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Memo

To: Attendees
From: Aileen Maguire Meyer
Date: July 28, 2014
Re: Kent State University Airport Master Plan
 Community Liaison Group Meeting Summary
File: L80.001.001

The second meeting of the Community Liaison Group (CLG) for the Airport Master Plan project for Kent State University Airport was held at 10:30 a.m. on Wednesday, July 9, 2014, at the Kent State University Student Center.

CLG MEMBERS

Attendee	Representing
Bernard Scheidler	City of Stow
Rob Kurtz	City of Stow
Jordan Warfield	City of Stow
Roy Howarter	Resident, City of Stow
Doris Stewart	Stow-Munroe Falls
Steve Stahl	City of Munroe Falls
Susanne Stemnock	City of Kent
Bob Genet	Summit County
Brad Ehrhart	Portage County
Al Beckwith	Commercial Aviation
Anne Brown	Kent State University
Connie Hawke	Kent State University
Dr. Richard Mangrum	Kent State University
Steven Blair	Kent State University
Rebecca Murphy	Kent State University

CONSULTANT TEAM

Attendee	Representing
Aileen Maguire Meyer	C&S Companies
Maria Hatzigeorgiou	C&S Companies
Arnie Bloch	Fitzgerald & Halliday, Inc.



The purpose of the meeting was to update the CLG on progress of the master plan and summarize next steps. A copy of the presentation is included with this meeting summary and follows the agenda below:

- Steering Team/CLG Updates
- Airport Master Plan Process
- Existing Conditions
- Forecasts
- Critical Aircraft & Airport Design Standards
- Comparison to 2006 Plan
- Alternatives Development
- Airport Closure
- Sustainability Focus
- Next Steps

GENERAL DISCUSSION:

Following is a summary of comments received/items discussed during the meeting. Comments are shown, without attribution or verification of their accuracy. *Responses by Aileen Maguire Meyer are shown in italics:*

Existing Conditions

- Landside facilities/terminal are in need of replacement.
- It is desirable to have a separate terminal, potentially south of the current airport facilities, to house non-student, general aviation operations.
- There was a question regarding if the wind direction and runway orientation were sufficient per design standards and if inadequate orientation was the reason that planes divert from their paths.
- It was asked why the noise analysis methodology uses an average over a 24-hour period when planes rarely fly overnight. It was asked if the day-night average noise level (DNL) for a 7 a.m. to 10 p.m. time period could be calculated. *The consultant team will look into alternative ways to present the data.*
- It was asked what level of subsidy the University pays to cover airport operations deficits. *This information will be provided by the University.*

Aeronautics Program Growth

- Student forecast was questioned given that the starting pilot salaries are asserted to be only \$22,000, as well as due to the likely increase in drone use.
- It was also suggested that an increase in the use of flight simulators might reduce student activity in the future, although it was also noted that it is hard to predict how much of an increase in simulator use would occur. It

was stated that the FAA currently limits training hours allowed in simulators.

- It was asked if the retirement age of pilots had been raised, possibly affecting demand for pilots (and by extension demand for the program). *It was noted that there have been some increases recently, but too soon to know if that represents a trend.*
- It was asked if the current airport location could absorb the growth in operations. *Yes – there is adequate capacity to accommodate the forecasted operations.*
- It was noted that bad weather days that restrict operations cause a significant increase in operations on good weather days.
- It was asserted that the Cessna “guidebook” said that about 200 Cessnas crash annually, mostly flown by students.

Other Issues and Needs

- It was noted that security cameras should take pictures of planes that may come in overnight, in order to cut back on illegal activities (e.g., drug smuggling). A discussion regarding law enforcement led to a question about police authority to go on airport property. *This will be looked into.*
- It was stated that the City of Stow/Munroe Falls has drainage issues and will be interested in any airport projects that will affect drainage.

Comparison to 2006 Plan

- It was noted that the Airport only gets one or two corporate jets each year.
- A concern was raised regarding the validity of the state’s economic impact evaluation methodology.

Evaluation of Alternatives

- It was suggested that operations efficiency would benefit from a separation of University and general aviation activity.
- It was suggested that drainage impacts on areas outside the Airport be added to the evaluation criteria.
- It was suggested that it should be part of real estate agents’ responsibilities to notify potential property owners about the location of the Airport.
- It was questioned why the University never appealed/reconsidered the FAA decision not to support the alternative to close the Airport. *It was noted that this new master plan is part of that reconsideration of the former master plan and FAA response.*
- It was stated that “most people don’t require the Airport to be closed, but that the flight school be relocated.” *It was noted that this would be considered as one of the alternatives.*

- It was stated that the University is obligated to fulfill its promise to move the flight school. *It was noted that the University resolution was to support an alternative to close the Airport and relocate the flight school subject to FAA acceptance. Documentation was distributed showing that the FAA did not accept the preferred alternative of the previous master plan.*
- It was asked if the University could be on the hook for reimbursement for the FAA share of grants and other federal funding support for the improvements of the current Airport if the University decided to close the Airport? *Yes.*
- It was asked what would happen to the piece of land not owned by University that is in the imaginary Runway Protection Zone trapezoid. *It likely would be desirable for the University to gain control over that area; this will be identified in the master plan.*
- It was stated that it is desirable to have the University's flight training activity move to the Portage Airport site.