

DANE COUNTY AIRPORT COMMISSION
Noise Abatement Subcommittee
October 30, 2013
5:30 p.m.

Subcommittee Members Present: Rusk

Staff Present: Jensen, Butcher, Wright, Allison

Technical Advisory Members Present: Dennis Vincent, FAA ATCT
Col. Steve Kensick, 115 FW
WO J. Mike Tomblin
Maj. Christina Hastings

Guests Present: Doug Ayers, Tim Wong, Dean Morse,
Colin Maitland, Mickey Kindley

- I. Call to Order.
Chair Rusk called the meeting to order at 5:37 p.m. and introduced subcommittee members and airport staff. Guests and technical advisory group members introduced themselves.
- II. Public Comments.
None.
- III. Review of October 30, 2012 Noise Abatement Subcommittee Meeting Minutes.
There was not a quorum of Subcommittee members present for this meeting.
- IV. Communication of Staff Including Any Items From Last Meeting.
None.
- V. Review of Noise Abatement Procedures.
Noise Abatement Officer Lowell Wright briefed the subcommittee on the airport's noise abatement procedures.
- VI. Review of Noise Complaint Activity.
Noise Abatement Officer Lowell Wright presented a review of the noise complaint activity for the last six month period. The airport recorded 224 complaints from 47 callers. Total aircraft movements for the past six month period were up 5.1%, compared to a year ago.

VII. Review Noise Audit Results.

Noise Abatement Officer Lowell Wright briefed the subcommittee on the noise audit results. Audit information indicated 683 flights were able to utilize the airport's noise abatement procedures during the reporting period.

VIII. FAA – ATCT Discussion of Converging Flow Measures.

FAA Air Traffic Manager Dennis Vincent briefed the subcommittee on the FAA's converging flow operations. Most significant is the requirement of a ten-mile separation of aircraft to be able to conduct converging flow. Previous requirement was three miles. Mr. Vincent informed the group that the pilot in command of an aircraft has the ultimate authority in deciding the safest manner in which to arrive and depart an airport, regardless of noise abatement procedures being available or not.

IX. Discussion of Noise Related Concerns and Audience Questions.

Guest Colin Maitland asked if Mr. Wright could elaborate on the one caller who has called in 128 times. Mr. Wright talked about the breakdown of callers and complaints. The one caller who had 128 complaints only requested email contact.

Guest Ayers wanted to know the reason why the F-16s conducted surge operations. Col Kensick discussed the Air Force requirements to fly surge operations. These operations are defined as maximizing the schedule to get as many aircraft as possible in a flying period airborne to test the maintenance and flying capabilities of a unit.

Guest Ayers also inquired about the use of different throttle settings (afterburner) on some flights, but not on others. Col Kensick stated it is based on weight and temperature. A heavyweight aircraft needs more power to get airborne, as does an aircraft taking off in high ambient temperatures. The high temperature reduces the engine capability, thus requiring higher power settings. A large portion of the F-16s that are flying now only require a mil power takeoff and not afterburner.

Guest Wong asked why we see south departures with winds from the north. Mr. Wright explained that winds were the predominant driving factor for pilots when deciding what runway to use for takeoff and landing. Mr. Vincent also explained the decision process the tower uses for landing and taking off into the wind. Mr. Vincent also explained there are several reasons a pilot may not follow the Noise Abatement protocol: winds greater than 5 knots, weather, departure delays, and traffic flow. Mr. Vincent added that safety was the number one priority.

Maj Hastings asked if east coast weather patterns affect MSN. Mr. Vincent stated that some east coast weather patterns may affect the "congo line" of aircraft that are coming to MSN from the east coast.

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X. Old Business.
None.

XI. New Business.
None.

XII. Adjournment.
Chair Rusk adjourned the meeting at 6:08 p.m.

Respectfully submitted

Paul Rusk, Chair
Noise Abatement Subcommittee