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Airport Master Plan



Executive Summary | September 2015



Prepared by



A letter from the CEO...

Having a strong vision for the Akron-Canton Airport (CAK) is one of our highest priorities. Through the master plan process, the Akron-Canton Regional Airport Authority is tasked with understanding what the community wants and needs from its Airport. The Master Plan helps guide the Airport's administration and Trustees in that direction. Many leaders from the region joined us to conceive this plan. Their input helped direct our efforts to truly reflect the business, civic and aviation priorities that will guide CAK for the next 20 years.

With our community spirit in mind, we have designed a unique approach to airport development. Under the leadership of our Board of Trustees, we are laser focused on customer experience and on keeping our airline costs low. We are not fancy, on purpose. Our customers and airline partners want and deserve nice, clean, easy and affordable air transportation options from CAK. Customer amenities like free Wi-Fi, complimentary business lounge, exceptional dining options and flights to fit any budget keep our customers happy. It just doesn't need to get any fancier than that.

This master plan is aligned with what we value most—customer experience and low costs. We can accomplish these goals while also improving our facilities and Airport campus; and becoming even more sustainable for our community. This executive summary is a snapshot of what's to come.

It is my privilege to lead the Akron-Canton Airport under the strong leadership of our Board of Trustees. I hope you agree that this Master Plan is a sound path toward a sustainable, customer and airline friendly future.

Best regards,

Richard B. McQueen
President and CEO



Introduction

In accordance with Federal Aviation Administration mandates and management's desire to thoughtfully steward our capital and physical assets, the Akron-Canton Airport Authority retained CHA Consulting, Inc. and a team of sub-consultants to update the Airport Master Plan and Airport Layout Plan (ALP) for the Akron-Canton Airport (CAK). This Master Plan thoughtfully guides future Airport improvements designed to satisfy regional aviation demand in a logical and financially-feasible manner; and improve the Airport's customer experience. Over two years, a comprehensive evaluation of all Airport components was conducted, including but not limited to the airfield, terminal area, cargo facilities, general aviation, parking and access, land use, utilities and environmental features. The findings of the Master Plan Study are summarized in this Executive Summary.

Airport Background

The Akron-Canton Airport is located in northeast Ohio, approximately midway between the cities of Akron and Canton. It sits on 2,400 acres of property, located in the City of Green, in southern Summit County, except for the southernmost portion of the airfield, which extends southward into Jackson Township, in Stark County. CAK is within 10 nautical miles (nm) of the cities of Akron, Canton and Massillon, and is approximately 35 nm south of Cleveland and 70 nm northwest of Pittsburgh. The terminal building is accessible directly from Interstate 77, which provides access south to Canton and north to Akron and Cleveland.

The Airport is classified as a small-hub primary commercial service airport, which supports a mixture of commercial airline, air cargo, military and general aviation traffic on two intersecting runways. CAK is the only commercial airport in the state of Ohio that is governed by a bi-county Airport Authority. The Authority is a political subdivision of the state, formed by Summit and Stark counties. Under the guidance of the Authority's Trustees, the administration's philosophy and long-term vision for the Airport is built around the needs of its customers. Offering the traveling public exceptional convenience, easy access and relaxing amenities are the cornerstones of this philosophy. In addition to nonstop flights offered to top destinations, connections with larger hub airports make the Akron-Canton Airport one stop away from the rest of the world. Plus, CAK offers an exceptional mix of airline service appealing to vacationers and road warriors alike.



Location Map / Catchment Area

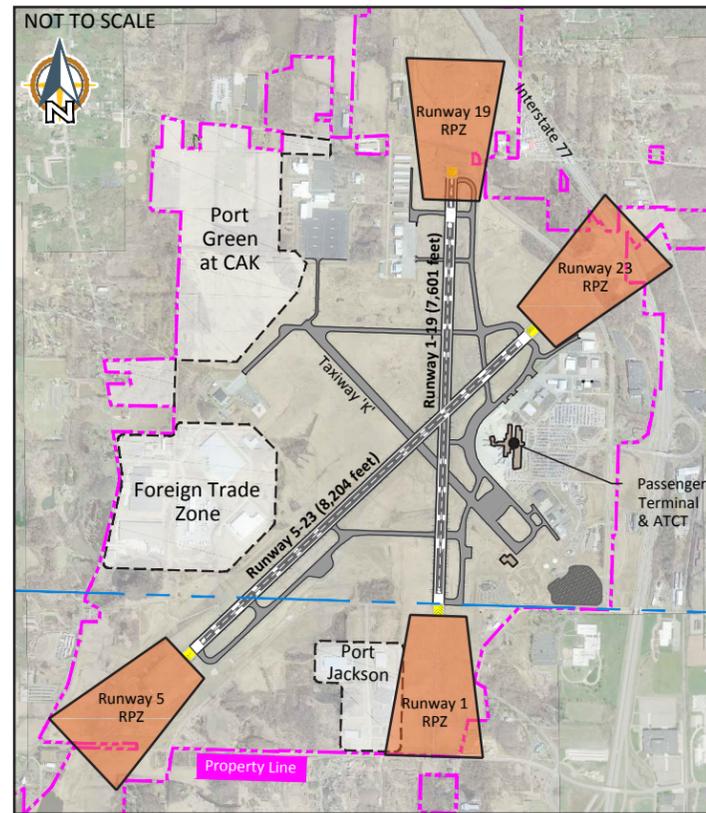
Airport Catchment Area

The area from which an airport draws its customers and visitors is known as the service, or catchment, area. The size of a catchment area affects the airlines' choice of routes and as a result affects the airport. CAK's catchment areas were determined by analyzing drive times, socioeconomic factors of the region and market competition (i.e., rates and services). It includes any county within a 90-minute drive. It has been divided into primary and secondary catchment areas. The primary

catchment area is considered to be the county in which the Airport is located, Summit County, and the adjacent counties: Medina, Wayne, Stark, Portage and Carroll. The secondary catchment area is determined by drive times and may include counties within other airports' catchment areas. The counties that fall into CAK's secondary catchment area are: Geauga, Cuyahoga, Lorain, Huron, Ashland, Holmes, Tuscarawas, Coshocton and Guernsey.

Existing Facilities

Air traffic at CAK is served by two bisecting runways: 5-23 and 1-19. All four runway ends are equipped with a CAT-I Instrument Landing System (ILS) and are capable of serving air carrier traffic typical to the Airport. A third Runway, 14-32, was primarily used for general aviation (GA) traffic, but was decommissioned in 2005 and converted to Taxiway "K." The passenger terminal building is located on the east side of the airfield and contains all airline and administrative offices, as well as the Air Traffic Control Tower (ATCT). The terminal is accessible directly from Lauby Road and Interstate 77. The Airport's 2,400 acres are utilized by a variety of tenants and users – including military, corporate and general aviation. Areas of the airfield that were not essential for aviation-related activities have been developed into revenue-generating business parks – including Foreign Trade Zone #181, Port Jackson Business Park and Port Green at CAK International Business Park.



Existing Facilities

Forecasts Of Aviation Demand

Projecting future aviation activity at an airport is one of the most important steps in the master planning process. The demand forecasts developed for this Master Plan use multiple FAA-approved methodologies and growth scenarios to predict future levels of aviation activity at the Airport. Each individual scenario was then evaluated for its applicability to the Airport, representation of actual and anticipated market conditions, and its relative resemblance to the FAA-provided CAK Terminal Area Forecast (TAF). The preferred forecast described in this section was officially approved by the FAA Detroit Area District Office (ADO) in February 2013.

Since economic conditions and trends in the aviation industry fluctuate greatly, it can be challenging to make recommendations for facility improvements based solely on specific years. The actual timing of demand can vary. Therefore, Planning Activity Levels (PALs) – rather than calendar years – were established to identify significant demand thresholds for facility enhancement projects.

Separating the forecast timeline from the recommended facility improvements provides the Authority with the flexibility to advance or slow down the rate of development, in response to realized demand.

The table on Page 5 identifies the PALs used for this study. They correspond with the FAA-approved aviation activity forecast for the base year of 2012 and the planning horizon years 2017, 2022, 2027 and 2032. The figure presents a graphical representation of how the PALs for enplanements were established and associates them with preferred and alternative forecast scenarios. The graphic depicts the relative time range during which each PAL could be reached, if one of these other forecast scenarios happen. For example, facilities capable of accommodating PAL 2 demands (i.e., ±1.3 million annual enplanements) could be needed as early as 2017, if the high-growth forecast scenario is experienced; or as late as 2028, if the low-growth scenario is realized.

FAA- Approved Forecasts of Aviation Demand

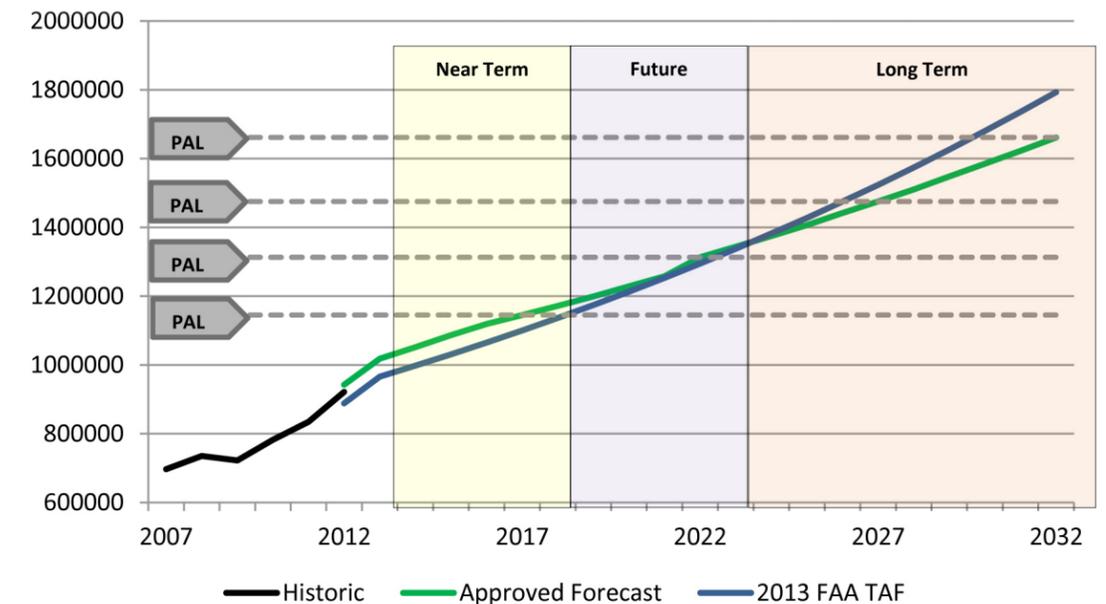
Enplanements						
Activity	Base	PAL 1	PAL 2	PAL 3	PAL 4	
Annual	942,343	1,144,900	1,313,200	1,475,400	1,661,600	
Peak Month	90,465	109,910	126,067	141,638	159,514	
Average Daily	3,015	3,664	4,202	4,721	5,317	
Peak Hour	508	593	671	759	818	
Surged Enplanements	635	741	839	948	1022	
Operations						
Category	Activity	Base	PAL 1	PAL 2	PAL 3	PAL 4
Commercial Aviation	Annual	31,190	32,839	36,090	39,680	43,696
	Peak Month	2,854	3,005	3,303	3,631	3,999
	Average Day	95	100	100	121	133
	Peak Hour	14	15	16	18	20
	Peak Hour Departures ¹ Peak Hour Arrivals ²	9 5	10 5	10 6	11 7	12 8
General Aviation	Annual	47,854	48,938	50,046	51,181	52,341
Military Aviation	Annual	2,618	2,618	2,618	2,618	2,618
TOTAL Operations	Annual	81,662	84,395	88,754	93,479	98,655
	Peak Month	8,083	8,355	8,787	9,254	9,767
	Average Day	269	279	293	308	326
	Peak Hour	26	27	28	30	31

Source: CHA, 2013

¹ The Peak Hour was determined to be 6 to 7 am on weekdays

² The Peak Hour Departures represent 64.3% of the Peak Hour Operations as determined from OAG data.

Planning Activity Levels (PALs) for Enplanements



Long Term Vision

Terminal Area Improvements

- Phased terminal improvements to meet passenger needs and future activity growth
- Demolition of the old concourse to improve airfield circulation
- Interim surface parking improvements and remote parking lot to improve capacity and access
- Future parking garage to improve customer convenience and accommodate future traffic
- Roadway improvements to improve curb front and traffic congestion

Taxiway Improvements

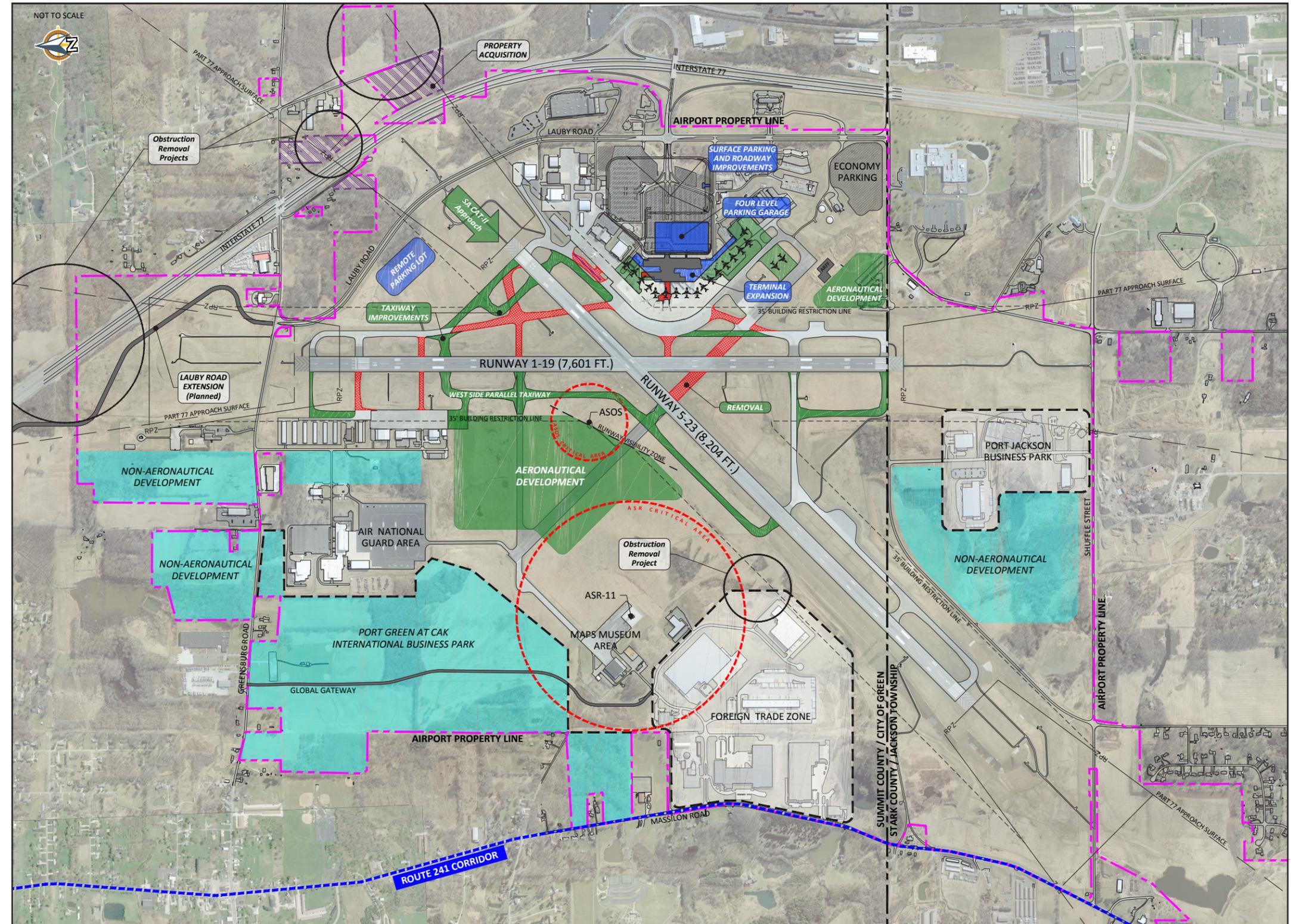
- Support west side aviation-related development
- Reduce runway crossing and taxi distance to terminal
- Provide circulation flexibility and reduce potential NAVAID interference
- Improve pilot awareness and reduce hot spots and high energy intersections

Aeronautical Development Areas

- Promotes consolidation of general aviation activities
- Allows for expansion of terminal area facilities
- Flexible to accommodate a variety of operators (cargo, corporate, business, private)
- Potential site for future Air Traffic Control Tower (ATCT)

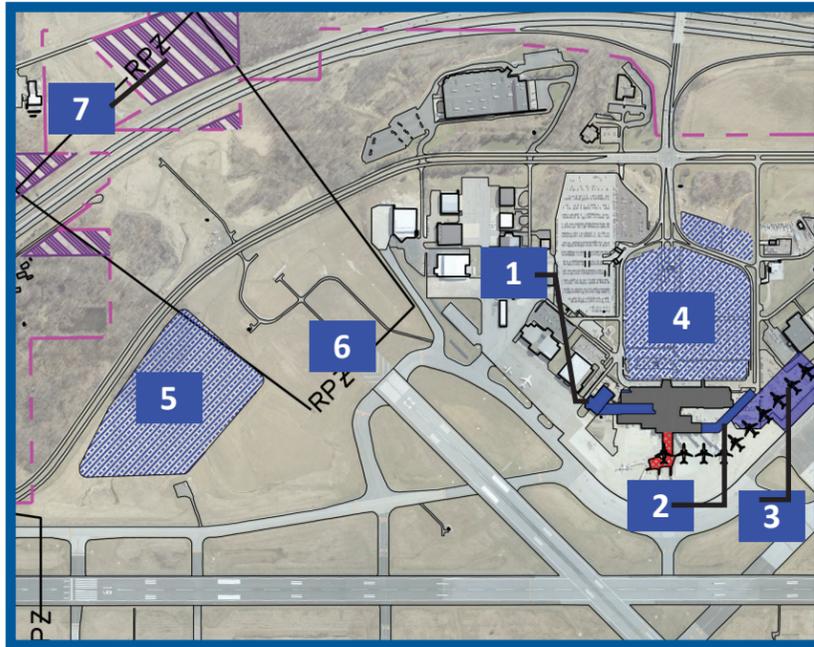
Non-Aeronautical Development Areas

- Compliments existing Business Parks and Foreign Trade Zone
- Promotes economic growth and compatible land use
- Promotes Airport sustainability through lease revenue
- Flexible to accommodate a variety of commercial or industrial uses



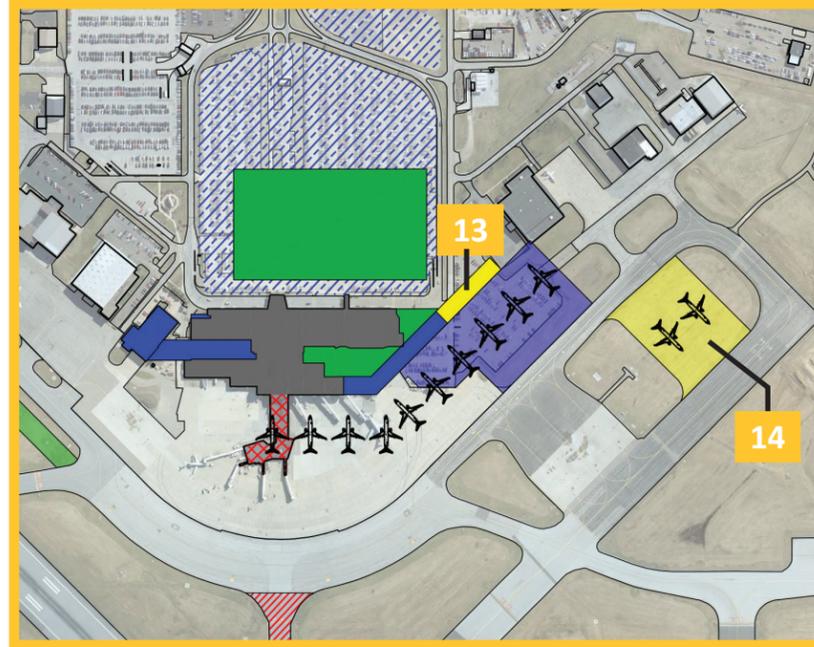
Preferred Development Strategy

Near Term (0-5 years)



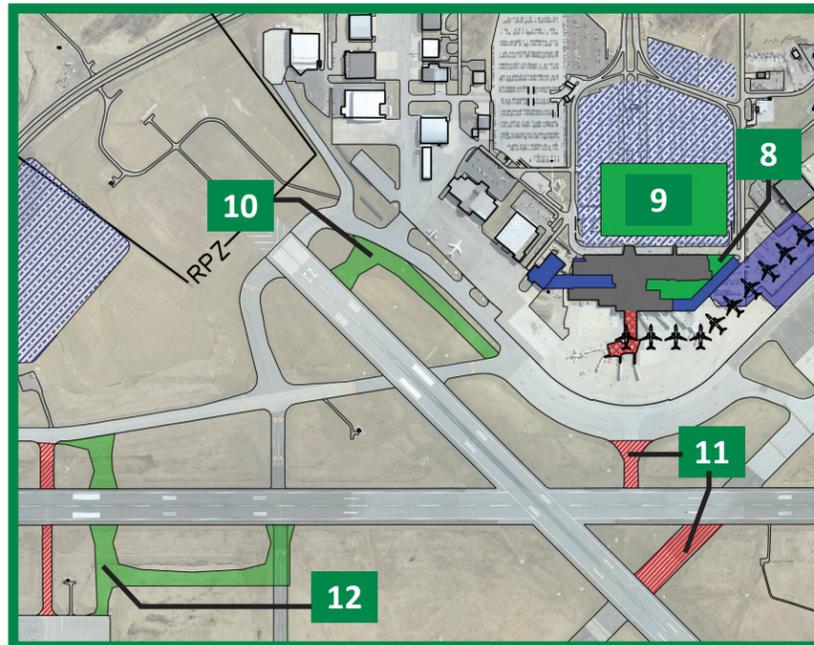
1. Develop Checked Baggage Inline Screening (CBIS) system in Old Airport Rescue and Firefighting Building (ARFF), Cover Outbound Baggage Handling Area and Ticketing Wing Renovation
2. "Y" Concourse Removal, Gate Replacement and Apron Expansion
3. Two Remain Overnight (RON) Positions
4. Surface Parking and Access Road Reconfiguration
5. New Remote Parking Lot (14-18 acres)
6. Approach Upgrade to Special Authorization CAT-II Instrument Landing System (ILS)
7. Property Acquisition

Long Term (11-20 years)



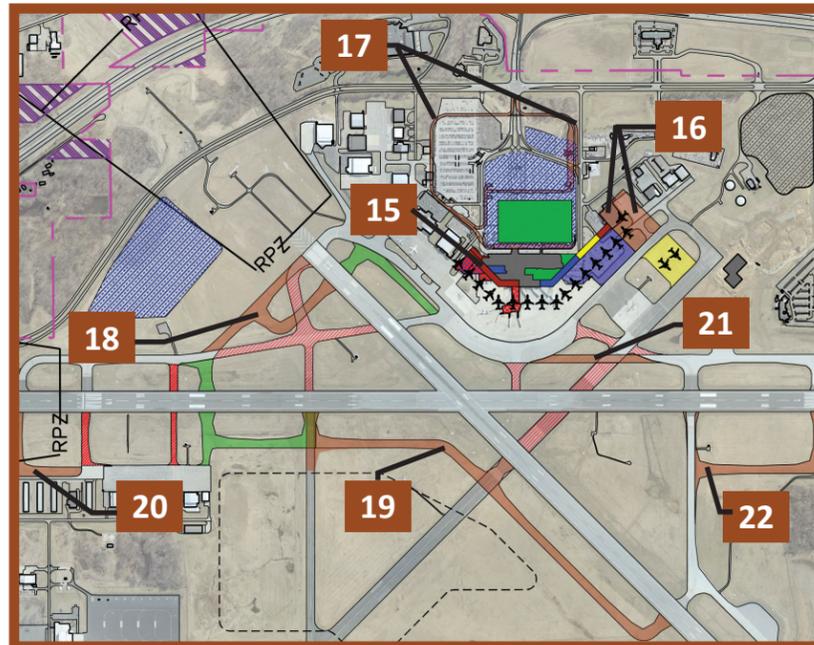
13. Gate Expansion, RON Positions Converted to Gates and FIS Development (in Lower Level)
14. Two New Remain Overnight (RON) Positions

Future (6-10 years)



8. Baggage Claim Expansion/Renovation
9. Parking Garage (Phase 1)
10. Taxiway E Relocation
11. Taxiway C and K Removal
12. West side Parallel Phase 1 and Taxiway H Relocation

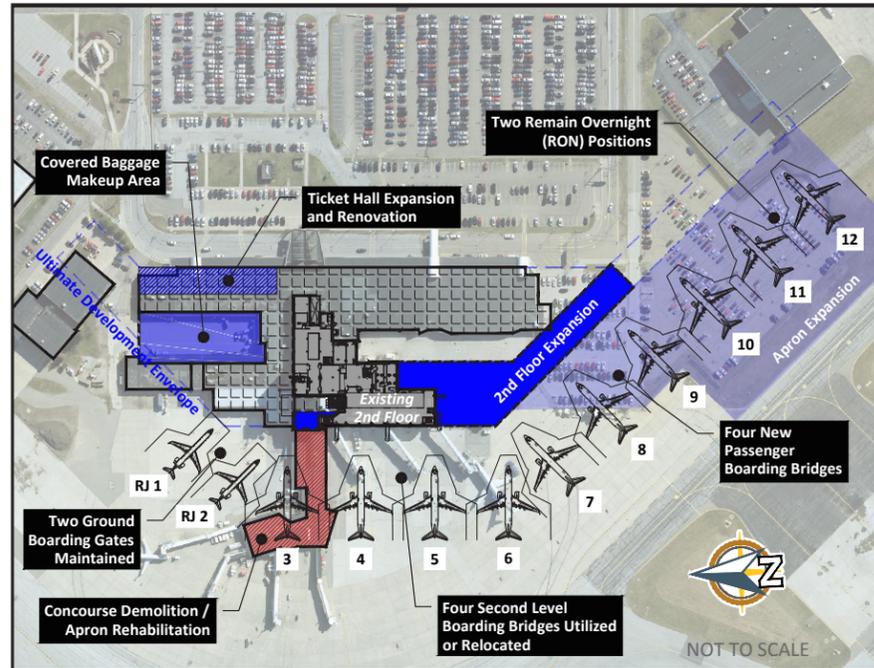
Ultimate (20+ years)



15. Gate Expansion and Partial Building Demolition
16. Gate Expansion and Apron Expansion
17. New Ring Road and New Exit Plaza
18. Taxiway B Reconfiguration
19. West side Parallel Extension to Taxiways K and F2
20. Taxiway J Reconfiguration
21. Taxiway A Realignment
22. New Runway 1 Entrance Taxiway

Priority Terminal Projects

Even with the recent passenger trends, there is still existing demand driving several recommended facility improvements – particularly the priority terminal improvements. Generally speaking, the strategy for the terminal in the near term would be to pursue development of a Checked Baggage Inline Screening (CBIS) system in the old ARFF building, reconfigure and expand the ticketing lobby, provide a covered outbound baggage handling area and remove the Y concourse and replace those gates in Phase 1 of a southern concourse expansion. The gate expansion project would be aimed at providing 10 gates that would accommodate baseline peak hour departures, plus one contingency gate. It also would include eight narrow body gates on a second-level concourse and provide passenger boarding bridges to two of the existing regional jet gates. This project would provide passenger amenities in the terminal, such as expanded concession space. The lower level space below the expanded concourse would remain relatively unfinished and could be used for miscellaneous airline and GSE storage.



Parallel Projects

Sustainable Management Plan

The Sustainable Management Plan is intended to be a companion document to the Master Plan. It will incorporate the principles of sustainability into the everyday operation and long-term planning of the airport. The primary goal of this study is to evaluate the Airport's facilities and operations in relation to green initiatives that would improve efficiency and reduce the Airport's impact on the community and its environment.

Part 150 Study

The Part 150 Noise Compatibility Planning Update Study collects noise measurements and related data in the vicinity of the Airport, and creates noise forecasts and noise modeling fleet mixes. Furthermore, this study analyzes economic impacts in terms of flight, construction, maintenance, staffing or other costs, along with safety, capacity, delay and operational considerations. These efforts will maintain compliance with FAA Part 150 requirements, while ensuring the Airport is still prepared for future growth.

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