



APPENDIX N OTHER WRITTEN COMMENTS RECEIVED DURING STUDY PROCESS



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From: Dawnetta Howard [<mailto:dawnetta@hotmail.com>]

Sent: Sunday, September 21, 2014 6:46 PM

To: dregula@akroncantonairport.com

Subject: CAK Website: New Question Submitted

Name: Dawnetta Howard

Email: dawnetta@hotmail.com

I live at 3363 Greensburg Rd. and lately we have noticed that planes are well under 500 feet from our house as they land. The noise is almost unbearable since our neighbors across the street cut down all of their trees. We contacted you through the noise study but have not been contacted. We have notified the FAA and hope that someone from your airport will come over and observe the landing planes if possible.



From: [Rick McQueen](mailto:Rick.McQueen@akroncantonairport.com)
To: dawnetta@hotmail.com
Cc: Krippl@akroncantonairport.com; Ted Baldwin; Justin E. Divens
Subject: Akron Canton Airport Noise Issue
Date: Friday, September 26, 2014 9:22:21 AM

Good Morning Ms. Howard,

Your email regarding the altitude and noise levels of aircraft landing at Akron-Canton Airport (CAK) has been forwarded to me. We are not aware of your previous efforts to contact us and I apologize for the miscommunication. After discussing your comments with our consulting team, I am pleased to offer the following responses:

With regard to altitude: You commented that aircraft approaching the airport to land are well under 500 feet. Your residence on Greensburg Road is approximately 4,300 feet from the end of Runway 23 at the airport. Your observation about aircraft altitudes is correct. Aircraft following FAA-established procedures to land on that runway will be at or below 500' when crossing Greensburg Road. Those FAA procedures include published directives, and guidance from both approach lighting and radio navigation aids. These procedures have been in place for many years and to our knowledge there have not been any modifications recently. The FAA developed the procedures to ensure the maximum feasible safety for people in the aircraft and on the ground. The FAA communicates with pilots and monitors the approaches to ensure that pilots follow the procedures correctly.

With regard to the effect of the tree clearing across the street from your residence: I am aware of the tree clearing that you mentioned. However, the property across the street from your property is privately owned and the airport was not involved in the clearing. Our noise consultant tells me that maximum noise levels on landing should be produced when the aircraft fly over or by your residence. The clearing of vegetation closer to the airport should not affect the sound you hear as the aircraft fly overhead.

With regard to our ongoing noise study: The airport is in the process of completing a comprehensive noise study under the FAA's "Part 150 Airport Noise Compatibility Planning" regulation. Information on the study process, data collected, noise measurements, public outreach, technical results, conclusions, and recommendations are presented on the CAK website at: <http://www.akroncantonairport.com/about/noise-study>. We are in the process of preparing a draft report. I will arrange for you to receive an email when that report is available for public review and comment. The study shows that aircraft do regularly fly close to or directly over your address on both landing and takeoff, while following FAA-prescribed and safe procedures. The study also shows that your residence is outside the noise exposure area that FAA considers incompatible with aircraft noise. That does not mean that you will not see or hear aircraft. What it does mean is that the noise exposure is outside the area where FAA will take any formal action to change operations to reduce noise levels. We will treat your email as input to that study, and we will include a copy in the final documentation.

After you have reviewed the information above we would be happy to meet with you if you would like. We appreciate your comments and hope you have good weekend.

Rick McQueen
President & CEO
Akron-Canton Airport
A better way to go.
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