



APPENDIX M COMMENT RECEIVED AT FINAL PUBLIC HEARING



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Akron-Canton Airport (CAK) Part 150 Update Study COMMENT SHEET

This form is provided for your convenience in providing written input on any aspect of the CAK Part 150 Noise Compatibility Update Study. CAK will accept input on this form or any other paper medium, and electronically via the study website <http://www.akroncantonairport.com/about/noise-study/contact>.

Please submit mailed comments to:
Part 150 Update Study Comments, Akron-Canton Airport, 5400 Lauby Rd #9, North Canton, Ohio 44720

Please print all information clearly.	Address: 4882 Mayfair Road N. Canton OH 44720	Phone (optional): 330 896-8190 Email (optional): david@mucklow@yahoo.com
Name(s): David Mucklow		

An attorney representing approximately a dozen homes on Mayfair Road North of Greenburg, South of Wise and homes on Max Road. We have been told that FAA regulations would prevent tightening the noise dispersion at North end of Runway 19 for departures. The residents disagree with making no recommendation to tighten the noise dispersion zone North of Runway 19 as it crosses Wise Road. Currently there are only five homes and a church North of Runway 19. Whereas there are several dozen homes East and West of Runway 19 on Mayfair Roads and Max Roads. A recurring problem for residents has been the aircraft, typically passenger carrier types and small craft will turn upon takeoff, before crossing Wise Road or reaching 3000 feet. North of Runway 19 is vacant land, due to Green's purchase and creation of Ariss Park. North of Ariss Park is Rain Tree Golf course. Only a few homes on Wise Road are in the path of Runway 19. It is common sense that the noise dispersion zone be tightened, keeping the takeoff patterns heading due North until after crossing Wise Road. Keeping in mind that the guidelines are voluntary would still permit deviation as needed but would overall improve the noise dispersion patterns over the neighborhood on Mayfair and Max Roads. Why should 30 or 40 homes suffer at the expense of 5 homes that were built relatively most recently compared to the homes on Mayfair and Max Roads. These homes on Wise (North of Runway 19) were knowingly built directly below the takeoff and landing patterns of Runway 19.

Please use extra sheets as necessary.



It is unfair to punish home owners whose homes were built in some cases 65 years ago (Sachas Bernice Muehlow at 4866 Mayfair Road who built her home in 1950) when the Airport was very small at the expense of five homes on Wise Road that were built approximately 10 years ago knowing full well that they were on an approach and takeoff pattern. All the residents that I have interviewed want the turns below 3000 feet on Runway 19 takeoffs to end. It is the primary source of noise irritation expressed by home owners. Our Request to tighten the noise dispersion pattern North of Runway 19 is a Reasonable Request. Additionally, there is added safety by keeping these takeoff aircraft away from dense neighborhoods until reaching a higher altitude, flaps, and landing gear has been retracted. The regulations should balance the concerns of the many against the concerns of a few, who have expressed no concern in this process whatsoever. I am aware that several people have complained about the early turns and are now being completely ignored on such a simple no cost safety minded Request.

Respectfully submitted.

David Muehlow
Attorney at Law