



11 PUBLIC PARTICIPATION

This section provides the required description of the consultation accomplished under this paragraph and the opportunities afforded the public to review and comment during the development of the updated Noise Exposure Maps and Noise Compatibility Program. The consultation significantly exceeded the minimum requirements set forth in the following two sections of the Part 150 regulation:

§ 150.21 (b) [for Noise Exposure Maps]: Each map, and related documentation submitted under this section must be developed and prepared ... in consultation with states, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the Ldn 65 dB contour depicted on the map, FAA regional officials, and other Federal officials having local responsibility for land uses depicted on the map. This consultation must include regular aeronautical users of the airport. The airport operator shall certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations. Each map and revised map must be accompanied by documentation describing the consultation accomplished under this paragraph and the opportunities afforded the public to review and comment during the development of the map. One copy of all written comments received during consultation shall also be filed with the Regional Airports Division Manager.

§ 150.23 (c) [for Noise Compatibility Programs]: Each noise compatibility program must be developed and prepared ... in consultation with FAA regional officials, the officials of the state and of any public agencies and planning agencies whose area, or any portion or whose area, of jurisdiction within the Ldn 65 dB noise contours is depicted on the noise exposure map, and other Federal officials having local responsibility of land uses depicted on the map. Consultation with FAA regional officials shall include, to the extent practicable, informal agreement from FAA on proposed new or modified flight procedures. For air carrier airports, consultation must include any air carriers and, to the extent practicable, other aircraft operators using the airport.

The Authority conducted the Part 150 Update Study in a highly “transparent” fashion, including the following consultation elements that provided opportunities for all potentially interested parties to follow the study and be directly involved.

- Six Advisory Committee meetings (with meeting summaries presented in Appendix K)⁶⁹
- Three workshops open to the general public (with summaries and newspaper advertisements presented in Appendix L)
- Informational newsletters distributed prior to each workshop (copies presented with associated workshop materials in Appendix L)
- A final public hearing held as part of the third workshop (as summarized in Appendix L.3, which includes associated newsletter and newspaper advertisement)
- Emailed distribution of the newsletters, and announcements for workshops and public hearings to over 45,000 stakeholders on the CAK email list.
- Material posted on the CAK website (as noted in the Advisory Committee meeting, workshop, public hearing, and newsletter materials)

⁶⁹ The Advisory Committee membership is denoted by the “preprinted” entries on the sign-in sheets for each meeting. The meetings were open to other parties who requested that they be able to attend, as noted by the hand-entered sign-in sheets.



These actions addressed all consultation requirements set forth in the preceding Part 150 sections:

- The consultation with states, and public agencies and planning agencies, with FAA and other federal officials having local responsibility for land uses depicted on the map was undertaken through the Advisory Committee process and the land use agency outreach discussed in Section 8.3.4, supplemented by the newsletters, workshops, public hearing, and emailed notices.
- As noted in Sections 5.2 and 10.7, the only areas where the 65 dB DNL contours for the Noise Exposure Maps extend off airport property are in Green and Jackson Townships. (This situation applies for both the existing and revised Noise Compatibility Programs.) The Advisory Committee included representatives of both of these land use control jurisdictions, as noted in the pre-printed attendance lists presented in Appendix K.
- The Advisory Committee process, newsletters, workshops, public hearing, and emailed announcements provided comprehensive consultation with regular aeronautical users of the airport (including air carriers and other aircraft operators using the airport). The authority staff invited all air carriers, fixed-base operators, and major based general aviation users to participate on the Advisory Committee. The email list included a very expansive range of users – essentially all users from which the Authority staff have been able to obtain email addresses.
- The Authority placed copies of all interim reports on the CAK website, and announced those postings through the newsletters, emailed announcements, and newspaper advertisements for the workshops and public hearing. Those announcements and briefings at the workshops and the hearing alerted all interested persons of their opportunities to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations.
- The website supported direct input of comments. Comment sheets were provided for use at the workshops and public hearing (or for later mailing). A court reporter was available to record comments at the public hearing, although no attendee took advantage of this opportunity. Written or emailed comments of any type were encouraged and collected throughout the study process.

11.1 Comments Received During the Study Process

11.1.1 *Written Comments Received During Evaluation of Alternatives*

Appendix F provides copies of all written comments received during consultation related to the recommendation of alternatives for consideration. Section 7.6 addresses those comments, the associated analyses, and conclusions. Both comments were received via email.

11.1.2 *Written Comment Received at Final Public Hearing*

Appendix M presents a copy of the one comment provided at the final public hearing, from one of the commenters who recommended alternatives for consideration, as discussed in Section 7.6. This public hearing comment repeated suggestions that he made in his previous comments. Section 7.6.1 summarizes those comments. Sections 7.6.4, 7.6.5, 7.6.6, 7.6.7, and 7.6.8 address them.

11.1.3 *Other Written Comments Received During Study Process*

Appendix N presents a copy of an additional emailed one comment received during the study process and the email that the Authority's President & CEO provided in response.

Any further comments received prior to submission of the final document to the FAA will be included in that appendix and addressed as most appropriate.