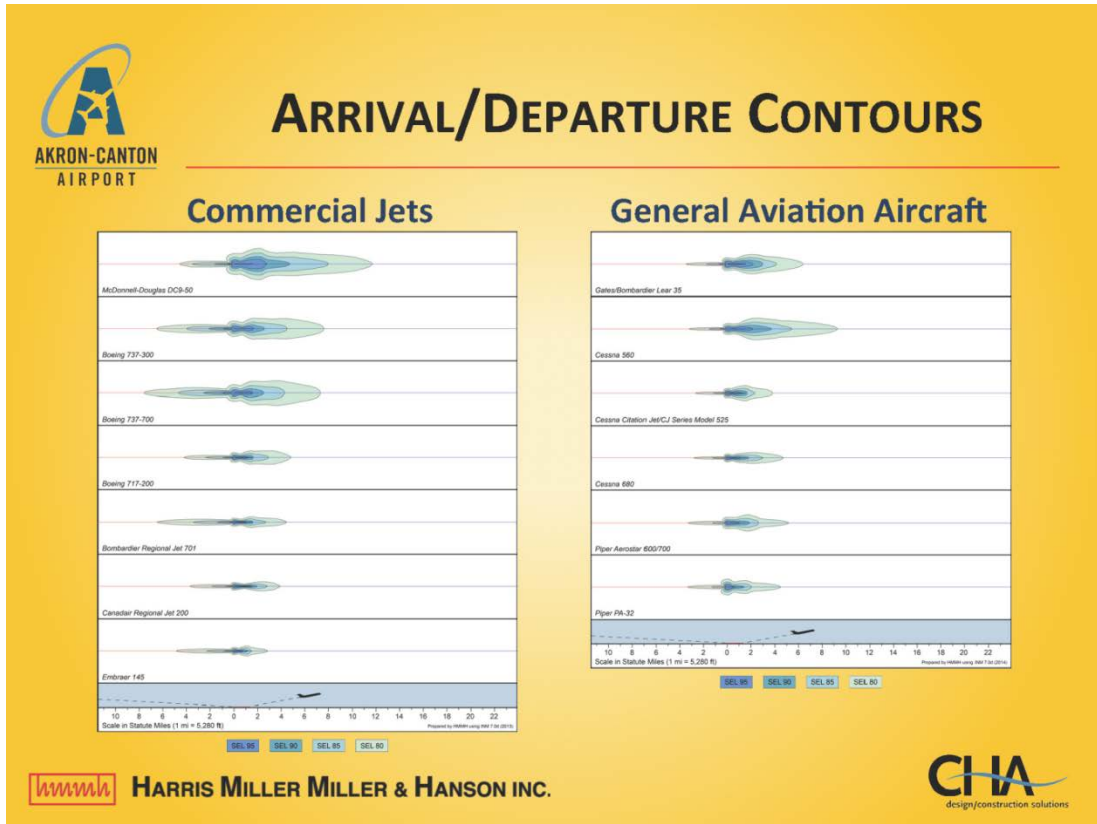
## 2014 NOISE EXPOSURE MAP

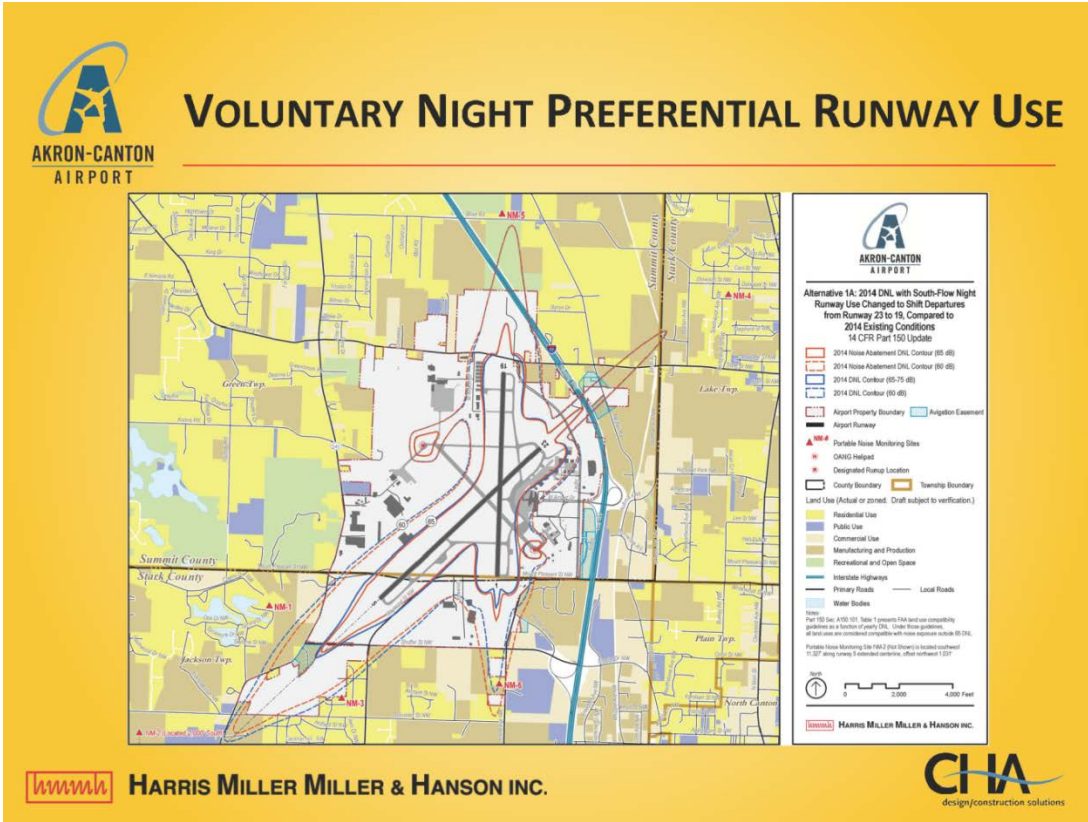


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**AKRON-CANTON AIRPORT**

## POPULATION ANALYSIS

Case	Residents within 60 dB DNL
2014 Noise Exposure Map	62
2014 Voluntary night departure use of Runway 19 when in south flow	32
2014 Runway 23 jet departures maintain heading until 2 or 3 miles from radar	60
2014 Runway 19 jet departures turn to 160 degrees after crossing runway end	61

**Notes:** (1) No residents within 65 dB DNL in any case.  
(2) Combining cases may increase benefits.

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## RECOMMENDED COMPATIBLE LAND USE MEASURES

Measure	Benefit
Acquire Avigation Easement at 3066 Greensburg Rd.	<ul style="list-style-type: none"> <li>Prevents future incompatibility issues</li> <li>Provides additional "buffer" area for the Airport</li> <li>Opportunity to protect Airport's Airspace</li> </ul>
Implement Airport Overlay Zone (AOZ)	<ul style="list-style-type: none"> <li>Promotes future compatible land uses</li> <li>Airport and local officials have opportunity to review and comment on proposed development</li> <li>Existing and new residents would be notified on noise conditions and abatement efforts</li> </ul>
Subdivision Regulations in AOZ	<ul style="list-style-type: none"> <li>Potential noise impacts could be minimized by enacting site plan and building code regulations</li> <li>Could include minimum sound insulation requirements for new residential developments</li> </ul>
Fair Disclosure Regulations in AOZ	<ul style="list-style-type: none"> <li>Dissemination and explanation of master plan and noise maps to realtors and local officials</li> <li>Alerts potential residents to CAK operations, noise levels, and noise abatement measures</li> <li>Could also require informational notices upon the sale or transfer of existing property</li> </ul>
Comprehensive Planning	<ul style="list-style-type: none"> <li>Updated comprehensive plans would discourage incompatible growth around the Airport</li> <li>Helps coordinate local jurisdictions' planning documents</li> </ul>
Capital Improvement Planning	<ul style="list-style-type: none"> <li>Encourages industrial/commercial uses and discourages residential use</li> <li>Would only affect vacant tracts of land with the potential for noise-sensitive development</li> </ul>




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11.1.5 **Advertisement for Second Workshop Run May 29, 2014 in Canton Repository**

	<b>Akron-Canton Airport (CAK) Master Plan, Part 150 Noise, and Sustainable Management Plan Public Workshop</b>
<p>CAK is conducting three parallel studies addressing current and future airport layout, operational, and environmental issues: (1) a "Part 150" Noise Compatibility Study update, (2) a Sustainable Management Plan Study, and (3) a Master Plan Study update. The first two studies are voluntary initiatives; the third addresses an FAA requirement to update a previous study.</p>	
<p>CAK is holding a combined public workshop to provide the public with an opportunity to understand the study purposes and scopes, review progress to date, understand next steps, and provide input. This is the second workshop for the Part 150 and Master Plan, and the first for the sustainability plan.</p> <p><b>The workshop will be from 5 to 7 p.m. on Thursday May 29, 2014, in the 2nd floor meeting room in the CAK terminal.</b></p> <p><i>The meeting is in "open house" format – please come any time, and bring your parking ticket to be validated.</i></p>	
<p>Detailed information about the studies is posted on the CAK website, at: <a href="http://www.akroncantonairport.com/about/noise-study">www.akroncantonairport.com/about/noise-study</a> <a href="http://www.akroncantonairport.com/about/master-plan">www.akroncantonairport.com/about/master-plan</a> including background information, progress to date, related documents, and public outreach. Please sign up under the "Contact" tabs if you wish to receive further study notices or submit feedback on-line.</p> <p style="text-align: right;"><small>5337330515</small></p>	





### **L.3 Materials Related to Third Public Workshop and Final Public Hearing, September 17, 2014**



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 <b>Akron-Canton Airport (CAK) Part 150 Update Study</b> <b>MEETING NOTES</b> 	
<b>Meeting</b>	Third CAK Part 150 Update Study Public Workshop
<b>Meeting Location</b>	Second Floor Conference Room, CAK Terminal
<b>Meeting Date and Time</b>	September 17, 2014, 5-7pm
<b>Prepared by</b>	Stephanie Tresso, Engage Public Affairs
<b>Version</b>	September 30, 2014

**1. OVERVIEW**

This memorandum summarizes the Akron-Canton Airport (CAK) Part 150 Update Advisory Committee’s third Public Workshop on September 17, 2014 from approximately 5-7 p.m. in the CAK Terminal Second Floor Conference Room.

**2. MEETING MATERIALS**

Four items appended to this memorandum provide materials relevant to documenting the meeting:

- Meeting sign-in sheets
- Facsimiles of the presentation boards used in the workshop stations
- Newsletter used to announce the workshops
- Newspaper advertisement used to announce the workshop

**3. WORKSHOP FORMAT**

The Public Workshop was held on September 17 from 5-7 p.m. in the CAK Terminal 2<sup>nd</sup> floor conference room. Attendees visited different stations, outlined below, where they could talk with project team members about different components of the studies. A sign in sheet from the workshop is appended to this document.

Stations included:

- Welcome / Sign-In
- Part 150 Overview and Status
- 2014, 2019 Noise Exposure Maps
- Noise Abatement Alternatives
- Noise Compatibility Program Recommendations: Noise Abatement, Land Use and Program Management Measures
- Airport Master Plan
- Airport Sustainability Plan Management
- Public Consultation / Comments/ Court Reporter

**4. PUBLIC COMMENT**

Consultant team members briefed attendees on opportunities to provide comments, including: verbally, in writing at the meeting, with a court reporter at the meeting, in writing to the Airport, or in writing on the project’s website.


There was one written comment by a resident that is appended to this document.

\\fs1\vol1\PROJECTS\305XXX\305231\_CAK\_Part\_150\_Update\Task\_2\_Public\_Consultation\3rd\_Workshop\_Sep\_17\_2014\140918\_workshop\_#3\_and\_public\_hearing\_notes.docx



Akron-Canton Airport (CAK) Part 150 Update Study SIGN-IN SHEET				
	<i>a better way to go.</i>		HARRIS MILLER MILLER & HANSON INC.	
<b>Meeting</b>	Sixth Meeting of the CAK Part 150 Update Study Advisory Committee			
<b>Location</b>	Second Floor Conference Room, CAK Terminal			
<b>Date</b>	September 17, 2014			
<b>Time</b>	1:30 - 3:00 P.M.			
Advisory Committee and Consulting Team Members				
Initials	Name	Representing	Email	Phone
<i>JB</i>	Baldwin, Ted	HMMH	ebaldwin@hmmh.com	
<i>JB</i>	Benekos, Jim	North Canton	jbenekos@northcantonohio.com	
	Beresh, John	FAA - Air Traffic Control Tower	john.beresh@faa.gov	
	Beyes, Larry	JM Smucker - Flight Operations	larry.beyes@jmsmucker.com	
	Campbell, Robert	Timken - Flight Operations	robert.campbell@timken.com	
	Clarke, Kevin	CHA Companies	kclarke@chacompanies.com	
	Delaney, Katy	FAA - Detroit Airports District Office	katherine.s.delaney@faa.gov	
<i>JD</i>	Divens, Justin	HMMH	jdivens@hmmh.com	
<i>TJ</i>	Fite, Todd	First Energy - Flight Operations	tfite@firstenergycorp.com	
	Gordon, John	Ultimate Air Center	jgordon@ultimatejetcharters.com	
	Grossmann, Mike	Castle Aviation	skyking@castleair.com	
	Haws, Scott	Plain Township	shaws@plaintownship.com	
<i>GH</i>	Janecko, Phil	North Canton residential area	philj135@yahoo.com	
	Kostiuk, Chris	Goodyear - Flight Operations	chris_kostiuk@goodyear.com	
Initials	Name	Representing	Email	Phone
<i>TL</i>	Lapps, Todd	Akron-Canton Airport	tlapps@akroncantonairport.com	
<i>AL</i>	Lofurno, Aaron	CHA Companies	alofurno@chacompanies.com	
	Lyon, Marilyn	Jackson Township	mlyon@jacksontwp.com	
<i>RM</i>	McQueen, Rick	Akron-Canton Airport	rmcqueen@akroncantonairport.com	
	Mentzer, Robert	HMMH	rmentzer@hmmh.com	
	Nau, Robert	Stark County Regional Planning Commission	ranau@co.stark.oh.us	
	O'Dell, James (Captain)	Ohio Army National Guard	james.j.odell.mil@mail.mil	
	Paquette, Steve	Stark Development Board	steve@starkcoohio.com	
	Proud, Ray	McKinley Air, Inc.	oakpilot@aol.com	
<i>PP</i>	Puckli, Paul	CHA Companies	ppuckli@chacompanies.com	
	Pulay, David	Akron Metro. Area Transportation Study (AMATS)	dpulay@akronohio.gov	
	Rebadow, Rick	Greater Akron Chamber of Commerce	rebadow@greaterakronchamber.org	
<i>KR</i>	Ripple, Kevin	Akron-Canton Airport	kripple@akroncantonairport.com	
	Saunier, Dennis	Canton Regional Chamber of Commerce	dennys@cantonchamber.org	
	Seadler, James	US Airways / Piedmont Facilities	james.seadler@aa.com	
	Sharkey, Bryan	Southwest Airlines	bryan.sharkey@wnco.com	
<i>MSA</i>	Silvius, Michael	FAA - Air Traffic Control Tower	Michael.silvius@faa.gov	317-431-0206
	Siroki, Brittany	FAA - Air Traffic Control Tower	brittany.l.siroki@faa.gov	
	Skipper, Anthony	North Canton residential area	anthonykipper46@gmail.com	
	Stabl, Jake	Goodyear - Flight Operations	jake_stabl@goodyear.com	
<i>ST</i>	Tresso, Stephanie	Engage Public Affairs	stresso@murphyepson.com	
	Whitney, John (Major)	Ohio Army National Guard	john.k.whitney.mil@mail.mil	
	Walters, Jamie	Jackson Township	jwalters@jacksontwp.com	
	Wiethe, Wayne	City of Green	wwiethe@cityofgreen.org	
	Wirtz, John	Akron-Canton Airport Authority Board Member	wirtzlaw@yahoo.com	
	Wyatt, David	PSA Station Manager (US Airways)	david.wyatt@usairways.com	
	t.b.d.	t.b.d.	t.b.d.	



Non-Advisory Committee Attendees				
Initials	Name	Representing	Email	Phone
	TODD HAWKE	JACKSON TOWNSHIP	thawke@jacksontp.com	330-705-5238



## PART 150 UPDATE STUDY SIXTH ADVISORY COMMITTEE MEETING



AKRON-CANTON  
AIRPORT

*a better way to go.®*

September 17, 2014



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AIRPORT

## AGENDA

- Project status
- Responses to requests at and after 5<sup>th</sup> meeting
- Noise abatement recommendations
- Compatible land use recommendations
- Program management recommendations
- Remaining steps
- Tonight's workshop / public hearing
- Discussion



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## PROJECT STATUS

- 1Q13 • 1<sup>ST</sup> Mtg.: Review scope, schedule, issues, candidate monitoring sites.
- 2Q13 • 2<sup>nd</sup> Mtg.: Final measurement site selection. Kick-off measurements.
- 4Q13 • 3<sup>rd</sup> Mtg.: Present inventory results. 1<sup>st</sup> public workshop.
- 1Q14 • 4<sup>th</sup> Mtg.: Present NEMs and 1<sup>st</sup> round NCP alternative analyses.
- 2Q14 • 5<sup>th</sup> Mtg.: Present 2<sup>nd</sup> round NCP analyses. 2<sup>nd</sup> workshop.
- 3Q14 • 6<sup>th</sup> Mtg.: Present revised NEMs and NCP. 3<sup>rd</sup> workshop / hearing. ***This meeting.***
- 3Q14 • Authority presentation. *Tomorrow.*
- 4Q14 • Submit NEM and NCP to FAA.

*We're right on schedule!*

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## REQUESTS AT (AND FOLLOWING) 5<sup>TH</sup> MEETING

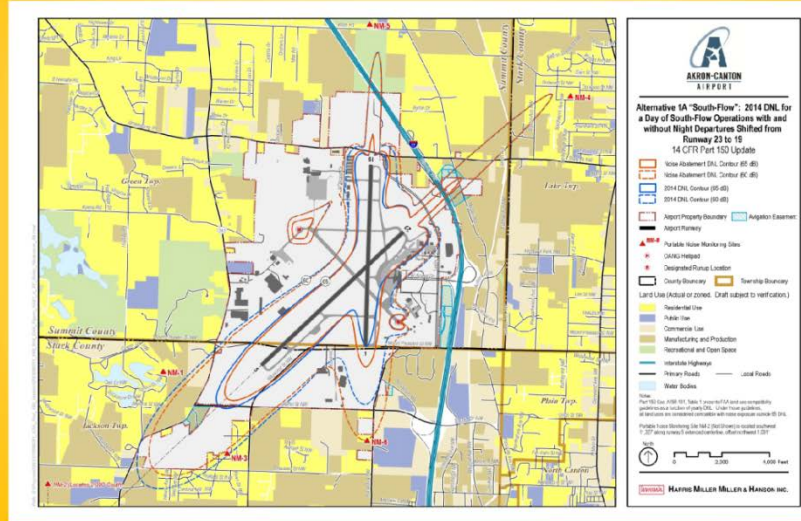
- Noise abatement related
  - Preferential departure use of Rwy 19 over 23 *on a south-flow day* (for both night and 24-hour options; i.e., Alts 1A and 5A)
  - Reduce dispersion of Rwy 1 departures and 19 arrivals
  - Consider barriers along I-77 north of Wise Road
  - Request military aircraft fly higher over residences
  - Regulate flight times and patterns
  - Consider residential sound insulation
- Compatible land use related
  - Consider "notification" overlay zone
  - Meet with local jurisdictions

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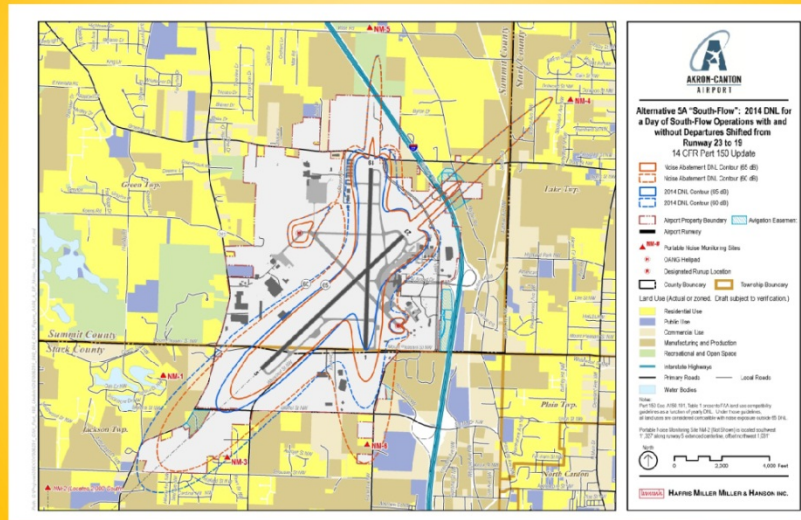
## NIGHT PREFERENTIAL DEPARTURES ON RWY 19 OVER 23 ON SOUTH-FLOW DAY



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## 24-HOUR PREFERENTIAL DEPARTURES ON RWY 19 OVER 23 ON SOUTH-FLOW DAY



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# SOUTH FLOW DAY PREFERENTIAL RUNWAY BENEFITS

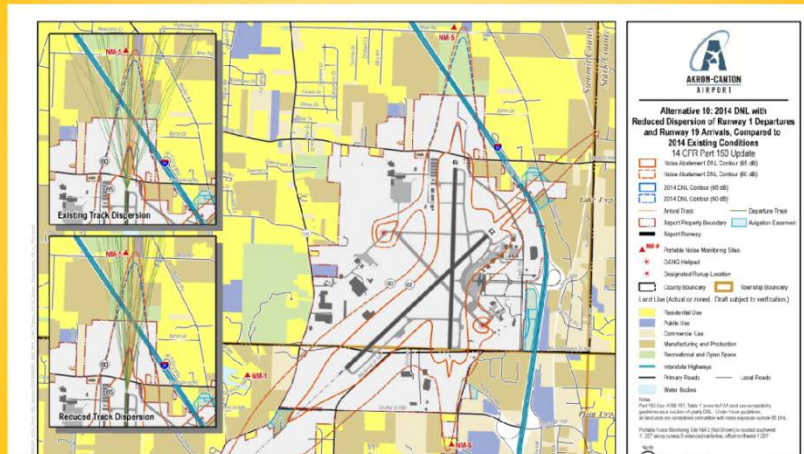
- Similar to annual average day results
  - 24-hour would affect approximately 23 operations, remove 112 residents within 60 DNL (4.9 residents per operation)
  - Night only would affect approximately 4 operations, remove 78 residents within 60 DNL (19.5 residents per operation)
  - Significantly greater benefit per operation at night

Population Benefits by Runway End					
Case	North – Rwy 19 app. / Rwy 1 dep.	Northeast – Rwy 23 app. / Rwy 5 dep.	South – Rwy 1 app. / Rwy 19 dep.	Southwest – Rwy 5 app. / Rwy 23 dep.	Total
Alt. 1A, Night Pref'l	0	50	4	75	129
Alt. 5A, 24-Hour Pref'l	0	52	6	37	95
2014 South-Flow Day	0	50	0	157	207

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# REDUCE DISPERSION OF RUNWAY 1 DEPARTURES AND 19 ARRIVALS



**Negligible change; potentially one less resident north of Runway 1/19 within 60 dB DNL contour.**

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## CONSIDER BARRIERS ALONG I-77 NORTH OF WISE ROAD

- Interest from Byron Drive area
- Significantly lower terrain west of I-77 would require over 30' barrier
- Barrier would shield only a fraction of exposure to ground-roll noise
- Byron Drive is already shielded by terrain east of I-77
- No benefit within 65 DNL (or even 60 DNL); FAA would not fund
- *Detailed discussion (including other factors) in memorandum*



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## OTHER REQUESTS

- Have military aircraft fly higher over residences
  - Already in place for helicopters
  - Altitude clearances and climb rates for all aircraft governed by safety and performance factors
- Regulate flight times and patterns
  - Formal restrictions would require complex and costly Part 161 study and noise benefit within 65 DNL
- Offer residential sound insulation
  - FAA will not fund outside of 65 DNL contour
- *Detailed individual discussions in memorandum*



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## NOISE ABATEMENT RECOMMENDATIONS

(NUMBERING BASED ON PRIOR FAA APPROVALS, AT FAA REQUEST)

- Existing measures supported (FAA approved on voluntary basis)
  - NA1 - Jet use of noise abatement departure procedures
  - NA2 - Air traffic control tower approve maximum climb for OANG helicopters
  - NA3 - Pilots restrict nighttime use of reverse thrust
  - NA4 - Eastbound Runway 23 jet departures fly runway heading until 3 nautical miles from radar, or 2,500' MSL (1,300' AGL)
  - NA5 - Eastbound and southbound Runway 19 jet departures turn to a heading of 160 degrees at 2 nautical miles from the radar
  - NA6 - Use designated maintenance runup location / orientation
- Existing measures not supported
  - NA7 - Ground runup enclosure
  - NA8 - Engine runup and taxiing procedures
- New measure supported for proposed voluntary implementation
  - NA9 - Night preferential use of Runway 19 when in south flow



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## COMPATIBLE LAND USE RECOMMENDATIONS

- Implement Airport Overlay Zone (existing "LU4")
  - Local jurisdictions will provide notice of land use actions in AOZ, to ensure CAK has the opportunity to comment on potential noise or airspace issues
  - CAK representatives met with local officials in July to discuss; received positive feedback and input on AOZ boundary
  - Boundary based on FAA "transitional" obstruction "surfaces" adjusted to follow major roads and parcel boundaries
  - Jurisdictions will incorporate into comprehensive plans, zoning ordinances, or other mechanisms as most appropriate
- Based on Advisory Committee and jurisdiction input, no other prior or new strategies are recommended

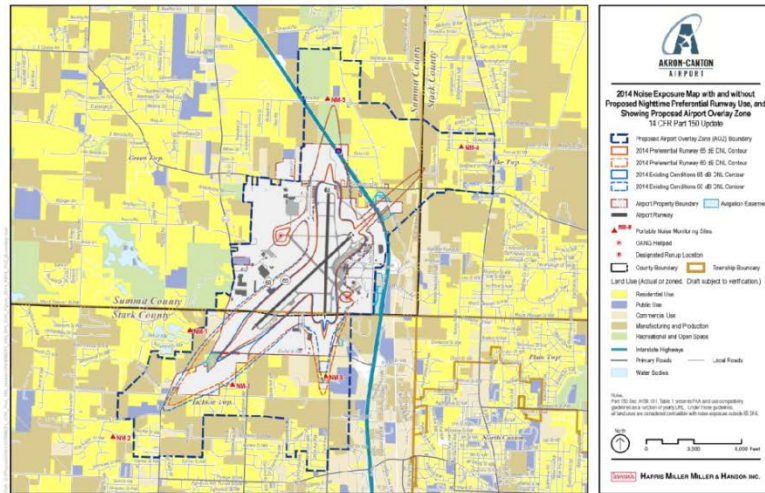


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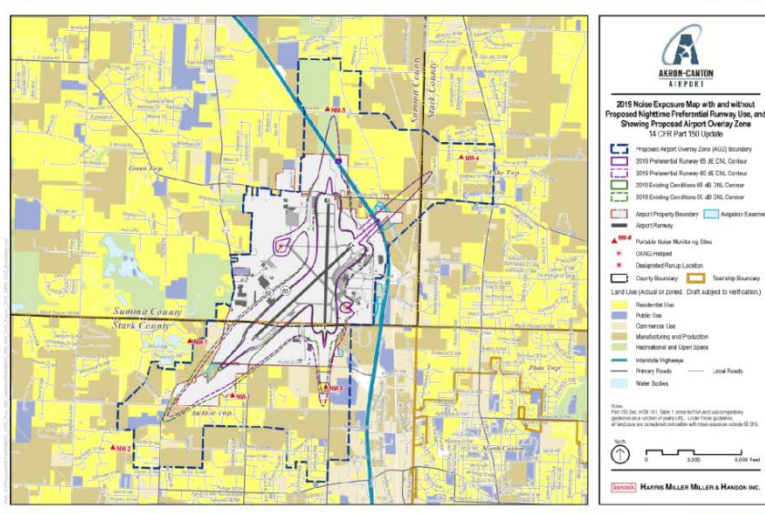
## 2014 NOISE EXPOSURE MAP WITH AND WITHOUT NIGHT PREFERENTIAL RUNWAY, WITH AIRPORT OVERLAY ZONE



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## 2019 NOISE EXPOSURE MAP WITH AND WITHOUT NIGHT PREFERENTIAL RUNWAY, WITH AIRPORT OVERLAY ZONE



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## PROGRAM MANAGEMENT RECOMMENDATIONS

- Continue existing FAA-approved measures
  - PM1 - Noise complaint receipt and response
  - PM3 - Public information and pilot outreach
  - PM4 - Noise abatement contact
  - PM5 - Air terminal information service (ATIS) advisory
  - PM6 - Airside informational signs
  - PM7 - Noise Exposure Map and Noise Compatibility Program review and revision
- Do not pursue ongoing noise monitoring (PM2), since no measures require for implementation



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## REMAINING STEPS

- Tonight's workshop and hearing
  - Submit comments on paper, via website, or verbally to court reporter
- Full draft report available for review in late October
  - On website and at airport offices
  - 30-day comment period
- Final submission to FAA by December 12
  - After FAA finds submission in compliance, will provide notice of final comment period in Federal Register



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## Akron-Canton Airport (CAK) Part 150 Update Study PROJECT NEWSLETTER #3



*a better way to go.*



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The Akron-Canton Airport Authority is committed to ensuring CAK is the best neighbor possible, including minimizing noise exposure, and the FAA's voluntary "Part 150" program is the most complete way to address airport noise issues. Since September 2012, the Authority has been conducting the third CAK Part 150 study, with oversight from a diverse advisory committee, technical assistance from a consulting team, regulatory direction from the FAA, and input from the general public via two workshops and written comments. The entire process is documented on the project website (<http://www.akroncantonairport.com/about/noise-study>).

### **Part 150 Status**

An early study result was a determination that – according to FAA regulations and local land-use guidelines – there are no non-compatible land uses within CAK's 2014 and 2019 Part 150 "Noise Exposure Map" contours. The study has focused on optimizing this positive situation by further reducing noise in areas experiencing the greatest exposure, and establishing mechanisms to prevent introduction of any new non-compatible land uses.

The Authority now has the information it needs to recommend an updated Part 150 "Noise Compatibility Program." *We encourage all interested parties to attend the final Part 150 workshop and public hearing on September 17, 2014, to meet with CAK staff and consultants to more fully understand the recommendations, and to provide input. Full details about the workshop are presented at the end of this newsletter.*

### **Noise Compatibility Program Recommendations**

Noise Compatibility Program measures fall into three primary categories: (1) noise abatement measures to reduce existing and forecast noise exposure on sensitive land uses, (2) land use measures to prevent new non-compatible uses, and (3) program management measures to support ongoing implementation and review.

#### **Noise Abatement:**

Continue six noise abatement measures previously approved by FAA for implementation on a voluntary basis:

- Pilots of all turbojet aircraft use noise abatement departure procedures
- FAA control tower to approve maximum climb departures for Ohio Army Air National Guard helicopters
- Pilots of all turbojet aircraft minimize use of reverse thrust at night (10 p.m. - 7 a.m.)
- Eastbound Runway 23 jet departures fly straight until 3 miles from the radar, or at 2,500' above sea level
- East and southbound turbojet departures on Runway 19 initiate a 30 degree left turn 2 miles from the radar
- Engine maintenance runups use designated location and orientation

Request that FAA approve a new voluntary, informal runway use program, to shift departures from Runway 23 to 19 when operating in the south flow at night (10 p.m. – 7 a.m.). FAA tower representatives and aircraft operators on the study's advisory committee have provided informal feedback supporting this proposal.

#### **Land Use:**

Adopt an "Airport Overlay Zone" (AOZ), within which land use jurisdictions will provide the Authority with notice of proposed land use actions, to ensure it has the opportunity to identify and comment on any potential noise or airspace compatibility issues. CAK staff and consultants have met with each affected jurisdiction on a preliminary basis and received positive feedback supporting this proposal.

#### **Program Management:**

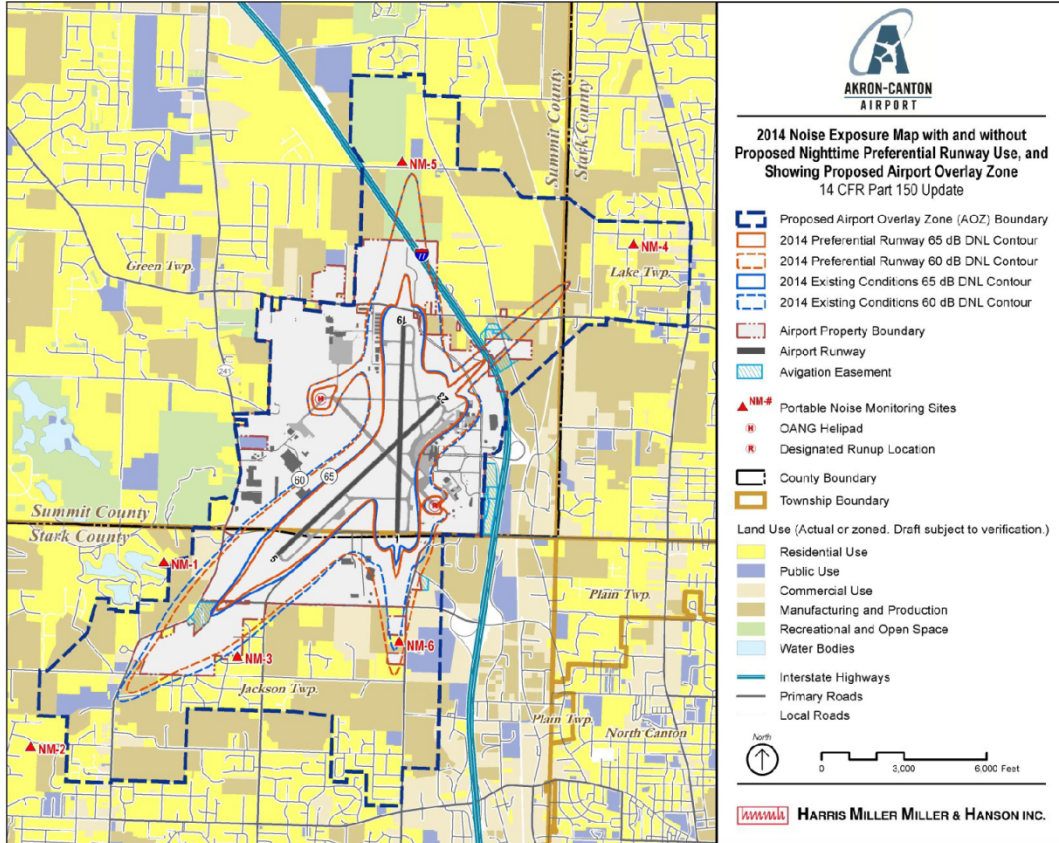
Continue six existing FAA-approved program management measures:

- Noise complaint receipt and response
- Public information and pilot outreach
- Noise abatement contact
- Air terminal information service (ATIS) advisory
- Airside informational signs
- Noise Exposure Map and Noise Compatibility Program review and revision



### Akron-Canton Airport Part 150 Update Study

The following figure presents the 2014 Noise Exposure Map contours, with and without the addition of the proposed nighttime preferential runway program and showing the recommended AOZ boundary.



### To learn more, please attend the **Part 150 Public Workshop and Public Hearing**

**5 – 7 p.m., Wednesday, September 17, 2014**

In the 2nd Floor Meeting Room of the CAK Terminal

(Access the meeting room using the stairs or elevator to the left rear of the passenger screening area.)

The workshop also will address two other ongoing airport studies: (1) the CAK Airport Master Plan Update and (2) the CAK Sustainable Management Plan Study. This consolidated session provides a convenient way to come up to speed on these three concurrent efforts designed to ensure CAK continues to operate under plans and procedures that will maximize its community benefits while minimizing costs and impacts.


The workshop will include “stations” staffed by CAK representatives. A court reporter will be available to take verbal comments. Written comments will be accepted during and following the meeting. Details about future review and comment opportunities will be provided at the workshop and on the project website.

Come at any time to visit the stations and discuss topics of interest on a one-on-one basis.

*Please bring your parking ticket with you to be validated.*



11.1.6 **Advertisement for Public Hearing Run September, 2014 in Canton Repository**

	<b>Part 150 Noise Compatibility Study Public Hearing and Workshop</b>
<b>Also a public workshop for the concurrent master plan and sustainable management plan</b>	
CAK is conducting three studies addressing current and future airport layout, operational, and environmental issues: (1) a "Part 150" Noise Compatibility Study update, (2) a Sustainable Management Plan Study, and (3) a Master Plan Study update.	
<b>The workshop will be from 5 to 7 p.m. on Wednesday, September 17, 2014, in the 2nd floor meeting room in the CAK terminal.</b>	
CAK is holding a combined workshop to provide the public with an opportunity to understand the three studies' purposes, scopes, progress, and remaining steps, and to provide input. This is the third and final workshop for the Part 150 and Master Plan, and the second for the sustainability plan.	
The Part 150 element will include information on proposed amendments to the CAK "Noise Compatibility Program."	
The meeting also will serve as a public hearing for the Part 150. A court reporter will be available in an adjoining space to take verbal comments.	
The meeting is in "open house" format - <i>please come any time, and bring your parking ticket to be validated.</i>	
Detailed information about the studies is posted on the CAK website, at: <a href="http://www.akroncantonairport.com/about/noise-study">www.akroncantonairport.com/about/noise-study</a> <a href="http://www.akroncantonairport.com/about/master-plan">www.akroncantonairport.com/about/master-plan</a> Published in The Repository on September 4, 2014.	