

FACT SHEET 2

SUMMER 2014

What is the status of the Kent State University Airport Master Plan?

Kent State University Airport is conducting an airport master plan to determine the extent, type, and schedule of development necessary to accommodate existing needs and future aviation demand. The Draft Phase I Report is summarized in this fact sheet. The report focuses on three major topics:

1. Existing conditions of the Airport's infrastructure and facilities
2. Forecast of aviation activity and selection of a critical aircraft (see below for details)
3. Facility requirements, or necessary improvements/upgrades to accommodate existing and future demand

The next step in the master plan process will involve identification and evaluation of development alternatives. Additionally, Kent State has received federal funding to incorporate sustainability into the master planning process. A sustainability baseline assessment is being conducted and will be incorporated into the Phase II report.

What are the features of the Airport?

The Airport has one active runway, Runway 1-19, which is 4,000 feet long and 60 feet wide. There is a full parallel taxiway and three connecting taxiway segments, as well as several taxilanes providing access to existing and potential T-hangars. There are about 19,000 square yards of apron pavement—nearly 80 percent is available for aircraft storage (with 39 existing tie-downs), and 20 percent is used for maintenance, fueling, and temporary parking. The runway, taxiways, and apron are in fair condition while the taxilanes are in poor condition. Most of the airfield has poor drainage.

Aircraft operations are supported by airfield lighting, signage, markings, and navigational aids that help pilots navigate to and from the Airport. The airport also has a number of landside facilities:

- Joint hangar/terminal building with limited terminal/office space (1,540 square feet) and 4,680 square feet of hangar space (in poor condition).
- 24,300-square-foot conventional hangar (Community Hangar) for aircraft maintenance and storage (in poor condition).




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 AIRPORT MASTER PLAN

- 14-bay T-hangar with two storage garages (ranging from fair to poor condition).
- Five temporary trailer facilities—four are owned by Kent State for the Aeronautics Program, and one is owned by Commercial Aviation Corporation/Al Beckwith Leasing Co. (all trailers are in poor condition except for a recently constructed trailer owned by Kent State).
- Two below-ground, 10,000-gallon storage tanks (providing aviation gasoline [AvGas] and Jet-A fuel), which are in need of upgrades. There is also a 250-gallon above-ground diesel tank in fair condition located near the T-hangars.
- The auto parking lot has 56 parking spaces; however, demand frequently exceeds capacity, resulting in people parking on the adjacent grass areas (there is also shuttle service available between the Airport and campus). The access road and vehicle parking lot are in poor condition.
- Perimeter fencing around the airport property is limited and not continuous.

What is the current activity at the Airport?

The Federal Aviation Administration (FAA) requires

airports to base their design standards on the aircraft that is both the most demanding to serve and that has at least 500 annual operations (an operation is either a takeoff or landing). The Kent State Aeronautics Program accounts for 88 percent of airport operations and, as a result, the Cessna 172 is the critical aircraft for this Airport. Airport features, such as runway length and width, are dictated by the needs of the Cessna 172.

What will activity look like in the future?

With a renewed focus on its academic mission, Kent State University student activity is expected to remain as the primary driver for the aviation forecast. Aeronautics Program enrollment is projected to double by 2018 based on the University's understanding of the nation's continued and increasing need for pilots.

Within the Aeronautics Program, the number of flying students is expected to grow from 90 to 250 per semester within 10 years. This growth is based on the student growth rate, changes to the flight schedules that will enable more efficient training, and modernization of the aircraft fleet to meet training needs.

The non-Kent State operations forecast was formulated using FAA guidance for GA airports, examining existing levels, and applying the projected population trends for Summit and Portage counties. Total annual operations, including both student and non-Kent State activity, are anticipated to grow from 40,580 in 2012 to 108,860 in 2022.

What improvements are necessary to accommodate current and future demand?

Based on existing and projected demand, the condition of the existing facilities, and FAA design standards, the Airport needs a number of improvements/upgrades. Several projects were identified that would enhance operational efficiency, but are not required.

Airport needs

In order to accommodate current and forecasted activity and meet FAA design standards for the critical aircraft, a number of projects are necessary.

Airside needs

- Address items that do not meet FAA standards
- Rehabilitate runway: maintain length and construct 10-foot wide shoulders

- Remove or light obstructions/restore Runway 1 threshold to end of pavement
- Rehabilitate apron
- Repair/replace airfield lighting, including runway end identifier lights
- Install automated weather observing station
- Maintain compass calibration pad
- Replace fuel tanks
- Install perimeter fencing
- Identify/implement security cameras/secure areas
- Acquire (or gain control via easement) the land that is currently outside of the airport boundary but within the Runway 1 runway protection zone.

Landside

- Rehabilitate existing hangars
- Provide additional hangars for aircraft storage
- Replace/expand terminal building
- Replace/expand classroom space
- Rehabilitate/expand auto parking

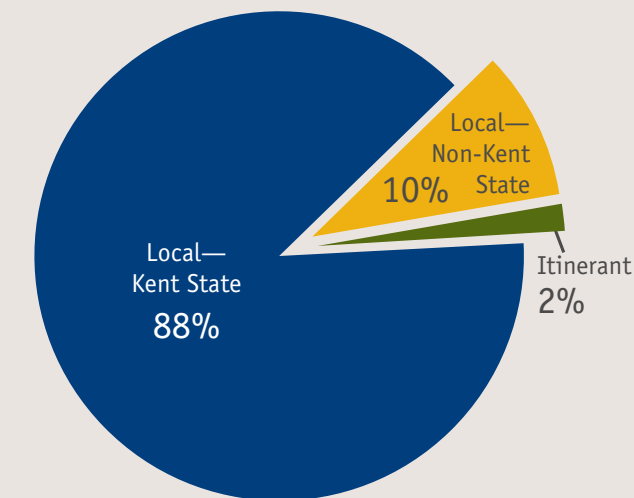
Master Plan Milestones

- **2001:** FAA issues a grant to Kent State to develop a master plan.
- **2004:** University Board of Trustee endorse the recommended master plan's preferred alternative - subject to approval by the FAA - which called for the decommissioning of the airport and relocating the flight school operations to a nearby airport. The master plan is submitted to the FAA.
- **2008:** FAA does not accept the master plan's preferred alternative.
- **2012:** FAA issues the University a grant to complete a new master plan to reassess existing needs and goals of the Aeronautics Program.
- **2014:** Master plan process summarizes existing needs and anticipated demand in this Fact Sheet 2.



The Cessna 172 is the critical aircraft for the airport and has a 36-foot wingspan and a tail height of 8 feet, 11 inches.

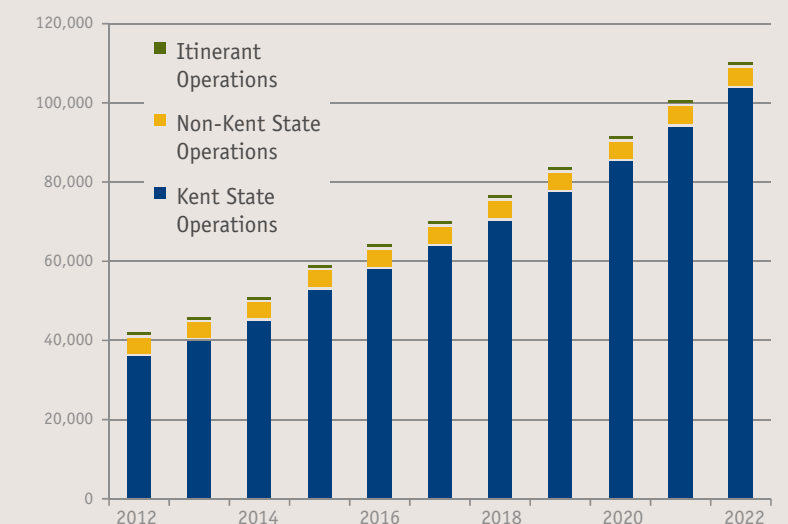
Existing aviation activity



Local operations stay within the local traffic pattern or within sight of the Airport; Itinerant operations extend beyond the local traffic pattern.

Source: Kent State University

Annual operations forecast



Source: Kent State University, Jacobsen Daniels Assoc., and C&S Engineers

How will sustainability be incorporated?

Kent State has proven its commitment to sustainability through involvement in and creation of sustainability organizations, efforts to reduce resource consumption, and numerous energy conservation projects. Kent State pursued additional federal funding to integrate sustainability into the master planning process. Kent State University Airport was one of 20 airports nationwide selected by the FAA for the most recent round of funding for sustainability planning projects.

Airport sustainability is defined by the Airports Council International–North America as ensuring economic viability, operational efficiency, natural resource conservation and social responsibility (EONS). Kent State will seek to address these four elements throughout the master plan. An initial sustainability baseline assessment will help identify goals for integrating sustainability into the Airport’s management and operation. The baseline assessment focuses on six specific subject areas that are



A waste audit at the Airport helped identify how recycling programs could be improved.

most related to the needs of the Airport—air quality and greenhouse gases, energy, sustainable materials management, land use compatibility, community outreach, and airport business model/operations analysis. Specific sustainability initiatives will be included in the alternatives development and EONS will be used as criteria for evaluating all development alternatives.

Master Plan Schedule

Technical Analysis	Phase 1 Existing Conditions	Phase 2 Alternatives/ Analysis	Phase 3 Recommendation	FAA Approval	Design/Construction
Stakeholder Input	Issues/Needs	Ideas Benefits/Impacts	Project Ranking		
Public Input	✓		✓ ✓		
Fact Sheets	📄	📄	📄 📄		
	Sept. 2012	Dec. 2013	Sept. 2014	Dec. 2014	

✓ = meetings
 📄 = new fact sheets

A Master Plan Steering Team and Community Liaison Group were also convened; meetings are being held throughout the planning process.

Questions or Comments?

If you have questions or comments about the Kent State University Airport master plan, please visit the project website at www.KSUAirportPlan.com or contact Aileen Maguire Meyer of the C&S Companies at (216) 619-5449 or toll-free at (877) 277-6583 or by email at amaguire@cscos.com.