



**Cuyahoga County
Environmental Assessment**

Public Involvement Technical Report

Report prepared by

**Mead
& Hunt**

March 24, 2015

Table of Contents

	Page
1. Introduction	1
2. First Open House	1
3. Second Open House	1
4. Public Hearing	2
5. Project Website	3
6. Public Input Outside of Project Events	3
A. Letters	3
B. EA Project Website Comments	3
C. Email Communication	3
7. Print and Electronic Newsletters	4
8. Social Media through Cuyahoga County	4
9. Summary	4

Appendices

Appendix A: First Open House

Appendix B: Second Open House

Appendix C: Public Hearing

Appendix D: Project Website

Appendix E: Letters

Appendix F: Website and Email Communications

Appendix G: Newsletters – Print and Electronic

1. Introduction

This Public Involvement Technical Report is intended to document the extensive public involvement and outreach effort that was conducted for the Cuyahoga County Airport (CGF) Runway 6/24 Extension and Runway Safety Area (RSA) Improvements Environmental Assessment (EA). This report also provides a vehicle for assembling all public comments in their entirety (names, addresses, email, phone numbers, etc. as provided) as a standalone document. This report is referenced in the EA document, will be provided to Cuyahoga County and to the Federal Aviation Administration (FAA), and will be available to members of the public upon request.

Several venues were used to provide opportunities for public input into the process. These methods included open houses, a public hearing, use of social media and traditional methods such as hard copy comments. Each of these various methods are described in this report along with the comments received.

2. First Open House

An initial, informational Open House was held on February 27, 2013 from 3:30 PM to 7:30 PM at the Cuyahoga County Airport (26180 Curtiss Wright Parkway, Richmond Heights, OH 44143) in an airplane hangar.

The open house was a “drop in” event—there was no formal presentation scheduled so attendees were invited to arrive any time between 3:30 and 7:30 PM. The event was open to the public and all interested parties were encouraged to attend.

The purpose of the event was to provide the public with project information and to give members of the public an opportunity to ask questions and leave written comments. Members of the consulting team and Cuyahoga County representatives were available to answer questions and refreshments were provided.

The Open House was publicized in a variety of ways including:

- Notice in the two community newspapers
- Notices to each community and delivery of printed project newsletters in advance
- Posting on the project website

Over 80 people attended the event. There were 38 comment forms filled out and left at the Open House. A summary report of this event and the comment forms are included in **Appendix A**.

3. Second Open House

A second informational Open House was held on December 11, 2013 from 3:30 PM to 7:30 PM. The event was held near the Airport at the corporate offices of Progressive Corporation in a training room. The event was held after initial investigations had been performed on the alternatives under consideration

but prior to selecting a preferred alternative. The intent was to gather public input on the selection of a preferred alternative.

The open house was a “drop in” event—there was no formal presentation scheduled. Informational stations were set up in the training room and a guide to the stations was provided for attendees. There were 49 people recorded as being in attendance and there were 13 public comment sheets submitted. As before, members of the consulting team as well as Cuyahoga County representatives were available to answer questions and refreshments were provided.

The second Open House was publicized in a variety of ways including:

- Notice in the two community newspapers
- Notices to each community and delivery of printed project newsletters in advance
- Posting on the project website
- Electronic Newsletter to email list
- Messaging through coordination with the County’s Twitter and Facebook accounts

A summary report of this event and the comment forms are included in **Appendix B**.

4. Public Hearing

The public hearing was held on November 19, 2014 from 4:00 to 7:00 PM at the 700 BETA Banquet and Conference Center located next to the Hilton Garden Inn Cleveland East.

The Public Hearing was publicized in a variety of ways including:

- Notice in the two community newspapers
- Notices to each community and delivery of printed project newsletters in advance
- Posting on the project website
- Electronic Newsletter to email list
- Messaging through coordination with the County’s Twitter and Facebook accounts.

As with the Open House events, the public hearing was an open house format with no formal presentation given. Informational stations were set up around the room and a guide to the stations was provided for attendees. Members from the consulting team and Cuyahoga County representatives were available to answer questions on an individual basis. A court reporter was available for those persons who wished to make a statement regarding the project and have it included in the official transcript of the public hearing.

There were 27 people in attendance and one comment form was filled out. In addition, a set of two letters was delivered to the court reporter.

The transcript of the Public Comment proceedings, the comment form and the letters are included in **Appendix C**.

5. Project Website

A project website was established specifically for the Runway 6/24 Extension and Runway Safety Area Improvements EA Project. The website address is www.cuyahoga-airportea.com. This provided a single location to post project information and updates through the blog feature. Project information posted to the website included:

- newsletters,
- display boards from open house events,
- draft documents
- general information about the EA process.

A contact page was also offered with a comment box option. Cuyahoga County approved material prior to its posting but the consulting team managed the website. Visitors to the main page of the Cuyahoga County website and to the Airport page of the county website were provided with a hyperlink to the project website. A screenshot of the website is included in **Appendix D**.

6. Public Input Outside of Project Events

A. Letters

There were 11 letters received by the project team during the course of the project. Some were mailed to the Cuyahoga County offices and some were hand delivered to the public events (or both). The letters received during the course of the project are included in **Appendix E**.

B. EA Project Website Comments

There were 54 comments received during the project through the “comment form” option offered on the project website (www.cuyahoga-airportea.com). There were several individuals who provided multiple (but unique) comments using this method. These comments are included in **Appendix F**.

C. Email Communication

The Airport’s website page (part of the Cuyahoga County website) provides a contact email that is used for a variety of communication with the Airport ([ccairport@cuyahogacounty.us](mailto:cairport@cuyahogacounty.us)). Several emails were sent to this email address and forwarded to the project team. Another email was sent to the Project Manager listed on the project website. These emails are included with the website comments in **Appendix F**.

7. Print and Electronic Newsletters

A series of three printed newsletters were produced to coincide with each public meeting. Each newsletter contained four pages of text and graphic content on an 11 x 17 sheet (folded). Printed copies of the newsletters were delivered to Cuyahoga County, Lake County and three neighboring cities (Willoughby Hills, Highland Heights, and Richmond Heights) prior to each meeting so they could be made available to the public on literature tables. The newsletters included content about each of the informational stations at the events. The newsletters were used to encourage attendance at the events and also to provide information for people who were not able to attend the events. An electronic version of each newsletter was also made available on the project website. A copy of each newsletter is included in **Appendix G**.

Beginning with the first open house, email addresses were collected from people who attended the public events. Email addresses were also collected through the project website and the County's Project Manager provided a list of emails for inclusion on the project contact list including staff and elected officials. From these sources, a project email list was created and maintained using Constant Contact®. At the end of the project, there were 132 email addresses on the mailing list. The email list was maintained and used to send electronic newsletters at key milestones in the project. The electronic newsletters served as a complement to the printed newsletters and provided supplemental information about the project and public events. The email list was used primarily as another way to publicize the open houses and public hearing events. Several of the electronic newsletters are also included in **Appendix G**.

8. Social Media through Cuyahoga County

Initially, the project team expected to develop social media outlets to support the public communication and outreach effort. However, Cuyahoga County already had an established Facebook page and Twitter account. Rather than create separate social media outlets for a temporary project, a decision was made to use the County's established accounts. The project team provided content for posts for Facebook and short tweets for the County's Twitter feed to Jeane Holley, County Communication Specialist. These posts and tweets were provided throughout the project with specific efforts coming prior to the open houses and public hearings.

9. Summary

Extensive public involvement and outreach was conducted for the Cuyahoga County Airport (CGF) Runway 6/24 Extension and Runway Safety Area (RSA) Improvements EA as documented in this report. Two open houses and one public hearing were held and attended by community members. Through the public events, website, emails and other outreach channels, over 100 comments were received about the project; these are included in the appendices of this report. The local community became an active partner in the EA process by learning about and providing valuable feedback on the project. Public

**Cuyahoga County Airport
Environmental Assessment
Public Involvement Technical Report**

involvement for this project increased project understanding and reduced public opposition to the proposed improvements at the Airport.

Appendix A – First Open House

**Summary of Cuyahoga County Airport Runway 6/24 Extension and Runway Safety Area Improvements
Environmental Assessment (EA) Open House 1 Input**

February 27, 2013

3:30-7:30 PM

Attendance: Sign in sheet records 80 people attended the meeting. This does not include several Cuyahoga County staff people who attended the event but did not sign in.

Comment forms: 38 Comment Forms were filled out and left at the Open House. Others took comment forms to fill out at home and mail back. Others noted that they would use the website to submit their comment.

One letter had been mailed to the airport on February 26th and was delivered by county staff to the project team at the Open House. Also, Mayor Robert Weger hand-delivered a position statement titled “Cuyahoga County Airport Master Plan update and proposed expansion.” It was printed on City of Willoughby Hills letterhead and did not have a date.

Summary of Comments Received:

There were several common themes that reoccurred throughout the comments. They are listed here by topic with the number of references indicated in parenthesis. Many comments touched on more than one topic.

- Current noise concerns: (7)
 - Nighttime noise (3)
 - Disruption of residential life (2)
 - Approach patterns that seem to have changed over time(2)
 - Planes fly too low over houses (4)
- Distrust of the process and questioning the real message/purpose of the project (2)
- The airport operations have a negative impact on our quality of life (3)
- Objections to flights between 11 pm and 7 am (1)
- Objection to increased capacity/larger planes/more frequent flights (9)
- Objection to longer runway (2)
- Objection to expansion outside current airport footprint (4)
- Support for Alternative 23 (14)
- Support for tree preservation (1)

Summary of Open House Input/ Cuyahoga County Airport EA
February 28, 2013

- Opposition to road relocation (8)
- Support for safety improvements/need for safety at the airport (8)
- Concerned about air quality and other environmental impacts (5)
- Concerns about housing values (2)
- Concerns for safety / crash danger (3)
- Support for No-Build Option (1)
- General support for the project (7)
- Support for the airport as an economic engine (5)
- Close the airport / Move current Cuyahoga County Airport operations to Burke Airport (1)
- I don't think the airport can be profitable. Consider closing it. (1)
- Support for Alternative 18 (1)
- Reminder of the Hush Hut—previously part of the ALP/CIP—what happened to it? (7)
- Request for more notice of next meeting (4)
 - Many residents did not know about the meeting.
 - Why aren't letters sent to households close to the airport?
 - Not enough notice in local papers.
 - Many elderly don't have computers.

In addition to these themes, there were some comments that offered additional detail or insight into the emotion behind the public opinion. They have helped the consulting team understand issues that are important in the community. Some are shared in whole or in part here to provide a more robust flavor of the comments received (both pro and con):

- Lake County gets none of the benefits of the airport. Impacts, if any, should take place in Cuyahoga County.
- Please assess how Willoughby Hills can receive direct financial benefit from operation (sharing of income taxes, building of new hangars in Willoughby Hills, etc.)
- The Airport has a negative impact on my property value and will make it difficult to sell my house.
- Make this airport work! We are based here (\$\$) and have an interest in making this a viable option...All the effort this is taking is driving me to re-think where our business should be located.
- Cuyahoga County should not embark on expending tens of millions of dollars to benefit the local companies (who have been pushing the airport expansion).
- Some pilots don't use the airport at this time due to pavement conditions; the airport was here first; if the airport closes, it will put tons of people out of work; people need to look at the big picture and make better decisions.

Summary of Open House Input/ Cuyahoga County Airport EA
February 28, 2013

- I would like assurances that cargo planes or larger planes will not start using the airport because of this expansion project.
- Redoing the runway to its existing length is the minimum that should be done. We can beat this dead horse all day, let's just do it and be done.
- I am an employee of a business on the airport. Some of our clients can't use the airport because of current runway conditions or length (too short). Our business brings a lot of jobs to the community. The people who complain about noise are the ones who moved next to an airport in the first place.
- The expansion and renovation of the runway and RSA will be economically beneficial to the 1200+ people who are employed by companies located at CGF...this airport is a vehicle for national and international businesses to come to Cleveland and conveniently maximize their time by meeting with clients and customers.
- I've worked at CGF for 24 years...let's put in the EMAS, pave the runway, create jobs and move on.
- This airport is a valuable resource for the community...for economic development and access for disaster relief if needed.
- The runway needs to be lengthened and repaved.
- My questions about changes in flight patterns were not able to be answered. With changes, make planes have to go up and out 2 miles before turning over our homes.
- The public was led to believe that Alternative 23 was a done deal. This has led to apathy about attending.
- When we bought our house in 1980 (before Flight Options) the noise was not as bad as it is today.
- We know the airport is important to the economic well-being of this area but we are concerned about increased noise and increased night flights.
- The runway does need major repair/replacement but please don't disrupt the tranquility of our neighborhood in the process.
- I am seeing larger planes flying into the airport. It was my understanding that planes this large (larger than 12 seats) could not be accommodated. Also, it is my understanding that there is a company here that buys and retrofits and sells aircraft. If that is true, is it an appropriate business stationed at this facility.
- Informative. Thank you. Looking forward to improvements.
- When are you going to stop planes from dumping fuel when they come in for a landing? Which also causes garden fruit to be uneatable. Enough fuel is dumped to be able to lite it on our pond.

Summary of Open House Input/ Cuyahoga County Airport EA
February 28, 2013

- I thought the message was sent 3 years ago. No road changes and no big growth. I'm tired of black roofs and oil on the drain ditch in my yard. This all creates bad breathing. Larger planes should be put in Burke Lakefront Airport. If they crash, it will be in the water not our house. It's about time the residents get left alone.



Cuyahoga County Airport
Environmental Assessment Open House #1
February 27, 2013
Sign-In Sheet

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Tonda DiPlacido	W Hills 44092		tedbcc@aol.com	✓
Linda Fulton	" "			✓
Linda Praniewicz	RICHMOND HTS 44143			
Clayton Rydys	Wino Hills			
BOB ROSE	CLIVE HTS 44121		ASK@KAWINGUY@GMAIL.COM	✓
Sandra Hanes	Highland HTS 44143		BOB@ROSEMETAL.COM	✓
Martina Stephens	Highland HTS 44143			
Tim DiPlacido	Will Hills 44092			
DENNIS RATINO	WILLS HILL 44092			
JULIE JACOBS WILEY	MAL 44060	JULES VORTEX CEO	JWILEY@KENT.EDU	✓
BILL McREYNOLDS	CLFUF 44110	BUSINESS OWNER / PILOT		
Sonya + Jim Conley	R. H. 44143	FRIENDS OF FLOWDAREEK	BIL McROY@ATT.NET	✓
Sonya McRoy	H.H.	Resident	Sonya@BioInOhio.com	✓
		Resident		

* Association: resident, business owner, elected official, pilot, etc.





**Cuyahoga County Airport
 Environmental Assessment Open House #1
 February 27, 2013
 Sign-In Sheet**

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Robert & Jean Samdell	W.H. 44094		samdelljr@netscape.net	✓
Marcin Starke	R.H.Ts.	R.H.Ts. Council Rep		
MICHAEL W. DEBER	LEWD 44107	County Public Works	MDEBER@CUYAHOGACOUNTY.OH.US	✓
Scott Alperin	MayHts 44143		scott@alperindr.com	✓
Cathy Murphy	Highbld Hts	Highbld Hts City Council	cmurphy@highbltdts.com	✓
Amanda Willett	Streetsboro 44141	QR Pilot	awillett@qualityresources.biz	
Jean Sobel	44143			
Frank Germano	Wilmington 44149	City Council		
Jack Wilson	R.H. 44143			
Joseph D'Amico	W.H. 44094	Resident	1/m 331@sbccglobal.net	✓
Engel Thomas	RH 44143	Resident		
Victor Cizek	RH 44143	QR editor	vcizek vcizek@qualityresources.biz	✓
Quinta & Paul Gause	MH 44143	plff		
M. K. Evers	SE 44121	FOEC		
Ed & Paula Gause	RH 44143		pmc home@roadrunner.com	✓

* Association: resident, business owner, elected official, pilot, etc.



Cuyahoga County Airport
Environmental Assessment Open House #1
February 27, 2013
Sign-In Sheet

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Michael Vibens	Richmond Hts 44143	Lt. RHPD		✓
LEONARD LAW	Euclid, 44117			
Judith Jim	Richmond Hts	Quality Resources, LLC		
Bethany Lawrence	44143	Quality Resources, LLC		
Paul Sparker	44140	RESIDENT OF COUNTRY	PS PASTRAB@ATT.NET	✓
Lou Drasler	Euclid 44117	FOEC	lou.drasler@roadrunner.com	
Marie Rodina	Will. Hills 44092	Homeowner		
Seth Stern	Willoughby Hills 44092	"		
Ray Souch	Will Hills	Councilman	RAYC247SPIRIT.COM	✓
MIKE MATEJKA	Richmond Hts 44143		Mike-Matejka@PPDGRESSIVE.CO.A	✓
FRANK SKALA	H.H. 44143	Homeowner	FSKALA@AMERITECH.NET	✓
CHRIS POSIUS	Viney View 44125	CUYAHOGA SOILWATERCO	CPOSIUS@CUYAHOGASWV.ORG	✓
LOU MERKYS	WILLOWHAY HILLS 44094	HOMEOWNER	LOUMERKYS@AOL.COM	✓
CHERYL L. OTA	WILLOWHAY HILLS 44092	HOMEOWNER		
EVA VARGAS	44114	RW Armstrong		

* Association: resident, business owner, elected official, pilot, etc.



**Cuyahoga County Airport
Environmental Assessment Open House #1
February 27, 2013
Sign-In Sheet**

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Jane Endrew	R.H. 44143	Sec. Secured		✓
FRANK ZACAR	44094		FRANKZACAR@ATT.NJ.NET	✓
Kathie Schroeder	R.H. 44143	Resident	dogfan03@gmail.com	✓
DAVID FIEBIB	44094	Councilman Will. Hills	DAVIDFIEBIB@WILLOUGHBYHILLS-OH.GOV	✓
Ron Peura	44143	VFW Commander	Ron Peura@yahoo.com	✓
Chuck Brunelle	44143	Councilman Highland HPT	CBrunelle@HighlandHills.com	✓
GREG TOKAN	44143	GRF Services	STOKAN@CubelyReferences.BIK	✓
LISA STICKAN	44143	Councilman Highland HPT	LSTICKAN@highlandhills.com	✓
Richard Clark	44124			
John Plecnik	44092	Trustee Willoughby-Eastlake	plecnik@nyu.edu	✓
JOHN WEBER	44092	HOME OWNER		
TERRY BERNSTON	44092	RESIDENT		
JOE MCLON	44143	Tenant	JOE@111SX.COM	✓
MARYBETH SKALA	44143	Resident		
KEVIN MALESCEK	44094	Councilman, Willoughby Hills	Kevin.malescek@willoughbyhills-oh.gov	✓

* Association: resident, business owner, elected official, pilot, etc.



**Cuyahoga County Airport
Environmental Assessment Open House #1
February 27, 2013
Sign-In Sheet**

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Stanley H. Adams	Cleveland OH			✓
Robert R. Durr	S. Euclid	Senior by PWA	rdunn@rwa.com	✓
David H. Roche	Richmond Hts OH	President, Council	David.Roche@richmondheights.org	✓
AIRE ROCHE	RICHMOND HTS OH	PRES CH GARDEN CLUB		
RAY USIAK	RH OH			
Bob For King	HH OH	President - Green@Hudson	leguere@airpark@aol.com	
VINCE LOMBARDO	HIGHLAND HEIGHTS		th	
Judy Drarden	Highland Heights	Pres Highgate Hill Green TASK FORCE	JUDYADEARDEN@ATT.NET	✓
Bob Weiser	Wiloughby Hts	Mayor Wiloughby Hills	robentweiser@wiloughbyhills-oh.org	✓
DANIEL J. URSU	RICHMOND HTS	MENTOR		
Mitch Snyder	RH 44143	Resident		
Robert B. Bunker	RH 44143	"		
BOB BIENERTH	WIL-HILLS 44094	RESIDENT	BIENERTH@AOL.COM	✓
DON SNYDER	WILBY HTS 44094	RESIDENT		
Janet John	WILBY HTS 44094	RESIDENT		

* Association: resident, business owner, elected official, pilot, etc.



Cuyahoga County Airport
Environmental Assessment Open House #1
February 27, 2013
Sign-In Sheet

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
DAVID REICHEL	WILLOUGHBY HILLS, 44094	CITY COUNCIL PRESIDENT	DANDREICHEL@WILLOUGHBYHILLS-OH.GOV	✓
WILLIAM + SUSAN HEPPER	WILLOUGHBY HILLS, 42			✓

* Association: resident, business owner, elected official, pilot, etc.



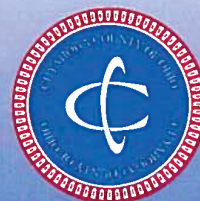
Feedback Form Environmental Assessment Open House #1

Name: June Ender
Address: 430 CARY JAY
City, State, Zip: R.H. O. 44143
e-mail: _____

Your comments and questions:

*OK on the extension, but
stay away from my house,
unless you want to buy it.*

JE



Feedback Form Environmental Assessment Open House #1

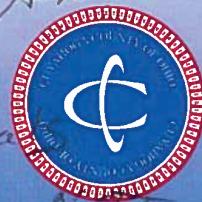
Name: TONDA DIPLACIDO
 Address: 2910 Istra
 City, State, Zip: W. Hills 44092
 e-mail: tedbce@aol.com

Your comments and questions:

And we are again is it the truth that there will only be minor changes + upgrad or is it a way to try to "sneak" something by us again.

I've now been a resident here for 9 yrs. The noise is the night has been a bit better but I don't know if that's because I have become "immune" to it. Friday night 5-8pm are awful still. Forget about entertaining on the deck. You can't hear anything but the noise of plane landing, always thankful for bad weather less planes coming in.

It's also my understanding that Kevin Delaney + Chris Guido are gone. Really scary as at least I felt somewhat safe with them around. And they listen. I guess I will end with time will tell if you officials are telling the truth or not.



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: WEFFER

Address: 28145 DOWNTOWN DR

City, State, Zip: WILSON OHIO 441094

e-mail: _____

Your comments and questions:

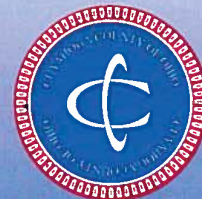
Alt 23 is the only good one.

It does not interfere with the recreation area which is currently the the golf course.

It does not move the streets.

It take care of safety issues.

It doesn't pollute the houses.



Mead
& i lunt

Feedback Form
Environmental Assessment
Open House #1

Name: FRANK SKALA
Address: 5700 Hawthorne
City, State, Zip: HH 44143
e-mail: FSKALA@AMERITECH.NET

Your comments and questions:

am okay with
I ~~like~~ increased safety,
but not more flights
or more noise
or more fumes
or more fuel tanks
or ~~loss~~ changed roadways

I want Option 23.



Feedback Form Environmental Assessment Open House #1

Name: DAVID FIEBIG
Address: 35701 HANNA RD
City, State, Zip: WILLOUGHBY HILLS OH 44094
e-mail: DAVID.FIEBIG@

Your comments and questions:

ALTERNATIVE 03 IS THE ONE WE FAVOR
FOR DURING THE MASTER PLAN PROCESS.
I REPRESENT 9,500 RESIDENTS IN
WILLOUGHBY HILLS WHO ARE IN FAVOR OF
SAFETY, NOISE ABATEMENT BUT NOT EXPANSION.

Thank You.



Feedback Form Environmental Assessment Open House #1

Name: Marcia Starby Morgan, Council Rep. R. HTS.
Address: 144 Brush Rd.
City, State, Zip: Richmond Hts Ohio 44143
e-mail: _____

Your comments and questions:

Prefer alternative ~~#15~~ -18
and reference ~~#18~~ 23

#15 NO
#16
#19
#19



Comment
2

Feedback Form Environmental Assessment Open House #1

Name: Tonda DeRocatoAddress: 2910 IstiaCity, State, Zip: W Hills OH 44092

e-mail: _____

Your comments and questions:

I saw no where in the plans where a "hush hut" or run up facility is ~~be~~ in the plans. Where will it be located.

100% not in favor of relocating any of roads, Bishop or Richmond. These are our communities that you are affecting. We live here. How many of you that are contemplating any of these plans, live here?

Spend some time in these communities you will quickly understand what a problem CCA & Flight options is for us.



Mead
& Hunt

23

Feedback Form Environmental Assessment Open House #1

Name: CHERYL OTA

Address: 2960 MARCUM BLVD.

City, State, Zip: WILLOUGHBY HILLS, OH 44092

e-mail: CHERYLOTA@YAHOO.COM

Your comments and questions:

I HAVE A PROBLEM WITH THE FOLLOWING:

- 3AM FLIGHTS
- LOW FLYING PLANES THAT RATTLE MY WINDOWS TAKEOFF AND LANDING.
- PLANES THAT SEEM TO TAKE SHORTCUTS OUT OF THE NORMAL APPROACH AND FLY OVER MY HOUSE AND MAKE A QUICK LEFT TURN FOR THEIR APPROACH
- HUSH HOUSES FOR ENGINE TESTING. WITHOUT THESE THE TESTING NOISE IS TERRIBLE. YOU LOOK FOR THE PLANE TO BE COMING OVER YOUR HOUSE AND IT NEVER COMES AND ALL OF A SUDDEN THE NOISE STOPS.



**Mead
& i lunt**

Feedback Form Environmental Assessment Open House #1

Name: Linda Fulton

Address: 2990 MARCUM BL.

City, State, Zip: WILLOUGHBY HILLS OH 44097

e-mail: OPAL@peoplepc.com

Your comments and questions:

my concern is the noise at night & the safety of resident
often times there are planes flying over late at night like
3 AM. There are times when planes flying over my
house are so low, you can actually see the pilot & the
houses shake. To me that's a safety issue. Also what
about when they're testing engines. The noise is awful
& I am willing to only support # 23 & will support
hush houses to be installed.



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: RICHARD EVANS

Address: 5680 HAWTHORNE DR.

City, State, Zip: HIGHLAND HTS, OH 44143

e-mail: RICKE5680@GMAIL.COM

Your comments and questions:

THE PROPOSED DIVERSION OF BISHOP RD.
TO THE EAST WOULD INCREASE TRAVEL TIME /
DISTANCE TO LOEMANS PLAZA AND I90.
I DOUBT THAT THE LOEMAN'S MERCHANTS
WOULD BE IN FAVOR OF IT EITHER.



**Mead
& i lunt**

Feedback Form Environmental Assessment Open House #1

Name: Frank Germano

Address: 2430 Pomrack Dr

City, State, Zip: Willoughby Hills OH 44094


e-mail: _____

Your comments and questions:

I believe in safety, the airport should do whatever is needed to make the airport safe, but only in the footprint that is in operation now.

Alternative 23 is the plan I believe is the best for all parties involved and impacted.

Hush-Huts should also be considered for noise



2-27-13



Feedback Form Environmental Assessment Open House #1

Name: Tim D. PlacidoAddress: 2910 Iota LaneCity, State, Zip: Willoughby Hills OH 44094

e-mail: _____

Your comments and questions:

At the expense of soundly inflexible, no alternative is good. Any expansion, whether runway or increased flights or bigger planes is unacceptable at the expense of the residents housing values. If the airport is that unwise done it and devalue the land. I am making the assumption that you would not be going through this process, long as it is, without the end result being bigger planes and increased flights.



Mead
& Iunt

Feedback Form Environmental Assessment Open House #1

Name: JULIE JACOBS WILEY (JULES VORTEX CEO)

Address: 7064 LINDEN STREET

City, State, Zip: WOL OH 44060

e-mail: JWILEY@KENT.EDU

Your comments and questions:

LARRY ROHL HAS ASKED ME TO KENTLY TAKE THE REIGNS OF THIS CHARTER OPERATION / FLIGHT SCHOOL. I THINK FREQUENT MEETINGS HELD AT THE AIRPORT WOULD BE OF INTEREST TO THE FLYING PUBLIC & NEIGHBORS OF LKF. I MAY BE ABLE TO ARRANGE SUCH MEETINGS LIKE "PASTRY WITH THE PILOTS." I HAVE WORKED IN THE INDUSTRY SINCE MAY 1989. I AM A SENIOR FLIGHT TECHNOLOGY MAJOR AT KENTSTATE UNIVERSITY. FACEBOOK ME AT JULIE WILEY (HALLOWKENCAT) TEXT OR CALL (440) 533 5328 I AM OKEN 2417!

D.S. SINCE 9/11 ESPECIALLY THE AIRPORT REMAINS A MYSTERY TO THE LAYMAN. I FIND ALL THAT IS NEEDED IS A DETAILED EXPLANATION OF AIRPORT OPERATIONS.



Feedback Form Environmental Assessment Open House #1

Name: SEAN MILROY

Address: 5960 Highland

City, State, Zip: Highland Hts. OH

e-mail: _____

Your comments and questions:

The concept of lengthening and adding extra flights is troubling. I understand the need for updating the safety of the runway, ~~but not~~

I would appreciate a more notice of public meetings. I only found out by talking to my Council President city.

I would prefer the no-build option, but never saw that. The least evil would #23, where no roads are affected, and presumably, all the work would stay contained within the existing airport property.



Mead
& Hunt

Feedback Form Environmental Assessment Open House #1

Name: JANET ZALAR

Address: 2874 LAMPLIGHT LANE

City, State, Zip: WILLOUGHBY HILLS, OH 44098

e-mail: _____

Your comments and questions:

DON'T DO ANYTHING THAT WILL AFFECT LAKE COUNTY.
THIS IS THE CUYAHOGA COUNTY AIRPORT. LAKE COUNTY
GETS NONE OF THE BENEFITS, ONLY THE NOISE.
DO NOT GET ANY BIGGER FOR THE LARGER PLANES.
TOO DANGEROUS IN A RESIDENTIAL NEIGHBORHOOD,
TOO CLOSE TO THE SCHOOL AS IT IS, IT WILL BE
DIFFICULT TO SELL OUR HOUSE. THE VALUE WILL
ALSO DROP. PLAN 23 IS PROBABLY THE BEST ONE



**Mead
& Hunt**

Feedback Form
Environmental Assessment
Open House #1

Name: Lucy Fisher Quality Resources,
Address: 355 Richmond Rd
City, State, Zip: Richmond Hts OH
e-mail: LFISHER@QUALITYRESOURCES.BIZ 44124

Your comments and questions:

Make this airport work!

We are based here (\$\$) and have an interest in making this a viable option.

Runway should be \$500 for TO and landing
All the effort that this is taking is driving me to rethink where our business should be located.



Feedback Form Environmental Assessment Open House #1

Name: LOUIS L DRACLER
 Address: 1996 EAST 226 ST
 City, State, Zip: FOOLID OHIO 44117
 e-mail: louis.dracler@roadrunner.com

Your comments and questions:

MANY OF US APPRECIATE SEEING THE VARIOUS PROPOSALS FOR THE CUY CO AIRPORT.

However, I am against all proposals to lengthen the runways.

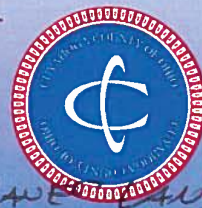
All this will do is attract large planes and increased air traffic and noise pollution.

Cuyahoga County should not embark on expending tens of millions of dollars to benefit the local companies (who have been pushing for the airport expansion,

to even think of relocating either on both Richmond Rd and Bishop Boals is ~~fratly~~ financially ridiculous and ill conceived.

THE BENEFITS ARE TO THE ADJUTING CORPORATIONS AND NOT THE COUNTY.

THERE IS ANOTHER AIRPORT CALLED BORKE AIRPORT WHICH CAN SERVE LARGER PLANES AND NOT IMPACT RESIDENTIAL AREAS (AIR SHOW HAS HUGE PLANE LAUNCHES THERE



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: Amanda L Willett

Address: 10292 Winthrop

City, State, Zip: Streetsboro, OH, 44124

e-mail: awillett@qualityresource.biz

Your comments and questions:

I am currently employed at quality resources which is based right on the Airport Field, we have a A/C that we also keep at the airport, the Airport needs this expansion to bring back clients that I know who would fly in but are unable to till the runway is fixed. For the people who believe the Airport needs to go need to think about how the Airport was here first and brought this County Alive to move it or get rid of it would put tons of people out of a job and why should I lose my job or others because someone bought a house near the Airport or for some reason don't want it need to grow up and look at the big picture and make better decisions. Airports like this help lower traffic from Hopkins so next time someone complains about long lines in Hopkins can thank them for voting against other smaller Airports.



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: Kethie Schroeder
 Address: 445 Cary Jay Blvd.
 City, State, Zip: Richmond Hts., OH 44143
 e-mail: logfan03@gmail.com

Your comments and questions:

Thank you for this informational session.

I'm very concerned regarding the noise factor + the possibility of planes landing/taking off closer to my home. I'm also wanting assurance that cargo or other larger planes ~~won't~~ won't be coming as a result of this expansion. I'm concerned that living here will be ^{negatively} impacted as well as ^{affecting} any possibility of selling my house.

I'm opposed to any plan that necessitates a change in the roadways. I'm not sure which plan would be in my particular best interest without knowing the results of the environmental study. My house is in line with the runway, as far as I can tell. I truly would prefer that the airport be limited to recreational use, but I understand that is not a proposed option.



Feedback Form Environmental Assessment Open House #1

Name: FRANK E ZALAR

Address: 2874 LAMPLIGHT LN

City, State, Zip: WILLOUGHBY HILLS OH 44094

e-mail: FRANKZALAR@ATT.NET

Your comments and questions:

UNDERSTANDING THE NEED TO MAINTAIN THE AIRPORT AND BE COMPLIANT WITH FAA REGULATIONS I THINK I COULD LIVE WITH ALTERNATIVE #23. HOWEVER, I AM OPPOSED TO INCREASING THE RUNWAY PAST THE 5500FT FAA REQUIREMENT THAT WOULD ALLOW FOR LARGER AND NOISIER AIRCRAFT THAT WOULD IMPACT PROPERTY VALUES!



**Mead
& Hunt**

**Feedback Form
Environmental Assessment
Open House #1**

Name: JOE McCOY

Address: 26260 CURTISS WRIGHT PKWY STE 2

City, State, Zip: RICHMOND HTS, 44143

e-mail: JOE@711SX.COM

Your comments and questions:

I'm CURIOUS WHAT THE RESULTS OF THE ENVIRONMENTAL STUDY WILL SHOW. THE IMPACT THE AIRPORT HAS ON THE SURROUNDING AREA SHOULD BE MINIMAL. REDOING THE RUNWAY TO IT'S EXISTING LENGTH IS THE MINIMUM THAT SHOULD BE DONE. WE CAN BEAT THIS DEAD HORSE ALL DAY, LET'S JUST DO IT AND BE DONE.



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: Bobby Lourenzi

Address: 4834 Winchell Rd

City, State, Zip: Mantua, Ohio 44255

e-mail: blourenzi@qualityresources.biz

Your comments and questions:

As an employee of Quality Resources, LLC our business is located at the Cuyahoga County Airport. Our clients like to be able to have access to us whether we're using the airport to visit them or for them to visit us. Unfortunately some clients cannot land here due to runway conditions or because it's too short. Our business brings a lot of jobs to the community and the people of the community that complain of noise were the ones who moved next to an airport in the first place



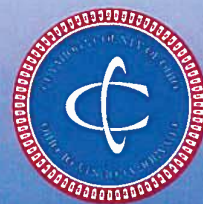
**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: Aaron Thayer
Address: 5796A Ridgeview Lane
City, State, Zip: Willoughby, OH 44094
e-mail: athayer@clevelandjetcenter.com

Your comments and questions:

The expansion and renovation of the runway and RSA ~~is~~ will be economically beneficial for the 1200+ ~~pe~~ people who are employed by companies located at CGF. It will not only be beneficial, it will be crucial. Without these improvements, this airport will cease to be viable and our local economy will be devastated. This airport is not only a place for 1200 jobs, it is a vehicle for national and international businesses to come to Cleveland and conveniently maximize their time by meeting with clients and customers.



Feedback Form Environmental Assessment Open House #1

Name: GREG TOKAR

Address: 355 RICHMOND ROAD

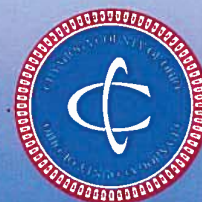
City, State, Zip: RICHMOND HTS OHIO 44143

e-mail: gtokar@QualityResources.biz

Your comments and questions:

I've worked at CHP for 24 YEARS AND HAVE HEARD THE STORY ALL THOSE YEARS. LET'S PUT IN THE EMAS, PAVES THE RUNWAY, CREATE SUBS AND MOVON.

GREG



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #1

Name: Richard Clark

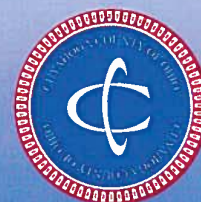
Address: 5347 Chickadee Lane

City, State, Zip: Lyndhurst, Ohio 44124

e-mail: _____

Your comments and questions:

This airport is a valuable resource for the community. It brings (economic development) in decisionmakers (people) that control jobs. In case of a major disaster emergency supplies, equipment and personnel could be brought into CGF. This would be much closer to the eastside of Cuyahoga County than CLE.



Feedback Form Environmental Assessment Open House #1

Name: MARYBETH SKALA

Address: 5700 HAWTHORNE DR.

City, State, Zip: HIGHLAND HTS., OH 44143

e-mail: MSKALA3@YAHOO.COM

Your comments and questions:

Option #23 least intrusive

- Need to preserve trees
- ^{need} Abatement of noise
- Don't re-route Bishop Rd.



Mead
& i lunt

Feedback Form Environmental Assessment Open House #1

Name: MIKE MATEJKA

Address: 26260 CURTISS WRIGHT PARKWAY, SUITE 1

City, State, Zip: RICHMOND HTS, OHIO 44143

e-mail: mike-matejka@progressive.com

Your comments and questions:

THE RUNWAY NEEDS TO BE LENGTHEN AND REPAVED.
THE THOUGHT THAT THE SURROUNDING COMMUNITIES WOULD
GO ALONG WITH EXTENDING THE RUNWAY BY RELOCATING
THE EXISTING ROADWAYS SEEMS TO BE A WASTE OF TIME
AND MONEY. MY SUGGESTIONS ARE TO GO WITH ALTERNATIVE
#22.



Mead
& Hunt

Feedback Form Environmental Assessment Open House #1

Name: Marise Ratinio

Address: 2959 Tall Tree

City, State, Zip: Will. Hills Ohio 44092

e-mail: ratinio7058@oh.vv.com

Your comments and questions:

- 1.) Questions about flight pattern changes were not able to be answered.
- 2.) Many residents did not know about meeting. Why aren't letters sent to households chose.
- 3.) With changes make planes have to go up & out 2 miles before turning over homes?



Feedback Form Environmental Assessment Open House #1

Name: DON SNYDER

Address: 35055 DIXON RD

City, State, Zip: WHBY, OH, OH 44094

e-mail: N/A

Your comments and questions:

GOOD PRESENTATION OF ALTERNATIVES.



**Mead
& i lunt**

Feedback Form
Environmental Assessment
Open House #1

Name: JOHN WEBER
 Address: 2960 TALL TREE
 City, State, Zip: WILLOUGHBY HILLS OH. 44092
 e-mail: JOHNWEBER14@GMAIL.COM

Your comments and questions:

NOT ENOUGH NOTICE IN LOCAL PAPERS.
 MANY ELDERLY DON'T HAVE COMPUTERS
 WOULD LIKE TO SEE PLANES TURN
 AFTER TWO MILES RATHER THAN 1800 AG
 IT TAKES THEM OVER OUR HOMES
 VERY LITTLE TRUST IN PROCESS OR
 AIRPORT. THEY HAVE BEEN VERY DECEPTIVE
 IN THE PAST.

PUBLIC WAS LED TO BELIEVE ALT 23
 WAS A DONE DEAL. THIS HAS LEAD
 TO APATHY ABOUT ATTENDING
 I DON'T THINK THE AIRPORT CAN BE
 PROFITABLE, WHY SHOULD
 TAXPAYERS SUFFER!
 CONSIDER CLOSING!



**Mead
& i lunt**

Feedback Form Environmental Assessment Open House #1

Name: LINDA + GENE PRANIEWICZ

Address: 392 DUMBARTON BLVD

City, State, Zip: RICHMOND HTS, OH 44143

e-mail: efpraniewicz@ameritech.net

Your comments and questions:

WHEN WE MOVED TO RICHMOND HTS IN 1980 WE PICKED OUT OUT HOUSE ON DUMBARTON BUT BEFORE WE BID ON THE HOUSE WE WENT TO THE CORNER OF DUMBARTON + EUCLID CHAGRIN PARKWAY, PARKED THE CAR, OPENED THE CAR WINDOWS + LISTENED FOR OVER A HALF HOUR TO HEAR WHAT IT WOULD BE LIKE LIVING CLOSE TO AN AIRPORT. BACK THEN IT WASN'T SO BAD (IT WAS BEFORE FLIGHT OPTIONS), SO WE BOUGHT THE HOUSE.

WE KNOW THE AIRPORT IS IMPORTANT TO THE ECONOMIC WELL BEING OF THIS AREA, BUT WE ARE CONCERNED ABOUT THE LEVEL OF NOISE THAT COULD INCREASE GOING OVER OUR HOME IF THE RUNWAY ANGLE CHANGES. MOST TIMES THE AIRPORT IS A GOOD NEIGHBOR BUT WHEN I LAY IN BED AT NIGHT AND HEAR A JET TAKING OFF AT 11:45 PM OCCASIONALLY, I WORRY IF THE RUNWAY IS EXTENDED IS THIS GOING TO INCREASE THE LATE NIGHT FLIGHTS?

SOMEONE MENTIONED A 'HUSH HUT' TO CURTAIL THE NOISE OF LARGER JETS. WHEN WE HAVE THE WINDOWS OPEN ~~AT~~ TOWARDS EVENING SOME SUMMER NIGHTS WE COULD HEAR HIGH-PITCHED WHINES FOR LONG PERIODS OF TIME (ENGINE TESTING, PERHAPS?) IT IS VERY ANNOYING.

OUR MAIN CONCERNS ARE THE NOISE LEVEL AND ENVIRONMENTAL IMPACT THE FUTURE CHANGES MIGHT BRING. THE RUNWAY DOES NEED MAJOR REPAIR/REPLACEMENT BUT PLEASE DON'T DISRUPT THE TRANQUILITY OF OUR NEIGHBORHOOD IN THE PROCESS.

Thank you.



**Mead
& Iunt**

Feedback Form Environmental Assessment Open House #1

Name: Lauren Merkys
Address: 2740 Morning Star Court
City, State, Zip: Willoughby Hills, OH 44094
e-mail: lmm331@sbeglobal.net

Your comments and questions:

Living in the final path of the airport, ^{runway} I am seeing much larger planes flying over our home. It is my understanding those size planes (larger than 12 seat, could not be accommodated. Also it is my understanding there is a company here that buys, retro fits, & sells ~~the~~ aircraft. If that is true, is it an appropriate business stationed at this facility?

Thank You



Feedback Form Environmental Assessment Open House #1

Name: KEN SOHL

Address: 728 DOUGLAS BLVD

City, State, Zip: RICHMOND HTS OHIO 44143

e-mail: _____

Your comments and questions:

I THOUGHT THE MESSAGE WAS SENT 3 YEARS
AGO. NO ROAD CHANGES AND NO BIG GROWTH. I'M TIRE
OF BLACK ROOFS AND OIL ON THE DRAIN DITCH IN MY
YARD. THIS ALL CREATES BAD BREATHING. LARGER PLAT
SHOULD BE PUT IN BURKE LAKEFRONT AIRPORT. IF
THEY CRASH IT WILL BE IN THE WATER NOT OUR HOUSE
ITS ABOUT TIME THE RESIDENTS GET LEFT ALONE



Feedback Form
Environmental Assessment
Open House #1

Name: John T. Plecnik
Address: 2890 Bishop Road
City, State, Zip: Willoughby Hills, OH
e-mail: plecnik@nyu.edu

Your comments and questions:

As a resident of Willoughby Hills, I feel strongly that the CC Airport should not materially expand. As a result, I support Alternative 23. I also support so-called Hush Houses to reduce the noise pollution caused by engine testing and the like.



Feedback Form Environmental Assessment Open House #1

Name: KEVIN MALECELE, COUNCILMAN, CITY OF WILLOUGHBY HILLS

Address: 701 PEBBLEBROOK DRIVE

City, State, Zip: WILLOUGHBY HILLS, OH 44094

e-mail: kevinmalecele@willoughbyhills-oh.gov

Your comments and questions:

While the City Council and Administration remain steadfastly opposed to airport expansion outside the current footprint of the runway, the plan outlined in Alternative 23 seems to provide safety improvements through the EMAS system that would bring additional enhancements to the safety and security of our residents.



Kevin Malecele
Councilman, District III
City of Willoughby Hills



Mead
& Hunt

Feedback Form Environmental Assessment Open House #1

Name: Ray Somich

Address: 2941 LEGEND LN

City, State, Zip: WILCOUMBAY HILLS, OH 44092

e-mail: RAY@247SPIRIT.COM

Your comments and questions:

ALT 23 IS THE ONLY ACCEPTABLE ALTERNATIVE.
THIS PROJECT ALSO MUST INCLUDE A HUSH HOUSE,
WHICH HAS BEEN PROMISED FROM THE BEGINNING
OF THIS PROCESS. PLEASE ALSO ASSESS HOW
WILCOUMBAY HILLS CAN RECEIVE DIRECT FINANCIAL
BENEFIT FROM OPERATIONS (SHARING OF INCOME
TAXES, BUILDING OF NEW HANGARS IN W.H., ETC.)

AS A ^{NEARBY} RESIDENT, I AM CONCERNED ABOUT ANY
ADDITIONAL NOISE, FUMES, AND ENVIRONMENTAL
DAMAGE (TREES, ETC.) DUE TO EXPANSION. THE
AIRPORT NEEDS TO BE SAFE FOR ALL CONCERNED,
BUT NEEDS TO OPERATE AS A GOOD
NEIGHBOR TO ALL RESIDENTS WHO
LIVE HERE AND DESERVE A
TRANQUIL ENVIRONMENT AND SOUND HOUSING VALUES.



**Mead
& i lunt**

Feedback Form Environmental Assessment Open House #1

Name: Brian S. Chalmer

Address: 1020 Fieldwood Rd

City, State, Zip: Broadview HTS Ohio 441147

e-mail: _____

Your comments and questions:

Informative Thank you looking forward to improvement



Feedback Form Environmental Assessment Open House #1

Name: RAY USIAK
 Address: 423 Douglas Blvd
 City, State, Zip: A.H. OH. 44143
 e-mail: NO

Your comments and questions:

*When are you going to stop nete flying between IIP & JA?
 When are you going to stop making the runway longer instead
 extremely shorter.*

*When are you going to stop planes from dumping fuel when they
 come in for a landing. Which also causes gardening & fruit to
 be untable. Enough fuel is dumped to be able to kite it on our pond
 Why do some planes wear from the straight flight pattern.*



**Mead
& Hunt**

KEVIN D. MALECEK
President of Council

DAVID A. REICHEL
Vice President of Council

VICTORIA ANN SAVAGE
Council Clerk

City of Willoughby Hills

35405 Chardon Road, Willoughby Hills, Ohio 44094
Phone (440) 946-1234 Fax (440) 975-3535

Robert M. Weger, Mayor

Council
CHRISTOPHER L. BIRO
NANCY E. FELLOWS
DAVID M. FIEBIG
FRANK A. GERMANO
RAYMOND C. SOMICH

Position Statement

re: Cuyahoga County Airport Master Plan update and proposed expansion

The Administration and City Council of Willoughby Hills remain steadfastly opposed to runway expansion at Cuyahoga County Airport.

The Administration and City Council of Willoughby Hills will continue to fight any runway expansion in the same manner as has been done previously and successfully.

The Administration and City Council of Willoughby Hills support portions of the Master Plan update that address safety concerns and the reduction of noise at the airport as these are valuable and necessary improvements that do not require any airport runway expansion.

Our plan of action:

1. Maintain open communications with Cuyahoga County Airport officials and Cuyahoga County Commissioners regarding our concerns about the Master Plan update and airport runway expansion.
2. Attend and provide comment expressing our opposition to runway expansion at all known meetings regarding the Cuyahoga County Airport expansion or Master Plan updates.
3. Work with other area local governments and citizens groups to form a unified coalition against expansion.
4. Engage local, county, state, and federal elected officials in an intensive lobbying effort to make them aware of our concerns.
5. Involve both internal and external legal representation when appropriate and warranted.
6. Communicate with Federal Aviation Administration officials at all levels regarding our concerns about airport runway expansion.
7. Continue to inform the citizens of Willoughby Hills of developments on this issue, as necessary.
8. Encourage Willoughby Hills citizens to continue to make their voices heard directly through community meetings, comment cards, and letters to local, county, state, and federal officials.

The Administration and City Council of Willoughby Hills are united in opposing any runway expansion that will negatively impact our quality of life by increasing noise and pollution while deteriorating property values. We will continue to represent, with the strongest voice possible, the thousands of residents and businesses that would be adversely affected by such proposals.

Appendix B – Second Open House

Summary of Cuyahoga County EA Open House #2 Input

December 11, 2013

3:30-7:30 pm

Attendance: Sign in sheet records 49 people attended the meeting. Because of the security mandated sign-in and identification steps, this count is believed to be very accurate.

Comment forms: 13 Comment Forms were filled out and left at the Open House. Others took comment forms to fill out at home and mail back. Others noted that they would use the website to submit their comment. One letter addressed to the County Executive and dated December 10, 2013 was hand-delivered and left in the comment box.

Summary of Comments Received:

There were several common themes that reoccurred throughout the comments. They are listed here by topic with the number of references indicated in parenthesis. Many comments touched on more than one topic.

- Support for Alternative 23 (8)
- Concern about airport noise (2)
- Safety concerns (plane crashes) (2)
- Concerns that the project will result in more operations and larger aircraft at the Airport (3)
- Negative impact of the airport on property values (2)
- Appreciation of the information presented (5)
- Project messaging should focus on safety and re-pavement and not expansion (2)
- Opposition to road relocation (3)
- Comments on construction phasing (3)
- Opposition to the Airport (1)
- Mitigation for tree removal (1)
- Mitigation in the Euclid Creek Watershed (1)

In addition to these themes, there were some comments that offered additional detail or insight into the emotion behind the public opinion. They have helped the consulting team understand issues that are important in the community. Some are shared in whole or in part here to provide a more robust flavor of the comments received (both pro and con):

- I favor Alternative 23.
- I live in Aberdeen and already experience significant noise from airport, so I would oppose expansion. I also have safety concern—we have had a plane crash in takeoff/landing. We are all

Summary of Open House #2 Input/ Cuyahoga County Airport EA
December 11, 2013

concerned about the effort the airport has on our property values. Of all the alternatives, #23 would seem to be the best. Thank you for providing the information.

- Presentation was informative, staff was helpful and knowledgeable. Alternative 23 I believe is the correct proposal. I am on city council & I believe Alt. 23 will have the least negative impact on the city. I would like to see a town hall meeting in Willoughby Hills to inform residents at our community center. Titling of the project should be limited to “safety improvements” wording.
- Thanks for the honest evaluation and selection of Alternative 23.
- Alternative 23 should be used. It is the most accepted by the residents of Willoughby Hills. It has the least environmental impacts of all the alternatives. The whole project should not be referred to as airport expansion. Re-pavement is much more acceptable than expansion. Have a comparison on f the sound instead of saying 65 or 75 dnl. I believe that this would be beneficial to the project.
- I want Alternative 23. I am opposed to relocating Richmond and Bishop Roads. For safety and environmental issues, #23 is the best.
- One comment sheet contained all of the following comments:
 - The airport is a money loser for Cuyahoga County. A profit/loss analysis should be made.
 - If any roads are relocated, property values will plummet.
 - Burke-Lakefront Airport can handle traffic for both the County and Burke.
 - This airport was originally built in farm country. This is no longer farm country.
 - Only a relative few companies use the airport and make money while not paying a fair amount to use the airport.
 - The big concern is that the “users” will want to bring in bigger planes which will result in an airport expansion and will negatively affect property values.
 - This is a “political football” because the City of Richmond needs the money it receives from the operation.
 - Instead of putting up “fancy charts,” hold a public discussion meeting to get property owner comments.
- If trees in obstruction zone, please replace trees (if they have to be fully removed and not pruned) with smaller trees.
- If mitigation opportunities, keep mitigation in the Euclid Creek watershed. Project in the vicinity related to Mayfair Lake needs funding.
- As a resident, I am concerned about many roads that might be relocated. Also concerned about the more airplane traffic and noise.
- Eaton sees County as critical to our success as a company in northern Ohio. We want to minimize disruption to our operations as County. We hope the construction process will keep a 5,000’ runway open throughout the repairs and allow nighttime operations as well.
- Concerns for the implementation process:
 - Length of project and impact on jet aircraft
 - Taxiway used as runway
 - Length preferred 5,000’ x 75’ (minimum 4,500’ x 75’)

Summary of Open House #2 Input/ Cuyahoga County Airport EA
December 11, 2013

- Grooved
- Day / Night Ops required
- Approach: Existing circling minimums
- Reinstate crash/rescue ON SITE
- Very informative. Thank you. We would appreciate more communication on meetings, progress. Thank you.
- Minimize alternating open and closing of runway. Temporary runway needs grooving, lights for night ops, some type of approach capability. Once project is completed, instrument approaching need to be lowered to absolute minimums.
- Hand-delivered letter included the following comments:
- "Alternative 23" provides the required 5,500 feet of usable runway length for takeoff in either direction and is compliant with the Runway Safety Areas per FAA requirements. Moreover, because "Alternative 23" does not require the relocation of either Bishop or Richmond roads, it would appear to be the most cost efficient of the eight proposed alternatives.

Thus, if any of the other seven options are chosen, the only sensible inference that can be drawn is that the county intends to expand the airport to allow larger equipment to use this facility. I strongly oppose this for the following reasons.

1. I believe that any plan other than "Alternative 23" will likely cause additional and undue aircraft noise for our neighbors and us.
2. Increased civilian aircraft activity will inevitably create more inherent safety risks. A Plain Dealer article earlier this year noted that about 43,000 takeoffs and landings occur at the airport. In my judgment, if increasing the runway is designed to increase the capability for more aircraft activity and allow for larger equipment to utilize the airport that will produce a much greater level of noise and increased risk for our community and the communities that either surround or are in the flight path the airport. It is well known that civilian/non-commercial aviation has been more hazardous than commercial passenger aviation.
3. Expansion of the Cuyahoga County Airport seems unnecessary when a perfectly adequate airport exists at the lakefront, reasonably close to the County Airport and which, I believe, is presently under-utilized. In fact one of the stated administrative alternatives is the use of another airport in the vicinity.
4. It also seems logical to assume that with increased aircraft traffic and further aircraft noise and risk will come decreased home values in all areas surrounding, adjacent and in the flight path to the airport.
5. Should Bishop and Richmond roads be diverted to enable larger aircraft to utilize the Cuyahoga County Airport, our quiet residential neighborhoods will be severely impacted. This should not be allowed to happen.

For these reasons, I strongly object to any expansion beyond the improvements necessary to protect the surrounding areas from a take-off or landing mishap and hope that the county will

Summary of Open House #2 Input/ Cuyahoga County Airport EA
December 11, 2013

oppose any such further expansion and will adopt "Alternative 23" as the most reasonable, cost effective and least disruptive solution for The Cuyahoga County Airport and the citizens of our county.



Cuyahoga County Airport
Environmental Assessment Open House #2
December 11, 2013
Sign-In Sheet

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
VOE OLARA	Willoughby Hills	ESTIMATOR	voelara@sbglobal.net	✓
Marc Neumann	Richmond Heights 44143	Fire Chief.	marc.neumann@richmondheights.ohio.gov	✓
Pam Oponeil	il	Resident		
Bob Locking	Highland Hts 44143	President, Aberdeen Common Market		
MIKE MATEJKA	RICHMOND HTS 44143	MR. AIRCRAFT MAINT.	MIKE_MATEJKA@PROGRESSIVE.COM	✓
MARK ZURAWSKI	Richmond HTS. 44143	CHIEF PILOT / EATON CORP.	MARK.ZURAWSKI@EATON.COM	✓
JOE McLOY	Richmond HTS 44143	CHIEF OF MAINT.	JOE@1115X.COM	✓
William McSorley	Richmond HTS 44143	President of Council		
Opansamwell	Willy Hills	Resident		
ANTHONY MICELI	Richd Heights	resident		
WILLIAM DOGGOTT	Richd Heights 44143	EATON	barry.doggett@eaton.com	
JOEL EDELSTEIN	HIGHLAND HTS 44143	ABERDEEN / LEGENDS	jedelstein@ohio.net	
FRANK ZACAR	WILLOUGHBY HILLS 44094	RESIDENT	FRANKZACAR@ATT.NET	
DAVID REICHEL	WILLOUGHBY HILLS 44094	RESIDENT	DAVE@LTRONICSINC.COM	✓
JOHN WEBER	WILLOUGHBY HILLS	RESIDENT		

* Association: resident, business owner, elected official, pilot, etc.



THE TRUTH



**Cuyahoga County Airport
 Environmental Assessment Open House #2
 December 11, 2013
 Sign-In Sheet**

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Frank Girmano	Willoughby Hills 44094	Councilman		<input checked="" type="checkbox"/>
KATHY RETZ	HIGHLAND HTS, OH 44143	RESIDENT		<input checked="" type="checkbox"/>
VINCE LOMBARDO	HIGHLAND HTS, OH 44143	RESIDENT	vlsr@roadrunner.com	
CLARE POSIUS	VANUE VIEW 44125	EUCLED CREEK WATER-SHED CUYAHOGA SWCD	CPOSIUS@CUYHOGASWCD.ORG	
Angie Pohlenman	S. Euclid OH 44121	heights-Hillcrest Chamber of Commerce	angie@nrcc.org	
Ralph Sarnedell	Will. Hills / 44094	Resident		
Miesha Headen	Richmond Hts 44143	MAYOR Richmond Hts	miesha.headen@gmail.com	
Eugene Stewart	Richmond Hts. 44143	Resident	Jeristew19@gmail.com	

* Association: resident, business owner, elected official, pilot, etc.





Cuyahoga County Airport
Environmental Assessment Open House #2
December 11, 2013
Sign-In Sheet

Name	City / Zip Code	Title / Association*	e-mail	Add me to the e-mail list
Robert M. Weyer	Wadsworth, OH 44143	Mayor	bob.weyer@gmail.com	<input checked="" type="checkbox"/>
Paul A. Nalobky	W.A. Ct	VICE PRES	MTH	<input checked="" type="checkbox"/>
JAMES J. HATHAM (HRS)	CARROLL CITY 44143	MAINT. SUPERINTENDENT	jjhatham@cityofcarroll.com	
Bob Strauss	Cuyahoga County Airport	Field Supervisor	tstraus@co.cuyahoga.oh.us	
Phil Seibold	Richmond HTS 44143	Bldg Commissioner	building.commissioner@richmondheights.org	
Jan E.O. Sini	Highland Hts 44143	Home Owners Assoc. V.P.	JEsin@ps3@scgpb.com	
Stephanie Pety	Highland HTS 44143	Retired	step@scgpb.com	
Michael Wier	Highland Hts 44143	Aberdeen Assoc.	RICHACKIE@ROADRUNNER.COM	
Valerius White	Cleveland 44114	Chief of Enforcement / OAD	vwhite@city.cleveland.oh.us	
Cathy Murphy	Highland HTS 44143	Council President Highland HTS	cmurphy@highlandhts.com	
Stanley S. Jankelson	Richmond HTS	neg.		
Bonita Kuntz	W.A. Ct	Dir. P.W.		
Jennifer Trencen	R HTS 44143			
Sue Weber	Will. Hills, Ohio 44092			

* Association: resident, business owner, elected official, pilot, etc.

Feedback Form Environmental Assessment Open House #2

Name: Welcome Retz

Address: 317 B West Legend

City, State, Zip: Highland Hts., Oh 44143

e-mail: wretz@sbcglobal.net

Your comments and questions:

I favor Alternative 23



Feedback Form

Environmental Assessment

Open House #2

Name: Jeanne O'Brien

Address: 459 Dunbar Lane

City, State, Zip: Highland Ave., OH 44143

e-mail: JEOBRIEN1023@Sbcglobal.net

Your comments and questions:

I live in Aberdeen & already experience significant noise from aircraft, so I would oppose expansion. I also have safety concerns - we have had planes crash in taking off / landing. We are all concerned about the effect the airport has on our property values.

Of all the alternatives #23 would seem to be the best alternative.

Thank you for providing this information.



Feedback Form Environmental Assessment Open House #2

Name: Bob Poelking

Address: 5650 So. Greenway Unit B

City, State, Zip: Highland Heights, OH 44143

e-mail: _____

Your comments and questions:

Alternative 2.3 seems to be the best alternative on a number of points. I hope that we can move forward on that basis.



Feedback Form Environmental Assessment Open House #2

Name: Frank Germano

Address: 2420 Somrack Dr.

City, State, Zip: Willoughby Hills OH 44094

e-mail: _____

Your comments and questions:

Presentation was informative, Staff was helpful & knowledgeable
 Alternative 23 I believe is the correct proposal
 I am on city council & I believe Alt. 23 will have the least impact ^{negative}
 on the city
 I would like to see a town hall meeting in Willoughby Hills
 to inform the residents at our community center
 Titling of the project should be limited to "safety improvements"
 wording



Feedback Form Environmental Assessment Open House #2

Name: DAVID REICHELT

Address: 300 PEBBLEBROOK DR.

City, State, Zip: WILLOUGHBY HILLS, OH 44094

e-mail: DAVE@LTRONICSINC.COM

Your comments and questions:

THANKS FOR THE HONEST EVALUATION AND
SELECTION OF ALTERNATIVE # 23.

DAVE



Feedback Form Environmental Assessment Open House #2

Name: Robert Weger

Address: 38195 Dodd's Hills Dr

City, State, Zip: Willoughby Hills Ohio 44094

e-mail: Bobweger@gmail.com

Your comments and questions:

Alternative 23 should be used. It is the most accepted by the residents of Willoughby Hills. It has the least environmental impacts of all the alternatives. The whole project should not be referred to as airport expansion. Repavement, is much more acceptable than expansion. Have a comparison of the sound instead of saying 65 or 75 dnl. I believe that this would ~~be~~ be beneficial to the project.



Feedback Form
Environmental Assessment
Open House #2

Name: KATHY RETZ

Address: 317-B WEST LEGEND COURT

City, State, Zip: HIGHLAND HTS, OH 44124

e-mail: WRETZ@SBCGLOBAL.NET

Your comments and questions:

I WANT ALTERNATE 23
I AM OPPOSED TO RELOCATING
RICHMOND & BISHOP ROADS
FOR SAFETY, NOISE & ENVIRONMENTAL
ISSUES #23 IS THE BEST



Feedback Form Environmental Assessment Open House #2

Name: VINCE LOMBARDO

Address: 244 SKYE ROAD

City, State, Zip: HIGHLAND HTS, OH 44143

e-mail: vjlsv@roadrunner.com

Your comments and questions:

1. The airport is a money loser for Cuyahoga County.
A profit/loss analysis should be made.
2. If any roads are relocated, property values will plummet.
3. Burke - Lakefront Airport can handle traffic for both the County and Burke.
4. This airport was originally built in farm country. This is no longer farm country.
5. Only a relative few companies use the airport and make ~~not~~ money while not paying a fair amount to use the airport.
6. The big concern is that the "users" will want to bring in bigger planes which will result in an airport expansion and will negatively affect property values.
7. This is a "political football" because the city of Richmond Hts needs the money it receives from the operation.
8. Instead of putting up "fancy charts," hold a public discussion meeting to get property owner comments.



Feedback Form Environmental Assessment Open House #2

Name: CLAIRE POSIUS, EUCLID CREEK WATERSHED
CUYAHOGA SOIL & H₂O CONSERVATION P. COORDINATOR
Address: 6100 W. CANAL RD.
City, State, Zip: VALLEY VIEW, OH 44125
e-mail: CPOSIUS@CUYAHOGASWCD.ORG

Your comments and questions:

- If trees in obstruction zone, please replace trees (if they have to be fully removed and not pruned) with smaller trees.
- If mitigation opportunities - keep mitigation in the Euclid Creek watershed. Project in the vicinity related to Mayfair Lake needs funding. Contact me for more information.



**Feedback Form
Environmental Assessment
Open House #2**

Name: JOEL EDELSTEIN
Address: 327A EAST LEGEND CT.
City, State, Zip: HIGHLAND HTS., OH 44143
e-mail: jedelstein@ohio.net

Your comments and questions:

AS A RESIDENT, I AM CONCERNED ABOUT ANY
ROADS THAT MIGHT BE RELOCATED, ALSO CONCERNED
ABOUT MORE AIRPLANE TRAFFIC AND NOISE.

DISPLAY WAS VERY INFORMATIVE, I FEEL
BETTER ABOUT THE PROPOSAL.



**Feedback Form
Environmental Assessment
Open House #2**

Name: Barry Lygett

Address: 1000 Eaton Blvd

City, State, Zip: Cleveland OH 44122

e-mail: barrydoggett@eaton.com

Your comments and questions:

Eaton sees County as critical to our success as a company in NE Ohio. We want to minimize disruption to our ~~core~~ operations at County. We hope the construction process will keep a 5000+ ft runway open throughout the repairs and allow right-time operation as well. Dan Frisone has outlined the more specific concerns.



Feedback Form Environmental Assessment Open House #2

Name: DAN FRISONIE - EATON FLIGHT OPS

Address: 26340 CURTISS-WRIGHT PKWY

City, State, Zip: RICHMOND HTS, OH 44143

e-mail: DANIEL.FRISONIE@EATON.COM

Your comments and questions:

CONCERNS

- IMPLEMENTATION PROCESS

+ LENGTH OF PROJECT & IMPACT ON JET AIRCRAFT

+ TAXIWAYS → RUNWAY

- LENGTH + 5000' + 75' — MINIMUM 4500' x 75'

- GROUVED

- DAY/NIGHT OPS REQUIRED

- APPROACH - EXISTING CIRCLING MINIMUMS

+ RE-INSTALL CRASH/RESCUE ON SITE

VERY INFORMATIVE, THANK YOU. WE WOULD APPRECIATE MORE COMMUNICATION OF MEETINGS, PROGRES.

THANK YOU



**Mead
& Hunt**

Feedback Form Environmental Assessment Open House #2

Name: MARK ZURANSKI

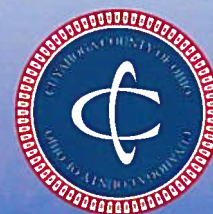
Address: 26340 CURTISS WRIGHT PIKWT

City, State, Zip: Richmond Hts. OH 44143

e-mail: markolzuranski@EATON.com

Your comments and questions:

- minimize ALTERNATING open and closing of Runway
- Temp Runway needs Grooving, LIGHTS FOR NIGHTops,
Some TYPE OF approach CAPABILITY.
- Once project is completed, INSTRUMENT approach mins
Need to lowered to absolute minimums.



Appendix C – Public Hearing

**NOTICE OF AVAILABILITY OF AN ENVIRONMENTAL ASSESSMENT
AND
NOTICE OF A PUBLIC HEARING
FOR
PROPOSED PAVEMENT & RUNWAY SAFETY AREA IMPROVEMENT PROJECT
FOR THE
Cuyahoga County Airport (CGF) – Robert D. Shea Field
Richmond Heights, OH**

The County of Cuyahoga is holding a public hearing on the Draft Environmental Assessment for the following development at the Cuyahoga County Airport (CGF) – Robert D Shea Field:

- Runway Safety Area Improvements for Runway 6/24 (Identified in the 2010 Airport Master Plan)
- Improvements to existing runway pavement on Runway 6/24 (Proposed overall runway length 5,502 feet)

ALL INTERESTED PERSONS are notified of the availability of the Draft Environmental Assessment evaluating the potential effects of the proposed improvements. The Draft Environmental Assessment is available for examination during regular business hours at:

- Cuyahoga County Public Works, County Administration Building, 2079 East 9th Street, 5th Floor, Cleveland, Ohio 44115
- Cuyahoga County Airport, 26300 Curtiss Wright Parkway, Richmond Heights, Ohio 44143
- Richmond Heights City Hall, 26789 Highland Road, Richmond Heights, Ohio 44143
- Willoughby Hills City Hall, 35405 Chardon Road, Willoughby Hills, Ohio 44094
- Highland Heights City Hall, 5827 Highland Road, Highland Heights, Ohio 44143
- Wickliffe City Hall, 28730 Ridge Road, Wickliffe, Ohio 44092
- Willoughby Hills Library, 35400 Chardon Road, Willoughby Hills, Ohio 44094
- Mayfield Branch Library, 6080 Wilson Mills Road, Cleveland, Ohio 44143
- Richmond Heights Branch of Cuyahoga County Public Library, 5235 Wilson Mills Road, Cleveland, Ohio 44143
- Cleveland Heights Public Library, 2800 Noble Road, Cleveland, Ohio 44121
- Wickliffe Public Library garden, 1713 Lincoln Road, Wickliffe, Ohio 44092
- Cuyahoga Public Library, 500 Som Center Road, Cleveland, Ohio 44143

ALL INTERESTED PERSONS are further advised of a public hearing being held by the County of Cuyahoga. The purpose of the public hearing will be to consider the social, economic and environmental effects of the proposed improvements and whether the improvements are in the public interest and consistent with the goals and objectives of area planning. The public hearing is scheduled for:

- November 19, 2014, 4:00 PM to 7:00 PM at the 700 Beta Banquet & Conference Center, 700 Beta Drive, Cleveland, Ohio 44143

The public hearing will be an open house format with no formal presentation given. Members from the project team will be available to answer questions on an individual basis. Interested participants may attend the meeting anytime between the listed hours. A court reporter will be available for those persons who would like to make a statement regarding the project and have it included in the official transcript of the public hearing. Participants will also have the opportunity to fill out comment forms and leave them at the meeting in designated comment boxes.

In compliance with the American's with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify Mr. Jamal Husani (contact information listed below), at least 3 days prior to the meeting.

Citizens are also encouraged to submit written comments or concerns by mail or email. Comments submitted in this manner must be received by Friday, December 19, 2014, to be included in the transcript of the public hearing. Send written comments to:

Mr. Jamal Husani, Chief Transportation & Traffic Engineer
2079 E. 9th Street, 5th floor. Cleveland, Ohio 44115
Phone – 216 348 3868, Email – jhusani@cuyahogacounty.us



**Cuyahoga County Airport
Environmental Assessment Public Hearing
November 19, 2014
Sign-In Sheet**

Name	City / Zip Code	Title / Association*	e-mail
Kathie Schroeder	Richmond Hts.		
TEY MICELI	RICH HTS		
Aaron Thayer	Wiloughby Hills		
Rich R-H	Shaker		
Kathryn Gambatese	Rich Hts.		
VINCE LOMBARDO	HIGHLAND HTS.		
MARC ZURANSKI	Richmond HTS	Chief F Pilot / ETON CARGO	
David H. Roche	Richmond HTS	Mayor	
CLARE POSTUS	VANHEY NEW 44125	EUCLEID CREEK WATERWORKS	
Marc Neumann	Richmond Heights 44113	Richmond Hts FD	
Ave Marie	Richmond HTS	Safety Manager / Eton Flt ops	dan.odome1@roadrunner.com
Daniel O'Donnell	R-H -	Consultant	
BILL McREYNOLDS	44110		
BRIAN SAFFRAN	44143	CLEVELAND STEEL CONTAINER	
Ed and Paula Crouse	44143		emchome@roadrunner.com

* Association: resident, business owner, elected official, pilot, etc.





**Cuyahoga County Airport
Environmental Assessment Public Hearing
November 19, 2014
Sign-In Sheet**

Name	City / Zip Code	Title / Association*	e-mail
Kenneth Powaki	Richmond Heights 44143	Asst Chief Pilot / Eaton	Kenneth.Powaki@Eaton.com
Donald Enea	"	EATON CORP	Donald.Enea@Eaton.com
Pam O'Donnell	Rich Hts 44143		(confirm)
Don Snyder	WBSY HTS 44094		KATEKENNEDY9@AOL.COM
Forbes Kennedy	Wickliffe Hts 44092		
Joe McLoey	Richmond Hts, 44143	Chief of Maint.	Joe@1152.com
Eloise Henry	6778 Richmond Hts 44143	President of Council	Eloise.Henry@richmondheightsokw.org

* Association: resident, business owner, elected official, pilot, etc.



**Feedback Form
Environmental Assessment
Public Hearing**

Name: KEN Pawaski
Address: 2341 Gary Drive
City, State, Zip: Twinsburg OH 44087
e-mail: KENNETHA.Pawaski@Eaton.com

Your comments and questions:

Suggest not doing a temp runway. Too
Restrictive for our operation. Be wasted time
and money for all your jet tenants.

Kenneth Pawaski
Asst Chief Pkt
Eaton Corporation



**Mead
& Hunt**

November 18, 2014

John Mayfield, Manager Detroit Airports District Office
Bonita Teeuwen, Acting Manager, County Airport
Lynn Wilson – Mead & Hunt

Public Comment on the Cuyahoga County Airport Environmental Assessment draft report

Dear Ladies and Gentleman:

I have reviewed the draft report on the EA dated October 7, 2014. I must say that I am astonished at the sheer audacity of the false claim that the public comments received through May 26, 2014 are summarized and answered in Appendix B – Public Involvement. All of you are fully aware of the many questions I have asked during the process, starting with the detailed summary and 31 questions submitted in March 2013, and progressing with 12/30/13 comments and questions, and the 4/29/14 letter with additional questions. Yet these questions are not reflected in Appendix B of the draft EA report. I can only conclude that the airport is in full cover-up mode, and has chosen to falsify the EA report to avoid answering the questions that I asked, and to hide these questions and lack of answers from the public.

I have included a copy of the March 22, 2013 response from the airport acknowledging the questions I submitted (appendix i). Also included is the April 29, 2014 letter (appendix ii), and the FAA response dated May 19, 2014 (appendix iii).

Based on the above, the draft report's claim that the EA has been prepared in accordance with the requirements of NEPA is absolutely false—the airport is required to address questions. In addition, the draft EA report continues to incorrectly show comparisons to the build alternatives, but not to the no action alternative. Table 2.2 in section 4 should show the column with the no action alternative shaded in green, and the red/green comparisons should reflect the item in reference to the no action column. If this is done, alternative 23 would be green in the top section, but only one impact on the lower section would be green. This is part of the airport's concerted effort to skew the feedback in its favor: by selecting all of the other alternatives to include a road relocation, alternative 23 looks better than the rest. If only alternative 23 was given, it would look poor in reference to the no action alternative. What the airport never told the public is that the road relocations cannot legally be done—Richmond Heights and Willoughby Hills both passed resolutions denying the airport such approval. Note also that the same table, as presented at the public meetings, did not include the no action alternative at all. The airport continues to act and present the other alternatives as if they are actually possible – thus the feedback that alternative 23 is best from multiple people.

Section 5 on cumulative impacts includes a section on reasonably foreseeable actions – but there is no mention of the plans being asked for by airport tenants in the October 2013 Operational Review (http://publicworks.cuyahogacounty.us/pdf_publicworks/en-US/CC-AirportOpreviewRept.pdf). These plans by tenants include bringing larger planes into the airport and the continued request for a longer runway – up to 6,500 feet.

This Operational Review also refutes the answer in Appendix B to the question on if the airport is a money loser for Cuyahoga County. In contrast to the answer given, the Operational Review clearly shows that the airport has typically lost more than \$750k per year, and although the near term

projection is for losses of *only* about \$600k per year, it will continue losing money each year and the losses will climb back over \$750k by 2022. But this report has not been made available on the airport's website, or the EA site. It was not made available for the December 2013 open house meeting, in spite of multiple people asking for this information -the airport is suppressing this from the public.

Appendix B states that Councilwoman Sunny Simon held a public meeting on the airport. What the appendix does not say is that the public was not invited to the meeting: the councilwoman did not use the email list set up for updates on the airport. What the reporter at that meeting captured is also not shown in Appendix B: while discussing the ongoing operating losses, the councilwoman threatened residents to support the airport by saying "If we don't have this airport, guess what's going to happen to your local Richmond Heights taxes? They have to go up." This is a completely baseless threat, as the losses at the airport are funded by the County, not the city.

On environmental issues, the EA draft report is notably incomplete. Air quality was essentially ignored, in spite of my previous details on significant fumes a mile away from the airport. The EA draft trivializes this by declaring no air issues based on air quality monitors miles away -the closest is 2.25 miles from the airport. So it is apparently OK to have air quality problems as long as you don't get caught on the monitors miles away, so no actual analysis was done. I don't see any mention of impacts on Euclid Creek by the use of de-icing fluids. Likewise, the particulate issue was ignored, and declared to only be a temporary issue during construction. The airport apparently still hasn't visited any of the residents who have complained about the particulate fallout on their homes, or of enough fuel residue on a pond to be lit on fire.

In addition, in spite of my previous reports, including pictures, of a fuel spill in January 2010, Appendix H does not include this spill. So the airport has managed to find a consultant willing to throw away all credibility and knowingly suppress an environmental issue. The EA process has been going on for nearly 2 years. It took me 2 days to find the spill report: 1001-18-0090. It is no surprise then that the consultants' credentials are given in Appendix H, section "4.16.8", which doesn't exist.

What the draft EA report did admit to is that the airport contains an un-registered, un-assessed, and un-remediated dump, complete with drums sticking out of the ground. So much for compliance to EPA laws.

On noise, the draft EA report again ignores the issue. While the 65 DNL contour is the key threshold for actions including abatement, the presentation at the December 2013 open house acknowledged that noise impacts are much broader with this statement:

The DNL Noise Metric Threshold does NOT indicate that people are not affected by aircraft noise outside the 65 DNL noise contour.

From the airport's draft master plan, appendix F on Noise Exposure (see attachment A to that appendix, page 4):

A 10-dB change is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response.

I have requested, since 4/10/08, to see a contour of the area impacted by at least 10dB for a night operation, to fully understand the community impact of the airport's failed curfew. Community impacts are indeed within the purview of the EA.

Based on 2012 data showing 441 operations during curfew hours (the last year with full data available), the airport's curfew is violated on average more than once a day.

The deferral to the Noise Abatement Council is a dodge - the NAC is dysfunctional, as I have been waiting on answers to curfew complaints dating back to April 2013, and answers to multiple questions since April 2014. The last meeting minutes are from April 10, 2014. I submitted questions for review of the NAC that should have been discussed in the July 2014 meeting, but I have heard nothing.

Appendix B touches on safety comments, but doesn't answer the concern raised about the crashes and deaths around the airport. Since my March 2013 letter, the map of crashes needs to be updated again- 4 more deaths in a crash on Bishop Road. The airport brushes off the safety question by stating that the RSA's will be addressed, but no crash so far has been attributed to RSA's or approach obstructions. So one of the biggest concerns of the public continues to be ignored by the airport.

The airport continues to misrepresent the choice of alternative 23 as a concession to public input – it was not. It was the step-down choice when the FAA learned that the airport falsely claimed that alternative 38 was possible, contrary to the resolutions passed by the cities that prevented it. In addition, the draft EA report continues to ignore both the input of the local governments and the public, and the NEPA process requiring that this input be addressed. The airport's answer to opposition to any expansion is:

While Alternative 23 does increase the runway length by 400 feet, the airport will not expand beyond its current boundary. The selection of Alternative 23 as the Preferred Alternative seems to address the objection to airport expansion.

This not only fails to address the objections, it ignores the NEPA process. If the airport were simply allowed to do whatever it wants on its own property, regardless of public input, then the NEPA process would be moot.

The airport falsely claims that it has support of the public for alternative 23 in section 2.11:

This alternative has the least amount of community impacts and is supported by both the general public and elected officials in all three local communities.

The airport's own tally is that only 22% supported alternative 23 (mathematically, that means that 78% don't support it). While some of the public feedback indicates support, it likely comes from being misled by the selection of the alternatives and the airport's direct false statements. The purpose of the EA project, as stated on the airport's EA website in January 2013:

The EA project will address both a runway pavement repair project and a safety area project. There is FAA funding available for runway repair projects but the Runway Safety Area (RSA) must be improved at the same time as a condition of federal funding.

Notice that there is no reference to a longer runway. My March 2013 letter already captured the lie I was told at the first open house, that the project was about safety and pavement.

The feedback from the local communities, however, is clear and contrary to the airport's claim.

Willoughby Hills, by example, states:

The Administration and City Council of Willoughby Hills remain steadfastly opposed to runway expansion at the Cuyahoga County Airport, except as required for safety, and will continue to fight it in the same manner as has been done previously and successfully.

Highland Heights used the identical wording. So either the airport is outright lying about community support, or it is reverting to the false claim that the longer runway is a safety improvement. The FAA was very clear in the July 2009 review of the draft master plan:

The report should first evaluate the existing conditions of the airfield, and then determine capacity needs to accommodate the current or forecasted demand. For the airport's single runway, this would mean separately evaluating meeting standards on the existing runway, which would be considered a safety/standards project; then evaluating any potential runway extensions that would increase capacity at the airport.

The 400 foot runway extension is not a safety improvement, per the FAA. If it is not a safety improvement, then the community feedback is clear: no runway expansion. The airport committed to the FAA that it would create a new alternative that addressed safety only, without a runway extension, but then failed to do so (see "Review & Discussion with FAA Consultant and Airport- 28 September 2009", page 9, on the airport's website).

This definition shows that the airport has intentionally misled the public. By example, in Appendix B of the EA draft report, the airport dodges a question on a profit/loss for the airport:

A profit/loss analysis is not required for airport safety projects such as this one.

Again, the FAA's definition is that a runway extension is not a safety project. The FAA requires a Benefit/Cost Analysis (BCA) for all capacity projects that require more than \$10 million in AIP

discretionary funding. In fact, the 2009 FAA review of the draft master plan shows that the FAA specifically requested a BCA for this project. The airport is refusing to complete one. To help the airport out, the BCA can be quickly summarized: cost = \$43.7 Million, benefit= zero, not including the adverse impacts to the surrounding communities. More on the adverse impacts below.

The airport quickly dismisses the administrative option of using another airport. The Cleveland Plain Dealer article "Hopkins changes put new focus on Burke", March 23, 2104, and its corresponding online content, show that Hopkins is now at less than 1/3 capacity and Burke is less than 1/4 capacity. But somehow the airport doesn't think these are even worth considering, so it says no without any analysis whatsoever. Additionally, the BCA must recognize that Hopkins needs no relief, given its available capacity.

On a positive note, section 1.4 of the draft EA report accurately defines the project need simply as the need to address the RSA's. No mention of runway length.

The airport's previous definition that a longer runway is a "need" is fictitious. The airport, or more particularly the surrounding communities, are under no obligation to accommodate airport tenants that bought aircraft larger than the airport can handle. This is clearly called out in AC150/5070-6 (section 801a):

In some cases, the airport sponsor may decide that it is in the community's best interest for the airport not to continue to grow to accommodate forecast activity, or to accommodate forecast activity only up to a point. In these cases, the master plan should document this decision and indicate the probable consequences of the decision (e.g., demand will be capped, the demand will go unmet, or the demand will be diverted to another airport).

The airport refuses to acknowledge this path. So the project purpose in section 1.3 continues to state that the longer runway was justified in the 2010 Airport Master Plan.

This is not factual – not the attempted justification of a longer runway, but the reference to a 2010 Airport Master Plan. When I submitted a complaint to the FAA hotline in May 2013, I asked how the airport was allowed to initiate an EA when there were so many questions still to be answered on the draft master plan submitted to the FAA. Ultimately, the FAA falsified a response, indicating that the airport's plan was developed in accordance with AC150/5070-6. The FAA also falsely claimed that the airport adequately addressed the FAA's comments from the 2009 review. After a Freedom of Information Act (FOIA) request, I was able to show that the airport never completed the master planning process – the sections on the airport business model (costs, revenues, etc per section 608 of AC150) and the identification, summary and resolution of key issues from the local government and community (per section 404 of AC150) don't exist. The alternative for a 5,100 foot runway that addresses the RSA's without increasing runway length was never created, in spite of the FAA's request.

The FOIA information also revealed a new legal issue for the airport and FAA: the grant application for the EA did not mention a runway length increase, or show a capacity benefit. So the FAA grant issued is for a safety project, but the airport is using this grant money to support analysis and design of a capacity increase -this is outright grant fraud. I received confirmation in September that the FAA has opened an investigation into this, as well as the process violations by the airport and FAA.

The FAA Detroit office attempts to downplay the fact that the airport didn't complete a master plan (appendix iii):

The Master Plan is a local document. The planning process is used to support the sponsor's proposed project and ensure consistency in project implementation.

But AC150 (section 205) shows that the Detroit office is again lying:

The FAA reviews all elements of the master plan to ensure that sound planning techniques have been applied.

The FAA was required to review the entire master plan- it is not a "local document". The FAA failed to complete its responsibilities in AC150, but went ahead and signed off the airport layout plan. It failed its responsibility again when it authorized the EA, as FAA order 5050.4B (section 706b) requires the FAA

to review that the purpose and need is rational and supported by current, available data. If the master plan was not completed, then the FAA could not possibly conduct this review.

Returning to the topic of adverse community impacts, let me expand on the issue referred to as "distrust of airport" in the public involvement section:

Several comments were received (9) that indicated a general distrust of the Airport and a suspicion of information provided by the Airport.

The airport has repeatedly stated that "the Proposed Action is not expected to change the existing based aircraft fleet mix". As far back as the 2008 City Council meeting in Highland Heights where the airport presented the draft master plan, the airport has insisted that it was not planning for larger planes. But the airport's actions and information it has withheld from the public show the opposite:

- The airport claims to have a weight limit of 100,000 pounds, but the documentation from the 1977 master plan shows it has a 60,000 weight limit, and this limit was still recognized by airport users in 2005. But the airport is designing the EMAS and runway to be capable of 100,000 pounds. Appendix C of the draft EA report shows that project 4 includes adding 12" of additional thickness to the runway.
- The draft master plan and the October 2013 Operational Review included comments that airport tenants were planning to buy additional, larger aircraft.
- The airport is designed for aircraft with wingspans up to, but not including, 79 feet. But it knowingly allows a Global Express, with a wingspan of 94 feet, to be based there.

The airport has not conducted an EA that would be required to increase the weight limit to 100,000 pounds. It is essentially trying to sneak this in while declaring that nothing is changing. Why is this important? If the weight limit is increased (officially or by simply ignoring NEPA requirements to follow the process to increase it), and the airport tenants bring in larger planes as they have already said they would do, then all of the statements that there are no noise, fume, or other community adverse impacts are false.

Given that the airport has already:

Falsified information in the draft master plan

Falsified information in the draft EA report

Lied to the public about the "need" to extend the runway

Lied to the public about its ability to move roads to accommodate a longer runway

Failed to address public input in the master planning process

Failed to actually complete a master plan

Violated EPA regulations by ignoring a fuel spill for weeks

Failed to implement an effective spill prevention and control plan

Threatened residents of Richmond Heights with a tax increase if they don't support the airport

Lied about the weight limit

Pretended that it is concerned about safety, but done nothing to address the deaths of airplane passengers and residents killed in crashes near the airport

Pretended that it is addressing noise complaints, while it knows that the curfew is violated essentially every day

Refused to map out the impacts of the flights during curfew hours

Promised a hush house, but reneged due to not having money available, while planning to spend \$43.7 million on airport RSA's and runway expansion that will only further negatively impact the surrounding community

Violated EPA regulations by failing to assess and remediate a dump site

Hidden key information from the public

In short, there is no law, rule or process that the airport isn't willing to violate. There should be no surprise that there is distrust of the airport.

Unless the airport can be limited to its 60,000 weight limit, then the entire evaluation in the EA is invalid. Given that the airport has already declared that it has a 100,000 weight limit, the airport has essentially declared that all of the claims about no changes to the fleet mix are invalid, and thus the EA draft report is invalid.

But the bottom line is that none of this will matter, if the FAA follows the FAA orders and AC150: because the airport didn't complete a master plan, then the entire EA process is void, as there was no basis to even consider an airport layout plan that was not properly reviewed. The FAA was fully aware of this when the airport chose alternative 38 while ignoring the public input that clearly showed this could not be done.

So the expectations going forward are to:

- Immediately halt the EA, as it was not properly authorized, and violated many procedures while outright ignoring public input

- Prosecute the airport, consultants and FAA officials that committed or aided the grant fraud

- Discipline the FAA officials and employees that lied in the response to the FAA hotline complaint, and the follow-up

- Require that the airport come up with a plan to address the safety issue of planes crashing and killing people around the airport

- Enforce the curfew

The airport put itself in this position. **It** can fix it, but it must follow the proper procedures – truthfully –**by** starting back at the master planning process that wasn't completed.

If the FAA chooses to proceed anyway, in spite of the evidence showing that it has lied multiple times to cover up its failure to follow proper procedures, then it will be easy to show that the entire process was corrupted. The fact that the draft EA report didn't address any of the tough questions is plain enough to show a cover-up is in progress. The NEPA process doesn't accept this. FAA order 5050.48 (introduction section) requires that the FAA take "a hard look" at the environmental impacts of a proposed project – this cannot be done based on the draft EA report as written.

The FAA has encouraged that I work with the airport and participate in public outreach. The FAA certainly has not reviewed any of the airport records, or it would be clear that I have participated actively in every step of this process, starting with the first meeting in October 2003 (yes, 11 years ago). It is the airport that is refusing to participate by hiding key info and refusing to answer questions.

Since the airport has already attempted to suppress these tough questions, I again ask that the FAA include this letter in the EA documentation.

But since the FAA has directly participated in the cover-up of its failures to conduct required reviews, I will also be sending this letter to other FAA offices and outside agencies to ensure that this information will not disappear. If anyone receiving this letter needs the original letters referenced, or has questions, please contact me via email.

I await confirmation that the outlined expectations will be carried out.



Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com

Appendix i:



CUYAHOGA COUNTY
DEPARTMENT of PUBLIC WORKS

March 22, 2012

Ed Crouse
294 Knollwood Trail
Richmond Heights, OH 44143

Re: Cuyahoga County Airport Environmental Assessment Study

Dear Mr. Crouse:

We are in receipt of your letter dated March 18, 2013 regarding the Cuyahoga County Airport Environmental Assessment (EA) study that is currently in process. In your letter you raised many legitimate concerns. I want you to know that we, at the County, take them very seriously and every effort will be made to address as many of these concerns as possible. Our consultant is tasked with addressing the comments they receive to the extent possible in their environmental document.

Some of the issues you raise will be included as part of the document, while others will require the Federal Aviation Administration (FAA) to weight in. We will strive to supply you with satisfactory responses to all of your questions by the end of the EA study. Our mission in this process is to listen to resident and stakeholder concerns in order to develop a solution that will also meet FAA requirements for using federal funds for airport improvements.

I want to thank you for attending the public meeting and submitting your comments which allow us to understand your insight and concerns regarding the County Airport.

Sincerely,

Bonita G. Tccuwn, P.E.
Director, Department of Public Works

2100 Superior Viaduct • Cleveland, Ohio 44113 • (216) 348.3800 • FAX (216) 348.3896
Ohio Relay Service 711 • www.publicworks.cuyahogacounty.us

Appendix ii:

April 29, 2014

John Mayfield, Manager Detroit Airports District Office
Bonita Teeuwen, Acting Manager, County Airport

Re: FAA Hotline 201305010002 response, and information from Freedom of Information Act 2014003200 response

Dear Mr. Mayfield and Ms. Teeuwen:

As you are both aware, I filed a complaint with the Department of Transportation in May of 2013 regarding the Environmental Assessment taking place at the Cuyahoga County Airport in Ohio (see the complaint number above). The response indicated to me that the FAA essentially didn't even read the complaint, let alone investigate, although it took nearly 7 months to get a response. I filed an appeal, attached, which outlined many specific details. The last reply was that the DOT was "unable to identify any specific allegations that were not addressed".

I subsequently filed the FOTA request, which resulted in reply of 55 pages (attached for reference). These results clearly show that the FAA /DOT response was untruthful.

Specifically:

- FAA response to my hotline complaint claims that the plan was developed in accordance with AC150/5070-6. I pointed out that the master plan draft was never completed – the FOTA reply confirms this in responses for items 1 and 2.
- The FAA claims that the airport provided a response matrix adequately addressing the FAA's comments – the response matrix is FOTA item 3. As can plainly be seen in that matrix, comments 50, 51, 55, 56, and 57 all refer to the airport needing to identify an alternative that addresses the RSA's at the existing runway length, to which the airport agreed, even stating it would create one or two additional ALP's to do so. Yet the airport never did so, as verified in FOIA item 4.

I also requested documents related to the funding authorization of the EA – item 9 in the FOTA response. This raises a new significant issue: the funding agreement is to "conduct environmental assessment for Runway 6/24 safety area improvements; Remove obstructions in Runway 6/24 safety area (study only)". Note that this grant does not cover a study including a longer runway – this is not mentioned anywhere in the grant application as seen in the document provided by the FOTA response. In fact, the FAA wording in the response matrix (FOIA item 3) at comment 56 very specifically separates safety improvements from a potential runway extension. The airport itself identified that a longer runway would be an economic benefit – as such, AIP assistance cannot be used. So the FAA is aware that the airport is conducting a study to increase runway length, using an AIP grant that does not cover that activity, and has not taken action.

In addition to the items verified as missing by the FOIA items 1 and 2, I outlined in my hotline complaint appeal that multiple public comments are missing from the master plan public input section, including any content related to the public hearing in April 2008. So in spite of the FAA assurance that the proper process was followed, the facts show otherwise.

Per FAA order 5050.4B, section 706b, the FAA should "ensure the purpose and need is rational and supported by current, available data" for an EA. If the master plan is incomplete, and no BCA or alternate funding plan was done (see FOIA items 5 and 6), then it is impossible that the FAA review required by the above order was done.

The EA did already show that the data used to support a longer runway "need" was invalid when it showed the forecast being the same whether the runway length is 5,100 feet or 5,500 feet. In addition, the article in the Cleveland Plain Dealer on March 23,2014 entitled "Hopkins changes put new focus on Burke" gives the statistic that Hopkins will be at less than 1/3 of its capacity by June, and Burke is at 1/4 of its capacity. So the need for Cuyahoga County to increase capacity is non-existent. This same article also mentions the weight limit issue: CGA claims to have a weight limit of 100,000 pounds, but has been unable to show a completed EA that would have been required to increase from the 60,000 pound limit indicated in 1977, and still recognized by airport users in 2005 (see the draft master plan, appendix D).

I submitted several comments on the EA on December 30,2013 (also attached). I have received no answers. But the airport has decided to "move forward" by picking alternative 23 as the preferred alternative, as now shown on its website. NEPA requires that the airport actually address issues raised in the process –but the airport continues to ignore them, as it has consistently done from the beginning. One of the comments I made in the 12/30 EA letter was about the environmental impact summary not including the required comparisons, specifically to the "no action" case, as required by FAA order 5050.4B, section 706d. Again, yet another example that the EA process is not being followed.

I have directed many questions to the airport as the FAA suggested, and despite multiple commitments from the airport manager to review and reply, I have received no response yet.

The FAA "answered" the hotline complaint by ignoring the facts and stating that there are no issues. Even after a 7 month "investigation". But as can be seen in the FOIA response to item 10, there is no record of any such investigation. Yet through the FOIA request, in 7 hours of searching, the FAA has shown that the hotline complaint response was not truthful. And to make that happen, I was required to pay for 5 of the 7 hours in order to do the very job that the FAA claimed it had already done.

I ask again that the questions, all of them, get full answers – not a generic "there is no issue here" reply, but a specific factual answer to each, with an explanation as to which document from the FAA is incorrect where they have been shown to be contradictory.

The issues and questions include those in the original 3118/13 letter at the start of the EA, the 12/30/13 letter on the EA, and the 12/30/13 appeal of the hotline complaint response, as well as this letter. In addition, given the newly identified issue with the EA funding being used for purposes other than what is was authorized for, I would like to know what the FAA is doing as follow-up.

I am attaching:

1. the 3118/13 letter
2. the FOIA response
3. the 12/30/13 letter on the EA
4. the 12/30/13 appeal of the hotline complaint response

Please contact me to confirm when the questions and issues will finally be answered.

Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com

Appendix iii:

From: <John.Mayfield@faa.gov>
To: <emchome@roadrunner.com>
Subject: CGY Master Plan
Date: Monday, May 19, 2014 8:50AM

Mr. Crouse,

In response to your letter dated April 29, 2014 we provide the following information. The Master Plan is a local document. The planning process is used to support the sponsor's proposed project and ensure consistency in project implementation. The airport sponsor is responsible for preparing the environmental assessment for the proposed project in accordance with the NEPA process. The NEPA process is not a part of the planning process. The FAA's role is to independently evaluate the EA, including responses to public comment.

Per your request, we are forwarding this information to the airport sponsor and consultant for inclusion in the public involvement portion of the project. We continue to encourage you to work with the airport sponsor and participate in the public outreach.

John L. Mayfield Jr., Manager
Detroit Airports District Office
11677 South Wayne Rd, Suite 107
Romulus, MI 48174

734-229-2900 telephone
734-229-2910 fax

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC HEARING

----- :
:
In Re: :
:
Cuyahoga County Airport (GCF) :
:
Environmental Assessment (EA) :
:
----- :

Transcript of the Public Comment proceedings
taken at 700 Beta Banquet & Conference Center,
700 Beta Drive, Cleveland, Ohio 44143, on Wednesday,
November 19, 2014, commencing at 4:00 p.m.

1 PROCEEDINGS

2 MR. O'DONNELL: Daniel O'Donnell.

3 I've reviewed all the information that
4 was presented today and my question's answered
5 about the size of the aircraft, the changes
6 associated with the upgrades to the runways,
7 and the necessary changes to the vegetation of
8 the houses that are impacted nearby. It seems
9 that everything is being done for safety
10 purposes and it doesn't appear that it'll have
11 a negative economic impact as the construction
12 occurs. So in my opinion, let's get it done.

13 That's it. Thank you.

14 MR. CROUSE: Ed Crouse. I just
15 wanted to turn in these two documents and make
16 sure they officially get recorded, since the
17 draft report that was put out is ignored. A
18 lot of the questions I had asked since the
19 beginning of 2013. In talking to the County
20 officials here tonight, they apparently don't
21 feel that all my questions have anything to do
22 with the EA, so they weren't planning on
23 answering.

24 I have submitted information to the FAA
25 and quoted the FAA's information in here, and

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

the County doesn't feel that it applies to them. So I want to make sure this becomes part of the official record and that the airport, at some point, answers the questions.

(Documents submitted for the record.)

- - -

(Proceedings concluded at 7:00 p.m.)

- - -

1 State of Ohio,)
2 County of Cuyahoga.) SS:

C E R T I F I C A T E

This certifies that the foregoing is a true and correct transcript of the Public Comment proceedings taken at 700 Beta Banquet & Conference Center, 700 Beta Drive, Cleveland, Ohio 44143, on Wednesday, November 19, 2014, commencing at 4:00 p.m.

In Re:

Cuyahoga County Airport (CGF)
Environmental Assessment (EA)

COURT REPORTER

FINCUN-MANCINI COURT REPORTERS
1801 East Ninth Street
Suite 1720
Cleveland, Ohio 44114
(216) 696-2272
(216) 696-2275 FAX

Boards



Welcome!

**Cuyahoga County Airport EA
Public Hearing**

4:00 to 7:00 pm



Cuyahoga County Airport (CGF)

Environmental Assessment

What is an Environmental Assessment?

Purpose of an Environmental Assessment

An Environmental Assessment (EA) is a comprehensive analysis of the social, economic and environmental impacts, both positive and negative, of a particular project. At the conclusion of the EA, which involves public outreach and public involvement, a determination will be made as to whether or not the potential impacts are significant enough to warrant the preparation of an Environmental Impact Statement. If potential impacts identified in the EA are not considered significant, the proposed project may proceed. An EA typically takes between 12 to 18 months to complete.

The following actions require approval prior to actual construction:

- The FAA will carefully and thoroughly review the EA and will determine if a Finding of No Significant Impact (FONSI) can be issued. If at the conclusion of the FAA's review of the EA, it is determined the proposed impacts will meet or exceed a threshold of significance, then the FAA may require a higher level of analysis such as an Environmental Impact Statement (EIS).
- The Airport Layout Plan must be unconditionally approved
- The Airport must be able to apply for federal funding

Purpose and Need

The Purpose and Need statement explains why an agency action is necessary, and serves as the basis for identifying reasonable alternatives that meet the project objectives.

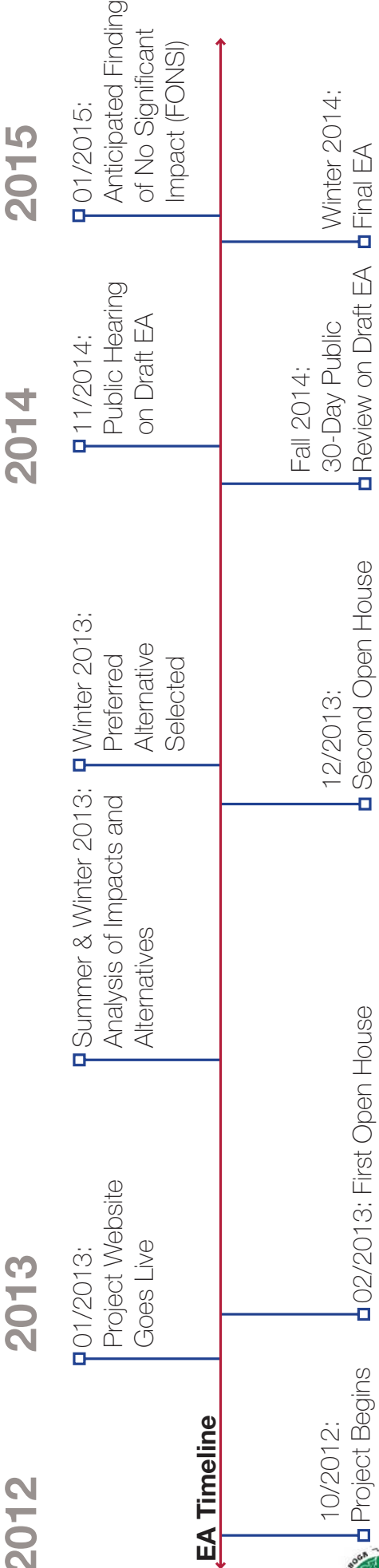
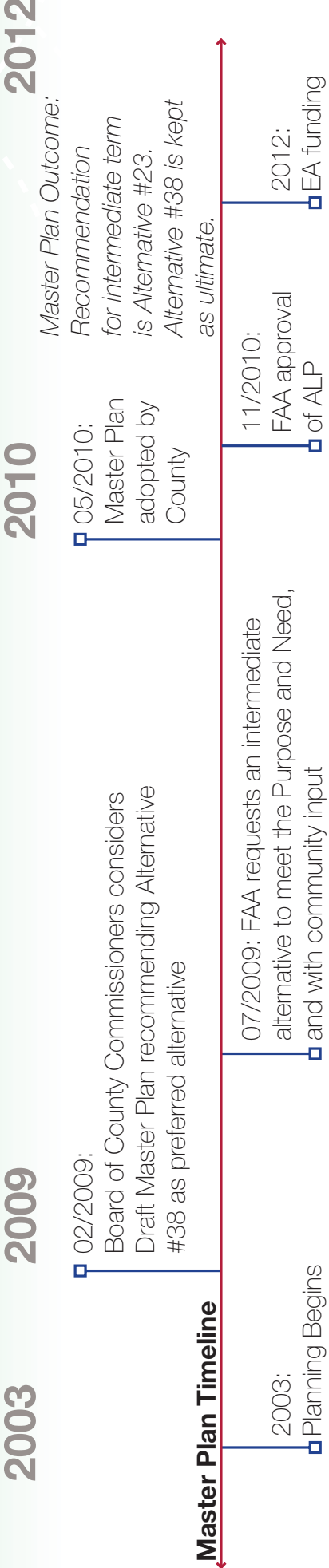
The identification and evaluation of alternative ways of meeting the purpose and need of the proposed action is the heart of the NEPA analysis.

The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.



Cuyahoga County Airport (CGF) Environmental Assessment

Project Timeline



Cuyahoga County Airport (CGF) Environmental Assessment

Project Outreach

This Environmental Assessment has included a robust public outreach component with many opportunities for public input. This has directly contributed to the selection of Alternative 23 as the Preferred Alternative.

CGF (EA) PROJECT SITE

HOME PUBLIC PARTICIPATION PROJECT INFO FAQs BLOG CONTACT

WELCOME TO THE CUYAHOGA COUNTY AIRPORT EA PROJECT SITE

FROM THE BLOG Public Comment Period Public Hearing Date Set For Agency Reviews Continue -

A stand-alone project website was developed and went live in January, 2013. The website is a way to share project material and meeting information. It includes a contact page with an on-line comment form. The website address is www.cuyahoga-airportea.com.



The first open house was held on February 27, 2013 from 3:30 – 7:30 pm in a private airplane hangar located at the Airport. This was early in the project and was held to let the community know that the project was underway and to share information about the project scope and timeline.



The second open house was held on December 11, 2013 from 3:30 – 7:30 pm at the Progressive business office near the Airport. This event was held before a preferred alternative had been selected so the community could provide input on its selection.

Cuyahoga County Airport (CGF) Environmental Assessment (EA) Newsletter V.3

The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.

SELECTION OF ALTERNATIVE 23

Alternative 23 is considered the most prudent and feasible alternative when compared to the other alternatives, both meeting the project's primary purpose and need of providing safety areas that meet FAA requirements and providing 5,500 feet of runway. In addition, throughout the public involvement process, this alternative has been repeatedly identified as the alternative most preferred by the public.

The recommendation that Alternative 23 be selected as the Preferred Alternative for the EA was accepted by Cuyahoga County in early 2014. As a result, Alternative 23 was carried forward in the EA for additional analysis, public comment and agency review.

Why select Alternative 23?

When compared to all of the other build alternatives, Alternative 23:

- Has the least anticipated impacts to foundations, streams and farmland
- Does not impact parkland or recreational resources
- Has no road relocations
- Has the least amount of proposed ground disturbance for construction
- Has the least amount of community impacts
- Is supported by both the general public and elected officials in all three local communities

247 Project Access | www.cuyahoga-airportea.com

Public Hearing
Wednesday, November 19, 2014
4:00 – 7:00 PM
Location: 700 Barta Boulevard & Conference Center, 700 Barta Drive, Cleveland, Ohio 44134

Format: The public hearing will be a drop-in, open house format with no formal presentation given. Members from the project team and County representatives will be available to answer questions on an individual basis.

Two input options: A court reporter will be available for persons who wish to make a statement regarding the project. Participants will also have the opportunity to fill out comment forms.

Input received through the court reporter or through the comment forms will be included in the official public record and responses will be provided in the final EA document.

Prior to each open house event and the public hearing, a 4-page newsletter was created. Print versions were distributed to county and city offices and a digital version was posted to the website.



Most Frequent Comments

In support of alternative 23:

Support for Alternative 23 was the comment made most frequently overall. An overwhelming number of responses – 22% of all comments received to date (26 comments) – expressed specific support for Alternative 23. One comment was received in support of Alternative 18 with Alternative 23 as a second option. No other build alternative being considered received support or comment throughout the public input process.

Opposed generally to Airport expansion:

This was the second most frequent comment received. As of June 2, 2014, 24 comments were received expressing general opposition to Airport expansion. The objections often included a reference to associated increases in negative off-site impacts that would go along with an Airport expansion. Those off-site impacts (primarily noise) are addressed separately.

Opposed to the project because it will result in increased noise from the Airport:

The third most frequent comment received was an objection to Airport noise. Of the 116 comments received to date, 14 comments (12%) expressed concerns regarding an increase in noise impacts that will result from the project.

Response:

The overwhelming public support for Alternative 23 contributed to its selection as the Preferred Alternative.

Response:

The comments that expressed a general opposition to Airport expansion often also included a statement in support of Alternative 23. While Alternative 23 does increase the runway length by 400 feet, the Airport will not expand beyond its current boundary. The selection of Alternative 23 as the Preferred Alternative seems to address the objection to Airport expansion.

Response:

A noise analysis was performed per the requirements of (FAA) Order 5050.4B using the FAA's Integrated Noise Model (INM) Version 7.0b – an accepted industry tool for evaluating aircraft noise impacts in the greater vicinity of airports. Current and future conditions both with and without the project were modeled. In all scenarios, the 65 DNL contour (which is the criteria used to determine potential noise impacts) remained on Airport property. Since the 65 DNL contour does not fall outside Airport property, there is no significant (regulated) noise impact associated with either the No-Build or the Proposed Action.

Airport Forecast Levels and Growth Rates

Operations Itinerant	Specify base year:					Average CAGR			
	2012	2017	2022	2027	2032	Base Yr. + 5yr.	Base Yr. + 10yrs.	Base Yr. + 15yrs.	Base Yr. + 20yrs.
	Level	Base Yr. + 5yr.	Base Yr. + 10yrs.	Base Yr. + 15yrs.	Base Yr. + 20yrs.	Yr. + 5yr.	Yr. + 10yrs.	Yr. + 15yrs.	Yr. + 20yrs.
Commuter/air taxi	3,182	5,099	5,213	5,333	5,458	9.9%	5.1%	3.5%	2.7%
Total Commercial Operations	3,184	5,099	5,213	5,333	5,459	9.9%	5.1%	3.5%	2.7%
General aviation	18,123	19,056	19,482	19,929	20,398	1.0%	0.7%	0.6%	0.6%
Military	82	69	69	69	69	-3.5%	-1.8%	-1.2%	-0.9%
<u>Local</u>									
General aviation	13,086	10,779	11,020	11,273	11,538	-3.8%	-1.7%	-1.0%	-0.6%
Military	0	13	13	13	13	NA	NA	NA	NA
TOTAL OPERATIONS	34,475	35,016	35,797	36,616	37,476	0.3%	0.4%	0.4%	0.4%
Instrument Operations	10,482	10,697	10,936	11,186	11,449	0.4%	0.4%	0.4%	0.4%
Peak Hour Operations	23	25	25	26	26	1.2%	0.8%	0.7%	0.6%
Based Aircraft									
Single Engine (Nonjet)	88	88	89	89	91	-0.1%	0.1%	0.1%	0.2%
Multi Engine (Nonjet)	19	19	21	22	23	-0.3%	1.1%	0.9%	0.9%
Jet Engine	98	100	102	105	111	0.4%	0.4%	0.4%	0.6%
Helicopter	1	1	1	2	2	7.9%	4.0%	5.3%	4.2%
Other	0	0	0	0	0	NA	NA	NA	NA
TOTAL	206	208	213	218	227	0.2%	0.4%	0.4%	0.5%
GA operations per based aircraft									
Base Yr. Level	152	144	143	143	140				
Base Yr. + 5yr.		144	143	143	143				
Base Yr. + 10yrs.			143	143	143				
Base Yr. + 15yrs.				143	143				
Base Yr. + 20yrs.					140				



CAGR = Compound Annual Growth Rate



Economic Impact Study

DEFINITIONS

Direct Economic Impacts

Initial economic transactions, which include: (1) economic activities that occur on airport; (2) dollars spent by visitors in the local economy; and (3) employment and business sales realized by off airport companies that depend on aviation

On-Airport

Economic activities generated by businesses located on Cuyahoga Airport, including airport administration

Off-Airport

Economic activities generated by businesses located in Cuyahoga or Lake Counties, but outside of Cuyahoga Airport

Airport-Dependent Economic Activity

Business sales of companies located outside of the airport, but who use the airport for business purposes. These include firms that lease hangers on Cuyahoga Airport. Only the estimated air dependent activity per company is counted, based on a business survey.

Visitor Spending

The number of pilots and crew who fly into Cuyahoga Airport from outside the region and the estimated average per-trip of spending per person (\$96) incurred to pay for lodging, local transportation, retail, entertainment, and food and beverages.

Off-Airport Economic Impacts	
by Industry Sector by Job	
Sector	Jobs
Food services & drinking places	93
Finance, Insurance & Real Estate	67
Retail	55
Professional, scientific & technical	44
Health Care	42
Admin support svcs	40
Fabricated metal prod	24
Construction	21
Plastics & rubber prod	19
Wholesale Trade	15
Performing arts & spectator	15
Educational svcs	13
Sightseeing transportation	12
Government & non NAICs	12
Social assistance	11
Accommodations	10
Other	83
Total	576

Impacts in Cuyahoga and Lake Counties

The “multiplier” effect is made up of indirect and induced economic impacts, as the business sales from direct impacts circulate in the Cuyahoga and Lake county economies:

Indirect Economic Impacts

The portions of direct impacts that are turned into sales of goods and services by business suppliers located in Cuyahoga or Lake Counties

Induced Economic Impacts

Wages spent in Cuyahoga or Lake Counties by employees of companies that that benefit by direct or indirect business sales.



Economic Impact of CGF

Economic Impact of Cuyahoga Airport in Cuyahoga and Lake Counties				
Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	504	\$37,348,000	\$60,969,000	\$135,408,000
Indirect Effect	192	\$11,599,000	\$17,529,000	\$29,324,000
Induced Effect	279	\$12,906,000	\$22,300,000	\$35,500,000
Total Effect	974	\$61,854,000	\$100,798,000	\$200,232,000

*Total Impact = On-Airport + Off-Airport + Visitor Spending

**Dollars rounded to \$1,000s in 2013 value

On-Airport Economic Impact			
Impact Type	Employment	Labor Income	Value Added
Direct Effect	93	\$8,233,000	\$10,568,000
Indirect Effect	25	\$1,462,000	\$2,186,000
Induced Effect	53	\$2,424,000	\$4,189,000
Total Effect	171	\$12,119,000	\$16,943,000

*Economic activity created by businesses located on Cuyahoga County Airport (includes airport administration)





Alternatives Analyzed

Administrative Options:

- No-Build Alternative
- Build a New Airport at a Different Location
- Use Another Airport in the Vicinity

Build Alternatives:

- Alternative 15 – Runway Reorientation (Relocate Bishop & Richmond Road)
- Alternative 16 – Runway 6 Extension to West (Relocate Richmond Road)
- Alternative 17 – Runway 24 Extension to East (Relocate Bishop Road)
- Alternative 18 – Runway 24 Extension to the East (Tunnel Bishop Road)
- Alternative 19 – Road Relocations at Both Runway Ends
- Alternative 23 – Engineered Materials Arresting Systems (EMAS) at Both Runway Ends (Master Plan Preferred Alternative)
- Alternative 24 – Combination of Runway 24 Shift to West and Runway 6 EMAS

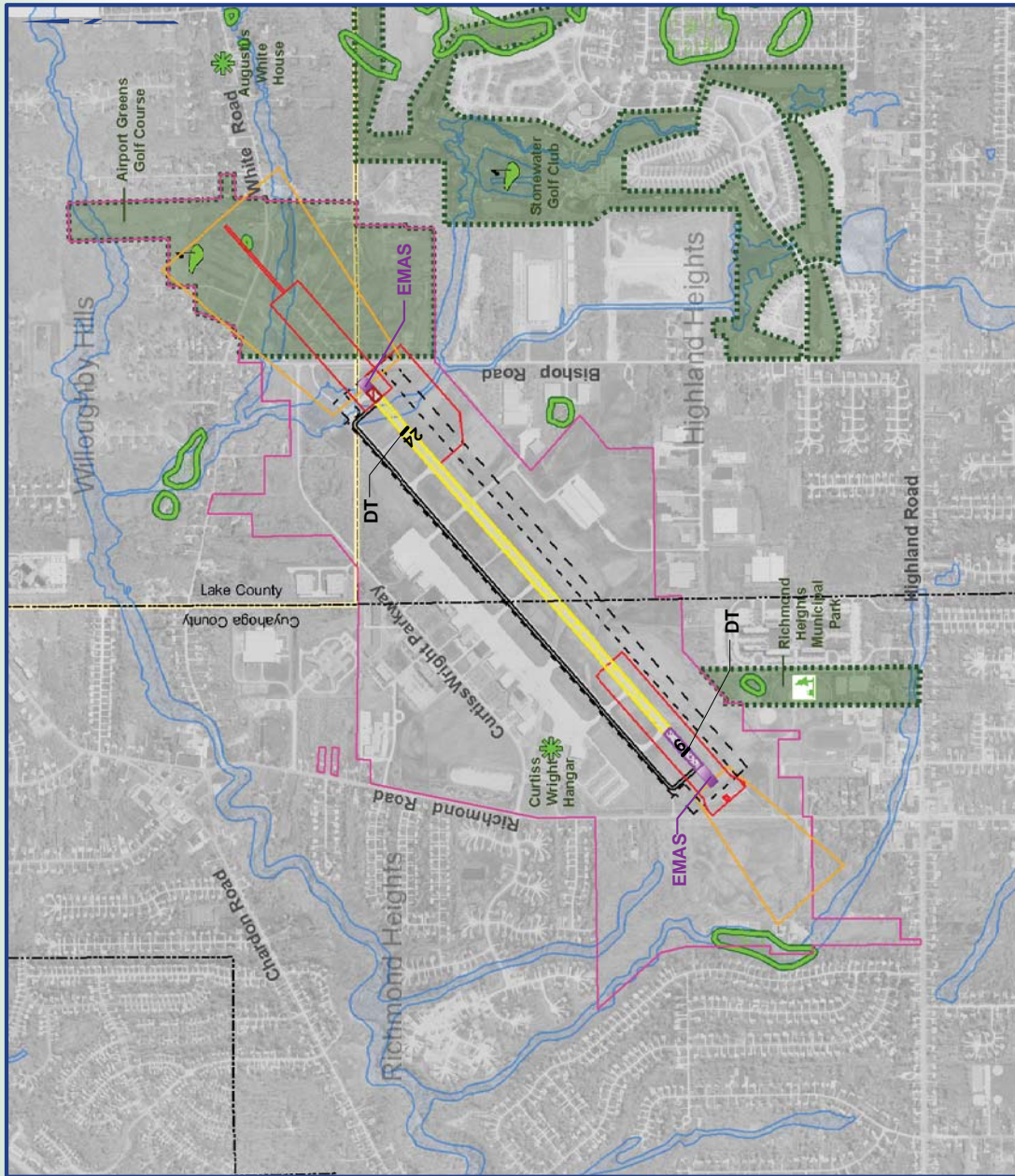
Selection of Preferred Alternative

- Preferred Alternative 23 best meets the project's purpose and need of providing 5,500 feet of runway for takeoff in both directions as well as providing compliant safety areas.
- Preferred Alternative 23 has the least amount of overall community and environmental impacts and does not require any road relocations.
- Alternative 23 is considered the most prudent and feasible alternative when compared to the other alternatives.
- The recommendation that Alternative 23 be selected as the Preferred Alternative for the EA was accepted by Cuyahoga County in early 2014.



Cuyahoga County Airport (CGF) Environmental Assessment

MASTER PLAN PREFERRED ALTERNATIVE



Cuyahoga County Airport

LEGEND

- Existing runway to remain
- Existing pavement to be removed
- New runway or runway extension
- Site requirements for NAVAIDS
- Runway safety area
- Runway object free area
- Runway protection zone
- Airport property line
- Tunneled road
- Relocated road
- Wetlands
- Floodplains
- 4(f) Resource
- Golf Course
- Park
- Historical Resources

SUMMARY

- Extend runway 6 end 550'
- Install EMAS at Runway 6 end
- Displace threshold 250' from new Runway 6 end to have full undershoot protection for ROFA
- Close/move Runway 24 end 150' to fit standard EMAS
- Install EMAS at Runway 24 end
- Displace Runway 24 threshold another 450' to provide 600' undershoot protection

Runway	6	24
Landing Length	5,250'	5,052'
Departure Length	5,250'	5,902'
Overall Length	5,902'	5,902'

Usable Runway Length

0 750 1,500 Feet

Figure 5-23
Alternative 23
EMAS at Both Runway Ends

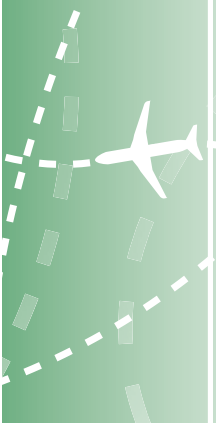
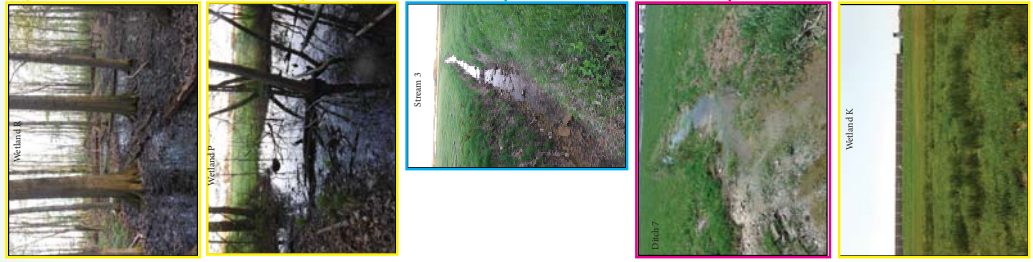
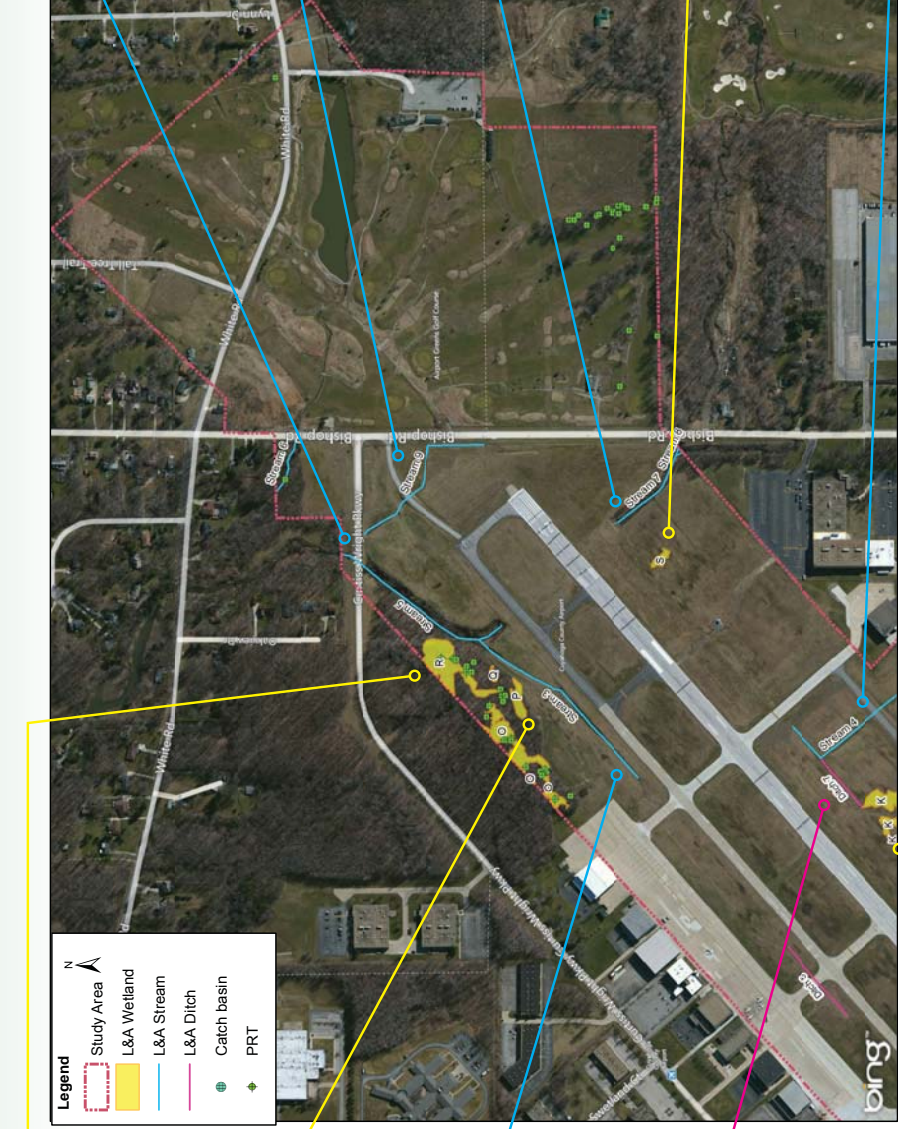
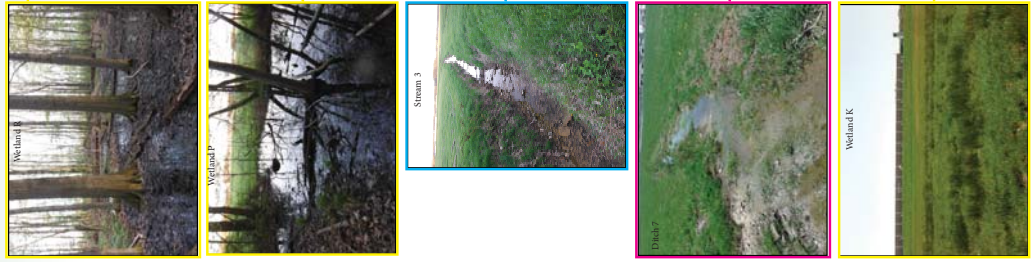
06/12/2007 - F:\Project\AZ7 - Cuyahoga County\A27001-1011-MP\CIS\Projects\Alternatives_2307\0612\A123.mxd



Cuyahoga County Airport (CGF)

Environmental Assessment

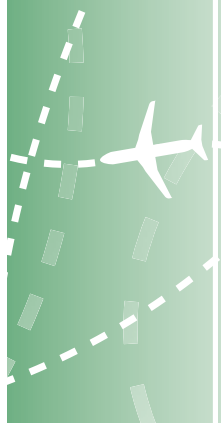
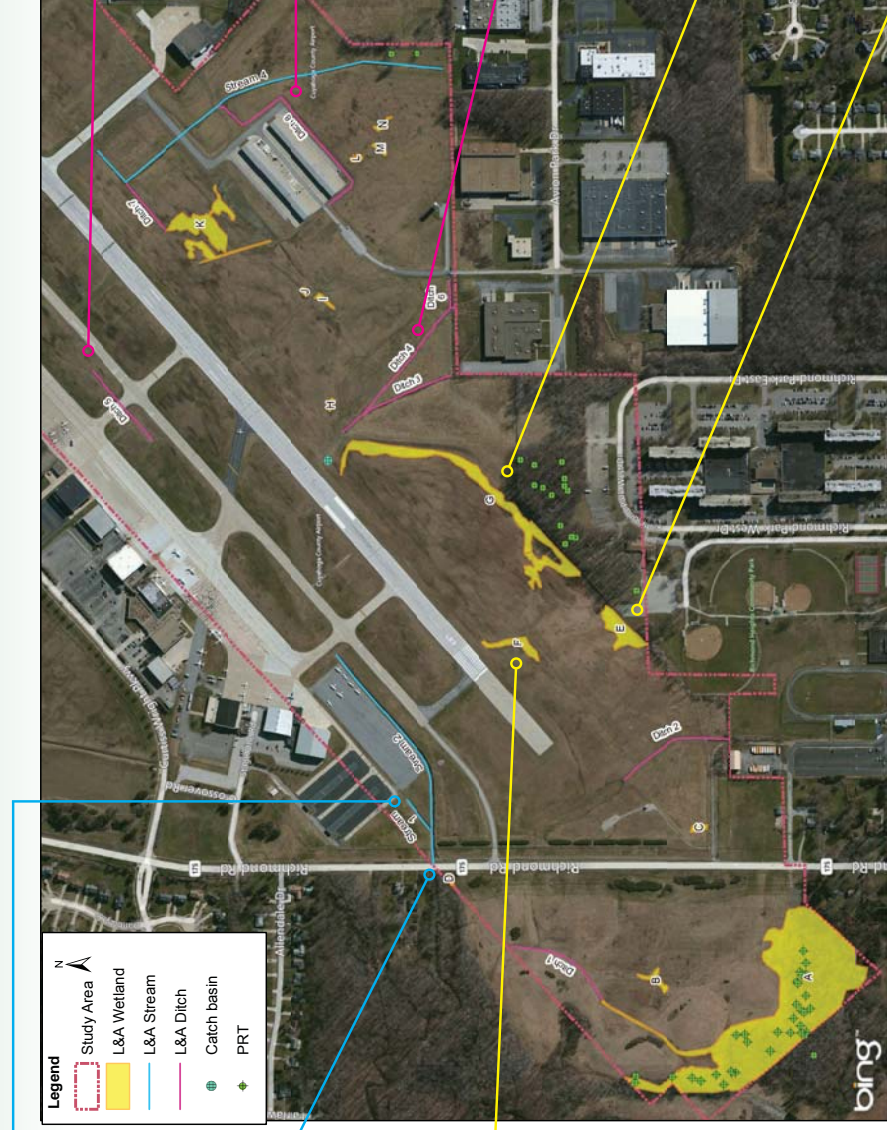
Environmental Field Work - East



Cuyahoga County Airport (CGF)

Environmental Assessment

Environmental Field Work - West





Preferred Alternative 23 Environmental Impact Summary

Environmental Factor	Permanent Impact?	Mitigation Requirements/Permits
Farmlands	No	Coordination ongoing. No impacts expected.
Floodplains	No	None Required
Hazardous Materials	No	None Required
Historic and Archaeological	No	<ul style="list-style-type: none"> Coordinate with OHPO to identify previously undisturbed areas associated with obstruction removals prior to any ground disturbing activities and determine appropriate mitigation.
Induced Socioeconomic	No	None Required
Light Emissions and Visual Effects	No	None Required
Noise	Short-term	None Required
Section 4(f)	No	Coordination on-going. No impacts expected.
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	No	<ul style="list-style-type: none"> Possible aviation easement / compensation or a one-time vegetation replacement for obstruction removals. Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended for any property acquisitions.
Solid Waste	No	None Required
Water Quality	No	<ul style="list-style-type: none"> Federal 404 and State 401 permits prior to construction. Purchase of ditch mitigation credits as described in Section 4.20 Water Quality.
Wetlands	No	<ul style="list-style-type: none"> Purchase of 7.465 acres of wetland mitigation credits for 3.918 acres of impacts. Federal 404 and State 401 permits prior to construction.
Wild and Scenic Rivers	No	None Required
Cumulative Impacts	No	None Required



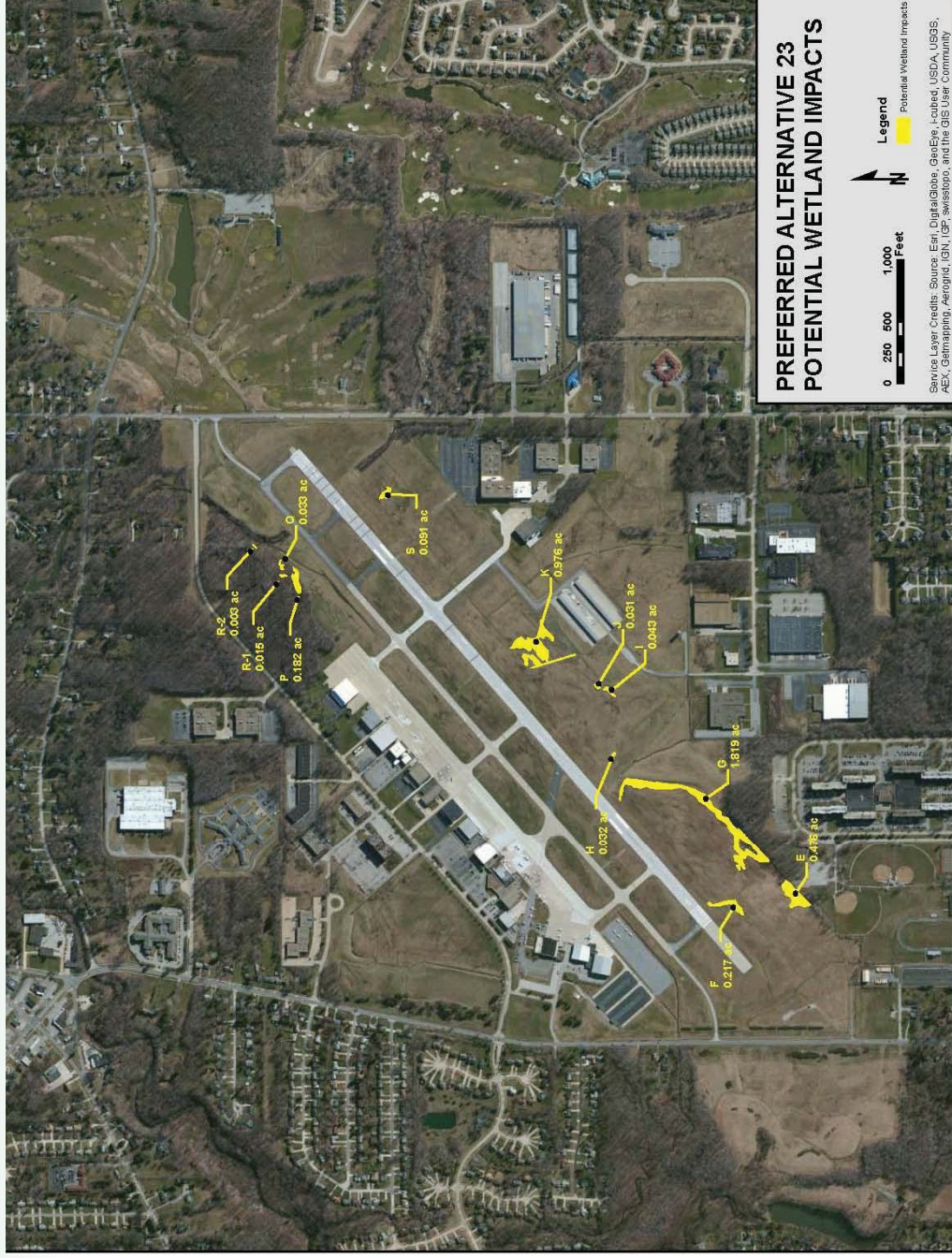


Preferred Alternative 23 Environmental Impact Summary

Environmental Factor	Permanent Impact?	Mitigation Requirements/Permits
Air Quality	No	None Required
Biotic Resources & Migratory Birds	No	<ul style="list-style-type: none"> Vegetation clearing beyond turf grass is not allowed during the nesting season (March 31st – July 15th). A permit from the USFWS may be required if abandoned nests become inhabited by eagles.
Coastal Barriers	No	None Required
Coastal Zone Management	No	None Required
Compatible Land Use	No	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended for any property acquisitions.
Construction	Short-term	<ul style="list-style-type: none"> Comply with <i>FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports</i> and <i>FAA AC 150/5320-5C Surface Drainage Design NOI</i> Consider USEPA short-term mitigation measures during construction as described in Section 4.7. DSW General National Pollutant Discharge Elimination System (NPDES) permit for construction activities is required. Update Storm Water Pollution Prevention Plan (SWP3) is required upon completion of construction.
Endangered and Threatened Species	No	Tree removals will be restricted from March 31 st to October 1 st
Energy Supplies, Natural Resources, and Sustainable Design	No	None Required
Environmental Justice	No	None Required



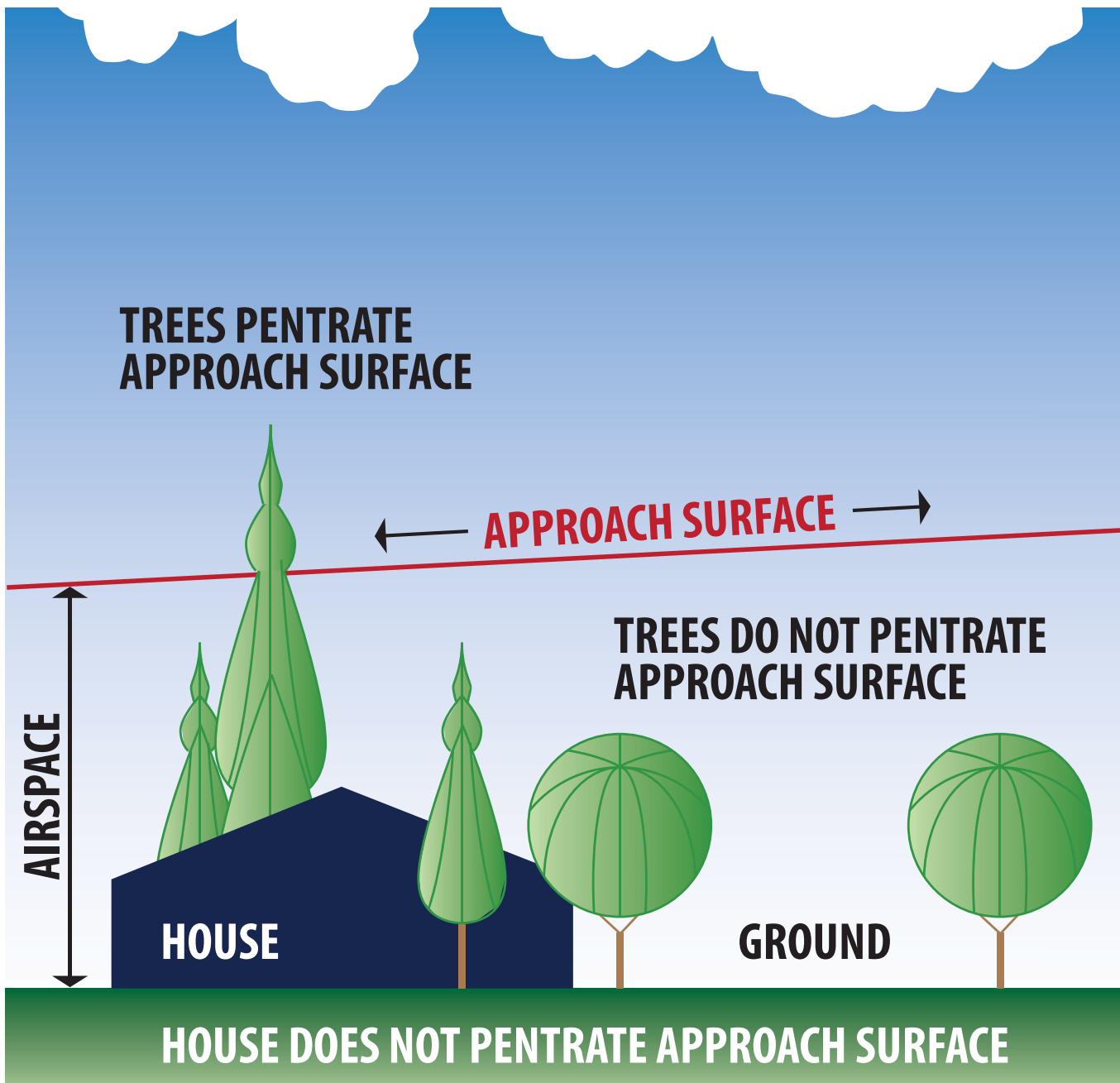
Preferred Alternative 23 Potential Wetland Impacts





Defining Obstructions

Federal Aviation Regulation (FAR) Part 77 establishes standards for the creation of five surfaces that provide for clear airspace in the vicinity of an airport. The FAR Part 77 surface most critical to this project include the Runway Protection Zones (RPZ) and the Approach Surface. FAR Part 77 also provides criteria for determining and defining objects that may pose potential obstructions to air navigation. As the name implies, obstructions are not permitted to penetrate or enter into the required clear surfaces. These can include items such as trees, buildings, poles, and towers. Obstructions are identified based upon the specific requirements of the FAR Part 77 surfaces associated with each individual runway end.





Mitigating Obstructions

The method of mitigating obstructions is based upon the location of the obstruction relative to the runway and the type of obstruction it is. There are two steps to the mitigation process: 1) purchase of rights to mitigate and 2) actual mitigation measures.

- Purchase of Rights to Mitigate

Once obstructions are identified and their location confirmed relative to specific parcels, a determination is made whether the parcel should be purchased in fee or if an aviation easement is appropriate. Typically, properties within the RPZ are purchased in fee while areas in the approach are mitigated with aviation easements. Aviation easements purchase the right to control the height of objects on the property and the right to remove those objects that penetrate the FAR Part 77 Surfaces.

The acquisition process for both fee or aviation easements, are governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Relocation Act) of 1970 (P.L. 91-646). The value of property to be acquired, fee or easement, is determined through a prescribed process under the Relocation Act which requires a fair market value appraisal of the property to determine just compensation.

- Actual Mitigation Measures

Specific mitigation measures are determined based upon the type of acquisition and the type of obstruction.

- Fee acquisitions usually require that all objects on the property be removed and the site returned to a clear parcel.
- Aviation easements usually require that only the objects that are identified as obstructions be removed to reduce their impact to the FAR Part 77 surface. In the example of a tree, it is usually most desirable to remove the tree to ground level to avoid any future growth, however, pruning may be an option depending upon issues such as the health of the tree, the amount of pruning necessary and the proximity to the runway protection zone and the approach surface.



Cuyahoga County Airport (CGF)

Environmental Assessment



Obstructions

Runway End	Point Number	Object	Approach Penetration
6	5216	Pole	2
6	5224	Pole	0
6	5246	Tree	31
6	5254	Tree	29
6	5262	Tree	22
6	5270	Tree	25
6	5286	Tree	41
6	5294	Tree	11
6	5302	Tree	14
6	5310	Tree	15
6	5318	Tree	-10
6	5326	Tree	18
6	5334	Tree	25
6	5342	Tree	22
6	5350	Tree	22
6	5358	Tree	11
6	5714	Tree	-5
6	5730	Tree	-2
6	5738	Tree	5
6	5746	Tree	5
6	5762	Tree	-8
6	6114	Tree	-8
6	6616	Tree	31
6	6632	Tree	31
6	6640	Tree	34
6	6664	Tree	36
6	6672	Tree	36
6	6680	Tree	66
6	18394	Tree	30
6	18402	Tree	-9
6	18473	Tree	-10
6	18500	Tree	-1
6	18517	Tree	-5
6	18571	Tree	-10
6	18579	Tree	-8
6	18595	Tree	2
6	18603	Tree	15
6	18611	Tree	-1
6	18619	Tree	-7
6	23200	Bush	-8
6	23208	Bush	-3
6	23216	Bush	-3
6	23224	Bush	-7
6	23232	Bush	-4
6	23240	Bush	-8
6	23248	Bush	-4
6	23256	Bush	-7
6	23328	Pole	8
6	23336	Pole	0
6	23344	Pole	0
6	23352	Pole	1
6	23360	Pole	-1
6	23368	Pole	-3
6	23376	Pole	0
6	23384	Pole	6
6	23392	Pole	6
6	23400	Pole	6
6	23408	Building	5
6	23472	Bush	-8
6	23480	Bush	-9
6	23488	Bush	-9
6	23496	Bush	-8
6	23504	Bush	-7
6	23512	Bush	-8
6	23520	Bush	-7
6	23528	Bush	-7
6	23536	Bush	-7
6	23544	Bush	-8
6	23552	Bush	-9
6	23560	Bush	-9
6	23568	Bush	-9
6	23642	Fence	-8
6	23650	Fence	-6
6	23658	Fence	-6
6	23666	Fence	-6
6	23674	Fence	-7
6	23682	Fence	-6
6	23690	Fence	-7
6	23698	Fence	-8
6	23706	Fence	-3
6	23730	Tree	-7
6	23826	Tree	9
6	23834	Tree	15
6	23842	Tree	17
6	23850	Tree	28
6	23858	Tree	-2
6	23866	Tree	26
6	23874	Tree	25

Runway End	Point Number	Object	Approach Penetration
6	23882	Tree	16
6	23954	Tree	14
6	23962	Tree	-1
6	23970	Tree	13
6	23978	Tree	10
6	23986	Tree	6
6	23994	Tree	25
6	24002	Tree	3
6	24010	Tree	-9
6	24154	Tree	-4
6	24203	Fence	1
6	28006	Tree	-10
6	28014	Tree	-10
6	28054	Tree	10
6	28062	Tree	-5
6	28070	Tree	-2
6	28078	Tree	8
6	28086	Tree	9
6	28094	Tree	2
6	28102	Tree	1
6	28110	Tree	-3
6	28118	Tree	5
6	28126	Tree	-7
6	28134	Tree	-3
24	4612	Tree	8
24	4620	Tree	4
24	4628	Tree	5
24	4636	Tree	5
24	4644	Tree	3
24	4652	Tree	-1
24	4676	Tree	-3
24	4684	Tree	17
24	4692	Tree	-3
24	4700	Tree	-2
24	4811	Tree	2
24	4819	Tree	6
24	4827	Tree	24
24	4843	Tree	14
24	4851	Tree	18
24	4859	Tree	40
24	4867	Tree	13
24	4883	Tree	30
24	4891	Tree	1
24	4907	Tree	-10
24	4984	Tree	-4
24	4992	Tree	-8
24	5008	Tree	18
24	5016	Tree	3
24	5024	Tree	1
24	5032	Tree	5
24	5040	Tree	3
24	5056	Tree	13
24	5064	Tree	4
24	5072	Tree	6
24	9994	Tree	18
24	10010	Tree	14
24	18651	Tree	-3
24	18659	Tree	24
24	18667	Tree	16
24	18675	Tree	18
24	18692	Tree	-2
24	18700	Tree	22
24	18708	Tree	6
24	18716	Tree	2
24	18724	Tree	-3
24	18732	Tree	2
24	18751	Tree	-8
24	18759	Tree	2
24	18767	Tree	-9
24	24499	Pole	5
24	24507	Pole	-6
24	24523	Pole	-5
24	24587	Pole	-5
24	24595	Pole	-10
24	24611	Pole	-4
24	24619	Pole	-6
24	24627	Pole	-7
24	24635	Pole	-10
24	24683	Light	-10
24	24691	Light	-7
24	24699	Light	-2
24	24707	Tree	-7
24	24715	Tree	-7
24	24811	Tree	-2
24	24819	Tree	0
24	24827	Tree	0
24	24843	Tree	3
24	24851	Tree	15

Runway End	Point Number	Object	Approach Penetration
24	24883	Tree	17
24	24891	Tree	2
24	24899	Tree	-2
24	24907	Tree	-3
24	24915	Tree	6
24	24923	Tree	7
24	24931	Tree	3
24	24939	Tree	1
24	25019	Tree	-10
24	25051	Tree	-6
24	25059	Tree	-5
24	25067	Tree	-6
24	25139	Tree	30
24	25147	Tree	19
24	25171	Tree	-3
24	25195	Tree	23
24	25203	Tree	24
24	25211	Tree	10
24	25219	Tree	5
24	25227	Tree	-8
24	25235	Tree	18
24	25243	Tree	-6
24	25267	Tree	-10
24	25291	Tree	0
24	25299	Tree	9
24	25307	Tree	15
24	25315	Tree	-4
24	25323	Tree	15
24	25331	Tree	16
24	25339	Tree	39
24	25347	Tree	28
24	25355	Tree	9
24	25363	Tree	-10
24	25371	Tree	-8
24	25379	Tree	-5
24	25419	Tree	-10
24	25443	Tree	-8
24	25451	Tree	-6
24	25579	Tree	19
24	25683	Tree	9
24	25699	Tree	-5
24	26060	Fence	-10
24	26068	Fence	-2
24	26076	Fence	-6
24	26084	Fence	1
24	28150	Tree	-8
24	28158	Tree	-4
24	28166	Tree	-3
24	28174	Tree	-6
24	28182	Tree	-8
24	28190	Tree	3
24	28198	Tree	0
24	28206	Tree	-6
24	28214	Tree	-5
24	28222	Tree	-2
24	28230	Tree	-2
24	28238	Tree	-1
24	28246	Tree	-2
24	28254	Tree	-6
24	28262	Tree	22
24	28270	Tree	-3
24	28278	Tree	-3
24	28286	Tree	-1
24	28294	Tree	-9
24	28302	Tree	20
24	28310	Tree	23
24	28318	Tree	10
24	28326	Tree	1
24	28334	Tree	9
24	28342	Tree	5
24	28350	Tree	11
24	28358	Tree	19
24	28366	Tree	9
24	28374	Tree	2
24	28382	Tree	19
24	28390	Tree	22
24	28398	Tree	17
24	28406	Tree	28
24	28414	Tree	17
24	28422	Tree	1
24	28430	Tree	8
24	28438	Tree	-5
24	28446	Tree	-1
24	28454	Tree	-3
24	28462	Tree	-3
24	28470	Tree	-7
24	28478	Tree	-9
24	28486	Tree	-2

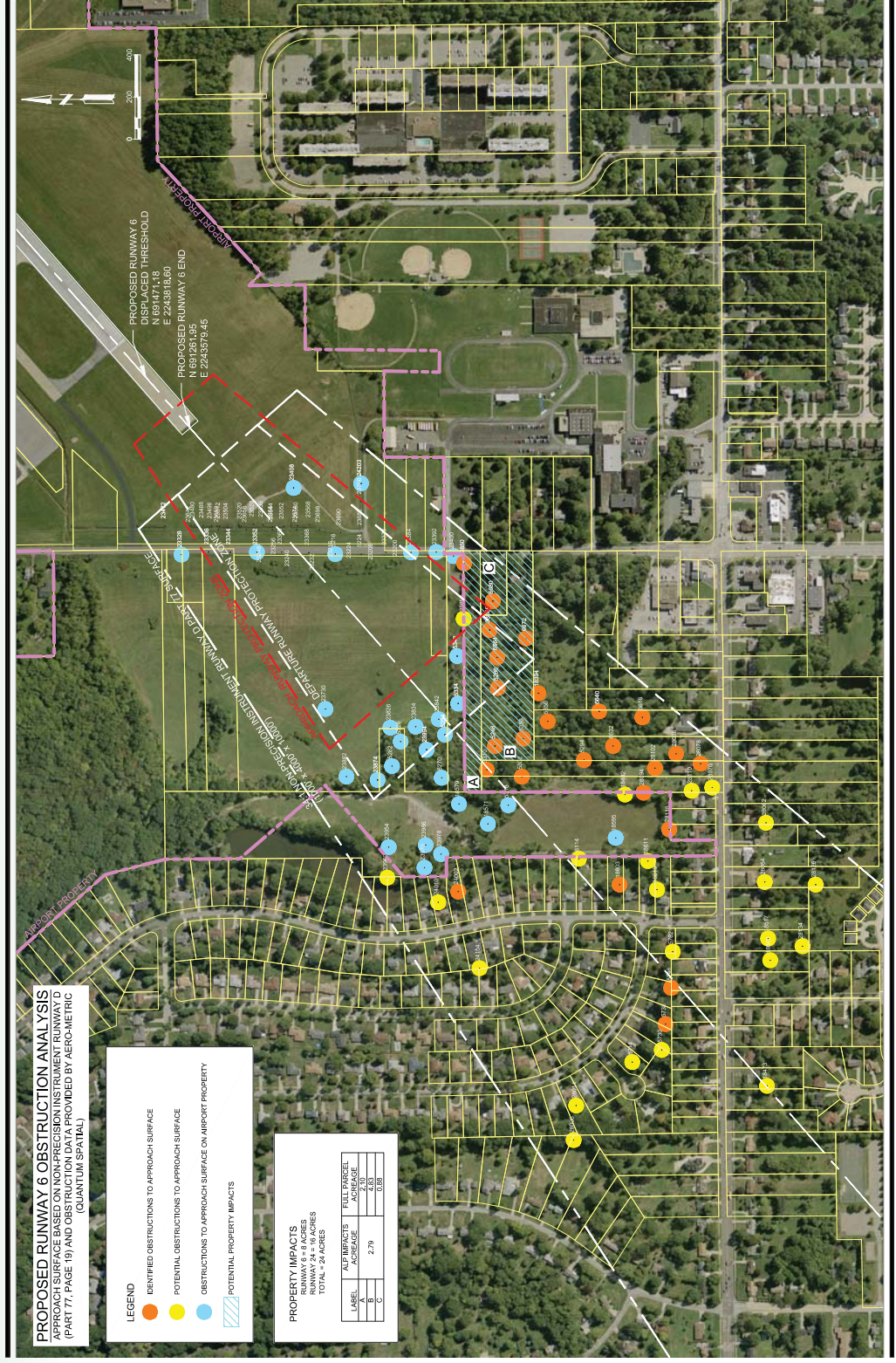
Proposed Obstructions to Approach Surface
Potential Obstructions to Approach Surface
Proposed Obstructions to Approach Surface on Airport Property
Object Below Approach Surface with No Anticipated Growth

Runway 6
Proposed Obstructions = 42
Potential Obstructions = 26
On-Airport Obstructions = 8

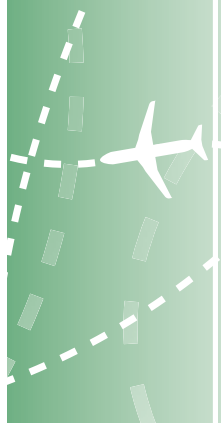
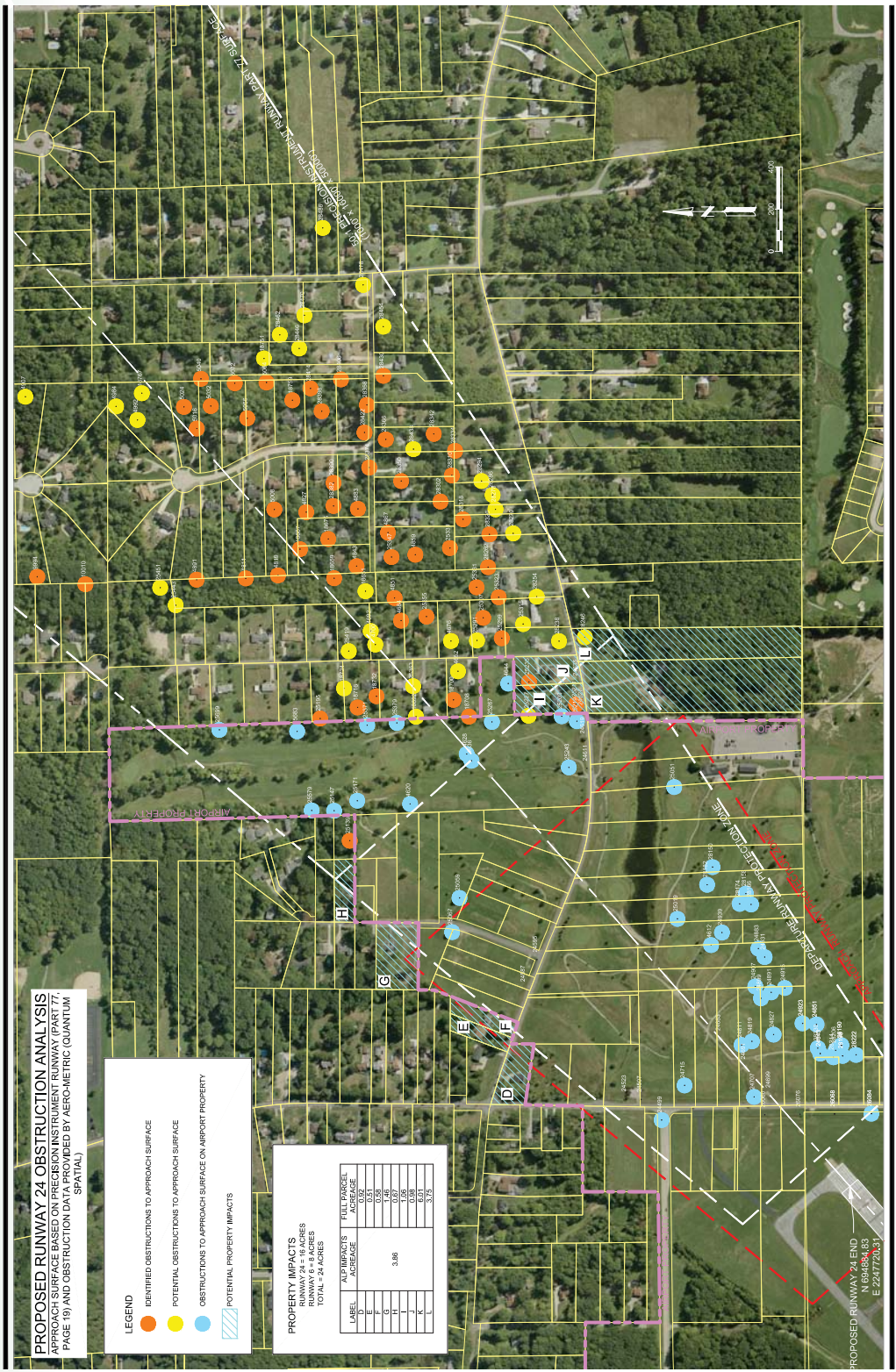
Runway 24
Proposed Obstructions = 76
Potential Obstructions = 60
On-Airport Obstructions = 2



Potential Runway 6 Obstructions & Property Impacts



Potential Runway 24 Obstructions & Property Impacts



Aviation Activity Forecasts

Category	2012 Operations	2017 Operations	2022 Operations
Air Taxi	3,184	5,099	5,213
General Aviation	31,209	29,835	30,502
Military	82	82	82
Total, No Action and Proposed Action Alternatives	34,475	35,016	35,797

Source: FAA Approved EA Forecast by Mead & Hunt



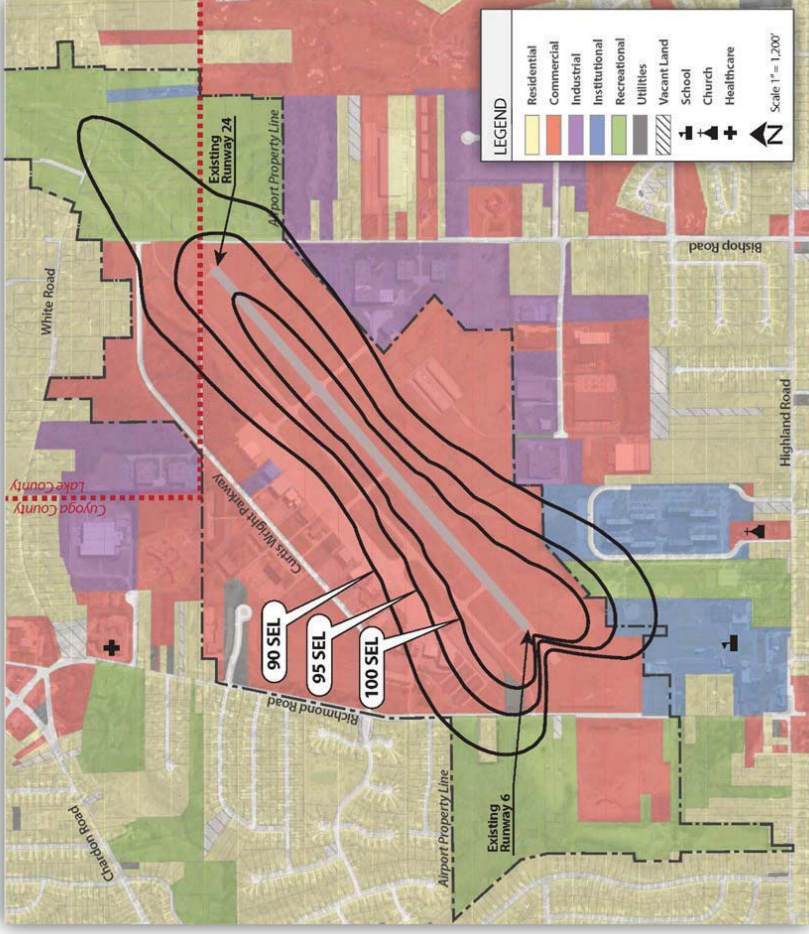
Cuyahoga County Airport (CGF)

Environmental Assessment

INM Flight Tracks



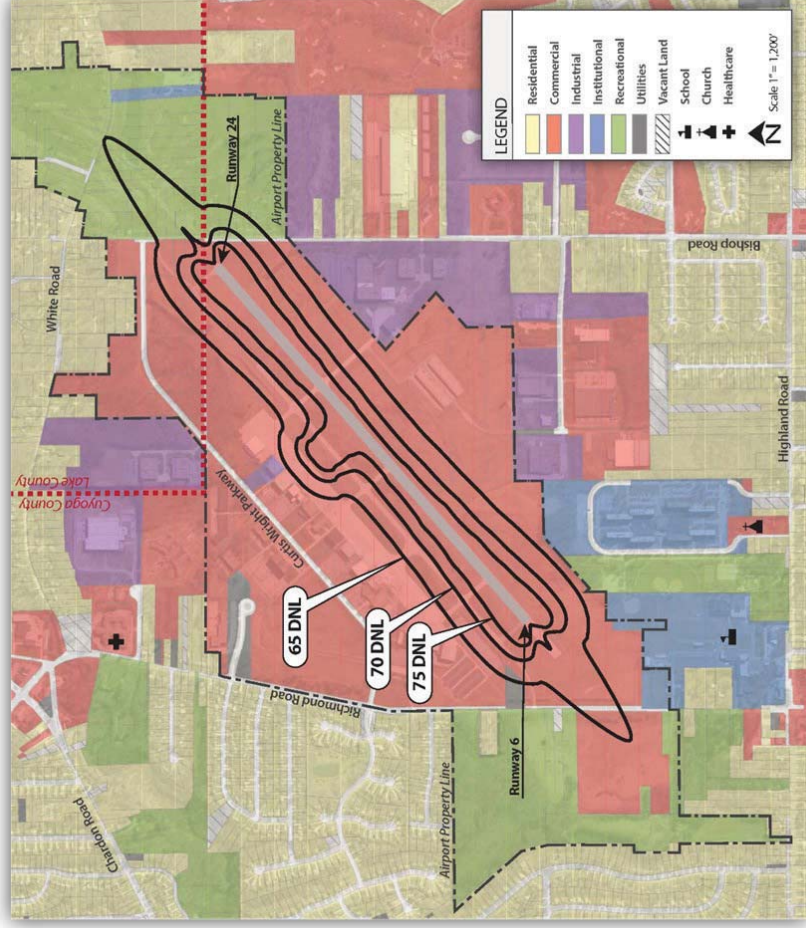
Single Event Contours (SEL) - Gulfstream IV (G-IV)



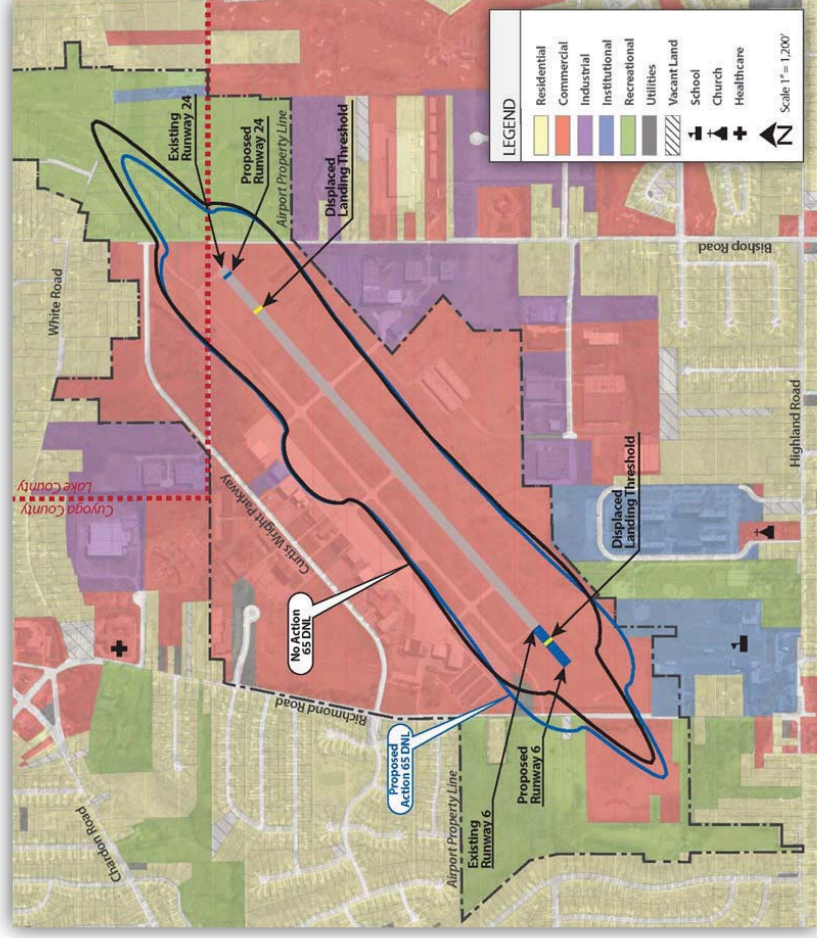
Cuyahoga County Airport (CGF)

Environmental Assessment

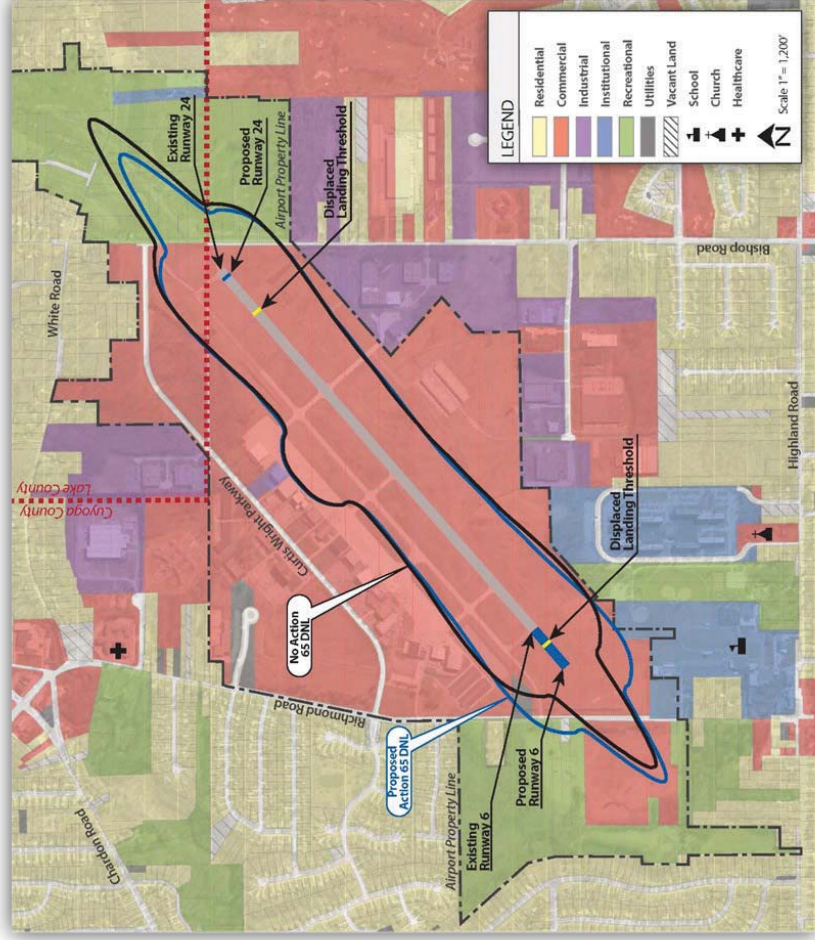
65, 70 and 75 DNL - 2012



65 DNL 2017, No Action and Proposed Action Comparison



65 DNL 2022, No Action and Proposed Action Comparison



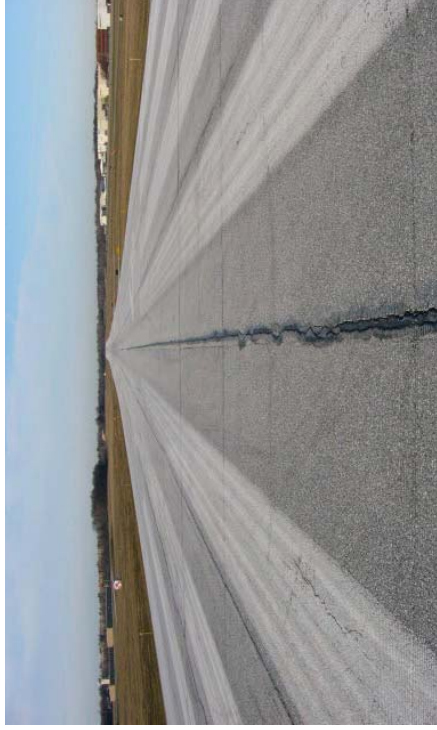
Cuyahoga County Airport (CGF)

Environmental Assessment

Purpose and Need

The Purpose and Need statement explains why an agency action is necessary, and serves as the basis for identifying reasonable alternatives that meet the project objectives.

The identification and evaluation of alternative ways of meeting the purpose and need of the proposed action is the heart of the NEPA analysis.



The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.



Alternative 23 Pre-Design Cost Estimate

Cuyahoga County Airport
Runway 6-24 RSA
Pre-Design Estimate



1	Total Project (One Construction Season)	\$43,668,181
2	TW A and 6/24 (Two Construction Seasons)	\$40,677,013
3	Multi-year Plan	
	Project 1 - Convert TW A to RW	\$8,087,468
	Project 2 - RW 6 End Construction	\$7,452,123
	Project 3 - RW 24 End Construction	\$4,595,305
	Project 4 - Overlay RW 6/24	\$10,836,293
	Project 5 - EMAS Installation	\$11,087,736

Clarifications

Above total include 20% design contingency
Total project - Construct in One Construction Season includes \$2.4 million in premium time to complete the project in one year.
Included 2% escalation per year beyond year 1



Cuyahoga County Airport (CGF)

Environmental Assessment

EMAS

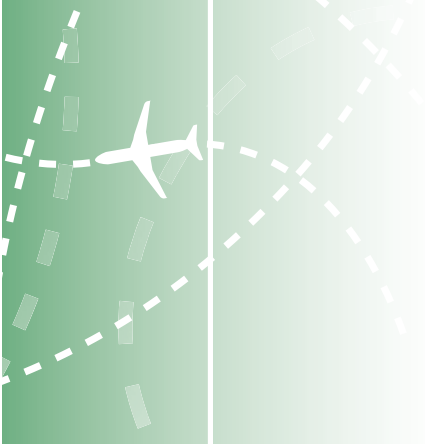
The preferred alternative (Alternative 23) from the 2010 Airport Master Plan uses the installation of engineered materials arresting systems (EMAS) at both runway ends. EMAS uses crushable concrete placed at the end of a runway to stop an aircraft that overruns the runway. The tires of the aircraft sink into the lightweight concrete and the aircraft is decelerated as it rolls through the material.

Currently, EMAS is installed at 63 runway ends at 42 airports in the United States. To date, there have been eight incidents where EMAS has safely stopped overrunning aircraft with a total of 235 crew and passengers aboard those flights.



Cuyahoga County Airport (CGF)

Environmental Assessment



Public Comment Area



Cuyahoga County Airport (CGF) Environmental Assessment

www.cuyahoga-airportEA.com

The website is the best place to find current project information.

- The home page is the starting place and has previews of the latest news from the blog.
- The contact page is a 24/7 option for sending comments and questions to the project team.
- The project information page is a project reference library with documents and links, alternatives, and NEPA information.
- The blog page has the latest news and information.
- The public participation page has information about public meetings.
- The FAQ page will have answers to the most often asked questions.



Cuyahoga County Airport (CGF)

Environmental Assessment



Court Reporter

Have your comments included in the project record



Appendix D – Project Website

WELCOME TO THE CUYAHOGA COUNTY AIRPORT EA PROJECT SITE



Check here for the latest project information. Use the arrows below to see more posts.

[Read the blog](#)

Public Hearing Event Information

November 12, 2014 · 0 Comments

The third of three newsletters was released today in preparation for the Public Hearing scheduled for November 19, 2014. Paper copies of the newsletter have been delivered to the Airport and to the City Halls in Richmond Heights, Highland Heights and Willoughby Hills and can be picked up there.

Begins Sunday, October 19

October 17, 2014 · 0 Comments

The public review and comment period for the Environmental Assessment (EA) begins Sunday, October 19th and will continue through Friday, December 19th. The complete draft EA document for the Cuyahoga County Airport is available for public review and comment during this time. The document is available in public locations on paper and it's available in

November 19, 2014

October 14, 2014 · 0 Comments

The Public Hearing for the Cuyahoga County Airport Environmental Assessment will be held on Wednesday, November 19, 2014 from 4 pm – 7 pm. Prior to the public hearing, the draft Environmental Assessment document will be made available for public review beginning Sunday, October 19. More information will be provided here on the website about



Cuyahoga County Airport
Environmental Assessment (EA)
Project Site.

AIRPORT MANAGER

Daniel Digiammarino,
Maintenance Superintendent of
Airport Operations
26300 Curtiss Wright Parkway
Richmond Heights, OH 44134, USA
Phone: (216) 289-4111
ddigiammarino@cuyahogacounty.us

RECENT POSTS

Newsletter Released with Public Hearing
Event Information
Public Comment Period Begins Sunday,
October 19
Public Hearing Date Set for November 19,
2014
Agency Reviews Continue – Public Hearing
mid-November
Agency Reviews Begin – Public Review to
Follow

CATEGORIES

Public Participation
Uncategorized

Appendix E – Letters

436 Audrey Drive,
Richmond Heights, Ohio 44143.

February 26, 2013.

Cuyahoga County Airport/Environmental
Assessment Study,
26300 Curtiss Wright Parkway,
Richmond Heights, Ohio 44143.

Dear Sirs,

I am writing to ask for a serious review
of any decisions made regarding extending any runways
at the Airport.

I attended the meeting in 2010 at City
Hall and joined many voices raised opposing this
runway deal. My house is directly under the
flights of these planes and by extending the runways
it will be possible to have bigger and louder planes than
we have now. We really do not need this, you have no
idea how extremely loud these planes are especially in
the summer. Please do take steps to avoid this
situation.

Sincerely,

Ms. William Duncan



Ms. Elizabeth Duncan
436 Audrey Dr.
Cleveland, OH 44143-1719

CLEVE

26 FE

Cuyahoga County Airport/Environmental
Assessment Study,
26300 Curtiss Wright Parkway,
Richmond Heights, Ohio 44143.



March 18, 2013

Lynn Wilson – Mead & Hunt

Public Comment on the Cuyahoga County Airport Environmental Assessment for the Master Plan
Open Comments to the Airport Staff, the Cuyahoga County Executive and Council, the Mayors and
Councils of the communities surrounding the airport, and the FAA

Dear Lynn:

As we discussed during the open house Feb 27, I wanted to summarize questions and concerns about the proposed expansion of the Cuyahoga County Airport (CGF), and the process thus far. As your firm has only recently been engaged, and there has been a change in the reporting structure of the airport to the County, this summary is lengthy, but gives background to the issues still open. Specific questions are brought out, many of which have never been answered by the airport. The questions are summarized at the end for simplicity.

1. The purpose of the Environmental Assessment (EA):

I asked one of the Mead & Hunt representatives at the open house about the EA and its purpose. The answer was that it is needed to get funding for the safety area improvements and to address the pavement conditions at the airport. When I asked about the EA as the next step for the Master Plan, I was told that it had nothing to do with the Master Plan – it was about safety and pavement.

This is a very bad sign that the new consultants on the project don't understand why the EA is needed, and would deny the requirement for the EA being rooted in the proposed runway expansion. The verbal presentations were consistent with previous airport presentations that imply that the longer runway is required to address safety. The website on the EA (see appendix A) says nothing about a runway expansion, yet all of the alternatives being reviewed do indeed increase runway length.

In fact, the FAA's comments (from the Airports District Office in Detroit, or ADO) on the draft plan in July, 2009 were very specific:

The report should first evaluate the existing conditions of the airfield, and then determine capacity needs to accommodate the current or forecasted demand. For the airport's single runway, this would mean separately evaluating meeting standards on the existing runway, which would be considered a safety/standards project; then evaluating any potential runway extensions that would increase capacity at the airport.

These are two distinctly different needs within the report (meeting FAA design standards on the existing runway and increasing runway length), yet the report only recommends an alternative that involves a runway extension while meeting design standards. The preferred alternative identified in the report includes a runway extension to 6,000' while incorporating Engineered Material Arresting Systems (EMAS) and the relocation of two roads in order to satisfy FAA design standards. This alternative adequately addresses both a proposed runway length that will increase capacity for the existing aircraft fleet mix at the airport as well as provide adequate RSA's. The report does not identify a recommended alternative that meets FAA design standards for the existing runway length or airport layout limitations.

In order to proceed with further review and potentially concur with the sponsor's recommendations, the ADO is requesting that a preferred alternative that addresses the design standard deficiencies for the current condition be identified as part of the RSA evaluation. As presented, the ADO cannot concur with your recommendation for implementing only Alternative 38 (capacity recommendation) in absence of a recommendation that addresses the current design standard deficiencies for the existing runway with no extension for capacity.

The FAA is very clear that the need to meet safety requirements is separate from a longer runway. Throughout the process since 2003, the airport has consistently mixed the desire to expand with the need to address RSA's to imply that a longer runway is needed. This is not true.

Question 1: Will the airport release a corrected presentation, and publicize the 3 distinct things it wants to accomplish – meeting RSA standards, pavement improvement, and increasing runway length?

The reference by the FAA to the preferred alternative in the July 2008 review was to alternative 38. This was the airport plan submitted in 2008, in spite of the tremendous protests by busloads of residents at a County Commissioner's meeting. The FAA asked for alternatives at each proposed runway length – i.e. one for the current 5,100 foot runway, one for a proposed 5,500 foot runway, and one for the proposed 6,000 foot length. At the time the FAA reviewed the plan, they were unaware of the requirement in Ohio that the local municipality must sign off on any road relocation, and that both Richmond Heights and Willoughby Hills had denied any relocation of Richmond or Bishop Roads. The airport and its consultants at the time, C&S Engineers, withheld that important detail.

The FAA was subsequently informed of the approval requirement, and that both cities had already denied approval. Then the airport updated the plan in 2010 to include alternative 23 as the proposed plan, with alternative 38 remaining as the ultimate plan. But the airport still has not presented an answer to the FAA's direct request for a plan that addresses the deficiencies with the existing runway with no extension for capacity.

Question 2: Will the airport develop, publicly review, and submit an alternative that addresses the safety areas but keeps the runway at 5,100 feet before proceeding with the EA, per the FAA's request?

Alternative 8 was discussed by the FAA in regards to this need, but also identified that some of the distances were not calculated correctly. Alternative 8 does not seem to take advantage of the allowable distances in comparison to alternative 23. Specifically, if alternative 23 can allow up to 5,500 feet for departures and 5,200 feet for landings, it would seem that the airport could develop a 5,100 foot plan that allows full use of all 5,100 feet for departures and landings, as the obstructions in the RSA's would be no closer than in alternative 23. The airport's focus on a longer runway apparently diverted attention from maximizing the use of the current 5,100 foot runway.

The "Fact Sheet" handed out at the open house states that alternative 23 of the master plan was preferred "because it complies with FAA airport design standards while also having fewer impacts to the neighboring communities and the environment than other alternatives". This is false, based on alternative 8, and the FAA's request for an alternative at the current runway length. Refer back to question 1: the airport needs to stop implying that the longer runway is a necessity, and correctly explain this to the public.

The pictures used on the EA website include a clear misrepresentation of the pavement conditions. The first picture (appendix A) is an area of the apron that was replaced in 2012 with new concrete, yet it is shown as a current need.

2. Runway length:

The airport declares a “demonstrated” need for a longer runway, but has not substantiated the claim.

Current runway limitations that were raised at one of the Community Advisory Committee meetings centered on the Hawker 400. The draft plan shows that this plane needs a 6,975 foot runway at max landing weight. Hawker’s website, however, indicated a landing distance of 3,514 feet at max landing weight. At the 80% limit for usable length, the current 5,100 foot runway offers 4,080 feet of useable length. Given that the data in the draft plan shows 2,660 landings by this type of plane in 2003, the current runway length must not be such a huge limit.

There was a very detailed “analysis” made that purports to justify a 6,000 foot runway. A simple review of this document shows, however, that the 6,000 foot length doesn’t come from the calculations, but rather a survey of the airport tenants. If you ask for a wish list, what else would you expect? Yet the airport presents this as a “substantiated” need.

The airport also conveniently mixes the 80% of runway length and the 60% limit – the difference has been explained as the more conservative 60% limit being required when an operator has not listed an airport as an approved destination airport. If the airport tenants did not make this approval, then they clearly have no basis to complain that the runway is too short. At the common takeoff weights, the detailed analysis actually shows that the present 5,100 foot runway meets the needs of the operators.

The draft final report quotes feedback from Eaton indicating that it had to divert 10% of its flights away from the Cuyahoga County Airport due to wet or snow-covered runways. Flight Options, however, claims that only 50% of its planned flights could be conducted during the winter of 2004-2005. The claims are used as rationalization for a longer runway. But in the Airside Tenants Focus Group meeting on November 19, 2004 feedback was given that poor wind conditions plus ice/snow will lead to cancelled flights.

When any of the tenants chose CGF to base their aircraft, they did so knowing that the runway was 5,100 feet long. And presumably, they knew that it rains and snows here, and that the wind blows.

Question 3: Are the airport tenants that have requested a longer runway using 80% of the runway length per FAR Part 135?

Question 4: Is there truly any substantiation beyond surveys and misinformation that a 5,500 foot runway is needed?

Question 5: What percentage of flights that were diverted or cancelled could have taken place with a 5,500 foot runway, vs. what percentage would have been diverted or cancelled anyway due to other conditions?

There are various projections on the volume of traffic at the airport. None specifically break out the expected change if the runway is longer.

Question 6: Will the airport publish a full projection of traffic, and specifically identify the change in volume if the runway length goes to 5,500 feet?

3. Noise

At meeting after meeting, the issue of airport noise came up, and was sidelined. The “voluntary” curfew had been written off by the airport as unworkable. There was specific discussion of limiting certain aircraft types from operating overnight, but that was categorized

as unacceptable, as any discrimination by aircraft type was not allowed. Requests for mandatory curfews were turned down with the explanation that a public airport must remain open 24 hours. The volume of night operations was unknown by the airport administrators.

Upon further research, we found that these responses were not entirely true. Specifically, a mandatory curfew is not only possible, but has been implemented at the San Diego airport, including additional limitations by class of aircraft:

What is a curfew violation, and how are they enforced?

The Airport Use Regulations (Regulations) for San Diego International Airport were adopted by the Board of Port Commissioners in 1989, and include Time of Day Restrictions (curfew). The curfew states that Stage 2 aircraft can depart from 7 a.m. to 10 p.m. Stage 2 aircraft have been phased out at San Diego International Airport as of January 1, 1999 for all regularly scheduled commercial, cargo, and commuter operators for their aircraft weighing more than 75,000 pounds. Stage 3 aircraft can depart between 6:30 a.m. and 11:30 p.m. Lifeguard, emergency flights, or flights for military necessity are permitted to operate as needed, and landings are permitted 24 hours a day at SDIA. When a violation of the curfew occurs, the [Curfew Violation Review Panel \(CVRP\)](#), comprised of Airport Authority staff from several departments, meets to decide whether or not the operator should be fined for the violation. The administrative fines for violations of the curfew are: \$2,000 for the first violation by a particular operator in a compliance period; \$6,000 for the second violation in a compliance period; and, \$10,000 for the third violation in a compliance period. Each compliance period is six (6) calendar months. Here is a more detailed description of the [Airport Use Regulations](#).

What are the noise curfew times?

The Airport Use Regulations, Time of Day Restrictions, or Curfew, states that no departures of Stage 2 aircraft are allowed after 10:00 p.m. and before 7:00 a.m. All departures are restricted from 11:30 p.m. to 6:30 a.m. daily.

Are all operations subject to the curfew?

No. Arrivals are permitted twenty-four hours a day, and emergency mercy, and some governmental operations are exempt from the curfew.

(http://www.san.org/airport_authority/environmental_affairs/airport_noise/faqs.asp)

When the San Diego information was brought up, then airport explained that San Diego was able to implement this before the FAA changed the rules that now prevent such restrictions. But the airport didn't acknowledge that it already has certain restrictions in place, implemented in 1978. See the detail in appendix B. Note that this document was signed by the FAA. While the night curfew is a "request", i.e. voluntary, the prohibitions on any training flights for jets, night training flights, engine run-ups between 9:00 PM and 7:00 AM, as examples, are hard requirements.

A Noise Abatement Council was re-constituted based on the many noise discussions. Updates to the noise abatement procedures have been part of its focus.

Question 7: Has the airport kept and enforced the hard restrictions enacted in 1978?

Question 8: Can the airport publish the current version of noise restrictions?

In spite of the many discussions at various meetings, the airport refuses to acknowledge the magnitude of the impact on the community. The airport management commented at one of the update meetings in Willoughby Hills that there were "only" 350 noise complaints the previous year. Somehow, they don't recognize that this is nearly one for every day of the year. And this is in spite of the many complaints that don't get reported because the airport routinely ignores the complaints, refuses to follow up, and has even lied by saying that the noise was not actually a plane landing or departing the airport.

On one hand, the airport uses the convenient excuse that it cannot restrict night operations because it is a public airport. But then it will not identify the operators that violate the night curfew.

Question 9: Rather than relying on noise complaints to be reported, will the airport take a proactive approach by adding a section to its website that publishes a list of curfew violations, including the aircraft owner?

As a public airport, this information should be made public.

The 1978 restrictions include a requirement that engine runups be conducted at the designated remote aircraft engine runup area. Yet most of these tests are done today by parking the plane in the center of the airport.

Question 10: Where is the designated remote runup area?

There were many discussions in the planning process about the need for a “hush house” for such runups. Yet at the open house, no one on the staff or with Mead & Hunt knew anything about this. Given the number of times this topic appears in the public documentation of the master plan process, this is either a very convenient omission or a sign of incompetence.

Question 11: Is the airport committed to providing a hush house?

Question 12: Will this hush house be installed as a priority before any potential runway expansion?

Part of the proposed plan includes tearing down the existing T-hangers near Richmond Road. This will further exacerbate the noise problems by removing yet another sound block, as happened when the airport cut down trees along the western edge of the field along Richmond Road.

Question 13: Will the EA account for the removal of the T-hangers when doing a sound study?

Question 14: Are there any plans to add sound barriers to reduce the noise carried into residential areas?

4. Airplane size

When the initial plan was presented in 2008, several meetings were held by the cities surrounding the airport, at which the airport manager and C&S Engineers presented the selected plan, with carefully biased answers to key questions. The Mayor of Highland Heights asked point blank if the expansion would mean larger planes using the airport. The answer was no – only planes that currently use the airport, but the presentation did not show a picture of the Global Express that was based at the airport – only 6 smaller corporate jets. See appendix C for a visual comparison of this plane to a typical corporate jet.

Question 15: Will a 5,500 foot runway allow planes larger than the typical corporate jets to use the airport?

Question 16: What is the largest plane that can use the airport, based on a 5,100 foot runway? If the runway is 5,500 feet?

To continue with the Global Express topic, this plane is massive: 98,000 pounds max takeoff weight, a wingspan of 94 feet, and is 99 feet long.

In section 6.02 of the draft final report:

The Airport Master Plan Update report defines Cuyahoga County Airport’s role as a reliever airport with an Airport Reference Code (ARC) of D-II. The facility is expected to accommodate aircraft having approach speeds less than 166 knots for Aircraft Approach Categories A, B, C, and D, and wingspans up to, but not including, 79 feet for Airplane Design Groups I and II.

In the 1970's the airport was added to the National Airport System Plan as a "designated reliever", and classified for "basic transport". The basic transport designation indicated a "general aviation airport" which is capable of handling aircraft up to 60,000 pounds gross weight.

Appendix D is a copy of part of the transcript from a 1977 hearing on the airport – this was likely related to the last master plan update. It indicates that the runway was rated for a gross weight of 60,000 pounds.

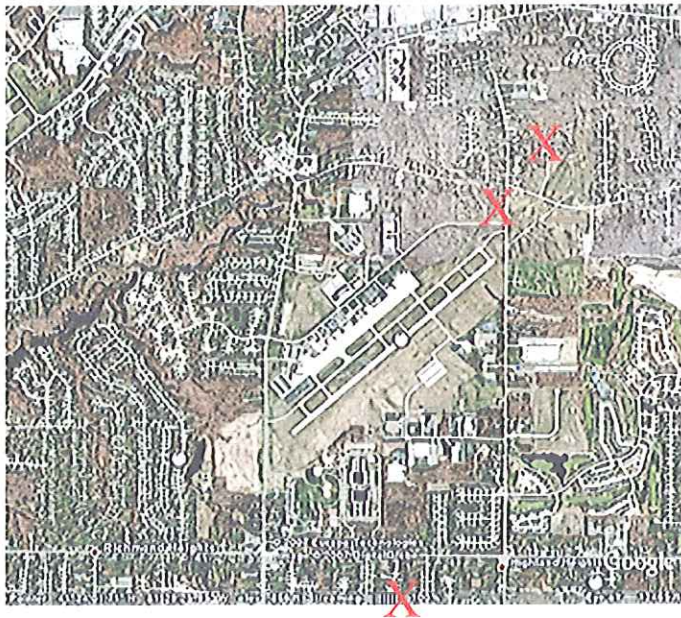
Question 17: If the airport is intended to handle planes up to 60,000 pounds, and less than 79 foot wingspans, how was the Global Express allowed to not only use CGF, but to be based there?

Question 18: The airport currently claims that the runway has a weight limit of up to 100,000 pounds. Can the airport provide the Environmental Impact Statement that would have been required to allow the airport to increase the weight rating up to this level, from the established 60,000 pounds?

5. Safety

There has been significant emphasis on urgency to improve safety with the proposed plan, but this rings hollow for several reasons:

- The RSA requirements were created more than 15 years ago – the urgency seems more related to wanting money to lengthen the runway than improving safety.
- The Richmond Heights school system is immediately adjacent to the Richmond Road end of the runway. Increased air traffic on a lengthened runway even closer to the school can't possibly be a safety improvement.
- The expanded safety areas don't cover the locations of any of the 4 most recent crashes that have occurred around this airport – in which several residents and multiple passengers have been killed. The aerial shot below shows the rough location of these incidents (the one at the far right is the 2009 crash near SOM Center Road):



- And most importantly, nothing in any of the plans addresses the map above.

Question 19: Given the number of planes that have crashed near the airport killing many people, what are the airport's plans to improve the safety performance?

6. Community Impacts

Chapter 2 of the plan summarizes the existing conditions at the airport, including environmental aspects. In part:

The Airport's Storm Water Pollution Prevention Plan (SWPPP), adopted in 2004, provides measures to be followed to mitigate impacts and notify appropriate agencies in the event of an inadvertent fuel spill or chemical spill at the facility. This plan includes measures to protect workers, the public, and the environment from potential construction-related exposure to chemicals that may be present in the soil or water. In the event of a release of a hazardous substance in an amount greater than the reportable quantity of the substance, as established by the EPA, a responsible party shall contact the National Response Center to provide details of the incident and measures shall be taken to reduce the effects of the release. The Airport is subject to the Ohio Environmental Protection Agency (OEPA) Phase 1 storm water regulations.

That same chapter includes this summary statement:

No communication has been received from the OEPA identifying significant water quality impacts or related problems existing around the airfield.

Keeping in mind that this plan is dated May 2010, the statement above is absolutely false. Appendix E shows pictures of a fuel spill at the airport in April of 2008, and the resulting cleanup. This fuel spill was not reported by the airport as required by the EPA and the SWPPP. The airport made no attempt to clean it up when it happened –note that there are no containment booms in the first picture. The grass died as a result of the large volume of jet fuel that saturated the ground.

When the EPA heard of the issue, they indeed contacted the airport, and the ensuing cleanup included removing 12 twenty-yard dumpsters of contaminated soil.

Worse, yet another fuel spill occurred in January of 2010 – at the exact same location. See appendix F.

Question 20: What disciplinary/criminal penalties resulted from the April 2008 fuel spill?

Question 21: What was the cost of the two fuel spill cleanups, and who paid?

Question 22: What changes will be made to avoid a third fuel spill?

While great effort has recently gone into explaining the technical aspects to justify the need for increased runway length, the starting premise was missed: Residents surrounding the airport do not have any obligation to accommodate the planes that the airport tenants bought that are too large for the airport.

Assertions have been made that the airport was here first, which is clearly wrong. Richmond Heights was incorporated in 1917. The airport didn't open until 1950. There are still many residents that have lived here since before 1950. And all residents here now certainly are here before any expansion. This county airport was created for recreational aircraft – it is not a national airport.

Richmond Heights, as well as Highland Heights and Willoughby Hills, are residential communities. Check the little dots in the picture above – they are houses. The airport's consultant described the general problem with airports in the Northeast U.S. as residential areas "encroaching" on the airports. Yes, all the communities around the Cuyahoga County Airport are building more residential areas – but these are on property zoned as such, and not on airport property. To the opposite, the airport is trying to move closer to the residential areas, to the extreme of buying houses on Richmond Road and tearing them down, buying the Mayfair Club

on Highland Road and tearing it down, and tearing down houses on Bishop Road, after one was destroyed by a plane crash.

Question 23: How will the impacts such as noise, fumes, night operations of the airport and property values be incorporated in the EA?

7. Financial Impacts

The plan includes a financial impact study done in 2005. That study concluded that the direct economic impacts of the airport include 3,000 employees, with more than 1,000 of them working on the airport campus. This didn't make sense – the detail included in the report confirmed why: the study was not done on the airport itself, but rather an “airport study area” that was conveniently defined to include many businesses that are not located at the airport and have nothing to do with the airport. An example of this would be the inclusion of UPS on Bishop Road.

Question 24: Will the EA include an accurate economic study of the airport's impact?

Question 25: Will the EA break out the economic impact of aviation business at the airport separate from non-aviation (daycares, insurance companies, etc.) so that the true impact of the airport itself is apparent?

Question 26: Will the EA also study what the potential economic benefit would be if the airport were closed and the property used for alternatives such as a business park?

In spite of the airport's claims of economic benefits, it has been a financial drain for the county. Losses were in the millions of dollars over many years. The last available data from the county shows an operating loss of over \$1.4 million in 2006 – see appendix G. These losses are paid for by taxpayers. Subsequent to the 2006 report, the county stopped publishing the annual financial information known as the Comprehensive Annual Financial Report.

Question 27: Will the airport publish a financial history from 2000 to current?

Question 28: What are the airport's plans to improve the financial performance to at least break-even?

The FAA comments on the draft plan included a specific request on funding:

The costs for achieving greater capacity as presented in the master plan are substantial. The ADO is requesting that a financial plan be prepared that outlines the proposed funding sources to complete the proposed project(s) and backup funding plan in the event that federal funds are limited or not available. Based on the cost estimates included in the report, the preferred alternative for a runway extension while meeting FAA design standards approaches \$40 million. Cuyahoga County will be required to prepare a benefit cost analysis (BCA). Due to the financial magnitude of the proposed alternative, the ADO recommends that the BCA be completed prior to initiating an environmental study in order to avoid the involvement and energy of the resource agencies and the general public, should at a later date the costs are determined to be impracticable to achieve.

Question 29: Can the airport publish the BCA, which should already be complete since the EA is now starting?

Question 30: What is the backup funding plan?

Question 31: Consistent with question 1 above, will the airport break out the costs and benefits for each of the three segments of the project - meeting RSA standards, pavement improvement, and increasing runway length?

I was surprised that the EA was funded and launched, since there are multiple issues raised by the FAA in the 2009 review that have yet to be answered. It shouldn't be a surprise that the information on the EA was set up on a totally separate website from the airport's – appendix H. There is no link from the airport's Master Plan site to the EA – appendix A. The airport's site does include the following as part of the expected outcome of the master plan:

A concise and descriptive report so that the impact and logic of its recommendations can be clearly understood by local residents and by those authorities and public agencies charged with the approval, promotion, and funding of the improvements proposed in the master plan update.

Based on the discussion in this letter, the airport has failed miserably at this expected outcome. The FAA doesn't understand. The County officials don't understand. Even the consultants hired by the airport don't understand what is happening or why.

I took the time to summarize these issues and boil out the key questions because the process has been broken, with the airport and County Commissioners ignoring input from the community and not answering questions, or even giving dishonest responses. The airport has lost the support of the community because it refuses to support the community by ignoring noise issues and community concerns.

With new management at the airport and at the county, it is time to fix this. City and County officials, as well as residents, need honest information. The FAA's questions need to be answered.

I chose to live in Richmond Heights. I made that choice knowing that the airport was here – an airport with a 5,100 foot runway. I am not asking that the airport be closed – I recognize that the airport does serve a purpose in supporting businesses that need aviation access. The airport is functional today, as evidenced by the number of planes that use it. I support the need for improving the RSA's. But the need for a longer runway seems more like a want than a need – and an expensive one at that. The airport may yet be able to show that it really does need a longer runway – I am willing to listen if the questions above are finally answered with accurate information.

The questions have been collected together on the following page.

Please contact me if you would like to discuss this further.

Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com

Summary of Questions to be answered:

1. Will the airport release a corrected presentation, and publicize the 3 distinct things it wants to accomplish – meeting RSA standards, pavement improvement, and increasing runway length?
2. Will the airport develop, publicly review, and submit an alternative that addresses the safety areas but keeps the runway at 5,100 feet before proceeding with the EA, per the FAA's request?
3. Are the airport tenants that have requested a longer runway using 80% of the runway length per FAR Part 135?
4. Is there truly any substantiation beyond surveys and misinformation that a 5,500 foot runway is needed?
5. What percentage of flights that were diverted or cancelled could have taken place with a 5,500 foot runway, vs. what percentage would have been diverted or cancelled anyway due to other conditions?
6. Will the airport publish a full projection of traffic, and specifically identify the change in volume if the runway length goes to 5,00 feet?
7. Has the airport kept and enforced the hard restrictions enacted in 1978?
8. Can the airport publish the current version of noise restrictions?
9. Rather than relying on noise complaints to be reported, will the airport take a proactive approach by adding a section to its website that publishes a list of curfew violations, including the aircraft owner?
10. Where is the designated remote runup area?
11. Is the airport committed to providing a hush house?
12. Will this hush house be installed as a priority before any potential runway expansion?
13. Will the EA account for the removal of the T-hangers when doing a sound study?
14. Are there any plans to add sound barriers to reduce the noise carried into residential areas?
15. Will a 5,500 foot runway allow planes larger than the typical corporate jets to use the airport?
16. What is the largest plane that can use the airport, based on a 5,100 foot runway? If the runway is 5,500 feet?
17. If the airport is intended to handle planes up to 60,000 pounds, and less than 79 foot wingspans, how was the Global Express allowed to not only use CGF, but to be based there?
18. The airport currently claims that the runway has a weight limit of up to 100,000 pounds. Can the airport provide the Environmental Impact Statement that would have been required to allow the airport to increase the weight rating up to this level, from the established 60,000 pounds?
19. Given the number of planes that have crashed near the airport killing many people, what are the airport's plans to improve the safety performance?
20. What disciplinary/criminal penalties resulted from the April 2008 fuel spill?
21. What was the cost of the two fuel spill cleanups, and who paid?
22. What changes will be made to avoid a third fuel spill?
23. How will the impacts such as noise, fumes, night operations of the airport and property values be incorporated in the EA?
24. Will the EA include an accurate economic study of the airport's impact?
25. Will the EA break out the economic impact of aviation business at the airport separate from non-aviation (daycares, insurance companies, etc.) so that the true impact of the airport itself is apparent?
26. Will the EA also study what the potential economic benefit would be if the airport were closed and the property used for alternatives such as a business park?
27. Will the airport publish a financial history from 2000 to current?
28. What are the airport's plans to improve the financial performance to at least break-even?
29. Can the airport publish the BCA, which should already be complete since the EA is now starting?
30. What is the backup funding plan?
31. Consistent with question 1 above, will the airport break out the costs and benefits for each of the three segments of the project - meeting RSA standards, pavement improvement, and increasing runway length?

BLOG

STAY INFORMED

About The Project

By Lynn Wilson

January 1, 2013 0 Comments



The EA project will address both a runway pavement repair project and a safety area project. There is FAA funding available for runway repair projects but the Runway Safety Area (RSA) must be improved at the same time as a condition of federal funding.

About the Runway: The runway and taxiway pavement at the airport needs to be repaired. Preventive maintenance has been done for 30 years without any significant improvement project. The average lifetime of a runway is 20 years.



Safety Area: The airport does not currently meet FAA design standards for the Runway Safety Area (RSA). The RSA provides a buffer area around the runway that must be kept clear in case an aircraft goes off the runway. While these requirements are not new, the FAA began strictly enforcing the requirements after the 1999 Midway incident.

The FAA requirement that the RSA be brought into compliance as part of the runway improvement project is found in FAA Order 5200.8(10).

SEARCH

BLOG CATEGORIES

- Public Participation
- Uncategorized

RECENT POSTS

- Over 80 people attended the first open
March 7, 2013
- The first of three newsletters is done and made
March 1, 2013
- Cuyahoga County, owner of the Cuyahoga County
January 29, 2013

Appendix B: Cuyahoga County Airport Restrictions

CUYAHOGA COUNTY AIRPORT

"A Joint Statement by and between the Board of County Commissioners, Airport Administration, Federal Aviation Administration - Air Traffic Control Tower, and Airport Tenants and Users":

W I T N E S S E T H:

WHEREAS, the County of Cuyahoga owns and operates a public airport for the convenience and necessity of the citizens of its County, and

WHEREAS, said airport is situated in the Cities of Richmond Heights, Highland Heights and Willoughby Hills, and also in both Cuyahoga and Lake County, and

WHEREAS, the operation of said airport constitutes a make-up of general aviation aircraft, including business jets, and

WHEREAS, there is a concern on the part of the Board of County Commissioners and the citizens of the communities surrounding the airport that the operations and activity at the airport will increase in the future and that said activity has an impact on the surrounding area.

NOW, THEREFORE, be it resolved that the Board of County Commissioners, the Airport Administration, the FAA, the major users

and tenants of the airport, to minimize noise disturbance upon the surrounding area of Cuyahoga County Airport during all times, shall agree to, and abide by, the following conditions, procedures, and policies:

1. That the Airport Administration shall prohibit the use of the Cuyahoga County Airport for scheduled flight-training purposes by all turbojet aircraft at any time.

2. Prohibit all training flights by any size aircraft between the hours of 11:00 p.m. to 7:00 a.m.

3. Initiate a voluntary airport-use application for general aviation turbojet aircraft by publishing the following notice:

A) Turbojet and aircraft 12,500 lbs. or over, are requested not to schedule take-offs or landings at the Cuyahoga County Airport, Cleveland, Ohio, between the hours of 11:00 p.m. and 7:00 a.m. unless justified or emergencies, or necessary under special circumstances.

B) It is requested that the use of reverse thrust be minimized whenever possible consistent with safety.

4. Prohibit full-power aircraft engine runups between the hours of 9:00 p.m. and 7:00 a.m.

5. Require full-power aircraft engine runups that are to be conducted during authorized hours to be done at the designated remote aircraft engine runup area.

6. Require all aircraft to abide by the Noise Abatement Procedures attached, herewith, said Noise Abatement Procedures are made a part thereof and shown as Exhibit "I".

7. Require aircraft to comply with air traffic regulations, prohibiting flight over school southwest of the airport as shown in air traffic pattern attached, herewith, said air traffic pattern is made a part thereof and shown as Exhibit "II".

8. On all departures of aircraft over 12,500 pounds, and all turbojet aircraft, takeoffs must be initiated from the threshold of Runway 23 and 5. Intersection takeoffs are prohibited.

9. That the Board of County Commissioners expedite the land acquisition program of residential properties in the immediate approach areas of the airport in accordance with resolution adopted May 26, 1977.

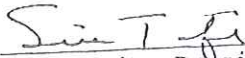
10. Installation of appropriate signs adjacent to takeoff points to encourage all pilots to use noise abatement procedures, i.e. "straight-out climb - noise abatement procedures - Please!"


11. Have FAA - ATCT advise all aircraft over 12,500 pounds and turbojet to climb out to minimum altitude of 1900 MSL and two miles before making any turns.


12. Formulate and coordinate with FAA Air Traffic Control increased flight pattern altitudes, departure corridors, together with the minimum turning altitudes indicated above.

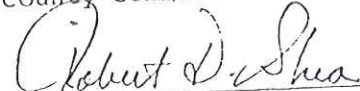
13. Establish a Noise Abatement Council to meet quarterly for the purpose of reviewing present and proposed noise abatement procedures with noise reduction as a goal. The council is to be composed of: the Airport Administration, the chief pilots of all Flight Departments, an FAA Air Traffic Control representative from the Cuyahoga County Airport, and a concerned representative of the communities of Richmond Heights, Highland Heights, and Willoughby Hills.


14. The Airport Administration and Noise Abatement Council will periodically review procedures and operations relative to their impact on the community and make recommendations to the Board of County Commissioners for their consideration.

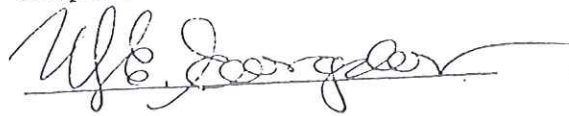

Seth Taft, President
Board of County Commissioners

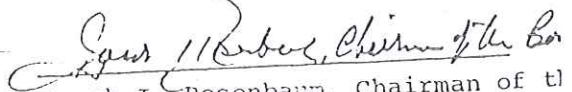

Robert E. Sweeney
County Commissioner


George V. Voinovich
County Commissioner


Robert D. Shea
Airport Administrator


Patrick Dempsey
FAA - ATCT, Chief


Ohio Aviation


Jacob I. Rosenbaum, Chairman of the Board
Mercury Aviation Corp.

Appendix C: Global Express (foreground) vs. typical business jet



Appendix D: Transcript (1977) on Weight Limit

Runway Strength Test

The runway strength test for Cuyahoga County Airport was conducted by the Cuyahoga County Test Laboratory and discussed in their report: Cuyahoga County Airport Pavement Report. The description presented in this summary is a general overview of that report. The report itself is presented in Appendix A of the Airport Master Plan.

The purpose of the Cuyahoga County Airport Pavement Report was to account for Cuyahoga County Airport pavement operations relating to pavement width, depth, composition, and strength. It describes, in a chronological sequence from 1954 to the present, the various Cuyahoga County Airport paving projects and core tests made by the Cuyahoga County Test Laboratory during construction and on December 31, 1975. In all, there were fourteen major stages which involved the construction of runway, taxiway, connecting taxiways and hangar apron areas.

The original Cuyahoga County Airport master plan called for 5100 feet of runway facilities. This objective was accomplished in 1970 with the full extension of runway facilities and with all pavements being designed to carry the gross weight of 60,000 lb. aircraft.

The information that was used in the Cuyahoga County Airport Pavement Report was derived from two major sources: 1) original project plans and 2) Cuyahoga County Test Laboratory data. The tables included in this report depict the contents and classification of the concretes used and all original and recent test

FROM TRANSCRIPTS HEARING 1977

Appendix E : Fuel spill – April 2008





Appendix F: Fuel spill – January 2010



Appendix G: 2006 Cuyahoga County Financials

**COUNTY OF CUYAHOGA, OHIO
COMBINING STATEMENT OF REVENUES, EXPENSES
AND CHANGES IN FUND NET ASSETS
NONMAJOR ENTERPRISE FUNDS**

**FOR THE YEAR ENDED DECEMBER 31, 2006
(Amounts in 000's)**

	County Airport	County Parking	Cuyahoga County Information System	Totals
OPERATING REVENUES				
Charges for services.....	\$ 818	\$ 3,742	\$ 1,314	\$ 5,874
Other revenue.....	17	10		27
TOTAL OPERATING REVENUES.....	835	3,752	1,314	5,901
OPERATING EXPENSES				
Personal services.....	717	1,099	382	2,198
Contractual services.....	224	175	769	1,168
Commodities.....	174	27	5	206
Depreciation.....	363	512	30	905
Other expenses.....	780	1,239	929	2,948
TOTAL OPERATING EXPENSES.....	2,258	3,052	2,115	7,425
OPERATING INCOME (LOSS).....	(1,423)	700	(801)	(1,524)
NONOPERATING EXPENSES				
Loss on disposal of capital assets.....	(19)			(19)
TOTAL NONOPERATING EXPENSES.....	(19)			(19)
GAIN (LOSS) BEFORE TRANSFERS AND CONTRIBUTIONS.....	(1,442)	700	(801)	(1,543)
Transfers in.....	1,208		1,336	2,544
Transfers out				
Debt retirement.....		(172)		(172)
Other.....		(406)		(406)
Capital contributions.....	947	1,488		2,435
CHANGE IN NET ASSETS.....	713	1,610	535	2,858
TOTAL NET ASSETS BEGINNING OF YEAR.....	8,288	10,412	1,085	19,785
TOTAL NET ASSETS END OF YEAR.....	\$ 9,001	\$ 12,022	\$ 1,620	\$ 22,643

GOVERNMENT RESIDENTS VISITORS BUSINESS A-Z DIRECTORY EMPLOYMENT ONLINE SERVICES CALENDAR



Cuyahoga County

Department of Development

- ⊕ About Us
 - Bond Program
- ⊕ Brownfield Redevelopment
- ⊕ Community Development
- ⊕ County Airport
 - About Shea Field
 - Brochures
 - Airport FAQs
 - History
 - Airport Services
 - Master Plan
- ⊕ Noise Abatement Council
- ⊕ Economic Development
- ⊕ Energy Task Force
- ⊕ Housing
- ⊕ ROI Calculators
 - Section 3 Program
 - Calendar
 - FAQs
 - Forms & Applications
 - Links
 - Multimedia Resources
 - News & Press Releases
 - Sitemap
 - Regional Collaboration
- Mission Statement

The Department of Development's strives to improve the County's global competitiveness through economic growth and

You are here: [Home Page](#) > [County Airport](#) > [Master Plan](#)

Cuyahoga County Airport Master Plan

- [Review the full Cuyahoga County Airport Master Plan - Revised May 2010](#)
- [FAA Preliminary Comments on Airport Master Plan - 23 July 2009.](#)
- [Review & Discussion with FAA Consultant and Airport - 28 September 2009.](#)
- [City Council Presentation](#)

About the Projects

The goal of the Airport Master Plan Update is to provide guidance for future Airport development that considers the existing and anticipated aviation demand, is technically sound and financially feasible, and that resolves aviation, environmental and socioeconomic issues existing in the community. Specific outcomes and products of the study shall include:

- A plan that will ensure the reliability and safety of Airport operations;
- A schedule of priorities and phasing for the various improvements proposed in the plan;
- Pertinent backup information and data (technical, economic and environmental) which were essential to the development of the master plan update;
- A description of the various concepts and alternatives that were considered in the establishment of the proposed plan;
- A concise and descriptive report so that the impact and logic of its recommendations can be clearly understood by local residents and by those authorities and public agencies charged with the approval, promotion, and funding of the improvements proposed in the master plan update.

Within the scope of services for the Master Plan Update is an assessment of methods available to upgrade the Runway Safety Areas (RSA) at County Airport in order to modernize them to current FAA standards. The alternative methods for upgrading the Airport's RSA will be included in the Alternatives Analysis Task of the Master Plan Update. Additional information on the RSA Assessment Task is as follows:

Runway Safety Area (RSA) Task

This task will assess the condition of the Runway Safety Areas (RSA) for Cuyahoga county Airport Runway 6-24 with regard to current FAA design standards. It will develop and evaluate alternatives for improving the RSA's and provide an analysis documenting the results and conclusions of the task. The alternatives will be evaluated considering many factors

AIRPORT KCUV. u.s. mail
4-12-13

LAW OFFICES

CENTA AND CENTA

763 EAST 185TH STREET
CLEVELAND, OHIO 44119

ERNEST R. CENTA
EMIL J. CENTA

TELEPHONE 692-0020
AREA CODE 216

Cuyahoga County Airport
Environmental Assessment Study
26300 Curtis Wright Pkwy
Richmond Heights, Ohio 44143

Re: Cuyahoga County Airport Expansion Project

Gentlemen:

I have been a resident of Highland Heights since 1966. I have been a responsible home owner, raised a family, paid my taxes, and voted every year.

I would like to remain in my home as long as possible and not be driven out by noise pollution caused by an expanded airport.

I have been a resident of Highland Heights when it was a Village and enjoyed it as a family residence even as it grew into a city.

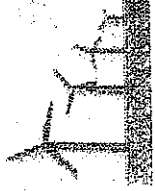
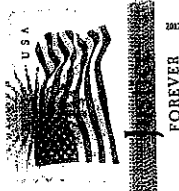
The summer noise from the airport is already bad enough. You are now attempting to add an additional noise effect upon the present residences of the area. This would force me to not recommend my area as a residence to anyone.

Very truly yours,



Emil J. Centa
5501 Kenbridge Drive
Highland Heights, Ohio 44143
Phone: 440-449-4261

CENTA and CENTE
763 East 185th Street
Cleveland, Ohio 44119



CLEVELAND OH 440

11 APR 2013 PM 7 L

Cuyahoga County Airport
Environment Assessment Study
26300 Curtis Wright Pkwy
Richmond Heights 44143

44143143501

April 13, 2013

Bonita G. Teeuwen, P.E.
26300 Curtiss Wright Parkway
Richmond Hts., OH 44143

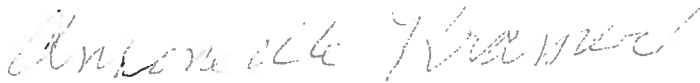
Re: Comments to 2010 Master Plan Preferred Alternative 23

Dear Ms. Teeuwen,

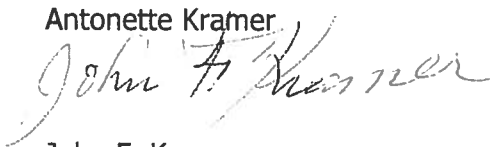
We are writing this letter to comment on the Preferred Plan Alternative 23 for the Cuyahoga County Airport. First we would like to share a little history. We live just a little bit south of the Airport on Richmond Road. We built our house in 1959 and the Airport was nothing more than a hanger with some two-seater prop planes. We watched the Airport grow and forced out our neighbors on Richmond Road to make buffer areas, only because the County started to let bigger jets fly in. Now we smell jet fuel inside our home when the windows are open and it makes us nauseated. The noise is terrible and the pictures on the wall and the glasses in the cabinets rattle when the jets take off. Now we really worry because the federal budget cuts are forcing the closure of the County air traffic control tower and that is just not safe!

We believe it's time to make the jets use **Burke Lakefront Airport or Cleveland Hopkins Airport**. If the runway safety areas are not large enough, then the County should not let the jets use the Airport. We hope the County officials take the use of Burke Lakefront Airport into consideration so we do not have the noise and odors from the jets. We are concerned for our safety and the County should be also.

Sincerely,



Antonette Kramer



John F. Kramer
435 Richmond Road
Richmond Hts., Ohio 44143

Cc/ Mead & Hunt
Edward Fitzgerald, County Executive
Mayor Daniel Ursu, Richmond Hts.
David Roche, Richmond Hts. Council President

April 13, 2013

Bonita G. Teeuwen, P.E.
26300 Curtiss Wright Parkway
Richmond Hts., OH 44143

Re: Comments to 2010 Master Plan Preferred Alternative 23

Dear Ms. Teeuwen,

We are writing this letter to comment on the Preferred Plan Alternative 23 for the Cuyahoga County Airport. We attended the open house on February 27, 2013 and have spent considerable time on the project website in an attempt to educate ourselves on the proposed plan. We understand that the airport does not currently meet FAA design standards for the Runway Safety Areas. We find this rather disturbing that the existing conditions do not meet safety standards and the website does not indicate why the current conditions are not in compliance. In fact, the website does not have much detail at all. Therefore we are assuming that the jets that fly in and out of the airport need larger runway safety areas. Why does the FAA and Cuyahoga County allow these jets to use the airport if the safety standards are not sufficient?

When the County Airport was first established, it consisted of one hanger that supported prop planes. The air traffic was considerably lighter and the noise was minimal. The current use of the Airport affects the health, safety and economics of the surrounding communities for the following reasons:

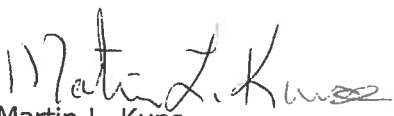
- The noise from the overhead jet traffic and the taxiing on the runways is excessive, especially at 7:00 am on a Sunday morning. Noise pollution causes hearing damage to the public living in the surrounding area.
- The fumes from the jet fuel can be observed as far away as two miles from the airport (we smell them at our house). Inhaling jet fuel fumes is dangerous to the health of the public living in the surrounding area.
- The Airport is located in a residential area with a school within a quarter mile where a possible crash landing or other airport accident such as a fuel spill poses a significant safety hazard to the public living and using the surrounding area.
- Recent federal budget cuts will force the closure of the air traffic control tower at the Airport where safety will be severely reduced because the pilots of private and corporate jets will have to rely on communication with each other in order to land which is an increased safety hazard.
- The safety and health hazards that the jet traffic causes lowers the property values of the homes in the surrounding area.

After stating our concerns, we are going to present our solution oriented comments with specific examples in accordance to the NEPA guide. We recommend following the No Action alternative and instead of modifying the County Airport to accommodate the jets, **use the underutilized Burke Lakefront Airport.** Burke is not located in a residential area with two nearby schools and city parks within a half mile of the airport. The County and the City of Cleveland should get together and determine an adequate method to use Burke to its full capacity. If improvements are needed at Burke, then the County and the City of Cleveland should seek the appropriate FAA funding sources to accomplish the task. The jets flying into the County Airport should be diverted to Burke. In the interim, the County should install a "hush house" to reduce the noise and odors from the jets.

We hope that you take these comments into consideration and place the safety, health and economic impacts to the residents of Richmond Hts., Highland Hts., and Willoughby Hills in the forefront when making your decisions concerning the County Airport.

Sincerely,


Laura Kramer Kuns


Martin L. Kuns
471 Miner Rd.
Highland Hts., Ohio 44143

Cc/ Mead & Hunt
Edward Fitzgerald, Cuyahoga County Executive
Sunny Simon, District 11 County Council
Mayor Scott Coleman, Highland Hts.
Cathy Murphy, Council President – Highland Hts.

AUSTIN POWDER HOLDINGS COMPANY



CLEVELAND, OHIO 44122

MICHAEL A. GLEASON
President

September 30, 2013

Cuyahoga County Department of Public Works
2100 Superior Viaduct
Cleveland, OH 44113

To Whom It May Concern:

I am requesting to have an AWOS (Automated Weather Observing System) installed at the Cuyahoga County Airport (KCGF). Our company does business with Prospect Aviation Corporation who operates an average of 6 to 7 legs per month in and out of KCGF and some of these operations are outside of the control tower operating hours therefore flight crews must rely on nearby airports i.e. Burke Lakefront (KBKL) and Cleveland Hopkins (KCLE) for weather and on many occasions the weather is quite different even though KCGF is only 10 and 21 statute miles distance away respectively. The installation of an AWOS at the Cuyahoga County Airport would increase safety and efficiency. Knowing what the current weather is for your time of arrival at the field will help pilots make decisions to depart for Cuyahoga or to make changes to their itinerary to utilize another nearby airport which would save time, create a safer flight environment, and lower air traffic flow delays into the Cleveland area.

The tables below list the reported fiscal year 2012 numbers of aircraft operations and aircraft that are based at Cuyahoga County Airport (KCGF) and Richmond Municipal Airport Richmond, IN (KRID).

Aircraft and Operations Data for Cuyahoga County Airport (KCGF)

Aircraft Data

Operations (reported)	Yearly	Avg. Daily	Aircraft based on Field	
General Aviation transient:	35614	98	General Aviation Singles:	81
General Aviation Local:	18364	50	General Aviation Multi:	20
Air Taxi:	13628	37	Jet Aircraft:	42
Commercial:	0	0	General Aviation Helicopters:	2
Commuter:	0	0	Military Aircraft:	0
Military:	56	0	Gliders:	0
			Ultra lights:	0

Aircraft and Operations Data for Richmond Municipal Richmond, IN KRID

Aircraft Data

Operations (reported)	Yearly	Avg. Daily	Aircraft based on Field	
General Aviation transient:	1294	4	General Aviation Singles:	27
General Aviation Local:	9143	25	General Aviation Multi:	1
Air Taxi:	215	1	Jet Aircraft:	0
Commercial:	0	0	General Aviation Helicopters:	4
Commuter:	0	0	Military Aircraft:	0
Military:	112	0	Gliders:	0
			Ultralights:	0

KRID was chosen for comparison because it is similar in size to KCGF. As you can see in the tables above there is a significant difference of based aircraft and aircraft operations conducted at KCGF versus KRID and KRID has an AWOS installed which proves that even airports with relatively low usage can be awarded a Federal Aviation Administration installed AWOS.

It is understood that at this time the United States Federal Government is under a sequestration that has limited or nearly halted all federal grants for airport improvements but we would like to request that Cuyahoga County Airport Authority file a request to the Federal Aviation Administration so that there is a possibility that the airport will be awarded and have an AWOS installed in the near future.

An AWOS helps pilots and aviation personnel make critical decisions by providing continuous, real time information and reports on airport weather conditions which greatly improves safety. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Gleason". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael A. Gleason

Hand delivered to
Dec 11th Open House

Richard Weiner
238 Skye Road
Highland Heights, OH 44143-3824
440-449-6298
richjackiel@roadrunner.com

Edward FitzGerald, Executive Cuyahoga County
Office of County Executive
1219 Ontario Street
Cleveland, Ohio 44113

December 10, 2013

Dear Mr. FitzGerald:

I have been a resident of Highland Heights since September 1993, having built a home on Clinton Lane. When I discovered that the proposed expansion of the Cuyahoga County Airport was scaled back in 2010 that gave me the comfort level to move closer to the airport within Highland Heights. Thereafter my wife and I purchased a home on Skye Road and moved to that address in September of 2012. Although we are very happy in Highland Heights, if I had known that this expansion project was not 'off the table', I do not think that I would have considered relocating again in the city when we decided to downsize.

At a meeting at the Cuyahoga County Airport, hosted by Highland Heights, Councilwoman Sunny Simon, on April 25, 2013, the subject of the runway expansion project was discussed. A representative for the airport indicated clearly that the main purpose of the runway work was to install a runway safety barrier (engineered materials arresting systems (EMAS)) at both ends of the runway. I believe that the federal government mandated this refurbishment for safety reasons. He also clearly indicated that there is ample space within the existing boundaries of the airport to complete this work without the diversion of Bishop &/or Richmond Roads. Furthermore, we were told that the county was considering seven different plans to complete this work. Only one of these options, "Alternative 23", did not require the diversion of these main roads.

"Alternative 23" provides the required 5,500 feet of usable runway length for takeoff in either direction and is compliant with the Runway Safety Areas per FAA requirements. Moreover, because "Alternative 23" does not require the relocation of either Bishop or Richmond roads, it would appear to be the most cost efficient of the eight proposed alternatives.

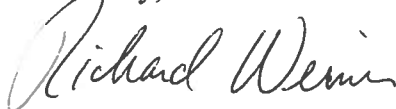
Thus, if any of the other seven options are chosen, the only sensible inference that can be drawn is that the county intends to expand the airport to allow larger equipment to use this facility. I strongly oppose this for the following reasons.

1. I believe that any plan other than "Alternative 23" will likely cause additional and undue aircraft noise for our neighbors and us.
2. Increased civilian aircraft activity will inevitably create more inherent safety risks. A Plain Dealer article earlier this year noted that about 43,000 takeoffs and landings occur at the airport. In my judgment, if increasing the runway is designed to increase the capability for more aircraft activity and allow for larger equipment to utilize the airport that will produce a much greater level of noise and increased risk for our community and the communities that either surround or are in the flight path the airport. It is well known that civilian/non-commercial aviation has been more hazardous than commercial passenger aviation.
3. Expansion of the Cuyahoga County Airport seems unnecessary when a perfectly adequate airport exists at the lakefront, reasonably close to the County Airport and which, I believe, is presently under utilized. In fact one of the stated administrative alternatives is the use of another airport in the vicinity.
4. It also seems logical to assume that with increased aircraft traffic and further aircraft noise and risk will come decreased home values in all areas surrounding, adjacent and in the flight path to the airport.
5. Should Bishop and Richmond roads be diverted to enable larger aircraft to utilize the Cuyahoga County Airport, our quiet residential neighborhoods will be severely impacted. This should not be allowed to happen.

For these reasons, I strongly object to any expansion beyond the improvements necessary to protect the surrounding areas from a take-off or landing mishap and hope that the county will oppose any such further expansion and will adopt "Alternative 23" as the most reasonable, cost effective and least disruptive solution for The Cuyahoga County Airport and the citizens of our county.

Should you oppose this expansion, if there is anything that I can do to assist you in this opposition, do not hesitate to contact me. I thank you for your work on this issue as well as your work on behalf of the citizens of Cuyahoga County.

Sincerely,



Richard Weiner

Richard Weiner
238 Skye Road
Highland Heights, OH 44143-3824
440-449-6298
richjackie1@roadrunner.com

MEAD & HUNT, INC.

DEC 30 2013

Lansing, MI

Mead & Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
Attn: Cuyahoga County Airport EA

December 27, 2013

To whom it may concern:

I have been a resident of Highland Heights since September 1993, having built a home on Clinton Lane. When I discovered that the proposed expansion of the Cuyahoga County Airport was scaled back in 2010 that gave me the comfort level to move closer to the airport within Highland Heights. Thereafter my wife and I purchased a home on Skye Road and moved to that address in September of 2012.

Originally my concerns, listed below, were prompted by apprehension that Cuyahoga County Airport was contemplating an expansion of the airport that would be detrimental to all the surrounding communities. However, after attending the Cuyahoga County Airport EA open house on December 11, 2013, these fears have been allayed to a great extent. At that meeting I deposited a letter written before for your review. I now update my thoughts.

Some brief history:

At a meeting at the Cuyahoga County Airport, hosted by Highland Heights, Councilwoman Sunny Simon, on April 25, 2013, the subject of the runway expansion project was discussed. A representative for the airport indicated clearly that the main purpose of the runway work was to install a runway safety barrier (engineered materials arresting systems (EMAS)) at both ends of the runway. I believe that the federal government mandated this refurbishment for safety reasons. He also clearly indicated that there is ample space within the existing boundaries of the airport to complete this work without the diversion of Bishop &/or Richmond Roads. Furthermore, we were told that the county was considering eight different plans to complete this work. Only one of these options, "Alternative 23", did not require the diversion of these main roads.

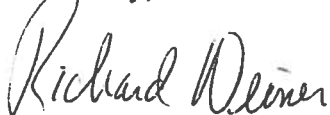
"Alternative 23" provides the required 5,500 feet of usable runway length for takeoff in either direction and is compliant with the Runway Safety Areas per FAA requirements. Moreover, because "Alternative 23" does not require the relocation of either Bishop or Richmond roads, it would appear to be the most cost efficient of the eight proposed alternatives and I suggest that it is the best choice to meet environmental concerns posed by the updating of the airport.

At the EA open house on December 11, 2013, one of your representatives stated to me that no equipment that could not now operate at the airport would be able to utilize the airport after the renovations to the airport were complete. If correct, that indicates to me that the primary purpose of the project is one of safety and not to increase that equipment capacity of the airport. That certainly would mitigate our concern about the issues raised below. There were other facts revealed at the open house that would indicate that future use of the airport as well as environment concerns would make it most undesirable to choose a plan other than "Alternative 23".

1. I believe that any plan other than "Alternative 23" will likely cause additional and undue aircraft noise for our neighbors and us.
2. If civilian aircraft activity is substantially increased that will inevitably create more inherent safety risks. A Plain Dealer article earlier this year noted that about 43,000 takeoffs and landings occur at the airport. In my judgment, if increasing the runway is designed to increase the capability for more aircraft activity and allow for larger equipment to utilize the airport that will produce a much greater level of noise and increased risk for our community and the communities that either surround or are in the flight path the airport. It is well known that civilian/non-commercial aviation has been more hazardous than commercial passenger aviation.
3. Expansion of the Cuyahoga County Airport seems unnecessary when a perfectly adequate airport exists at the lakefront, reasonably close to the County Airport and which, I believe, is presently under utilized. In fact one of the stated administrative alternatives is the use of another airport in the vicinity.
4. It also seems logical to assume that with increased aircraft traffic and further aircraft noise and risk will come decreased home values in all areas surrounding, adjacent and in the flight path to the airport. NOTE: at the EA recent meeting, charts demonstrated that future additional use of the airport is estimated to increase only marginally. That is a good thing for our neighborhoods.
5. Should Bishop and Richmond roads be diverted to enable larger aircraft to utilize the Cuyahoga County Airport, our quiet residential neighborhoods will be severely impacted. This should not be allowed to happen.

For these reasons, I strongly object to any expansion beyond the improvements necessary to protect the surrounding areas from a take-off or landing mishap and hope that the county will oppose any such further expansion and will adopt "Alternative 23" as the most reasonable, cost effective, environmentally sound and least disruptive solution for The Cuyahoga County Airport and the citizens of our county.

Sincerely,


Richard Weiner

December 31, 2013

Lynn Wilson – Mead & Hunt

Additional Alternative for the Cuyahoga County Airport Environmental Assessment

Dear Lynn:

Based on multiple follow-up letters, I want to formally propose an additional alternative to be included in the EA. The EA process allows and encourages additional alternatives, including from the public. Ideally, this is done early in the process. In this case, I have done so for 9 months, but the airport and FAA have refused to even consider the possibility. So to avoid any further delay, and so that this alternative can be fully compared to the others, I will document it here.

For reference, let's call it "**Alternative 41**".

The "Purpose and Need" as stated by the EA:

The Purpose and Need of the project is to provide 5,500 feet of useable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements

Alternative 41 has two parts to it:

1. Upgrade the RSA's at Cuyahoga County Airport to be compliant, at the current 5,100 ft runway length.
2. Use Burke Lakefront airport whenever a plane requiring between 5,100 and 5,500 feet of runway operates, by using the existing 6,198 ft runway at Burke.

With both parts in place, alternative 41 fully meets the stated "purpose and need". In fact, planes requiring more than 5,100 feet of runway can already do this today.

I will leave it to the airport to show the layout and tally the cost of the option – they should already have it available, as the FAA asked for this plan in July of 2009.

There are large benefits to this, as will be seen when this alternative is compared to the current group in the EA – much lower socioeconomic impact, zero environmental impact, and much lower cost. There is no economic downside, as the aviation forecast presented this month shows zero change between alternatives already reviewed, including the "no action" case.

I look forward to seeing how alternative 41 compares to the other options.

Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com

November 18, 2014

John Mayfield, Manager Detroit Airports District Office
Bonita Teeuwen, Acting Manager, County Airport
Lynn Wilson – Mead & Hunt

Public Comment on the Cuyahoga County Airport Environmental Assessment draft report

Dear Ladies and Gentleman:

I have reviewed the draft report on the EA dated October 7, 2014. I must say that I am astonished at the sheer audacity of the false claim that the public comments received through May 26, 2014 are summarized and answered in Appendix B – Public Involvement. All of you are fully aware of the many questions I have asked during the process, starting with the detailed summary and 31 questions submitted in March 2013, and progressing with 12/30/13 comments and questions, and the 4/29/14 letter with additional questions. Yet these questions are not reflected in Appendix B of the draft EA report. I can only conclude that the airport is in full cover-up mode, and has chosen to falsify the EA report to avoid answering the questions that I asked, and to hide these questions and lack of answers from the public.

I have included a copy of the March 22, 2013 response from the airport acknowledging the questions I submitted (appendix i). Also included is the April 29, 2014 letter (appendix ii), and the FAA response dated May 19, 2014 (appendix iii).

Based on the above, the draft report's claim that the EA has been prepared in accordance with the requirements of NEPA is absolutely false – the airport is required to address questions. In addition, the draft EA report continues to incorrectly show comparisons to the build alternatives, but not to the no action alternative. Table 2.2 in section 4 should show the column with the no action alternative shaded in green, and the red/green comparisons should reflect the item in reference to the no action column. If this is done, alternative 23 would be green in the top section, but only one impact on the lower section would be green. This is part of the airport's concerted effort to skew the feedback in its favor: by selecting all of the other alternatives to include a road relocation, alternative 23 looks better than the rest. If only alternative 23 was given, it would look poor in reference to the no action alternative. What the airport never told the public is that the road relocations cannot legally be done – Richmond Heights and Willoughby Hills both passed resolutions denying the airport such approval. Note also that the same table, as presented at the public meetings, did not include the no action alternative at all. The airport continues to act and present the other alternatives as if they are actually possible – thus the feedback that alternative 23 is best from multiple people.

Section 5 on cumulative impacts includes a section on reasonably foreseeable actions – but there is no mention of the plans being asked for by airport tenants in the October 2013 Operational Review (http://publicworks.cuyahogacounty.us/pdf_publicworks/en-US/CC-AirportOpreviewRept.pdf). These plans by tenants include bringing larger planes into the airport and the continued request for a longer runway – up to 6,500 feet.

This Operational Review also refutes the answer in Appendix B to the question on if the airport is a money loser for Cuyahoga County. In contrast to the answer given, the Operational Review clearly shows that the airport has typically lost more than \$750k per year, and although the near term

projection is for losses of only about \$600k per year, it will continue losing money each year and the losses will climb back over \$750k by 2022. But this report has not been made available on the airport's website, or the EA site. It was not made available for the December 2013 open house meeting, in spite of multiple people asking for this information – the airport is suppressing this from the public.

Appendix B states that Councilwoman Sunny Simon held a public meeting on the airport. What the appendix does not say is that the public was not invited to the meeting: the councilwoman did not use the email list set up for updates on the airport. What the reporter at that meeting captured is also not shown in Appendix B: while discussing the ongoing operating losses, the councilwoman threatened residents to support the airport by saying “If we don't have this airport, guess what's going to happen to your local Richmond Heights taxes? They have to go up.” This is a completely baseless threat, as the losses at the airport are funded by the County, not the city.

On environmental issues, the EA draft report is notably incomplete. Air quality was essentially ignored, in spite of my previous details on significant fumes a mile away from the airport. The EA draft trivializes this by declaring no air issues based on air quality monitors miles away – the closest is 2.25 miles from the airport. So it is apparently OK to have air quality problems as long as you don't get caught on the monitors miles away, so no actual analysis was done. I don't see any mention of impacts on Euclid Creek by the use of de-icing fluids. Likewise, the particulate issue was ignored, and declared to only be a temporary issue during construction. The airport apparently still hasn't visited any of the residents who have complained about the particulate fallout on their homes, or of enough fuel residue on a pond to be lit on fire.

In addition, in spite of my previous reports, including pictures, of a fuel spill in January 2010, Appendix H does not include this spill. So the airport has managed to find a consultant willing to throw away all credibility and knowingly suppress an environmental issue. The EA process has been going on for nearly 2 years. It took me 2 days to find the spill report: 1001-18-0090. It is no surprise then that the consultants' credentials are given in Appendix H, section “4.16.8”, which doesn't exist.

What the draft EA report did admit to is that the airport contains an un-registered, un-assessed, and un-remediated dump, complete with drums sticking out of the ground. So much for compliance to EPA laws.

On noise, the draft EA report again ignores the issue. While the 65 DNL contour is the key threshold for actions including abatement, the presentation at the December 2013 open house acknowledged that noise impacts are much broader with this statement:

The DNL Noise Metric Threshold does NOT indicate that people are not affected by aircraft noise outside the 65 DNL noise contour.

From the airport's draft master plan, appendix F on Noise Exposure (see attachment A to that appendix, page 4):

A 10-dB change is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response.

I have requested, since 4/10/08, to see a contour of the area impacted by at least 10dB for a night operation, to fully understand the community impact of the airport's failed curfew. Community impacts are indeed within the purview of the EA.

Based on 2012 data showing 441 operations during curfew hours (the last year with full data available), the airport's curfew is violated on average more than once a day.

The deferral to the Noise Abatement Council is a dodge – the NAC is dysfunctional, as I have been waiting on answers to curfew complaints dating back to April 2013, and answers to multiple questions since April 2014. The last meeting minutes are from April 10, 2014. I submitted questions for review of the NAC that should have been discussed in the July 2014 meeting, but I have heard nothing.

Appendix B touches on safety comments, but doesn't answer the concern raised about the crashes and deaths around the airport. Since my March 2013 letter, the map of crashes needs to be updated again – 4 more deaths in a crash on Bishop Road. The airport brushes off the safety question by stating that the RSA's will be addressed, but no crash so far has been attributed to RSA's or approach obstructions. So one of the biggest concerns of the public continues to be ignored by the airport.

The airport continues to misrepresent the choice of alternative 23 as a concession to public input – it was not. It was the step-down choice when the FAA learned that the airport falsely claimed that alternative 38 was possible, contrary to the resolutions passed by the cities that prevented it. In addition, the draft EA report continues to ignore both the input of the local governments and the public, and the NEPA process requiring that this input be addressed. The airport's answer to opposition to any expansion is:

While Alternative 23 does increase the runway length by 400 feet, the airport will not expand beyond its current boundary. The selection of Alternative 23 as the Preferred Alternative seems to address the objection to airport expansion.

This not only fails to address the objections, it ignores the NEPA process. If the airport were simply allowed to do whatever it wants on its own property, regardless of public input, then the NEPA process would be moot.

The airport falsely claims that it has support of the public for alternative 23 in section 2.11:

This alternative has the least amount of community impacts and is supported by both the general public and elected officials in all three local communities.

The airport's own tally is that only 22% supported alternative 23 (mathematically, that means that 78% don't support it). While some of the public feedback indicates support, it likely comes from being misled by the selection of the alternatives and the airport's direct false statements. The purpose of the EA project, as stated on the airport's EA website in January 2013:

The EA project will address both a runway pavement repair project and a safety area project. There is FAA funding available for runway repair projects but the Runway Safety Area (RSA) must be improved at the same time as a condition of federal funding.

Notice that there is no reference to a longer runway. My March 2013 letter already captured the lie I was told at the first open house, that the project was about safety and pavement.

The feedback from the local communities, however, is clear and contrary to the airport's claim. Willoughby Hills, by example, states:

The Administration and City Council of Willoughby Hills remain steadfastly opposed to runway expansion at the Cuyahoga County Airport, except as required for safety, and will continue to fight it in the same manner as has been done previously and successfully.

Highland Heights used the identical wording. So either the airport is outright lying about community support, or it is reverting to the false claim that the longer runway is a safety improvement. The FAA was very clear in the July 2009 review of the draft master plan:

The report should first evaluate the existing conditions of the airfield, and then determine capacity needs to accommodate the current or forecasted demand. For the airport's single runway, this would mean separately evaluating meeting standards on the existing runway, which would be considered a safety/standards project; then evaluating any potential runway extensions that would increase capacity at the airport.

The 400 foot runway extension is not a safety improvement, per the FAA. If it is not a safety improvement, then the community feedback is clear: no runway expansion. The airport committed to the FAA that it would create a new alternative that addressed safety only, without a runway extension, but then failed to do so (see "Review & Discussion with FAA Consultant and Airport - 28 September 2009", page 9, on the airport's website).

This definition shows that the airport has intentionally misled the public. By example, in Appendix B of the EA draft report, the airport dodges a question on a profit/loss for the airport:

A profit/loss analysis is not required for airport safety projects such as this one.

Again, the FAA's definition is that a runway extension is not a safety project. The FAA requires a Benefit/Cost Analysis (BCA) for all capacity projects that require more than \$10 million in AIP

discretionary funding. In fact, the 2009 FAA review of the draft master plan shows that the FAA specifically requested a BCA for this project. The airport is refusing to complete one. To help the airport out, the BCA can be quickly summarized: cost = \$43.7 Million, benefit = zero, not including the adverse impacts to the surrounding communities. More on the adverse impacts below.

The airport quickly dismisses the administrative option of using another airport. The Cleveland Plain Dealer article “Hopkins changes put new focus on Burke”, March 23, 2104, and its corresponding online content, show that Hopkins is now at less than 1/3 capacity and Burke is less than 1/4 capacity. But somehow the airport doesn’t think these are even worth considering, so it says no without any analysis whatsoever. Additionally, the BCA must recognize that Hopkins needs no relief, given its available capacity.

On a positive note, section 1.4 of the draft EA report accurately defines the project need simply as the need to address the RSA’s. No mention of runway length.

The airport’s previous definition that a longer runway is a “need” is fictitious. The airport, or more particularly the surrounding communities, are under no obligation to accommodate airport tenants that bought aircraft larger than the airport can handle. This is clearly called out in AC150/5070-6 (section 801a):

In some cases, the airport sponsor may decide that it is in the community’s best interest for the airport not to continue to grow to accommodate forecast activity, or to accommodate forecast activity only up to a point. In these cases, the master plan should document this decision and indicate the probable consequences of the decision (e.g., demand will be capped, the demand will go unmet, or the demand will be diverted to another airport).

The airport refuses to acknowledge this path. So the project purpose in section 1.3 continues to state that the longer runway was justified in the 2010 Airport Master Plan.

This is not factual – not the attempted justification of a longer runway, but the reference to a 2010 Airport Master Plan. When I submitted a complaint to the FAA hotline in May 2013, I asked how the airport was allowed to initiate an EA when there were so many questions still to be answered on the draft master plan submitted to the FAA. Ultimately, the FAA falsified a response, indicating that the airport’s plan was developed in accordance with AC150/5070-6. The FAA also falsely claimed that the airport adequately addressed the FAA’s comments from the 2009 review. After a Freedom of Information Act (FOIA) request, I was able to show that the airport never completed the master planning process – the sections on the airport business model (costs, revenues, etc per section 608 of AC150) and the identification, summary and resolution of key issues from the local government and community (per section 404 of AC150) don’t exist. The alternative for a 5,100 foot runway that addresses the RSA’s without increasing runway length was never created, in spite of the FAA’s request.

The FOIA information also revealed a new legal issue for the airport and FAA: the grant application for the EA did not mention a runway length increase, or show a capacity benefit. So the FAA grant issued is for a safety project, but the airport is using this grant money to support analysis and design of a capacity increase – this is outright grant fraud. I received confirmation in September that the FAA has opened an investigation into this, as well as the process violations by the airport and FAA.

The FAA Detroit office attempts to downplay the fact that the airport didn’t complete a master plan (appendix iii):

The Master Plan is a local document. The planning process is used to support the sponsor’s proposed project and ensure consistency in project implementation.

But AC150 (section 205) shows that the Detroit office is again lying:

The FAA reviews all elements of the master plan to ensure that sound planning techniques have been applied. The FAA was required to review the entire master plan – it is not a “local document”. The FAA failed to complete its responsibilities in AC150, but went ahead and signed off the airport layout plan. It failed its responsibility again when it authorized the EA, as FAA order 5050.4B (section 706b) requires the FAA

to review that the purpose and need is rational and supported by current, available data. If the master plan was not completed, then the FAA could not possibly conduct this review.

Returning to the topic of adverse community impacts, let me expand on the issue referred to as “distrust of airport” in the public involvement section:

Several comments were received (9) that indicated a general distrust of the Airport and a suspicion of information provided by the Airport.

The airport has repeatedly stated that “the Proposed Action is not expected to change the existing based aircraft fleet mix”. As far back as the 2008 City Council meeting in Highland Heights where the airport presented the draft master plan, the airport has insisted that it was not planning for larger planes. But the airport’s actions and information it has withheld from the public show the opposite:

- The airport claims to have a weight limit of 100,000 pounds, but the documentation from the 1977 master plan shows it has a 60,000 weight limit, and this limit was still recognized by airport users in 2005. But the airport is designing the EMAS and runway to be capable of 100,000 pounds. Appendix C of the draft EA report shows that project 4 includes adding 12” of additional thickness to the runway.
- The draft master plan and the October 2013 Operational Review included comments that airport tenants were planning to buy additional, larger aircraft.
- The airport is designed for aircraft with wingspans up to, but not including, 79 feet. But it knowingly allows a Global Express, with a wingspan of 94 feet, to be based there.

The airport has not conducted an EA that would be required to increase the weight limit to 100,000 pounds. It is essentially trying to sneak this in while declaring that nothing is changing. Why is this important? If the weight limit is increased (officially or by simply ignoring NEPA requirements to follow the process to increase it), and the airport tenants bring in larger planes as they have already said they would do, then all of the statements that there are no noise, fume, or other community adverse impacts are false.

Given that the airport has already:

- Falsified information in the draft master plan
- Falsified information in the draft EA report
- Lied to the public about the “need” to extend the runway
- Lied to the public about its ability to move roads to accommodate a longer runway
- Failed to address public input in the master planning process
- Failed to actually complete a master plan
- Violated EPA regulations by ignoring a fuel spill for weeks
- Failed to implement an effective spill prevention and control plan
- Threatened residents of Richmond Heights with a tax increase if they don’t support the airport
- Lied about the weight limit
- Pretended that it is concerned about safety, but done nothing to address the deaths of airplane passengers and residents killed in crashes near the airport
- Pretended that it is addressing noise complaints, while it knows that the curfew is violated essentially every day
- Refused to map out the impacts of the flights during curfew hours
- Promised a hush house, but reneged due to not having money available, while planning to spend \$43.7 million on airport RSA’s and runway expansion that will only further negatively impact the surrounding community
- Violated EPA regulations by failing to assess and remediate a dump site
- Hidden key information from the public

In short, there is no law, rule or process that the airport isn’t willing to violate. There should be no surprise that there is distrust of the airport.

Unless the airport can be limited to its 60,000 weight limit, then the entire evaluation in the EA is invalid. Given that the airport has already declared that it has a 100,000 weight limit, the airport has essentially declared that all of the claims about no changes to the fleet mix are invalid, and thus the EA draft report is invalid.

But the bottom line is that none of this will matter, if the FAA follows the FAA orders and AC150: because the airport didn't complete a master plan, then the entire EA process is void, as there was no basis to even consider an airport layout plan that was not properly reviewed. The FAA was fully aware of this when the airport chose alternative 38 while ignoring the public input that clearly showed this could not be done.

So the expectations going forward are to:

- Immediately halt the EA, as it was not properly authorized, and violated many procedures while outright ignoring public input
- Prosecute the airport, consultants and FAA officials that committed or aided the grant fraud
- Discipline the FAA officials and employees that lied in the response to the FAA hotline complaint, and the follow-up
- Require that the airport come up with a plan to address the safety issue of planes crashing and killing people around the airport
- Enforce the curfew

The airport put itself in this position. It can fix it, but it must follow the proper procedures – truthfully – by starting back at the master planning process that wasn't completed.

If the FAA chooses to proceed anyway, in spite of the evidence showing that it has lied multiple times to cover up its failure to follow proper procedures, then it will be easy to show that the entire process was corrupted. The fact that the draft EA report didn't address any of the tough questions is plain enough to show a cover-up is in progress. The NEPA process doesn't accept this. FAA order 5050.4B (introduction section) requires that the FAA take “a hard look” at the environmental impacts of a proposed project – this cannot be done based on the draft EA report as written.

The FAA has encouraged that I work with the airport and participate in public outreach. The FAA certainly has not reviewed any of the airport records, or it would be clear that I have participated actively in every step of this process, starting with the first meeting in October 2003 (yes, 11 years ago). It is the airport that is refusing to participate by hiding key info and refusing to answer questions.

Since the airport has already attempted to suppress these tough questions, I again ask that the FAA include this letter in the EA documentation.

But since the FAA has directly participated in the cover-up of its failures to conduct required reviews, I will also be sending this letter to other FAA offices and outside agencies to ensure that this information will not disappear. If anyone receiving this letter needs the original letters referenced, or has questions, please contact me via email.

I await confirmation that the outlined expectations will be carried out.



Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com



CUYAHOGA COUNTY
DEPARTMENT of PUBLIC WORKS

March 22, 2012

Ed Crouse
294 Knollwood Trail
Richmond Heights, OH 44143

Re: Cuyahoga County Airport Environmental Assessment Study

Dear Mr. Crouse:

We are in receipt of your letter dated March 18, 2013 regarding the Cuyahoga County Airport Environmental Assessment (EA) study that is currently in process. In your letter you raised many legitimate concerns. I want you to know that we, at the County, take them very seriously and every effort will be made to address as many of these concerns as possible. Our consultant is tasked with addressing the comments they receive to the extent possible in their environmental document.

Some of the issues you raise will be included as part of the document, while others will require the Federal Aviation Administration (FAA) to weight in. We will strive to supply you with satisfactory responses to all of your questions by the end of the EA study. Our mission in this process is to listen to resident and stakeholder concerns in order to develop a solution that will also meet FAA requirements for using federal funds for airport improvements.

I want to thank you for attending the public meeting and submitting your comments which allow us to understand your insight and concerns regarding the County Airport.

Sincerely,

Bonita G. Tecuwen, P.E.
Director, Department of Public Works

Appendix ii:

April 29, 2014

John Mayfield, Manager Detroit Airports District Office
Bonita Teeuwen, Acting Manager, County Airport

Re: FAA Hotline 201305010002 response, and information from Freedom of Information Act 2014003200 response

Dear Mr. Mayfield and Ms. Teeuwen:

As you are both aware, I filed a complaint with the Department of Transportation in May of 2013 regarding the Environmental Assessment taking place at the Cuyahoga County Airport in Ohio (see the complaint number above). The response indicated to me that the FAA essentially didn't even read the complaint, let alone investigate, although it took nearly 7 months to get a response. I filed an appeal, attached, which outlined many specific details. The last reply was that the DOT was "unable to identify any specific allegations that were not addressed".

I subsequently filed the FOIA request, which resulted in reply of 55 pages (attached for reference). These results clearly show that the FAA / DOT response was untruthful.

Specifically:

- FAA response to my hotline complaint claims that the plan was developed in accordance with AC150/5070-6. I pointed out that the master plan draft was never completed – the FOIA reply confirms this in responses for items 1 and 2.
- The FAA claims that the airport provided a response matrix adequately addressing the FAA's comments – the response matrix is FOIA item 3. As can plainly be seen in that matrix, comments 50, 51, 55, 56, and 57 all refer to the airport needing to identify an alternative that addresses the RSA's at the existing runway length, to which the airport agreed, even stating it would create one or two additional ALP's to do so. Yet the airport never did so, as verified in FOIA item 4.

I also requested documents related to the funding authorization of the EA – item 9 in the FOIA response. This raises a new significant issue: the funding agreement is to "conduct environmental assessment for Runway 6/24 safety area improvements; Remove obstructions in Runway 6/24 safety area (study only)". Note that this grant does not cover a study including a longer runway – this is not mentioned anywhere in the grant application as seen in the document provided by the FOIA response. In fact, the FAA wording in the response matrix (FOIA item 3) at comment 56 very specifically separates safety improvements from a potential runway extension. The airport itself identified that a longer runway would be an economic benefit – as such, AIP assistance cannot be used. So the FAA is aware that the airport is conducting a study to increase runway length, using an AIP grant that does not cover that activity, and has not taken action.

In addition to the items verified as missing by the FOIA items 1 and 2, I outlined in my hotline complaint appeal that multiple public comments are missing from the master plan public input section, including any content related to the public hearing in April 2008. So in spite of the FAA assurance that the proper process was followed, the facts show otherwise.

Per FAA order 5050.4B, section 706b, the FAA should "ensure the purpose and need is rational and supported by current, available data" for an EA. If the master plan is incomplete, and no BCA or alternate funding plan was done (see FOIA items 5 and 6), then it is impossible that the FAA review required by the above order was done.

The EA did already show that the data used to support a longer runway “need” was invalid when it showed the forecast being the same whether the runway length is 5,100 feet or 5,500 feet. In addition, the article in the Cleveland Plain Dealer on March 23, 2014 entitled “Hopkins changes put new focus on Burke” gives the statistic that Hopkins will be at less than 1/3 of its capacity by June, and Burke is at 1/4 of its capacity. So the need for Cuyahoga County to increase capacity is non-existent. This same article also mentions the weight limit issue: CGA claims to have a weight limit of 100,000 pounds, but has been unable to show a completed EA that would have been required to increase from the 60,000 pound limit indicated in 1977, and still recognized by airport users in 2005 (see the draft master plan, appendix D).

I submitted several comments on the EA on December 30, 2013 (also attached). I have received no answers. But the airport has decided to “move forward” by picking alternative 23 as the preferred alternative, as now shown on its website. NEPA requires that the airport actually address issues raised in the process – but the airport continues to ignore them, as it has consistently done from the beginning. One of the comments I made in the 12/30 EA letter was about the environmental impact summary not including the required comparisons, specifically to the “no action” case, as required by FAA order 5050.4B, section 706d. Again, yet another example that the EA process is not being followed.

I have directed many questions to the airport as the FAA suggested, and despite multiple commitments from the airport manager to review and reply, I have received no response yet.

The FAA “answered” the hotline complaint by ignoring the facts and stating that there are no issues. Even after a 7 month “investigation”. But as can be seen in the FOIA response to item 10, there is no record of any such investigation. Yet through the FOIA request, in 7 hours of searching, the FAA has shown that the hotline complaint response was not truthful. And to make that happen, I was required to pay for 5 of the 7 hours in order to do the very job that the FAA claimed it had already done.

I ask again that the questions, all of them, get full answers – not a generic “there is no issue here” reply, but a specific factual answer to each, with an explanation as to which document from the FAA is incorrect where they have been shown to be contradictory.

The issues and questions include those in the original 3/18/13 letter at the start of the EA, the 12/30/13 letter on the EA, and the 12/30/13 appeal of the hotline complaint response, as well as this letter. In addition, given the newly identified issue with the EA funding being used for purposes other than what is was authorized for, I would like to know what the FAA is doing as follow-up.

I am attaching:

1. the 3/18/13 letter
2. the FOIA response
3. the 12/30/13 letter on the EA
4. the 12/30/13 appeal of the hotline complaint response

Please contact me to confirm when the questions and issues will finally be answered.

Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com

Appendix iii:

From: <John.Mayfield@faa.gov>
To: <emchome@roadrunner.com>
Subject: CGY Master Plan
Date: Monday, May 19, 2014 8:50 AM

Mr. Crouse,

In response to your letter dated April 29, 2014 we provide the following information. The Master Plan is a local document. The planning process is used to support the sponsor's proposed project and ensure consistency in project implementation. The airport sponsor is responsible for preparing the environmental assessment for the proposed project in accordance with the NEPA process. The NEPA process is not a part of the planning process. The FAA's role is to independently evaluate the EA, including responses to public comment.

Per your request, we are forwarding this information to the airport sponsor and consultant for inclusion in the public involvement portion of the project. We continue to encourage you to work with the airport sponsor and participate in the public outreach.

John L. Mayfield Jr., Manager
Detroit Airports District Office
11677 South Wayne Rd, Suite 107
Romulus, MI 48174

734-229-2900 telephone
734-229-2910 fax

November 19, 2014

John Mayfield, Manager Detroit Airports District Office
Dan DiGiammarino, Manager, County Airport
Lynn Wilson – Mead & Hunt

Public Comment on the Cuyahoga County Airport Environmental Assessment Public Hearing

Dear Ladies and Gentlemen:

I attended the public hearing this evening, and learned several things from the county officials and consultants:

First, the airport considers the runway length increase as a safety requirement. In fact, when asked straight out whether the FAA is requiring the airport to increase the runway length, the answer was "yes". I was also told that the FAA did not ask for an alternative that addresses the RSA's without a runway length increase.

Second, between the county officials, consultants and the new airport manager, nobody could tell me what the airport's weight limit actually is. One consultant went further to explain that it doesn't matter. He did confirm that the 12 inch pavement overlay is part of the plan. When asked about how the Global Express came to use the airport, even though it is larger than the airport is rated for, the answer was that airport could handle it.

And third, I was told initially that the airport answered all of my questions in the draft EA report, but that some questions were grouped together. When I inquired where the group of questions was that covered the weight limit, as an example, there was no answer.

I went back and verified again the detail behind the first item above. In the September 2009 "Review & Discussion with FAA Consultant and Airport" on the airport's website, the text from the FAA on safety vs. capacity (item 56, page 9):

The report should first evaluate the existing conditions of the airfield, and then determine capacity needs to accommodate the current or forecast demand. For the airport's single runway, this would mean separately evaluating meeting standards on the existing runway, which would be considered a safety/standards project, then evaluating any potential runway extensions that would increase capacity at the airport.

These are two distinctly different needs within the report (meeting FAA design standards on the existing runway and increasing runway length), yet the report only recommends an alternative that involves a runway extension while meeting design standards.

From the same document, on the clarification and selection of a "future" layout plan in addition to the "ultimate" layout plan (item 47, page 7), the airport responded to the FAA:

The RSA study and Chapter 5 of the Master Plan will document that 5500' would be a capacity project, thus would need to have compliant safety areas.

The documentation is clear – the airport is outright lying to force a longer runway through. There are still no answers from the FAA on any of the questions it must answer to.

Making false statements is a federal crime per section 1001 of Title 18 of the United States Code.

I await confirmation that the EA will be halted, and the prosecutions of the grant fraud participants and those making false statements will begin.

Ed Crouse

Ed Crouse

294 Knollwood Trail
Richmond Heights, Ohio 44143
emchome@roadrunner.com

Appendix F – Website and Email Communications

Lynn Wilson

From: Gary Constant <gc920@sbcglobal.net>
Sent: Thursday, January 31, 2013 7:20 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Gary Constant

Email - gc920@sbcglobal.net

Message - I am a resident of Richmond Bluffs and i've noticed larger jets taking off from the airport, much larger than what i was seeing when i built my home here 11 yrs ago. Mr Delaney commented that "The catalyst for the entire project is to improve runway safety". Well , after 11 yrs of watching and listening to planes takeoff and land with no major accidents the runway seems to be pretty safe to me. Isn't the "REAL" REASON FOR THE EXPANTION IS TO BE ABLE TO LAND BIGGER AND LARGER PLANES????

Lynn Wilson

From: Joe McCoy <joe@711sx.com>
Sent: Monday, February 04, 2013 2:51 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Joe McCoy

Email - joe@711sx.com

Message - Please sign me up for email updates. IS there a place to see all the comments about the project submitted from residents and operators?

Lynn Wilson

From: Marylynn Konowal <mlk@stloho.com>
Sent: Monday, February 04, 2013 1:46 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Marylynn Konowal

Email - mlk@stloho.com

Message - Wanted to join email list and wondered if there is an idea when bids will go out for paving the areas. 2014?

Lynn Wilson

From: Marie Ratino <ratio7058@oh.rr.com>
Sent: Wednesday, February 06, 2013 10:04 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Marie Ratino

Email - ratio7058@oh.rr.com

Message - When will residents be contacted about the environmental study that started in December?

Lynn Wilson

From: margaret wilson <margaret.wilson@yahoo.com>
Sent: Tuesday, February 12, 2013 9:00 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - margaret wilson

Email - margaret.wilson@yahoo.com

Message - looking forward to seeing the results of the study

Lynn Wilson

From: City of Willoughby Hills <Council@WilloughbyHills-oh.gov>
Sent: Sunday, February 17, 2013 1:26 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - City of Willoughby Hills

Email - Council@WilloughbyHills-oh.gov

Message - The Administration and City Council of Willoughby Hills are united in opposing any runway expansion that will negatively impact our quality of life by increasing noise and pollution while deteriorating property values. We will continue to represent, with the strongest voice possible, the thousands of residents and businesses that would be adversely affected by such proposals.

The Administration and City Council of Willoughby Hills do, however, support portions of the Master Plan update that address safety concerns and the reduction of noise at the airport as these are valuable and necessary improvements that do not require excessive airport runway expansion.

The Administration and City Council of Willoughby Hills remain steadfastly opposed to runway expansion at the Cuyahoga County Airport, except as required for safety, and will continue to fight it in the same manner as has been done previously and successfully.

Respectfully submitted on behalf of, and with the concurrence of, the City Council of Willoughby Hills by David Reichelt, Council President, on February 17, 2013.

Lynn Wilson

From: Thomas & Laura couGhlin <cleveclan5@att.net>
Sent: Monday, February 25, 2013 8:03 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Thomas & Laura couGhlin

Email - cleveclan5@att.net

Message - My husband & I adamaNtly oppose the idea of reLOcating Richmond & bishop roads to allow for the cuyahoga county airport runway expansion project. This project will allow larger airplanes to land, totally compromising the safety of the surrounding neighborhoods, not to mention the increase in noise. In 2010, residents opposed this project, and our opinion has not changed.

Lynn Wilson

From: Robert I blasko <rlblasko@sbcglobal.net>
Sent: Tuesday, February 26, 2013 4:59 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Robert I blasko

Email - rlblasko@sbcglobal.net

Message - I totally support the airport expansion of the runway.

Lynn Wilson

From: Lou and Paul Richter <saypaulou@aol.com>
Sent: Tuesday, February 26, 2013 10:19 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Lou and Paul Richter

Email - saypaulou@aol.com

Message - We live directly under the existing flight path for the airport, and are very much against alternative 16 (relocating Richmond Road) to allow extending the runway.

Lynn Wilson

From: Scott Alperin <scott@alperindds.com>
Sent: Wednesday, February 27, 2013 5:30 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Scott Alperin

Email - scott@alperindds.com

Message - I am and have been a based pilot on the airport for 26 years. In prior years, when the airport had repairs and/or construction projects THE TAXIWAY WAS MADE AVAILABLE TO CONTINUE FLIGHT OPERATIONS. IN RECENT YEARS THAT HAS NOT BEEN THE CASE AND THE AIRPORT HAS BEEN SHUT DOWN FOR PERIODS OF TIME. I WOULD LIKE TO RECOMMEND THAT WE TRY AND REVERT BACK TO THE POLICY THAT DURING REPAIRS AND/OR CONSTRUCTION THAT THE TAXIWAY BE MADE AVAILABLE FOR OPERATIONS THAT ARE SAFELY ABLE TO UTILIZE THE TAXIWAY. LOSING THE RUNWAY IS REALLY NOT ACCEPTABLE AND SHOULD ONLY BE DONE IN AN EMERGENCY OR UNDER VERY LIMITED OCCASIONS. I WOULD ALSO LIKE TO SAY THAT IF THERE IS A WAY TO MOVE THIS PROJECT UP SOONER IT WOULD BE BETTER TO GET IT GOING AND COMPLETED asap.

Lynn Wilson

From: Mayor Robert Weger <bobweger@gmail.com>
Sent: Thursday, February 28, 2013 9:25 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Mayor Robert Weger

Email - bobweger@gmail.com

Message - Please send power point presentation of the presentation boards from yesterday's open house. Thank you.

Mayor Weger 440-339-8046

Lynn Wilson

From: Dana Green <dgreen5775@yahoo.com>
Sent: Sunday, March 03, 2013 8:02 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Dana Green

Email - dgreen5775@yahoo.com

Message - I reside at 430 Richmond Rd, my property is next to the airport property on the west side of Richmond Rd. As I look at the expansion alternatives presented on this page I strongly feel that my property and quality of life will be affected. My 3 children are getting older and will soon be entering high school. The county already purchased acreage of land behind my residence to prevent new housing from being developed. Is there a High Probability that my family will be displaced because of these changes?

Lynn Wilson

From: Jane Wiener <grammyjaneof5@yahoo.com>
Sent: Thursday, March 07, 2013 8:09 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Jane Wiener

Email - grammyjaneof5@yahoo.com

Message - I am completely opposed to any airport expansion plan that involves relocating bishop and/or richmond rds!!! the residents of the communities involved have made their feelings about those proposals known already. we don't want it!!

Lynn Wilson

From: Pat Shiels <Pat@shiels.us>
Sent: Thursday, March 07, 2013 8:00 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Pat Shiels

Email - Pat@shiels.us

Message - I live in the path of incoming flights and close enough to hear the loud engine testing done at all times of the day, especially late at night around 11:00pm. I think that the county airport should not expand to be any bigger than it is currently. Rerouting the roads to accommodate longer runways will only encourage bigger and louder planes to use the airport. Expand the runways within the now-existing footprint of the airport.

Lynn Wilson

From: Suzanne Meola <sue969@roadrunner.com>
Sent: Wednesday, March 13, 2013 6:38 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Suzanne Meola

Email - sue969@roadrunner.com

Message - I am strongly against the airport expansion. I live nearby and do not want the noise and large planes going over my house. Not to mention the value of my real estate plummeting. please leave the airport as it is!!!!

thank you for your consideration.

Suzanne meola

Lynn Wilson

From: Ken Zalewski <kszale@sbcglobal.net>
Sent: Friday, March 15, 2013 12:59 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Ken Zalewski

Email - kszale@sbcglobal.net

Message - Regarding CGF expansion:

I am a resident of richmond heights and feel that the airport should not be expanded for larger or more air traffic. The area close to the airport is heavily residential. the cgf airport should be limited to light business(small jets) and recreatonal air use. any expansion beyond this will have a negative impact on the residents of several communities. I am also firmly against the idea of rerouting richmond and or bishop roads. this is a waste of money and will also have a negative impact on the communities and residents.

Expanded air traffic should be directed to hopkins where there is adequate infrastructure to handle the planes and traffic that come with them.

finally, i am against any additional noise that airport expansion will cause. this too will have a negative impact on the communities and residents.

regards,
ken zalewski
richmond heights

Lynn Wilson

From: Marie Ratino <ratino7058@oh.rr.com>
Sent: Thursday, March 14, 2013 11:16 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Marie Ratino

Email - ratino7058@oh.rr.com

Message - I was told Noise projections used in the environmental study will be used from models only. I urge you to come to my home and see the low flying training planes turning early over property and now jets taking off over homes. Someone out there has to help save out property .

Thank you

Lynn Wilson

From: Ralph and christine detzel <detz4337@aol.com>
Sent: Thursday, March 14, 2013 4:58 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Ralph and christine detzel

Email - detz4337@aol.com

Message - we are writing in reference to the proposed expansion of the airport runways and our objection to the proposal. In the 35 years we've lived here the airport has grown from a small, recreational airport into a noisy, jet exhaust polluting monster. The runway expansion will only increase the pollution and noise. the benefit to this proposal is limited to the handful of business and personal jet owners who profit from a larger runway and larger aircraft. we can only presume that the small group of owners live no where near the airport but reside a safe distance away from the problems they create. presumably, the package delivery company that is on bishop road would love to see ever larger planes that close to their home base. The possibility that the control tower might be shut down due to budget constraints gives us hope that the project will die a quiet death. Again, we have no interest in seeing any runway or airport expansion.

Lynn Wilson

From: Kenneth zalewski <kszale@sbcglobal.net>
Sent: Thursday, March 21, 2013 11:41 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Kenneth zalewski

Email - kszale@sbcglobal.net

Message - i sent a message that conveyed my feelings about the cgf airport expansion. I did not receive a note that my comment was received. please confirm that my message was received.

In brief, i am against any expansion of this airport. This is generally a residential area and an expanded airport will have a negative impact on the people who live here. any expanded airport traffic should be directed to hopkins where there is an infrastucture to handle the special needs of airplanes and any special circumstances that may arise.

Thank you,
kenneth zalewski
kszale@sbcglobal.net

Lynn Wilson

From: Dan Malmad <malmaddan@aol.com>
Sent: Wednesday, March 20, 2013 11:51 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Dan Malmad

Email - malmaddan@aol.com

Message - I believe the actual reason for an increase in the runway length is to increase the amount of night time flights and the size of the planes which will greatly increase noise pollution for the residents. If the company's using the airport need a longer runway and night flights they should consider moving their operations to a larger airport such as BurKe Lakefront.

Also, if the airport wants to show they are truly good neighbors they should rigorously enforce the Voluntary curfew between 11pm and 7am.

If the Ronald Reagan Airport in Washington DC can operate with a curfew, why can't a local airport operate with the same restriction.

Lynn Wilson

From: test <zale_atb@yahoo.com>
Sent: Friday, March 22, 2013 10:43 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - test

Email - zale_atb@yahoo.com

Message - test message

Lynn Wilson

From: Susanne Sande <suscantor@yahoo.com>
Sent: Sunday, March 24, 2013 9:48 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Susanne Sande

Email - suscantor@yahoo.com

Message - Sign me up for Email updates -I love the airport!!!

Lynn Wilson

From: Marie Ratino <ratino7058@oh.rr.com>
Sent: Wednesday, March 27, 2013 11:40 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Marie Ratino

Email - ratino7058@oh.rr.com

Message - I urge the FFA to evaluate environmental studies in person instead of using models. Come see how close the planes really are to a heavily populated residential area.

I welcome you to my home to see and hear the pollution and see the damage to trees in the area. Thank you

Lynn Wilson

From: Mary bombik <maryohlsen@sbcglobal.net>
Sent: Sunday, March 31, 2013 9:35 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Mary bombik

Email - maryohlsen@sbcglobal.net

Message - please keep me updated on this project.

i AM SO DISAPPOINTED THAT THIS PROJECT CONTINUES TO SURFACE. i LIVE WITHIN A MILE OF THE AIRPORT AND FEEL THAT OUR COMMUNITY WILL BE DEEPLY IMPACTED BY AN EXPANSION, ESPECIALLY ONE THAT ALLOWS FOR MORE AIR TRAFFIC AND HEAVIER PLANES. aN EXPANSION OF THE AIRPORT WILL DEFINITELY DECREASE MY DESIRE TO LIVE IN THIS AREA.

Lynn Wilson

From: JOHN WEBER <JOHNWEBER14@GMIL.CO>
Sent: Saturday, May 31, 2014 4:45 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - JOHN WEBER

Email - JOHNWEBER14@GMIL.CO

Message - I BELIEVE THAT THE CURRENT FLIGHT PATH AT CGF IS DETERMINED BY POLITICS AND NOT BY LOGIC.THE PUBLIC IN GENERAL HAS NO VOICE IN THE MATTER. tHE EMPLOYEES IN THE TOWER HAVE ALL OF THE POWER IN THIS MATTER AND WE, THE PUBLIC HAVE NO VOICE ALL. IT IS VERY DISCERNING!!

Lynn Wilson

From: Susan Weber <webers@ccf.org>
Sent: Saturday, May 31, 2014 5:28 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Susan Weber

Email - webers@ccf.org

Message - The current flight path at cfg is dictated by politics. The county has long been corrupt and continues to be so. When will the public have it's say?

Lynn Wilson

From: Highland Hts. Mayor Scott Coleman and council President cathy murphy
<cmurphy@highlandhts.com>
Sent: Wednesday, July 03, 2013 11:34 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Highland Hts. Mayor Scott Coleman and council President cathy murphy

Email - cmurphy@highlandhts.com

Message - The Mayor and City Council of Highland Heights are united in opposing any runway expansion that will negatively impact our quality of life by increasing noise and pollution while deteriorating property values. We will continue to represent, with the strongest voice possible, the thousands of residents and businesses that would be adversely affected by such proposals.

We do however, support portions of the Master Plan update that address safety concerns and the reduction of noise at the airport as these are valuable and necessary improvements that do not require excessive airport runway expansion. As such, we support Alternative 23, as agreed upon by Cuyahoga County Commissioners in 2010.

We remain steadfastly opposed to runway expansion at the Cuyahoga County Airport, except as required for safety, and will continue to fight it in the same manner as has been done previously and successfully.

We ask that this Statement be included in the official public record of comments.

Respectfully submitted on this 3rd day of July, 2013, by Mayor Scott E. Coleman, and Council President Cathy Murphy.

Lynn Wilson

From: jEFFREY smith <JASMITH_JAS@SBCGLOBAL.NET>
Sent: Saturday, July 20, 2013 9:29 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - jEFFREY smith

Email - JASMITH_JAS@SBCGLOBAL.NET

Message - iSN'T IT TRUE THAT THE far 77 APPROACH CATEGORY OF pir (pPRECISION iNSTRUMENT RUNWAY) APPLIED TO THE APPROACHE TO RUNWAY 24 EXTENDS THE PRIMARY SURFACE ON THE APPROACH TO 1,000 FEET MAKING THE GOLF COURSE AN OBSTRUCTION? hAVE YOU INFORMED THE PUBLIC OF THIS INCREASE IN rsa DIMENSIONAL STANDARDS?

Lynn Wilson

From: john weber <johnweber14@gmail.com>
Sent: Monday, July 22, 2013 10:10 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john weber

Email - johnweber14@gmail.com

Message - what will be the flight path if alternative 23 is adopted. will it bring planes closer to the homes on tall tree upon departure?

Lynn Wilson

From: Kathleen kennedy <katekennedy9@aol.com>
Sent: Monday, August 25, 2014 4:11 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Kathleen kennedy

Email - katekennedy9@aol.com

Message - please add me to the email list. Thank you.

Lynn Wilson

From: Katie Pappas <Jake6060@att.net>
Sent: Friday, September 06, 2013 1:25 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Katie Pappas

Email - Jake6060@att.net

Message - Does anyOne think about the danGer You are doing to the residents in highland hEights?

The nIose Around us 24/7.??????

Do you. remember. 9/11?????

And the plane crAsh in mentor???

Do you care about the residents around
The communities around the airport?

I think You should go join the lakefront
Airport.

And the nIose.of flying over us when We
Are sleep at night.

Stay away from cities with homes around

Lynn Wilson

From: John Weber <johnweber14@gmail.com>
Sent: Sunday, September 22, 2013 10:23 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - John Weber

Email - johnweber14@gmail.com

Message - Since I have no record of my e-mails sent to you i'm not sure of what I have sent. This seems to be done by design. The airport has proven in the past to be secretive and uncaring of the residents surrounding the airport. Status quo.

I hope that the Noise Abatement agreement will be re -visited with the adjustment of the runway. The noise abatement agreement was changed with out a vote of the people who signed it, resulting in more noise in our area. I would like to see the departure /landing rules investigated.

JOHN WEBER

Lynn Wilson

From: john wbeer <johnweber14@gmail.com>
Sent: Sunday, September 22, 2013 10:42 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john wbeer

Email - johnweber14@gmail.com

Message - I would like to see an independent party answer our questions rather than the officials that the airport sends out. The community does not have trust in the airport. The airport doesn't seem to have the best interest of the surrounding cities, only itself

Lynn Wilson

From: John weber <johnweber14@gmail.com>
Sent: Saturday, October 05, 2013 9:54 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - John weber

Email - johnweber14@gmail.com

Message - The expansion/improvements at the county airport are projected to cost over fifty million dollars. The airport expects that cost to be funded 95% by the faa. Is that funding expectation realistic? when can the public know exactly how much the project will cost and how much will be funded?

Lynn Wilson

From: john weber <johnweber14@gmail.com>
Sent: Tuesday, September 24, 2013 10:12 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john weber

Email - johnweber14@gmail.com

Message - It 's possible departure and arrival routines could be politically motivated. The final decision seems to be made only one person in the atc. When asked by the public to reveal departure and arrival routines the public has been told that it is to technical to understand. can departure and arrival routines be examined by an independent party?

Lynn Wilson

From: john weber <johnweber14@gmail.com>
Sent: Monday, October 14, 2013 9:19 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john weber

Email - johnweber14@gmail.com

Message - the yearly number of operations forecasted in the master plan has proven to be incorrect by tens of thousands a year. how can the tax paying public be confident that the money we spend on the airport will be based on facts or ill conceived visions?

Lynn Wilson

From: john weber <johnweber14@gmail.com>
Sent: Monday, October 14, 2013 5:28 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john weber

Email - johnweber14@gmail.com

Message - noise projections in the master plan are based on the assumption that departures follow a runway heading. That assumption is not based on reality. planes departing to the north west rarely follow a runway heading. will this be taken in to account?

Lynn Wilson

From: kathy retz <wretz@sbcglobal.net>
Sent: Sunday, November 24, 2013 1:18 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - kathy retz

Email - wretz@sbcglobal.net

Message - I am opposed to extending the runway at Cuyahoga county airport. it will pose unnecessary expense, safety issues, inconvenience to all who use Richmond and bishop road and those who live in the flight pass. The cities of highland heights Richmond heights and Willoughby hills adamantly oppose any plans to expanding the footprint of the airport. public good and safety for the greatest number should be considered. any questions, please feel free to call me. Kathy retz 440-449-6387

Lynn Wilson

From: Alan and ellen klein <kleinal@roadrunner.com>
Sent: Monday, December 09, 2013 5:41 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Alan and ellen klein

Email - kleinal@roadrunner.com

Message - We are residents of Highland Heights and oppose any runway expansion that will negatively impact our quality of life by increasing noise and pollution while deteriorating property values.

We do however, support portions of the Master Plan update that address safety concerns and the reduction of noise at the airport as these are valuable and necessary improvements that do not require excessive airport runway expansion. As such, we support Alternative 23.

We remain opposed to runway expansion at the Cuyahoga County Airport, except as required for safety.

Lynn Wilson

From: Lonnie Gallup <lwg126@yahoo.com>
Sent: Wednesday, December 11, 2013 1:13 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Lonnie Gallup

Email - lwg126@yahoo.com

Message - I have a residence in Highland Heights and would only support Alternative #23 and am definitely against the other proposals which would require relocating roadways in the area.

Lynn Wilson

From: Kenneth Zalewski <kszale@sbcglobal.net>
Sent: Thursday, December 12, 2013 1:01 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Kenneth Zalewski

Email - kszale@sbcglobal.net

Message - I attended the public meeting last night(12/11/2013) regarding the environmental assessment. I understand from talking to the representatives there the project may include engineered material(EMA) at each end of the runway. i understand This material alone will cost \$11 million dollars and have to be replaced in 10-15 years. This and the overall cost of the project of around \$50 million is not a good investment. i am not in favor of taking more grants from the faa for this airport. in addition I feel the large commercial jet traffic visiting the airport for fuel and service should be moved to burke or hopkins where there is a better infrastructure to support such activity. There is no benefit to a residential area to have such traffic. finally, my preference is that the airport not be expanded in any way which could lead to traffic from larger aircraft or more fully loaded aircraft.

Lynn Wilson

From: John Weber <johnweber14@gmail.com>
Sent: Wednesday, January 15, 2014 8:40 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - John Weber

Email - johnweber14@gmail.com

Message - The iNM flight tracks that are presented are based on old data. New departure rules allow planes to turn at 1900 ft msl. In the past they were required to fly two miles runway heading and 1900ft. planes now turn out much sooner. Will current data be used ?

Lynn Wilson

From: Maurice Gardiner <gardiner26@gmail.com>
Sent: Saturday, February 01, 2014 4:18 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Maurice Gardiner

Email - gardiner26@gmail.com

Message - I AM A airforce VETERANS THAT WAS inquiring ABOUT employment THERE AND HOW TO apply

Lynn Wilson

From: Maurice Gardiner <gardiner26@gmail.com>
Sent: Saturday, February 01, 2014 4:18 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Maurice Gardiner

Email - gardiner26@gmail.com

Message - I AM A airforce VETERANS THAT WAS inquiring ABOUT employment THERE AND HOW TO apply

Lynn Wilson

From: Greg Ondrake <gondrake@roadrunner.com>
Sent: Wednesday, April 09, 2014 5:25 AM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Greg Ondrake

Email - gondrake@roadrunner.com

Message - Alternative 23 link points to the alternative 19 PDF file. There is no link to the alternative 23 pdf on the alternatives page:

<http://www.cuyahoga-airportea.com/documents-links/>

http://www.cuyahoga-airportea.com/wp-content/uploads/2013/03/Boards_Open-House-Alt-19.pdf

http://www.cuyahoga-airportea.com/wp-content/uploads/2013/03/Boards_Open-House-Alt-19.pdf

Please fix the link.

Thank you,

Greg Ondrake

Lynn Wilson

From: john weber <johnweber@gmail.com>
Sent: Saturday, May 31, 2014 4:23 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john weber

Email - johnweber@gmail.com

Message - It seems like the airport has a pre- determined path of departure and arrival that it will use regardless of what the citizens have to say. There is no discussion! Planes used to fly out two miles and then turn. Planes now fly t0 1900 ft and then turn. That is a huge difference. faa PLEASE HELP US .

Lynn Wilson

From: john weber <johnweber14@gmail.com>
Sent: Tuesday, October 01, 2013 10:20 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - john weber

Email - johnweber14@gmail.com

Message - cgf reports 34,000 operations in 2012. can the public get a better handle on how many of those were ifr, vfr, and how many were over flights? Are vfr operations reported by the tower only and can they be independently verified?

Lynn Wilson

From: Kathleen Kennedy <katekennedy9@aol.com>
Sent: Tuesday, February 03, 2015 3:54 PM
To: Lynn Wilson
Subject: Contact Form - Cuyahoga EA Project Site

Author - Kathleen Kennedy

Email - katekennedy9@aol.com

Message - What is the latest status? I was told in November that I would hear from the county (about the possible purchase of my property) In January. thank you.

Lynn Wilson

From: ccairport ccairport <ccaairport@cuyahogacounty.us>
Sent: Monday, March 18, 2013 2:48 PM
To: Lynn Wilson
Subject: Fwd: expansion

Lynn,
I am taking the liberty of forwarding the e-mail below received here for your response.
Thank you.
Nancy

>>> On 3/16/2013 at 11:05 AM, in message
<1363446342.72420.YahooMailClassic@web181301.mail.ne1.yahoo.com>, Emil Centa <emilcenta@sbcglobal.net>
wrote:

As a 45 year resident of Highland Heights I am very much opposed to the Cuyahoga County Airport runway expansion project to expand the airport footprint by relocating Bishop and/or Richmond Roads. These two roads are major thruways and should not be changed or relocated in any way. There is more than enough noise and air pollution from the existing airport facility. Keeping windows open at night during fair weather means having sleep disturbed by airplane noise. Expansion could only make this worse, so do not make any expansions. Mary Ann Centa

Lynn Wilson

From: ccairport ccairport <ccaairport@cuyahogacounty.us>
Sent: Tuesday, March 19, 2013 10:50 AM
To: Lynn Wilson
Subject: Fwd: Input and Questions on the Cuyahoga County Airport Master Plan and Environmental Assessment
Attachments: Airport 3_18_13.pdf

Lynn,
I am taking the liberty of forwarding the e-mail below [with 22 page pdf attachment] received here for your response.
Thank you.
Nancy

>>> On 3/18/2013 at 8:13 PM, in message <9EC8A961BFEC40C98B673D67C62D8B1F@Den>, "Ed Crouse" <emchome@roadrunner.com> wrote:

To: Lynn Wilson – Mead & Hunt
Bonita G. Teeuwen, P.E. - Acting Manager, Cuyahoga County Airport
Jamal Husani, P.E. – Chief Transportation and Traffic Engineer – Cuyahoga County
Brad N. Davison P.E. - Environmental Protection Specialist - FAA
Cathy S. Murphy - Council President and Ward 1 Representative – Highland Heights
Miesha Wilson Headen - Council-at-Large – Richmond Heights
Raymond C. Somich - District 2 (West) Councilman - Willoughby Hills

I have attached a pdf of an open letter to the Cuyahoga County Airport staff, the Cuyahoga County Executive and Council, the Mayors and Councils of the communities surrounding the airport, and the FAA.

My goal is to get honest answers on what is happening in the process for the Master Plan and the Environmental Assessment. It summarizes many of the open issues, and boils out key questions, many of which need answers before the airport proceeds with an EA. It is incumbent on all of you to make sure that the airport addresses the issues.

I ask each of you to pass this on to your respective Mayors/County Executive/Councils/staff. Lynn, please also make sure that this is included in the public input.

If the attachment doesn't make it through, please let me know so we can work out how to get it across – it is large at 5.2 MB.

Lynn & Bonita – I eagerly await your answers.

Ed Crouse
Resident – Richmond Heights
emchome@roadrunner.com

Lynn Wilson

From: ccairport ccairport <ccairport@cuyahogacounty.us>
Sent: Friday, March 22, 2013 2:30 PM
To: Lynn Wilson
Cc: Jamal Husani; Stephanie Ward
Subject: Fwd: Re: Cuyahoga Airport Environmental Assessment project
Attachments: ccaea.jpg

Lynn,
Mr. Zalewski's response.
Nancy

>>> On 3/22/2013 at 11:05 AM, in message <1363964730.85458.YahooMailRC@web184706.mail.ne1.yahoo.com>, Ken Zalewski <kszale@sbcglobal.net> wrote:

Thanks for your reply. I believe the feedback from the public is very important and wanted to make sure mine was received and will be included in the public record.

Your website clearly states "we'll send a note to let you know your comment was received". I expected this to be automatically generated by your system but I did not receive an email note back. I see now you intended the message in the green box to serve this purpose. I think the wording should be changed to indicate what really happens. For example "After you submit your comments you'll see a confirmation note on screen that we have received your message".

Regards,
Ken

From: ccairport ccairport <ccairport@cuyahogacounty.us>
To: kszale@sbcglobal.net
Sent: Fri, March 22, 2013 10:34:22 AM
Subject: Cuyahoga Airport Environmental Assessment project

Mr. Zalewski,

This message is to confirm that your message was received by the project team.

The comment form is set up to give you an immediate confirmation if your comment is successfully received or to indicate an error if there was any problem with transmission. At the time you submitted your comment, you should have seen the following message on the screen:

Thank you for your interest in the Cuyahoga Airport Environmental Assessment project. Your comment has been received and will be read by the project team and your email address will be added to our contact list. We are not able to respond to every email individually but we'll answer many questions on the FAQ page.

The project team will not send separate confirmation notes.

Thank you again for your interest and participation.

Lynn Wilson

From: Jamal Husani <jhusani@cuyahogacounty.us>
Sent: Wednesday, December 17, 2014 1:55 PM
To: William Ballard
Cc: Daniel DiGiammarino
Subject: FW: Cuyahoga County Airport

FYi

From: malmaddan@aol.com [mailto:malmaddan@aol.com]
Sent: Tuesday, December 16, 2014 4:03 PM
To: Jamal Husani; cmurphy@highlandhts.com
Subject: Cuyahoga County Airport

Dear Mr. Husani,

While I am not against the expansion of the Cuyahoga County Airport I am against the late night operation of the airport by the companies that utilize the airport.

With the increase runway length, larger and nosier planes will operate into the late night.

While there is a verbal no operation agreement by the companies that utilize the airport from the hours of 11pm to 7am it is not binding and no penalty is attached if they violate said agreement and they violate this agreement daily.

The Ronald Reagan Washington National Airport which is over 20 times larger operates with a no fly policy daily from 10 pm to 7am and operates profitably .

Accordingly, I see no reason why the companies that are located at the Cuyahoga Airport cannot **agree to a binding no fly policy between the hours of 11pm to 7am.**

If the companies that operate out of the airport want the expansion dollars, they should prove they really are good neighbors and agree to a binding no fly policy from 11p-7am with penalties attached,.

By not adhering to a binding agreement, they are informing you they do not care about the neighboring residential towns that border the airport. What can residents expect after the expansion is complete?

Please advise with comments or questions.

Regards,
Dan Malmad
249 Burwick Road
Highland Hts, OH 44143

Appendix G – Newsletters Print and Electronic

Cuyahoga County Airport (CGF)

Environmental Assessment

Newsletter V.1

The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.

ENVIRONMENTAL ASSESSMENT OVERVIEW

The National Environmental Policy Act (NEPA) process is used to determine whether a proposed action—in this case the runway improvement—will have significant environmental effects. In addition to direct environmental impacts, the NEPA process considers the related social and economic effects.

The NEPA process begins with an Environmental Assessment (EA) unless the proposed action is known to have “minor” or “significant” impacts. The Cuyahoga County Airport runway improvement project has started through the EA process. It will involve public outreach and public involvement throughout the project.

PAVEMENT CONDITIONS

Since 2006, the Cuyahoga County Airport manager and other county staff members have been working diligently to acquire grant funding to improve the Airport’s infrastructure. Last year, taxiway and apron improvements were completed and now the focus has shifted to runway improvements. The runway and some taxiway pavements at the airport need to be repaired.



There is FAA funding available for runway repair projects but there are conditions, such as meeting current FAA design standards. The airport does not currently meet FAA design standards for the Runway Safety Areas (RSAs) so the safety area improvements are necessary as part of the FAA funding of the runway repair project.

First Open House!

Wednesday, February 27, 2013

3:30 to 7:30 PM

Cuyahoga County Airport
26180 Curtiss Wright Parkway
Richmond Heights, OH 44143

The open house is a “drop in” event—there is no formal presentation scheduled so attendees may arrive any time between 3:30 and 7:30 PM. The event is open to the public and all interested parties are encouraged to attend.

The purpose of the event is to provide the public with project information and to give members of the public an opportunity to ask questions and leave written comments.



2012

2013

10/2012: Project Begins

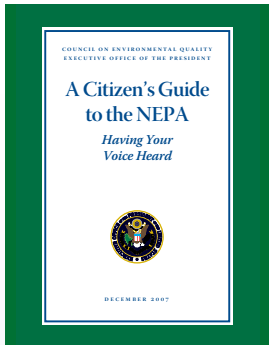
01/2013: Project Website Goes Live

Spring & Summer 2013: Analysis of Impacts and Alternatives

02/2013: First Open House

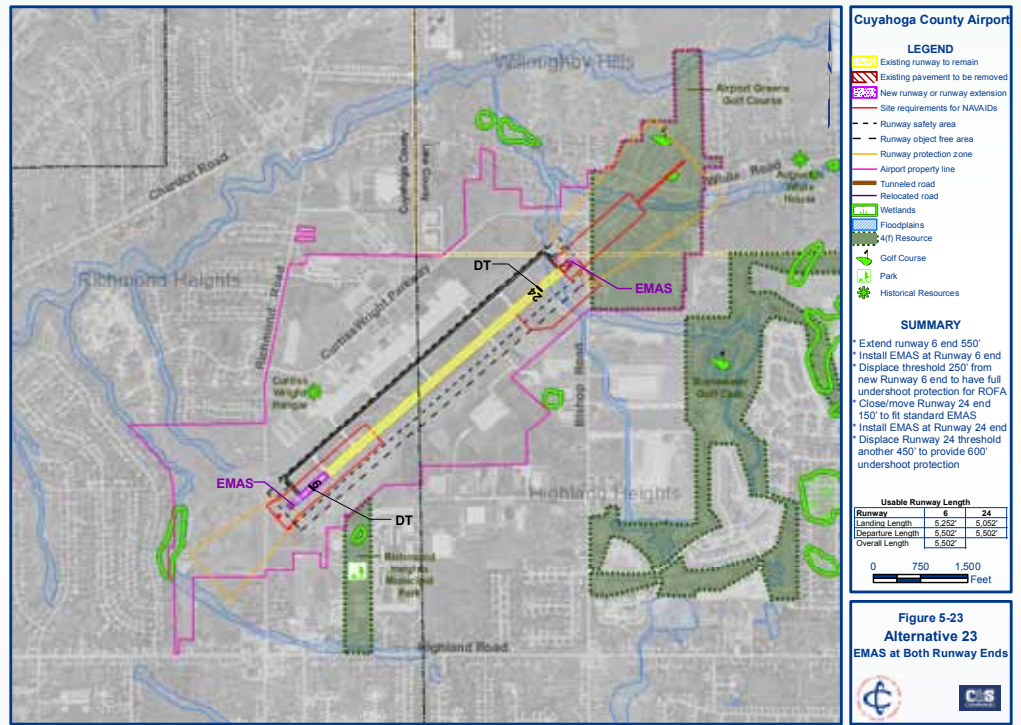
Want to Know More About NEPA?

A Citizen's Guide to the NEPA, Having Your Voice Heard is a guidebook to help citizens understand how to participate in the NEPA process. It is available online and a link is provided from the project website.



A Citizen's Guide to the NEPA Says...

Comments may be the most important contribution from citizens. Accordingly, comments should be clear, concise, and relevant to the analysis of the proposed action...Comments that are solution oriented and provide specific examples will be more effective than those that simply oppose the proposed project. (p27)



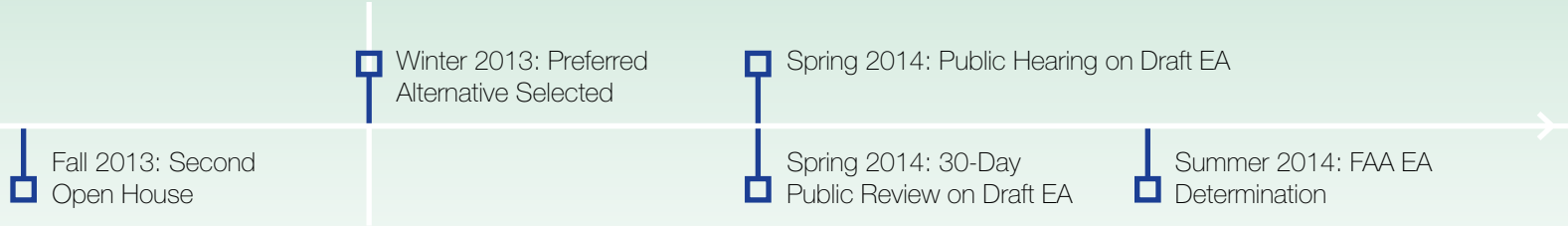
2010 MASTER PLAN PREFERRED ALTERNATIVE

The preferred alternative of the 2010 Airport Master Plan was Alternative 23 (pictured above). Alternative 23 uses EMAS at both runway ends and displaced thresholds for landing aircraft at both runway ends. It provides 5,500 feet of runway pavement and requires no road realignments. Alternative 23 was selected from the 40 different alternatives developed for the Master Plan. Public participation had a direct impact on the Master Plan's outcome.

Even though there was a preferred alternative selected for the 2010 Master Plan, the EA is a separate process. A preferred alternative will be identified using the evaluation criteria required by NEPA and as implemented by the FAA for airport actions. The EA will consider a range of prudent and feasible alternatives that can meet the project's Purpose and Need. The EA provides an independent, objective analysis of the environmental, social and economic impacts of the project.

During the first phase of this project, 10 alternatives can be considered. Three are administrative scenarios and seven are "build alternatives" from the 2010 Master Plan. All of the alternatives being considered in the EA are listed on the project website and will be on display at the January 27th open house event.

2014



Public input is an essential part of the EA project. Public input and participation is encouraged during the two project open houses and the public hearing.

The first open house is scheduled for February 27, 2013. The second open house is expected in the fall of 2013. Both events will be an opportunity for public comment before a preferred alternative is selected. One public hearing is expected in the spring of 2014 to comment on the complete draft EA.

Public input is an indicator of the social impact of any alternative being considered and is a major factor when selecting a preferred alternative. In addition to the open houses and public hearing, the project website has a comment box available 24/7 and written comments can be mailed at any time to the Cuyahoga County Airport (26300 Curtiss Wright Parkway, Richmond Heights, OH 44143).

WHAT ABOUT NOISE?

The EA will evaluate potential environmental impacts related to the preferred alternative as required by NEPA, including but not limited to: air quality, compatible land use, floodplains and wetlands, historic resources and archeology, **noise**, social impacts, and water quality.

The Airport is aware of the noise sensitivity of their neighbors. Any current questions and concerns about operational noise should be directed to the Cuyahoga County Airport via email at: ccairport@cuyahogacounty.us or by calling (216) 289-4111.

The Noise Abatement Council meets quarterly and provides a forum for the discussion and analysis of aircraft noise issues. For more information, visit the Airport's webpage.

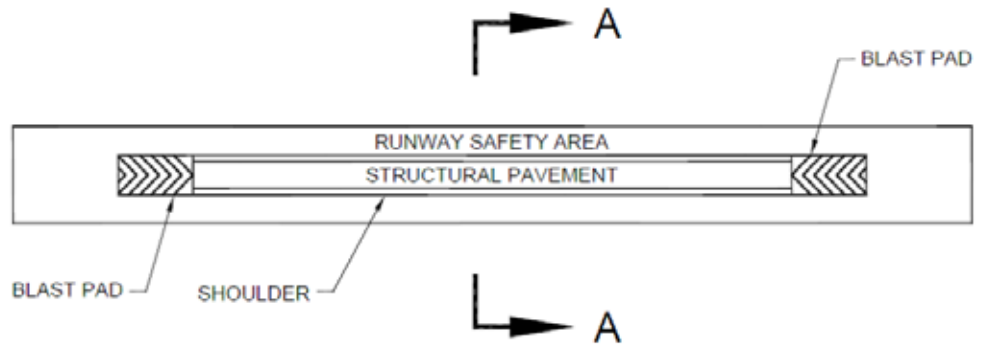




EMAS

The preferred alternative from the 2010 Airport Master Plan uses the installation of engineered materials arresting systems (EMAS) at both runway ends. EMAS uses crushable concrete placed at the end of a runway to stop an aircraft that overruns the runway. The tires of the aircraft sink into the lightweight concrete and the aircraft is decelerated as it rolls through the material.

Currently, EMAS is installed at 63 runway ends at 42 airports in the United States. To date, there have been eight incidents where EMAS has safely stopped overrunning aircraft with a total of 235 crew and passengers aboard those flights.



RUNWAY SAFETY AREA

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. (Advisory Circular 150/5300-13A)

The specific dimensional requirements for an RSA at the Cuyahoga County Airport are 1,000 feet beyond each runway end and 500 feet wide—250 feet on both sides of the runway centerline. In addition, the FAA requires that the RSA be designed and maintained to provide a surface area that can support snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft. This means the RSA must be clear of objects, smoothly graded and well-drained. Some airspace clearance requirements are also associated with RSA standards.

WELCOME TO THE CUYAHOGA COUNTY AIRPORT EA PROJECT SITE...

The website is the best place to find current project information.

- » The home page is the starting place and has previews of the latest news from the blog.
- » The contact page is a 24/7 option for sending comments and questions to the project team.
- » The project information page is a project reference library with documents and links, alternatives and NEPA information.
- » The blog page has the latest news and information.
- » The public participation page has information about public meetings.
- » The FAQ page will have answers to the most often asked questions.



Cuyahoga County Airport (CGF)

Environmental Assessment (EA)

Newsletter V.2



The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.

ENVIRONMENTAL ASSESSMENT UPDATE

The EA process for the Cuyahoga County Airport runway improvement project began in late 2012. A first public open house was held in February 2013. Since that time, a series of field investigations and preliminary research has been undertaken. The results are being used to evaluate the impacts of the project alternatives on the community and the environment.

The second of two open house events is scheduled for December 11, 2013 (see sidebar). Shortly after the December open house, the Airport Sponsor's preferred alternative will be selected and announced on the project website. Moving forward, the environmental impacts of the preferred alternative will be explored in more detail and a draft EA document will be created. The draft document is expected to be available in the spring of 2014. A 30-day review window will be provided before the public hearing.

AVIATION FORECAST

As part of the EA, the aviation forecast has been updated. The aviation forecast contains aviation activity forecasts for the Cuyahoga County Airport (Airport) over a 20-year planning horizon. The base year for the EA projections is 2012 and projections are made in five-year increments through 2032. The forecast projects a modest increase in activity of 3,001 operations over 20 years which is an average of 150 annually. *An operation is a take-off or a landing by an aircraft (including helicopters).*

Cuyahoga County Airport Aviation Forecast

Total Operations	Year	Airport Forecast
Base Year Level	2012	34,475
Base Year + 5 Years	2017	35,016
Base Year + 10 Years	2022	35,797
Base Year + 15 Years	2027	36,616
Base Year + 20 Years	2032	37,476

The FAA has reviewed and accepted the forecast numbers. After the December open house, the complete aviation forecast report will be available for review on the project website.

Second Open House

Wednesday, December 11, 2013
3:30 to 7:30 PM

Location:

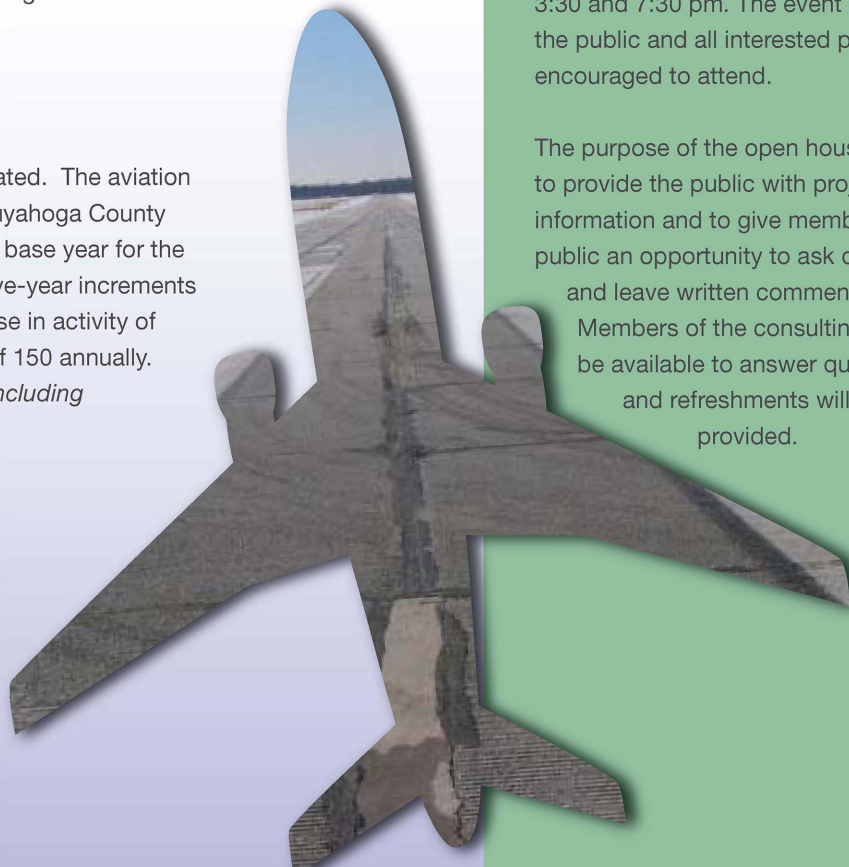
Progressive Office Building
6671 Beta Drive
Mayfield, OH 44143

Please note that this location is not at the airport. Driving directions and a map are available on the project website.

As with the first open house event, this will be a "drop in" event—there is no formal presentation scheduled so attendees may arrive any time between 3:30 and 7:30 pm. The event is open to the public and all interested parties are encouraged to attend.

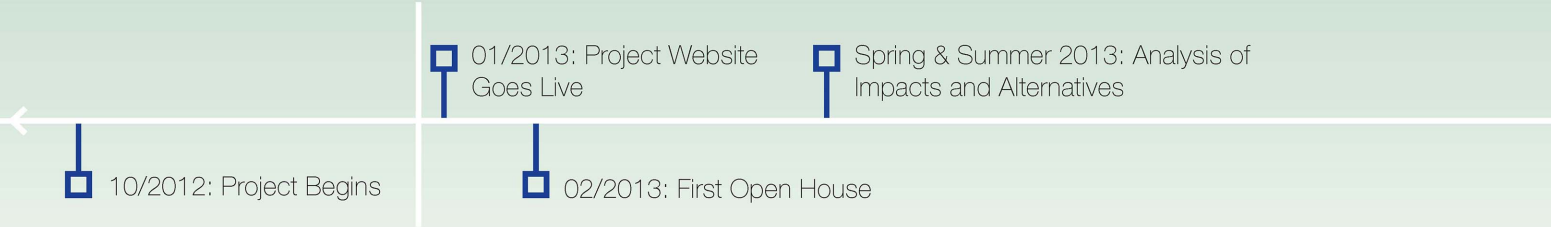
The purpose of the open house is to provide the public with project information and to give members of the public an opportunity to ask questions and leave written comments.

Members of the consulting team will be available to answer questions and refreshments will be provided.



2012

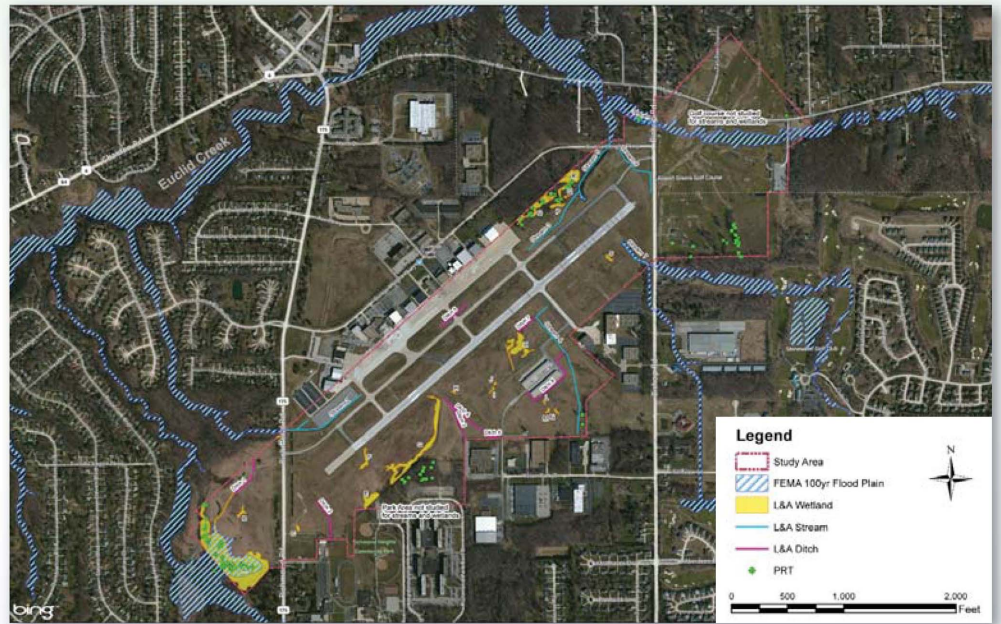
2013



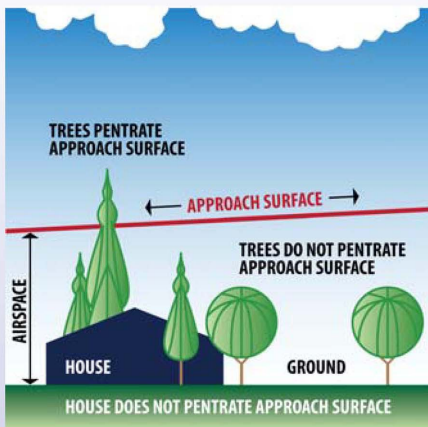
Obstructions

Obstruction (noun): *Something that blocks something else and makes it difficult for things to move through.*

Federal Aviation Regulation (FAR) Part 77 establishes standards for determining and defining objects that may pose potential obstructions to air navigation. The areas that must be kept clear are defined in FAR Part 77 in relation to the runway location. Obstructions can be trees, hills, buildings or structures, or equipment used in construction. As the name implies, obstructions are not permitted to penetrate or enter into the required clear areas.



Cuyahoga County Airport Ecological Conditions Map



An official identification of obstructions can only be made once the exact runway location is determined during the final design phase. However, some initial information on obstructions will be shared at the December open house and later on the project website.

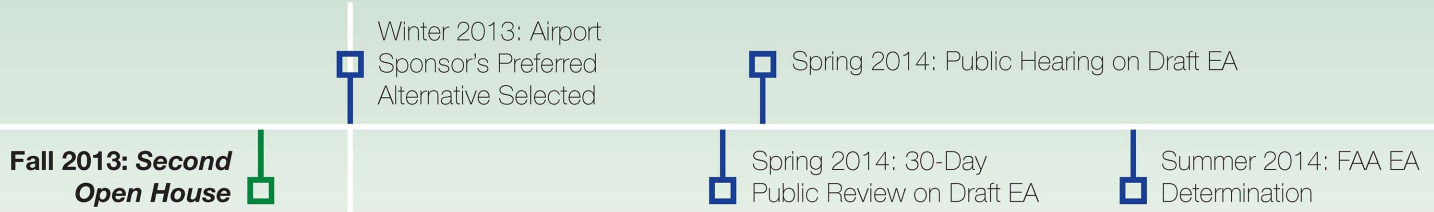
ENVIRONMENTAL FIELD INVESTIGATIONS

A significant part of the EA work during 2013 has been the scientific environmental investigations. Work tasks have included both research and field work to explore and document conditions related to a variety of natural resources.

Focus areas include water resources such as wetlands, floodplains, and rivers and streams. The presence of threatened and endangered species has also been addressed along with hazardous materials. Potential impacts to community resources such as farmland, recreation facilities, and archeological resources are being considered for each of the alternatives. Impacts to road right-of-ways are another consideration.

When a development alternative is shown to impact a socioeconomic feature or environmental resource, the EA document needs to consider mitigation options. The selection of the preferred alternative is based, in part, on a comparison of the cumulative impacts of each alternative being considered.

2014



NOISE MODELING

Noise impacts of the alternatives will be considered as a part of the EA using a noise-modeling tool approved by the Federal Aviation Administration (FAA). The noise model uses information about the current fleet mix and the forecast of aviation activity. Day Night Average Sound Level (DNL) is the noise metric used.

A series of maps will be produced using the noise model with contour lines to demonstrate current and future noise levels. These maps will be available at the open house and then later on the project website.

Please note, the EA process does not address questions or concerns about current operational noise. Those can be directed to the Cuyahoga County Airport via email at: ccairport@cuyahogacounty.us or by calling 216-289-4111.

CONSTRUCTION PHASING

Concurrently with the EA, a preliminary runway design project is being done by a separate engineering firm. Some of the engineering work will be used in the EA including the location of the runway end coordinates, the project limits and the construction phasing plan.

A construction phasing plan describes the order in which tasks will be performed and the length of time it will take to complete the project. A construction phasing plan answers questions about how the airport will operate during construction. It also considers funding availability as a factor in decisions about timing. Preliminary information about the construction phasing plan will be available at the open house.

Funding FAQ's

How will the project be funded?

A majority of the project will be funded through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

What Is the Airport Improvement Program (AIP)?

The AIP provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports.

How Much of the Project Cost Does the Grant Cover?

For reliever airports, including Cuyahoga County Airport, the grant covers up to 90% of eligible costs.

What Types of Projects Are Eligible?

Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs.

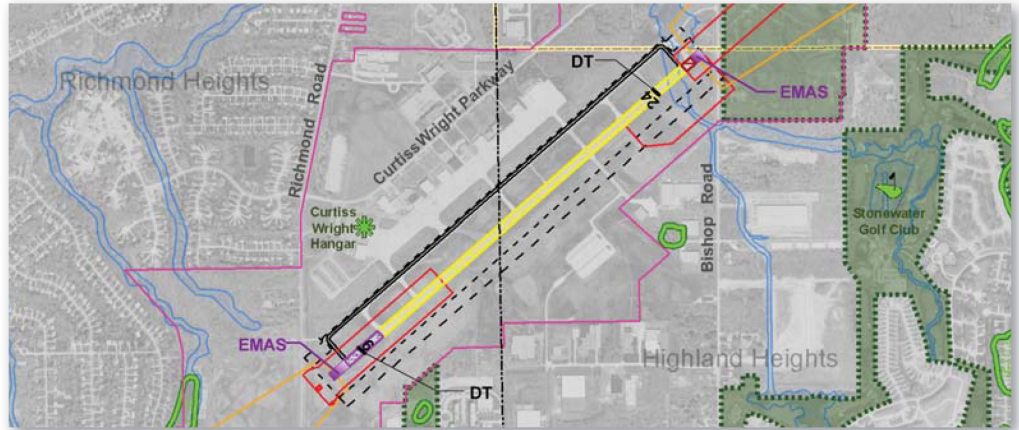


Economic Impact Report

As part of the EA, an economic impact study is being done to evaluate the economic value of the airport to the community. The report will measure the economic impact of the Airport in terms of jobs and spending at the airport (direct impacts) and in the region (indirect and induced impacts).

Two separate surveys were conducted to gather local data. One survey was sent to businesses located on the airport and the other was sent to businesses who use the airport for business. County airport employees and expenditures will be included in the calculations. Industry data are also being used.

Preliminary information will be presented at the December open house. Once complete, the report will be available on the project website.



Preferred Alternative from the 2010 Airport Master Plan (Alternative 23)

SELECTION OF AIRPORT SPONSOR'S PREFERRED ALTERNATIVE

The EA process begins by evaluating more than one alternative. In this case, 10 alternatives are initially being considered. Three are administrative scenarios and seven are "build alternatives" from the 2010 Master Plan that meet the project's Purpose and Need. The alternatives can be found on the project website.

After the initial evaluation, the Airport will select one preferred alternative to be moved forward. The other alternatives will be dismissed. Public input is an important part of the selection process. The project's impact to the natural environment and to the community are also important. A matrix is being developed to evaluate each alternative in terms of high, medium or low impacts by category. It will be available for review at the December open house and on the website after the event.

WELCOME TO THE CUYAHOGA COUNTY AIRPORT PROJECT WEBSITE...

The website is the best place to find current project information.

- » The home page is the starting place and has previews of the latest news from the blog.
- » The contact page is a 24/7 option for sending comments and questions to the project team.
- » The project information page is a project reference library with documents and links, alternatives and NEPA information.
- » The blog page has the latest news and information.
- » The public participation page has information about public meetings.
- » The FAQ page will have answers to the most often asked questions.

24/7 Project Access @ www.cuyahoga-airportEA.com



Cuyahoga County Airport (CGF)

Environmental Assessment (EA)

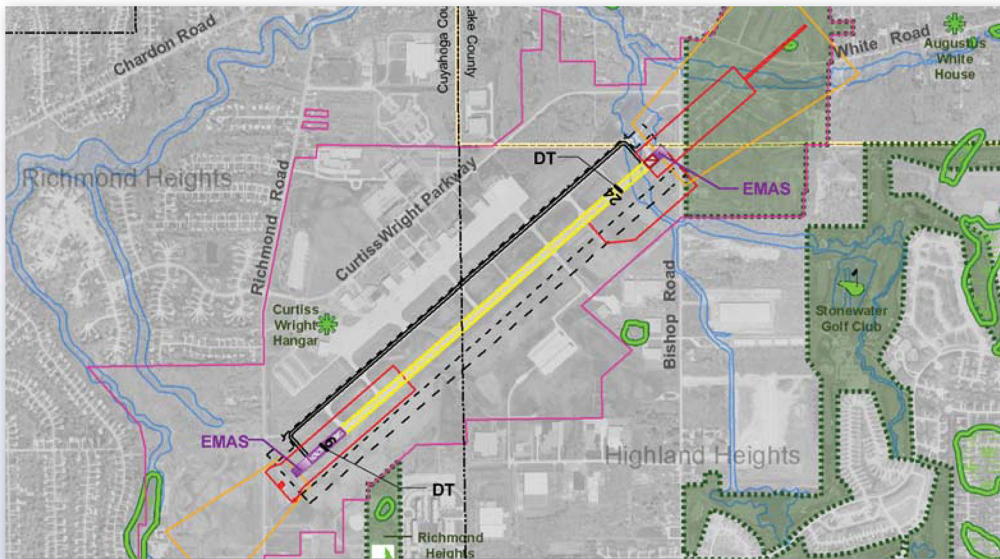
Newsletter V.3

The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.

SELECTION OF ALTERNATIVE 23

Alternative 23 is considered the most prudent and feasible alternative when compared to the other alternatives, both meeting the project's primary purpose and need of providing safety areas that meet FAA requirements and providing 5,500 feet of runway. In addition, throughout the public involvement process, this alternative has been repeatedly identified as the alternative most preferred by the public.

The recommendation that Alternative 23 be selected as the Preferred Alternative for the EA was accepted by Cuyahoga County in early 2014. As a result, Alternative 23 was carried forward in the EA for additional analysis, public comment and agency review.



Preferred Alternative for the EA (Alternative 23)

Why select Alternative 23?

When compared to all of the other build alternatives, Alternative 23:

- » Has the least anticipated impacts to floodplains, streams and farmland
- » Does not impact parkland or recreational resources
- » Has no road relocations
- » Has the least amount of proposed ground disturbance for construction
- » Has the least amount of community impacts
- » Is supported by both the general public and elected officials in all three local communities

24/7 Project Access @ www.cuyahoga-airportEA.com

Public Hearing

Wednesday, November 19, 2014
4:00 – 7:00 PM

Location: 700 Beta Banquet & Conference Center, 700 Beta Drive, Cleveland, Ohio 44143

Please note that this location is not at the airport. Driving directions and a map are available on the project website.

Format: The public hearing will be a drop-in, open house format with no formal presentation given. Members from the project team and County representatives will be available to answer questions on an individual basis.

Two input options: A court reporter will be available for persons who wish to make a statement regarding the project. Participants will also have the opportunity to fill out comment forms

Input received through the court reporter or through the comment forms will be included in the official public record and responses will be provided in the final EA document.



2012

2013



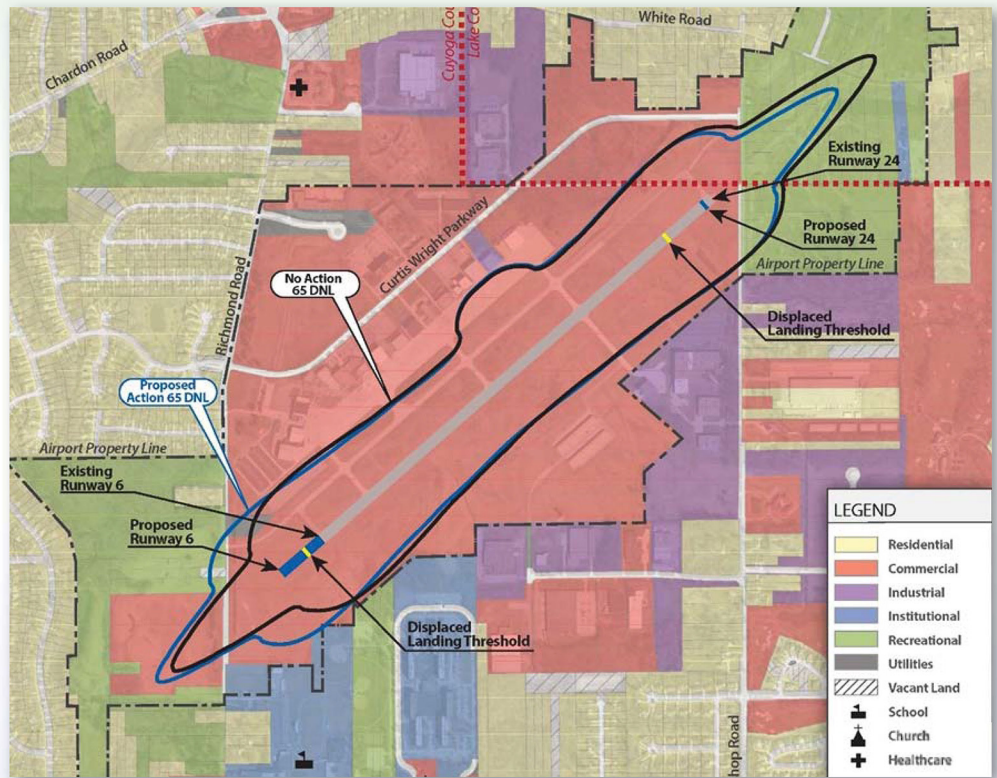
Property Impacts

All proposed ground disturbing construction will take place on existing Airport property and no business relocations will be required as part of this project. However, impacts to 12 residential properties are anticipated as part of Preferred Alternative 23.

These impacts include potential property acquisition or avigation easements for parcels in the Runway Protection Zones (RPZs). This is encouraged by the FAA for the protection of the Airport users and the local community.

The parcels have been mapped and included in draft EA. Maps will be displayed at the public hearing.

Runway Protection Zone (RPZ): A two-dimensional trapezoidal area centered along the extended runway centerline whose function is to enhance the protection of people and property on the ground.

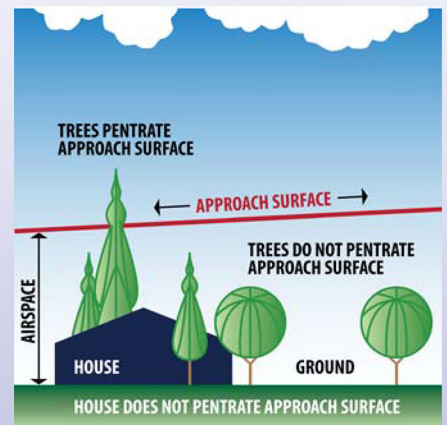


2022 Proposed Action Noise Contours

OBSTRUCTIONS

Obstructions are objects that may pose potential obstructions to air navigation and areas that must be kept clear are defined by Federal Aviation Regulation (FAR) Part 77.

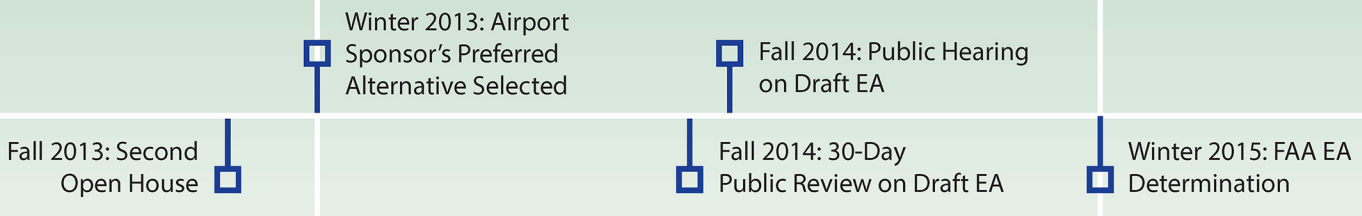
Analysis during the EA identified the need for obstruction removal – mostly tree clearing or pruning – at both runway ends and some obstruction clearing on both taxiway ends.



Both runway ends and taxiway ends have been mapped and included in the draft EA. (See back page for review options.) Maps of both runway and taxiway ends will be displayed at the public hearing. Mitigation for tree impacts may include either a one-time monetary compensation associated with the purchase of an avigation easement or, in unusual situations, a one-time replacement with a low-

2014

2015



NOISE ANALYSIS

For the noise analysis, five scenarios of runway alternative noise contours were developed for the EA including existing operations and future operations (2017 and 2022) both with and without the project (proposed action).

The noise modeling describes aircraft noise in Yearly Day-Night Average Sound Level (DNL) which accounts for the increased sensitivity to noise at night (10:00 PM to 7:00 AM). The FAA's threshold of significance is a 1.5 DNL increase in noise over any noise-sensitive area located within the 65 DNL contour.

In all five scenarios, the 65 DNL contours remain on Airport property. Since the 65 DNL contour does not fall outside Airport property, it was determined there are no regulated noise impacts associated with Preferred Alternative 23. The complete noise analysis is available in Appendix K of the Draft EA.

CONSTRUCTION PHASING

Aircraft operations at the Airport will be affected during the construction of Preferred Alternative 23. A phased construction approach is proposed with up to five phases over five years. The final construction schedule will be determined based on FAA funding availability.

During construction, various portions of the Airport will be reconfigured to allow the Airport to remain open and functional albeit at a reduced level of service. A critical part of the construction is the use of the parallel taxiway (Taxiway A) as a temporary runway during several phases of construction. Taxiway A would be widened to 75' during the first phase and will provide a 5,000' landing/take-off length. At the beginning and end of specific phases, the taxiway will be marked and remarked, respectively, to turn it into a runway and back into a taxiway at the conclusion of construction phases.

A summary of the various phases is provided in Appendix C (Preliminary Engineering) of the Draft EA.

Funding FAQ's

How will the project be funded?

A majority of the project will be funded through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

What Is the Airport Improvement Program (AIP)?

The AIP provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports.

How Much of the Project Cost Does the Grant Cover?

For reliever airports, including Cuyahoga County Airport, the grant covers up to 90% of eligible costs.

What Types of Projects Are Eligible?

Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs.

Public Comment on the Draft Environmental Assessment (EA)

The public review and comment period for the Environmental Assessment (EA) began Sunday, October 19th and will continue through Friday, December 19th. The complete draft EA document for the Cuyahoga County Airport is available for public review and comment during this time.

A paper copy of the document is available at several public locations including the Airport offices, the City Halls in Richmond Heights, Willoughby Hills and Highland Heights as well as libraries in the area. The document is also available on the project website on the "Project Info" page under Documents and Links.

Comments may be submitted:

- » In person at the public hearing (see page 1)
- » By Mail: Attention of Mr. Jamal Husani, Chief Transportation & Traffic Engineer, Cuyahoga County Public Works, 2079 E. 9th Street, 5th floor. Cleveland, Ohio 44115
- » By Email: jhusani@cuyahogacounty.us

Comments must be received by Friday, December 19, 2014.



ABOUT THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The NEPA was enacted in 1969 and was the first major environmental law in the US. NEPA requires an assessment of the environmental impact of most projects (proposed actions) as a pre-requisite for federal funding. During the NEPA process, 23 environmental categories are reviewed for possible environmental impacts. Here, potential impacts were either identified as "short term" (occurring during construction only) or addressed through proposed mitigation to offset impacts. Specifically, mitigation is proposed to address impacts in the following categories:

- » Biotic Resources & Migratory Birds
- » Compatible Land Use
- » Construction
- » Endangered and Threatened Species
- » Historic and Archaeological Resources
- » Socioeconomic Impacts
- » Water Quality
- » Wetlands

If a project is found to have no significant environmental impacts, the NEPA process is concluded and the project is eligible for federal funding. After completing the NEPA process, the decision to move forward with the project is made at the local level.

WELCOME TO THE EA PROJECT WEBSITE...

The website is the best place to find current project information.

- » The home page is the starting place and has previews of the latest news from the blog.
- » The contact page is a 24/7 option for sending comments and questions to the project team.
- » The project information page is a project reference library with documents and links, alternatives and NEPA information.
- » The blog page has the latest news and information.
- » The public participation page has information about public meetings.
- » The FAQ page will have answers to the most often asked questions.

24/7 Project Access @ www.cuyahoga-airportEA.com





Cuyahoga County Airport EA News

March 2013

Open House Welcomes 80+ visitors



Over 80 people attended the first open house event at the Cuyahoga County Airport on February 27th in a private hangar on the airport. There was lots of space for the display boards and comment area. It also gave visitors a glimpse at two of the aircraft operating at the airport.

In This Issue
Open House
Website
Newsletter
Why is an EA Important?
Pavement Conditions

Pavement Conditions

The average lifespan of a runway is 20 years. Preventative maintenance has been done by the airport for over 30 years on the runway without any significant improvement projects. Consequently, the runway and some taxiway pavements at the airport need significant repair.



There is FAA funding available for runway repair projects but there are conditions, such as meeting current FAA design standards. The airport does not currently meet FAA design standards for the Runway Safety Areas so the safety area improvements are necessary as part of the FAA funding of the runway repair project.

www.cuyahoga-airportEA.com

The [website](#) offers current project information and participation options 24/7. Here's what you'll find:

- All new information is added to the [Blog](#) page so check back regularly and read the latest.
- If you're wondering about the next public meeting, visit the [Public Participation](#) page.
- To sign up for project emails or send a comment to the project team, go to the [Contact](#) page.
- Find answers to the most popular questions on the [Frequently Asked Questions](#) (FAQ) page.



Comments can also be written down on paper and mailed to the Cuyahoga County Airport, 26300 Curtiss Wright Parkway, Richmond Heights, OH 44134.

Newsletter v1

The first newsletter is done and available to [view](#). You'll find lots of the information and photos that were presented at the Open House.

Want a paper copy? Paper copies are being distributed to Cuyahoga and Lake Counties and to Highland Heights, Richmond Heights and Willoughby Hills.



Why is an EA Important?

Here are a few good reasons:

- 1) It's required by the National Environmental Policy Act (NEPA) of 1969
- 2) It's required when federal money is being used and/or when a federal permit is required
- 3) It's required to determine potential impacts associated with a proposed action.



Want to know more?

[Visit the Project Website](#)

[Forward this email](#)



This email was sent to lynn.wilson@meadhunt.com by ccairport@cuyahogacounty.us | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Cuyahoga County Airport | Robert D. Shea Field | 26300 Curtiss Wright Parkway | Cleveland | OH | 44143



Cuyahoga County Airport Environmental Assessment Open House Announced

Open House Details

[Date, Time & Location](#)

[Topics & Information](#)

[Visit the Website](#)

December 11, 2013 -- 3:30 pm to 7:30 pm

Airport Open House

The second of two Open House events planned for the Cuyahoga County Airport Environmental Assessment (EA) will be held on **Wednesday, December 11th** from 3:30 to 7:30 pm.



Residents visit with
County staff during
1st Open House

The event will be held in the Progressive office building at 6671 Beta Drive, Mayfield, OH 44143. Please note that this location is **NOT** at the airport. A map of the location is available [here](#).

The Open House will be a "drop in" event. There is no formal presentation scheduled so attendees may arrive any time between 3:30 and 7:30 pm. The event is open to the public and all interested parties are encouraged to attend.

The Open House will provide the public with project information and give members of the public an opportunity to ask questions and leave written comments. Members of the consulting team will be available to answer questions and refreshments will be provided.

Open House Information

The Open House will present information on the following topics:

- General Project Information
- Aviation Forecasts
- Economic Study
- Environmental Field Investigations
- Potential Property Impacts
- Noise Analysis
- Alternatives Evaluation
- Preliminary Design & Schedule
- Public Involvement Opportunities

A Comment Area will be available to leave written comments.

[Visit the website](#)

The project website provides project information and an opportunity to provide comments 24/7. Find it here: www.cuyahoga-airportea.com.



Blog posts provide current project information. The website also provides project information including technical resources, newsletters and information from the first open house.

[Forward this email](#)



This email was sent to lynn.wilson@meadhunt.com by ccairport@cuyahogacounty.us | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Try it FREE today.

Mead & Hunt, Inc. | 2605 Port Lansing Road | Lansing | MI | 48906



Cuyahoga County Airport Environmental Assessment Open House Update

Open House Details

[Event Reminders](#)

[Topics & Information](#)

[Visit the Website](#)

December 11, 2013 -- 3:30 pm to 7:30 pm

Open House Event Reminders

Date: The second Open House event planned for the Cuyahoga County Airport Environmental Assessment (EA) will be held on **Wednesday, December 11th** from 3:30 to 7:30 pm. It is a drop-in event.

Location: The event will be held in the Progressive office building at 6671 Beta Drive, Mayfield, OH 44143. Please note that this location is **NOT** at the airport. A map of the location is available [here](#).

Photo ID Required: It is standard practice for all Cuyahoga County buildings and for the Progressive building that a photo ID is required at the sign in area. Please come prepared.



Residents visit with
County staff during
1st Open House

Open House Information

The Open House will present information on the following topics:

- General Project Information
- Aviation Forecasts
- Economic Study
- Environmental Field Investigations
- Potential Property Impacts
- Noise Analysis
- Alternatives Evaluation
- Preliminary Design & Schedule
- Public Involvement Opportunities

A Comment Area will be available to leave written comments.

Visit the website

The project website provides project information and an opportunity to provide comments 24/7. Find it here:

www.cuyahoga-airportea.com



[Forward this email](#)



This email was sent to lynn.wilson@meadhunt.com by ccairport@cuyahogacounty.us | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Mead & Hunt, Inc. | 2605 Port Lansing Road | Lansing | MI | 48906



Cuyahoga County Airport Environmental Assessment Open House & Document Review

Open House Details

[Public Hearing Event](#)

[Public Review
Opportunities](#)

[Public Input
Opportunities](#)

[Visit the Website](#)

Public Hearing Event

Date: The public hearing event planned for the Cuyahoga County Airport Environmental Assessment (EA) will be held on **Wednesday, November 19, 2014**.

Time: 4:00 pm to 7:00 pm. Drop-in event.

Location:

The event will be held at the 700 Beta Banquet & Conference Center, 700 Beta Drive, Cleveland, Ohio 44143. Please note that this location is **NOT** at the airport. A map of the location is available [here](#).

Format:

The public hearing will be a drop-in, open house format with no formal presentation given.

Members from the project team will be available to answer questions on an individual basis.

Input options:

A court reporter will be available for those persons who would like to make a statement regarding the project and have it included in the official transcript of the public hearing.

Participants will also have the opportunity to fill out comment forms and leave them at the meeting in designated comment boxes. These comments will also be included in the official record with responses provided in the final EA document.

Note: Photo ID is not required for this event.

Public Review Opportunities

The draft EA document will be available for review at the following

Locations:

[Cuyahoga County Public Works](#)
[Cuyahoga County Airport](#)
[Richmond Heights City Hall](#)
[Willoughby Hills City Hall](#)
[Highland Heights City Hall](#)
[Wickliffe City Hall](#)
[Willoughby Hills Library](#)
[Cuyahoga County Public Library - Richmond Heights Branch](#)
[Cleveland Heights Public Library](#)
[Wickliffe Public Library](#)
[Cuyahoga County Public Library - Mayfield Branch](#)

The street address for each location is included in the *Notice of Availability* that was published in area newspapers on Sunday, October 19, 2014. The document is available for review during regular business hours at each location.

The Notice of Availability and the draft EA document are both available to review online at the project website's *Documents and Links* page: www.cuyahoga-airportea.com.

Public Input Opportunities

In addition to the Public Hearing event, there are other opportunities to provide public input during the public comment period that is open from October 19 through December 19, 2014.

Citizens are encouraged to submit written comments or concerns by mail or email through December 19th. Send written comments to:

Mr. Jamal Husani, Chief Transportation & Traffic Engineer
2079 E. 9th Street, 5th floor. Cleveland, Ohio 44115
Phone - 216 348 3868
Email - jhusani@cuyahogacounty.us

Comments can also be submitted via the project website's [comment page](#).

Visit the website

The project website provides project information and an opportunity to provide comments 24/7. Find it here: www.cuyahoga-airportea.com.



[Forward this email](#)

 SafeUnsubscribe™

This email was sent to lynn.wilson@meadhunt.com by ccairport@cuyahogacounty.us | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



Try it FREE today.

Mead & Hunt, Inc. | 2605 Port Lansing Road | Lansing | MI | 48906