

Akron-Canton Airport (CAK) Part 150 Update Study

PROJECT NEWSLETTER #3



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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.

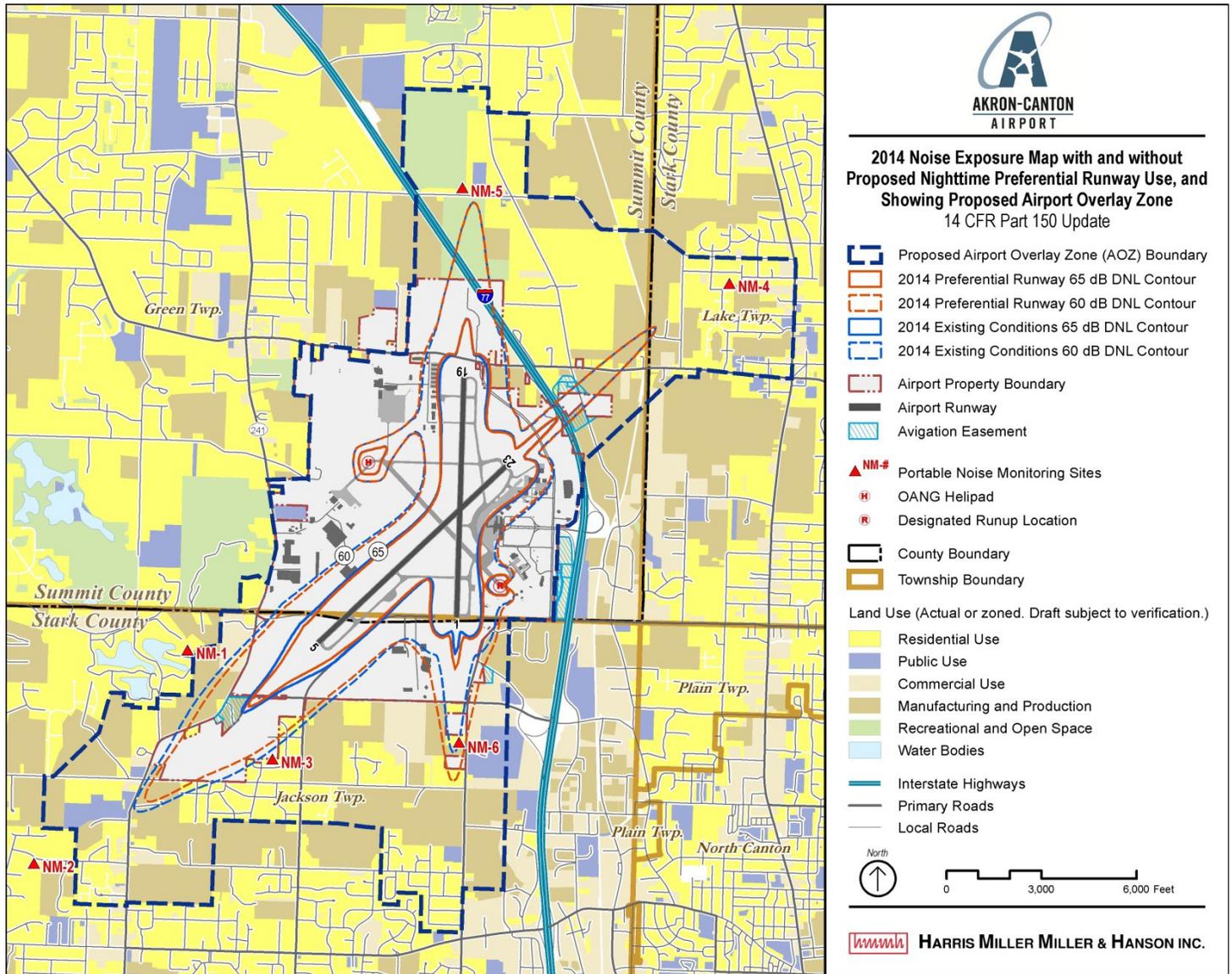
Program Management:

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

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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.