



APPENDIX F COMMENT LETTERS SUGGESTING ALTERNATIVES



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June 3, 2014

Director McQueen
Akron Canton Airport
5400 Lauby Road NW
North Canton, OH 44720

RE: Noise Assessment Akron Canton Airport

Dear Mr. McQueen:

In followup to attending the May 29, 2014 meeting, I tried logging onto the airport's website and sending comments consistent with what I had told you and received a message that the website would not accept comments because of firewall projections. I'm not sure if my comments were sent through the Wall or not and whether this is a problem for computers in other locations.

In any event, here is a quick summary in writing.

First, it may be helpful to keep aircraft in assent patterns until after crossing Wise Road so that aircraft stay above non-housing areas during takeoff and landing. Small craft should also follow this procedure both on takeoff and landings. They are often seen turning East on takeoff or landing from approaches involving a turn from the East. This one step would greatly reduce noise over Mayfair Road and have little impact on costs.



I am aware that the FAA does not fund noise fences unless houses are within certain distances but I think funding could come from other sources such as state and local government. I would encourage that this option be considered and remain open as part of any noise "plan." One possible alternative to placing fences at the end of the runway on Greensburg Road would be to ask U.S. Department of Transportation to consider fences along I-77 from the Lobby airport exit coming off I-77 North to Wise Road. This would provide a double sound barrier if properly constructed and would also contain the noise of the expressway and may mitigate both the noise of the runway and may also help contain the smell of burnt jet fuel in Winter months (I forgot to mention this topic, a recent development last two Winters). Planting rows of evergreens along the East border of airport properties may also help with sound and air pollution control. I recently listened to a program on MPR regarding this topic and studies show trees eat air pollution. Thinking out of the box and improvising should be part of any plan regardless of what experts wish to advise the airport.

Lastly, military aircraft sometimes travel very low over houses in our area and you might caution them to stay at higher elevations on the East side per flight safety regulations not only to abate noise but due to a set of high tension wires traversing East to West parallel to Byron Drive.

Thank you for the opportunity to comment.

Sincerely,

David A. Mucklow



Ronnie & Cynthia Anderson
4678 Mayfair Rd
N. Canton, OH 44720

June 12, 2014

David A. Mucklow
919 E. Turkeyfoot Lake Rd #B
Akron, OH 44312

RE: Noise Assessment Akron Canton Airport

Dear Mr. Mucklow:

I am writing to make you aware of my agreement to your concerns in reference to the excessive noise associated with the air traffic in and out of the Akron Canton Airport (CAK).

I have lived just south of Wise Road for almost forty years. When we purchased this property, CAK did not have the daily traffic we currently see. As this airport has expanded into the Regional status it is today, the noise has become a great concern pertaining to my property value and the desirability to live near CAK.

While commercial and military air traffic is an obvious concern. Please do not overlook the private air traffic in and out of CAK. I find these smaller jets to be louder and more frequent than the commercial or military.

I would personally like to see the noise fences installed, as well as stricter regulations on flight times and patterns.

Additionally, if Federal funding was made available, triple paneled windows and other measures to help reduce air traffic noise inside the homes most near the airport would be very beneficial.

Please let me know if I could be of further assistance. Ron cell 330-714-4465.

Respectfully,

Ronnie and Cynthia Anderson



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June 2, 2014

Dear Neighbor and Resident

RE: Noise Assessment Akron Canton Airport

To Whom It May Concern:

Please be advised that I attended a noise assessment public meeting at the Akron Canton Airport on May 29, 2014. I note that the only notice of this meeting was a small article appearing on Ohio.com and the Akron Beacon Journal. Although Wayne Weithe, the Planning Director, sits on the citizens committee, no notice was provided to residents East of I-77 on Greensburg, Mayfair Roads or Byron Drive. Nor was anything published in the Green Newsletter. The noise assessment process is governed by Part 150 of the Code of Federal Regulations and there is an open comment period, which will close soon (but no one could tell me exactly when). All comments or complaints lodged must be considered for the assessment. There are many other areas in Stark County affected by noise due to runway extensions. Green seems to be overlooked or ignored, but if you follow the procedures on the attached flyer or go to <http://www.akroncantonairport.com/about/noise-study>. **I would also mail your comments to Mr. McQueen Director, 5400 Lauby Road NW, North Canton, OH 44720, in order for your complaint or comments to be considered.** I found that in using their website my comments were



blocked by their firewall and were not sent. I would hope this is not intentional on the part of the Akron Canton Airport. This assessment is important if you wish to protect the value of your property and reduce noise on your property.

Federal funding is available to address concerns of noise and can be used for sound proofing in homes and construction of fences and other options. Although I proposed a fence, I was told that the nearest home was too far away to qualify for FAA funding but funding could come from other sources such as Green or the State of Ohio. Funding for a fence along I-77 has different funding sources other than the FAA. Other corrective action could also be taken, such as instructing aircraft to stop turning East until clearing Wise Road or reaching certain elevations on ascent patterns.

Specific concerns that I have raised at the meeting and will raise on my comments deal with aircraft turning east prematurely and not staying in approach and ascent patterns. I was told that this could be corrected fairly easily. I have also mentioned that helicopters need to stay at higher elevations and should not buzz houses. I have also mentioned the blast noise on takeoff at 6:00 am heading South from Greensburg Road. Although Mr. McQueen acknowledged that blast fences could be used (although the expert hired to do the assessment claimed that noise fences do not work, but he could not explain why fences have been constructed throughout the World around interstates and airports to control noise), the FAA will not allocate funds due to a lack of homes nearby. This problem I note may also be addressed with noise fences on I-77 which is not part of this assessment. Lastly, I have noticed a strong smell of burnt fuel in Winter months on my property. Pollution should also be mentioned as well as any other concerns such as cracked glass or flying too low.

Please take this opportunity to comment as we are all affected. The more people who comment, the more attention will be given to the problem.

Sincerely,

David A. Mucklow



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



a better way to go.



HARRIS MILLER MILLER & HANSON INC.

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.

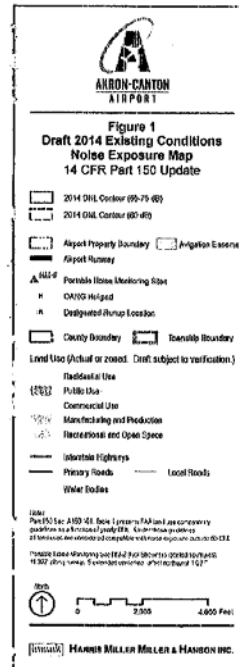
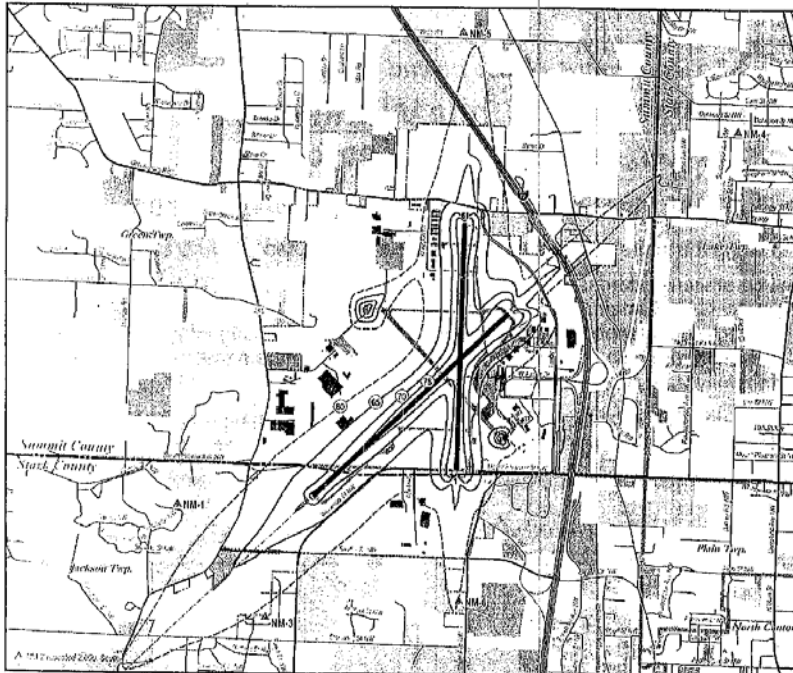
Part 150 Study Status

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 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 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 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.



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