



**C&S Companies**  
20445 Emerald Parkway, Suite 100  
Cleveland OH 44135  
p: (216) 619-5449  
f: (216) 619-5453  
www.cscos.com

# Memo

**To:** Kent State University Airport Master Plan Community Liason Group

**From:** Aileen Maguire Meyer

**Date:** August 14, 2015

**Re:** Kent State University Airport Master Plan Community Liaison Group Meeting 4 Summary

**File:** L80.001.001

---

The fourth meeting of the Community Liaison Group (CLG) for the Airport Master Plan project for Kent State University Airport was held at 2:00 p.m. on Tuesday, July 28, 2015 at the Kent State University Student Center.

## ATTENDEES

1. Anne Brown, Kent State University, AVP for Business and Administration Services, Chair of Master Plan Steering Team
2. Connie Hawke, Kent State University, AVP for Compliance and Risk Management
3. Mike LaForest, President, Commercial Aviation Corp.
4. Tom Wilke, Economic Development Director, City of Kent
5. Roy Howarter, Resident, City of Stow
6. Faith Cooke, Resident, City of Stow
7. Bernard Scheidler, Planning Commission, City of Stow
8. Rob Kurtz, Planning Director, City of Stow
9. Dr. Richard Mangrum, Aeronautics Program, Representing Maureen McFarland, Member of Master Plan Steering Team
10. Doris Stewart, Executive Director, Stow-Munroe Falls Chamber of Commerce
11. Aileen Maguire Meyer, C&S Companies
12. Mara Benovic, C&S Companies
13. Arnie Bloch, Fitzgerald & Halliday, Inc.

The purpose of the meeting was to present and discuss the preferred alternative and provide an overview of the public meeting format. A copy of the presentation is included with this meeting summary:

**QUESTIONS /COMMENTS (*answers/responses in italics*):**

C: KSU could have appealed the FAA's disapproval of the first Master Plan in 2008, Congressman LaTourette said he would have helped with the appeal, but KSU did not ask for his help. KSU should keep to its earlier commitment and move the Flight School. Residents have made financial decisions and stopped protesting based on the agreement for the Flight School to move.

C: Airport communications with the public is bad. Community is concerned about calling the airport to report their complaints. They find the airport to be non-responsive.

C: FAA noise studies are skewed – levels and models are theoretically calculated and averaged and not a true indication of the high level of disturbance. *It was noted that the methodology used is the current industry standard and used to provide a comparison across airports. While the measurement is a Day-Night Average Sound Level (DNL), a weight is applied to night noise.*

C: The Economic impact study and methodology from ODOT was incorrect since it does not reflect that there are only about seven commercial/vacation passengers per week, therefore - no baggage handlers, restaurant employees, rental car employees etc. at this airport as are at most airports and included in this calculation.. *The report references the most recent data provided by ODOT and uses a methodology for general aviation airports which accounts for both direct impacts associated with jobs at the airport and indirect impacts, e.g. employees and airport users, including students, having lunch at local restaurants.*

Q: What is an AWOS? *An Automated Weather Observing System (AWOS) collects local weather data and disseminates to airport users.*

Q: What does the RPZ entails? *The Runway Protection Zone (RPZ) is an imaginary surface off the ends of the runway that protects the airspace. Obstructions to the surface should be removed or lighted. By gaining the control*

\\cscos.com\csfile\ENG\Project\L80 - Kent State University Airport Master Plan\L80.001.001 - Airport Master Plan\Planning-Study\Meetings\CLG\CLG Mtg  
4\CLG Meeting 4 Summary.docx

---

*of an easement for this area, it will allow the airport to have control over the space even if the property changes ownership.*

C: There is a reference to the area on recorded documents for Pambi Farms.

Q: How much would the preferred alternative cost? *It could be up to \$40 million over 20 years.*

Q: Who pays for the grant matching? *The “local” share of projects will be paid by the university or grants it obtains, not the community.*

C: Community may sue the university if the airport remains open. If the Master Plan moves ahead, I and other home owners will request a reappraisal on our home value, which will translate into greatly reduced tax receipts for the town.

C: How will the university accommodate the increase in students? How can more students be flying? There’s no time available for them to do so, even now they are flying out of authorized pattern and at one a minute at times. Rather than spending millions on an airport that is too small it should be, as promised, moved to a location that can handle the increased students. Being a pilot is no longer a well-paying job (implying that the projection for large increase in the number of students is unrealistic).

C: Pilots do not make a lot of money. They need to pay their dues and the reason they become pilots is that they want to be a pilot not because of the money. It was noted that Republic Airlines has said they are facing severe pilot shortages.

C: Student pilots fly arbitrarily outside of their flight patterns. I don’t think there is adequate supervision of students.

C: Kent State is an exemplary school, winning State and National awards and has received International recognition. Kent state is one of the few accredited flight programs in the country. Flight patterns may need to change based on wind speed and direction. Changes are based on necessity. There is no reason for students to break the rules. They could lose chance at license and credibility. They have a lot to lose.

C: It was noted that the Stow-Munroe Falls Chamber of Commerce sent out an e-blast about the public meeting to 600+ members.

\\cscos.com\csfile\ENG\Project\L80 - Kent State University Airport Master Plan\L80.001.001 - Airport Master Plan\Planning-Study\Meetings\CLG\CLG Mtg 4\CLG Meeting 4 Summary.docx

\\cscos.com\csfile\ENG\Project\L80 - Kent State University Airport Master  
Plan\L80.001.001 - Airport Master Plan\Planning-Study\Meetings\CLG\CLG Mtg  
4\CLG Meeting 4 Summary.docx

---