

Akron-Canton Airport (CAK) Part 150 Update Study

MEETING NOTES



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Meeting	Third CAK Part 150 Update Study Public Workshop
Meeting Location	Second Floor Conference Room, CAK Terminal
Meeting Date and Time	September 17, 2014, 5-7pm
Prepared by	Stephanie Tresso, Engage Public Affairs
Version	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 2nd 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.

WELCOME!



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PART 150 UPDATE STUDY

PUBLIC WORKSHOP AND HEARING



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WORKSHOP AND HEARING STATIONS

Tonight's meeting is in "workshop" format, to permit one-on-one interaction, at stations covering the following major topics:

- Part 150 Overview / Status / Remaining Steps
- 2014 and 2019 Noise Exposure Maps
- Recommended Noise Compatibility Program Measures
Noise Abatement - Land Use - Program Management
- Further Review, Consultation, and Comment Opportunities
- Court Reporter (to enter verbal comments into the record)

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
6. Select Preferred Noise Compatibility Program Measures

Here is where we are right now. Remaining steps include:

7. Develop Implementation Systems
8. Prepare and Present Draft Part 150 Submittal – *Late 2014*
9. 30-Day Public Review and Comment Period – *Start late October*
10. Finalize and Submit Documentation to FAA – *Mid-December*



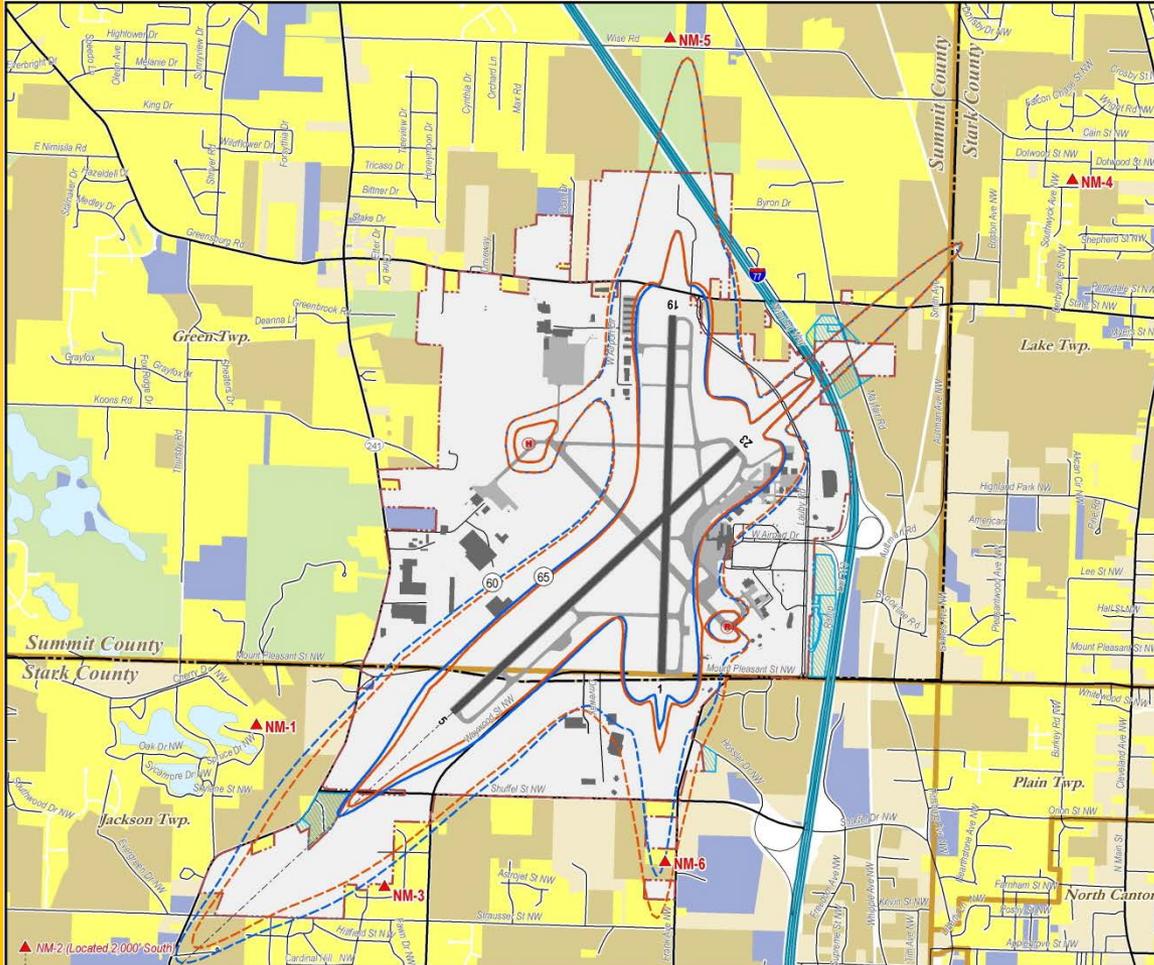
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2014 NOISE EXPOSURE MAP WITH AND WITHOUT REVISED NOISE COMPATIBILITY PROGRAM

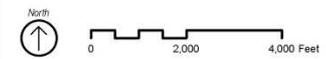


**Alternative 1A: 2014 DNL with South-Flow Night
Runway Use Changed to Shift Departures
from Runway 23 to 19, Compared to
2014 Existing Conditions
14 CFR Part 150 Update**

- 2014 Noise Abatement DNL Contour (65 dB)
- 2014 Noise Abatement DNL Contour (60 dB)
- 2014 DNL Contour (65-75 dB)
- 2014 DNL Contour (60 dB)
- Airport Property Boundary
- Aviation Easement
- Airport Runway
- ▲ NM-# Portable Noise Monitoring Sites
- H OAGNG Helipad
- R Designated Runup Location
- County Boundary
- Township Boundary
- Land Use (Actual or zoned. Draft subject to verification.)
- Residential Use
- Public Use
- Commercial Use
- Manufacturing and Production
- Recreational and Open Space
- Interstate Highways
- Primary Roads
- Local Roads
- Water Bodies

Notes:
Part 150 Sec. A150.101, Table 1 presents FAA land use compatibility guidelines as a function of yearly DNL. Under those guidelines, all land uses are considered compatible with noise exposure outside 65 DNL.

Portable Noise Monitoring Site NM-2 (Not Shown) is located southwest 11,327' along runway 5 extended centerline, offset northwest 1,031'.



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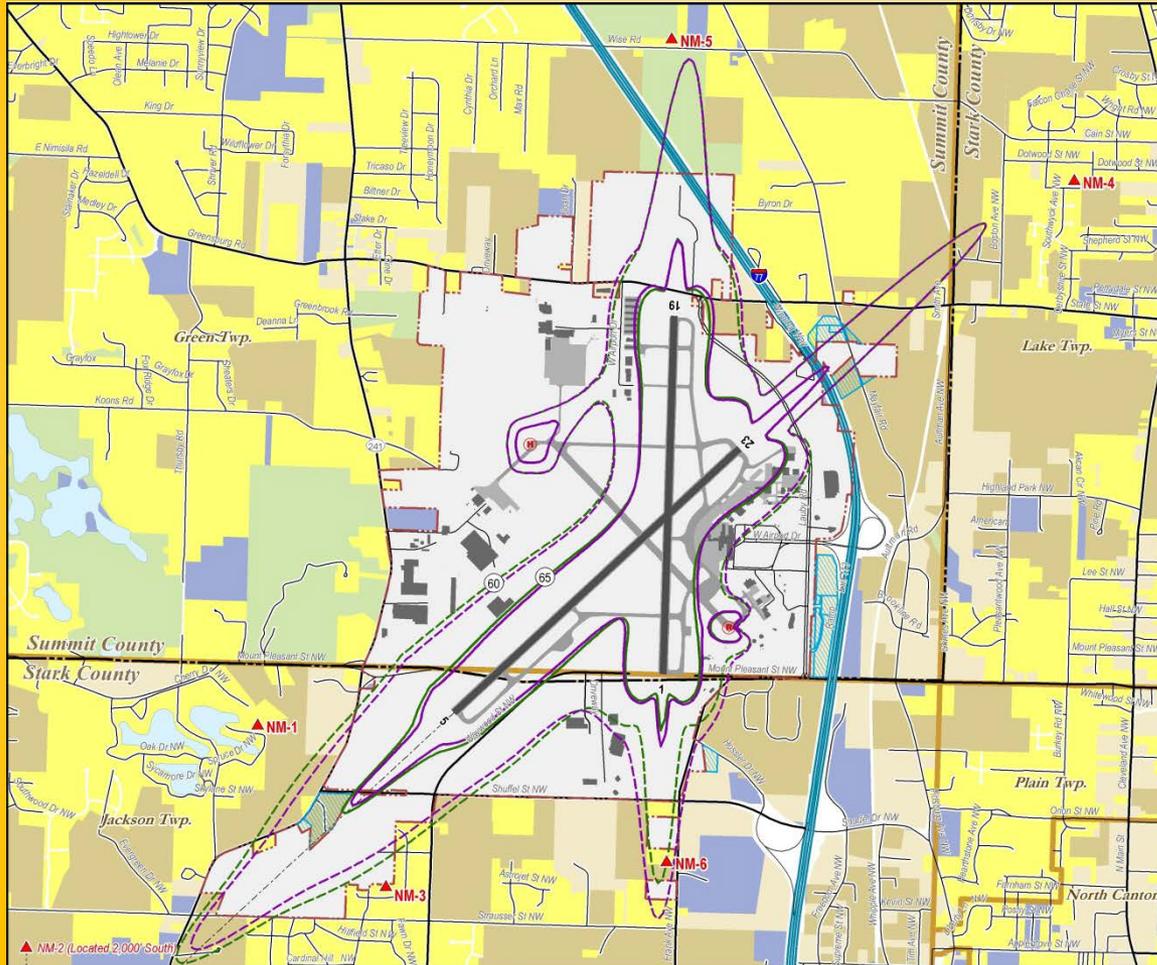
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2019 NOISE EXPOSURE MAP WITH AND WITHOUT REVISED NOISE COMPATIBILITY PROGRAM

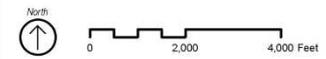


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POPULATION ANALYSIS

Case	Residents within 60 dB DNL
2014 Existing Conditions Noise Exposure Map	62
2014 Noise Exposure Map with Revised Noise Compatibility Program	32 (30 resident reduction)
2019 Existing Conditions Noise Exposure Map	38
2019 Noise Exposure Map with Revised Noise Compatibility Program	22 (16 resident reduction)

No residents within 65 dB DNL in any case.



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NOISE ABATEMENT RECOMMENDATIONS

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

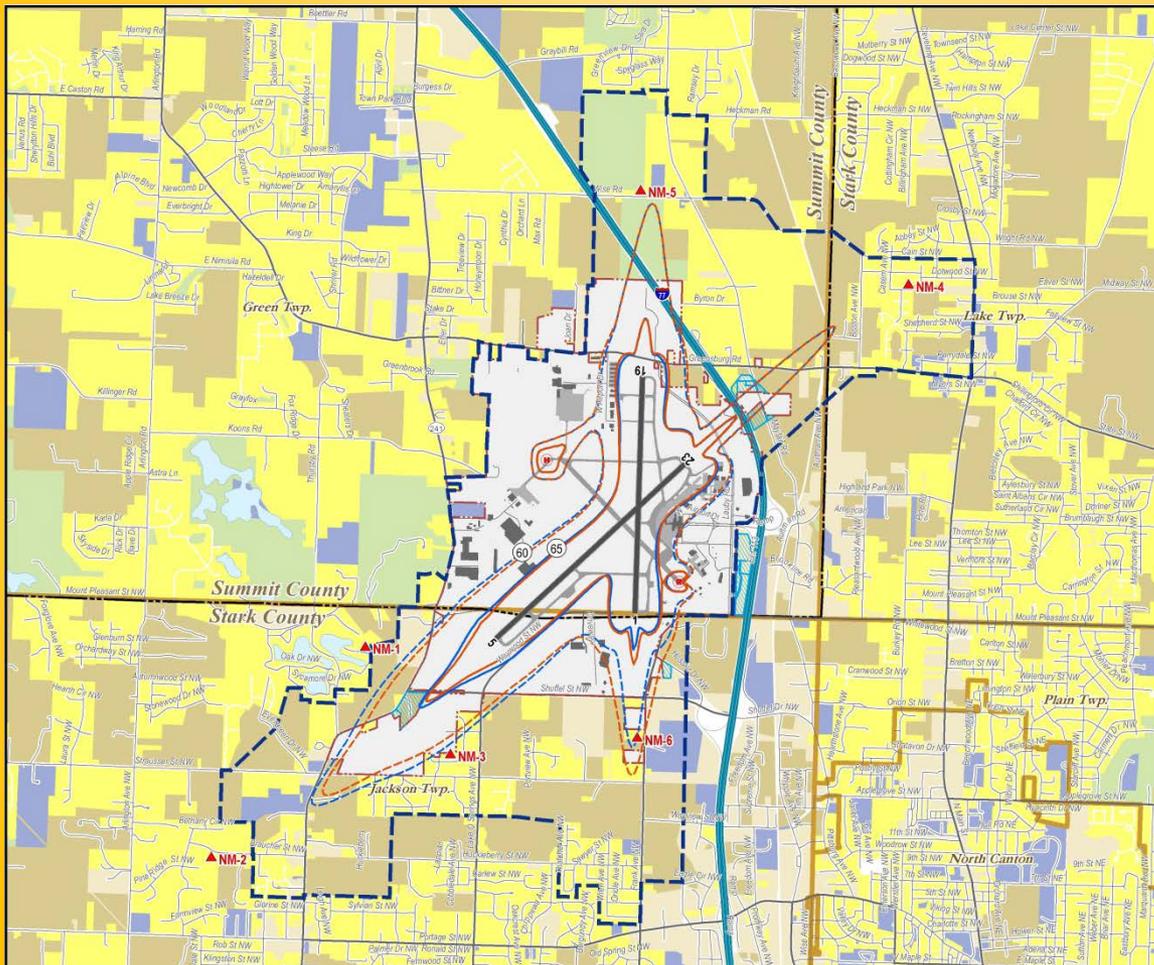
- Existing measures supported (FAA-approved on voluntary basis)
 - NA1 - Jet use of noise abatement departure procedures
 - NA2 - Control tower approve maximum climb for OANG helicopters
 - NA3 - Pilots restrict nighttime use of reverse thrust
 - NA4 - Eastbound Runway 23 jet departures fly runway heading 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

COMPATIBLE LAND USE RECOMMENDATIONS

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

- 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 June 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, and absence of noncompatible land use within noise contours, no other prior or new strategies are recommended

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




2014 Noise Exposure Map with and without Proposed Nighttime Preferential Runway Use, and Showing Proposed Airport Overlay Zone
14 CFR Part 150 Update

- Proposed Airport Overlay Zone (AOZ) Boundary
- 2014 Preferential Runway 65 dB DNL Contour
- 2014 Preferential Runway 60 dB DNL Contour
- 2014 Existing Conditions 65 dB DNL Contour
- 2014 Existing Conditions 60 dB DNL Contour
- Airport Property Boundary
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Land Use (Actual or zoned. Draft subject to verification.)

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- Public Use
- Commercial Use
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Notes:
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North

0 3,000 6,000 Feet

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PROGRAM MANAGEMENT RECOMMENDATIONS

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

- 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



FURTHER PUBLIC REVIEW, CONSULTATION, AND COMMENT

- Submit comments on paper, via website, *or verbally to court reporter tonight*
- Draft of full study documentation will be available for public review and comment 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
 - 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



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.

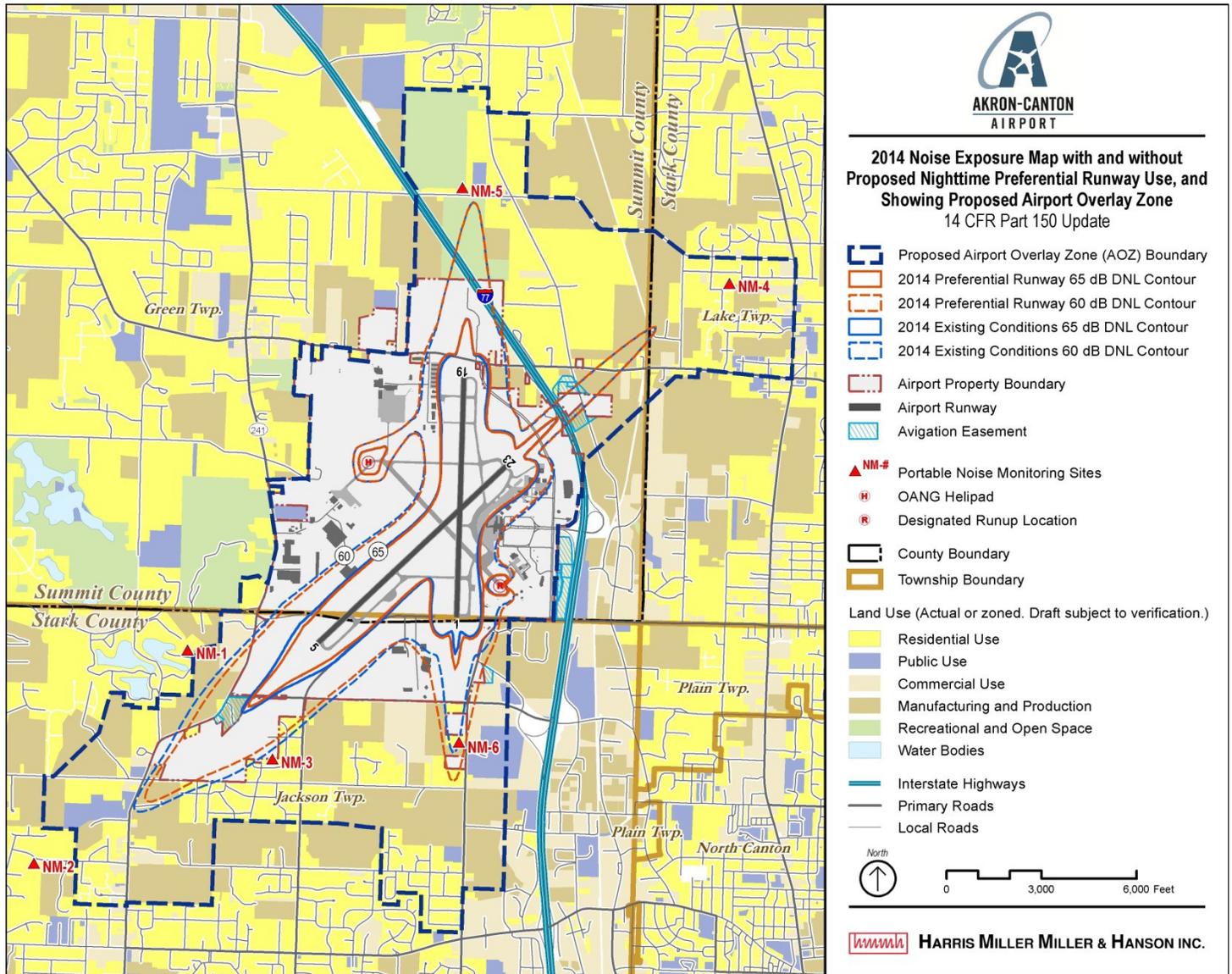
Program Management:

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

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.



Part 150 Noise Compatibility Study Public Hearing and Workshop

Also a public workshop for the concurrent master plan and sustainable management plan

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.

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.

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 - *please come any time, and bring your parking ticket to be validated.*

Detailed information about the studies is posted on the CAK website, at:
www.akroncantonairport.com/about/noise-study
www.akroncantonairport.com/about/master-plan
Published in The Repository on September 4, 2014.