

Appendices

Draft Noise Compatibility Program

Pursuant to Title 14 of the Code of Federal Regulations Part 150

Dane County Regional Airport

HMMH Report No. 312360

October 2025

Prepared for:



Dane County Regional Airport
4000 International Lane
Madison, WI 53704



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Appendix A: Dane County Regional Airport/Truax Field FAA Acceptance of Noise Exposure Maps

This appendix includes:

- FAA Letter for Acceptance of Noise Exposure Maps
- FAA Federal Register for Noise Exposure Maps Acceptance

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
Phone: (847) 294-7336
Fax: (847) 294-7046

December 21, 2023

Kimberly S. Jones
Airport Director
Dane County Regional Airport/Truax Field
4000 International Lane
Madison, WI 53704

Dear Ms. Jones:

Dane County Regional Airport/Truax Field
FAA Acceptance of Noise Exposure Maps

This letter is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the Noise Exposure Maps and supporting documentation dated December 28, 2022, for the Dane County Regional Airport/Truax Field. In accordance with 49 U.S.C. Section 47503 (formerly the Aviation Safety and Noise Abatement Act of 1979), as amended, we have determined that:

1. The 2022 noise contours and supporting documentation meet the requirements for the current Noise Exposure Map as of the date of submission as set forth in Title 14, Code of Federal Regulations (CFR), Part 150, Airport Noise Compatibility Planning, Section 150.21, and are accordingly accepted under this Part.
2. The projected aircraft operations, the 2027 noise contours and supporting documentation are accepted as the description of the future conditions as set forth in Part 150 and are accordingly accepted under this Part.
3. The documentation provides sufficient evidence consultation was accomplished in accordance with section 150.21(b).

FAA's acceptance of the Noise Exposure Maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such acceptance does not constitute approval of your data, information, or plans.

The FAA will publish a notice in the Federal Register announcing the acceptance of the Noise Exposure Maps for the Dane County Regional Airport/Truax Field. The FAA's acceptance of these Noise Exposure Maps under Part 150 in no way approves or endorses a Noise Compatibility Program, potential related Federal funding of projects identified in such a program, or any related operating restrictions at the subject airport.

Should any questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on the Noise Exposure Maps, you should note that the FAA will not be involved in any way in the determination of relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provision of 49 U.S.C. 47506. These functions are inseparable from the ultimate land use

control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's acceptance of your Noise Exposure Maps Update. Therefore, the responsibility for the detailed overlaying of noise contours onto the maps depicting properties on the surface rests exclusively with you the airport operator, or those public agencies and planning agencies with which consultation is required under 49 U.S.C 47503. The FAA relies on the certification by you under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished. (14 C.F.R. 150.5)

Your notice of this determination, and the availability of the Noise Exposure Maps, which when published at least three (3) times in a newspaper of general circulation in the county where the affected properties are located, will satisfy the requirements of 49 U.S.C. 47506 of the Act.

Your attention is called to the requirements of Section 150.21(d) of Part 150, involving the prompt preparation and submission of revisions to these maps, if any actual or proposed change in the operation of the subject airport might create any substantial, new noncompatible land use in any areas depicted on the maps, or if there would be a significant reduction in noise over existing incompatible land uses that is not reflected in either map already on file with the FAA.

Thank you for your continued interest in noise compatibility planning.

Sincerely,

DEBRA L
BARTELL

Digitally signed by
DEBRA L BARTELL
Date: 2023.12.21
07:54:11 -0600

Deb Bartell
Manager
Chicago Airports District Office

Representative (USTR) staff members selected to serve on the Senior Executive Service (SES) and Senior Level (SL) Performance Review Board (PRB). This notice supersedes all previous PRB membership notices.

DATES: The staff members in this notice will begin serving as PRB members on February 9, 2024.

FOR FURTHER INFORMATION CONTACT:

Cassie Ender, Human Capital Specialist, Office of Human Capital and Services, at (202) 881-7782 or Cassie.L.Ender@ustr.eop.gov.

SUPPLEMENTARY INFORMATION: USTR is required (*see* 5 U.S.C. 4314(c)) to establish a PRB to review and make recommendations to the U.S. Trade Representative for final approval of the performance rating, performance-based pay adjustment, and performance award for each incumbent SES and SL. The following staff members have been selected to serve on USTR's PRB:

Chair: Rachel Howe, Assistant U.S. Trade Representative for ICTIME.

Member: Daniel Lee, Assistant U.S. Trade Representative for Innovation and Intellectual Property.

Member: Daniel Watson, Assistant U.S. Trade Representative for Western Hemisphere Affairs.

Member: Julie Callahan, Assistant U.S. Trade Representative for Agricultural Affairs.

Member: Juan Millan, Assistant U.S. Trade Representative for Monitoring and Investment.

Fred Ames,

Assistant U.S. Trade Representative for Administration, Office of the United States Trade Representative.

[FR Doc. 2024-02714 Filed 2-8-24; 8:45 am]

BILLING CODE 3390-F4-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program for Dane County Regional Airport/Truax Field, Dane County, Wisconsin

AGENCY: Federal Aviation Administration, DOT.

ACTION: Acceptance of Dane County Regional Airport/Truax Field noise exposure map.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by Dane County for Dane County Regional Airport/Truax Field is in compliance with applicable statutory and regulatory requirements.

DATES: The effective date of the FAA's determination on the noise exposure map is December 21, 2023.

FOR FURTHER INFORMATION CONTACT:

Bobb Beauchamp, 2300 Devon Avenue, Suite 312, Des Plaines, Illinois 60018. 847-294-7364.

SUPPLEMENTARY INFORMATION: The FAA determined the noise exposure map submitted by Dane County for Dane County Regional Airport/Truax Field, is in compliance with applicable statutory and regulatory requirements, effective December 21, 2023. Under title 49, United States Code (U.S.C.) section 47503, an airport operator may submit to the FAA, noise exposure maps depicting non-compatible uses as of the date such map is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502 and developed in consultation with public agencies and planning authorities in the area surrounding the airport, State and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by Dane County and determined the noise exposure map and accompanying documentation are in compliance with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: Table ES-1-1 Existing (2022) and Forecast (2027) Land Use Compatibility; Table ES-1-2 Existing (2022) and Forecast (2027) Noise Sensitive Sites; Figure ES-1 Existing Condition (2022) Noise Exposure Map; Figure ES-2 Future Conditions (2027) Noise Exposure Map; Figure 3-1 Existing Land Use; Table 5-1 Runway Specifications; Table 5-2 Operation Counts by Tower Category; Table 5-3 Modeled 2022 Annual Itinerant Operations; Table 5-4 Modeled 2022 Annual Local Operations; Table 5-5 Modeled 2027 Annual Itinerant Operations; Table 5-6 Modeled 2027 Annual Local Operations; Figure 5-2 AEDT Runway Use; Figure 5-3 NMAP

Runway Use; Table 5-7 Runway Utilization for Fixed-Wing Aircraft; Table 5-8 AEDT-Modeled Itinerant Jet Model Track Utilization; Table 5-9 Military NMAP-Modeled Itinerant Fixed-Wing Model Track Utilization; Table 5-10 AEDT-Modeled Itinerant Non-Jet Fixed-Wing Model Track Utilization; Table 5-11 AEDT-Modeled Local Fixed-Wing Model Track Utilization; Table 5-12 NMAP-Modeled Local Military Model Track Utilization; Table 5-13 AEDT-Modeled Itinerant Civilian Helicopter Model Track Utilization; Table 5-14 NMAP-Modeled Military Itinerant Helicopter Model Track Utilization; Figure 5-4 AEDT-Modeled Fixed-Wing Arrival Flight Tracks; Figure 5-5 AEDT-Modeled Fixed-Wing Departure Flight Tracks; Figure 5-6 AEDT-Modeled Fixed-Wing Circuit Flight Tracks; Figure 5-7 NMAP-Modeled Fixed-Wing Arrival Flight Tracks; Figure 5-8 NMAP-Modeled Fixed-Wing Departure Flight Tracks; Figure 5-9 NMAP-Modeled Fixed-Wing Circuit Flight Tracks; Figure 5-10 AEDT-Modeled Helicopter Arrival Flight Tracks; Figure 5-11 AEDT-Modeled Helicopter Departure Flight Tracks; Figure 5-12 NMAP-Modeled Helicopter Arrival Flight Tracks; Figure 5-13 NMAP-Modeled Helicopter Departure Flight Tracks; Figure 5-14 NMAP-Modeled Helicopter Circuit Flight Tracks; Table 5-15 Modeled Engine Runup Activity for the Wisconsin Air and Army National Guard; Figure 5-15 Modeled Engine Runup Locations for the Wisconsin Air and Army National Guard; Figure 6-1 Existing Condition (2022) Noise Exposure Map; Figure 6-2 Future Condition (2027) Noise Exposure Map; Figure 6-3 Comparison of Existing Condition (2022) and Future Condition (2027) Noise Exposure Map; Table 6-1 Existing 2022 and Forecast 2027 Land Use Compatibility; Table 6-2 Existing 2022 and Forecast 2027 Noise Sensitive Sites; Figure 6-4 Comparison of Existing Condition (2022) and Future Condition (2027) Enlarged Insets of Figure 6-3 required by 14 CFR 150.101 and 49 U.S.C 47503 and 47506. This determination is effective on December 21, 2023. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA's acceptance of an NEM does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If

questions arise concerning the precise relationship of specific properties within noise exposure contours depicted on a noise exposure map, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503. The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations: Federal Aviation Administration Chicago Airports District Office, 2300 Devon Avenue, Suite 312, Des Plaines, IL 60018, and Dane County Regional Airport/Truax Field and Dane County at 4000 International Lane, Madison, WI 53704. Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Des Plaines, Illinois, on February 5, 2024.

Debra L Bartell,

Manager, Chicago Airports District Office,
FAA Great Lakes Region.

[FR Doc. 2024-02660 Filed 2-8-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2024-0010]

Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for reinstatement of a previously approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for renewal of an existing information collection that is summarized below under

SUPPLEMENTARY INFORMATION. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by April 9, 2024.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0010 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Wendy McAbee, 202-366-5658, Office of Bridges and Structures, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: National Tunnel Inspection Program.

OMB Control No.: 2125-0640.

Background: This collection is necessary to meet legislative requirements of 23 U.S.C. 144 and 23 CFR part 650, subpart E—National Tunnel Inspection Standards which require States, Federal agencies, and

Tribal governments to: (1) perform, and report inventory and element data from, initial, routine, damage, in-depth, and special inspections as appropriate for all highway tunnels on public roads, and (2) report critical findings on highway tunnels. The critical findings information is periodically provided to the FHWA. The tunnel information is used for multiple purposes, including: (1) the determination of the condition of the Nation's tunnels; (2) for various reports to Congress on Tunnel Safety; (3) for conducting oversight of the National Tunnel Inspection Program at the State, Federal agency, and Tribal level; and (4) for strategic national defense needs.

Respondents: 42 States, the District of Columbia, Puerto Rico and 4 Federal agencies. The number of inspection per respondent varies in accordance with the National Tunnel Inspection Standards.

Estimated Average Burden per Response: The estimated average burden for each tunnel inspection is 40 hours. The estimated average burden for reporting critical findings is 40 hours.

Estimated Total Annual Burden Hours: The annual burden hours associated with this renewal is 15,880 hours. This estimated figure is based on annual instances for tunnel inspections multiplied by 40 hours (13,960 hours); plus 40 hours for follow up on critical findings multiplied by 48 respondents (1,920 hours) for a combined annual burden of 15,880 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued on: February 6, 2024.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2024-02667 Filed 2-8-24; 8:45 am]

BILLING CODE 4910-RY-P

Appendix B: Dane County Regional Airport NCP Record of Approval (1993)

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Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

ACTION: Transmittal of the Approved
Subject Part 150 Program for the Dane County
Regional Airport (Truax Field) Madison,
Wisconsin

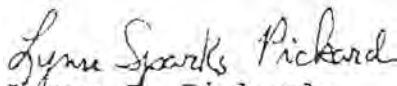
Date: JAN 26

From Manager, Community and Environmental
Needs Division, APP-600

Reply to
Attn. of.

To Manager, Great Lakes Region, AGL-600

Attached is the approval package for the subject Noise
Compatibility Program. Please send us a copy of your signed
letter to the sponsor for our records.


Lynne S. Pickard

Attachment

cc: AEE-300(info)

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Subject: **ACTION:** FAR Part 150 Noise Compatibility Program for Dane County Regional Airport (Truax Field) Madison, Wisconsin Date: ... 25

From: Director, Office of Airport Planning and Programming, APP-1 Reply to Attn. of:

To: Assistant Administrator for Airports, ARP-1

Attached for your action is the Noise Compatibility Program (NCP) for the Dane County Regional Airport (Truax Field) Madison, Wisconsin (MSN) under FAR Part 150. The Great Lakes Region, in conjunction with Federal Aviation Administration (FAA) Headquarters has evaluated the program and recommends action as set forth below.

On July 26, 1992, the FAA determined that the Noise Exposure Maps (NEM's) for MSN are in compliance with the requirements of Section 103(a) of the Aviation Safety and Noise Abatement Act of 1979 (ANSA) and Title 14, CFR Part 150. At the same time, the FAA made notification in the Federal Register of the formal 180 day review period for MSN's proposed program under the provisions of section 104(a) of ANSA and FAR Part 150. The 180-day formal review period ends January 25, 1993. If the program is not acted on by the FAA by that date, it will automatically be approved by law, with the exception of flight procedures.

The MSN program describes the current and future noncompatible land uses. The NCP proposes several measures to remedy existing noise problems and prevent noncompatible land uses. Each measure is described in the attached Record of Approval.

The Assistant Administrator for Policy, Planning, and International Aviation and the Chief Counsel have concurred with the recommendations of the Great Lakes Region. If you agree with the recommended FAA determinations, you should sign the "approve" line on the attached signature page. I recommend your approval.



Paul L. Galis

Attachments

RECORD OF APPROVAL
FAR PART 150 NOISE COMPATIBILITY PROGRAM
DANE COUNTY REGIONAL AIRPORT
MADISON, WISCONSIN

CONCUR NONCONCUR

Dale E. Anderson
Assistant Administrator for
Policy, Planning and
International Aviation, API-1

1-19-93 ✓ _____
Date

[Signature]
for Chief Counsel, AGC-1

1/25/93 ✓ _____
Date

[Signature]
Assistant Administrator
for Airports, ARP-1

1/25/93 ✓ _____
Date Approved Disapproved

**RECORD OF APPROVAL
DANE COUNTY REGIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM**

The Noise Compatibility Program (NCP) for Dane County Regional Airport in Madison, Wisconsin, describes the current and future noncompatible land uses based upon the parameters established in FAR Part 150, Airport Noise Compatibility Planning. Dane County recommended twenty-three (23) measures in their NCP to remedy existing noise problems and prevent future non-compatible land uses. These measures are grouped into three categories: Noise Abatement (Measures NA-1 to NA-9), Land Use Management (Measures LU-1 to LU-11) and Continuing Program (Measures CP-1 to CP-3).

Each measure of the recommended Noise Compatibility Program includes a summary of the airport operator's recommendations and a cross reference to page numbers in the NCP where each measure can be found. The NCP Study itself contains additional summary information in Tables 5-C and 5-D, on pages 5-20 and 5-25, respectively. The official Noise Exposure Maps (NEM) are located on pages I-11 and I-12 in the separate NEM Study.

The summary of each measure follows as closely as possible the airport operator's recommendations in the NCP Study. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of measures that the airport recommends be taken by the FAA. **It should be noted that these approvals indicate only that the measures would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the measures. Later decisions concerning possible implementation of the measures may be subject to applicable environmental or other procedures or requirements.**

NOISE ABATEMENT MEASURES

NA-1. Continue the existing informal runway use program.
(Pages 4-5, 5-2, Appendix D-2, Comments 10 and 12 of Responses to FAA Review Comments)

Dane County proposes to continue using a previously established informal Runway Use Program (RUP). It calls for the use of Runways 31 and 36 for takeoff and Runways 18 or 13 for landing by all aircraft over 12,500 pounds. It applies with tailwinds of 5 knots or less, crosswinds of 15 knots or less, and with clear and dry runways. It is

intended to conform to the informal system established under the criteria set forth in FAA Order 8400.9.

Aircraft arrive from the north on Runway 18 and depart to the north on Runway 36. The resultant operation is a head-to-head configuration, wind, weather and air traffic permitting. Air traffic controllers are requested to honor pilot requests for downwind departures on Runway 36 and downwind arrivals on Runway 18. This informal program is set forth in Tower Order 7220.2A, dated Jan 1, 1990.

The effect of this pattern of air traffic control is clearly seen in the Noise Exposure Map contours. The benefit of this method of operation is that the bulk of the noise generated by air carrier jet aircraft in and out of Madison is directed over largely undeveloped park land north of the airport.

APPROVED AS A VOLUNTARY MEASURE, IN PART. This noise abatement measure has worked well for Dane County Regional Airport over the years and does mitigate the level of noise experienced by noise sensitive areas south of the airport. While FAA approves the continuation of the voluntary program presently in place, it does not approve using the model Letter of Agreement (LOA) in Appendix D for implementation. Since a tower order addressing the RUP procedures already exists, implementing the LOA would be redundant.

NA-2. Maintain internal tower directive requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet AGL) before turning left. (Pages 4-6, 5-2, 5-3, Appendix D-2, Comment 12 of Responses to FAA Review Comments)

Dane County recommends the Air Traffic Control Tower maintain the existing Runway 31 departure procedure as a beneficial noise abatement measure.

The internal operating procedure requires aircraft departing Runway 31 to pass through 2,500 MSL before turning south of 310 degrees. An early left turn from Runway 31 would place departing aircraft over the Cherokee subdivision west of the airport. By limiting such turns until reaching a specified altitude, population impacted by noise is reduced. This procedure is set forth in Tower Order 7220.2A, dated Jan 1, 1990.

APPROVED IN PART. This noise abatement measure has worked well for Dane County Regional Airport over the years and does mitigate the level of noise experienced by noise sensitive areas west of the airport. While FAA approves continuation of the procedure presently in place, it does not approve using the model Letter of Agreement (LOA) in

Appendix D for implementation. Since a tower order addressing the RUP procedures already exists, implementing the LOA would be redundant.

NA-3. Establish visual approach and departure corridors for helicopters. (Pages 4-6, 4-7, 4-8A, 5-3, Appendix D-4, Comment 13 of Responses to FAA Review Comments)

Since there are significant helicopter operations at the airport from the Wisconsin Army National Guard, Dane County should implement this noise abatement measure by entering into a Letter of Agreement with the Air Traffic Control Tower and the National Guard helicopter unit establishing the noise-compatible helicopter corridors shown in **Exhibit 4B** (page 4-8A of the NCP).

The airport staff have developed a draft procedure designating checkpoints, flight corridors, and air traffic control procedures for helicopter approaches and departures. Three checkpoints should be adopted: **Checkpoint Interstate** at the interchange of Interstates 90/94 and State Highway 30; **Checkpoint River** on the Yahara River northwest of the airport; and **Checkpoint Park** (identified on Exhibit 4B as "New Checkpoint") at the interchange of U.S. Highway 51 (a.k.a. Stoughton Road) and Interstate 90/94 adjacent to Token Creek Park. Helicopters departing to and arriving from the south would fly between the airport and Checkpoint Interstate via State Highway 30. Helicopters departing to and arriving from the north and northwest would fly directly between the airport and Checkpoint River. Helicopters departing to and arriving from the north and northeast would fly directly between the airport and Checkpoint Park. Each of these procedures is dependent on weather and operating conditions and would be subject to the discretion of the pilot-in-command and/or air traffic being able to maintain a safe operation.

The County should encourage the National Guard to prominently display maps of the corridors and to inform its pilots of the procedures. The County should also ensure that the Air Traffic Manager has the information needed to properly brief controllers and to fully implement the procedures. Adoption of a tower order, while not strictly necessary, would assist in the implementation of the procedures. (A model Letter of Agreement is included in **Appendix D.**)

The concern expressed during this study about low-flying helicopters is not so severe as to influence the noise contours, but it is the cause of potentially annoying single events and should be dealt with to the extent feasible. Helicopters often fly lower than fixed-wing aircraft and have a distinctive sound which can prove irritating even at

low sound intensity levels. As it is a good policy to route the helicopters over available noise-compatible corridors, these visual approach procedures should be adopted.

APPROVED IN PART. This measure was reviewed and approved in two parts. Concerning the first part, FAA agrees with and approves the concept of establishing VFR helicopter approach and departure corridors. However, the proposed **Checkpoint Park**, northeast of the airport, will create traffic conflicts with Runway 36 departures. The other two checkpoints will not conflict with traffic flows. Therefore, FAA approves only the remaining two checkpoints, Interstate and River, and their associated corridors.

Concerning the second part, implementation of an effective procedure does not require the formality suggested in Appendix D. A simple Letter of Agreement between the aircraft operator, i.e. the military and the Air Traffic Control Tower, in coordination with Airport Management, will suffice. Therefore, FAA approves the two checkpoints, Interstate and River, and the proposed routings, but disapproves the method of implementing the procedures suggested in Appendix D.

NA-4. Encourage use of noise abatement departure procedures by operators of jet aircraft.
(Pages 4-12 thru 4-14, 5-3)

While it is inappropriate for Dane County Regional Airport to enforce an airport-specific noise abatement departure procedure, Dane County should encourage the airlines, business jet operators and the military to make full use of their own internal noise abatement departure procedures.

Airlines fly a variation of the FAA AC 91-53 noise abatement departure profile. Operators of business jet aircraft can fly the NBAA standard departure procedure. In addition, some manufacturers describe noise abatement departure procedures suitable for their aircraft in the operator's manual. Military jet operators have already indicated an interest in quiet flying techniques when within the airport environs. Even as the military is contemplating the conversion of the relatively quiet A-10s to the louder A-16s, military officials have made inquiries as to the best way to fly the new aircraft in relation to airport neighbors.

Such noise mitigation departure procedures have been shown to be beneficial for noise abatement.

APPROVED AS A VOLUNTARY MEASURE. Noise abatement departure measures are incorporated in the INM departure profiles and

do have a degree of effectiveness.

- NA-5. Encourage Air National Guard to follow through with its plans to construct a hush house for A-16 engine maintenance runups prior to converting its fleet.**
(Pages 4-17, 5-4)

Dane County should encourage the Guard to follow through with its plans to construct a noise suppression structure, commonly called a "hush house", in anticipation of the increased noise levels from maintenance operations on the new aircraft.

The Air National Guard anticipates an aircraft change in the next few years with the A-10 aircraft being replaced with the A-16 aircraft. Engine maintenance for the A-10 is not unlike engine maintenance for business jet aircraft. Noise from test runups would likely be contained on airport property. The A-16 engine maintenance would be a different story. The noise contours from engine test runups for this aircraft would likely extend well beyond airport property.

Hush houses are extremely effective at attenuating noise. Construction of a hush house for A-16 runups will contain the potentially disturbing noise from these events.

APPROVED AS A VOLUNTARY MEASURE. The effectiveness of hush houses at attenuating noise levels is well documented.

- NA-6. Construct new 6,500 foot Runway 3-21.**
(Pages 4-15 thru 4-16, 4-19 thru 4-20, 4-23 thru 4-24, 4-27 thru 4-28, 5- 4, Comments 9 and 11 of Responses to FAA Review Comments)

Dane County proposes to construct a new air carrier runway, oriented 3-21, at a length of 6,500 feet. Construction of Runway 3-21 was discussed and evaluated as Alternatives Three and Six (**Exhibits 4E and 4F-3** of the NCP) and as Alternative 10 of the Master Plan study (page 5-6 and **Exhibit 5F**).

Part of the justification for a new Runway 3-21 versus lengthening the existing Runway 4-22 is the fact that lengthening Runway 4-22 will require additional relocation of U.S. Highway 51 (a.k.a. Stoughton Road). A road relocation project was recently completed on U.S. 51 adjacent to the area where further road relocation would be required. It would be very difficult to achieve another relocation of U.S. 51 in the near future. Alternatively, there is sufficient space for a new Runway 3-21 to be built without relocating U.S. 51. Also because of the condition of Runway 4-22, a lengthening project would essentially

involve full reconstruction. Because of this, construction of a completely new runway, oriented 3-21, is essentially equivalent in terms of cost.

The question of the best length for the proposed Runway 3-21 was the subject of discussion and analysis in the Airport Master Plan. While it would be desirable to have greater length, thus enabling use of the runway by the military, the proposed length of 6,500 feet will be sufficient for almost all civilian users. This alone will provide a significant noise benefit. The cost and complexity of building a longer runway was also a consideration. Any additional runway length would require the relocation of U.S. 51. As previously stated, another relocation of U.S. 51 is not considered practical. The highway was just relocated within the last two years to provide clearance off the approach end of Runway 31. That project was approved only after a controversial EIS which raised concerns among residents of neighborhoods immediately to the east. The sponsor's analysis indicated that a runway length of 6,500 feet would be sufficient for most commercial users at the airport, and would thus provide important noise benefits. It was considered unwise and not cost-effective to seek even greater runway length, thus reopening the controversial highway relocation issue.

Construction of a secondary air carrier runway allows the airport to operate for a longer period of time with its present contra-flow method of noise abatement. As has been pointed out, with increasing operations levels the airport will not be able to continue the present procedure of arrivals from the north and departures to the north. This procedure is of particular noise benefit and should be maintained as long as possible. Construction of an alternate runway will enable this.

Using the level-weighted population (LWP) analysis in the Study, an investment of \$13.5 million for the new runway will relieve approximately 602 LWP (610 inside DNL 65 dB + 252 inside DNL 70 dB = 862 actual people) out of a total of 3,771 LWP (4,865 inside DNL 65 dB + 835 inside DNL 70 dB = 5,700 actual people) from significant noise impacts. This equates to a reduction of 16 percent. However, when viewed from the perspective of the cost to insulate the 372 homes occupied by the 862 actual people residing inside the DNL 65 dB, a different picture results. Assuming an average cost of \$25,000 to \$30,000 per house, the total insulation cost would be \$9.3 to \$11.2 million. Considering the additional time, effort and money to complete an insulation project of this magnitude, the final costs will be comparable to the \$13.5 million cost for a new Runway 3-21. Furthermore, when combined with the fact that insulation is only effective when people remain inside their homes, justification for the new runway is even more compelling.

APPROVED.

- NA-7. Adopt an informal preferential runway use system which encourages departures on Runways 3, 31, and 36 while preferring arrivals on Runways 13, 18, and 21.**
(Pages 4-19 thru 4-20, 4-23 thru 4-24, 5-4 thru 5-5, Appendix D-6, Comments 10 and 12 of Responses to FAA Review Comments)

After Runway 3-21 is constructed, Dane County proposes to modify the existing informal Runway Use Program (RUP) to account for use of the new runway. Departures and arrivals on the new runway would be encouraged to and from the northeast. As with the existing RUP, it applies to all aircraft over 12,500 pounds, when tailwinds are 5 knots or less, crosswinds are 15 knots or less, and the runways are clear and dry. It is intended to conform to the informal system established under the criteria set forth in FAA Order 8400.9.

With Runway 3-21 in place, simultaneous operations are possible. Arrivals on Runway 21 and departures on Runway 36 or arrivals on Runway 18 and departures on Runway 3 are variations of the present contra-flow procedure to and from the north. Wind conditions would allow either of these simultaneous operating configurations about 25 percent of the time. Overall, departures could occur to the north on Runway 3 about 38 percent of the time and departures on Runway 36 could occur about 19 percent for a 57 percent total north departure potential. The winds and runway configuration would allow arrivals from the north about 65 percent of the time, 52 percent for Runway 21 and 13 percent for Runway 18. For 1995 baseline conditions, it was estimated only a 50 percent head-to-head north operating configuration would be possible.

Amendment of the current informal Runway Use Program which favors departures to the north and arrivals from the north would continue to provide noise abatement benefits to the heavily populated areas south of the airport.

APPROVED AS A VOLUNTARY MEASURE, IN PART. As with the existing RUP, this voluntary noise abatement measure will work well for Dane County Regional Airport in mitigating the level of noise experienced by noise sensitive areas south of the airport. While FAA approves the continuation of the voluntary program presently in place, it does not approve using the model Letter of Agreement (LOA) in Appendix D for implementation. Instead, as is done with the existing RUP, the procedures should be set forth in a tower order.

It is also important to note that the proposed operations planned for Runway 3-21 would not be simultaneous operations as defined by FAA. The FAA definition of such operations means that operations occur at the same time on two, different runways. The sponsor's proposed operational scheme would, in reality, be a sequential operation, that is, two operations would occur within the same general time frame on two different runways. To ensure that aircraft separations required by FAA Order 7110.65G are maintained, ATCT will develop procedures for the proposed runway use program.

NA-8. Adopt procedures requiring east and southbound aircraft exceeding 12,500 pounds and departing Runway 3 to climb on runway heading through 2,500 feet MSL before turning right. (Pages 4-20, 5-5, Appendix D-6, Comment 12 of Responses to FAA Review Comments)

The County proposes to encourage the Tower to establish this procedure to avoid departure turns at low altitude over populated areas northeast of the new Runway 3-21. The typical air carrier aircraft would begin the departure turn approximately three nautical miles from the start of the takeoff roll.

The procedure is very similar to the existing requirement for departures from Runway 31 and it would serve a similar purpose in avoiding low overflights of a residential area. Early right turns from Runway 3 could place departing aircraft at low altitudes over populated areas. With the procedure, aircraft would be at 1,600 feet above the ground before initiating right turns.

APPROVED IN PART. As with the existing voluntary noise abatement procedure for departures from Runway 31, here too the procedure could be effectively implemented by an Air Traffic Tower Order. Once coordinated with Airport Management, the procedure could be set forth in Tower Order 7220.2 for internal standardization. Therefore, FAA approves the concept of the proposed measure, but disapproves the Letter of Agreement process suggested in Appendix D.

NA-9. Adopt procedures requiring all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable. (Pages 4-23 thru 4-24, 5-5, Appendix D-6, Comment 12 of Responses to FAA Review Comments)

Dane County recommends the Air Traffic Control Tower require aircraft exceeding 12,500 pounds and departing from Runway 21 to turn left 10 degrees and climb through 3,000 feet MSL

before turning to course headings.

The County should encourage the Air Traffic Manager to adopt a Tower Order setting forth the procedure. The proposed turn from Runway 21 is not difficult and could be implemented at Tower direction. It is also in line with present airport procedure. Currently, business jets departing on Runway 22 are directed to execute a quick left turn and fly south out of the airport environs.

Straight-out departures and right turns from Runway 21 would cause overflights of residential areas which do not presently experience aircraft overflights. While cumulative noise exposure levels would be quite low, this would likely create new noise complaints from people disturbed by loud single events. The benefits of the new runway would be eroded by introduction of new impacts. Therefore, as part of the operating configuration of the new runway layout, limitations on departures off Runway 21 are appropriate. A 10-degree left turn would place departing aircraft over the noise-compatible corridor extending south-southwest from the airport down toward the isthmus.

APPROVED IN PART. As with the existing voluntary noise abatement procedure for departures from Runway 22, here too the procedure could be effectively implemented through an Air Traffic Tower Order. Once coordinated with Airport Management, the procedure could be set forth in Tower Order 7220.2 for internal standardization. Therefore, FAA approves the concept of the proposed measure, but disapproves the Letter of Agreement process suggested in Appendix D.

LAND USE MANAGEMENT MEASURES

LU-1 City of Madison, Dane County - Maintain Existing Compatible Zoning in the Airport Vicinity (Pages 4-33, 5-11)

A significant amount of land in the airport vicinity is already zoned for commercial and industrial use. This is shown in Exhibit 4G (following page 4-38 of the NCP). As Exhibit 1H (following page 1-27 of the NEM) shows, there is also a significant amount of open space and recreation zoning in the airport vicinity. Both of these zoning categories are considered compatible with aircraft noise.

Dane County officials recommend they and the City of Madison maintain compatible zoning in the "airport affected area". **Exhibit 5D** (following page 5-12 of the NCP) shows the airport affected area. It is defined by the DNL 60 dB contour, the approach areas southeast of Runway 13-31 and

south of the planned Runway 18L-36R, and the training pattern area for Runway 18L-36R.

Although much of this area is outside the DNL 65 dB contour, it will be subject to moderate levels of aircraft noise and frequent aircraft overflights which some residents could find annoying. The exhibit also shows areas currently zoned for commercial and industrial use, as well as for open space and recreation areas, within the boundaries of the airport affected area. It is important to preserve the existing compatible use zoning in this area.

This proposal is not intended to necessarily lock into place all compatible zoning categories in the area. The two jurisdictions should reserve the flexibility to make zoning changes in these areas as needed, provided that the changes do not create the potential for the development of non-compatible land uses. For example, zoning changes from one commercial district to another or from commercial to industrial would still be acceptable.

An advantage of this measure is that neither Dane County nor Madison have cumulative zoning ordinances, although some residential and noise-sensitive institutional uses are permitted in certain commercial districts in each jurisdiction. The disadvantage to zoning is that the ordinances are subject to amendment.

APPROVED.

LU-2 Dane County, City of Madison, Town of Burke -- Define "Airport Affected Area" for Purposes of Implementing Wisconsin Act 136 (Page 5-11)

Dane County recommends entering into an intergovernmental agreement with Madison and the Town of Burke defining the "airport affected area". The full three mile area specified in the Wisconsin Act 136 statute would cover a very large area, much more than would be significantly affected by aircraft operations at an airport of this size. By defining a somewhat smaller area, it should make compliance with the requirements of the Act more manageable for the airport staff as well as the County, Town, and City planning staffs.

In 1985, the Wisconsin legislature adopted Wisconsin Act 136, Wis. Stat. 66.31, to promote the public interests in aviation. The law has three key provisions. First, each municipality with a development plan must show the location of any publicly owned airport and "airport affected areas". These are defined as areas within three miles of the airport, although smaller areas can be defined through intergovernmental agreements. Second, the municipality with zoning authority must notify the airport owner of proposed

zoning changes within the "airport affected area". Third, if the airport owner objects to the proposed zoning change, a two-thirds vote of the municipal governing body is required to approve the change.

For purposes of implementing and administering Act 136 in the Madison area, it would be acceptable to define the "airport affected area" as shown in **Exhibit 5D**. The area is based on a composite of the DNL 60 dB contour for 1995 baseline conditions and for noise abatement plan conditions. It also includes an approximation of the training pattern area for the proposed parallel runway (18L-36R). The training pattern area extends 8,000 feet off each end and 10,000 feet east of the proposed runway.

APPROVED.

LU-3 Dane County, City of Madison -- Adopt Airport Noise Overlay Zoning
(Pages 4-35, 5-11 thru 5-12, Appendix D-8)

Dane County officials propose they and the City of Madison consider the adoption of airport noise overlay zoning. One overlay district should be established with the boundaries corresponding to a composite of the DNL 65 dB noise contours for the 1995 baseline conditions and the 1995 noise abatement plan conditions. That is, the boundary should be the outermost line defined by overlaying the DNL 65 dB contours for 1995 conditions with and without the noise abatement plan. (Suggested language for noise overlay zoning is in **Appendix D**.)

Airport noise overlay zoning establishes special standards within a noise-impacted area to help mitigate the problems caused by noise. These provisions supplement the standards of the underlying zoning classifications and would apply only to new development.

Proposed overlay zone boundaries are shown in **Exhibit 5E** (following page 5-12 of the NCP). It is recognized that the local jurisdictions may wish to make adjustments to these boundaries to relate better to local land use planning needs. For example, they may wish to adjust the boundaries to follow streets, railroads, section lines, quarter-section, and quarter-quarter-section lines in order to facilitate agreement as to the precise location of the boundaries and to simplify administration of the regulations.

Within the noise overlay zoning district, it is proposed that the development of new noise-sensitive land uses would be prohibited. This would include residential uses, churches, schools, nursing homes, day care centers, and

hospitals and clinics. Exceptions would be made for existing lots of record. Noise-sensitive uses could be permitted on existing lots of record provided that the structures are sound-insulated to achieve an outdoor to indoor noise level reduction of 25 decibels.

The intent of the lot of record provision is to avoid creating severe hardships for the owners of undeveloped and platted lots. It is also intended to permit the owners of structures which may be destroyed to rebuild them.

Considerable developed land in Madison, south of the airport, is within the boundaries of the airport noise overlay zone. In order to prevent the regulations from causing problems for existing homes, which would be considered legal non-conforming uses under the terms of the proposed noise overlay zoning ordinance, language should be adopted to exempt existing homes from the effect of the regulations. It is not intended that the regulations should be interpreted to require sound insulation, for example, for existing homes undergoing expansion or remodeling.

The airport noise overlay zoning provisions also should include a requirement to notify the airport management of any land use development proposals within the overlay zone which require discretionary review or approval by the zoning boards of appeals, the planning commissions, the county board, or the city council. This is intended to give the airport management an opportunity to review and comment on applications for variance, conditional use, rezoning, and subdivision plat approval. This special notification requirement is not intended to apply to simple applications for building and zoning permits and occupancy certificates.

APPROVED.

LU-4 Dane County, City of Madison -- Amend Subdivision Regulations to Require Dedication of Noise and Aviation Easements or Plat Notes on Final Plat (Pages 4-37 thru 4-38, 5-12 thru 5-13, Appendix D-13)

Dane County proposes they, along with the City of Madison, consider amending their subdivision regulations to require the dedication of noise and aviation easements for any new subdivisions within an airport compatibility overlay zone. While the noise overlay zoning regulations should restrict the opportunities for land subdivision, this measure is recommended to provide some back-up protection in the event of unforeseen events. (Suggested language for the subdivision regulation amendment is in **Appendix D.**)

The purpose of the noise and aviation easements is to put owners of property on notice that their land is subject to

frequent aircraft overflight and potentially disturbing levels of aircraft noise. The easement also would protect the airport proprietor, i.e. Dane County, from lawsuits claiming damages for noise or other airport activities. (This protection from suit would benefit only the airport proprietor, not private individuals or corporations.)

While this easement dedication requirement is considered fair and justified, both in terms of protecting the airport and in terms of providing a means of disclosing important information about a property, it may be sensitive from a legal standpoint. The consultant is unaware of any specific litigation, in any state, on the legality of dedicated noise and aviation easements. Based on a broad interpretation of the general welfare criterion, and based on longstanding legal traditions in land use control, the dedication of noise and aviation easements is clearly defensible. On the other hand, recent decisions of the U.S. Supreme Court indicate that the court is beginning to scrutinize land use controls and development exactions with a view toward vigorous protection of private property rights. (See, for example, *Nollan v. California Coastal Commission*, 107 S. Ct. 3141, 1987.) **It is important that the City and County attorneys carefully review this easement dedication proposal before it is adopted.**

If the County and City should determine that the required dedication of noise and aviation easements is not legally acceptable, they should consider a back-up measure requiring notices of potentially high noise levels to be placed on the final plat of subdivisions within the noise overlay zone. This would serve as a limited means of providing fair disclosure of the potential for disturbance caused by aircraft noise.

APPROVED.

LU-5 Dane County -- Consider Amending Subdivision Regulations to Prevent Subdivision of Land Zoned A-1 Agriculture (Pages 4-37 thru 4-38, 5-13)

Dane County proposes amending its subdivision regulations to prevent the subdivision of land zoned A-1, agriculture. This is envisioned as a means of protecting prime farmland and for urban growth management. To the extent this measure would apply to areas within the noise overlay zone and outlying areas subject to frequent aircraft overflights, it would also promote airport land use compatibility.

APPROVED.

LU-6 Dane County, City of Madison -- Amend Building Codes to

Provide Soundproofing Standards for Noise-Sensitive Development in Airport Noise Overlay Zones
(Pages 4-39 thru 4-40, 5-13, Appendix D-16)

Dane County officials recommend they and the City of Madison consider adopting local amendments to the building code to provide soundproofing standards to apply within the airport noise overlay zone. This would implement the sound insulation standards contained in the overlay zoning ordinance. Since non-compatible development would be permitted only on existing lots of record, it is anticipated that these standards would receive only limited use. (Suggested language for the building code amendment is in **Appendix D.**)

It will be important for the City and County to adequately train their inspections staffs to be able to perform satisfactory inspections of sound insulation improvements. This may require special training. It may also require extra administration and extra inspections as construction occurs. The City and County should pass on any additional costs to the builder/developer through the inspections fees.

APPROVED.

LU-7 Dane County, City of Madison, Town of Burke -- Amend Local Land Use Plans to Reflect Noise Compatibility Plan Recommendations and Establish Airport Compatibility Criteria for Project Review (Pages 4-41 thru 4-42, 5-13 thru 5-14)

Dane County officials recommend they, the City of Madison and the Town of Burke amend their land use plans to reflect the recommendations of the Noise Compatibility Plan. The Noise Compatibility Plan sets forth a plan for the airport area which has been coordinated with all of the jurisdictions as well as with the airport staff. It can continue to be important in ensuring land use planning coordination in the airport area. It is important for all jurisdictions in the airport study area to officially acknowledge their separate and mutual interests in order to facilitate coordination in this important area.

While the proposed ordinance amendments will go far to ensure land use compatibility in the area, the land development process is not static. Over time, situations will arise requiring local planning staffs, planning commissions, and governing boards to make decisions on land use changes in the area. The adoption of project review criteria as part of the local land use plans, requiring the consideration of airport noise and land use compatibility, would help ensure that this important concern is not neglected during future land use deliberations.

The following guidelines will be considered. They should apply within all areas subject to noise above DNL 60 dB.

- A. Determine the sensitivity of the subject land use to aircraft noise exposure levels. The F.A.R. Part 150 land use compatibility table can be used for this purpose.
- B. Advise the airport management of development proposals involving noise-sensitive land uses within the DNL 60 dB noise contour.
- C. Locate noise-sensitive public facilities outside the DNL 65 dB contour, if possible. Otherwise, encourage building construction to attenuate interior noise levels to DNL 45 dB.
- D. Discourage the approval of urban service area amendments, rezonings, exceptions, variances, and conditional uses which introduce noise-sensitive development into areas impacted by noise exceeding DNL 65 dB. Consider similar limitations in areas impacted by noise above DNL 60 dB.
- E. Where development within the DNL 60 dB contour must be permitted, encourage developers to incorporate the following measures into their site designs.
 - (1) Where noise-sensitive uses will be incorporated into a larger, mixed use building, locate noise-sensitive activities on the side of the building opposite the airport or, if the building is beneath a flight track, opposite the prevailing direction of aircraft flight.
 - (2) Where noise-sensitive uses are part of a larger mixed use development, use the height and orientation of compatible uses, and the height and orientation of landscape features such as natural hills, ravines and manmade berms, to shield noise-sensitive uses from ground noise generated at the airport.

APPROVED.

LU-8 Dane County -- Follow through with Planned Land Acquisition in Cherokee Marsh and Token Creek Park Areas
(Pages 4-45 thru 4-46, 5-14 thru 5-15, Comment 20 of Responses to FAA Review Comments)

Dane County proposes the purchase of the three unlabeled parcels (pink with green border, north and northwest of the

airport) shown on **Exhibit 5F** (following page 5-14 of the NCP). The three areas, which total approximately 178 acres, are eligible for FAA funding assistance through the noise set-aside of the Airport Improvement Program since they lie within the DNL 65 dB contour and are presently zoned single family residential according to **Exhibit 1H** (following page 1-27 of the NEM).

Exhibit 5F also shows existing park and open space land on the north side of the airport. Most of this is in the Cherokee Marsh Open Space Area. The Cherokee Marsh Revised Long-Range Open Space Plan (September 1981) proposes the acquisition of all of the shaded area as indicated on the exhibit. The Noise Abatement Plan calls for the use of the north side of the airport in order to reduce to the degree possible noise over developed areas to the south. By following through with the Cherokee Marsh Open Space program, the County will be helping to promote airport land use compatibility while also achieving the direct objective of the Open Space Plan.

APPROVED. However, a caveat is added concerning the potential non-compatibility of some "parks/open space" with aeronautical activities. Park uses sensitive to noise such as the congregation of people for educational, entertainment or camping activities or uses increasing bird activity such as wetland enhancement may not be compatible land uses.

LU-9 Dane County -- Consider Expanding Land Acquisition Boundaries in Cherokee Marsh and Token Creek Areas (Pages 4-45 thru 4-46, 5-15 Comment 20 of Responses to FAA Review Comments)

Dane County proposes to purchase the three parcels, B, C, and D, depicted on **Exhibit 5F** for parks and open space expansion. Parcel B is approximately 30 acres in size, Parcel C approximately 190 acres, and Parcel D approximately 50 acres. All are within the DNL 65 dB contour of the 1995 Noise Abatement Plan and presently zoned single family residential. Thus, acquisition costs would be eligible for FAA funding assistance through the noise set-aside of the Airport Improvement Program.

APPROVED. However, a caveat is added concerning the potential noncompatibility of some "parks/open space" with aeronautical activities. Park uses sensitive to noise such as the congregation of people for educational, entertainment or camping activities or uses increasing bird activity such as wetland enhancement may not be compatible land uses.

LU-10 Dane County -- Establish Sales Assistance or Purchase Assurance Program for Homes Impacted by Noise Above

DNL 70 dB (Pages 4-48 thru 4-51, 5-15)

Dane County recommends establishing a sales assistance or purchase assurance program which would apply to single-family homes within the DNL 70 dB contour, generally based on a combination of the 1995 baseline and noise abatement plan contours. **Exhibit 5G** shows the areas which would be affected. The boundaries have been squared off to follow lot lines and streets. South of the airport, the qualifying area is bounded by Aberg Avenue on the north, Washington Avenue on the east and south, and Pawling and North Lawn Avenue on the west. To the north, a few scattered homes on County Road CV and Hoepker Road are included. An estimated 216 homes are within the entire area, including 210 on the south side and 6 on the north side.

The intent of these programs would be to provide homeowners who are severely disturbed by noise the assurance that they could leave the neighborhood without risking financial penalty. With a purchase assurance program, the County would be the buyer of last resort. If, after a given period of time on the market, the homeowner was unable to sell the home for fair market value, as determined through professional appraisals, the County would buy the home. Program guidelines protecting the interests of the County and making the program fair and reasonable in scope would be adopted. The County would then retain a noise and aviation easement and sell the home, accepting a loss if necessary to put the home back on the tax rolls. While the property were under public ownership, it could be soundproofed or otherwise rehabilitated, if housing rehab were an objective.

A drawback of this program is the need for potentially significant administrative support. The program also raises the risk that the airport will have to be involved in property ownership and management with the various problems that entails, such as security and maintenance.

The net costs of a purchase assurance program are impossible to estimate. However, for planning purposes a total cost estimate of \$17.9 million has been made. This assumes the net cost to the airport would be 10 percent of the appraised value of the homes. The cost is based on a 100 percent participation rate, so it should describe an extreme, and ultimately unrealistically high situation, although it is an estimate of the County's potential financial involvement.

A sales assistance program would operate in a similar fashion, but the County would never take title to the property. The County would make up the difference between fair market value and the best purchase offer made on the home. The County would secure a noise and aviation easement from homeowners in return for their participation in the program.

In order to prevent collusion between buyer and seller, to the detriment of the County, the airport would approve the listing price for a home and any downward adjustments of that price. This program would achieve generally the same objectives as the purchase assurance program and would probably be easier to administer. It would, however, lack the potential to facilitate housing rehabilitation and soundproofing as easily. Total costs are estimated to be equivalent to the purchase assurance program.

Purchase assurance and sales assistance programs are limited measures which are intended to provide a means of responding to the most heavily impacted people without demolishing neighborhoods and permanently disrupting the tax base. The programs are unlikely to be used by everyone who potentially may qualify which has the added advantage of keeping the cash flow requirements manageable.

It is intended that any given home would only be eligible for this program once. After the County has secured a noise and aviation easement from a home, it would no longer be eligible for the program.

APPROVED.

LU-11 Dane County -- Install Sound Insulation for Schools Impacted by Noise Above DNL 65 dB (Pages 4-51 thru 4-53, 5-16)

Dane County proposes sound insulation for two schools impacted by noise above DNL 65 dB, based on 1995 baseline conditions. These are Holy Cross Lutheran School on Milwaukee Avenue and Lowell School, just north of Lake Monona. It is proposed that sound insulation be installed in both schools.

For planning purposes, soundproofing costs have been estimated at \$500,000 for Lowell School and \$300,000 for Holy Cross School. While these should be good enough for planning purposes, reliable estimates can only be developed after a detailed inspection of the buildings by a qualified acoustical engineer.

It is recommended Dane County cooperate with the owners, the school district and the church, to arrange for these projects. It is important for both school operators to understand that effective sound insulation depends on the schools keeping their windows closed. This could result in higher heating and cooling costs. While the capital costs of the sound insulation project are eligible for 90% FAA funding assistance, all operating costs must be borne by the school operators. These important cost implications should

be given serious attention before the school operators commit to sound insulation.

APPROVED.

CONTINUING PROGRAM

CP-1 Program Monitoring And Contour Updating (Pages 5-16 thru 5-17)

Dane County recommends that airport management maintain communications with the Madison city planning department and the Dane County Regional Planning Commission to follow their progress in implementing the land use management plan.

The airport management also must take steps to monitor compliance with the noise abatement plan. This includes checking periodically with the air traffic control tower regarding compliance with the air traffic control procedures. The airport management should also check with air carriers, business users, and military users. This can serve as a friendly reminder as to the importance which the airport management places on the program while providing an opportunity to find out about any difficulties with the application of the noise abatement measures.

Noise contour maps should be updated approximately every five years, or more often if equivalent operations levels change significantly in comparison with existing or forecast conditions. As a rule of thumb, the trigger for determining the need for contour updating is a 17% change in equivalent operations by jet aircraft, based on the FAA's Area Equivalency Method (AEM) for estimation of noise contour areas. To calculate "equivalent operations", all nighttime operations, (between 10:00 p.m. and 7:00 a.m.) must be multiplied by ten and added to daytime operations. Noise contours should be mapped and compared to previously calculated noise contours to identify significant changes, namely changes exceeding DNL 1.5 dB.

APPROVED.

CP-2 Evaluation and Update of the Plan (Page 5-17)

Dane County proposes to periodically review the Noise Compatibility Plan and consider revisions and refinements as necessary. It is important that any proposed changes be reviewed by the FAA and all affected aircraft operators and local agencies. Proposed changes should be submitted to FAA for approval after local consultation and a public hearing

in order to comply with F.A.R. Part 150.

It is anticipated that a complete plan update will be needed periodically to respond to changing conditions in the local area and in the aviation industry. A plan update can be anticipated every six to eight years. An update may be needed sooner, however, if major changes occur and later if conditions at the airport and in the surrounding area remain stable.

APPROVED.

CP-3 Complaint Response (Page 5-17)

Dane County recommends that airport management acknowledge and respond to noise complaints, even if it is not possible to take remedial action. It should be recognized that complaints are only an imperfect indicator of noise problems. The tendency of an individual to file a complaint depends on many personal variables including socioeconomic status, feelings about the aviation industry, expectations about overall neighborhood livability, housing tenure, and sensitivity to noise. Recognizing that complaints are limited in their ability to clearly elucidate the existence of noise problems, the staff should nevertheless periodically analyze the complaint records. If the geographic pattern of complaints, or the causes of complaints, indicate that consistent problems exist, the airport management should investigate and, if possible, seek corrective action.

The airport has a well-organized system of recording and responding to noise complaints. The staff has recently computerized the noise complaint records, enabling analysis of complaint trends to be handled relatively easily. The airport should maintain and enhance this system as necessary. The airport management should also be sure to get copies of any noise complaints received by the air traffic control tower.

APPROVED.

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Appendix C: Order MSN ATCT 8400.9I

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ORDER

MSN ATCT
8400.9I

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC CONTROL TOWER
MADISON, WISCONSIN

SUBJ: Informal Runway Use Noise Abatement Program, Converging Flow Operations and Opposite Direction

1. PURPOSE. This order establishes facility policy and procedures used for the Converging Flow Operations and the Informal Runway Use Program.
2. DISTRIBUTION. This order is distributed to AGL-530, Wisconsin Terminal Hub, and all facility personnel via facility binders.
3. CANCELLATION. MSN ATCT Order 8400.9H Informal Runway Use Noise Abatement Program and Converging Flow Operations dated September 26, 2002
4. EFFECTIVE DATE. December 17, 2012
5. BACKGROUND. Converging Flow exists (except when applying the provisions of FAA7110.65, par. 5-8-4) if a departing aircraft has the potential of passing within 3 miles of an arriving aircraft.

Madison's Part 150 Noise Study identifies the most effective noise abatement procedure as placing aircraft over the less densely populated areas north of the airport. This often requires converging flow operations. Due to high closure rates and the low altitude of participating aircraft, converging flow operations require intense air traffic direction and have little margin for error.

Additionally, converging flow operations may be conducted for reasons other than noise abatement (practice approaches, pilot request, etc.). Therefore, converging flow operations and noise abatement are interdependent but addressed separately.

6. POLICY. It is the policy of the FAA and this facility to help reduce aircraft noise to the extent practical and consistent with safety.
7. PROCEDURES. Noise abatement shall be accomplished using the methods described below as safety allows. Traffic permitting, turbojet aircraft exceeding 12,500 pounds or more departing runway 3, should climb on runway heading to 2,500 feet before turning east or southbound. Turbojet aircraft exceeding 12,500 pounds or more departing runway 32 should climb on runway heading to 2,500 feet before turning southwest bound. Turbojet aircraft 12,500 pounds or more departing runway 21 should be turned to a 200° heading as soon as practicable. Turbojet intersection departures are not authorized except runway 32 from E, runway 36 from A6, and runway 18 from A2. The most effective noise abatement method is to take-off runway 36, 32 and 3, land runway 18, 14 and 21.
 - a. Noise Abatement - If aircraft will not be placed in a converging flow situation, the following items apply:
 - (1) These procedures apply to all turbojet aircraft 12,500 pounds or heavier.
 - (2) Unreasonable delays are defined as a delay exceeding 5 minutes.
 - (3) There should be no significant wind shear or thunderstorms, which affect the use of the selected runways such as:
 - (a) That reported by the Weather System Processor.
 - (b) Pilot reported wind shear.
 - (c) No thunderstorms on the initial takeoff departure path or final approach path (within 5 NM) of the selected runway(s).
 - (4) When utilizing landing runways associated with this program the visibility shall not be less than one statute mile (RVR 5000).
 - (5) There should be no snow, slush, ice, or standing water present or reported (other than isolated patches which do not impact braking effectiveness) on that width of the applicable runway(s). Braking effectiveness must be "good" and no reports of hydroplaning or unusually slippery runway surfaces.

- (6) Wind (see appendix 1)
 - (a) Clear and dry runways.
 - 1. The crosswind component, including gust values, must not exceed 20 knots.
 - 2. The tailwind component must not exceed 5 knots.
 - (b) Runways not clear or not dry.
 - 1. The crosswind component, including gust values, must not exceed 15 knots.
 - 2. No tailwind component may be present except winds reported as “calm” (0-3 knots) may be considered to have no tailwind component.
 - 3. The runway must be grooved (36, 32 and 21).
 - b. Converging Flow Requirements – Before placing aircraft in a converging flow situation ensure that the following additional safety parameters exist, otherwise hold traffic until the converging flow aircraft is no longer a factor:
 - (1) Ceiling and visibility allow the Local Controller a clear view of the inbound aircraft from a point not less than 5 miles from the airport, to the landing runway.
 - (2) Traffic advisories are exchanged between participating aircraft.
8. CONVERGING FLOW:
- a. NORTH TRAFFIC OPERATIONS (RWY 36/32/3) – The operation is conducted per Local Control’s approval and restrictions. Approach Controller(s) should determine if the proposed converging flow operation is warranted with regard to traffic and weather conditions. If the operation seems feasible it should be APREQed with Local Control when the aircraft is 20 - 25 miles out. The outcomes are as follows:
 - (1) LC approves the aircraft “direct.” Required phraseology “(acid), DIRECT APPROVED”. This aircraft is expected to be controlled so as to proceed directly to the specified runway without delay.
 - (2) LC approves the converging flow runway with restrictions. Required phraseology is “(acid) (restrictions) APPROVED.” Radar shall vector the converging flow arrival so as not to be a factor to LC until on final (i.e. stay wide or maintain an altitude above the departure area).
 - (3) LC denies approach’s request.
 - b. SOUTH TRAFFIC OPERATIONS (RWY 18/14/21) – The operation is conducted per the Radar Controller(s) approval and restrictions. Ground Control shall APREQ converging flow departures with Local Control prior to taxi. Local Controller must determine the feasibility of the converging flow departure. Aircraft should not be west of the runway 14 final until above 2,500 MSL. The outcomes are as follows:
 - (1) Radar releases the aircraft.
 - (a) Required phraseology is, “(heading/on course), (other restrictions as applicable) RELEASED.”
 - (b) The local controller releasing a converging flow departure shall coordinate said release with the receiving radar controller and advise the other radar controller. Advising the other radar controller may be omitted if the departure will not be within 3 NM of that controller’s airspace 5 miles after departure, (i.e. a R/W 32 departure enroute to LNR, the East controller need not be advised).
 - (2) Radar approves the request, but does not release the aircraft.
 - (a) Required phraseology, “APPROVED HOLD FOR RELEASE”
 - (b) The aircraft is taxied to runway 36, 32 or 3 and local reinitiates coordination for the actual release.
 - (3) Radar denies the request.
9. OPPOSITE DIRECTION
- a. General:

- (1) The initiating area of specialization is responsible for making all verbal coordination required to accomplish an opposite direction arrival or departure.
- (2) All coordination must be on a recorded line and must state “opposite direction”.
- (3) All coordination must include call-sign, aircraft type and arrival or departure runway.

Example-

“RADAR LOCAL APPREQ, OPPOSITE DIRECTION CHQ5018, EMBRAER RUNWAY 36.”

LOCAL RADAR APPREQ, OPPOSITE DIRECTION DAL420, AIRBUS, RUNWAY 18.”

- (4) The cutoff points for the MSN ATCT are the 10 mile final to all runways.
- (5) Restrict opposite direction same runway operations with opposing traffic inside the applicable cutoff point unless an emergency exists.
- (6) Traffic advisories shall be given to both the arriving and departing aircraft.

Example-

“OPPOSITE DIRECTION TRAFFIC (DISTANCE) MILE FINAL (type aircraft).”

“OPPOSITE DIRECTION TRAFFIC DEPARTING RUNWAY (number), (type aircraft).”

b. Opposite Direction Departures:

- (1) The tower must verbally request all opposite direction departures from radar, stating the aircraft call-sign, aircraft type and departure runway.
- (2) The tower must ensure that required longitudinal or lateral separation exists before any other type of separation is applied (i.e. Visual Separation).
- (3) The tower must ensure that the departing aircraft becomes airborne and has been issued a turn to avoid conflict prior to the cutoff point.

c. Opposite Direction Arrivals:

- (1) Radar must verbally request all opposite direction arrivals from the tower, stating the aircraft call-sign, aircraft type and arrival runway.
- (2) Radar must ensure that an opposite direction arrival aircraft will not cross the cutoff point prior to an aircraft crossing the opposite runway threshold.
- (3) The tower must ensure that the departing aircraft becomes airborne and has been issued a turn to avoid conflict prior to the cutoff point.

Dennis J Vincent
Air Traffic Manager
MSN ATCT

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Appendix D: MSN ATCT and WIARNG Letter of Agreement

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MADISON AIR TRAFFIC CONTROL TOWER
AND
ARMY AVIATION SUPPORT FACILITY #2 (WIARNG)
LETTER OF AGREEMENT

Effective: October 6, 2023

SUBJECT: Helicopter VFR Arrival and Departure Procedures

1. PURPOSE. To provide VFR operating procedures for locally based helicopters arriving and departing the Dane County Regional Airport.
2. DISTRIBUTION. Madison ATCT; Facility Directives Repository; Wisconsin Army National Guard (WIARNG).
3. CANCELLATION. Madison ATCT/ Wisconsin Army National Guard Letter of Agreement Dated October 2, 2019.
4. SCOPE. The procedures outlined herein are for use in the application of visual arrival and departure corridors. At times these procedures will require opposite direction traffic flow. It is therefore understood that all procedures outlined will be conducted on a traffic-permitting basis to maintain safety.
5. DEFINITION.
 - a. "The Anvil" is a non-movement area used for Army Guard Helicopter operations located on the far south end of the Army Guard ramp and to the Southeast of the approach end of runway 36.
 - b. Checkpoint River (CR) is an area located at 43° 10.1' latitude and 89 ° 22.5' longitude. This is where the MSN 310° radial crosses the Yahara River.
 - c. Checkpoint Cabela's (CB) is the Cabela's store 7.3 miles northeast of DCRA on Highway C in Sun Prairie.
 - d. Checkpoint Interstate (CI) is where Interstate 90-94 and Highway 30 merge about 3 miles southeast of the Dane County Regional Airport.
 - e. Checkpoint Picnic Point (CP) is located along the south shore of Lake Mendota with the approximate coordinates of N 43° 05' 22.91" and W 89° 24' 55.63".
 - f. Checkpoints are depicted on the map in Attachment 1.
6. PROCEDURES. All operations shall be conducted under VFR conditions. Each of these procedures are traffic and weather dependent. Use of these procedures will be subject to the discretion of the pilot-in-command and / or air traffic control, with safety of flight operations the determining factor. Crews will avoid overflight of areas depicted in attachment 2 of this

SUBJECT: Helicopter VFR Arrival and Departure Procedures

agreement, and initial takeoffs and final approaches will be into the wind, within reason, for landing and departures. Crews may request arrival and/or departure from B Taxiway, in lieu of "The Anvil," as desired.

a. "The Anvil" Non-Movement Area Procedure.

(1) "The Anvil" is a non-movement area used for Army Guard Helicopter operations. Non-movement area phraseology will be used when landing or departing "The Anvil" in accordance with FAA order 7110.65 paragraph 3-11-6b.

Phraseology Example: *LANDING AT "THE ANVIL" WILL BE AT YOUR OWN RISK
(additional instructions, as necessary). USE CAUTION (if applicable).*

b. VFR Arriving helicopters shall:

(1) Contact the appropriate Madison Approach frequency with current ATIS and altitude no closer than 15 miles from the airport and request to proceed to one of the checkpoints.

(2) Route From:

(i) Checkpoint River – Direct to the air traffic control tower with a cross over to "The Anvil" as directed.

(ii) Checkpoint Cabela's – Direct to "The Anvil" (remain north of the no fly areas as depicted in Attachment 2). Crews desiring to land to the north (due to winds, etc.) may request to join right traffic for landing to the north (fly south of no fly areas as depicted in Attachment 2).

(iii) Checkpoint Interstate – Fly westbound along Highway 30 to the intersection of Washington Avenue, and then turn north to "The Anvil".

(iv) Checkpoint Picnic Point – Direct to the air traffic control tower with a cross over to "The Anvil" as directed.

c. VFR Departing helicopters shall:

(1) Advise Clearance Delivery of your requested checkpoint, requested altitude, and requested on course heading and/or destination being flown upon reaching the requested checkpoint.

(2) Route:

(i) Checkpoint Cabela's departure will depart "The Anvil" on a 360° heading, then as directed by the air traffic control tower proceed direct to Checkpoint Cabela's.

(ii) Checkpoint River departure will depart "The Anvil" on a 360° heading, and then as directed by the air traffic control tower proceed direct to Checkpoint River.

SUBJECT: Helicopter VFR Arrival and Departure Procedures

(iii) Checkpoint Interstate departure will depart “The Anvil” south to the intersection of Washington Avenue and Highway 30, then turn east and follow Highway 30 to Checkpoint Interstate.

(iv) Checkpoint Picnic Point departure will depart “The Anvil” direct to Checkpoint Picnic Point.

(3) If not specifically assigned the requested checkpoint by Tower, the checkpoint becomes void. Pilots shall then proceed via the assigned heading, or when given “On Course,” proceed to requested heading.

(4) Helicopters requesting East departure shall not proceed to Checkpoint River or Checkpoint Picnic Point.

(5) Helicopters requesting West departure shall not proceed to Checkpoint Interstate or Checkpoint Cabela's.

NOTE: When helicopter operating limitations dictate that a takeoff must be made in a direction contrary to the ATC clearance, the helicopter shall so advise the tower controller (i.e. “request south departure”). This indicates that the helicopter requests to initially depart in a specific direction before proceeding with ATC's instructions.

**JOHN J
VAGEDES**
Digitally signed by
JOHN J VAGEDES
Date: 2023.10.11
07:26:54 -05'00'

John Vagedes
Air Traffic Manager
Madison ATCT

10OCT23

(Date)

**HENDERSON
NILS.DANIEL
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ANIEL.1236492121
Date: 2023.10.10
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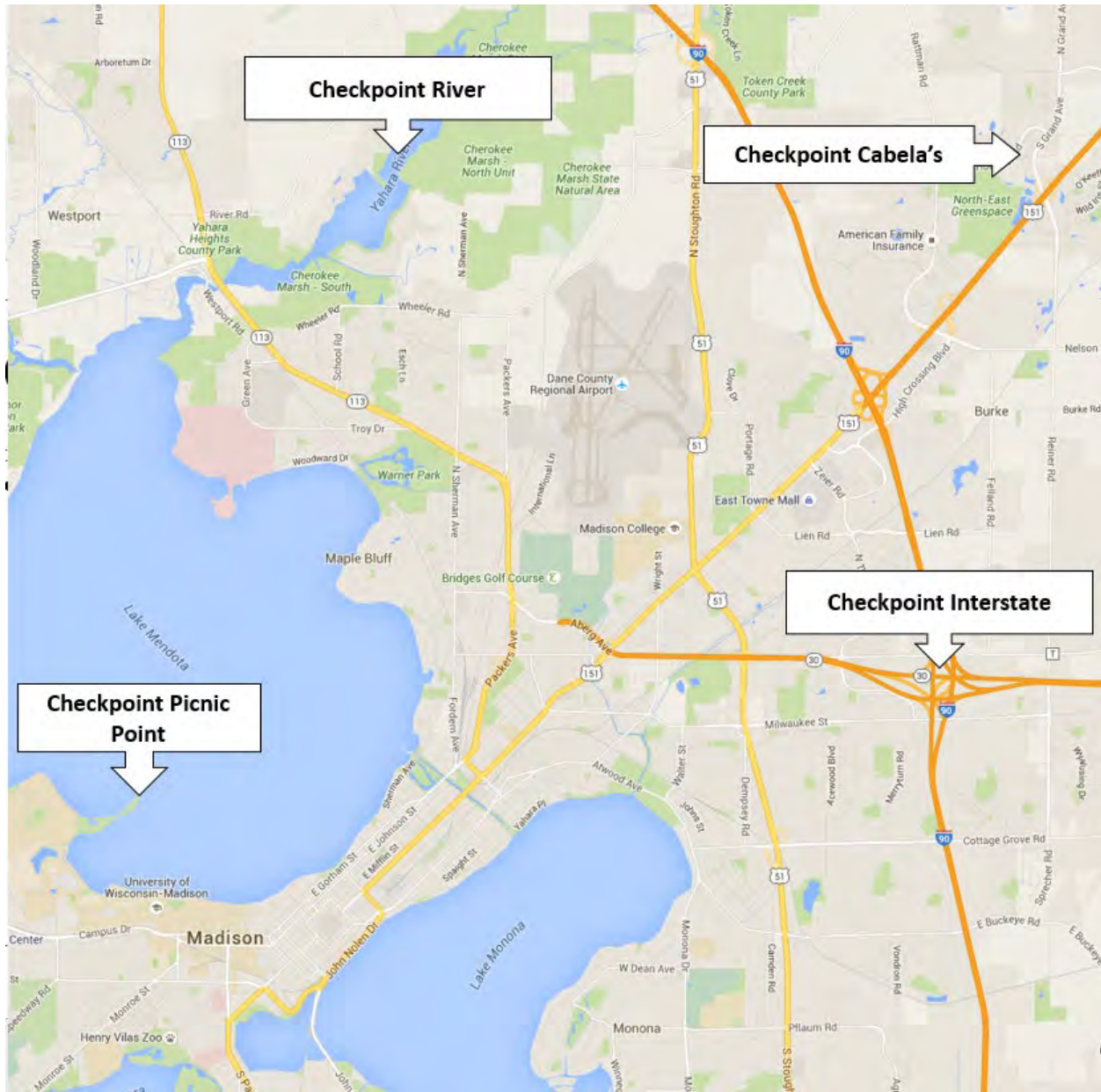
Nils Henderson
Commander, AASF # 2
Wisconsin Army National Guard

10OCT23

(Date)

SUBJECT: Helicopter VFR Arrival and Departure Procedures

Attachment 1: Checkpoints



SUBJECT: Helicopter VFR Arrival and Departure Procedures

Attachment 2: No Fly Areas (depicted in red)



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Appendix E: Stakeholder Consultation Materials

This appendix includes:

- Presentations and Summaries for TAC Meetings 4 through 8

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MEMORANDUM

Subject: Dane County Regional Airport
Part 150 Study
Technical Advisory Committee (TAC) Meeting 4 Summary

Meeting Date: Tuesday March 7, 2023

Reference: HMMH Project Number 312360

TAC Member Attendance:

Organization	TAC Member	Attendance
MSN staff	Michael Kirchner	Yes
WBOA staff	Max Platts	Yes
WBOA staff	Kelly Halada	Yes
WBOA staff	Mallory Palmer	No
Federal Aviation Administration (FAA) Airport District Office (ADO)	Bobb Beauchamp	Yes, virtually
FAA Air Traffic Control Tower (ATCT)	John Vagedes	No
FAA Air Traffic Control Tower (ATCT)	Daniel Hesch	Yes
FAA Air Traffic Control Tower (ATCT)	Courtney Hill	Yes
FAA Air Traffic Control Tower (ATCT)	Jake Deaner	Yes
Wisconsin Air National Guard; 115 th Fighter Wing (FW) Representative	Lt Col Dan Statz	Yes
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Lt Col Ben Gerds	No
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Tony "Ike" Russo	Yes
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Additional rep.	Yes
Army Guard	Major Lucas Sivertson	Yes, virtually
Delta Airlines	Abby McCoy	No
Wisconsin Aviation	Brian Olson	No
City of Madison Planning Division	Dan McAuliffe	Yes
Dane County Department of Planning and Development	Todd Violante	Yes

Study Team Members Attendance:

Organization	TAC Member	Attendance
MSN staff	Michael Riechers	Yes

Organization	TAC Member	Attendance
MSN staff	Tomasz Pajor	Yes
MSN staff	Lowell Wright	No
MSN staff	Chad Rasmussen	No
Jones Payne Group	Diane Carter	Yes
Jones Payne Group	Brianna Whiteman	No
HMMH	Tim Middleton	Yes
HMMH	Eugene Reindel	Yes
HMMH	Julia Nagy	Yes
HMMH	Brandon Robinette	Yes
HMMH	Dan Botto	Yes
HMMH	Paul Krusell	Yes
HMMH	Patrick Generose	Yes, virtually
Mead & Hunt	Chris Reis	No
Mead & Hunt	Ryan Hayes	No
Mead & Hunt	Kate Andrus	Yes, virtually
Mead & Hunt	Greg Stern	Yes
Mead & Hunt	Levy Ney	Yes

Meeting summary notes:

Tim Middleton provided opening remarks, after which the TAC, study team members, and supporting staff introduced themselves. He explained that we are now moving into Phase 2 of the Part 150 process – NCP Phase. He explained the objectives of the meeting.

Middleton reviewed the roles and responsibilities for the various stakeholders including the airport, consultant team, FAA, Technical Advisory Committee (TAC), and public. He explained that the goal is to come to consensus as a group on recommended NCP measures.

Middleton reviewed the Part 150 study process. We are now in the NCP Phase of the Part 150 process and will consider the three categories of potential measures to reduce noncompatible land use: noise abatement, land use, and programmatic measures. Part 150 follows a prescriptive process based on the regulations. The consultant team brings experience from working on these types of studies at many airports.

Middleton provided an overview of the objectives of the NCP and proposed measures. He reviewed how potential measures are evaluated. FAA will review each proposed measure and approve or disapprove on a measure-by-measure basis. Tim noted that the programmatic strategies cover some of the efforts that the airport is already doing such as managing noise complaints.

Eugene Reindel reviewed that we want to cover noise abatement measures first to remove noncompatible land uses from the 65 DNL contour. Noise abatement measures could reduce all noncompatible land use (never usually entirely likely, but theoretically could). Then consider land use measures to mitigate incompatible land uses not addressed through noise abatement measures and prevent new noncompatible land uses.

Reindel noted that Runway 03/21 was built as a noise abatement runway based on the 1991 NCP. FAA paid to construct the runway. FAA helps maintain primary runways, and crosswind and secondary runways if eligible. The Part 150 study includes an airfield planning analysis related to Runway 03/21. This airfield analysis study was intended to justify whether the runway is eligible for federal funding to maintain.

Greg Stern provided a summary of the airfield planning analysis results. Runway 18/36 is designated as the primary runway given its length, approach capability, and proximity to the terminal. As Runway 18/36 does not provide 95% wind coverage for the 12.5 knot wind condition, a crosswind runway is eligible at MSN. Runway 14/32 is identified as the crosswind runway given the wind coverage it provides, the size of the critical aircraft it is intended to serve and its proximity to the general aviation areas. The planning analysis identifies Runway 03/21 as having a secondary runway designation. This designation is not based on capacity needs or level of operations, but rather on its function as a noise abatement runway. Runway 3/21 currently provides a noise benefit and increased usage of the runway would further this benefit.

Dan McAuliffe: When we look at the noise modeling, were operations on 3/21 justified to benefit noise conditions?

Reindel: We have to rely on justifying it as a noise runway.

Lt Col Dan Statz: What is the viability of decoupling Runway 03/21 from Runway 18/36 and extending it to accommodate more F-35A operations?

Reindel: *One of the options is to put more operations on Runway 03/21; we will need to have M&H further evaluate runway configuration and use options. This is the time to perform that analysis.*

Kate Andrus: There is potential to decouple Runway 3/21 from Runway 18/36. This would require a shift of the highway. Need to coordinate with the 115th FW on what is needed and the ATCT to determine what is possible.

Middleton reviewed the existing NCP, starting with noise abatement measures. Reindel noted that although some are implemented, initial HMMH analysis showed that there may be low compliance for the measures. The measures should be fully implemented with high compliance to justify they remain in the NCP; some may require modification to get higher compliance. Increased compliance would involve continued conversations with the FAA Air Traffic Control Tower (ATCT).

Middleton discussed the land use measures and the airport overlay zone and how to modify it to reflect the current state of land use planning. Reindel added that the public expressed concern about building noise sensitive properties within the 65 DNL contour. The public expressed support for some type of overlay zone.

Middleton reviewed the program management measures and discussed that there were some additional suggestions from the public.

Julia Nagy reviewed the recommended NCP measures derived from public comments submitted on the Noise Exposure Map (NEM) document. Reindel mentioned that the public suggested initiating a noise monitoring program and a flight tracking system.

Reindel discussed the first hypothetical noise abatement measure to *move all Runway 18 F-35A departures to Runway 03*. This change would remove more than 800 housing units from the 65 DNL contour. The other hypothetical is *for F-35A departures on Runway 18 to use afterburner* which could reduce housing units in the 65 DNL contour by about 400. Both of these measures could reduce noncompatible land use.

McAuliffe: The City of Madison is considering the quantity of future residents and future housing needs. They seek to ensure new construction in areas near the airport include sound insulation. The City is concerned about future residents; an important area of focus for development for the City of Madison is along East Washington Avenue.

Reindel: For the noise abatement measures we have to address flight tracks, preferential runway use, arrival/departure procedures, airport layout modifications, and use restrictions. We need to consider existing measures to remove, existing measures to amend, and new measures to propose.

Statz: F-35A aircraft require significant ground time to boot up. Is there a way to optimize where this is happening to reduce noise impacts? *For the airport layout, the 115th FW may want to consider an area off of taxiway F as a centrally located noise abatement area. Reindel said we could model where those ground movements are in existing or potential areas.*

Tony Russo: Runway 03 as an alternative to Runway 18, based on wind and direction. Looking at Air Force procedures, there is some risk with the shortness of the runway. Due to the length and slope of Runway 03, there may be increased risk in departing Runway 03. Is Runway 03 preferred over Runway 36?

Reindel: We could consider moving some operations onto Runway 36. In calm winds, can Runway 03 be an alternate?

Jake Deaner: Explained that decoupling the runways results in some issues related to displaced thresholds, performance planning – *potentially removing the upslope and extending the runway approximately 1,600 ft.* He asked whether airlines have been invited to the TAC for collaboration. There have been some issues with close operations at other airports and we do not want to create risk. We have implemented various measures to be proactive.

Middleton: Airlines have not been able to attend the TAC but have been invited.

Russo: From the noise modeling perspective, *does Runway 21 provide a better scenario than Runway 18?* From a traffic standpoint, plan to mitigate risk from traffic and from noise.

Reindel discussed implications of shifting noise from one neighborhood to another. Noise should not be shifted from one neighborhood to another; FAA may question those results during review.

McAuliffe: Showing the hypotheticals could be helpful for public engagement.

Reindel: The lobe in the noise contour to the south of the airfield is partially due to commercial operations. **Action:** The team will need to set up a meeting to talk to airlines about operations to the south.

Deaner: Airport layout modifications and restructuring of the taxiways to minimize impacts took place about 7 years ago.

Courtney Hill: FAA ATCT has concern related to departing from Runway 03 and coordinating with Runway 18. Potentially allow only F-35A operations. Runways 21 and 18 could work in synergy with each other.

Daniel Hesch: The F-35As cannot depart Runway 21 or land on Runway 03. It is too risky.

Statz: *Possible NCP Measures to consider: decouple Runways 3/21 and 18/36, flatten and extend Runway 3/21, add a cable to Runway 21, and put some Runway 18 arrivals on Runway 21.*

Reindel: Introduced the land use measures. Diane Carter reviewed some of the prior land use measures from the 1991 NCP. She provided an overview of the land use strategies and what they entail.

Reindel: Noted that some overlay zones use number above contours. *One possibility is to create a maximum noise level (Lmax) contour related to the F-35A.*

Statz: Expressed concern about using a metric different than DNL. Public may not understand the difference. Communication would be a concern.

Reindel: Since people do not hear DNL, they may appreciate an Lmax contour.

McAuliffe: Land acquisition would not generally be supported by the City. *The City is supportive of sound insulation. Avigation easements are a concern for future renters and the fact that they would not benefit future homeowners.* Land use controls provide more flexibility in the undeveloped areas. Undeveloped areas are being studied by the City. East-Washington corridor is a challenge because the City has invested in mass transit and encourages density there. It is not clear how the City would enforce real estate disclosures.

Carter: With real estate disclosures, the airport would need to coordinate with the real estate board.

Reindel: Easements don't solve the problem by themselves. A combination of easements and sound insulation is preferred.

McAuliffe: For current easements, if the environment has changed, can we capture this in the easement?

Carter: *For easements we could consider using a trigger that could break the easement (e.g. if the contour shows a 1.5+ dB increase over a plot, the easement is reconsidered)*

McAuliffe: Overlay zones are used to restrict certain uses. The City currently has some restricted zones already. If we do an overlay district, what does that actually change? There are sites where we anticipate a lot of growth. What would the overlay would accomplish?

Statz: Throughout the EIS process, the community was concerned about affordable housing and houses being torn down.

Todd Violante: The concept of the overlay district currently exists for height limitations. *He could envision that certain requirements could be considered to ensure sound insulation or certain requirements within structures.* For real estate disclosures, notice on the deed, development approval, title searches for noise parameters. In the context of litigation, the avigation easements are helpful.

Carter: Overlay districts, within the zone, could you require certain improvements?

McAuliffe: We are in a min/ max building code where we can only require what the state requires.

Reindel: An overlay can be very specific to the localized areas and include various zones.

Reindel turned the conversation back to the public recommended measures.

McAuliffe: *Building codes can only be changed under state regulations and would require support from state senators.*

Michael Riechers: *We could discuss with state senators to see how we could potentially suggest changes.*

Reindel: This is rare but it could be a recommended measure.

There was a question about sound walls to reduce noise. Reindel: Sound walls only impact noise on the ground.

Statz: *Could the trailer park area be an area where a sound wall is beneficial? This is a sensitive population that did not want to be moved.*

Conversation moved to programmatic measures. Middleton discussed the various categories of programmatic strategies. *Recommendations from the public included a flight tracking system.* FAA can fund this as an NCP measure. These are good tools for monitoring compliance with flight procedures and complaints. Military flights will not appear in monitoring systems in an off-the-shelf NOMs system. Noise monitoring systems cannot be used to restrict operations. The reporting is only useful to the public but does not have enforcement abilities. The FAA generally recommends NEMs to be updated every 5 years or if there is a significant change.

Reindel: Would a flight tracking system be beneficial or not due to the F-35A lack of data? Noise monitoring is a challenge because they are expensive to maintain and cannot be used to determine the extent of the noise exposure contours in the NEM.

Tim: *Another option is to purchase portable noise monitors.*

Reindel: FAA pays for installation of the systems but not the maintenance of the monitoring systems. Does the benefit outweigh the costs? Portable noise monitors are also very labor intensive but can be responsive to the community needs.

Carter: Burlington International Airport (BTV) obtained a flight tracking and noise monitoring system. The community is still frustrated that the F-35A flight tracks do not show. The Department of Defense (DoD) has not supported showing these tracks in Burlington. The data exists but the DoD has not approved sharing it publicly.

Middleton: Even with a delay, the DoD does not provide the data.

McAuliffe: *Noise monitors could show the F-35A data due to the high levels of noise. Could the monitoring be used to inform local land use? It could be used to show the higher noise levels.*

Middleton: *Sometimes airports will include Fly Quiet programs and associated awards for lower noise levels. This would require airline collaboration, i.e. fleet mixes with quieter aircraft.*

Reindel: Another programmatic measure is to consider regular updates of the NEM.

McAuliffe: *I think regular NEM updates would be useful and could be beneficial.*

Reindel: *Another option is to update the NEM after the F-35As are operating.*

Middleton: *Another consideration for the programmatic measures is to include regular outreach or creation of a noise or advisory group.*

Reindel: It could include other outreach efforts such as a land use planning meeting annually. Ensure consideration of stakeholders and how to formalize some of the practices that could improve coordination.

Middleton: Moved conversation to discuss schedule. The next TAC meeting is being targeted for the end of June – Tuesday, June 27th. We are planning on holding an additional meeting with the public to discuss potential NCP measures and obtain input from the public on the same day as the TAC meeting; similar to the schedule for TAC Meeting #1 and the first public workshop. HMMH will plan to model additional hypothetical measures. We want to capture all potential measures, please share any additional feedback or schedule additional calls beyond the TAC meetings. Once submitted, the FAA has 180 days for review of the NCP.

Reindel: HMMH is going to draft a memo related to the measures discussed. We want to use the next three months to complete additional analysis on the potential measures. Then we plan to obtain input from the public in June. We need to document why we are not recommending certain measures. We owe the public a response to documenting why publicly suggested measures are not recommended.

Bobb Beauchamp: No update on the NEM acceptance schedule at this point.

Statz: Asked about Senator Tammy Baldwin's press release related to funding for community outreach and noise mitigation planning. He asked for help from the airport with identifying lines of efforts between Part 150 process and the grant funding. Statz and Mike Kirchner to coordinate on the topic.

MSN Part 150 Study

Dane County Regional Airport

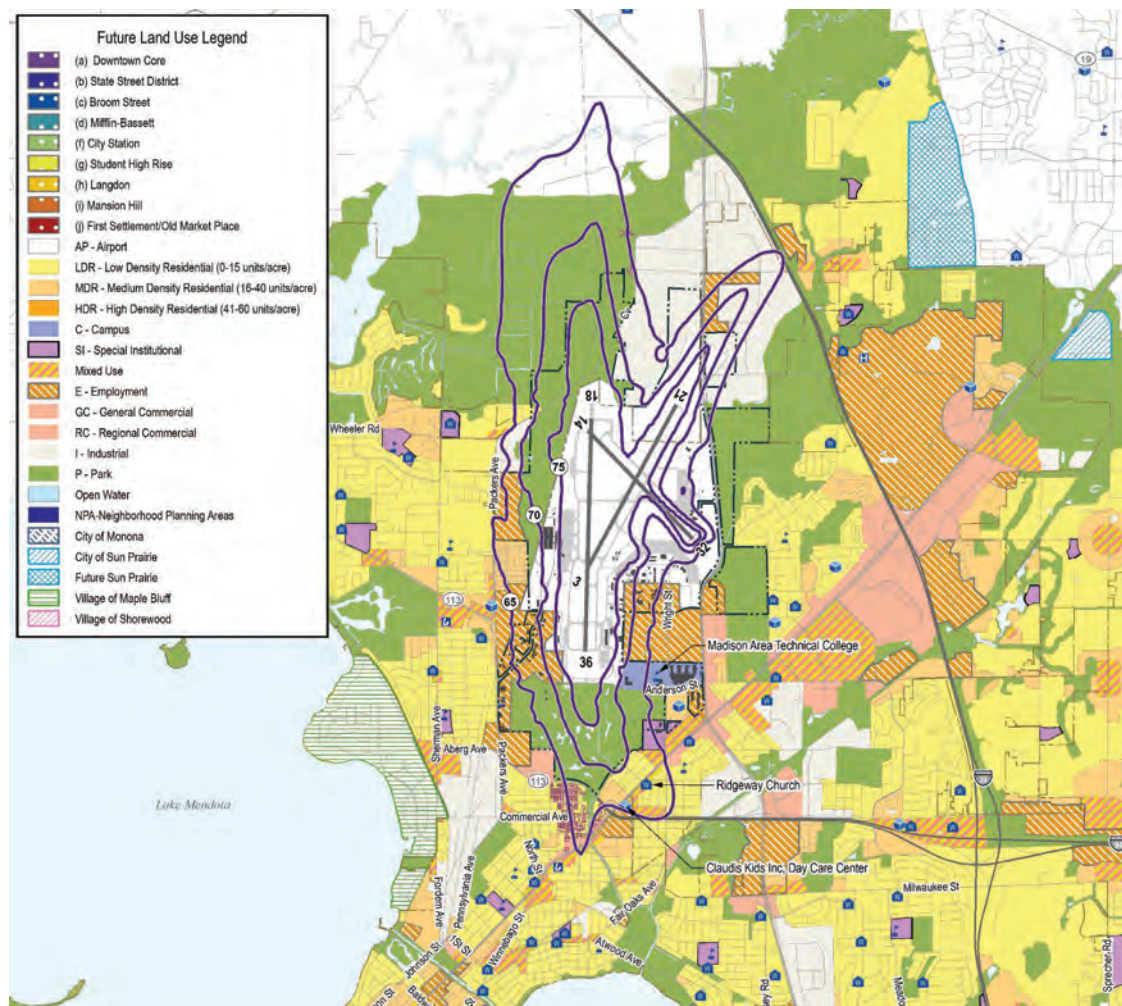
Technical Advisory Committee Meeting #4

March 7, 2023



TAC #4 Agenda

- Introductions
- Roles & Responsibilities
- Part 150 Overview
- NCP Overview
- NCP Measures Brainstorm and Discussions
- Schedule
- Wrap up



2022 MSN NEM Forecast Condition (2027)



Introductions – Study Team

Dane County Regional Airport Team

- Wisconsin Department of Transportation
Bureau of Aeronautics
Matt Messina – Airport Development
Engineer
- Airport (MSN)
Kim Jones – Airport Director
Michael Kirchner – Engineering Director
Lowell Wright – Airport Noise Abatement/
Environmental Officer

Project Team

- HMMH
Gene Reindel – Principal-in-Charge
Tim Middleton – Project Manager
Julia Nagy – Assistant Project Manager
- Mead & Hunt
Kate Andrus – Project Lead, Airport Planning and
Forecasts
Ryan Hayes – Airport Planning and Forecasts
Chris Reis – Local Client Lead
Ryk Dunkelberg - Vice President
- The Jones Payne Group
Diane Carter – Project Lead, Principal-in-Charge
Brianna Whiteman – Assistant Project Manager,
QA/QC

Introductions – TAC Members

Organization	TAC Member
MSN staff	Michael Kirchner
WBOA staff	Matt Messina
FAA Airport District Office (ADO)	Bobb Beauchamp
FAA Air Traffic Control Tower (ATCT)	John Vagedes
Wisconsin Air National Guard; 115th Fighter Wing Representative	Lt Col Daniel Statz
Army Guard	Major Lucas Sivertson
Delta Airlines	Abby McCoy and Rodney Dunkel
Wisconsin Aviation	Brian Olson
City of Madison Planning Division	Dan McAuliffe
Dane County Department of Planning and Development	Todd Violante
Town of Burke	

Roles and Responsibilities

Airport

- Project sponsor
- Certification that documentation is true and accurate
- Recommend measures to address incompatible land use

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

FAA

- Certification that the documentation meets federal regulations and guidelines
- Review proposed flight procedures
- Approval of Airport-recommended measures

Technical Advisory Committee

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM and NCP development

Public

- Provide input on study during comment period
- Review public draft documents

Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBa
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Update NCP in accordance with 14 CFR Part 150

We are here!

Stakeholder Engagement and Public Outreach

Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters

NCP Overview

Objectives of proposed measures:

- **Reduce** exposure over incompatible uses
- **Limit** growth in exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Prevent** introduction of new incompatible uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Analysis and Selection Process

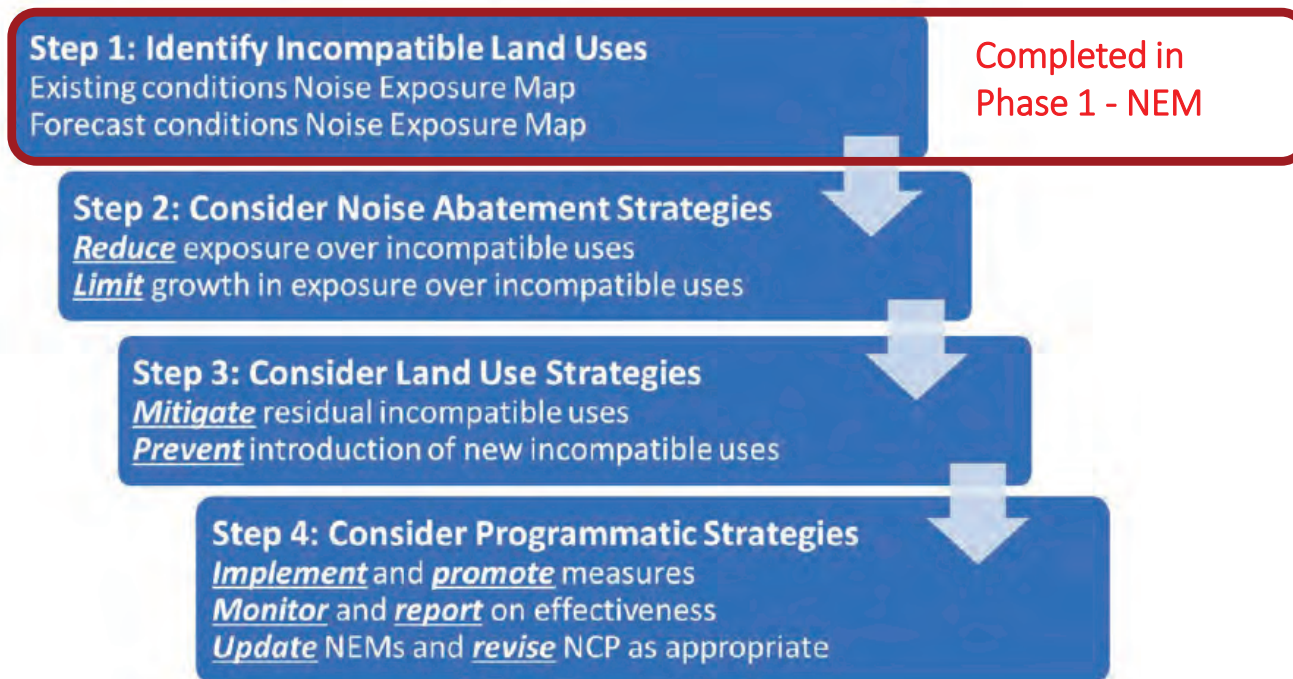
- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective "package" of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

Part 150 Overview: Noise Compatibility Program

- NCP must address three major categories of proposed actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* proposals as compliant with Part 150 standards on a measure-by-measure basis



Part 150 Overview: Noise Compatibility Program Development



Airfield Planning Analysis Results

- Analysis based on Table G-1 of *Airport Improvement Program (AIP) Handbook* (FAA Order 5100.38D) Runway Type Categories
- Results indicate:
 - Runway 18/36 is the Primary runway, Runway 14/32 is the Crosswind, and Runway 3/21 is the Secondary, with no runway meeting the Additional category
 - Runway 03/21 continues to have noise benefits as purposed from the 1991 NCP
 - Increased utilization of Runway 03/21 will have noise benefits

Runway	Runway Type	Description	Federal Funding
18/36	Primary	A single runway is eligible for development consistent with FAA design and engineering standards	Eligible
14/32	Crosswind	Either the primary runway crosswind coverage is less than 95% and/or the airport is operating at 60% or more of ASV	Eligible if justified
3/21	Secondary	The primary runway is operating at 60% or more of ASV and/or it has been determined that the runway is required for airfield operation	Eligible if justified
Note: ASV is the Annual Service Volume at the airport.			

NCP Review: Results

- 1991 MSN NCP included:
 - 9 Noise abatement measures
 - *All implemented*
 - 11 Land use measures
 - *Four implemented*
 - 3 Programmatic measures
 - *All implemented*



Noise Abatement Measures (NA)

	Noise Abatement Measure	Implementation Status
NA-1	Continue the existing informal runway use program.	Replaced by NA-7
NA-2	Maintain internal tower directive requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet AGL) before turning left.	Implemented
NA-3	Establish visual approach and departure corridors for helicopters.	Implemented
NA-4	Encourage use of noise abatement departure procedures by operators of jet aircraft.	Implemented
NA-5	Encourage Air National Guard to follow through with its plans to construct a hush house for A-16 engine maintenance runups prior to converting its fleet.	Implemented
NA-6	Construct new 6,500-foot Runway 3-21.	Implemented
NA-7	Adopt an informal preferential runway use system which encourages departures on Runways 3, 31, and 36 while preferring arrivals on Runways 13, 18, and 21.	Implemented
NA-8	Adopt procedures requiring east and southbound aircraft exceeding 12,500 pounds and departing Runway 3 to climb on runway heading through 2,500 feet MSL before turning right.	Implemented
NA-9	Adopt procedures requiring all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable.	Implemented

Land Use/Noise Mitigation Measures(LU)

	Land Use Measure	Implementation Status
LU-1	City of Madison, Dane County – Maintain Existing Compatible Zoning in the Airport Vicinity.	Implemented
LU-2	Dane County, City of Madison, Town of Burke – Define “Airport Affect Area” for Purposes of Implementing Wisconsin Act 136.	Implemented
LU-3	Dane County, City of Madison – Adopt Airport Noise Overlay Zoning.	Not implemented
LU-4	Dane County, City of Madison – Amend Subdivision Regulations to Require Dedication of Noise and Aviation Easements or Plat Notes on Final Plat.	Implemented
LU-5	Dane County – Consider Amending Subdivision Regulations to Prevent Subdivision of Land Zoned A-1 Agriculture	Not implemented
LU-6	Dane County, City of Madison – Amend Building Codes to Provide Soundproofing Standards for Noise-Sensitive Development in Airport Noise Overlay Zones.	Not implemented
LU-7	Dane County, City of Madison, Town of Burke – Amend Local Land Use Plans to Reflect Noise Compatibility Plan Recommendations and Establish Airport Compatibility Criteria for Project Review.	Not implemented
LU-8	Dane County – Follow through with Planned Land Acquisition in Cherokee Marsh and Token Creek Park Areas.	Not implemented
LU-9	Dane County – Consider Expanding Land Acquisition Boundaries in Cherokee Marsh and Token Creek Park Areas.	Not implemented
LU-10	Dane County – Establish Sales Assistance or Purchase Assurance Program for Homes Impacted by Noise Above DNL 70 dB.	Implemented
LU-11	Dane County – Install Sound Insulation for Schools Impacted by Noise Above DNL 65 dB	Not implemented

Program Management Measures (PM)

	Program Management Measure	Implementation Status
PM-1	Program Monitoring and Contour Updating	Implemented
PM-2	Evaluation and Update of the Plan	Implemented
PM-3	Complaint Response	Implemented

NCP Measures Recommended via Public Comment

- Noise Abatement Measures Recommended
 - Design flight paths that avoid schools and high-density population areas
 - Minimize F-35 operations during times when children are outside the schools (arriving to school, leaving school and school recesses)
 - Reduce nighttime (after 10 pm) operations
 - Use Runway 3/21 for all WING departure scrambles
- Program Management Measures Recommended
 - Institute a noise monitoring program/system
 - Install a flight tracking system
 - Update the NEM on a regular basis
- Land Use/Noise Mitigation Measures Recommended
 - Consider low-income and EJ communities
 - Restrict introduction of low-income and other residential developments within the 65 dB DNL noise contour or adjacent to the airport
 - Consider elementary schools and noise effects on children's learning
 - Establish an airport affected area
 - Report alternative metrics and consider use of lower DNL threshold
 - Implement a residential sound insulation program
 - Implement a sales assistance program
 - Implement a land acquisition and relocation program
 - Implement a sound insulation program for schools
 - Change building codes to support sound proofing



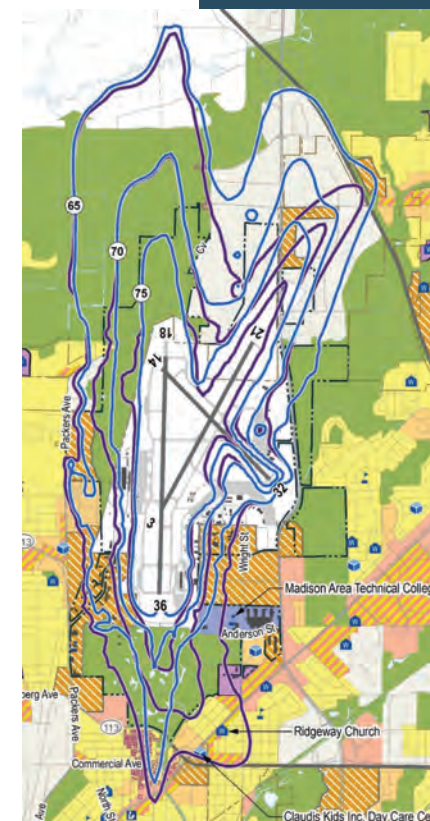
Hypothetical Noise Abatement Measure

Move Runway 18 F-35A Departures to Runway 03

Goal: Reduce noncompatible land use south of the airport

Results:

Contour Interval	Population (Census 2020)			Housing Units		
	Forecast 2027 NEM	Hypothetical	Change	Forecast 2027 NEM	Hypothetical	Change
65-70 DNL	2,424	887	-1,537	1,227	418	-809
70-75 DNL	57	14	-43	23	3	-20
>75 DNL	0	0	0	0	0	0
Total	2,481	901	-1,580	1,250	421	-829



Hypothetical Noise Abatement Measure F-35A Departures on Runway 18 use Afterburner

Goal: Reduce noncompatible land use south of the airport

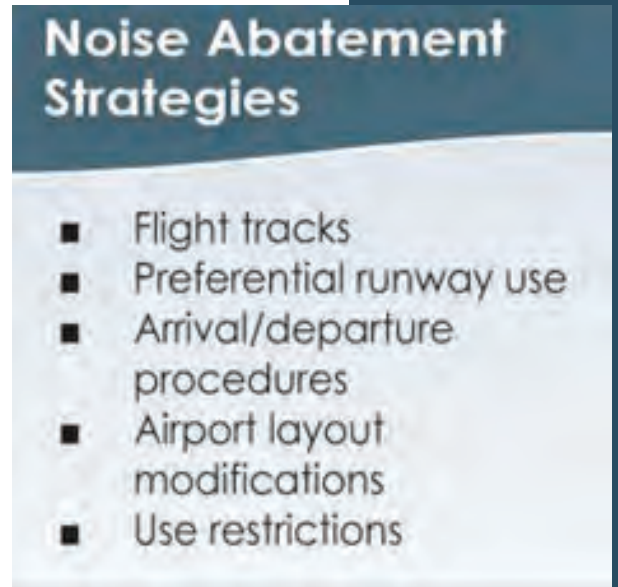
Results:

Contour Interval	Population (Census 2020)			Housing Units		
	Forecast 2027 NEM	Hypothetical	Change	Forecast 2027 NEM	Hypothetical	Change
65-70 DNL	2,424	1,697	-727	1,227	838	-389
70-75 DNL	57	14	-43	23	3	-20
>75 DNL	0	0	0	0	0	0
Total	2,481	1,711	-770	1,250	841	-409



Brainstorm: Noise Abatement Measures

- Any existing measures to remove from NCP?
 - Any existing measures to amend/update?
 - Any new measures to propose
-
- Purpose: to reduce exposure over incompatible land uses



Brainstorm: Land Use/Mitigation Measures

- Any existing measures to remove from NCP?
 - Any existing measures to amend/update?
 - Any new measures to propose
-
- Purposes: (1) to mitigate incompatible land uses and (2) to prevent the introduction of new incompatible land uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Brainstorm: Program Management Measures

- Any existing measures to remove from NCP?
 - Any existing measures to amend/update?
 - Any new measures to propose
-
- Purposes: (1) to implement and promote the NCP measures, (2) to monitor and report on effectiveness of NCP measures, and (3) to update NEMs and revise NCP when appropriate

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Upcoming Schedule: Technical Advisory Committee

Meeting / Activity	Anticipated Purpose	Anticipated Time Frame
5 th Technical Advisory Committee Meeting	Evaluation results of the proposed Noise Compatibility Program measures	June 2023
6 th Technical Advisory Committee Meeting	Presentation of the draft Noise Compatibility Program Update	September 2023
NCP Public Comment Period, 3 rd Public Open House, and NCP hearing	NCP thirty-day public comment period and third Public Open House and NCP Hearing.	4 th Quarter 2023
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	1 st Quarter 2024

Note: Schedule is subject to change

Proposed Schedule: Public Outreach and Submittals

Meeting / Activity	Anticipated Purpose	Time Frame
Kick-Off Meeting with MSN and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	<i>Completed:</i> January 20, 2022
1 st Public Open House	Introduction to Part 150, set expectations, discuss stakeholder roles, identify issues of concern	<i>Completed:</i> April 26, 2022
NEM Public Comment Period, 2 nd Public Open House	NEM thirty-day public comment period and second Public Open House	<i>Completed:</i> November 2022
MSN to Submit Final NEM to FAA	MSN submits final updated NEM to FAA for review and approval. Respond to FAA questions as needed.	<i>Completed:</i> December 2022
NCP Public Comment Period, 3 rd Public Open House and NCP Hearing	NCP thirty-day public comment period and third Public Open House and NCP Hearing.	4 th Quarter 2023
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	1 st Quarter 2024

Airport considering adding a public meeting June 2023 to present NCP measures under consideration and solicit other ideas

Note: Schedule is subject to change

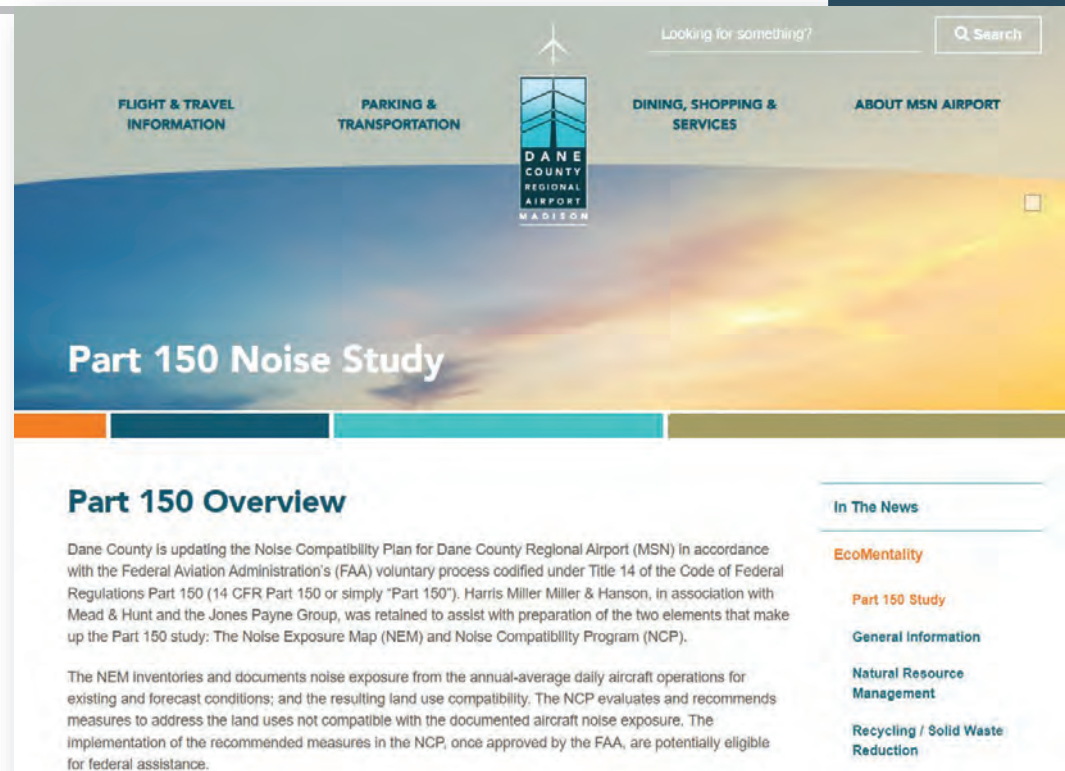


Wrap-Up and Discussion

- TAC questions, comments, and discussion
- Set TAC meeting #5?
 - Proposed date and time in June or July
- Public Comments

MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnaairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnaairport.com
- Tim Middleton – HMMH Project Manager, Contact:
tmiddleton@hmmh.com
339.234.2816
- Michael Kirchner – MSN Engineering Director, Contact:
kirchner@msnaairport.com
608.279.0449



Implementation/Compliance Status of Current NCP Measures

NA-1: Continue the existing runway system

Superseded by NA-7 which includes Runway 03-21

See NA-7 for more details

Implementation Status:

N/A

Compliance:

N/A

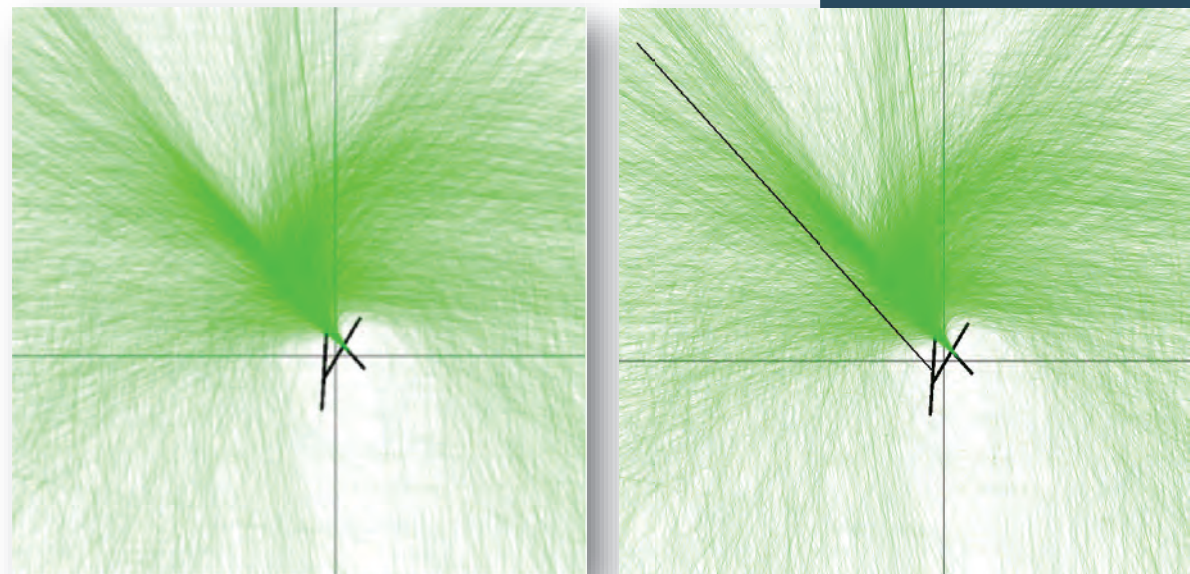
- Arrivals to Runway 14 or 18 and Departures to Runway 32 or 36
- Only for aircraft >12,500 lbs

NA-2: Departures on Runway 31 to pass through 2,500 ft MSL before turning left

- Departures from Runway 32 in 2021 were analyzed using a gate
- Of tracks turning left, 54% were at or above 2,500 ft MSL when passing through the gate

Implementation Status:
Implemented

Compliance:
Low (54%)



Departure Flight Tracks on Runway 32 with (right) and without (left) the Analysis Gate

Source: HMMH



NA-3: Establish Visual Approach Corridors for Helicopters

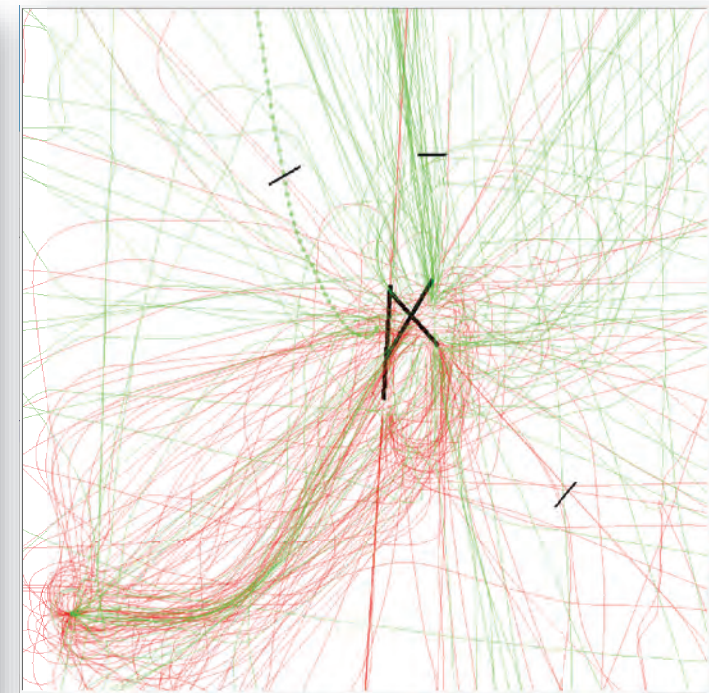
- Three corridors were gated for compliance in helicopter operations
- Compliance is below 5% of helicopter operations

Implementation Status:
Implemented

Compliance:
Low



1991 NA-3 Diagram of Suggested Helicopter Corridors
Source: MSN Part 150 Noise Compatibility Program Summary, February 1991



Helicopter Operations, with Gates corresponding to NA-3 Checkpoints
Source: HMMH, 2022



NA-4: Encourage operators of jet aircraft to follow noise abatement procedures.

- MSN has implemented signage around the airport/runways
- Used whenever possible

Implementation Status:

Implemented

Compliance:

High



NA-5: Air National Guard to construct F-16 hush house for maintenance runups

- Hush House was constructed specifically for F-16 aircraft
- Set to be phased out with the conversion of F-16 aircraft to F-35A
- Upon phaseout of F-16 aircraft, this measure will no longer be applicable

Implementation Status:

Implemented

Compliance:

High



NA-6: Build new 6,500 ft Runway 3-21

- Runway was constructed as planned

Implementation Status:
Implemented

Compliance:
N/A

Note:
Runway built, but relatively low use of Runway 3-21 (see next slide) for noise purposes except by the ANG – scramble runway

NA-7: Adopt new runway use system

- Prefers Runways 3, 32, 36 for departures and Runways 14, 18, 21 for arrivals
- Among aircraft > 12,500 lbs, compliant runway usage is about 50%

Implementation Status:
Implemented

Compliance:
Moderate

Runway	Number of Departures	Departure Percentage	Number of Arrivals	Arrival Percentage
3	363	2%	450	3%
14	52	0%	346	2%
18	5,570	35%	5,791	37%
21	2,182	14%	1,658	11%
32	1,913	12%	517	3%
36	5,738	36%	6,897	44%
Total	15,818	100%	15,659	100%

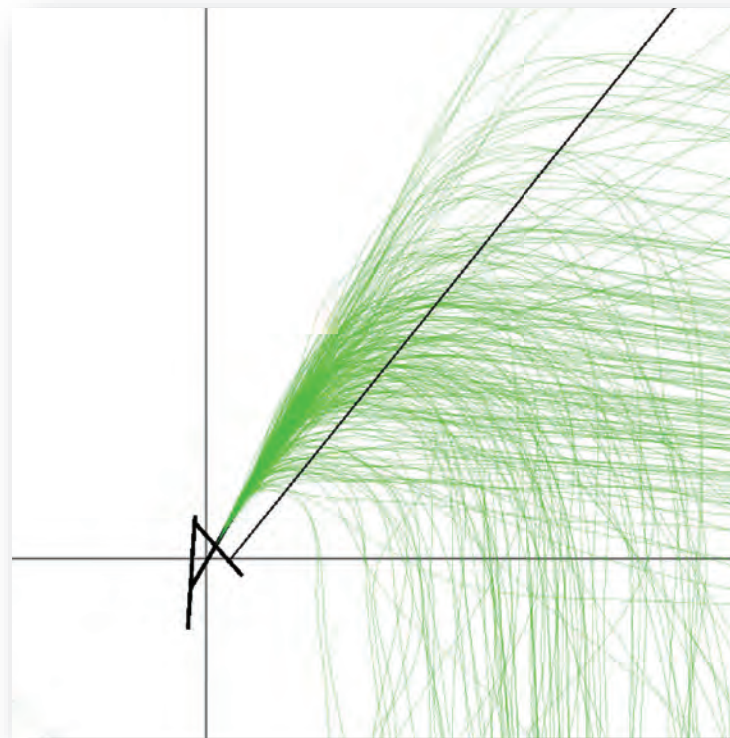


NA-8: Require east and southbound aircraft >12,500 lbs. to pass 2,500 ft. MSL before turning right off Runway 3

- Analyzed Runway 3 departures for aircraft above 12,500 lbs which turned right
- Gate returned elevation of flights as they turned right
- 88% of flights that turned right did so after 2,500 ft MSL

Implementation Status:
Implemented

Compliance:
High (88%)



Departures above 12,500 lbs. turning right on Runway 3

Source: HMMH

NA-9: Require all aircraft >12,500 lbs. departing runway 21 to turn left 10 degrees

- Intended to avoid noise exposure to neighborhoods southwest of the airport
- Departures off of Runway 21 showed no 10-degree turns

Implementation Status:
Implemented

Compliance:
Low

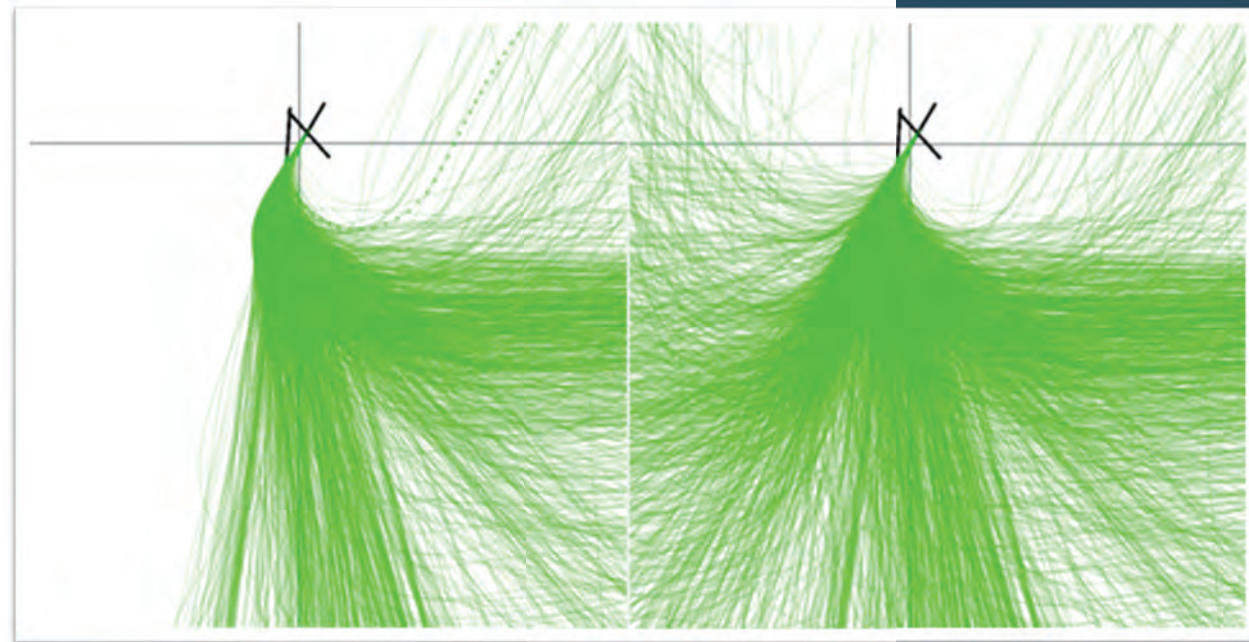


Figure: Departures above 12,500 lbs. on Runway 21
Left: Compliant aircraft which completed the 10-degree turn.
Right: All departures above 12,500 lbs.

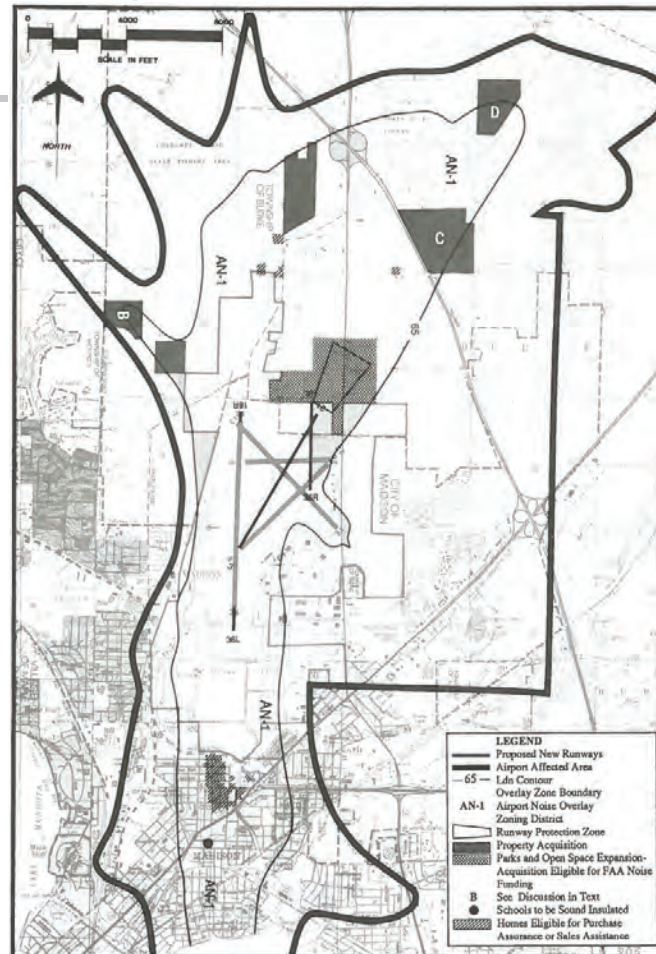
Source: HMMH



LU-1: Maintain existing compatible zoning in airport vicinity

Implemented

- Measure implemented through Dane County Ordinance, Chapter 78.
- Best available map of "airport affected area" as defined in the ordinance is shown at right.



Approximate Airport Affected Area as of 1991
Source: 1991 MSN Part 150 Noise Compatibility Study



I LU-2: Define "airport affected area" for purposes of implementing Wisconsin Act 136

Implemented

- Measure was implemented through Dane County Ordinance Chapter 78
- Further review will be completed during the Part 150 process

LU-3: Adopt airport noise overlay zoning

Not Implemented

- Measure recommends Dane County and the City of Madison adopt an Airport Noise Overlay Zone
- Zone recommended to encompass projected 1995 65 dB DNL contour
- While there is no specific mention of a Airport Noise Overlay Zone in Chapter 78, the Dane County Ordinance requires any change in land use to be from one compatible use to another

LU-4: Amend subdivision regulations to require dedication of noise and aviation easements

Implemented

- Implemented by Dane County Ordinance, Chapter 75.
- Requires the notification at right to be placed on the plat or survey map for any approved subdivision within the airport affected area

"Lands covered by this [plat/certified study map] are located within an area subject to heightened noise levels emanating from the operation of aircraft and equipment from a nearby airport".

I LU-5: Consider amending County Subdivision regulations

Not Implemented

- LU-5 recommends amending zoning regulations to prevent the subdivision of land zoned A-1 (agriculture)
- Goal of the amendment would be to protect farmland, manage growth of urban areas, and ensure land use compatibility
- No such regulation was found within county ordinances

LU-6: Amend building codes to provide soundproofing standards

Not Implemented

- Measure LU-6 assumed establishment of an Airport Noise Overlay Zone, which did not occur
- Recommends including soundproofing standards for new developments in the overlay zone

LU-7: Amend local land use plans to reflect noise compatibility plan recommendations

Implemented

- Measure would additionally establish airport compatibility criteria for project review
- Ongoing support for the airport's promotion of compatible land uses is noted in the Dane County Use Plan
- Dane County Use Plan specifically notes the participation of local municipalities

LU-8: Follow through with planned land acquisition in Cherokee Marsh and Token Creek Park areas

Not Implemented

- Measure notes planned acquisition of land to the north of the airport
- Exhibit 5f of the NCP highlights the proposed acquisition areas
- 3 of the listed areas were eligible for purchase with FAA-funding at the time of the NCP, due to their existence within the 65 dB DNL contour
- Further review will be completed during the Part 150 process – detailed acquisition history will be confirmed by the airport

LU-9: Consider expanding land acquisition boundaries

Not Implemented

- LU-9 is a continuation of measure LU-8, recommending the expansion of the planned land acquisition to the north of the Airport
- More investigation is needed to determine implementation status of this measure
- Land acquisition is noted on the airport website but detailed acquisition history should be confirmed with the airport - Further review will be completed during the Part 150 process

LU-10: Establish sales assistance or purchase assurance program for homes above 70 Ldn

Implemented

- Goal is to provide financial assistance to homeowners wishing to move from the most heavily noise impacted areas
- LU-10 recommends a sales assistance program for single family homes within the 70 dB DNL contour
- Recommended areas shown on NCP Exhibit 5G
- Programs are voluntary and an avigation easement would be conveyed in exchange for Airport's assistance in selling the properties
- Home Sales Assistance program was instituted per the Airport's website

Of 300 eligible parcels, 185 chose avigation easement, while 13 chose sales assistance. 102 parcels did not participate.

LU-11: Install sound insulation for schools impacted by noise above 65 Ldn

Not Implemented

- Measure pinpoints two schools within the contour: Lowell School and Holy Cross School.
- \$500,000 and \$300,000 was estimated at the time of the NCP to treat Lowell School and Holy Cross School, respectively
- Measure has not been implemented - will be reassessed during the NCP process



PM-1: Program Monitoring and Contour Updating

Implemented

- Airport management maintains continued contact with the City of Madison, Dane County, and the FAA Air Traffic Control Tower
- Noise abatement procedures continue to be an item of importance to all parties
- This Part 150 update results in updated contours

PM-2: Evaluation and Update of the plan

Implemented

- Airport has periodically reviewed the NCP since 1991
- Part 150 Update was initiated due to the 115th Fighter Wing transitioning to model F-35A
- Dane County is currently in the process of updating the MSN Noise Compatibility Planning Study

PM-3: Noise Complaint Response

Implemented

- Airport management has implemented an online noise report form
- Airport determines patterns based on complaints and follows up as appropriate
- Dane County Website includes links to:
 - A "Noise FAQ" page providing answers to common questions
 - A "Noise Report Form" page for submitting noise complaints, questions, or comments



HMMH
700 District Avenue, Suite 800
Burlington, MA 01803
781.229.0707

MEMORANDUM

Subject: Dane County Regional Airport
Part 150 Study
Technical Advisory Committee (TAC) Meeting 5 Summary

Meeting Date: Tuesday June 27, 2023

Reference: HMMH Project Number 03-12360

TAC Member Attendance:

Organization	TAC Member	Attendance
MSN staff	Michael Kirchner	Yes
WBOA staff	Max Platts	Yes
WBOA staff	Kelly Halada	Yes
WBOA staff	Mallory Palmer	Yes
WBOA staff	Matt Messina	Yes
Federal Aviation Administration (FAA) Airport District Office (ADO)	Bobb Beauchamp	Yes, virtually
FAA Air Traffic Control Tower (ATCT)	John Vagedes	No
FAA Air Traffic Control Tower (ATCT)	Daniel Hesch	Yes, virtually
FAA Air Traffic Control Tower (ATCT)	Courtney Hill	No
FAA Air Traffic Control Tower (ATCT)	Jake Deaner	No
Wisconsin Air National Guard; 115 th Fighter Wing (FW) Representative	Lt Col Dan Statz	No
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Lt Col Ben Gerds	Yes
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Tony "Ike" Russo	No
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Lt Col Ryan Gaffney	Yes
Army Guard	Major Lucas Sivertson	Yes, virtually
Delta Airlines	Abby McCoy	No
Wisconsin Aviation	Brian Olson	No
City of Madison Planning Division	Dan McAuliffe	Yes
Dane County Department of Planning and Development	Todd Violante	No

Study Team Members Attendance:

Organization	TAC Member	Attendance
MSN staff	Michael Riechers	Yes
MSN staff	Tomasz Pajor	Yes
MSN staff	Lowell Wright	Yes
MSN staff	Chad Rasmussen	Yes
MSN staff	Kim Jones	Yes
Jones Payne Group	Diane Carter	Yes
Jones Payne Group	Brianna Whiteman	Yes
HMMH	Tim Middleton	Yes
HMMH	Eugene Reindel	Yes
HMMH	Julia Nagy	Yes
HMMH	Brandon Robinette	No
HMMH	Dan Botto	Yes
HMMH	Paul Krusell	Yes
Mead & Hunt	Chris Reis	Yes
Mead & Hunt	Ryan Hayes	No
Mead & Hunt	Kate Andrus	Yes
Mead & Hunt	Greg Stern	No
Mead & Hunt	Rob Sims	Yes
Mead & Hunt	Levy Ney	Yes

Other attendees:

Leslie A. Westmont, DMA
Leah Moore, DMA
Bridget Esser, DMA

Meeting summary notes:

Tim Middleton provided opening remarks, after which the TAC, study team members, and supporting staff introduced themselves. He explained the objectives of the meeting and laid out the agenda.

Middleton reviewed the roles and responsibilities for the various stakeholders including the airport, consultant team, FAA, Technical Advisory Committee (TAC), and public. He explained that a goal for the meeting is to have a discussion as a group on potential recommended NCP measures.

Middleton reviewed the Part 150 study process. We are now in the NCP Phase of the Part 150 process and will consider the three categories of potential measures to reduce noncompatible land use: noise abatement, land use, and programmatic measures. Part 150 follows a prescriptive process based on the regulation. The consultant team brings experience from working on these types of studies at many airports.

Middleton provided an overview of the objectives of the NCP and proposed measures. He reviewed how potential measures are evaluated. FAA will review each proposed measure and approve or disapprove on a measure-by-measure basis. He provided an overview of the three categories of measures. He noted that the programmatic strategies cover some of the efforts that the airport is already doing such as managing noise complaints.

Middleton reviewed the NCP development process and where we are, as shown on slide 9.

Middleton reviewed the existing MSN NCP measures and reiterated the purpose of the meetings today, to obtain feedback from the TAC and the public on potential NCP measures. As a TAC, we will walk through the potential measures that have been considered and analyzed by the consultant team up to this point.

Eugene Reindel reviewed the NCP measures that were implemented versus not implemented and their compliance. The study team has reviewed the measures but now we need to determine how to reduce non-compatible land use.

Reindel provided an overview of the measures proposed via public comment.

Middleton commented that we will walk through each measure during this meeting and the intent is to have an open conversation.

Middleton provided an overview of the FAA requirements according to the NCP checklist and what needs to be considered. Middleton reviewed that we want to cover noise abatement measures first to control noise at the source and modify noise exposure to remove noncompatible land uses from the 65 DNL contour. Middleton provided an overview of all of the potential types of noise abatement measures.

Middleton provided an introduction to noise abatement flight tracks.

Paul Krusell provided an overview of Runway 18 noise abatement flight tracks (Slide 14).

Reindel stated this potential measure could be seen as a shifting of noise but in terms of non-compatible land use this does reduce the size of the contours and residential properties within them. It shifts the noise towards the Oscar Mayer rail yard.

Lt. Col Ben Gerds asked whether the noise model takes into account the terrain, including flying over the lake and the associated noise.

Reindel confirmed that the model does include terrain and water considerations.

Gerds confirmed that the change is still beneficial from a noise perspective.

Dan McAulliffe expressed his surprise at how little the contours shrank from the [Department of Defense] Environmental Impact Statement (EIS). The City of Madison is planning growth in the Oscar Meyer area near the

railyard. They want to grow residential density along transit corridors such as the Bus Rapid Transit routes and are planning on land use changes in the future.

Middleton stated that one intent of the Part 150 process is to prevent future non-compatible land use and provide an understanding of long-term land use.

Reindel stated that there is an airport affected area that has been in existence since the previous Part 150. We should enhance this so that there is smart growth near the airport.

McAulliffe East-Washington and Oscar Meyer are two major corridors that we need for residential development. It is important for the transit offerings. Starting in 2024, the city will have Bus Rapid Transit lines along East-Washington and in the future, Packers Ave to reduce greenhouse gas (GHG) emissions and car dependence. There are only a few options for routes and growth opportunities. The City of Madison maintains land use jurisdiction. The county does not have land use jurisdiction over the city.

Reindel confirmed that shifting operations shift the contours since they represent where aircraft fly. We moved the operations which moved the contours.

McAulliffe expected the Noise Exposure Map (NEM) contour to shrink due to the reduction in operations from the EIS to the NEM. Shifting the noise presents a challenge since future zoning has been changed for those industrial areas near the railyard.

Krusell and Reindel introduced notional noise abatement flight paths to avoid schools and dense residential areas, as suggested by the public.

Daniel Hesch stated that the development of new special procedures on would have to go through the standard FAA Safety Risk Management (SRM) process. It is not a local decision.

Reindel we would design arrival and departure paths to avoid the buildings. We recognize that it is an 18 to 24 month process to get a flight path change through the FAA.

Middleton explained that this measure was received through the public comments. The NCP document will include a write up of the analysis and whether or not the measure would be recommended by the airport depending on the ability to implement the measures.

Reindel reiterated that we need to know today if there are major challenges with implementation of the proposed measures that TAC members are seeing so that the airport considers all pertinent issue while deciding on what measures to recommend in the NCP.

Krusell discussed preferential runway use measures. He explained the benefits of shifting Runway 18 departures to Runway 03 and how it would provide benefits to the south in terms of avoiding non-compatible land use.

Reindel reminded the group that we discussed this scenario last meeting and understand that the runway would need to be extended for it to accommodate the F-35As.

Krusell explained slide 24 and the changes that occurred with the afterburner use and potential contour changes and that it results in bulge of the contour to the west.

Reindel explained that we worked with the 115th FW to come up with potential departure profiles. The goal is to develop a noise abatement departure profile (NADP) for the F-35As.

Krusell explained the measure on slide 25 which would increase noise to the west of the airport due to the use of afterburner.

Gerds asked about the population counts and changes within each of the scenarios.

Krusell confirmed that we did look at those changes but they are not included on the slides and HMMH can share with the TAC following the meeting.

Krusell explained slide 27 and the contour changes, along with the information on the slide.

Gerds has been flying the F-35 for the past few weeks and has been using the profile/ procedures on slide 27. Speed hold 300 kts is executable and repeatable and does not require use of afterburner.

Dan Botto asked about use of afterburner.

Gerds following mandate for use of afterburner; Runway 03 would mandate afterburner use and with the shorter runway could increase risk.

McAuliffe asked about afterburner takeoffs; are these reducing noise overall but increasing intensity of noise events?

Reinde explained the contour changes associated with afterburner use.

McAuliffe asked about peak exposure and how to potentially reduce that.

Middleton noted that new procedures for non-military operators have not been proposed.

Rob Sims moved discussion to alternatives related to airport layout modifications (slide 28). He explained that they transition from simple to more complex in terms of potential alternatives. He covered Alternative 1 and explained the benefits and challenges as described on slide 30. He covered Alternative 2 and explained some of the trade-offs as outlined on slide 31. He explained Alternatives 3 and 4 and their similarities. Runway 03 threshold is complex so modifications would have a lot of ripple effects. The safety areas would be shifted out over Highway 51. Hanson Road would need to be relocated due to the tunnel. Alternative 3 and 4 address Highway 51 in two different ways. Alternative 3 describes the use of a tunnel to have space for the safety area. Alternative 4 would include relocation of the highway.

Kate Andrus noted that you have to look at runway extensions as a component of the Part 150. That is why we looked at these options for potential alternatives within the constraints that exist.

Hesch asked a question about Alternative 3 and the associated runway lengths.

Sims explained that the Runway 03 takeoff direction dictates the 8,000 ft.

Middleton noted that Runway 03/21 is identified as the noise abatement runway for the airport. Routing more operations to fly over compatible land use to the north would be ideal.

Reinde explained that if you put all Runway 18 departures onto Runway 03, it pushes the contour north which was the impetus for considering these extensions.

Reinde moved discussion to use restrictions (slide 34). Since Part 161¹, there have been no successful use restrictions put into place. The chance of being able to implement these are very slim but need to be considered since they were suggested by the public.

Reinde explained slide 35 which does not show reductions to noncompatible land use.

Reinde explained slide 36 which does not show reductions to noncompatible land use.

McAuliffe asked about nighttime operations.

¹ https://www.faa.gov/airports/environmental/airport_noise

Gerds replied that scheduled flights are typically prior to 10 pm. He confirmed that they avoid flying overnight unless it is a scramble or other special operation.

Middleton explained some of the potential use restrictions that may exist at other airports.

Reindel noted that the NCP could include a measure for the 115th FW to avoid flying at night since it is something that they already seek to do. It could be beneficial to include this agreement within the NCP. Reindel explained the nighttime definition for FAA is 10PM to 7AM.

Gerds confirmed that they will fly in the dark but not later than 10 pm.

Reindel confirmed that the airport will consider and show the combined measures (slide 37). Reindel showed some of the combined measures that were presented on the slides.

Reindel opened the conversation on the noise abatement measures.

Gerds noted that if the F-35As could take off Runway 36 they would try to do it more often if the winds are compatible. Is there are any potential to take off to the north more often?

Hersh responded that the Air Traffic Control Tower (ATCT) cannot reduce the separation due to FAA requirements. When a pilot calls for clearance, we can try to consider that. The tower cannot offer Runway 36, but the pilot can request Runway 36. ATCT can make that approval but there may be delays. We can make adjustments to traffic to make it more efficient.

Gerds stated that we have experienced longer delays in the past. We will call early to request Runway 36, and be given a time estimate. We can start executing that immediately: request Runway 36 and fly it when granted.

Reindel noted that it would be great to track this and use of runways. We want to wrap this up and if we have data that is helpful.

Middleton asked if the group could be updated on the delivery of the fleet of F-35As.

Gerds noted that the 115th FW expects to receive all 20 aircraft by this time next year and currently have 5 aircraft.

Gerds clarified the use of Runway 36 vs. Runway 18; Runway 18 departures only occur if Runway 36 is not an option.

Diane Carter introduced land use measures (slide 43). Once the final contours are generated from the noise abatement measures, the team will determine how to address the remaining non-compatible land use after expected changes resulting from noise abatement measures/ contour changes. She introduced land acquisition measures that were proposed as outlined on slide 44. Land acquisition could be appropriate for those properties within the 70 dB DNL; in that case, airport would purchase home and change zoning. Carter explained the option to acquire the mobile home park on the west side of the airport since the airport cannot sound insulate this type of resident under FAA guidance. The airport would need to acquire the homes, relocate the residents, and rezone.

McAuliffe possible acquisition within the 70 dB DNL – if this were to occur the only real use would be open space. Not sure of potential to rezone. The mobile home park is a large political conversation and there is a large shortage of housing in Madison. Could the mobile home park be relocated? I don't expect we will want to be in the position of forcing people out.

Carter Under Part 150 the airport cannot provide sound insulation to mobile home residences.

Kim Jones stated that this would be hugely political and the airport would want to avoid relocation.

Carter introduced sound insulation measures that were proposed as outlined on Slide 45. She explained the sound insulation requirements for testing of noise sensitive sites and that there is a qualifying step. Likely not all of the

buildings would be eligible for sound insulation since it requires meeting certain standards. She mentioned Environmental Justice concerns.

Reindel noted that this was a comment received from the public and the study team needs to provide feedback in the NCP analysis that we considered these measures.

McAuliffe stated that the City of Madison is supportive of a sound insulation program. Avigation easements are a current concern. Preference for avigation easement to be tied to a certain db DNL level. Changes in noise should be considered within avigation easements. Mitigation at Hawthorne Elementary would also be supported by the City.

Brianna Whiteman described preventative land use measures proposed, as shown on slide 46. She explained the airport affected area and how we may want to potentially redefine it to the 65 dB DNL contour. If we cannot limit non-compatible land use, need to consider land use controls.

McAuliffe does not see potential for changing the building codes from the state law. The issue is not unique to Madison. City would be supportive of this change but state politics would be challenging. He is unsure of the appetite to try to change state codes.

Jones asked whether there may be an opportunity for the city to say to a developer that they need to require certain standards even if it is not in the building code. The airport cannot support sound insulation of housing that is slated to be built within the known NEM contour.

McAuliffe – City council acknowledges that they can strongly recommend certain requirements.

Carter – Is there an opportunity to use building codes to require more energy efficient building materials, these often have noise benefits.

McAuliffe – The building code restricts the requirement for building materials.

Kirchner – Encouraging more efficient building envelopes has additional benefits.

McAuliffe – The city can encourage best practices but cannot require them.

Riechers – Can it be incentivized?

McAuliffe – Additional techniques have been used for sound insulation. Avoiding problems is top of mind. The challenge is funding for these changes. We have an area where growth makes sense as a City but the challenge is related to the potential future noise impacts.

Carter – Another measure that was proposed by the public is related to environmental justice which is not required under Part 150.

Bobb Beauchamp noted that the some of the recommended measures in the NCP may need to be approved through the NEPA process prior to implementation, which may include Environmental Justice analysis.

Carter explained slide 49 and potential measures related to alternative metrics and lower DNL thresholds.

Jones recalled the use of covenants for the Truax Air Park. Could the City create covenants that could require noise insulation before construction was done?

McAuliffe noted that this is unclear to him; from his understanding covenants are a civil law so they are not enforceable by the city.

Reindel noted that guidance from FAA states that any home built after October 1, 1998 (or the date of the first published contour, whichever is later) are not eligible for sound insulation.

Jones noted that any new construction built within the contours is not eligible now that there are new NEMs.

McAuliffe noted that the city understands this and that Part 150 funds can only be used for existing residents.

Middleton stated that airport sound insulation programs often share resources with developers proactively to strongly suggest certain sound insulation options even if there are not building code changes possible.

Carter added real estate disclosures as an item of conversation. These could be a potential option based on challenges with building code changes.

Middleton introduced the proposed program management measures and purpose of these measures (Slide 51). Monitoring options include ensuring that noise abatement measures are being complied with. Middleton explained flight track monitoring systems that show when and where aircraft fly. Flight track monitoring systems are available to the public through online portals but military operations are not included in the data which limits the benefits for an airport like MSN. The other option is a noise monitoring system.

Reindel noted that these suggestions were presented by the public so they need to be assessed. Since the major noise issue of concern is the F-35As and this information would not be included in the flight tracking system it would limit the value of the system to the public and may not justify the expenses associated with maintenance of the system.

McAuliffe shared that noise monitoring would be beneficial to ground proof whether the patterns of noise are following the expected patterns that generated the noise contours.

Reindel explained that you cannot use noise monitoring data to create NEMs under FAA requirements, noise modeling is required to create contours.

Middleton explained the reporting measure proposed by the public (slide 53). The NCP could include a recommendation to have a noise advisory group and lay out some of the detail for it.

Kirchner stated that the airport plans to resume the noise abatement technical committee once the Part 150 study ends.

Jones explained that the noise technical committee is a subcommittee of the airport commission. These meetings were held twice a year to share updates from the airport.

Reindel noted that we will need to document in the NCP how the airport wants to proceed with the noise abatement technical committee.

Lowell Wright explained that the committee includes representatives from various airport stakeholders including military and civilian operators, along with citizens.

Reindel noted that the final recommendation under consideration is to update the NEM periodically, especially if the airport seeks FAA funding for noise mitigation like sound insulation.

Middleton explained that program management measures should be included to show how the airport plans to implement the measures in the NCP.

Reindel noted that once the measures in the other categories are recommended, then the program management measures should align with how to implement and manage those measures.

Middleton added that noise complaint tracking and monitoring is another component of this group of measures. There is a potential for a more robust complaint response program. The public often appreciates the increased transparency associated with reporting and managing complaints.

Middleton moved on to discuss the TAC schedule. The plan is to have a 6th TAC meeting in Fall 2023. The schedule depends on the airport's decision on recommended measures and whether we receive additional input from the public for more measures to look at.

Reindel noted that at this point he is hesitant to schedule next meeting since a lot of work/ iteration is required for the airport to clarify their recommendations for NCP measures. The public meeting tonight is focused on any other potential recommendations from the public for additional NCP measures to consider.

Middleton reiterated the purpose of the public workshop was to meet the needs of the public who wanted periodic updates on the Part 150 study.

Meeting adjourned.

MSN Part 150 Study

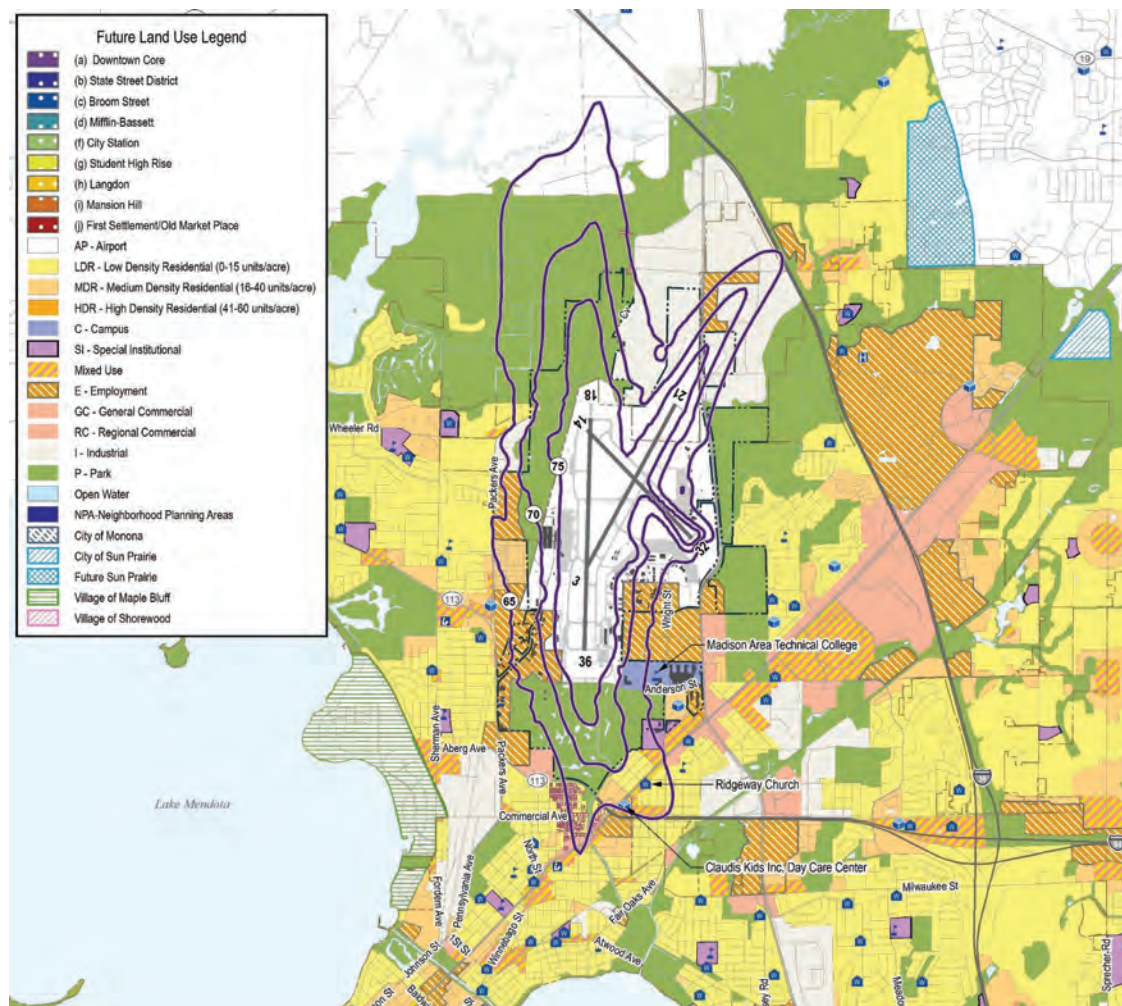
Dane County Regional Airport
Technical Advisory Committee Meeting #5

June 27, 2023



TAC #5 Agenda

- Introductions
- Roles & Responsibilities
- Part 150 Overview
- NCP Overview
- Evaluation Results of NCP Measures under consideration
 - Noise Abatement
 - Land Use
 - Program Management
- Schedule
- Wrap up



2022 MSN NEM Forecast Condition (2027)



Introductions – Study Team

Dane County Regional Airport Team

- Wisconsin Department of Transportation
Bureau of Aeronautics
Matt Messina – Airport Development Engineer
- Airport (MSN)
Kim Jones – Airport Director
Michael Kirchner – Engineering Director
Lowell Wright – Airport Noise Abatement/
Environmental Officer

Project Team

- HMMH
Gene Reindel – Principal-in-Charge
Tim Middleton – Project Manager
Julia Nagy – Assistant Project Manager
- Mead & Hunt
Kate Andrus – Project Lead, Airport Planning and Forecasts
Ryan Hayes – Airport Planning and Forecasts
Chris Reis – Local Client Lead
Ryk Dunkelberg - Vice President
- The Jones Payne Group
Diane Carter – Project Lead, Principal-in-Charge
Brianna Whiteman – Assistant Project Manager, QA/QC

Introductions – TAC Members

Organization	TAC Member
MSN staff	Michael Kirchner
WBOA staff	Matt Messina
FAA Airport District Office (ADO)	Bobb Beauchamp
FAA Air Traffic Control Tower (ATCT)	John Vagedes
Wisconsin Air National Guard; 115th Fighter Wing Representative	Lt Col Daniel Statz
Army Guard	Major Lucas Sivertson
Delta Airlines	Abby McCoy and Rodney Dunkel
Wisconsin Aviation	Brian Olson
City of Madison Planning Division	Dan McAuliffe
Dane County Department of Planning and Development	Todd Violante
Town of Burke	



Roles and Responsibilities

Airport

- Project sponsor
- Certification that documentation is true and accurate
- Recommend measures to address noncompatible land use

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

FAA

- Certification that the documentation meets federal regulations and guidelines
- Review proposed flight procedures
- Approval of Airport-recommended measures

Technical Advisory Committee

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM and NCP development

Public

- Provide input on study during comment period
- Review public draft documents



Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBa
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Update NCP in accordance with 14 CFR Part 150

We are here!

Stakeholder Engagement and Public Outreach

Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters

NCP Overview

Objectives of proposed measures:

- **Reduce** exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Limit** growth in exposure over incompatible uses
- **Prevent** introduction of new incompatible uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Analysis and Selection Process

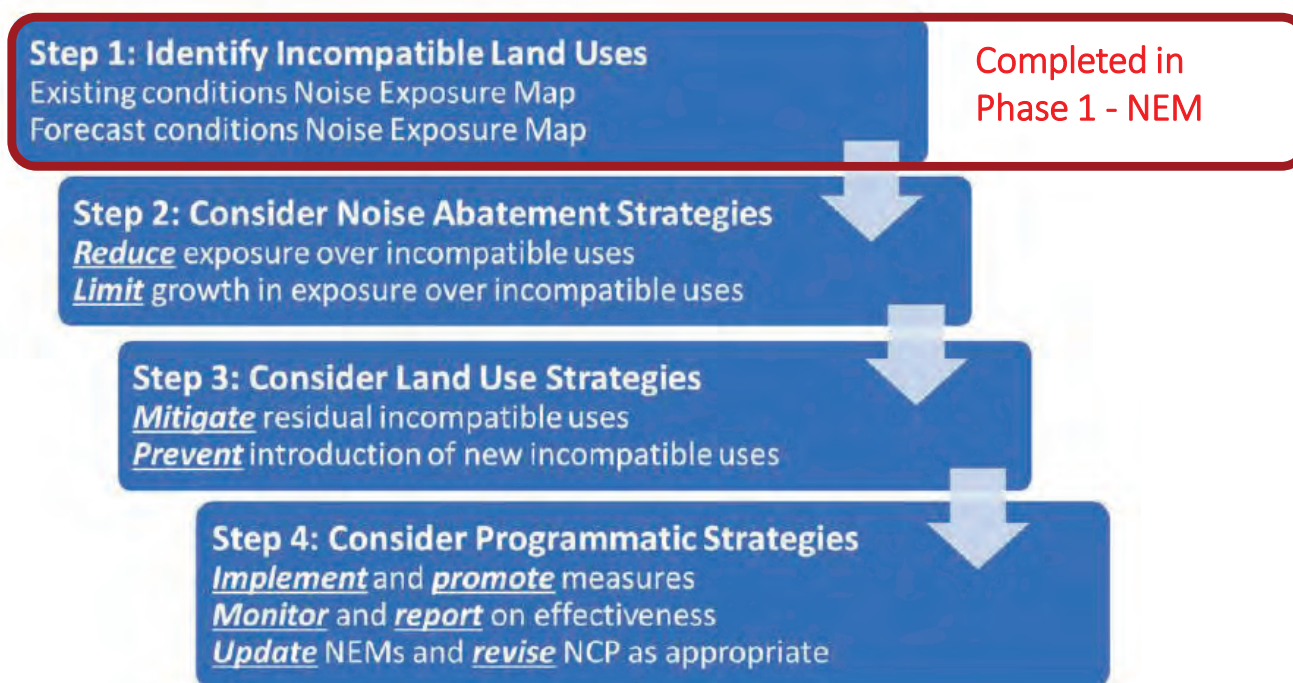
- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective "package" of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

Part 150 Overview: Noise Compatibility Program

- NCP must address three major categories of proposed actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* proposals as compliant with Part 150 standards on a measure-by-measure basis



Part 150 Overview: Noise Compatibility Program Development



Existing MSN NCP

- 1991 MSN NCP included:
 - Noise abatement measures (9)
 - Land use measures (11)
 - Programmatic measures (3)
- NCP Review
 - Determine implementation status of each existing measure
 - Determine compliance with the measures if implemented
 - Determine if existing measures should be:
 - Continued as written
 - Continued with modifications
 - Eliminated
 - Determine whether additional measures are needed to address the noncompatible land uses identified in the 2022 NEMs

Existing NCP Measures		Implementation/ Compliance
NA-1	Continue the existing runway use program	N/A
NA-2	Continue requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet above ground level) before turning left	Implemented / Low
NA-3	Establish visual approach and departure corridors for helicopters	Implemented / Low
NA-4	Encourage use of noise abatement departure procedures by operators of jet aircraft	Implemented / High
NA-5	Encourage Air National Guard to construct a hush house for F-16 engine maintenance runups prior to converting its fleet	Implemented / High
NA-6	Build new 6,500-foot Runway 3-21	Implemented / N/A
NA-7	Adopt runway use system preferring departures on Runways 3, 31, and 36 and arrivals on Runways 13, 18, and 21	Implemented / Med
NA-8	Require east and southbound aircraft exceeding 12,500 pounds and departing on Runway 3 to climb on runway heading through 2,500 feet MSL before turning right	Implemented / High
NA-9	Require all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Implemented / Low
LU-1	Maintain existing compatible zoning in the airport vicinity	Implemented
LU-2	Define "airport affected area" for purposes of implementing Wisconsin Act 136	Implemented
LU-3	Adopt airport noise overlay zoning	Not Implemented
LU-4	Amend subdivision regulations to require dedication of noise and aviation easements of plat notes on final plat	Implemented
LU-5	Consider amending County subdivision regulations to prevent subdivision of land zoned A-1 Agriculture	Not Implemented
LU-6	Amend building codes to provide soundproofing standards for noise-sensitive development in airport noise overlay zones	Not Implemented
LU-7	Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review	Implemented
LU-8	Follow through with planned land acquisition in Cherokee Marsh and Token Creek Park areas	Not Implemented
LU-9	Consider expanding land acquisition boundaries in Cherokee Marsh and Token Creek areas	Not Implemented
LU-10	Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn	Implemented
LU-11	Install sound insulation for schools impacted by noise above 65 Ldn	Not Implemented
PM-1	Program monitoring and noise contour updating	Implemented
PM-2	Evaluation and update of the plan	Implemented
PM-3	Noise complaint response	Implemented



NCP Measures Proposed via Public Comment

- Noise Abatement Measures Under Consideration
 - Design flight paths that avoid schools and high-density population areas
 - Minimize F-35 operations during times when children are outside the schools (arriving to school, leaving school and school recesses)
 - Reduce nighttime (after 10 pm) operations
 - Use Runway 3/21 for all WING departure scrambles
- Program Management Measures Under Consideration
 - Institute a noise monitoring program/system
 - Install a flight tracking system
 - Update the NEM on a regular basis
- Land Use/Noise Mitigation Measures Under Consideration
 - Consider low-income and EJ communities
 - Restrict introduction of low-income and other residential developments within the 65 dB DNL noise contour or adjacent to the airport
 - Consider elementary schools and noise effects on children's learning
 - Establish an airport affected area
 - Report alternative metrics and consider use of lower DNL threshold
 - Implement a residential sound insulation program
 - Implement a sales assistance program
 - Implement a land acquisition and relocation program
 - Implement a sound insulation program for schools
 - Change building codes to support sound proofing



Potential New Noise Abatement Measures

Flight Tracks

Preferential Runway Use

Arrival / Departure Procedures

Airport Layout Modifications

Use Restrictions

(FAA required to consider – nearly impossible to implement)

Noise Abatement Flight Tracks

Under consideration:

- Develop and implement preferred flight paths for Runway 18 departures
- Develop and implement new flight paths to minimize overflying educational facilities
- Design flight paths that avoid high-density population areas

Runway 18 Noise Abatement Flight Tracks

- The proposed model flight tracks (red) departing Runway 18 pass over the Railyard southwest of the airfield, over Lake Mendota, and fly north over North Bay to reduce aircraft noise to the southeast.

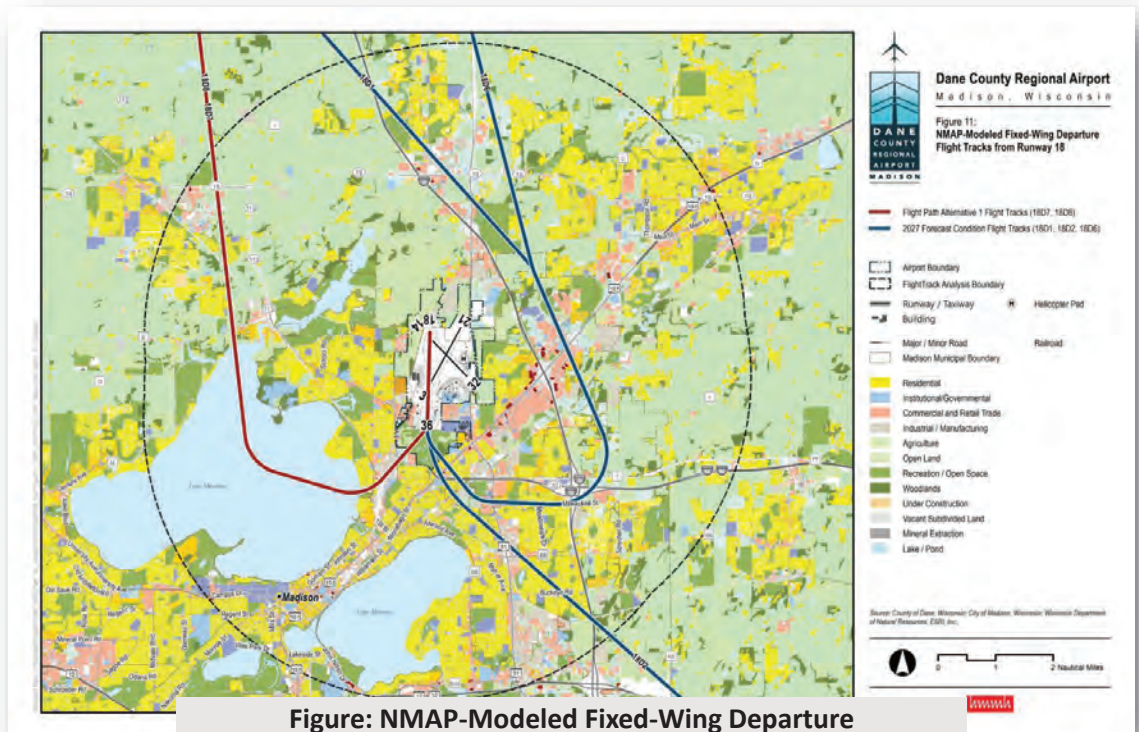


Figure: NMAP-Modeled Fixed-Wing Departure Flight Tracks from Runway 18
Departure Flight Tracks Designed to fly over compatible land use southwest of the airfield

Source: HMMH

50 Percent of Runway 18 Non-Scramble F-35 Departures Turn Southwest over the OM Station Railyard

- Only F-35A aircraft
- By routing half of non-scramble departures on Runway 18 over the railyard southwest of the airfield, this measure helps reduce noncompatible land use to the south and southeast of the runway.
- Splits departures such that half turn to the east after liftoff and half to the west

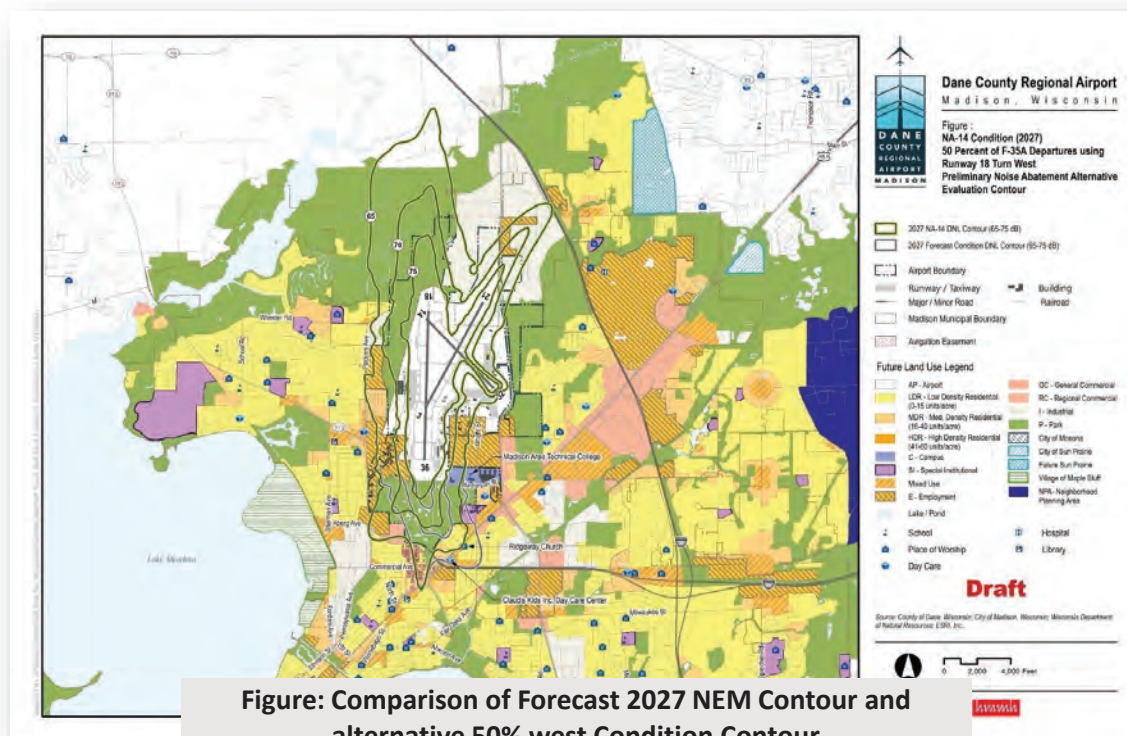


Figure: Comparison of Forecast 2027 NEM Contour and alternative 50% west Condition Contour
This condition increases the footprint to the southwest of the airport but reduces the footprint in noncompatible land areas to the south and southeast of the airport.

Source: HMMH

50 Percent of Runway 18 Non-Scramble Military and Civilian Departures Turn Southwest over the OM Station Railway

- Military AND Civilian
- By routing half of non-scramble departures on Runway 18 over the railway southwest of the airfield, this measure helps reduce noncompatible land use to the south and southeast of the runway.
- Splits departures such that half turn to the east after liftoff and half to the west

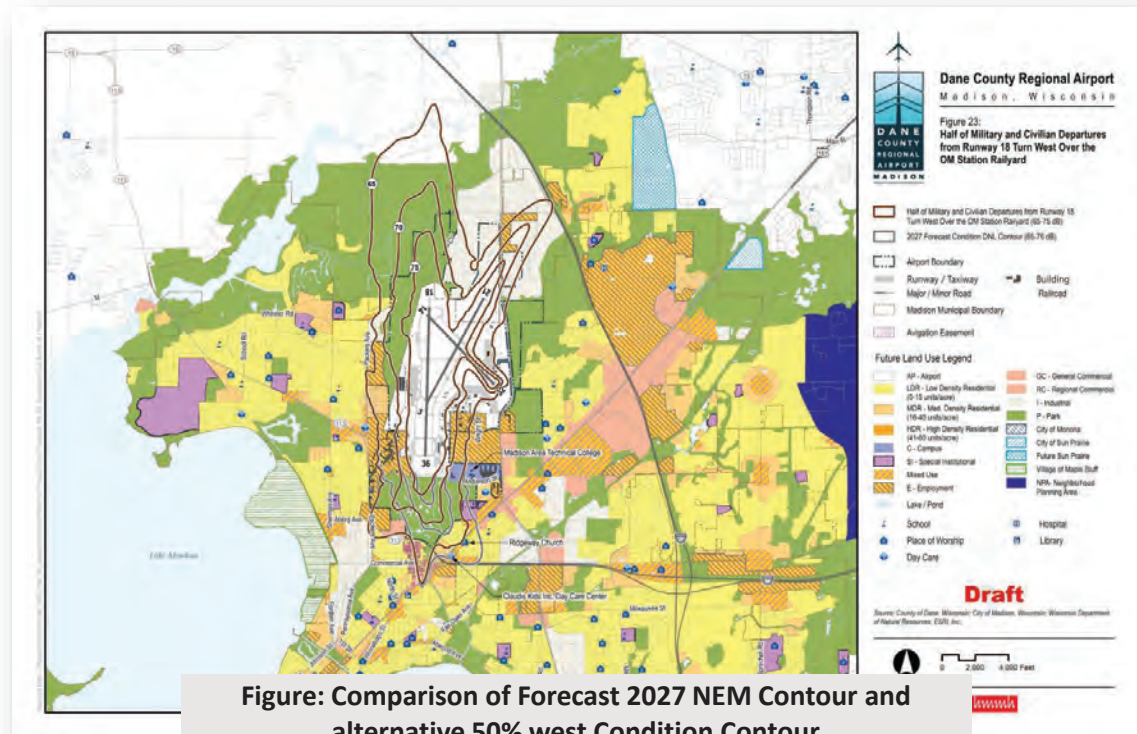


Figure: Comparison of Forecast 2027 NEM Contour and alternative 50% west Condition Contour
This condition increases the footprint to the southwest of the airport but reduces the footprint in noncompatible land areas to the south and southeast of the airport.

Source: HMMH



100% of Runway 18 Non-Scramble F-35 Departures turn Southwest over the OM Station Railyard

- Only F-35A Aircraft
- By routing all non-scramble departures on Runway 18 over the railyard southwest of the airfield, this measure helps reduce noncompatible land use to the south and southeast of the runway.
- Splits departures such that half turn to the east after liftoff and half to the west

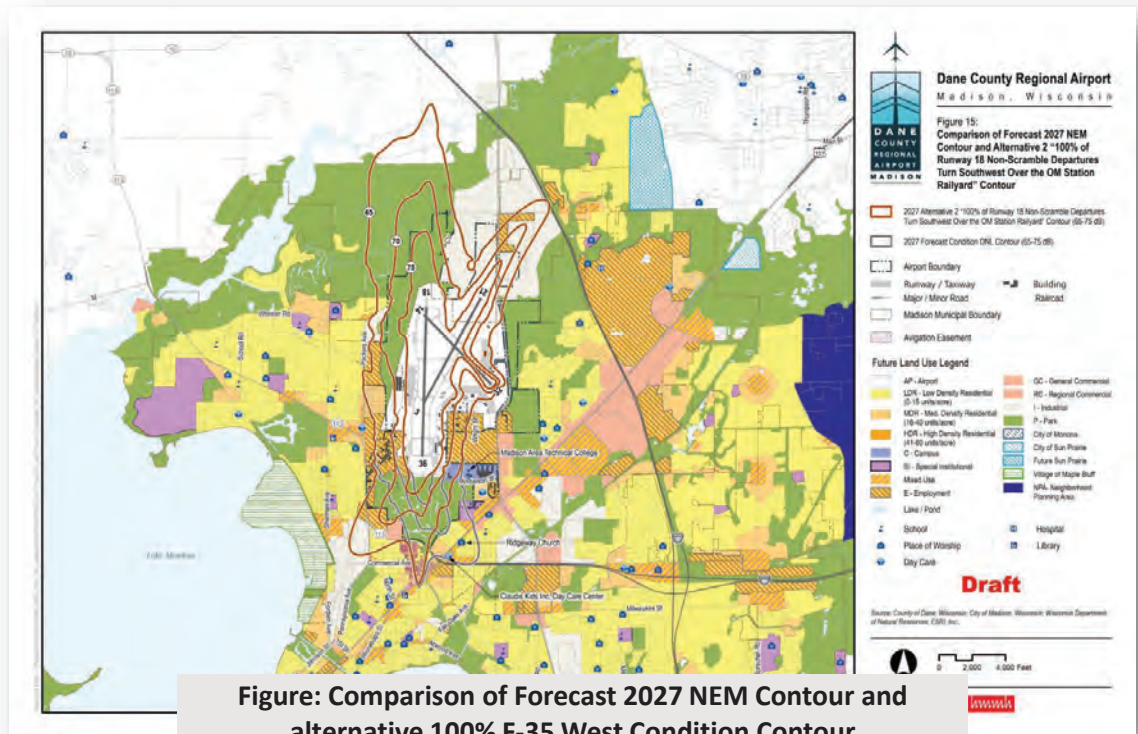


Figure: Comparison of Forecast 2027 NEM Contour and alternative 100% F-35 West Condition Contour
This alternative further increases the footprint to the southwest of the airport but greatly reduces the footprint in noncompatible land areas to the south and southeast of the airport.
Source: HMMH

100% of Runway 18 Non-Scramble Military and Civilian Departures turn Southwest over the OM Station Railway

- Military AND Civilian
- By routing all non-scramble departures on Runway 18 over the railyard southwest of the airfield, this measure helps reduce noncompatible land use to the south and southeast of the runway.
- Splits departures such that half turn to the east after liftoff and half to the west

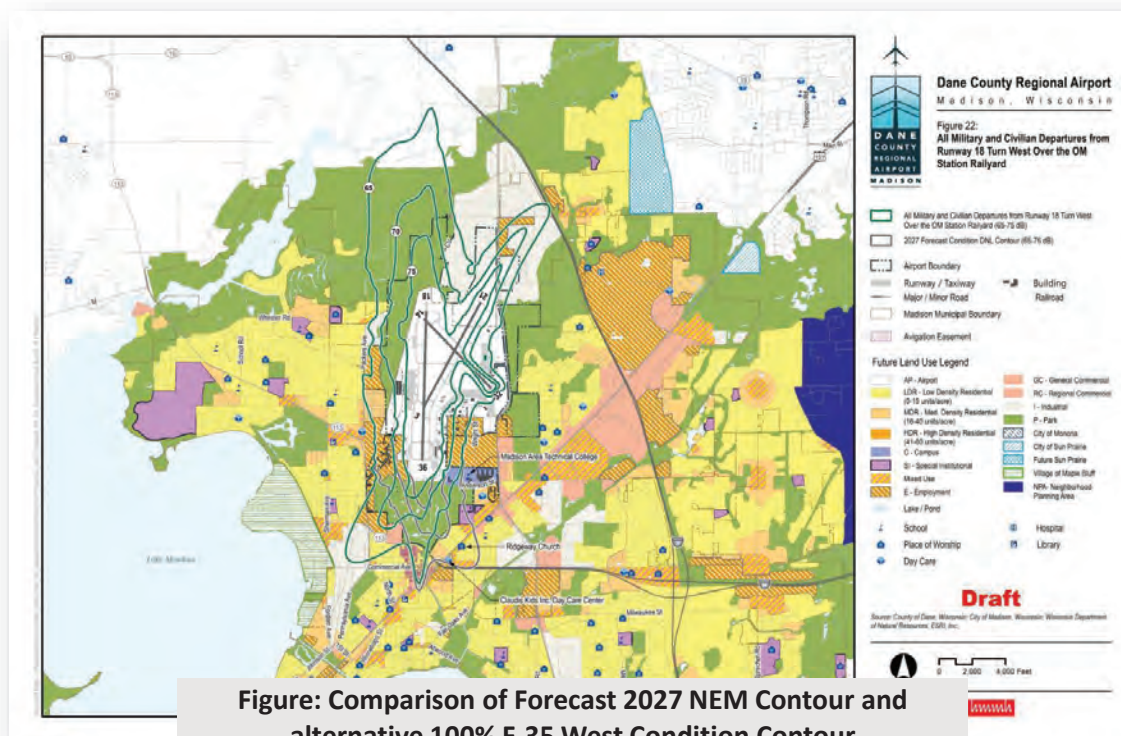
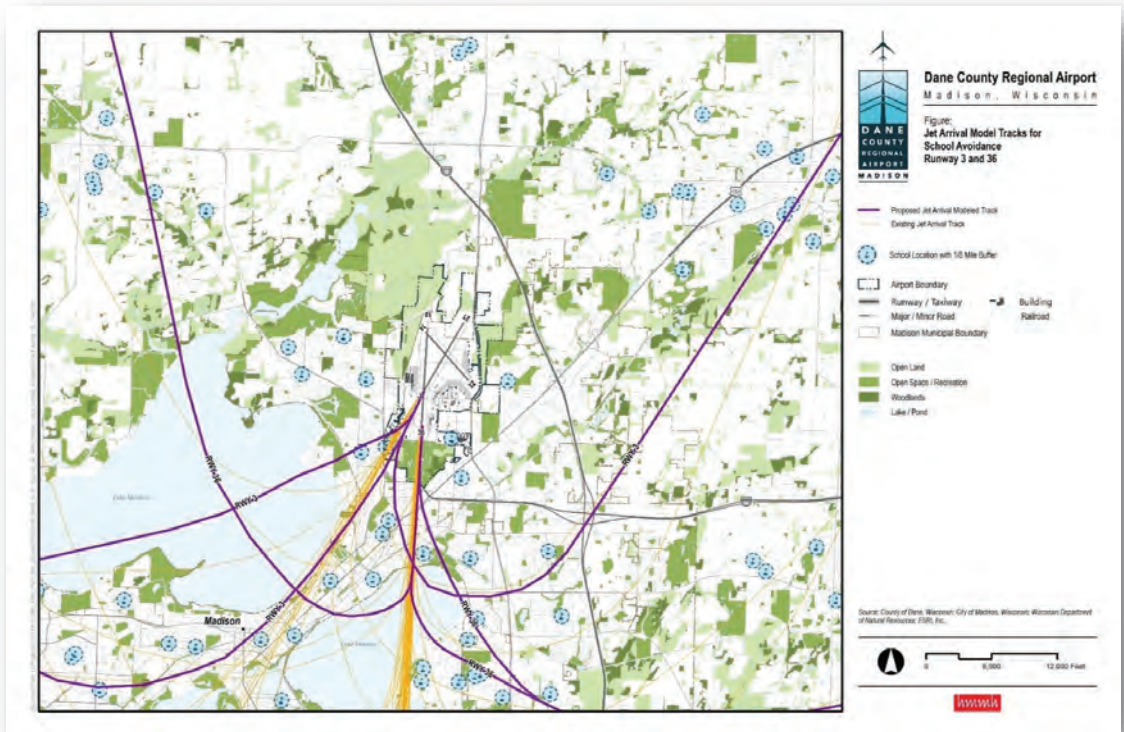


Figure: Comparison of Forecast 2027 NEM Contour and alternative 100% F-35 West Condition Contour
This alternative further increases the footprint to the southwest of the airport but greatly reduces the footprint in noncompatible land areas to the south and southeast of the airport.

Source: HMMH

Noise Abatement Flight Paths to avoid schools and areas of higher population density

- Avoid using Runway 3 for arrival operations to prevent school overflights.
- Arrivals to Runway 36 should be aligned to the runway prior to reaching the northern shore of Lake Monona, which will prevent overflights of Lowell Elementary School while also allowing enough time to line up with the runway.



Jet Arrival Flight Tracks for School Avoidance Runways 3 and 36

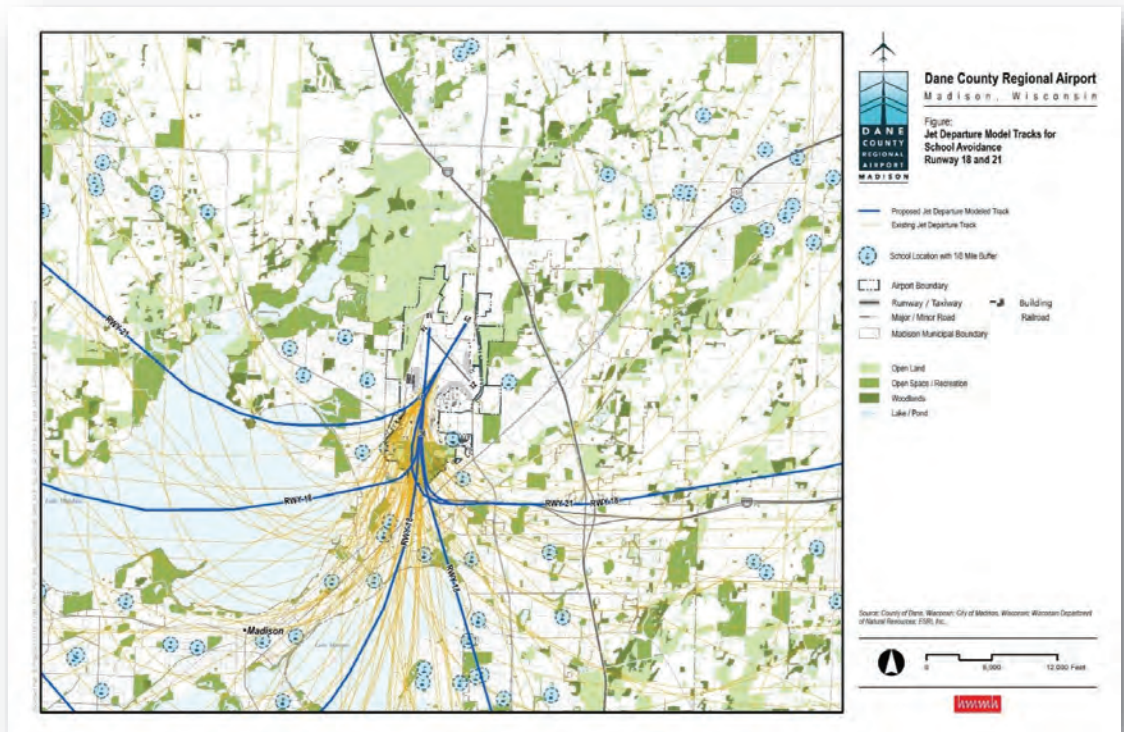
Arrival flight tracks designed to avoid schools near MSN.

Source: HMMH



Noise Abatement Flight Paths to avoid schools and areas of higher population density

- Departures from Runway 21 should make either a slight right turn after departure to pass over Warner Park and Lake Mendota, or a slight left turn and follow a 180-degree heading to Highway 30, then turn east and follow the highway.
- Departures from Runway 18 should make a turn to 90 or 270 degrees at Highway 30 or make a slight offset turn upon takeoff to avoid Lowell Elementary School before crossing over Lake Monona.



Jet Departure Flight Tracks for School Avoidance Runways 18 & 21
Departure flight tracks designed to avoid schools near MSN.

Source: HMMH



Preferential Runway Use

Under consideration:

- Development and implement a preferential runway use program for F-35A aircraft operations
- Use Runway 3/21 for all WIANG departure scrambles

Shift all Runway 18 F-35A Departures to Runway 03

- Primary noise contributors to the significant amount of noncompatible land uses come from F-35A departures from Runway 18
- This measure would shift those operations to runway 3, resulting in a changed contour with more compatible land use

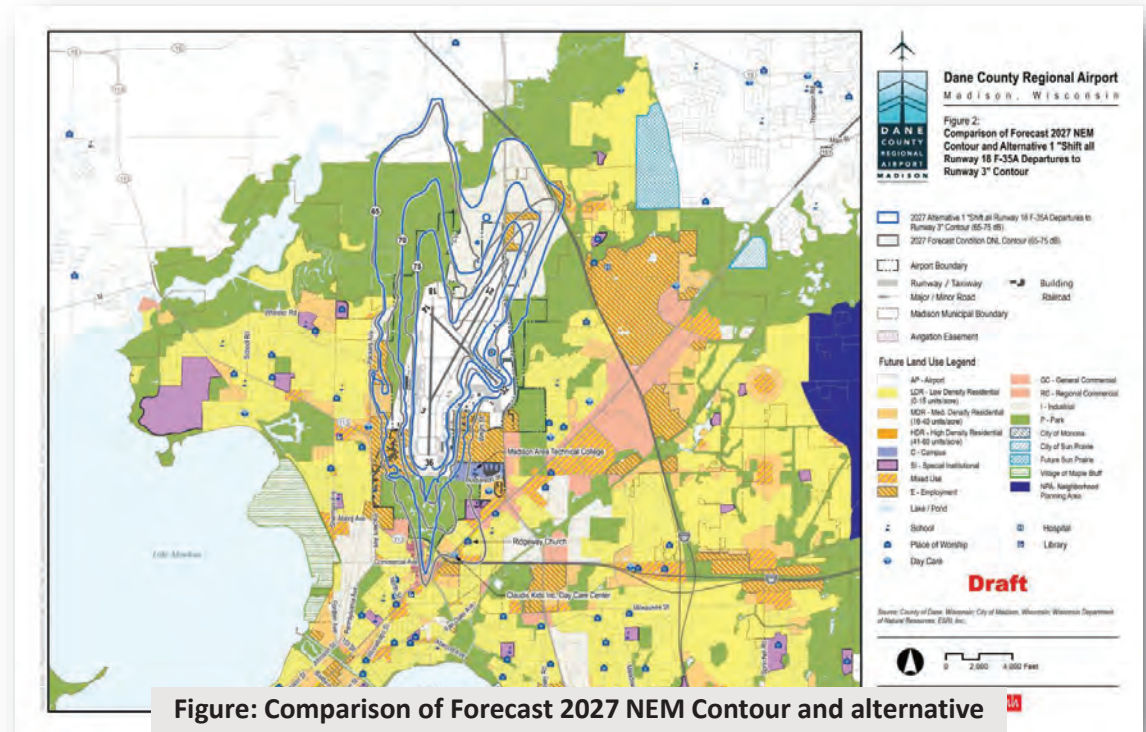


Figure: Comparison of Forecast 2027 NEM Contour and alternative “Shift Runway 18 F-35A Departures to Runway 3” Condition Contour

These conditions move the noise footprint from the south of the airport to the northeast of the airport.

Source: HMMH

Arrival / Departure Procedures

Under consideration:

- Develop and implement an F-35A aircraft noise abatement departure profile (NADP)

Modify all Runway 18 F-35A Departures to use Afterburner

- Analysis of F-35A departure profiles at MSN indicate that Mil power (full power, no afterburner) departures are louder than afterburner departures.
- Afterburner is only used on the runway to help aircraft gain altitude faster. Once the aircraft leaves the airport boundary, both departure profiles use Mil power.
- Afterburner profiles are higher off the ground after leaving airport property, leading to reduced noise levels.

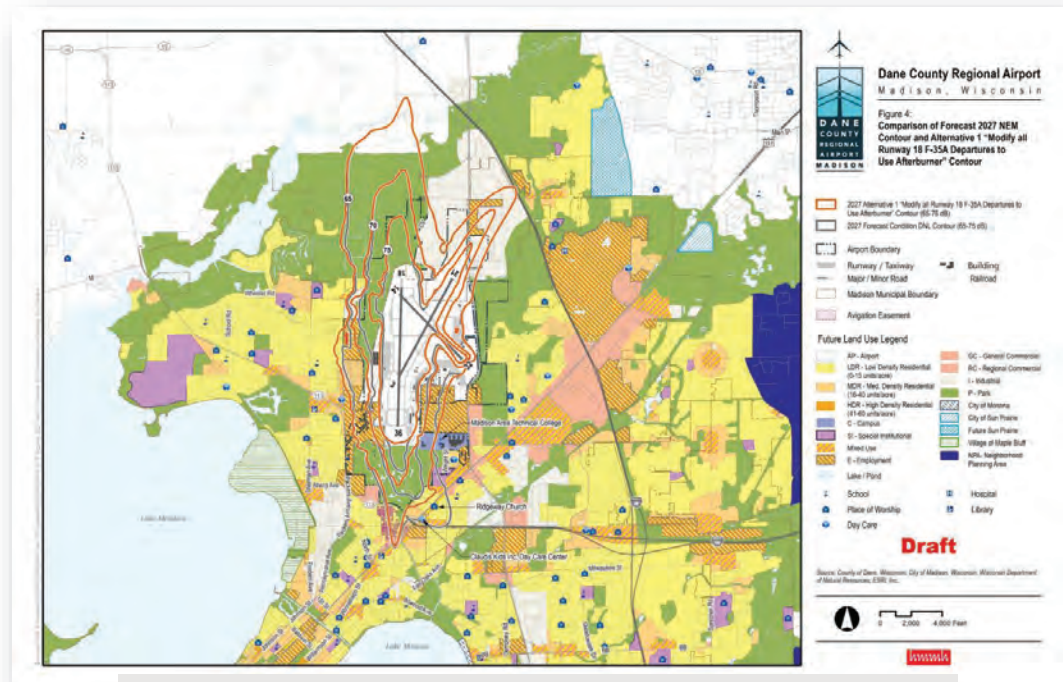


Figure: Comparison of Forecast 2027 NEM Contour and alternative “F-35A Runway 18 Departures use Afterburner” Condition Contour
These conditions increase the footprint in some areas of the airport but reduce the footprint in noncompatible land areas to the south of the airport.
Source: HMMH

All F-35A Departures use Afterburner and Climb Out at 300kts

- HMMH collaborated with the 115th FW to test several safe departure profiles which could also decrease noise around the airport by increasing the angle of climb of the F-35A departures compared to the 2027 forecast scenario.
- Steep climb angle of these profiles increases the distance between the aircraft and the ground, lowering noise levels in noncompatible areas
- Afterburner usage only while on the runway allows greater speeds and altitude gain when leaving the airport

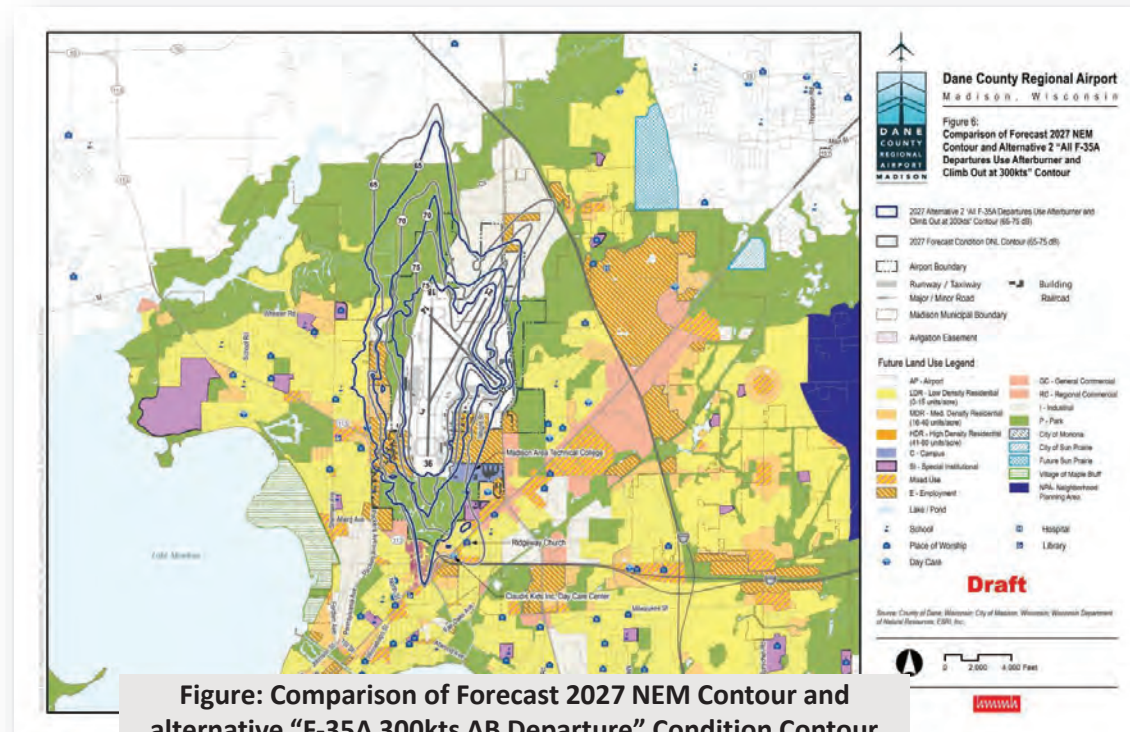
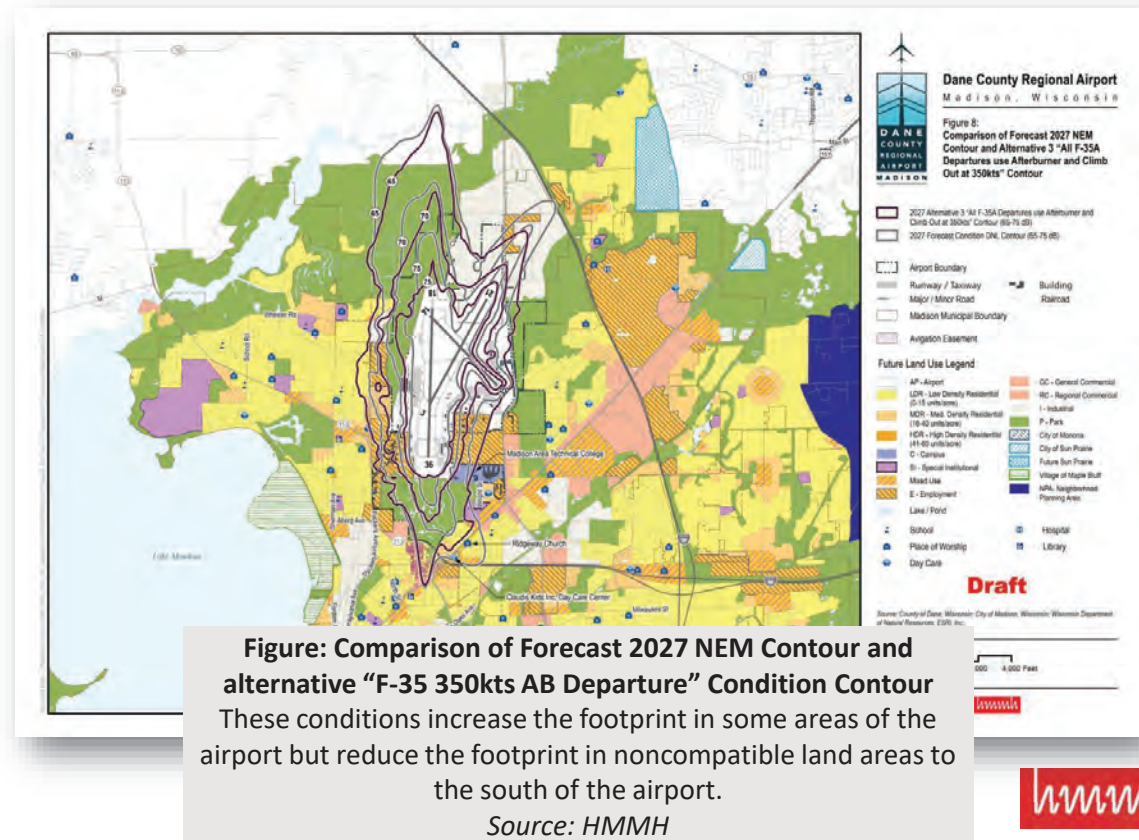


Figure: Comparison of Forecast 2027 NEM Contour and alternative "F-35A 300kts AB Departure" Condition Contour
These conditions increase the footprint in some areas of the airport but reduce the footprint in noncompatible land areas to the south of the airport.

Source: HMMH

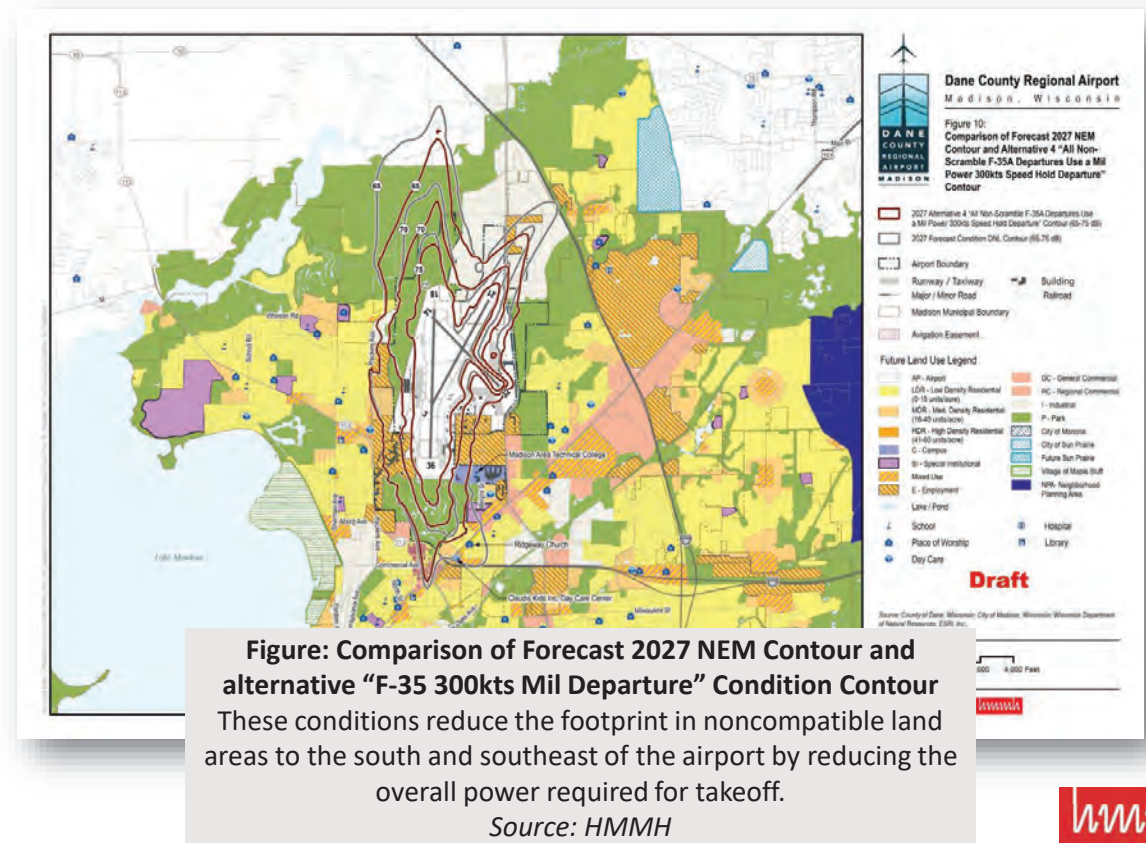
All F-35A Departures use Afterburner and Climb out at 350kts

- HMMH collaborated with the 115th FW to test several safe departure profiles which could also decrease noise around the airport by increasing the angle of climb of the F-35A departures compared to the 2027 forecast scenario.
- Steep climb angle of these profiles increases the distance between the aircraft and the ground, lowering noise levels in noncompatible areas
- Afterburner usage only while on the runway allows greater speeds and altitude gain when leaving the airport



All Non-Scramble F-35A Departures use a Mil Power 300kts Speed Hold Departure

- In Speed Hold Departures, an on-board computer controls engine power to maintain speed. This results in reduced engine power required for takeoff.
- Scramble departures would use the AB350 profile, which climbs out at 350 kts after takeoff
- Reduced engine power combined with an increased takeoff angle contributes to reduced noise levels



Airport Layout Modifications

Under consideration:

- Lengthen Runway 3/21 to allow more F-35A Operations
- Install arresting gear on both ends of 3/21 to allow for more F-35A arrivals

■ Increase Use of Runway 3/21

- Moving more F-35A departures to Runway 3 greatly improves land use compatibility
- The Guard stated they would need Runway 3 to be 8,000 feet to use more than for scramble flights
- As a result of TAC discussions, four alternatives were analyzed:
 - Alternative One – Relocate Taxiway B3
 - Alternative Two – Extend Runway 3 North and South
 - Alternative Three – Extend Runway 3 North with Tunnel
 - Alternative Four – Extend Runway 3 North & Relocate Highway

Alternative One – Relocate Taxiway B3

- Relocating Taxiway B3 allows simultaneous operations on Runway 18/36 during Air National Guard takeoffs on Runway 3
 - New or relocated taxiway connector between Runway 3/21 and Taxiway B
 - Total cost estimate: \$5,265,000
- Benefits:
 - Minimal modifications to airfield geometry and configuration
 - Allows aircraft to enter Runway 3 for takeoff without entering the RSA for Runway 18/36
- Challenges:
 - Reduces the effective takeoff length for Runway 3 to less than 7,000 feet and does not meet goal of 8,000 feet of take off length on Runway 3

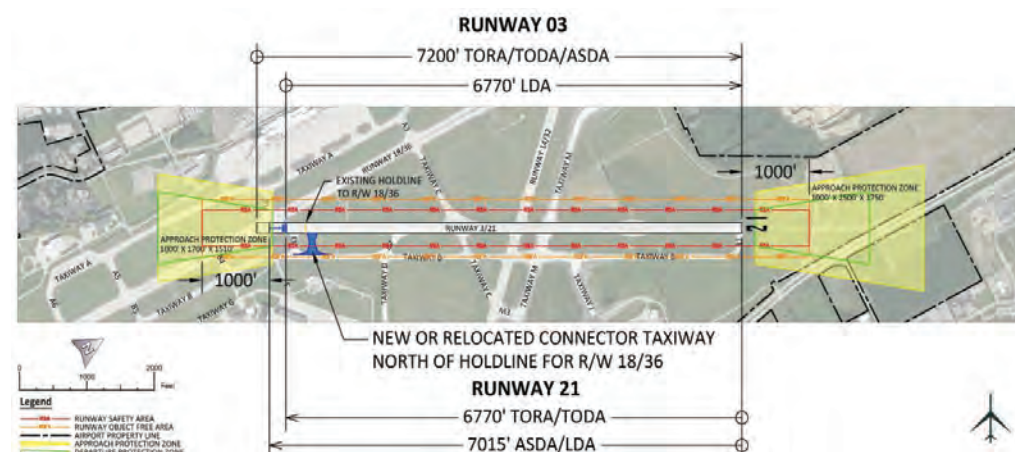


Figure: Alternative One – Relocate Taxiway B3
Source: Mead & Hunt

Alternative Two – Extend North and South – Runway 3

- Includes a 650-ft extension to the south end of Runway 3, as well as a 150-ft extension to the north end of Runway 21.
 - Taxiway B and Taxiway A reconfigurations
 - Relocated MALS Building and perimeter road
 - Total cost estimate: \$15,083,438
- Benefits:
 - Provides 8,000 feet of take-off length for Runway 3
 - Runway 3 departure RPZ would be entirely contained within the Runway 21 approach RPZ, resulting in no additional land use conflicts.
 - Encourages aircraft take-offs to the north on Runway 3 due to increased takeoff distance, potentially reducing noise levels
- Challenges:
 - Reduces the effective takeoff length for Runway 3 to less than 7,000 feet and does not meet goal of 8,000 feet of take off length on Runway 3
 - Runway 3 approach threshold would not move in order to keep the RPZ in place
 - RSA/ROFA would extend over Taxiway A near Runway 21 threshold, requiring additional coordination by airport traffic control during aircraft taxi within this area
 - RSA to be extended 1,000 feet beyond the departure end of the runway which would require the relocation of the perimeter road on the north side
 - Additional taxiway connection needed for Runway 3 threshold. Given the proximity of the runway to Taxiway A, this would require a more than 90-degree turn to threshold
 - FAA and Wisconsin Bureau of Aeronautics coordination/approval would likely be required due to the introduction of intersecting runways

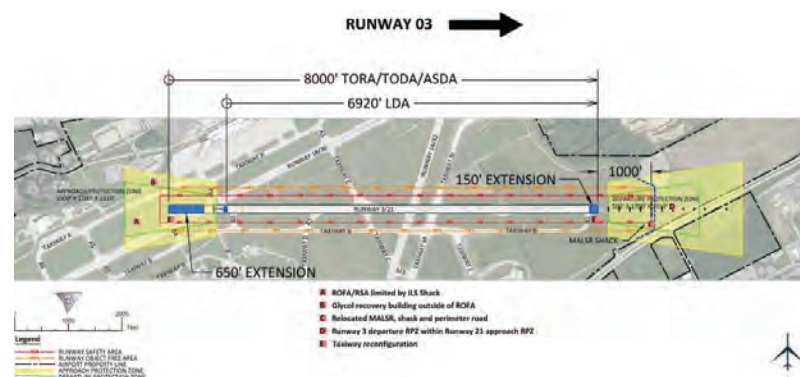


Figure: Alternative Two – Extend North and South – Runway 3
Source: Mead & Hunt

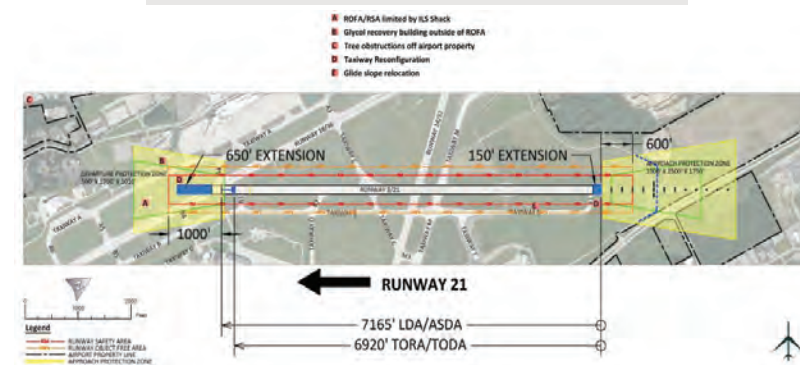


Figure: Alternative Two – Extend North and South – Runway 21
Source: Mead & Hunt

Alternative Three – Extend North with Tunnel – Runway 3

- Illustrates the tunnel addition to highway, and the impacts/modifications to existing airfield configurations
 - Runway 3/21 extension 800-feet to the north
 - Taxiway reconfiguration
 - Relocated MALS Building and perimeter road
 - ROFA & RSA over highway tunnel
 - Total cost estimate: \$62,358,750
- Benefits:
 - Provides 8,000 feet of take-off length for Runway 3
 - The departure RPZ would be contained within the Runway 21 approach RPZ
- Challenges:
 - A tunnel would need to be constructed over US Highway 51 to maintain a clear RSA/ROFA
 - Cost for tunnel is estimated at \$18.5 million
 - The intersection between US Highway 51 and Hanson Road would need to be relocated to the north
 - Additional airport property acquisition could be required for airport ownership of RPZ
- Another alternative to a tunnel or highway would be an engineered materials arresting system (EMAS) off the departure end of Runway 3
 - This option is not illustrated, but would avoid impacts to US Highway 51, and would have similar costs to tunnel construction.

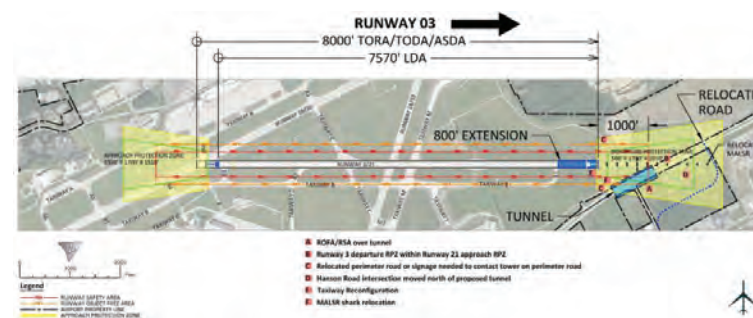


Figure: Alternative Three – Extend North with Tunnel – Runway 3
Source: Mead & Hunt

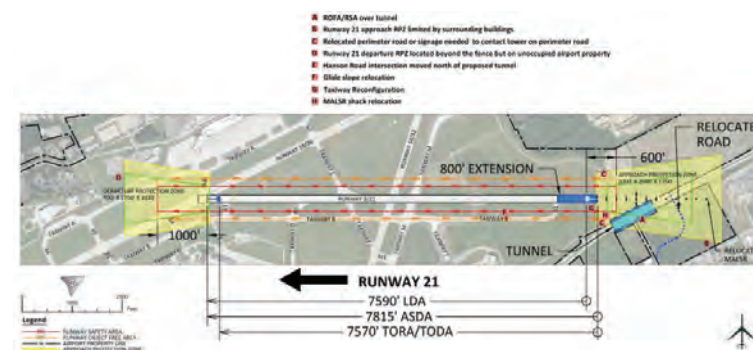


Figure: Alternative Three – Extend North with Tunnel – Runway 21
Source: Mead & Hunt

Alternative Four – Extend North, Relocate Highway – Runway 3

- Instead of tunneling the highway, Alternative Four would relocate the highway to meet RSA and ROFA clearance requirements
 - Runway 3/21 extension 800-feet to the north
 - Taxiway reconfiguration
 - Relocated perimeter road, MALSR system and Building and US Highway 51
 - Total cost estimate: \$33,373,406
- Benefits:
 - Provides 8,000 feet of take-off length for Runway 3
 - Runway 3 departure RPZ would be entirely contained within the Runway 21 approach RPZ
 - Less roadway within the Runway 21 RPZ compared to Alternative Three
- Challenges:
 - Due to proposed RSA and ROFA existing within US Highway 51, the highway would need to be rerouted outside of the ROFA and RSA
 - Requires US Highway 51 relocation at an estimated cost of \$9.1 million



Figure: Alternative Four – Extend North, Relocate Highway – Runway 3
Source: Mead & Hunt

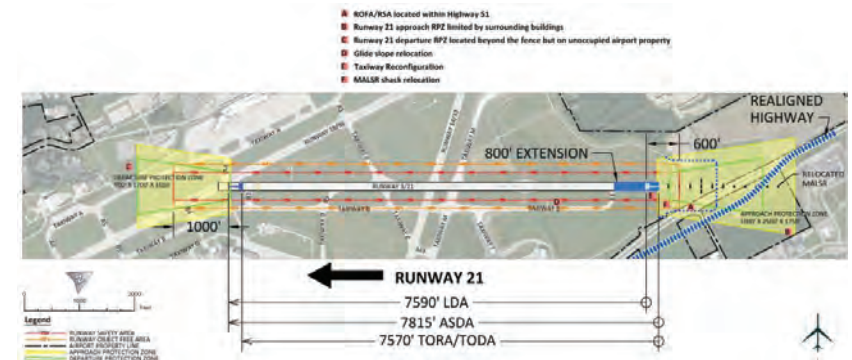


Figure: Alternative Four – Extend North, Relocate Highway – Runway 21
Source: Mead & Hunt

Use Restrictions

Under consideration:

- Minimize F-35 training flights during times when children are traveling to and from school or outside for recess
- Reduce nighttime F-35A operations



Voluntary Minimization of F-35 training flights during times when children are travelling to and from school or outside for recess

- Between Physical Education and Recess, it can be estimated that there will be students outside for most of the school day at elementary schools near the airport
- According to Madison Metropolitan School District, morning school bus pick-up begins at 6:30am, and afternoon drop-off ends at 5:30pm, with both periods lasting up to 3 hours
 - This measure would force F-35A training flights to operate at evening or nighttime hours, resulting in greater disruption to home and quiet hours
 - This measure would reduce the time available for these flights, resulting in increased frequency within a smaller window of time
 - Nighttime operations may actually increase DNL levels within the contour

This measure would not lead to reductions in overall measurable noise levels as the F-35A training syllabus would still require the same number of average daily and annual flights and may increase the DNL levels as more flights shift into the nighttime period of 10:00 p.m. to 7:00 a.m.

Eliminate F-35A Nighttime Training Ops

- The DNL calculation adds a 10-decibel weighting to flight operations occurring between 10:00 p.m. and 7:00 a.m. to account for increased sensitivity to noise during the night.
- Of the almost 4,200 annual F-35A operations, only 126 are forecast to occur at night.
 - Analysis shows that replacing nighttime F-35A operations with daytime F-35A operations would decrease the DNL by fewer than 0.3 dB

This measure would not lead to meaningful reduction in noncompatible land use since approximately 3 percent of the F-35A operations occur during the nighttime period

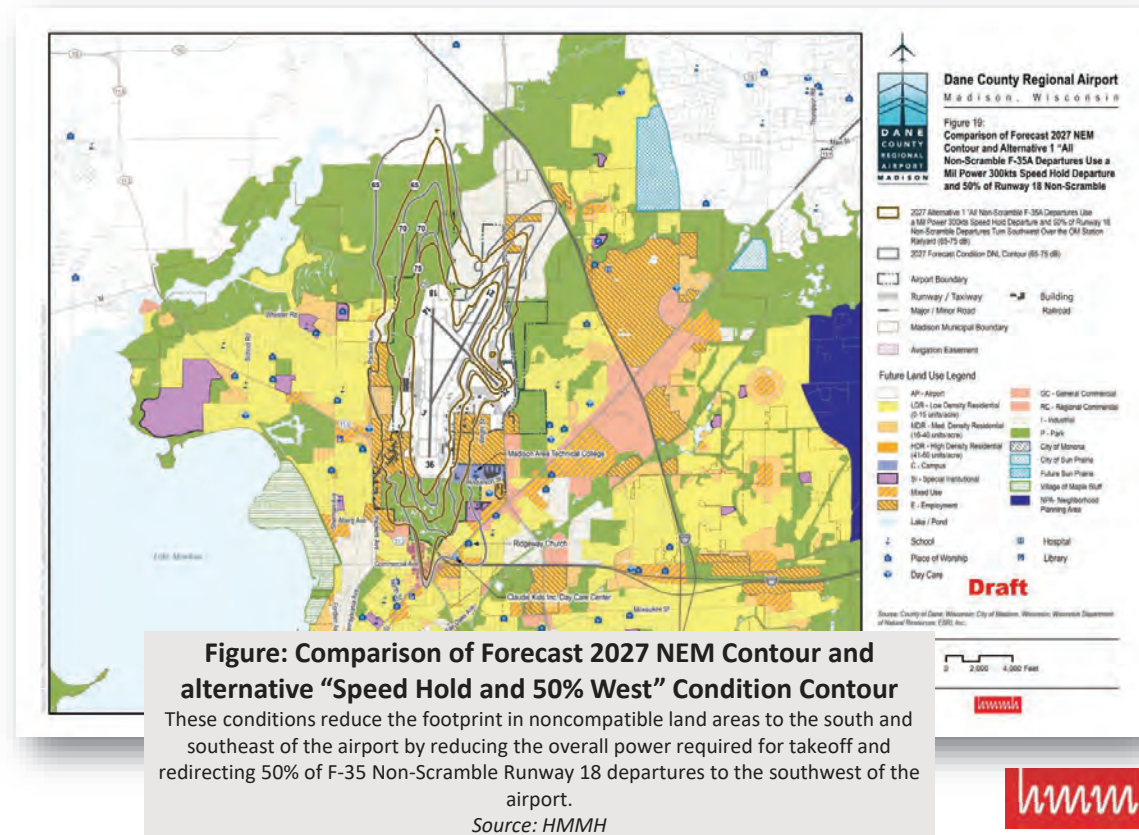
Combined Noise Abatement Measures

Under consideration:

- Develop and implement an F-35A aircraft NADP with noise abatement flight tracks

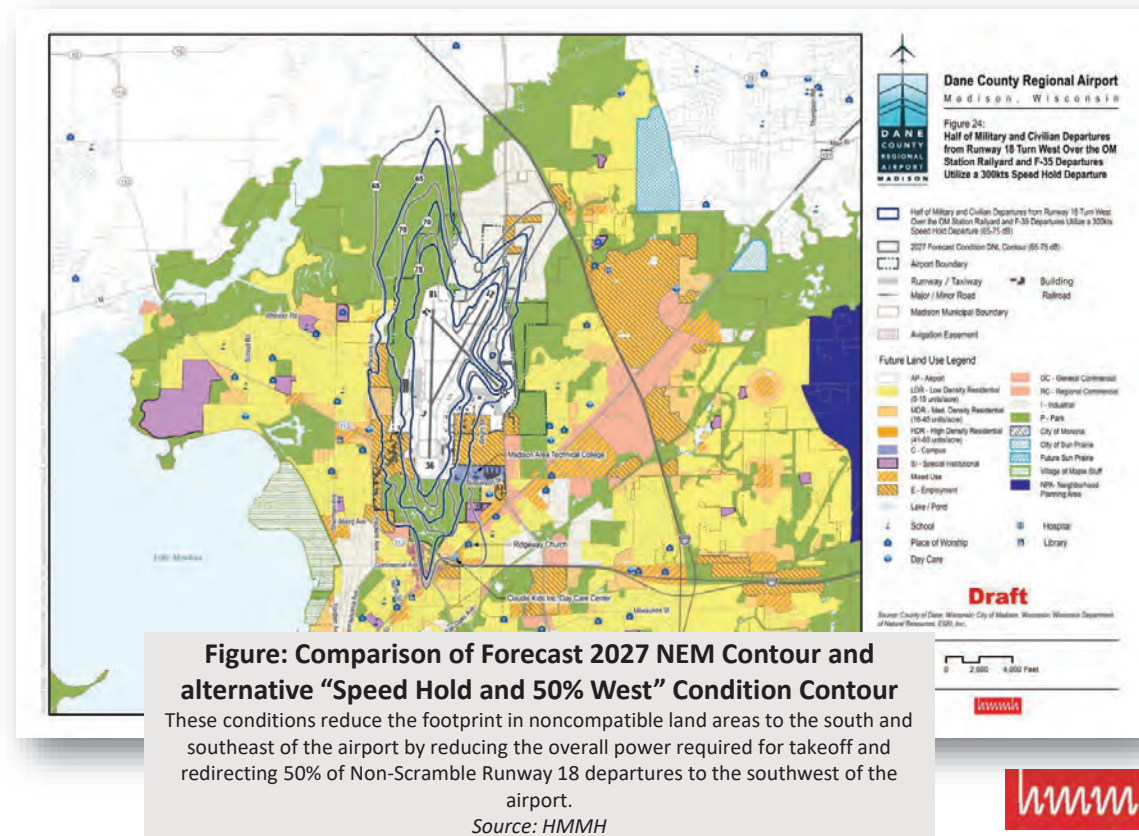
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 50 Percent of Runway 18 F-35A Departures Turn Southwest over the OM Station Railyard

- Only F-35A Departures
- Redirects half of F-35A traffic over compatible railyard to the southwest to reduce traffic over the noncompatible areas to the south and southeast
- Speed Hold Departure along with increased takeoff angle reduces engine power required and puts aircraft at a higher altitude when leaving the airfield



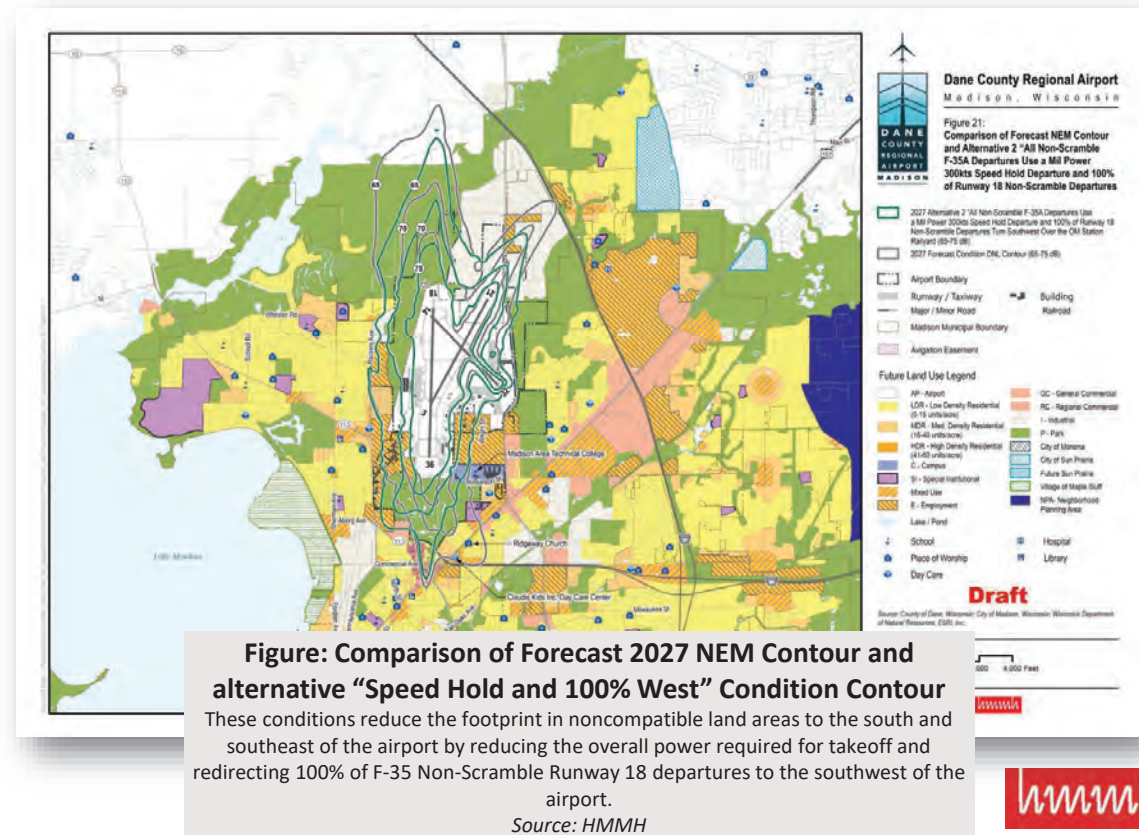
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 50 Percent of Runway 18 Military and Civilian Departures Turn Southwest over the OM Station Railway

- Military AND Civilian
- Redirects half of F-35A traffic over compatible railyard to the southwest to reduce traffic over the noncompatible areas to the south and southeast
- Speed Hold Departure along with increased takeoff angle reduces engine power required and puts aircraft at a higher altitude when leaving the airfield



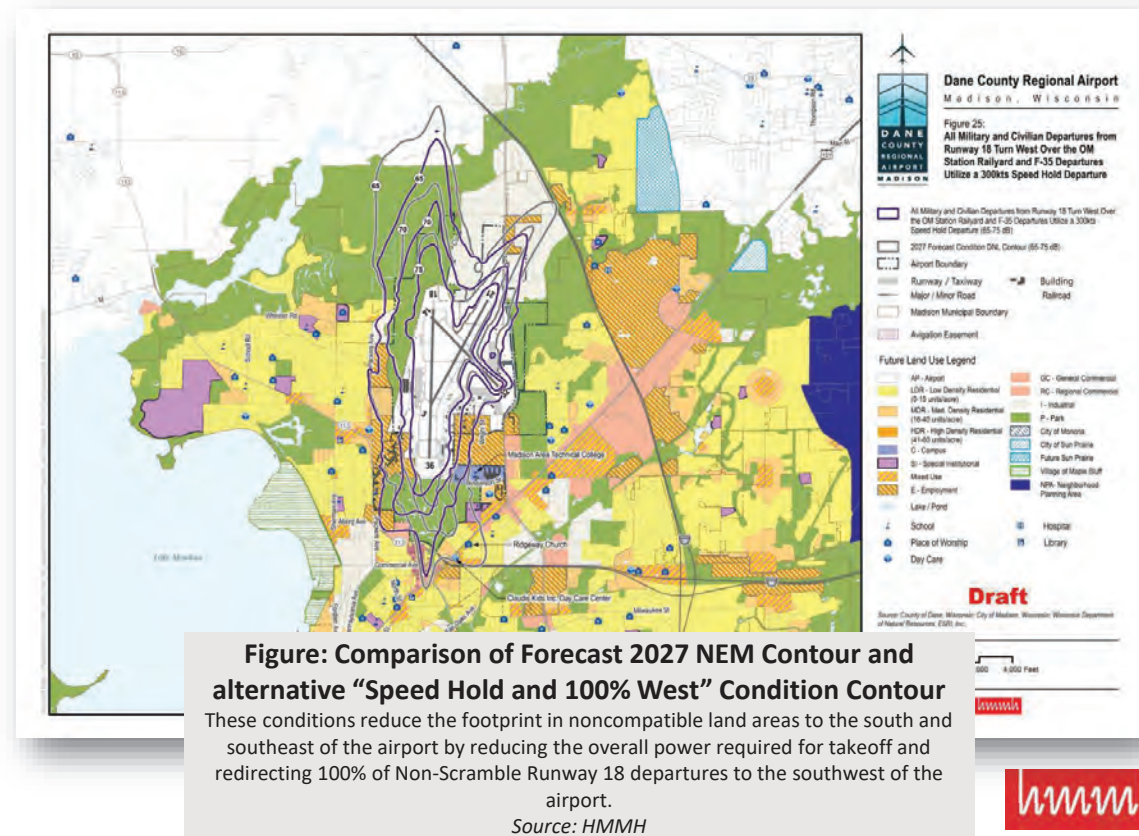
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 100% of Runway 18 F-35A Departures Turn Southwest over the OM Station Railyard

- Only F-35A Departures
- Redirects all F-35A traffic over compatible railyard to the southwest to reduce traffic over the noncompatible areas to the south and southeast
- Speed Hold Departure along with increased takeoff angle reduces engine power required and puts aircraft at a higher altitude when leaving the airfield



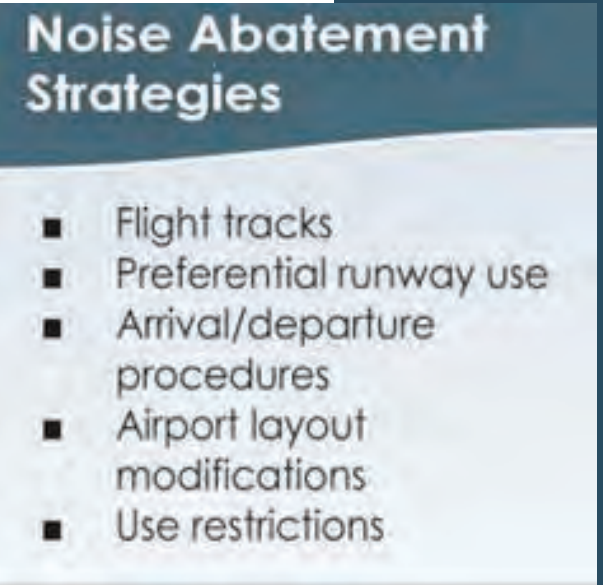
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- Military AND Civilian
- Redirects all F-35A traffic over compatible railyard to the southwest to reduce traffic over the noncompatible areas to the south and southeast
- Speed Hold Departure along with increased takeoff angle reduces engine power required and puts aircraft at a higher altitude when leaving the airfield



Brainstorm: Noise Abatement Measures

- Any existing measures to remove from NCP?
 - Any existing measures to amend/update?
 - Any new measures to propose
-
- Purpose: to reduce exposure over noncompatible land uses



Proposed Land Use Measures

Land Acquisition
Sound Insulation
Avigation Easements
Prevention
Land Use Controls

Land Acquisition

Under consideration:

- Implement a land acquisition and relocation program
- Acquire the mobile home park and relocate the residents
- Implement a sales assistance program

Sound Insulation

Under consideration:

- Implement a residential sound insulation program
- Implement a sound insulation program at schools and other noise sensitive buildings
- Consider elementary schools and noise effects on children's learning

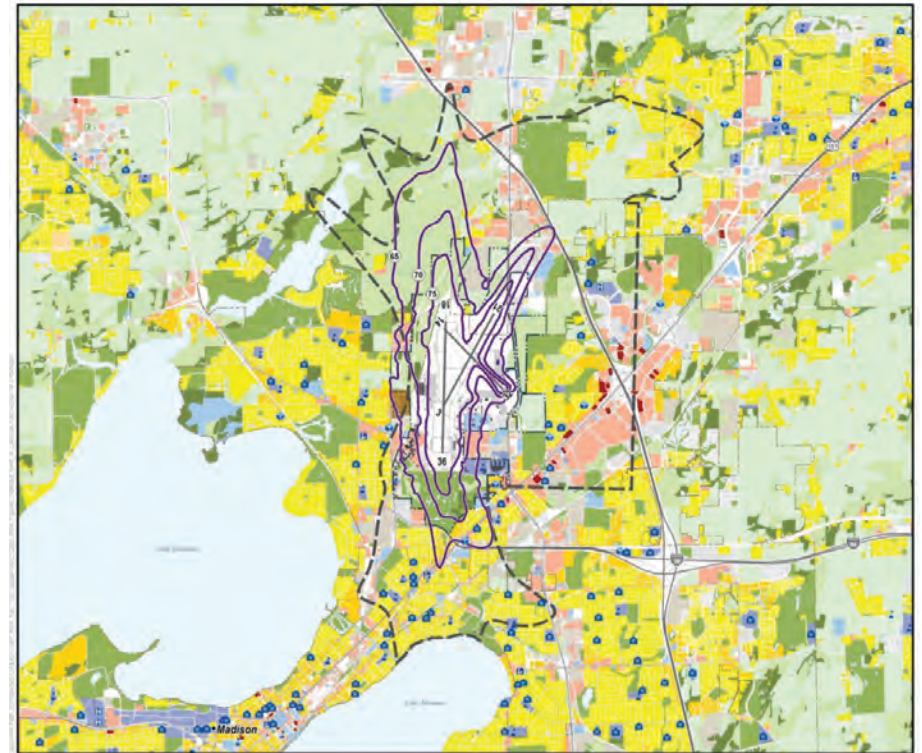
Prevention

Under consideration:

- Establish an airport affected area
- Restrict future introduction of low-income and other residential developments within the 65 dB DNL noise contour or adjacent to the airport

Airport Affected Area

- Dane County currently has an Airport Affected Area enacted through Ordinance Chapter 78 – see dashed line in figure to the right
- MSN may opt to update during NCP update process
- Encourage Dane County and the City of Madison to enact updated Airport Affected Area and restrict all noise-sensitive land uses within the boundary



Land Use Controls

Under consideration:

- Change building codes to support sound proofing
- Consider environmental justice and low-income communities

Other Ideas

Under consideration:

- Report alternative metrics and consider use of lower DNL threshold
- Implement a Home Sales Assistance Program

Brainstorm: Land Use/Mitigation Measures

- Any existing measures to remove from NCP?
 - Any existing measures to amend/update?
 - Any new measures to propose
-
- Purposes: (1) to mitigate noncompatible land uses and (2) to prevent the introduction of new noncompatible land uses



Proposed Program Management Measures

Implementation

Promotion

Monitoring

Reporting

NEM Updating

NCP Revision

Monitoring

Under consideration:

- Install a flight track monitoring system
- Install a noise monitoring system

Reporting

Under consideration:

- Create a noise advisory group



NEM Updating

Under consideration:

- Update the NEM on a regular basis

Brainstorm: Program Management Measures

- Any existing measures to remove from NCP?
 - Any existing measures to amend/update?
 - Any new measures to propose
-
- Purposes: (1) to implement and promote the NCP measures, (2) to monitor and report on effectiveness of NCP measures, and (3) to update NEMs and revise NCP when appropriate



Upcoming Schedule: Technical Advisory Committee

Meeting / Activity	Anticipated Purpose	Anticipated Time Frame
5 th Technical Advisory Committee Meeting	Evaluation results of the proposed Noise Compatibility Program measures	June 2023
6 th Technical Advisory Committee Meeting	Presentation of the draft Noise Compatibility Program Update	Fall 2023
NCP Public Comment Period, 4 th Public Open House, and NCP hearing	NCP thirty-day public comment period and third Public Open House and NCP Hearing.	4 th Quarter 2023
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	1 st Quarter 2024

Note: Schedule is subject to change

Proposed Schedule: Public Outreach and Submittals

Meeting / Activity	Anticipated Purpose	Time Frame
Kick-Off Meeting with MSN and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	<i>Completed:</i> January 20, 2022
1 st Public Open House	Introduction to Part 150, set expectations, discuss stakeholder roles, identify issues of concern	<i>Completed:</i> April 26, 2022
NEM Public Comment Period, 2 nd Public Open House	NEM thirty-day public comment period and second Public Open House	<i>Completed:</i> November 2022
MSN to Submit Final NEM to FAA	MSN submits final updated NEM to FAA for review and approval. Respond to FAA questions as needed.	<i>Completed:</i> December 2022
NCP Public Comment Period, 4 th Public Open House and NCP Hearing	NCP thirty-day public comment period and third Public Open House and NCP Hearing.	4 th Quarter 2023
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	1 st Quarter 2024

Additional public meeting added for June 27, 2023, to present NCP measures under consideration and solicit additional ideas from the public

Note: Schedule is subject to change

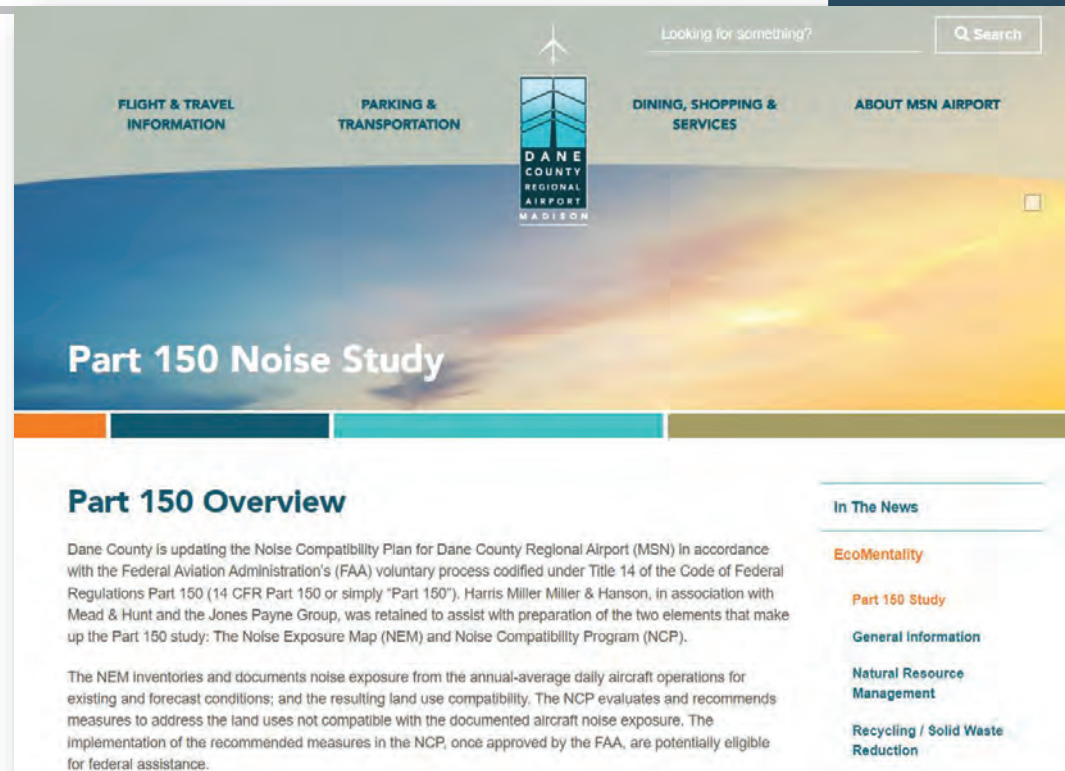


Wrap-Up and Discussion

- TAC questions, comments, and discussion
- TAC meeting #6
 - Fall 2023
- Public Comments

MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnaairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnaairport.com
- Tim Middleton – HMMH Project Manager, Contact:
tmiddleton@hmmh.com
339.234.2816
- Michael Kirchner – MSN Engineering Director, Contact:
kirchner@msnaairport.com
608.279.0449





MEMORANDUM

Subject: Dane County Regional Airport
Part 150 Study
Technical Advisory Committee (TAC) Meeting 6 Summary

Meeting Date: Tuesday February 20, 2024

Reference: HMMH Project Number 03-12360

TAC Member Attendance:

Organization	TAC Member	Attendance
MSN staff	Michael Kirchner	Y
WBOA staff	Kelly Halada	Y, virtually
WBOA staff	Matt Messina	Y
Federal Aviation Administration (FAA) Airport District Office (ADO)	Bobb Beauchamp	N
FAA Air Traffic Control Tower (ATCT)	Nicholas Piechowski	Y
FAA Air Traffic Control Tower (ATCT) Operations Supervisor	Samantha Rablin	Y
Wisconsin Air National Guard; 115 th Fighter Wing Representative	Lt Col Ben Gerds	Y, virtually
Army Guard	Maj Nils Henderson	Y
Delta Airlines	Abby McCoy	N
Wisconsin Aviation	Brian Olson	N
City of Madison Planning Division	Dan McAuliffe	Y
Dane County Department of Planning and Development	Todd Violante	N

Study Team Members Attendance:

Organization	TAC Member	Attendance
MSN staff	Michael Riechers	Y
MSN staff	Tomasz Pajor	Y
MSN staff	Lowell Wright	Y
MSN staff	Chad Rasmussen	N
MSN staff	Kim Jones	Y, virtually
Jones Payne Group	Diane Carter	Y
Jones Payne Group	Brianna Whiteman	Y
HMMH	Tim Middleton	Y

Organization	TAC Member	Attendance
HMMH	Eugene Reindel	Y
HMMH	Julia Nagy	Y
Mead & Hunt	Chris Reis	Y
Mead & Hunt	Rob Sims	Y
Mead & Hunt	Levi Ney	Y, virtually

Other attendees:

Joshua Liegl, American Airlines

Leslie A. Westmont, Wisconsin Department of Military Affairs (DMA)

Meeting summary notes:

Tim Middleton provided opening remarks, after which the TAC, study team members, and supporting staff introduced themselves. He explained the objectives of the meeting and laid out the agenda.

Eugene Reindel reiterated the objective of the meeting, to obtain feedback from TAC members on the airport recommended measures for the Noise Compatibility Program (NCP). This is the last TAC meeting of the MSN Part 150 Study and the goal is to obtain feedback so that the NCP recommendations can be finalized.

Middleton reviewed the roles and responsibilities for the various stakeholders including the airport, consultant team, FAA, Technical Advisory Committee (TAC), and public. He explained that a goal for the meeting is to have a discussion as a group on airport recommended NCP measures. The airport received acceptance from the Federal Aviation Administration (FAA) for the Noise Exposure Maps (NEM) in December 2023. The analysis for the NCP is based on the FAA-accepted NEMs. The airport's recommended measures address incompatible land use.

Reindel explained that the airport sponsor and FAA roles are important in the review process. The airport recommends measures and submits to the FAA within the NCP document. FAA accepts the NCP as compliant with Part 150 standards and posts the NCP on the Federal Register. Then the FAA has 180 days to review the measures and issue a Record of Approval (ROA), which indicates those measures the FAA approves and disapproves for the purposes of Part 150.

Middleton reviewed the Part 150 study process. We are currently in the NCP Phase of the Part 150 process and will consider the three categories of potential measures to reduce noncompatible land use: noise abatement, land use, and programmatic measures. Part 150 follows a prescriptive process based on the regulation. The consultant team brings experience from working on these types of studies at many airports. At this point the draft NCP can be modified based on any feedback received during the TAC meeting, the open-house/ public hearing, or during the public comment period.

Middleton provided an overview of the objectives of the NCP and proposed measures. He noted that many of the measures recommended in the draft NCP are similar to those discussed at the June TAC meeting, with some tweaks based on feedback from stakeholders. He reviewed how potential measures are evaluated. FAA will review each proposed measure and approve or disapprove on a measure-by-measure basis in accordance with their applicability with Part 150. He provided an overview of the three categories of measures. He noted that the programmatic strategies cover some of the efforts that the airport will utilize to maintain compliance with measures and ensure that work continues on the planned measures once the Part 150 Study is completed.

Reindel introduced the analysis and the selection process for the potential NCP measures. The airport carefully considered which measures should be recommended based on the five items identified in the slide: 1) effectiveness in addressing objectives, 2) feasibility, 3) most effective "package" of measures, 4) implementation, 5) explanation for those measures not recommended.

Middleton reviewed the NCP development process and where the Study Team is in the process.

Middleton reiterated the purpose of the meetings today, to obtain feedback from the TAC and the public on airport recommended NCP measures. As a TAC, we will walk through the potential measures that have been analyzed by the consultant team and considered and recommended by the airport.

Reindel discussed the categories of noise abatement measures shown on slide ten that are required for consideration under Part 150. Although it is required to consider measures within all of the categories, based on the operating environment and noise compatibility situation at the airport, an airport's NCP may not include a measure under each category.

Middleton introduced the noise abatement measures NA-1 through NA-5.

- NA-1 represents a new measure. Potential flight paths are shown on slide twelve. Proposed tracks avoid aircraft overflying educational facilities to the south of the airport. As procedures get updated, if there are future redesigns of flight paths, that is an opportunity to consider noise abatement.
- NA-2 through NA-5 are existing measures that the airport recommends continuing.
- NA-6 includes a preferential runway use measure with multiple components:
 - o Continue current preferential runway use program favoring north flow since most non-compatible land uses are to the south.
 - o Encourage Air National Guard (ANG) to use Runway 3 for scramble operations and depart to the north.
 - o Encourage ANG to request Runway 3 or 36 during south flow operations and request to depart north. The ANG was planning to begin to request this following the TAC meeting in June.

McAuliffe asked a question about whether there would be a measurable effect based on the noise abatement measures in terms of moving the contour.

Reindel confirmed that the more north flow is used, the more the contour moves to the north reducing the number of noncompatible land uses to the south, which is the area with the majority of noncompatible land uses as identified in the NEM.

McAuliffe asked whether sound insulation would be considered.

Reindel addressed that the airport is currently recommending a focus on Noise Abatement measures to reduce incompatible land use and shift the contour.

Westmont asked whether the Noise Exposure Map (NEM) would change to reflect the NCP measures.

Reindel noted that once the noise abatement measures are implemented, then the airport can update the NEM and create an updated contour that represents the measures that were implemented. Once contours are updated the airport can determine if there are still incompatible land uses and whether another update to the NCP is required to address the remaining incompatible land uses. Updating the official NEM is not a part of the current Part 150 Study.

Middleton explained NA-7 which is to encourage the use of Noise Abatement Departure Profiles (NADP) for all jet aircraft, including both commercial and military.

Reindel explained that use of NADP and departures to the north shrinks the lobe to the southeast.

Middleton noted that the F-35A is still a relatively new aircraft in terms of flight hours. The ANG is still determining the most efficient profiles for noise abatement purposes.

Reindel noted that HMMH analyzed multiple departure profiles for the F-35A to reduce noise, related to use of afterburner and various speed holds.

Middleton added that depending on the airport's layout, in some cases afterburner does reduce the noise contours but in this case it widened the contour to the west resulting in additional incompatible land uses.

Middleton explained NA-8 related to runway reconfiguration. The measure includes a component to extend Runway 3-21 to 8,000 feet to accommodate all F-35A operations. This measure was analyzed within the NCP document, with all options shown. The measure also includes a component to shift Runway 18-36 to the north, which reduced incompatible land use to the south.

Reindel reiterated that the objective of the Runway 3-21 extension is to shift all F-35s to that runway, but since they require 8,000 feet of runway it entails an extension. Shifting Runway 18-36 to the north would reduce the noncompatible land uses to the south.

Middleton explained NA-9 which is a voluntary use restriction that encourages the ANG to limit F-35A aircraft operations to the daytime hours.

Reindel added that the public recommended this measure and the ANG agreed to it since they already aim to do this in their regular operations. It is a voluntary measure, and the ANG will follow it as much as possible.

Middleton noted that slide seventeen presents a hypothetical scenario combining multiple noise abatement measures to see how it affects the contour.

Reindel explained that the figure shows that the runway shift would reduce the size of the lobe to the south. This combination of measures results in reducing the number of residential units within the 65 dB DNL contour from 1,250 to less than 400, some of which have easements.

McAuliffe asked whether the railroad would need to be moved with the runway shift.

Reindel noted that the runway layout was suggested based on what is anticipated to be the most feasible for planning purposes.

Reis identified that all of the alternative layout options are described in detail in the NCP.

Reindel noted that the team looked at whether the alternatives were feasible and whether they would have an effect on noise. This would require additional analysis. The FAA would first need to approve the measure under Part 150 and then the airport could choose to move forward with the study and complete the appropriate designs and environmental reviews necessary to move forward.

Reis added that since the analysis presented in the NCP is intended as a preliminary planning analysis, these concepts have not been coordinated with the Wisconsin Department of Transportation at this point.

Middleton confirmed that these are recommended measures that could occur if approved but upon approval, still require additional analysis and approvals to move forward. The Part 150 Study is addressing incompatible land uses and implementation of measures occurs on a case-by-case basis after receiving their subsequent record of approval from the FAA.

McAuliffe asked how the team quantifies the noise benefit of a runway extension.

Reindel replied that after the proposed noise abatement measures (including the runway extension) were implemented, the noise would need to be modeled again, the contours associated with the proposed NCP measures are all based on assumptions; but NEMs are based on the real flight track operations. An NEM update in the future would include any accepted NCP measures from this Study.

Middleton discussed noise abatement measures that were considered but not recommended. Shifting departures towards the Oscar Meyer railyard would shift the noise to another area where there is planned residential development. Shifting noise from one neighborhood to another is not recommended.

Rablin added that there are high obstructions in that area. That could be another reason as to why it is not recommended.

Wright mentioned the current tower orders related to contraflow operations, which is in the NCP Appendix.

Rablin noted that typically the tower is on a single flow. This measure would mean that we should push north flow operations.

Reindel confirmed, north flow preferred for noise abatement purposes.

Middleton shifted to introduce airport recommended land use measures. Many of the land use measures are now combined into LU-1.

Reindel noted that for LU-2 and LU-3 are modified from the existing NCP. If the opportunity arises and the land becomes available, the airport should consider acquiring the property.

Whiteman explained LU-1 components on slide twenty. Item one requires redefining the Airport Affected Area, as required through Wisconsin Statute 66.31. She explained the requirements based on the statute. The airport affected area was originally defined by the 60 dB DNL contour in the existing NCP. The airport is recommending three zones within an updated airport affected area, related to buffers and preventing incompatible land uses. She explained the three zones. Item two is an existing measure. Item three recommends inclusion of sound attenuation standards for noise-sensitive development in the airport noise overlay area. This is a recommendation and not a requirement due to the political and multi-jurisdictional nature of land use development. She explained items four through six as outlined on the slide.

Middleton shared the Airport Affected Area on the screen. He explained the recommended zones within the Airport Affected Area.

McAuliffe asked whether the City would need approval from the Airport for zoning changes within the Airport Affected Area.

Whiteman replied that according to the Statute, the City would need two thirds vote for a zoning change.

Middleton: We did receive a comment from the public during the NEM process to adjust our description of the Statute which was completed for the final NEM, and for this draft NCP.

Reindel noted that it is a state law, what would the City not agree with?

McAuliffe replied that the City does not typically want to seek permission to change land use zoning. The City may have concerns around LU-1, particularly the potential for the airport to veto zoning changes. The City would want to avoid a situation where the City approves an appropriate development consistent with City growth policies that the Airport then vetoes due to noise concerns.

Kirchner and McAuliffe discussed

McAuliffe replied that zoning changes currently occur without airport approval/disapproval.

Whiteman noted that it is a tiered system of recommendations.

Pajor confirmed that research was completed in regard to the Act versus the Statute.

Reindel added that at the outermost areas of the Airport Affected Area, it may be cumbersome for approvals but closer to the airport they may want to weigh in on development.

Middleton suggested that item six in LU-1 intends to connect more of the land use jurisdictions to proactively discuss future plans.

McAuliffe questioned the practicality of item five in LU-1. It is challenging since there is a lack of affordable housing in the city.

Reindel noted that the City of Madison may want to require developers to utilize acoustical products to achieve an interior noise level of 45 DNL and that the NCP language will document the requirement for sound insulation for any low income or disadvantaged housing given the housing shortage in the area.

McAuliffe noted that there is pressure for new residential within the contours.

Riechers acknowledged the standing criticism that the airport has disproportionate impact on low income and people of color so adding residential within the contours is not advisable from the Airport perspective. The Airport would not be supportive of residential development close to the airport.

McAuliffe noted that the City cannot control where the development proposals come from.

Reindel noted that item three could be merged with item five.

Middleton added that clarity on the language within the measures are important.

McAuliffe questioned whether item 2 would be applicable to all zones within the Airport Affected Area.

Whiteman confirmed that is the intent.

McAuliffe noted concern about residences outside the boundaries, what does the plat note about future development? Should language be added to the plat to support it?

Reindel added that if new residential structures are built within the 65 DNL contour, they would not be eligible for noise mitigation including sound insulation if it were to become available.

Carter explained that if you build residential properties outside of the contour and in future NEM updates it is contained within the updated contour, it could be eligible for noise mitigation.

Reindel noted that 2027 NEM is the official FAA accepted map for determining eligibility.

Whiteman covered the land use measures considered but not recommended by the airport. The airport is looking to reduce overall noise exposure and incompatible land use around the airport; it is not specific to environmental justice or low-income communities. Mobile home dwelling units cannot be insulated for the purposes of Part 150. These explanations are further described in the NCP document. At this time sound insulation is not being recommended and the focus is to reduce incompatible land uses through enactment of the noise abatement measures that are anticipated to reduce the incompatible land uses.

Middleton covered recommended program management measures. He covered that the noise advisory committee will be re-established under PM-1. PM-2 recommends continuation and improvements to the noise complaint response program. The intention is to better define current practices and suggestions for the future program. PM-3 includes regular updates to the NEM as needed. PM-4 includes periodic evaluation and updates to the NCP when necessary. The airport does not need to update the NCP every time that there may be an NEM update. The new NEM would then be used to evaluate and implement the NCP.

Reindel added that regular updates of the NEM determines if the NCP is adequate.

Middleton reviewed the measures that were not recommended by the airport. Flight tracking systems generally do not show military flights. Noise/flight track monitoring systems are not required to respond to noise complaints.

Reindel noted that people will ask about noise monitoring versus noise modeling and use of monitor data to supplement NEMs but NEMs must be based on modeled data, in line with FAA requirements. Having noise measurements and not using them to develop the contours may raise questions from community members.

Middleton explained that noise monitors are primarily used to respond to single noise events. Cumulative noise metrics are used for land use compatibility planning. There is often confusion from the public between single events versus cumulative events and the use of noise monitors.

McAuliffe asked whether it is possible to have an annual report with runway usage by the military? This could benefit the program and the community by sharing the adherence to the counterflow operations to the north. Is there data to monitor this?

Wright noted that the airport had reported similar data in prior noise meetings related to departure and arrival runways. He can determine the departures based on operations logs and implement a reporting methodology moving forward.

McAuliffe noted that the number of military flights should be public information. With the intention of shifting the contours north, the community will be on top of monitoring compliance.

Reindel added that monitoring runway use could be a component of the noise advisory committee. This could be used as a data source and include a list of operations/ runway use.

McAuliffe noted that people are going to complain.

Lt Col Gerds: ANG currently tracks data within a spreadsheet at the operations desk. Airport and ANG should both be tracking the data. Gerds is agreeable to sharing this information with the future noise advisory committee.

Jones: It was always assumed that the noise meetings would begin again following completion of the Part 150 study. The ATCT and the ANG can be involved with these meetings.

Reindel noted that at the last TAC meeting, there was conversation about ANG requests to ATCT to depart north during south flow.

Lt Col Gerds replied that he will have to confirm via the operations log. The ATCT is working with ANG to depart north. Sometimes there are delays so the ANG can make the determination whether they can wait or not.

Wright added that based on observations it appears that the military has been departing north.

Rablin replied that the ATCT tries to accommodate ANG on Runway 18, but it is dependent on wind conditions since the wind has to be favorable. If we choose to report on the data, we should include wind conditions in the document to explain why north flow could not be used for certain operations due to safety precautions.

Middleton noted that itinerant military traffic is the most unpredictable. As program management begins and as the airport and the ANG coordinate, addressing how to count and report on the itinerant military traffic should be considered.

Lowell noted the updated instrument flight rules (IFR) for Prior Permission Request (PPR) for transient military aircraft. The airport works with the Fixed Base Operator (FBO), Wisconsin Aviation, which provides fuel slips for military and shares information with flight crews for noise abatement.

Lt Col Gerds explained that the ANG has no say over what transient aircraft do, and many Navy transients and F-18s stop in Madison as they are crossing the country. Many times the ANG does not get a heads up from the transient military flight crews. When the ANG notices transient military aircraft; they provide applicable NOTAMs that are published and drive them over to the transient flight crews at Wisconsin Aviation. The ANG tries to reach out to the flight crew commanders when transient military operations do not operate as good neighbors.

Middleton noted the upcoming items on the schedule. Please let others within your organizations know and encourage them to review the NCP document. Please provide feedback on the draft NCP. The study team anticipates submitting the NCP to the FAA by June 2024.

Reindel added that if you are commenting as a TAC member, please send your comments directly to the study team. If you are commenting as a member of the public, please submit comments through the other channels. That will enable us to track input properly.

Riechers summarized the airport's rationale behind not recommending sound insulation. Implementation of sound insulation does not cover the entire contour or the entire plot of someone's land. Sound insulation is only beneficial for the structure itself. People do not want to be shut in and they want to enjoy their outside spaces. There is feedback from the public that they do not want to be confined so that is why we are focusing on noise abatement prior to considering sound insulation.

Lt Col Gerds asked whether there is any other military feedback needed.

Reindel noted the recommended noise abatement departure profile.

Lt Col Gerds noted that he would like to have the slides and received the NCP document.

Jones thanked all the TAC members for their participation and engagement in the Part 150 process and noted it was a successful process because of them and that there is an upcoming meeting with FAA on the draft NCP.

Reindel added that he appreciates the TAC group and noted how it is clear that TAC members are prepared for the meetings and willing to coordinate and engage on the measures to determine the best outcomes.

Rablin added that the ATCT can share the minimum altitude vectoring map.

MSN Part 150 Study

Dane County Regional Airport

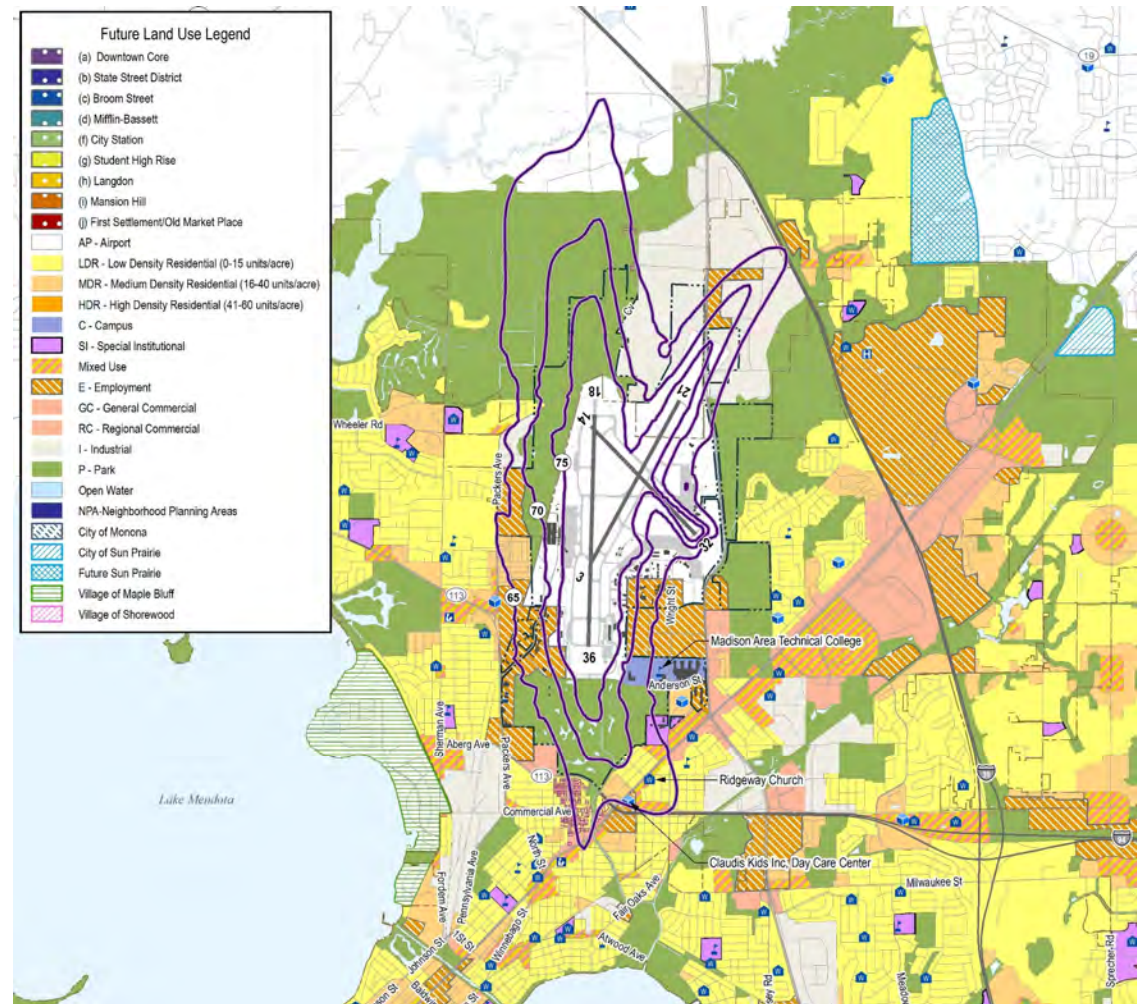
Technical Advisory Committee Meeting #6

February 20, 2024



TAC #6 Agenda

- Introductions
- Roles & Responsibilities
- Part 150 Overview
- NCP Overview
- Airport-Proposed NCP Measures
 - Noise Abatement
 - Land Use
 - Program Management
- Schedule
- Wrap up



2022 MSN NEM Forecast Condition (2027)



Introductions – Study Team

Dane County Regional Airport Team

- Wisconsin Department of Transportation
Bureau of Aeronautics
Matt Messina – Airport Development
Engineer
- Airport (MSN)
Kim Jones – Airport Director
Michael Kirchner – Engineering Director
Lowell Wright – Airport Noise Abatement/
Environmental Officer

Project Team

- HMMH
Gene Reindel – Principal-in-Charge
Tim Middleton – Project Manager
Julia Nagy – Assistant Project Manager
- Mead & Hunt
Kate Andrus – Project Lead, Airport Planning and
Forecasts
Ryan Hayes – Airport Planning and Forecasts
Chris Reis – Local Client Lead
Ryk Dunkelberg - Vice President
- The Jones Payne Group
Diane Carter – Project Lead, Principal-in-Charge
Brianna Whiteman – Assistant Project Manager,
QA/QC



Introductions – TAC Members

Organization	TAC Member
MSN staff	Michael Kirchner
WBOA staff	Matt Messina
FAA Airport District Office (ADO)	Bobb Beauchamp
FAA Air Traffic Control Tower (ATCT)	John Vagedes
Wisconsin Air National Guard; 115th Fighter Wing Representative	Lt Col Daniel Statz
Army Guard	Major Lucas Sivertson
Delta Airlines	Abby McCoy and Rodney Dunkel
Wisconsin Aviation	Brian Olson
City of Madison Planning Division	Dan McAuliffe
Dane County Department of Planning and Development	Todd Violante
Town of Burke	



Roles and Responsibilities

Airport

- Project sponsor
- Certification that documentation is true and accurate
- Recommend measures to address noncompatible land use

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

FAA

- Certification that the documentation meets federal regulations and guidelines
- Review proposed flight procedures
- Approval of Airport-recommended measures

Technical Advisory Committee

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM and NCP development

Public

- Provide input on study during comment period
- Review public draft documents



Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBa
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

We are here!

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Update NCP in accordance with 14 CFR Part 150

Stakeholder Engagement and Public Outreach

Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters

NCP Overview

Objectives of proposed measures:

- **Reduce** exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Limit** growth in exposure over incompatible uses
- **Prevent** introduction of new incompatible uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Analysis and Selection Process

- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective "package" of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

Part 150 Overview: Noise Compatibility Program

- NCP must address three major categories of proposed actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* proposals as compliant with Part 150 standards on a measure-by-measure basis



Part 150 Overview: Noise Compatibility Program Development

Step 1: Identify Incompatible Land Uses

Existing conditions Noise Exposure Map
Forecast conditions Noise Exposure Map

Completed in
Phase 1 - NEM

Step 2: Consider Noise Abatement Strategies

Reduce exposure over incompatible uses
Limit growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies

Mitigate residual incompatible uses
Prevent introduction of new incompatible uses

Step 4: Consider Programmatic Strategies

Implement and promote measures
Monitor and report on effectiveness
Update NEMs and revise NCP as appropriate

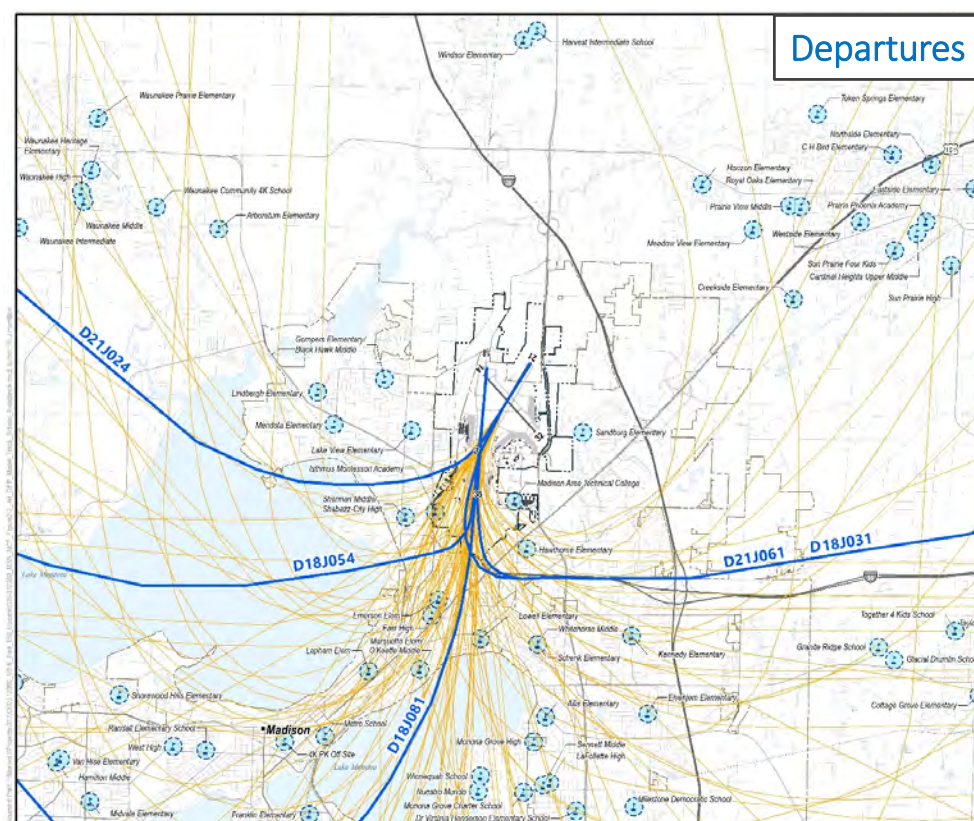
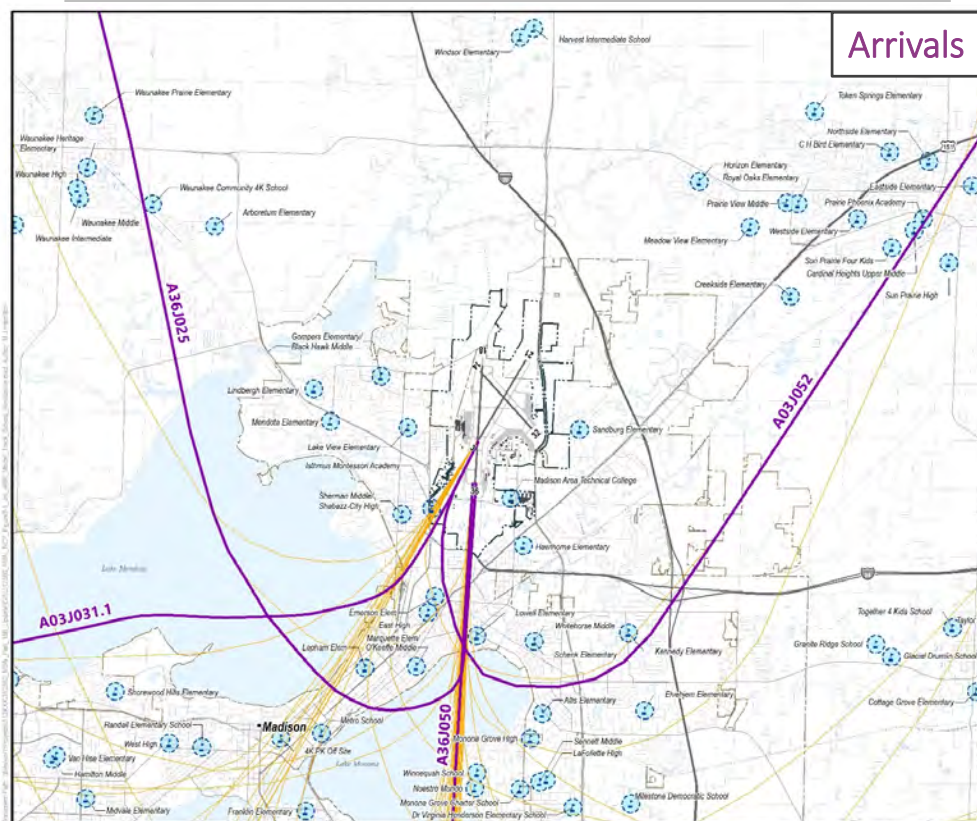
Airport-Recommended Noise Abatement Measures

Flight Tracks (NA-1 through NA-5)
Preferential Runway Use (NA-6)
Arrival / Departure Procedures (NA-7)
Airport Layout Modifications (NA-8)
Use Restrictions (NA-9)

Noise Abatement Flight Tracks

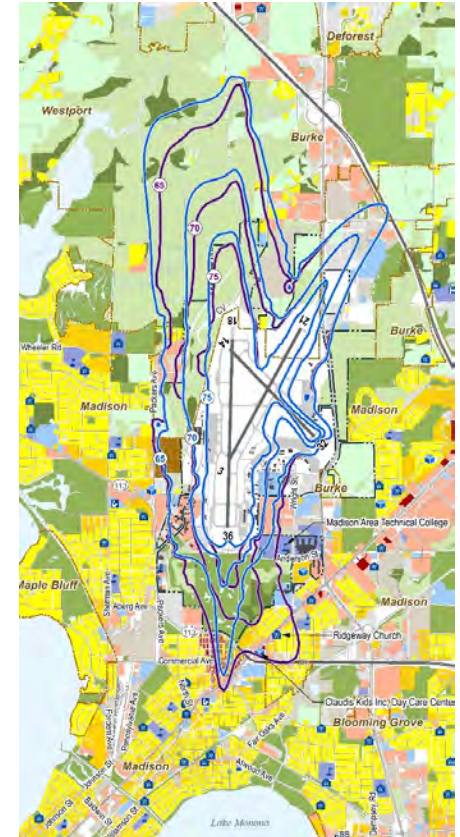
- NA-1: Develop noise abatement flight paths and encourage the use of such flight paths to avoid aircraft overflying educational facilities to the south of the Airport (new measure)
- NA-2: Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left (existing measure)
- NA-3: Encourage eastbound and southbound aircraft exceeding 12,500 pounds departing Runway 3 to climb on runway heading through 2,500 feet Mean Sea Level (MSL) before turning right (existing measure)
- NA-4: Encourage all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable (existing measure)
- NA-5: Establish visual approach and departure corridors for helicopters (existing measure)

NA-1: Avoid Overflying Schools



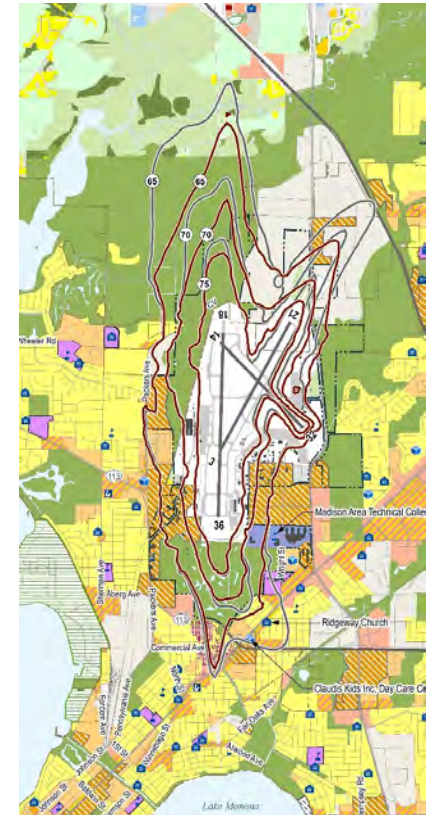
NA-6: Preferential Runway Use

- Continue current preferential runway use program
 - Depart Runways 3, 32 and 36 (to the north)
 - Arrive Runways 14, 18 and 21 (from the south)
- Encourage Air National Guard to continue using Runway 3 for scramble operations (depart to the north)
- Encourage Air National Guard to request Runway 3 or 36 during south flow operations (depart to the north)



NA-7: Encourage use of NADPs

- NADP-1 or NADP-2 for civilian jet aircraft
- Tailored NADP for F-35A aircraft
 - Use of Mil power and speed hold of 300 knots



NA-8: Runway Reconfiguration

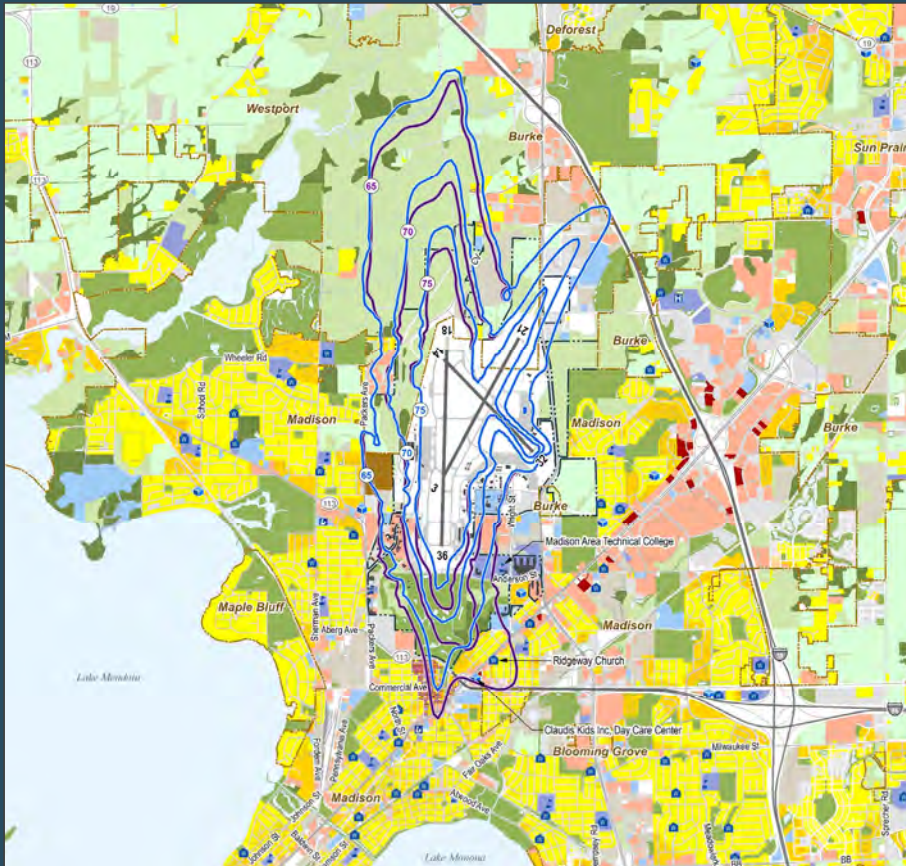
- Extend Runway 3-21 to 8,000 feet to accommodate all F-35A operations
- Shift Runway 18-36 to the north



I NA-9: Use Restriction

- Encourage the Air National Guard to continue limiting F-35A aircraft operations to the daytime (7 am to 10 pm)

Hypothetical Scenario



- Runway 18-36 shifted north by 1,000 feet
- All non-scramble F-35A aircraft departing Runway 18 use NADP with 300 knot speed hold
- Results in reducing the number of residential units within the 65 dB DNL from 1,250 to less than 400.



Noise Abatement Measures Considered (not recommended)

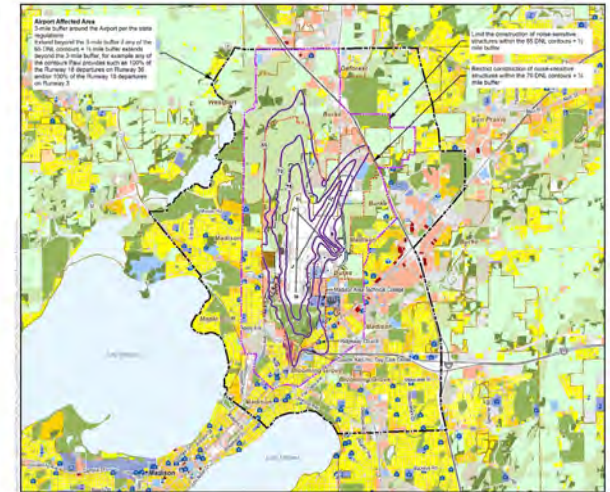
- Continue existing preferential runway use program (recommending modified program)
- Construct a hush house for F-16C aircraft engine runups (completed & not needed)
- Build new 6,500-foot Runway 3/21 (completed)
- Runway 18 departures to turn southwest over the Oscar Meyer Station Railyard (shifting of noise from one community to another)
- Minimize F-35A training flights during times when children are traveling to and from school (not practical and would not reduce non-compatible land uses)

Airport-Recommended Land Use Measures

- Maintain existing compatible land uses in the airport vicinity (LU-1)
- Continue voluntary land acquisition inside the 70 dB DNL (LU-2)
- Continue planned voluntary land acquisition of the Cherokee Marsh and Token Creek Park (LU-3)

LU-1: Maintain Compatible Land Use

1. Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31.
2. Amend subdivision regulations to require dedication of noise and aviation easements of plat notes on final plat.
3. Encourage municipalities to recommend inclusion of sound attenuation standards for noise-sensitive development in new building designs for construction within the airport noise overlay area.
4. Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.
5. Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport.
6. Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans



Land Use Measures Considered (not recommended)

- Consider environmental justice and low-income communities (not included in 14 CFR Part 150)
- Report alternative metrics and consider use of lower DNL (requires act of U.S. Congress)
- Acquire the mobile home park and relocate the residences (not practical given current housing shortage)
- Home sales assistance program (not required to address non-compatible land uses)
- Implement a noise mitigation program to provide sound insulation treatment to noise-sensitive structures (not required to address non-compatible land uses)

Airport-Recommended Program Management Measures

- Re-establish and maintain a noise advisory committee (PM-1)
- Continue and improve noise complaint response program (PM-2)
- Regularly update the Noise Exposure Map (PM-3)
- Periodically evaluate and update the Noise Compatibility Program when necessary (PM-4)

Program Management Measures Considered (not recommended)

- Acquire a public flight track monitoring system portal
(not required to respond to noise complaints)
- Acquire a noise monitoring system
(not required to respond to noise complaints)

Upcoming Schedule: Technical Advisory Committee

Meeting / Activity	Anticipated Purpose	Anticipated Time Frame
5 th Technical Advisory Committee Meeting	Evaluation results of the proposed Noise Compatibility Program measures	June 2023
6 th Technical Advisory Committee Meeting	Presentation of the draft Noise Compatibility Program Update	February 2024
NCP Public Comment Period, 4 th Public Open House, and NCP hearing	NCP thirty-day public comment period and third Public Open House and NCP Hearing.	February 2024
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	2 nd Quarter 2024

Note: Schedule is subject to change

Proposed Schedule: Public Outreach and Submittals

Meeting / Activity	Anticipated Purpose	Time Frame
Kick-Off Meeting with MSN and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	<i>Completed:</i> January 20, 2022
1 st Public Open House	Introduction to Part 150, set expectations, discuss stakeholder roles, identify issues of concern	<i>Completed:</i> April 26, 2022
NEM Public Comment Period, 2 nd Public Open House	NEM thirty-day public comment period and second Public Open House	<i>Completed:</i> November 2022
MSN to Submit Final NEM to FAA	MSN submits final updated NEM to FAA for review and approval. Respond to FAA questions as needed.	<i>Completed:</i> December 2022
NCP Public Comment Period, 4 th Public Open House and NCP Hearing	NCP thirty-day public comment period and third Public Open House and NCP Hearing.	February 2024
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	2 nd Quarter 2024

Additional public meeting added for June 27, 2023, to present NCP measures under consideration and solicit additional ideas from the public

Note: Schedule is subject to change

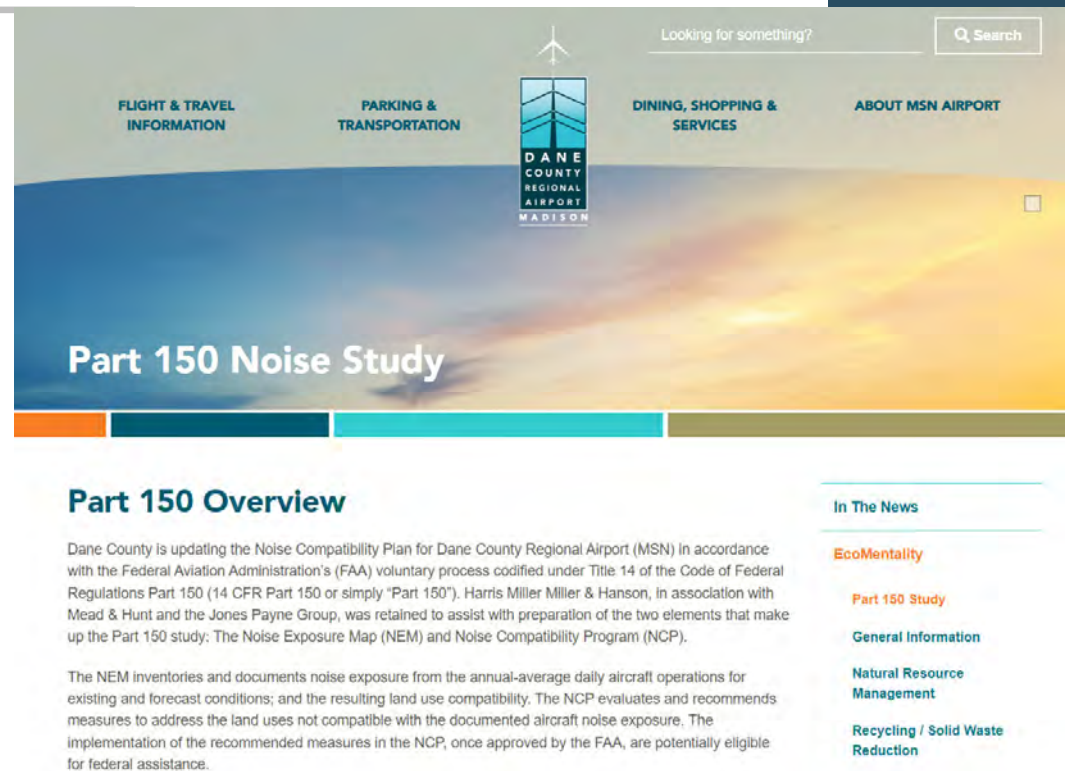


Wrap-Up and Discussion

- TAC questions, comments, and discussion
- Public Comments

MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnaairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnaairport.com
- Tim Middleton – HMMH Project Manager,
Contact: tmiddleton@hmmh.com
339.234.2816
- Michael Kirchner –
MSN Engineering Director
Contact: kirchner@msnaairport.com
608.279.0449





MEETING SUMMARY

Subject: Dane County Regional Airport
Noise Compatibility Program (NCP) Amendment
Technical Advisory Committee (TAC) Meeting 7 Summary

Meeting Date: Thursday, October 2, 2025

Reference: HMMH Project Number 03-12360

TAC Member Attendance:

Organization	TAC Member	Attendance
MSN staff	Mark Papko	Yes
WBOA staff	Lucas Ward	No
WBOA staff	Mallory Palmer	No
Federal Aviation Administration (FAA) Airport District Office (ADO)	Emma Lienau	Yes, virtual
FAA ADO	Bradley Grams	Yes, virtual
FAA Air Traffic Control Tower (ATCT)	Nicholas Piechowski	No
ATCT	Samantha Rablin	No
Wisconsin Air National Guard; 115 th Fighter Wing (FW) Representative	Lt Col Ben Gerds	Yes, virtual
Army Guard	Lt Col Nils Henderson	No
Delta Airlines	Abby McCoy/ Rodney Dunkel	No
Wisconsin Aviation	Rick Petroff	Yes, virtual
City of Madison Planning Division	Dan McAuliffe	Yes
Dane County Department of Planning and Development	Todd Violante	No
Town of Burke	P.J.	No

Study Team Members Attendance:

Organization	TAC Member	Attendance
MSN staff	Ryan Falch	Yes
MSN staff	Julie Gallagher	Yes, virtual
HMMH	Eugene Reindel	Yes
HMMH	Julia Nagy	Yes
Mead & Hunt	Chris Reis	Yes
Mead & Hunt	Kate Andrus	Yes

Other attendees:

Dan Statz, 115th FW
Justin Delorit, 115th FW
Maj Josh Woodard, 115th FW

Dave Hellekson, 115th FW
Carrie Springer, Dane County Executive Office



Meeting summary notes:

Mark Papko welcomed the group and provided opening remarks. He stated that the meeting is intended to be conversational and represent stakeholder interests. The goal is for others to get involved. The airport seeks letter of support from each entity for the updated NCP, showing support for the mitigation measures.

Eugene Reindel introduced the meeting agenda and explained the objectives of the meeting. The objective is to obtain feedback from TAC members on the airport recommended measures in the 2024 Noise Compatibility Program (NCP). The airport seeks to convey potential changes being considered for the 2024 NCP to align with stakeholder interests. He explained that the goal for the meeting is to have a discussion as a group on airport recommended NCP measures and potential changes. Following the opening remarks, the TAC, study team members, and other meeting attendees introduced themselves around the room and on the virtual Zoom call.

Reindel explained the roles and responsibilities for the various stakeholders including the airport, consultant team, FAA, TAC, and public. The airport recommends measures and submits to the FAA within the NCP document. FAA accepts the NCP as compliant with Part 150 standards and posts the NCP on the Federal Register. Then the FAA has 180 days to review the measures and issue a Record of Approval (ROA), which indicates those measures the FAA approves and disapproves for the purposes of Part 150. The TAC needs to provide input on the NCP measures to tailor the approach and amend the prior 2024 NCP. The public will review the amended NCP and participate in the public hearing.

Reindel reviewed the Part 150 study process. The 2024 NCP has been rescinded by the airport and will be revised through comments from the TAC and the public. We are currently working on amending the NCP.

Papko informed the group that the NEMs will not be redone at this point in time. The decision has been made to retain the existing FAA-approved NEMs and updates will be made in the future as required by Part 150. He explained that the airport seeks to obtain grant funding from FAA in fiscal year 2026, so the NCP amendment timeline is condensed in order to seek NCP measure approval before the next grant cycle.

Reindel provided an overview of the objectives of the NCP and the three categories of measures: noise abatement, compatible land use measures, and program management measures. He reviewed how potential measures are evaluated. FAA will review each proposed measure and approve or disapprove on a measure-by-measure basis in accordance with their applicability with Part 150.

Mark Papko explained the goal of the 2025 NCP amendment. The goal of the overall process is to reduce existing and prevent future incompatible land uses identified in the 2027 NEM and to limit incompatible land uses near the airport. The airport seeks to obtain stakeholder consensus on NCP measures and implementation processes. His impression was that the NCP did not have consensus from various stakeholder groups when he took over as Director. The airport also wants to obtain funding for NCP measures that benefit local communities and improve land use compatibility. The airport wants to put itself in the best possible position to obtain funding for recommended measures.

Papko introduced why the airport withdrew the 2024 NCP and is amending it in 2025. The airport seeks to review the recommended measures and amend them to better align with stakeholder interests, including the FAA and local communities. The airport strategic documents, including the Master Plan and Airport Layout Plan, need to be updated and the airport is currently beginning those planning processes. The NCP needs to be aligned with the airport strategic documents and there are certain measures that may be analyzed through these other planning processes. Another goal is to identify short, medium, and long-term measures to help set community expectations. This will ensure progress can be made by the airport in the short term as longer-term efforts and planning processes advance.

Papko introduced the draft schedule for the project and explained why the timeline is so condensed. If the NCP is not completed by the Thanksgiving timeframe it may preclude the airport from FAA funding eligibility for next fiscal year due to FAA public review requirements. On the upcoming October 20 TAC meeting, the draft NCP

revisions will be shared with the TAC. The FAA and the public will review the amended NCP at the same time to consolidate review periods. The goal for the public meetings is to offer multiple options on weekdays and potentially a weekend day to facilitate attendance. The public hearing and the next Airport Commission Noise Subcommittee meeting will occur following the public meetings.

Reindel explained that the purpose of the meeting is to obtain input on potential changes to the NCP from TAC stakeholders. On October 3, 2025, the airport will meet with the Airport Commission Noise Subcommittee for the same purpose. The study team will then take the feedback and update the measures in the NCP.

Reindel explained the FAA-approved 2027 Noise Exposure Map. The incompatible land use is shown within the contours, and it is focused mostly south of the airport.

Reindel discussed the categories of NCP measures that are required for consideration under Part 150. He provided an overview of the three categories of strategies. The team previously documented the effectiveness of the measures, which will not be reevaluated in the amendment process.

Reindel reviewed the noise abatement measures that were recommended in 2024 and the ones that are being considered to be amended in 2025. The airport is recommending all measures except the one related to runway reconfiguration. That will be evaluated through other planning processes such as the future Airport Master Planning effort.

Papko welcomed feedback from the group during the meeting and also encouraged feedback via email following the meeting.

Reindel discussed noise abatement measures that were considered but not recommended in the 2024 NCP.

Reindel shifted to introduce airport recommended land use measures.

Dan McAuliffe identified that the Airport Affected Area defined in the land use measures caught the City of Madison Planning Division off guard due to the potential for zoning vetoes from the airport. The City agrees with avoiding noise sensitive areas but the East-Washington corridor south of the airport represents a massive investment by the City in Bus Rapid Transit and transit-oriented housing development. This is an area within the contours that the city is concerned about. Based on the Wisconsin Statute 66.31 identified in the Airport Affected Area measure, the airport has veto power on residential development within 3 miles of the airport, but this has not been exercised. The City was not following the statute because they were not aware that they needed airport approval. The airport and the City have grown and expanded simultaneously over time, and the City has concern with the airport's ability to veto development. Demarcation of zones within the Airport Affected Area also raised some concern for the City. McAuliffe suggested revising criteria for demarcation zones and holding a follow-up meeting to discuss potential corridors.

Papko asked whether the City has changed the process and begun to include the airport in development decisions.

McAuliffe replied that the city mails zoning notifications to the airport to inform them of public hearings related to development decisions. The City holds public hearings on development proposals, and the airport can veto approvals. Historically, this process did not get carried out since the city was not informing the airport.

Papko suggested that potentially the airport could modify the measure within the NCP related to the state statute.

McAuliffe noted the City's housing shortage and the importance of transit-oriented development. He offered that developers are risk averse so obtaining airport approval might introduce additional uncertainty into the development process and discourage investment.

Reindel suggested redefining the Airport Affected Area to better meet the needs of the City.

Reindel shifted the discussion back to the noise abatement measures related to the 115th Fighter Wing and their noise abatement operating procedures.

Josh Woodard explained that the 115th Fighter Wing has implemented the noise abatement procedure for takeoffs with the speed hold kept at 300 knots until the aircraft is above 3000 feet mean sea level and then accelerating. This has been effective to the north. For takeoffs to the south, the procedure involves getting higher faster and then turning away, in alignment with Department of Defense Environmental Impact Statement mitigation requirements. He suggested potentially reprioritizing the noise abatement departure procedures as traffic flow is dictating which procedures is used. The 115th Fighter Wing is requesting takeoffs to the north if the Air Traffic Control Tower approves it.

Reindel noted that the study team can review that noise abatement measure and obtain input from the 115th Fighter Wing.

Reindel then covered the land use measures considered but not recommended by the airport. The airport is now considering a residential sound insulation program. The airport also wanted to open the discussion on avigation easements.

Papko explained the importance of identifying various short, medium, and long-term measures. Runway realignment is a potential long-term solution to shift contours north. While the airport is planning to begin that planning process, the airport is reevaluating the feasibility of a residential sound insulation program. The airport believes this could be a shorter-term solution as other airport strategies are confirmed.

Reindel added that the Department of Military Affairs (DMA) has applied for and has received a grant from the Department of Defense for a pilot sound insulation program for five homes in the Madison area. DMA sought the funding as encouraged by U.S. Senator Tammy Baldwin who represents Wisconsin. It is prudent to have the discussion and determine if the airport should also stand up a sound insulation program.

Papko noted that it does take time to implement the sound insulation program. Contractor availability may also be a challenge. Additionally, some residences will not qualify which can be frustrating for those community members. The airport will seek to work with other agencies to offer alternative options for community members that may be available through the state or community development program.

McAuliffe added that the City of Madison would support a residential sound insulation program within the NCP. The public expected this due to the contours expanding.

Papko mentioned that avigation easements were not previously considered. Avigation easements were last offered in the 1990s during the prior NCP implementation. Their documentation and relevance to today is questionable. Noise profiles have changed since that time. To implement the residential sound insulation program effectively, we may need to wipe the historical avigation easements clean and begin a new program.

Reindel added that avigation easements may be beneficial since some homes may not qualify for sound insulation programs.

Bradley Grams explained that FAA is working to make everything competitive for grants. He emphasized the importance of identifying the short, medium, and long-term measures for planning processes. For measures that do not fit the NCP, updating the Master Plan could open funding doors. The FAA supports the items being mentioned here. The FAA wants to see the NCP reflect the community views.

McAuliffe added that from the City of Madison's perspective, avigation easements are challenging. The City's stance is that sound insulation is a better solution than an avigation easement as there is concern about rented properties and owners that may take the avigation easement, but their tenants would still be affected by the noise. Wiping the historical avigation easements clean would be helpful. He suggested that it would be beneficial if the avigation easement could be tied to a certain noise contour, then if the contour changes the avigation

easement could change as well. The City is also open to changes where there is less development, such as north of the airport.

Reindel noted that easements developed today typically do account for changes within noise contours.

McAuliffe agreed this would be more beneficial so that they were able to address the root cause of concern.

Papko agreed that a residential sound insulation is the ultimate goal because easements are challenging to pass between owners but some home owners within the contours may not qualify for sound insulation so an easement may be another tool in the toolbox.

McAuliffe asked what homes would not qualify.

Reindel explained eligibility for sound insulation inside 65 DNL contour. The interior average noise level must be 45 DNL or greater. Due to the cold environment, indoor insulation currently in the area might already insulate enough to make a residence not be eligible for additional sound insulation programs.

McAuliffe asked how interior noise levels are measured.

Reindel explained that noise measurements are taken both outside and inside of the house. Measure the interior noise levels within the house in multiple rooms and then take the average noise level of the interior.

Dan Statz some people may get confused between peak noise and DNL.

Papko added that a residential sound insulation program requires a fairly slow implementation due to testing requirements for individual homes.

Statz noted that when the Department of Defense went through the Environmental Impact Statement process for the F-35s, aviation easements brought up a lot of concerns. Concerns were related to qualifying in the future. How to track the easements within the titles of the home and over time between homeowners. Real estate interests had concerns with the easements.

Papko added that the airport would need to work with federal partners to determine if removing historic aviation easements would even be possible. It would likely require title-work. The goal now is to determine the level of support and whether it should be included in the NCP, and then ultimately FAA would determine the eligibility.

Reindel covered recommended program management measures. He then reviewed the measures that were not recommended by the airport. Flight tracking systems generally do not show military flights. If community members try to complain about military flights it might get frustrating for the community if those are not shown in the data. Noise and flight track monitoring systems are not required to respond to noise complaints. He noted that people will ask about noise monitoring versus noise modeling and use of monitor data to supplement Noise Exposure Maps, but Noise Exposure Maps must be based on modeled data, in line with FAA requirements. Having noise measurements and not using them to develop the contours may raise questions from community members. They are also expensive to install and maintain.

Papko noted that there are no solutions or funding that come out of these two items.

McAuliffe agreed but noted that the City of Madison had some concerns about whether the contours were based on the assumption that the F-35s take off to the north and how that assumption compares to actual flight operations. Most people only notice the takeoffs to the south, so showing that data over time could be useful information to build trust with the community.

Statz noted that the 115th Fighter Wing has been documenting F-35 operations and the percentage of takeoffs to the north. He added that establishing a noise committee would be helpful to communicate with the public more regularly and open the conversations. The guard takes a lot of phone calls and explains the operations and itinerant operations regularly.

Papko noted that periodic updates of the Noise Exposure Maps will also help with this to ensure the maps reflect current conditions.

Reindel explained the upcoming items on the schedule. The next TAC meeting is October 20, 2025. Papko is meeting with the Airport Commission Noise Subcommittee October 3. The airport is aiming to obtain concurrence from the TAC and subcommittee during the next meeting in October. The study team will begin to make updates to the NCP documentation for public review.

Grams added that they worked with the FAA legal department in advance to discuss the schedule and aim to work as smoothly as possible. During the shutdown, their component of the FAA is not shut down due to their funding source so they will be working for the foreseeable future. He offered that they can connect the airport with other airports in the region if other NCP resources are needed. The FAA is working with other federal departments as well and can help connect the airport with support as needed.

Emma Lienau thanked the group for their participation and ensured the group that FAA will continue to move things along.

Statz suggested that the airport should consider the Department of Military Affairs as a partner on the TAC.

There were no other comments from the group and the meeting adjourned.

MSN Noise Compatibility Program – *Amendment*

Dane County Regional Airport
Technical Advisory Committee Meeting

October 2, 2025



TAC #1 Agenda

- Introductions
- Roles & Responsibilities
- Part 150 Overview
- NCP Overview
- 2025 NCP Amendment
- Previous Airport-recommended NCP Measures
 - Noise Abatement
 - Land Use
 - Program Management
- Schedule
- Wrap up

Meeting Objective

- Obtain TAC member feedback on the MSN-recommended measures in the 2024 NCP
- Convey potential changes to the 2024 NCP being considered to align with stakeholder interests

Introductions – Project Team

Dane County Regional Airport Team

- Airport (MSN)
 - Mark Papko – Executive Director
 - Ryan Falch – Director of Planning & Development

Project Team

- HMMH
 - Gene Reindel – Principal-in-Charge
 - Julia Nagy – Project Manager
- Mead & Hunt
 - Kate Andrus – Project Lead
 - Chris Reis – Local Client Lead

Introductions – TAC Members

Organization	TAC Member
MSN staff	Mark Papko
WBOA staff	Lucas Ward
FAA Airport District Office (ADO)	Emma Lienau
FAA Air Traffic Control Tower (ATCT)	Nicholas Piechowski
Wisconsin Air National Guard; 115th Fighter Wing Representative	Lt Col Benjamin Gerds
Army Guard	Lt Col Nils Henderson
Delta Airlines	Rodney Dunkel
Wisconsin Aviation	Brian Olson
City of Madison Planning Division	Dan McAuliffe
Dane County Department of Planning and Development	Todd Violante
Town of Burke	P.J.



Roles and Responsibilities

Airport

- Project sponsor
- Certification that documentation is true and accurate
- Recommend measures to address noncompatible land use

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

FAA

- Certification that the documentation meets federal regulations and guidelines
- Review proposed flight procedures
- Approval of Airport-recommended measures

Technical Advisory Committee

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM and NCP development

Public

- Provide input on study during comment period
- Review public draft documents



Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBa
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Review existing analysis
- Update NCP in accordance with 14 CFR Part 150

Stakeholder Engagement and Public Outreach

Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters

Part 150 Overview: Noise Compatibility Program

- NCP must address three major categories of proposed actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* proposals as compliant with Part 150 standards on a measure-by-measure basis



2025 NCP Amendment Goal

- Reduce existing and future incompatible land uses identified in the 2027 NEM
- Obtain stakeholder consensus on NCP measures and implementation processes
- Obtain funding for NCP measures that benefit local communities



Why the Withdrawal?

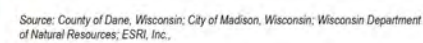
- Withdrew the existing NCP due to several factors
- Reviewing the recommended alternatives and amending them to better align with all interested stakeholders, including the Wisconsin Air National Guard (WIANG), the local land use jurisdictions, the FAA and adjacent communities.



Draft Schedule

Date	Action
September 10 th , 2025	Project kickoff and meeting with FAA
October 2 nd , 2025	TAC Meeting #1
October 3 rd , 2025	Airport Noise Subcommittee Meeting
October 20 th , 2025	TAC Meeting #2
October 24 th , 2025	Draft Revisions to FAA
October 24 th , 2025	Begin Public Review Period
November 5-8	Three Public Meetings (Weekday, Weeknight, Weekend)
Week of Nov 17 th , 2025	Airport Noise Subcommittee Meeting and Public Hearing
November 24 th , 2025	Close of Public Review Period
November 26 th , 2025	Submit Amended NCP to FAA
12-2025 through 06-2026	Begin 180 Day Federal Register Notice Timeline
July – September 2026	Receive final approval of NCP (Eligible for grant funding)





NCP Overview

Objectives of proposed measures:

- **Reduce** exposure over incompatible uses
- **Limit** growth in exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Prevent** introduction of new incompatible uses

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Analysis and Selection Process

- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective "package" of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

Noise Abatement Measures Considered for MSN NCP

Noise Abatement Measures	2024 Status	2025 Amendment
Develop noise abatement flight paths and encourage the use of such flight paths to avoid aircraft overflying educational facilities to the south of the Airport	Recommended	Recommending
Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left	Recommended	Recommending
Encourage eastbound and southbound aircraft exceeding 12,500 pounds departing Runway 3 to climb on runway heading through 2,500 feet Mean Sea Level (MSL) before turning right	Recommended	Recommending
Encourage all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Recommended	Recommending
Encourage use of the established visual approach and departure corridors for helicopters	Recommended	Recommending
Modify the existing preferential runway use program to improve the compliance with aircraft arriving from and departing to the north.	Recommended	Recommending
Encourage the use of Noise Abatement Departure Profile (NADP) procedures by operators of jet aircraft	Recommended	Recommending
Consider runway reconfiguration to address noncompatible land use to the south of the Airport	Recommended	Evaluate in Master Plan
Encourage the Wisconsin Air National Guard 115th Fighter Wing to limit F-35A aircraft operations to the daytime (7:00 a.m. to 10:00 p.m.)	Recommended	Recommending

Noise Abatement Measures Considered for MSN NCP (cont.)

Noise Abatement Measures	2024 Status	2025 Amendment
Continue existing preferential runway use program	Recommended modified program	Recommending modified program
Construct a hush house for F-16C aircraft engine runups	Completed/ Not Needed	Completed/ Not Needed
Build new 6,500-foot Runway 3/21	Completed	Completed
Runway 18 departures to turn southwest over the Oscar Meyer Station Railyard (shifting of noise from one community to another)	Not Recommended	Not Recommending
Minimize F-35A training flights during times when children are traveling to and from school (not practical and would not reduce non-compatible land uses)	Not Recommended	Not Recommending

Land Use Measures Considered for MSN NCP

Land Use Measures	2024 Status	2025 Amendment
Maintain existing compatible land uses in the airport vicinity (LU-1)	Recommended	Recommending
• Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31.	Recommended	Recommending
• Encourage municipalities to recommend inclusion of sound attenuation standards for noise-sensitive development in new building designs for construction within the Airport Affected Area	Recommended	Recommending
• Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.	Recommended	Recommending
• Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport.	Recommended	Recommending
• Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans	Recommended	Recommending
Continue voluntary land acquisition inside the 70 DNL noise contour	Recommended	Recommending
Continue planned expansion of the voluntary land acquisition boundaries in Cherokee Marsh and Token Creek Park areas	Recommended	Recommending



Land Use Measures Considered for MSN NCP (cont.)

Land Use Measures	2024 Status	2025 Amendment
Consider environmental justice and low-income communities (not included in 14 CFR Part 150)	Not Recommended	Not Recommending
Report alternative metrics and consider use of lower DNL (requires act of FAA/U.S. Congress)	Not Recommended	Not Recommending
Acquire the mobile home park and relocate the residences (not practical given current housing shortage; residences are not interested)	Not Recommended	Not Recommending
Home sales assistance program (not required to address non-compatible land uses)	Not Recommended	Not Recommending
Implement a noise mitigation program to provide sound insulation treatment to noise-sensitive structures	Not Recommended	Reconsidering
Avigation easements		Open for Discussion

MSN Program Management Measures

Program Management Measures	2024 Status	2025 Amendment
Re-establish and maintain a noise advisory committee	Recommended	Recommending
Continue and improve noise complaint response program	Recommended	Recommending
Regular updates of the Noise Exposure Map	Recommended	Recommending
Periodic evaluation and update of the Noise Compatibility Program when necessary	Recommended	Recommending
Acquire a public flight track monitoring system portal (not required to respond to noise complaints)	Not Recommended	Not Recommending
Acquire a noise monitoring system (not required to respond to noise complaints or to generate DNL contours)	Not Recommended	Not Recommending

Upcoming Schedule: Technical Advisory Committee

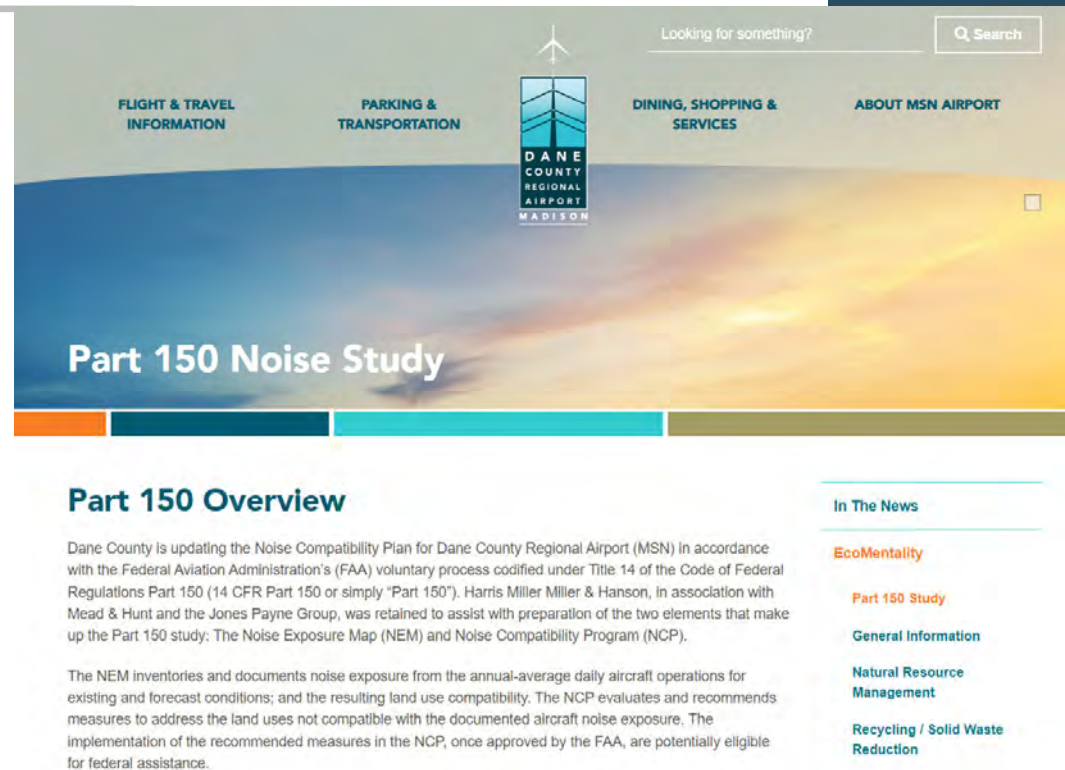
Meeting / Activity	Anticipated Purpose	Anticipated Date
2nd Technical Advisory Committee Meeting	Discuss updated recommendations for the amended NCP	October 20, 2025
NCP Public Comment Period	NCP 30-day public comment period	October 24- November 24, 2025
3rd Technical Advisory Committee Meeting	Present final Airport recommendations for the amended NCP	November 5-8, 2025
Public Open House	Public Open House	November 5-8, 2025
NCP Public Hearing	NCP Public Hearing	Week of November 17, 2025
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	Late November 2025

Wrap-Up and Discussion

- TAC questions, comments, and discussion
- Public Comments

MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnaairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnaairport.com
- Julia Nagy- HMMH Project Manager
Contact: jnagy@hmmh.com
339.234.2946





MEETING SUMMARY

Subject: Dane County Regional Airport
Noise Compatibility Program (NCP) Amendment
Technical Advisory Committee (TAC) Meeting 8 Summary

Meeting Date: Monday, October 20, 2025 (held virtually via Microsoft Teams)

Reference: HMMH Project Number 03-12360

TAC Member Attendance:

Organization	TAC Member	Attendance
MSN staff	Mark Papko	Yes
WBOA staff	Lucas Ward	No
WBOA staff	Mallory Palmer	No
Federal Aviation Administration (FAA) Airport District Office (ADO)	Emma Lienau	Yes
FAA ADO	Bradley Grams	Yes
FAA Air Traffic Control Tower (ATCT)	Nicholas Piechowski	Yes
ATCT	Samantha Rablin	No
Wisconsin Air National Guard (WIANG); 115 th Fighter Wing (FW) Representative	Col Ben Gerds	Yes
Army Guard	Lt Col Nils Henderson	Yes
Delta Airlines	Rodney Dunkel	Yes
Wisconsin Aviation	Rick Petroff	No
City of Madison Planning Division	Dan McAuliffe	Yes
Dane County Department of Planning and Development	Todd Violante	No
Town of Burke	P.J.	No

Study Team Members Attendance:

Organization	TAC Member	Attendance
MSN staff	Ryan Falch	Yes
MSN staff	Julie Gallagher	No
HMMH	Eugene Reindel	Yes
HMMH	Julia Nagy	Yes
Mead & Hunt	Chris Reis	Yes
Mead & Hunt	Kate Andrus	Yes

Other attendees:

Col Dan Statz, 115th FW
Lt Col Hellekson, 115th FW
Lt Col Donald Davis, 115th FW

Lt Col Aaron Lunderville, 115th FW
Carrie Springer, Dane County Executive Office



Meeting summary notes:

Mark Papko welcomed the group and provided opening remarks. He offered to hold separate meetings with any stakeholders that seek to hold topic specific meetings. Following the opening remarks, the TAC, study team members, and other meeting attendees introduced themselves on the virtual Microsoft Teams call.

Eugene Reindel introduced the meeting agenda and explained the objectives of the meeting. The objective is to convey potential changes being considered by the airport for the 2024 NCP to align with stakeholder interests. He explained that the goal for the meeting is to obtain TAC member feedback on the proposed changes to the 2024 NCP.

Reindel explained the roles and responsibilities for the various stakeholders including the airport, consultant team, FAA, TAC, and public. The airport recommends measures and submits to the FAA within the NCP document. Stakeholders and consultants and FAA provide input to the NCP but the airport ultimately recommends measures for addressing noncompatible land use. The consultant team will modify the NCP to align with the needs of stakeholders. FAA accepts the NCP as compliant with Part 150 standards and posts the NCP on the Federal Register. The TAC needs to provide input on the NCP measures to tailor the approach and amend the prior 2024 NCP. The public will review the amended NCP and participate in the public open houses and hearing to provide feedback .

Reindel reviewed the Part 150 study process briefly to show where we are in the process. The 2024 NCP has been rescinded by the airport and will be revised through input from airport stakeholders. The study team is currently working on amending the NCP based on feedback the airport received from FAA and other stakeholders.

Papko informed the group that the goal of the NCP amendment is to reduce noncompatible land use and mitigate noise around the airport. The airport seeks consensus from stakeholders for the NCP measures and their implementation. The goal is to get to an FAA-approved NCP so that the airport can seek eligibility for funding noise mitigation measures contained in it. The airport is planning to apply for federal grants in 2026, which is why the NCP amendment process is condensed into a short timeframe.

Reindel reviewed the noise abatement measures to be included in the 2025 NCP. He discussed measure number NA-1 related to noise abatement flight paths. He explained that the process and implementation timeframe for this particular measure is expected to be 3-5 years because that is the general timeframe required for FAA development and implementation of new flight procedures. This measure relies is being recommended by the airport but relies on FAA for implementation. Measure NA-2 through NA-5 are being recommended by the airport and have been implemented.

Nicholas Piechowski asked whether the team could send the flight path figures after the meeting so that FAA Air Traffic Control can review them.

Reindel confirmed.

Reindel continued to measure NA-6 related to preferential runway use. The Air Traffic Control Tower is aware that operations to the north are preferred for noise abatement purposes. Most of this measure was approved and implemented in the previous NCP. This measure recommends that the Wisconsin Air National Guard (WIANG) 115th FW request the FAA Air Traffic Control Tower allow the F-35A aircraft to depart north during south flow. The 115th FW has implemented this measure and requests to depart north. This is a voluntary measure.

115th FW: Note: The 115th FW representatives called into the virtual meeting from a conference room so this meeting summary refers to their responses on the call as "115th FW" since responses were not able to be attributed to certain participants. The 115th FW confirmed that current practice is to request to depart north as winds allow.

Piechowski confirmed the Air Traffic Control Tower tries to accommodate request for departure north as safety allows but it is not always possible.

Reindel moved along to discuss measure NA-7 related to Noise Abatement Departure Profile (NADP) procedures encouraged for use by operators of jet aircraft, including both military and commercial aircraft. This measure has been implemented by the 115th FW. The airport seeks to continue to work with commercial jet operators to communicate the preference for NADPs when departing the airport. This measure encourages the commercial jet operators to use these profiles for the aircraft types that they operate.

115th FW: The 115th FW confirmed that the NADP are followed daily.

Reindel continued to discuss measure NA-8 related to runway reconfiguration. Under this measure, the airport recommends extending Runway 3/21 to allow for additional WIIANG aircraft operations on this noise abatement runway and to further reduce noncompatible land uses to the south of the Airport. Additionally, the airport recommends planning for a reconfiguration of Runway 18/36 to shift the Runway to the north further away from the noncompatible land uses to the south of the Airport.

Papko added that the 2025 NCP amendment intends to clarify that this measure represents a long-term solution to reduce noncompatible land uses, it will require a lengthy implementation process. The runway reconfiguration will need to be justified and will be developed through the Master Plan process. The airport seeks to manage stakeholder and community expectations and ensures that this measure will work its way through other airport planning processes and capital improvement planning.

Col Dan Statz confirmed that the 115th FW supports this measure.

Reindel added that the NCP analysis determined that both of this measure and both runway reconfigurations would be beneficial on a noise basis as required by Part 150, which is why it is listed as an airport-recommended measure within the plan. If it is approved by the FAA, it will still require evaluation in the airport Master Planning and environmental planning processes to obtain proper approvals and eligibility for funding opportunities. With construction included, the runway reconfiguration may take up ten years to complete.

Reindel moved on to discuss measure NA-9 related to 115th FW limiting F-35A aircraft operations to the daytime hours (7:00 AM to 10:00 PM). The 115th FW has previously communicated that this measure has been implemented, and they intend to operate the aircraft during the daytime. It may be beneficial for the airport to obtain the number of nighttime operations of the F-35s since operations began at the airport. The team could add this information to the document for informational purposes. Nighttime is defined as 10:00 PM to 7:00 AM.

115th FW: The 115th FW confirmed they can provide the total number of days/nights that the F-35As have been operating, along with the F-35A operation count and the nighttime operations count.

Reindel shifted the conversation to the airport recommended land use measures. Measure LU-1 contains five sub items within it. The airport met with the City last week to discuss potential language related to the items. The airport seeks clarification from the City. The City will provide additional written feedback on measure LU-1 this week for airport consideration. Reindel reminded the group that land use is the responsibility of local land use jurisdictions. Although the airport recommends land use measures as required under Part 150, they are dependent on state and local jurisdictions to decide whether to implement these measures to reduce noncompatible land use.

Dan McAuliffe confirmed that the City plans to provide input on the measures. The City has concerns about the measure related to limiting residential developments in the 65 DNL contour. There are areas within the 65 DNL contour that are along bus rapid transit routes that the City has slated for additional development. The City will recommend sound insulation for development in these areas. He suggested changing the wording to “encourage” instead of “ensure” or “discourage incompatible residential developments.” He suggested removing reference to “low-income” in the measure because the definition varies.

Reindel concurred with removing reference to “low-income.” He confirmed the measure language will be updated to “Discourage noncompatible land uses.” He reiterated that the airport does not have authority to implement all measures but through the NCP process they are recommending measures for noise abatement purposes. For example, both changes to flight paths and land use practices require implementation by other stakeholders.

Reindel moved on to discuss LU-2 related to voluntary land acquisition inside the 70 DNL contour. This has been implemented in the previous NCP. This is long-term measure as there is no active program by the airport to acquire residential properties. Should they become available, the airport may try to acquire them and this measure would allow the airport to potentially obtain funding for that acquisition. Measure LU-3, related to the acquisition of the Cherokee Marsh and Token Creek Park area is similar. The airport will not actively seek to acquire the land but should it become available, the airport wants to protect the land from future incompatible land uses. The airport would only consider acquisition if parcels become available. Additionally, measure LU-4 related to acquiring the Oak Park Terrace mobile home community is a similar situation. Previously, this was not recommended due to feedback from the community members who live there that they are not interested in moving. The property owner was not interested in selling it. Although the airport would not actively seek to acquire the land, should it become available the airport would consider acquiring it to prevent noncompatible land use on the parcel.

Papko added that if it is not included in the NCP, then there is no potential for the airport to acquire it. If it is included in the NCP, then it gives the airport the opportunity for funding. We will include verbiage that it is not an active effort by the airport.

McAuliffe proposed that the measure be reworded to properly reflect the voluntary nature of the measure. He suggested language such as, "Monitor for potential acquisition." He asked whether LU-2 would only include noncompatible land or all land?

Reindel confirmed it is only noncompatible residential properties.

McAuliffe suggested adding noncompatible to the LU-2 measure to clarify it.

Papko agreed with changing the title of the LU-4 to better reflect potential community concerns about acquisition.

McAuliffe if it became available and the residents were able to be relocated, that would be a beneficial.

Reindel agreed that if this occurs, the airport could assist in the relocation of residents.

Reindel explained that measure LU-5, a sound insulation program, was not previously recommended. It is now being recommended by the airport. The sound insulation program would focus on noise sensitive structures within the 65 DNL contour. The airport seeks to be eligible for grant funding to begin a sound insulation program. The intention is for this to be a short-term measure for reducing noncompatible land use. Housholds that receive the sound insulation would also need to sign an avigation easement. If some of the potentially eligible homes already have avigation easements, the airport seeks to work with the FAA to allow those with existing easements to qualify for sound insulation. The justification is that updates to aircraft types operating at the airport and the noise environment has changed since the prior NCP so existing easements are no longer current.

Papko identified that measure LU-5 and measure LU-6 are related and required concurrently for implementation.

McAuliffe explained that the City has concern with avigation easements and landlords taking them without offering sound insulation benefits to tenants. He suggested language to "Offer avigation easements to properties ineligible for sound insulation." The City would support avigation easements if sound insulation was provided.

Reindel agreed that the measures should potentially be combined into one.

Emma Lienau added that the FAA is working internally on the question of the historic easements and will provide the group with information as it is available.

Papko agreed that combining them could work to solve the long-term problem. First, they would need to determine which parcels are eligible for sound insulation.

Reindel added that some homes may not qualify for sound insulation because they do not meet the interior requirements. If they are already well insulated, they may not meet the interior requirements. If they do not qualify, could we offer avigation easements?

Papko stated he agrees.

McAuliffe asked if a home is ineligible for sound insulation, then is it considered compatible even if it's in the 65 DNL contour?

Reindel confirmed that is correct. It depends on the home and the improvements that have been made. Old windows still may not be beneficial for noise purposes, for example.

Reindel moved along to measure PM-1, which relates to a noise advisory committee. This will be implemented through the Airport Commission Noise Abatement Subcommittee. This group met after the previous TAC meeting on October 3. Measure PM-2 relates to a noise complaint response program which is ongoing and the airport will consider improving functionality overtime. Measure PM-3 requires the airport to maintain current NEMs to enable FAA grant funding. They must represent current and forecast noise conditions at the airport. Measure PM-4 entails periodic updates of the NCP to ensure it addresses noncompatible land uses. You can make amendments to the NCP but they require a public hearing. This existing NCP is expected to serve the airport well into the future but it may need to be updated down the line.

Reindel discussed the condensed project schedule. The team is working on the NCP document edits and plans to get them to the airport, FAA, and public this week. Gene discussed plans for the upcoming public meetings and public hearing. Schedule is incumbent on all of us to provide quick reviews and information to the group. City to provide comments by Wednesday and then submit the document to FAA by the end of the week. The airport intends for the NCP document to go to FAA and public concurrently. He asked if anyone had any concerns.

Lienau has no concerns at this point.

Reindel confirmed that the study team reviewed FAA comments will incorporate them into the amended NCP.

Papko said the next TAC meeting will be held November 6 or 7. Also, the public open house venues have free parking. There will not be a presentation, but boards will be set up around the room with airport staff and consultants facilitating the event. The boards will focus on changes to the NCP. The dates have been confirmed, and 10,000 postcards will be going out shortly. The website will be updated to reflect the updates to the project.

Reindel added if any of the TAC members are available during the open house, they are encouraged to participate and gather public feedback.

McAuliffe asked if the airport could send out calendar holds for the public meetings.

Papko confirmed he can send invites. He asked the group to reach out if they have any questions or need support throughout the process.

MSN Noise Compatibility Program – *Amendment*

Dane County Regional Airport
Technical Advisory Committee Meeting

October 20, 2025



TAC #2 Agenda

- Introductions
- Roles & Responsibilities
- Part 150 Overview
- 2025 NCP Amendment
- 2025 Airport-recommended NCP Measures
 - Noise Abatement
 - Land Use
 - Program Management
- Schedule
- Wrap up

Meeting Objective

- Convey airport-recommended proposed changes to the 2024 NCP
- Obtain TAC member feedback on the proposed changes to the 2024 NCP

Introductions – Project Team

Dane County Regional Airport Team

- Airport (MSN)
 - Mark Papko – Executive Director
 - Ryan Falch – Director of Planning & Development

Project Team

- HMMH
 - Gene Reindel – Principal-in-Charge
 - Julia Nagy – Project Manager
- Mead & Hunt
 - Kate Andrus – Project Lead
 - Chris Reis – Local Client Lead

Introductions – TAC Members

Organization	TAC Member
MSN staff	Mark Papko
WBOA staff	Lucas Ward
FAA Airport District Office (ADO)	Emma Lienau
FAA Air Traffic Control Tower (ATCT)	Nicholas Piechowski
Wisconsin Air National Guard; 115th Fighter Wing Representative	Lt Col Benjamin Gerds
Army Guard	Lt Col Nils Henderson
Delta Airlines	Rodney Dunkel
Wisconsin Aviation	Brian Olson
City of Madison Planning Division	Dan McAuliffe
Dane County Department of Planning and Development	Todd Violante
Town of Burke	P.J.



Roles and Responsibilities

Airport

- Project sponsor
- Certification that documentation is true and accurate
- Recommend measures to address noncompatible land use

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

FAA

- Certification that the documentation meets federal regulations and guidelines
- Review proposed flight procedures
- Approval of Airport-recommended measures

Technical Advisory Committee

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM and NCP development

Public

- Provide input on study during comment period
- Review public draft documents



Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBa
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Review existing analysis
- Update NCP in accordance with 14 CFR Part 150

Stakeholder Engagement and Public Outreach

Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters

2025 NCP Amendment Goal

- Reduce existing and future incompatible land uses identified in the 2027 NEM
- Obtain stakeholder consensus on NCP measures and implementation processes
- Obtain funding for NCP measures that benefit local communities



Noise Abatement - Airport Recommended Measures

Number	Noise Abatement Measures	2024 Recommendation	2025 Recommendation	Implementation
NA-1	Develop noise abatement flight paths and encourage the use of such flight paths to avoid aircraft overflying educational facilities to the south of the Airport	Recommended	Recommending	Medium-Term (It takes 3-5 years for FAA to develop and implement new flight procedures)
NA-2	Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left	Recommended	Recommending	Implemented
NA-3	Encourage eastbound and southbound aircraft exceeding 12,500 pounds departing Runway 3 to climb on runway heading through 2,500 feet Mean Sea Level (MSL) before turning right	Recommended	Recommending	Implemented
NA-4	Encourage all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Recommended	Recommending	Implemented
NA-5	Encourage use of the established visual approach and departure corridors for helicopters	Recommended	Recommending	Implemented



Noise Abatement - Airport Recommended Measures (cont.)

Number	Noise Abatement Measures	2024 Recommendation	2025 Recommendation	Implementation
NA-6	Modify the existing preferential runway use program to improve the compliance with aircraft arriving from and departing to the north.	Recommended	Recommending	Implemented by WIANG
NA-7	Encourage the use of Noise Abatement Departure Profile (NADP) procedures by operators of jet aircraft	Recommended	Recommending	Implemented by WIANG (May need reinforcement of policy with airlines)
NA-8	Consider runway reconfiguration to address noncompatible land use to the south of the Airport	Recommended	Recommending	Long-Term (Requires evaluation in Master Plan process (2-3 years) and then environmental review and construction (5-10 years))
NA-9	Encourage the Wisconsin Air National Guard 115th Fighter Wing to limit F-35A aircraft operations to the daytime (7:00 am - 10:00 pm)	Recommended	Recommending	Implemented



Land Use - Airport Recommended Measures

Number	Land Use Measures	2024 Recommendation	2025 Recommendation	Implementation
LU-1	Maintain existing compatible land uses in the airport vicinity (LU-1)	Recommended	Recommending	Short-Term (Responsibility of land use jurisdictions)
	Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31.	Recommended	Recommending	Short-Term
	Encourage municipalities to recommend inclusion of sound attenuation standards for noise-sensitive development in new building designs for construction within the Airport Affected Area	Recommended	Recommending	Short-Term
	Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.	Recommended	Recommending	Short-Term
	Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport.	Recommended	Recommending	Short-Term
	Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans	Recommended	Recommending	Short-Term

Land Use - Airport Recommended Measures (cont.)

Number	Land Use Measures	2024 Recommendation	2025 Recommendation	Implementation
LU-2	Continue voluntary land acquisition inside the 70 DNL noise contour	Recommended	Recommending	Long-Term (Acquire if and when property owner(s) is(are) interested in selling)
LU-3	Continue planned expansion of the voluntary land acquisition boundaries in Cherokee Marsh and Token Creek Park areas	Recommended	Recommending	Long-Term (Acquire if and when properties become available)
LU-4	Acquire the mobile home park and relocate the residences	Not Recommended	Recommending	Long-Term (Acquire if and when property owner is interested in selling)
LU-5	Implement a noise mitigation program to provide sound insulation treatment to noise-sensitive structures inside the 65 DNL	Not Recommended	Recommending	Short-Term (Implement when federal funding becomes available)
LU-6	Potentially offer new aviation easements to all inside the 65 DNL	N/A	Recommending	Short-Term (Work with property owners to remove the easement from their deeds)

Program Management - Airport Recommended Measures

Number	Program Management Measures	2024 Recommendation	2025 Recommendation	Implementation
PM-1	Re-establish and maintain a noise advisory committee	Recommended	Recommending	Implemented through the Airport Commission Noise Abatement Subcommittee
PM-2	Continue and improve noise complaint response program	Recommended	Recommending	Ongoing/ Partially implemented (Need to continue determining how best to improve the program)
PM-3	Regular updates of the Noise Exposure Map	Recommended	Recommending	Medium – Long-Term
PM-4	Periodic evaluation and update of the Noise Compatibility Program when necessary	Recommended	Recommending	Medium – Long-Term

NCP Amendment Draft Schedule

Date	Action
September 10 th , 2025	Project kickoff and meeting with FAA
October 2 nd , 2025	TAC Meeting #1
October 3 rd , 2025	Airport Noise Subcommittee Meeting
October 20 th , 2025	TAC Meeting #2
October 24 th , 2025	Draft Revisions to FAA
October 24 th , 2025	Begin Public Review Period
November 6-8	Three Public Meetings (Weekday, Weeknight, Weekend)
Week of Nov 17 th , 2025	Airport Noise Subcommittee Meeting and Public Hearing
November 24 th , 2025	Close of Public Review Period
November 26 th , 2025	Submit Amended NCP to FAA
12-2025 through 06-2026	Begin 180 Day Federal Register Notice Timeline
July – September 2026	Receive final approval of NCP (Eligible for grant funding)

Upcoming Schedule: Technical Advisory Committee

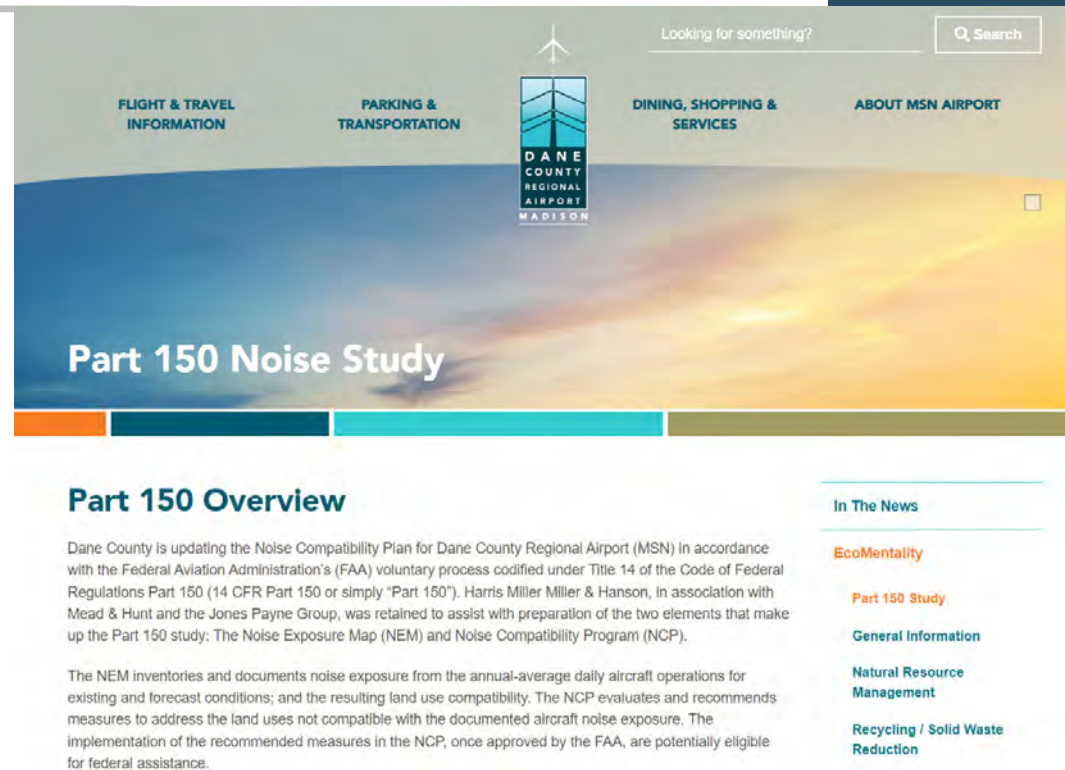
Meeting / Activity	Anticipated Purpose	Anticipated Date
2nd Technical Advisory Committee Meeting	Discuss updated recommendations for the amended NCP	October 20, 2025
NCP Public Comment Period	NCP 30-day public comment period	October 24- November 24, 2025
3rd Technical Advisory Committee Meeting	Present final Airport recommendations for the amended NCP	November 6-8, 2025
		November 6, 2025; 6:30 PM at MSN
Public Open Houses	Public Open Houses	November 7, 2025; 10:00 AM at MSN
		November 8, 2025; 9:30 AM at Madison College
NCP Public Hearing	NCP Public Hearing	Week of November 17, 2025
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	Late November 2025

Note: Schedule is subject to change



MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnairport.com/about/noise-abatement/part-150-study>
- Project email address:
part150study@msnairport.com
- Julia Nagy- HMMH Project Manager
Contact: jnagy@hmmh.com
339.234.2946



Wrap-Up and Discussion

- TAC questions, comments, and discussion

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Appendix F: 2023/2024 Public Consultation Materials

This appendix includes:

- Public Open House 3 Boards (PowerPoint) (2023)
- Public Open House 3 Boards (PowerPoint) (2024)
- Newsletter 3 (2023)
- Newsletter 4 (2024)
- MSN Part 150 Website Information (2024)

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Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House



Airport Facility Overview

MSN

- Covers 3,500 acres and serves over 2.2 million commercial passengers each year
- Fixed-Base Operator Wisconsin Aviation is located on the east side of the airport

115th Fighter Wing of the Wisconsin Air National Guard (ANG)

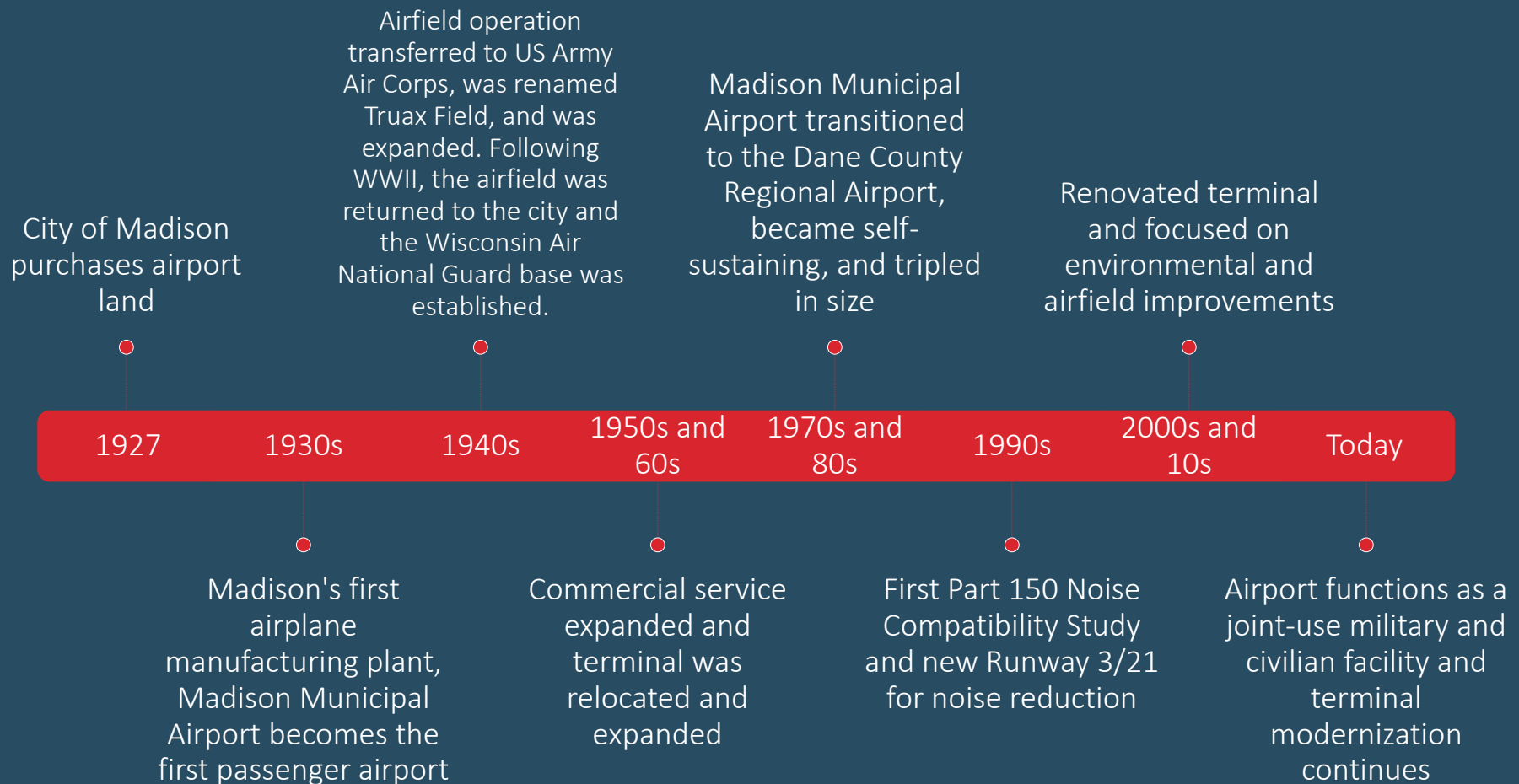
- Chosen to host the F-35A mission and receive a new fleet of F-35A Lightning II aircraft beginning in Spring of 2023

Wisconsin Army National Guard (ARNG) 64th Troop Command

- Operates UH-60 Black Hawk helicopters at Truax Field



Airport History



Source: https://www.msnairport.com/about/facilities_maps/history



Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBA
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Update NCP in accordance with 14 CFR Part 150

Stakeholder Engagement and Public Outreach

Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters



Part 150 Study Team

Dane County Regional Airport Team

- Wisconsin Department of Transportation
Bureau of Aeronautics
 - Matt Messina – Airport Development Engineer
- Airport (MSN)
 - Kim Jones – Airport Director
 - Michael Kirchner – Engineering Director
 - Lowell Wright – Airport Noise Abatement / Environmental Officer

Project Team

- HMMH
 - Gene Reindel – Principal-in-Charge
 - Tim Middleton – Project Manager
 - Julia Nagy – Assistant Project Manager
- Mead & Hunt
 - Kate Andrus – Project Lead, Airport Planning and Forecasts
 - Ryan Hayes – Airport Planning and Forecasts
 - Chris Reis – Local Client Lead
- The Jones Payne Group
 - Diane Carter – Project Lead, Principal-in-Charge
 - Brianna Whiteman – Assistant Project Manager, QA/QC



Roles and Responsibilities

Airport

- Project sponsor
- Certification that documentation is true and accurate
- Recommend measures to address incompatible land use

Consultant Team

- Overall project management, documentation, and outreach
- Aircraft noise analysis and abatement planning
- Noise compatibility analysis and planning
- Aviation forecast and airfield analysis

FAA

- Certification that the documentation meets federal regulations and guidelines
- Approval of Airport-recommended measures

Technical Advisory Committee

- Review study inputs, assumptions, analyses, documentation, etc.
- Input, advice, and guidance related to NEM and NCP development

Public

- Provide input on study during comment period
- Review public draft documents

Part 150 Overview: Noise Exposure Map

- FAA “accepts” NEM as compliant with Part 150 standards
- NEM must include detailed description of
 - Airport layout, aircraft operations, and other inputs to noise model
 - Aircraft noise exposure in terms of Day-Night Average Sound Level (DNL)
 - Land uses within DNL 65+ decibel (dB) contours
 - Noise / land use compatibility statistics within DNL 65+ dB contours
- NEM must address two calendar years
 - Year of submission (2022)
 - Forecast (at least five years from year of submission; 2027)
 - FAA reviews forecasts for consistency with Terminal Area Forecast (TAF)

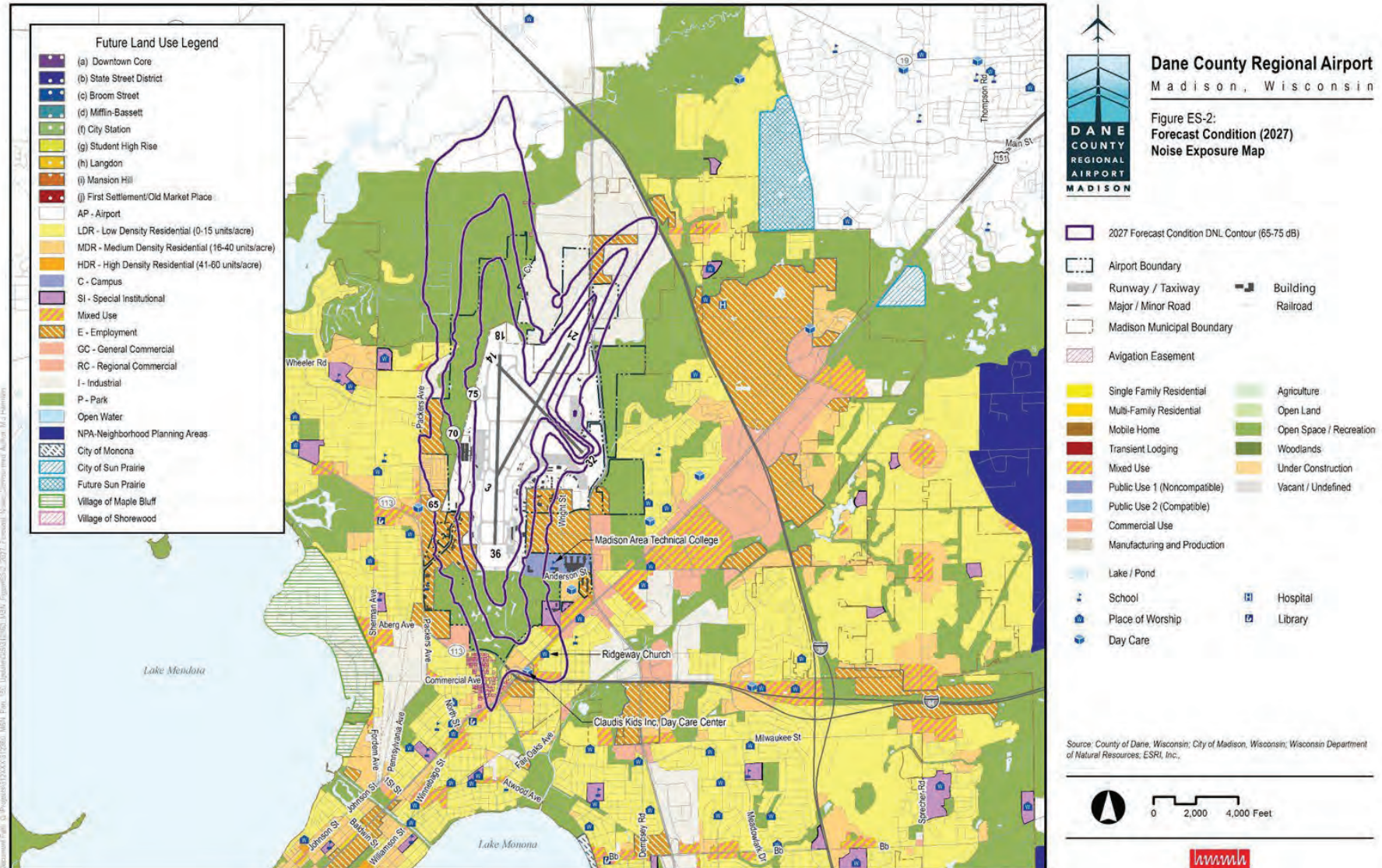


Noise Modeling Process

For Commercial and General Aviation Operations

- Base Year – 2021
 - Obtained, processed and analyzed 12 months of flight track and aircraft identification data
 - Developed modeled flight tracks
 - Determined day-night aircraft operations, fleet mix and runway use
- Existing and Forecast Conditions – 2022 & 2027
 - Confirmation of the FAA's Terminal Area Forecast (TAF)
 - Scaled base year operations and updated aircraft fleet to 2022 and 2027 TAF
 - No changes to flight tracks, runway use





Land Use Assessment for 2027 Forecast Conditions

- The 2027 Forecast Conditions identified four noise-sensitive sites within the 65 DNL contour:
 - School:** Madison Area Technical College at 1701 Wright St, Madison, WI 53704
 - Place of Worship:** Ridgeway Church at 3245 E Washington Ave, Madison, WI 53704
 - Day Care:** Claudi's Kids Inc-Day Care Center at 3131 E Washington Ave, Madison, WI 53704
 - Transient Lodging:** Spence Motel at 3575 E Washington Ave, Madison, WI 53704

Forecast 2027 Combined 65 – 75 DNL Contours			
	<i>Population Census 2020</i>	<i>Housing Units</i>	<i>Area (Acres)</i>
65-70 DNL	2,424	1,227	1,823.31
70-75 DNL	57	23	935.53
>75 DNL	0	0	971.30
Total	2,481	1,250	3,730.14

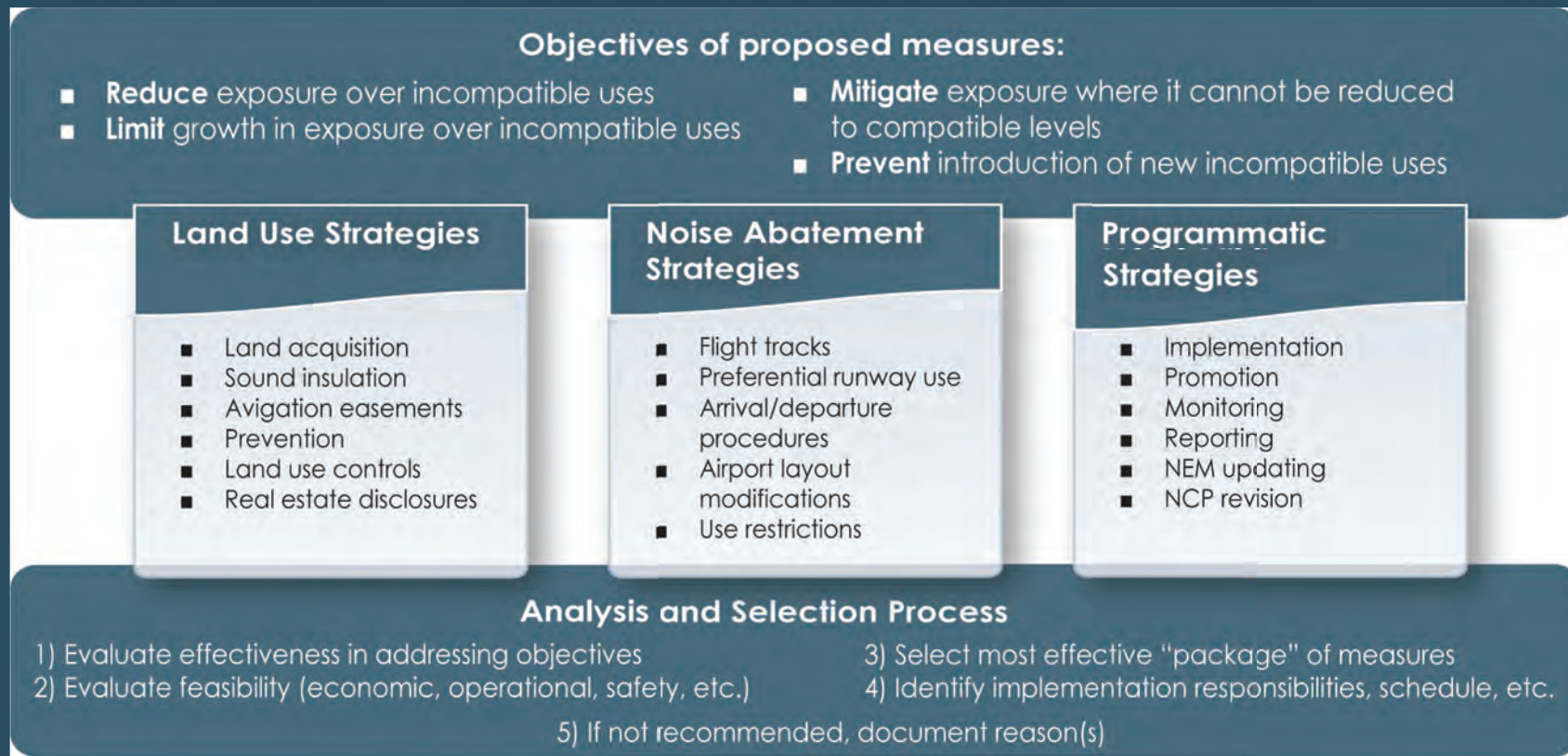


Part 150 Overview: Noise Compatibility Program

- NCP must address three major categories of proposed actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* proposals as compliant with Part 150 standards on a measure-by-measure basis



NCP Overview



Existing MSN NCP

- 1991 MSN NCP included:
 - Noise abatement measures (9)
 - Land use measures (11)
 - Programmatic measures (3)
- NCP Review
 - Determine implementation status of each existing measure
 - Determine compliance with the measures if implemented
 - Determine if existing measures should be:
 - Continued as written
 - Continued with modifications
 - Eliminated
 - Determine whether additional measures are needed to address the noncompatible land uses identified in the 2022 NEMs
 - *Comments from the public*

Existing NCP Measures		Status
NA-1	Continue the existing runway use program	Implemented
NA-2	Continue requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet above ground level) before turning left	Implemented
NA-3	Establish visual approach and departure corridors for helicopters	Implemented
NA-4	Encourage use of noise abatement departure procedures by operators of jet aircraft	Implemented
NA-5	Encourage Air National Guard to construct a hush house for F-16 engine maintenance runups prior to converting its fleet	Implemented
NA-6	Build new 6,500-foot Runway 3-21	Implemented
NA-7	Adopt runway use system preferring departures on Runways 3, 31, and 36 and arrivals on Runways 13, 18, and 21	Implemented
NA-8	Require east and southbound aircraft exceeding 12,500 pounds and departing on Runway 3 to climb on runway heading through 2,500 feet MSL before turning right	Implemented
NA-9	Require all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Implemented
LU-1	Maintain existing compatible zoning in the airport vicinity	Implemented
LU-2	Define "airport affected area" for purposes of implementing Wisconsin Act 136	Implemented
LU-3	Adopt airport noise overlay zoning	Not Implemented
LU-4	Amend subdivision regulations to require dedication of noise and aviation easements of plat notes on final plat	Implemented
LU-5	Consider amending County subdivision regulations to prevent subdivision of land zoned A-1 Agriculture	Not Implemented
LU-6	Amend building codes to provide soundproofing standards for noise-sensitive development in airport noise overlay zones	Not Implemented
LU-7	Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review	Implemented
LU-8	Follow through with planned land acquisition in Cherokee Marsh and Token Creek Park areas	Not Implemented
LU-9	Consider expanding land acquisition boundaries in Cherokee Marsh and Token Creek areas	Not Implemented
LU-10	Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn	Implemented
LU-11	Install sound insulation for schools impacted by noise above 65 Ldn	Not Implemented
PM-1	Program monitoring and noise contour updating	Implemented
PM-2	Evaluation and update of the plan	Implemented
PM-3	Noise complaint response	Implemented



Existing Noise Abatement Measures

	Existing Noise Abatement Measures	Status
NA-1	Continue the existing runway use program	Implemented
NA-2	Continue requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet above ground level) before turning left	Implemented
NA-3	Establish visual approach and departure corridors for helicopters	Implemented
NA-4	Encourage use of noise abatement departure procedures by operators of jet aircraft	Implemented
NA-5	Encourage Air National Guard to construct a hush house for F-16 engine maintenance runups prior to converting its fleet	Implemented
NA-6	Build new 6,500-foot Runway 3-21	Implemented
NA-7	Adopt runway use system preferring departures on Runways 3, 31, and 36 and arrivals on Runways 13, 18, and 21	Implemented
NA-8	Require east and southbound aircraft exceeding 12,500 pounds and departing on Runway 3 to climb on runway heading through 2,500 feet MSL before turning right	Implemented
NA-9	Require all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Implemented



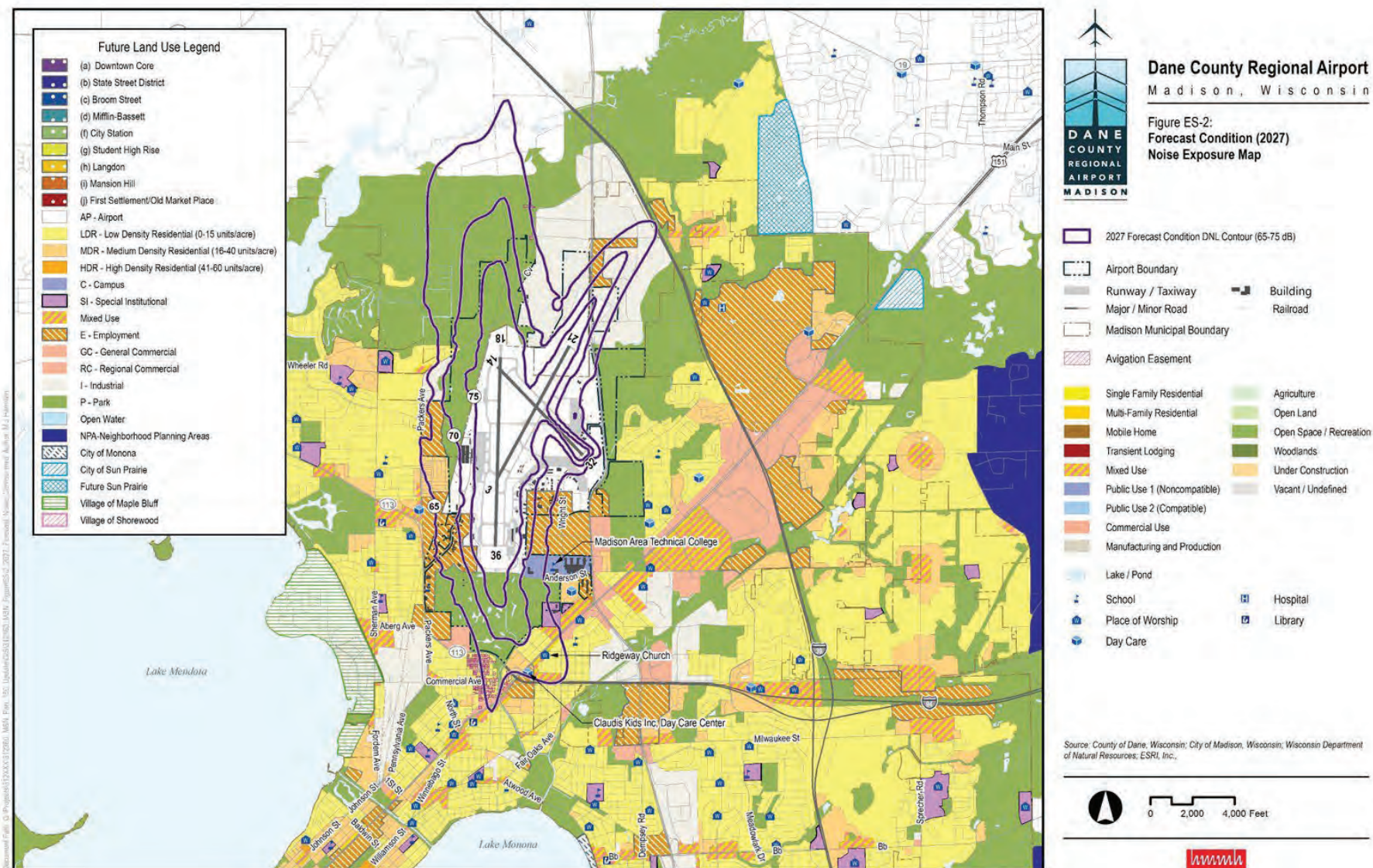
Noise Abatement Strategies

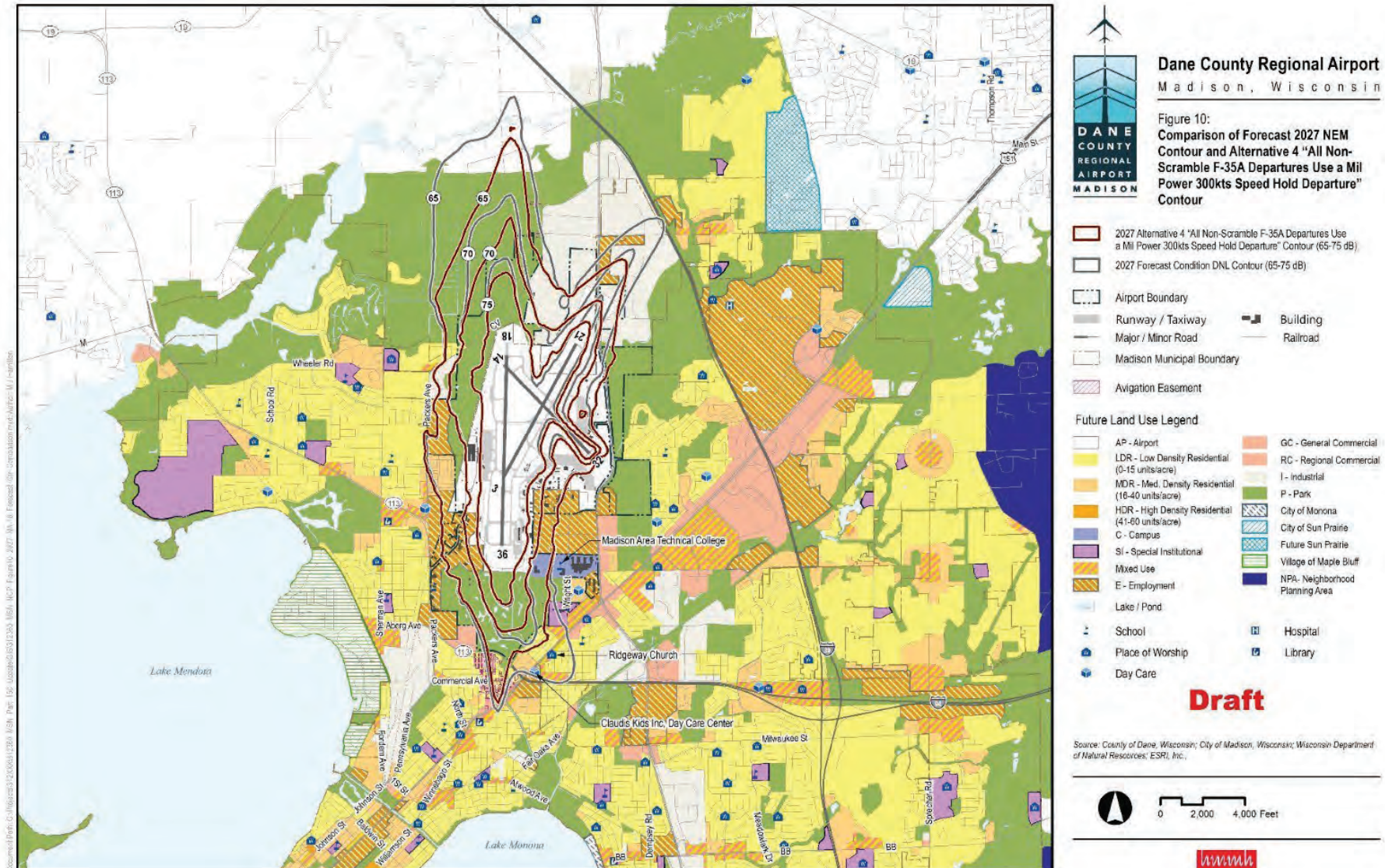
- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

Proposed Noise Abatement Measures

- Flight Tracks
 - Develop and implement preferred flight paths for Runway 18 departures
 - Develop and implement new flight paths to minimize overflying educational facilities
 - Design flight paths that avoid high-density population areas
- Preferential Runway Use
 - Development and implement a preferential runway use program for F-35A aircraft operations
 - Use Runway 3/21 for all WIANG departure scrambles
- Arrival/Departure Procedures
 - Develop and implement an F-35A aircraft noise abatement departure profile (NADP)
- Airport Layout Modifications
 - Lengthen Runway 3-21 to allow more F-35A operations
- Use Restrictions
 - Minimize F-35 training flights during times when children are traveling to and from school or outside for recess
 - Reduce nighttime F-35A operations



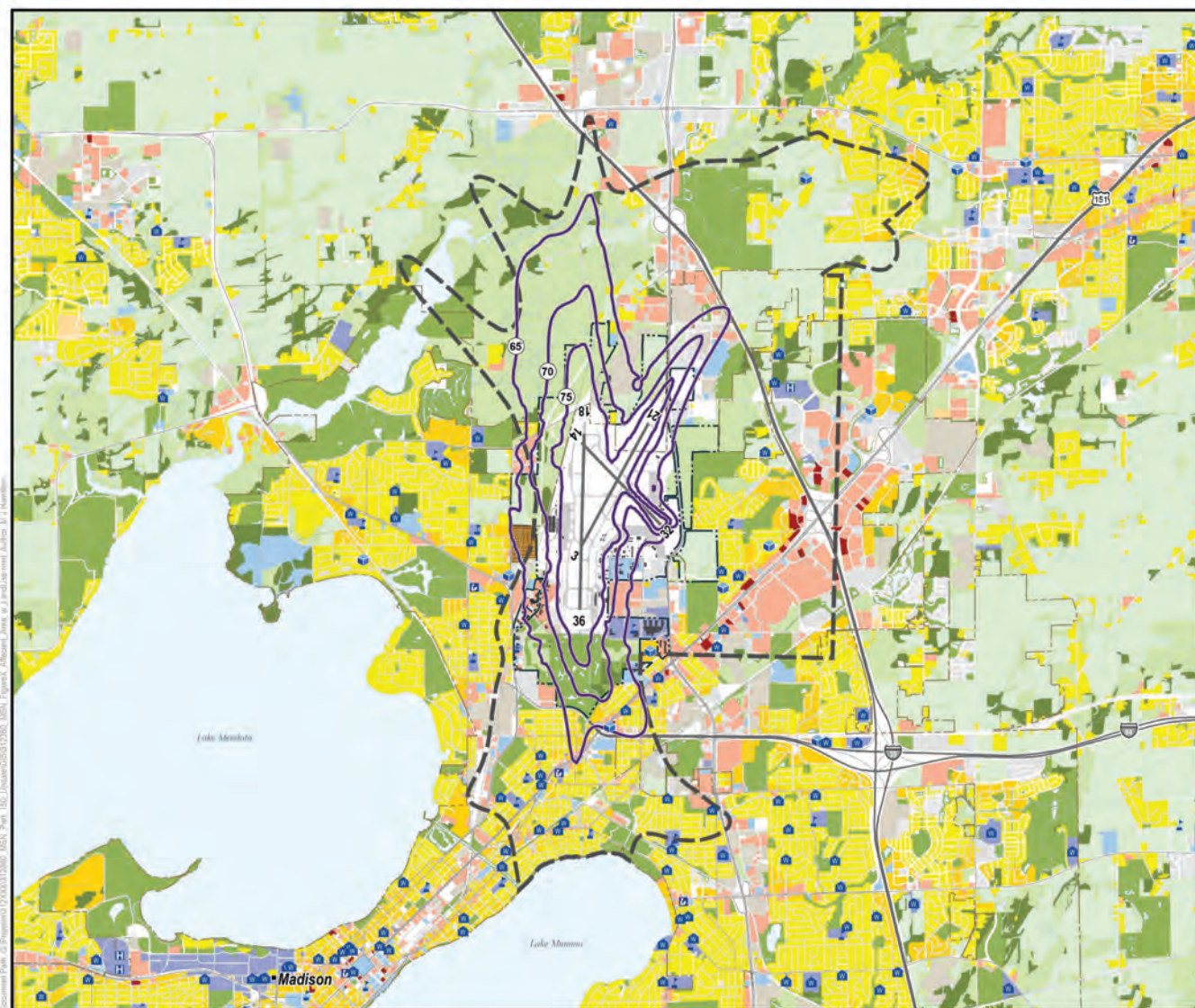




Existing Land Use Measures

	Existing Land Use Measures	Status
LU-1	Maintain existing compatible zoning in the airport vicinity	Implemented
LU-2	Define “airport affected area” for purposes of implementing Wisconsin Act 136	Implemented
LU-3	Adopt airport noise overlay zoning	Not Implemented
LU-4	Amend subdivision regulations to require dedication of noise and aviation easements of plat notes on final plat	Implemented
LU-5	Consider amending County subdivision regulations to prevent subdivision of land zoned A-1 Agriculture	Not Implemented
LU-6	Amend building codes to provide soundproofing standards for noise-sensitive development in airport noise overlay zones	Not Implemented
LU-7	Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review	Implemented
LU-8	Follow through with planned land acquisition in Cherokee Marsh and Token Creek Park areas	Not Implemented
LU-9	Consider expanding land acquisition boundaries in Cherokee Marsh and Token Creek areas	Not Implemented
LU-10	Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn	Implemented
LU-11	Install sound insulation for schools impacted by noise above 65 Ldn	Not Implemented





Dane County Regional Airport Madison, Wisconsin

Figure:
Forecast Condition (2027)
Noise Exposure Map and
Airport Affected Area

- 2027 Forecast Condition DNL Contour (65-75 dB)
- Airport Affected Area (Dane County Ordinance Chapter 78)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Madison Municipal Boundary
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Mixed Use
- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Agriculture
- Open Land
- Open Space / Recreation
- Woodlands
- Under Construction
- Vacant / Undefined
- Lake / Pond
- School
- Place of Worship
- Day Care
- Building
- Railroad
- Hospital
- Library

Source: County of Dane, Wisconsin; City of Madison, Wisconsin; Wisconsin Department of Natural Resources; ESRI, Inc.



0 5,000 10,000 Feet



Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

Proposed Land Use Measures

- Land Acquisition
 - Implement a land acquisition and relocation program
 - Acquire the mobile home park and relocate the residents
 - Implement a sales assistance program
- Sound Insulation
 - Implement a residential sound insulation program
 - Implement a sound insulation program at schools and other noise sensitive buildings
 - Consider elementary schools and noise effects on children's learning
- Avigation Easements
- Prevention
 - Establish an airport affected area
 - Restrict future introduction of low-income and other residential developments within the 65 dB DNL noise contour or adjacent to the airport
- Land Use Controls
 - Change building codes to support sound proofing
 - Consider environmental justice and low-income communities
- Other Ideas
 - Report alternative metrics and consider use of lower DNL threshold
 - Implement a Home Sales Assistance Program



Existing Program Management Measures

	Existing Program Management Measures	Status
PM-1	Program monitoring and noise contour updating	Implemented
PM-2	Evaluation and update of the plan	Implemented
PM-3	Noise complaint response	Implemented



Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Proposed Program Management Measures

- Implementation
- Promotion
- Monitoring
 - Install a flight track monitoring system
 - Install a noise monitoring system
- Reporting
 - Create a noise advisory group
- NEM Updating
 - Update the NEM on a regular basis
- NCP Revision



Proposed Schedule

Meeting / Activity	Anticipated Purpose	Time Frame
Kick-Off Meeting with MSN and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	<i>Completed:</i> January 20, 2022
1 st Public Open House	Introduction to Part 150, set expectations, discuss stakeholder roles, identify issues of concern	<i>Completed:</i> April 26, 2022
NEM Public Comment Period, 2 nd Public Open House	NEM thirty-day public comment period and second Public Open House	<i>Completed:</i> November 2022
MSN to Submit Final NEM to FAA	MSN submits final updated NEM to FAA for review and approval. Respond to FAA questions as needed.	<i>Completed:</i> December 2022
3 rd Public Open House*	Solicit public input on potential NCP measures for MSN consideration. <i>*Additional open house added to schedule.</i>	June 27, 2023
NCP Public Comment Period, 4 th Public Open House and NCP Hearing	NCP thirty-day public comment period and fourth Public Open House and NCP Hearing.	4 th Quarter 2023
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	1 st Quarter 2024

Note: Schedule is subject to change



MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnairport.com
- Tim Middleton – HMMH Project Manager, Contact:
tmiddleton@hmmh.com



Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House Sign-In Sheet # _____

June 27, 2023

Name	Email Address	Address	Phone Number
Jeanne Korenda	jeannek914@gmail	914 Mayfair Ave.	(608) 246-2046
Anna Laitinen	anna.laitinen@gmail.com	1317 Carpenter	919 601 6272
Dennis Noonan	dennisnoonan@gmail.com	1942 Soestjes St	608 244-8473
Joyce Bruchke	joyb74@charter.net	1937 Sachtjen St	608 244-1529
KEN Croes		2730 MOLAND ST. 53704	
Mary Makarushka	croes.makarushka@gmail.com	2730 Moland	608-819-0404
James + Brooke Boelman	bechenb@gmail.com	4417 Prairieview Drive	608-574-5405
Kevin Powell		2529 Fairfield Pl Mdsn 53704	
Joyce Wells		3301 Quincey Ave 53704	
Lucas Robinson	lrobinson@medison.com	1901 Fish Hatch Rd.	608-252-6186
Casimiro Sillas	cassales56@gmail.com	6089 Danielle Rd DeForest	608-347-4035
Andy + Dave Krumm	a.krumm@yahoo.com	6093 Danielle Rd DeForest	608-516-1627

Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House Sign-in Sheet # _____

June 27, 2023

Name	Email Address	Address	Phone Number
Dorothy M. LORMAN		3408 K. PHILIPS MADISON 53704	608 254-6026
Cynthia Rose		3014 Anthracite DR Madison WI 53704	(608) 234-5706
MALORY PALMER			608 772 6166
Louengco		3149 Clove 53704	608 658-3844
ANTONIO TESTOLU		237 N. MARQUETTE	608 575 8390
PATTY & DAN DORAN	PADORAN@SBC PADORAN@GLOBAL.NET	1921 GULSETH ST.	608 658-8125
Ray Muller Kathleen Howe	R12907@YAHOO.COM	194 Jackson Street Madison, 53704	510-681-6052
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Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House Sign-in Sheet # _____

June 27, 2023

Name	Email Address	Address	Phone Number
Cyndi Setts	CyndiK@ ymail.com	1033 Melvin CT.	
Jeanne Hansen	JeannetHansen @Gmail.com	824 Jackson Ave 53714	608-244- 5094
Kelly Kearns	Kearns@ uwatumi.com	1329 Crowley Ave 53704	608.345 7144
Tom McClintock	"	"	"

Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House



Airport Facility Overview

MSN

- Covers 3,500 acres and serves over 2.2 million commercial passengers each year
- Fixed-Base Operator Wisconsin Aviation is located on the east side of the airport

115th Fighter Wing of the Wisconsin Air National Guard (ANG)

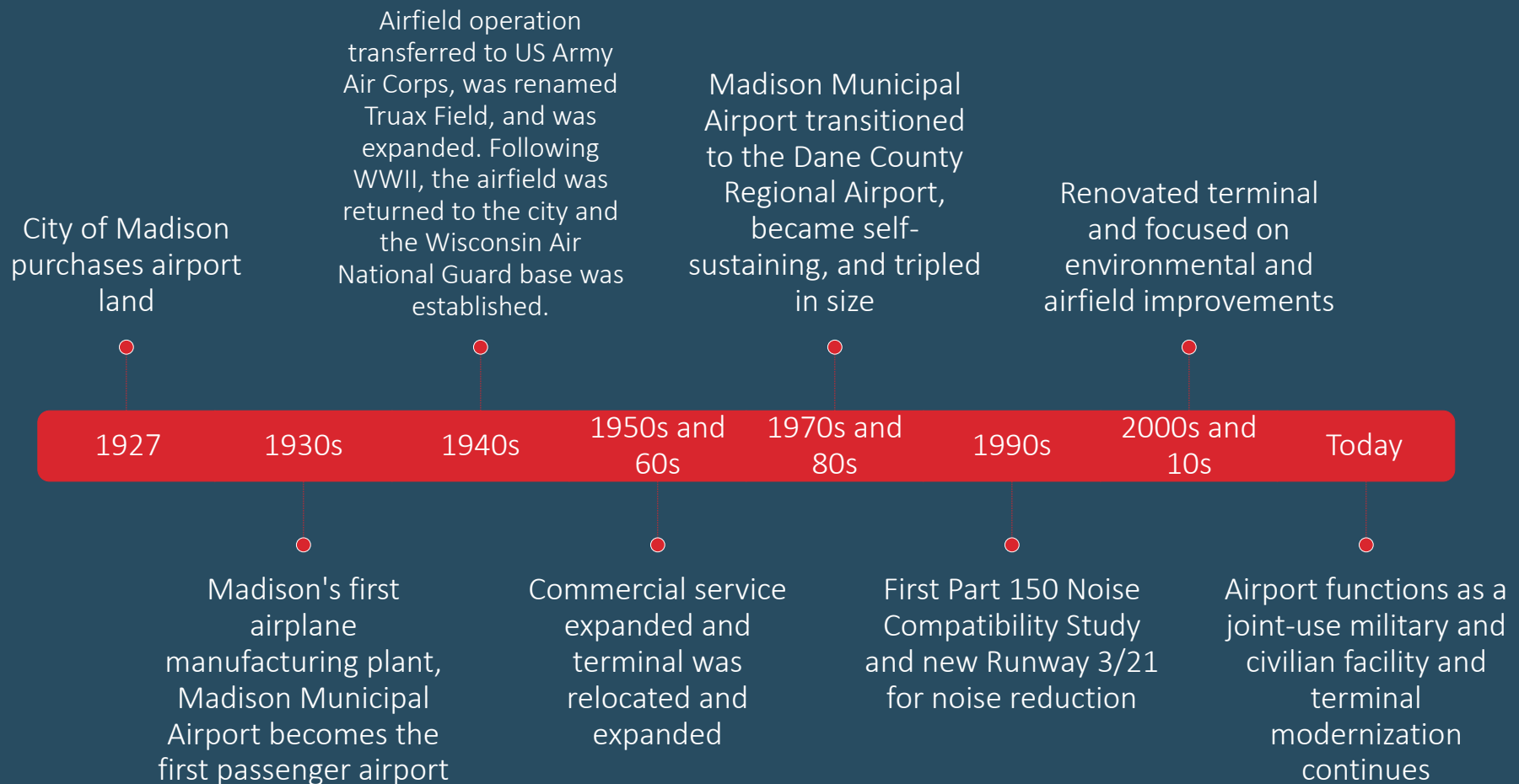
- Chosen to host the F-35A mission and receive a new fleet of F-35A Lightning II aircraft beginning in Spring of 2023

Wisconsin Army National Guard (ARNG) 64th Troop Command

- Operates UH-60 Black Hawk helicopters at Truax Field



Airport History



Source: https://www.msnairport.com/about/facilities_maps/history



Part 150 Overview: Study Process

Develop Study Protocol

- Finalize methodology
- Establish Technical Advisory Committee
- Develop project schedule and milestones

Verification

- Existing Noise Exposure Maps, planning, and environmental documents
- Noise complaint data
- GIS and land use data
- Flight track, operations, and noise data
- FAA activity forecasts

Develop NEMs

- Develop noise contours for existing and 5-year forecast conditions
- Review land use data & policies
- Noise impact evaluation for DNL 65-75 dBA
- Identify incompatible land uses and review existing NCP
- Prepare maps in accordance with 14 CFR Part 150

Develop NCP

- Consider noise abatement strategies
- Consider land use strategies
- Consider programmatic strategies
- Update NCP in accordance with 14 CFR Part 150

Stakeholder Engagement and Public Outreach

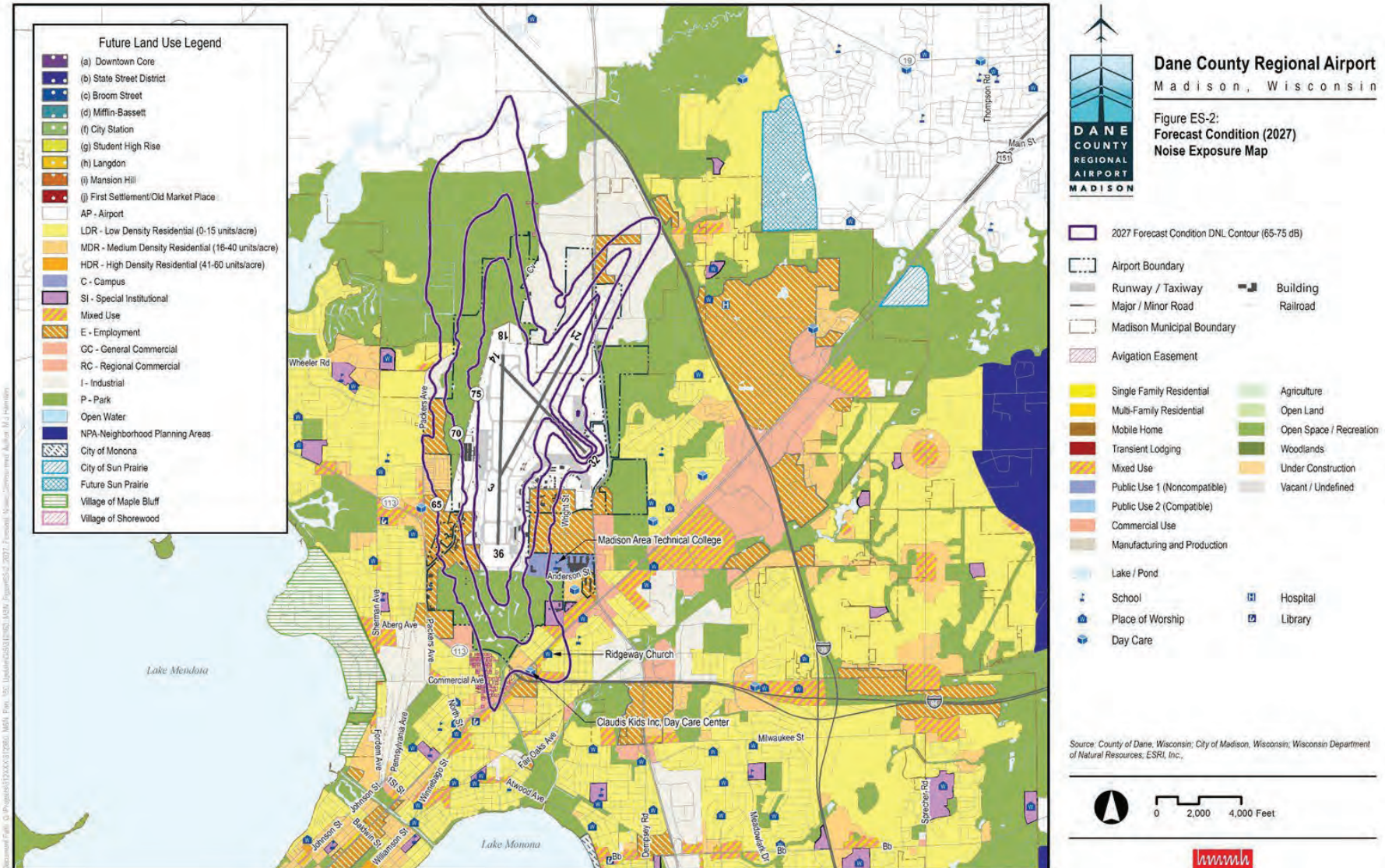
Technical Advisory Committee • Public Meetings/Hearings • Public Website Materials and Newsletters



Part 150 Overview: Noise Exposure Map

- FAA “accepts” NEM as compliant with Part 150 standards
- NEM must include detailed description of
 - Airport layout, aircraft operations, and other inputs to noise model
 - Aircraft noise exposure in terms of Day-Night Average Sound Level (DNL)
 - Land uses within DNL 65+ decibel (dB) contours
 - Noise / land use compatibility statistics within DNL 65+ dB contours
- NEM must address two calendar years
 - Year of submission (2022)
 - Forecast (at least five years from year of submission; 2027)
 - FAA reviews forecasts for consistency with Terminal Area Forecast (TAF)





Land Use Assessment for 2027 Forecast Conditions

- The 2027 Forecast Conditions identified four noise-sensitive sites within the 65 DNL contour:
 - School:** Madison Area Technical College at 1701 Wright St, Madison, WI 53704
 - Place of Worship:** Ridgeway Church at 3245 E Washington Ave, Madison, WI 53704
 - Day Care:** Claudi's Kids Inc-Day Care Center at 3131 E Washington Ave, Madison, WI 53704
 - Transient Lodging:** Spence Motel at 3575 E Washington Ave, Madison, WI 53704

Forecast 2027 Combined 65 – 75 DNL Contours			
	<i>Population Census 2020</i>	<i>Housing Units</i>	<i>Area (Acres)</i>
65-70 DNL	2,424	1,227	1,823.31
70-75 DNL	57	23	935.53
>75 DNL	0	0	971.30
Total	2,481	1,250	3,730.14

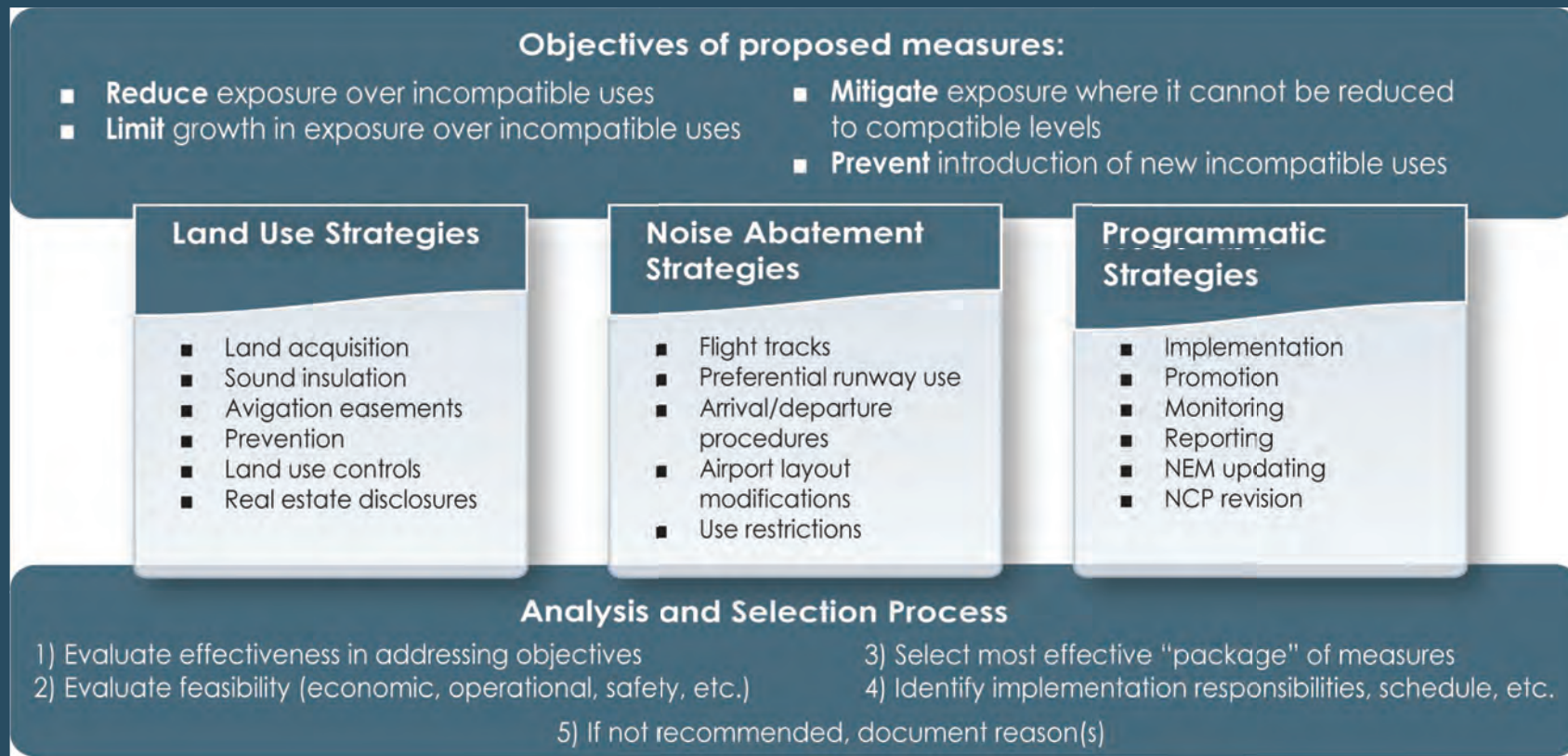


Part 150 Overview: Noise Compatibility Program

- NCP must address three major categories of proposed actions
 1. Noise abatement measures
 2. Compatible land use measures
 3. Program management/administrative measures
- FAA *accepts* NCP as compliant with Part 150 standards
- FAA reviews and *approves* or *disapproves* proposals as compliant with Part 150 standards on a measure-by-measure basis



NCP Overview



Existing MSN NCP

- 1991 MSN NCP included:
 - Noise abatement measures (9)
 - Land use measures (11)
 - Programmatic measures (3)
- NCP Review
 - Determine implementation status of each existing measure
 - Determine compliance with the measures if implemented
 - Determine if existing measures should be:
 - Continued as written
 - Continued with modifications
 - Eliminated
 - Determine whether additional measures are needed to address the noncompatible land uses identified in the 2022 NEMs
 - *Comments from the public*

Existing NCP Measures		Status
NA-1	Continue the existing runway use program	Implemented
NA-2	Continue requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet above ground level) before turning left	Implemented
NA-3	Establish visual approach and departure corridors for helicopters	Implemented
NA-4	Encourage use of noise abatement departure procedures by operators of jet aircraft	Implemented
NA-5	Encourage Air National Guard to construct a hush house for F-16 engine maintenance runups prior to converting its fleet	Implemented
NA-6	Build new 6,500-foot Runway 3-21	Implemented
NA-7	Adopt runway use system preferring departures on Runways 3, 31, and 36 and arrivals on Runways 13, 18, and 21	Implemented
NA-8	Require east and southbound aircraft exceeding 12,500 pounds and departing on Runway 3 to climb on runway heading through 2,500 feet MSL before turning right	Implemented
NA-9	Require all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Implemented
LU-1	Maintain existing compatible zoning in the airport vicinity	Implemented
LU-2	Define "airport affected area" for purposes of implementing the 1985 Wisconsin Act 136, now known as Wisconsin Statute 66.31	Implemented
LU-3	Adopt airport noise overlay zoning	No Longer Applicable
LU-4	Amend subdivision regulations to require dedication of noise and aviation easements of plat notes on final plat	Implemented
LU-5	Consider amending County subdivision regulations to prevent subdivision of land zoned A-1 Agriculture	No Longer Applicable
LU-6	Amend building codes to provide soundproofing standards for noise-sensitive development in airport noise overlay zones	No Longer Applicable
LU-7	Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review	Implemented
LU-8	Follow through with planned land acquisition in Cherokee Marsh and Token Creek Park areas	No Longer Applicable
LU-9	Consider expanding land acquisition boundaries in Cherokee Marsh and Token Creek areas	No Longer Applicable
LU-10	Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn	Implemented
LU-11	Install sound insulation for schools impacted by noise above 65 Ldn	No Longer Applicable
PM-1	Program monitoring and noise contour updating	Implemented
PM-2	Evaluation and update of the plan	Implemented
PM-3	Noise complaint response	Implemented



Existing Noise Abatement Measures

	Existing Noise Abatement Measures	Status
NA-1	Continue the existing runway use program	Implemented
NA-2	Continue requiring aircraft departing on Runway 31 to pass through 2,500 feet MSL (1,600 feet above ground level) before turning left	Implemented
NA-3	Establish visual approach and departure corridors for helicopters	Implemented
NA-4	Encourage use of noise abatement departure procedures by operators of jet aircraft	Implemented
NA-5	Encourage Air National Guard to construct a hush house for F-16 engine maintenance runups prior to converting its fleet	Implemented
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NA-8	Require east and southbound aircraft exceeding 12,500 pounds and departing on Runway 3 to climb on runway heading through 2,500 feet MSL before turning right	Implemented
NA-9	Require all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable	Implemented



Recommended Noise Abatement Measures

Flight Tracks

- **NA-1:** Develop noise abatement flight paths and encourage the use of such flight paths to avoid aircraft overflying educational facilities to the south of the Airport (new measure)
- **NA-2:** Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left (existing measure)
- **NA-3:** Encourage eastbound and southbound aircraft exceeding 12,500 pounds departing Runway 3 to climb on runway heading through 2,500 feet Mean Sea Level (MSL) before turning right (existing measure)
- **NA-4:** Encourage all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable (existing measure)
- **NA-5:** Establish visual approach and departure corridors for helicopters (existing measure)

Preferential Runway Use

- **NA-6:** Modify Preferential Runway Use Program
 - Continue current preferential runway use program
 - Depart Runways 3, 32 and 36 (to the north)
 - Arrive Runways 14, 18 and 21 (from the south)
 - Encourage Air National Guard to continue using Runway 3 for scramble operations (depart to the north)
 - Encourage Air National Guard to request Runway 3 or 36 during south flow operations (depart to the north)

Arrival/Departure Procedures

- **NA-7:** Encourage use of Noise Abatement Departure Procedures
 - NADP-1 (close-in) or NADP-2 (distant) for civilian jet aircraft
 - Tailored NADP for F-35A aircraft
 - Use of Mil power and speed hold of 300 knots

Airport Layout Modifications

- **NA-8:** Examine Potential Runway Reconfiguration
 - Extend Runway 3-21 to 8,000 feet to accommodate all F-35A operations
 - Shift Runway 18-36 to the north

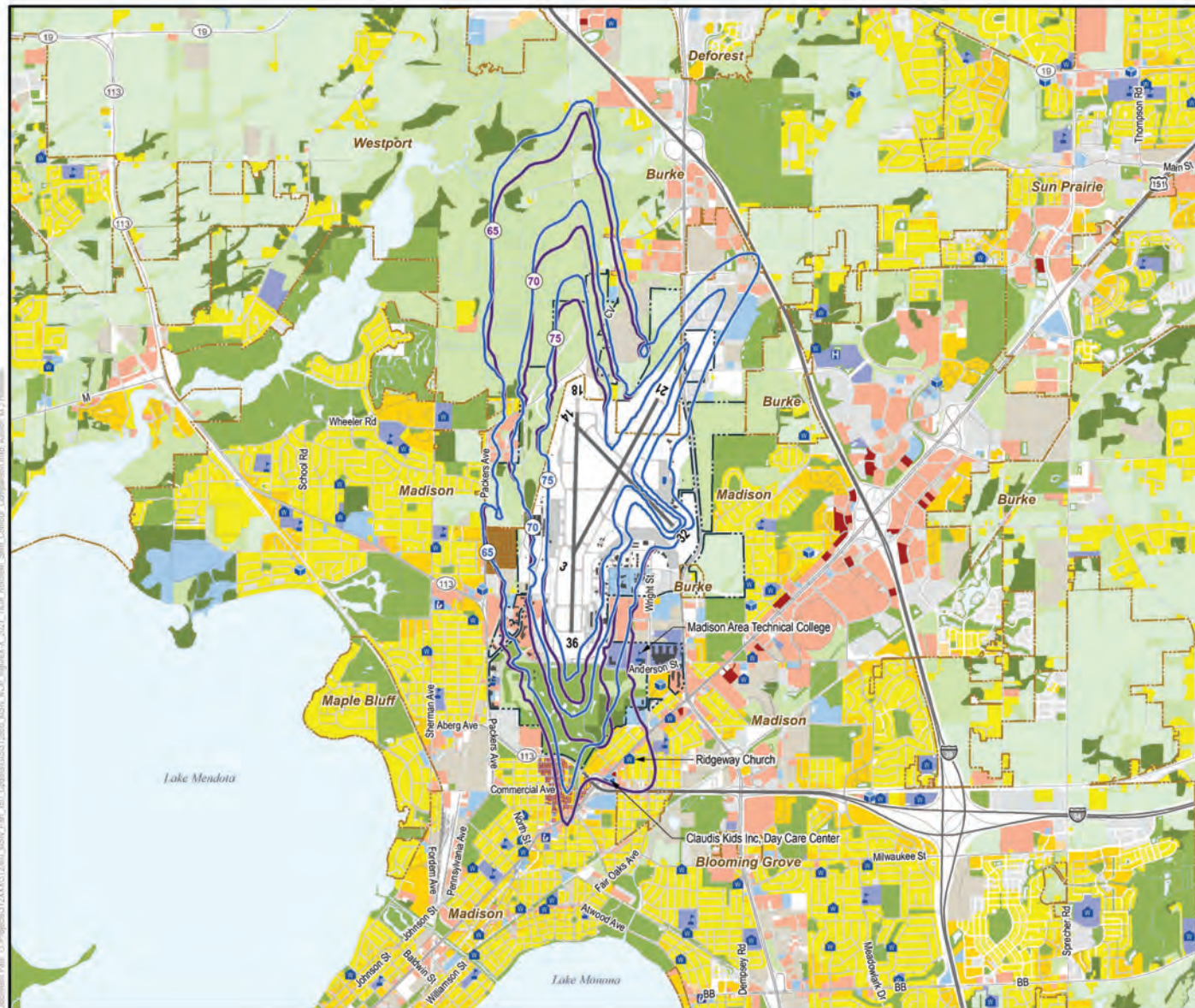
Use Restrictions

- **NA-9:** Encourage the Air National Guard to continue limiting F-35A aircraft operations to the daytime (7 am to 10 pm)

Noise Abatement Strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions





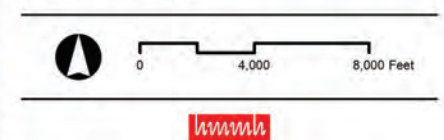
Dane County Regional Airport
Madison, Wisconsin

Figure 2-6:
Comparison of Future Condition (2027)
and Runway 18/36 Northern Shift and
Speed Hold

- Runway 18/36 Northern Shift and Speed Hold
- 2027 Forecast Condition DNL Contour (65-75 dB)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Aviation Easement
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Mixed Use
- Public Use 1 (Noncompatible)
- Public Use 2 (Compatible)
- Commercial Use
- Manufacturing and Production
- Lake / Pond
- School
- Place of Worship
- Day Care
- Agriculture
- Open Land
- Open Space / Recreation
- Woodlands
- Under Construction
- Vacant / Undefined
- Building
- Railroad
- Hospital
- Library

Draft

Source: County of Dane, Wisconsin; City of Madison, Wisconsin; Wisconsin Department of Natural Resources; ESRI, Inc.



Existing Land Use Measures

	Existing Land Use Measures	Status
LU-1	Maintain existing compatible zoning in the airport vicinity	Implemented
LU-2	Define “airport affected area” for purposes of implementing the 1985 Wisconsin Act 136, now known as Wisconsin Statute 66.31	Implemented
LU-3	Adopt airport noise overlay zoning	No Longer Applicable
LU-4	Amend subdivision regulations to require dedication of noise and aviation easements of plat notes on final plat	Implemented
LU-5	Consider amending County subdivision regulations to prevent subdivision of land zoned A-1 Agriculture	No Longer Applicable
LU-6	Amend building codes to provide soundproofing standards for noise-sensitive development in airport noise overlay zones	No Longer Applicable
LU-7	Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review	Implemented
LU-8	Follow through with planned land acquisition in Cherokee Marsh and Token Creek Park areas	No Longer Applicable
LU-9	Consider expanding land acquisition boundaries in Cherokee Marsh and Token Creek areas	No Longer Applicable
LU-10	Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn	Implemented
LU-11	Install sound insulation for schools impacted by noise above 65 Ldn	No Longer Applicable



Recommended Land Use Measures

Land Acquisition

- LU-2: Continue voluntary land acquisition inside the 70 dB DNL
- LU-3: Continue planned voluntary land acquisition of the Cherokee Marsh and Token Creek Park

Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

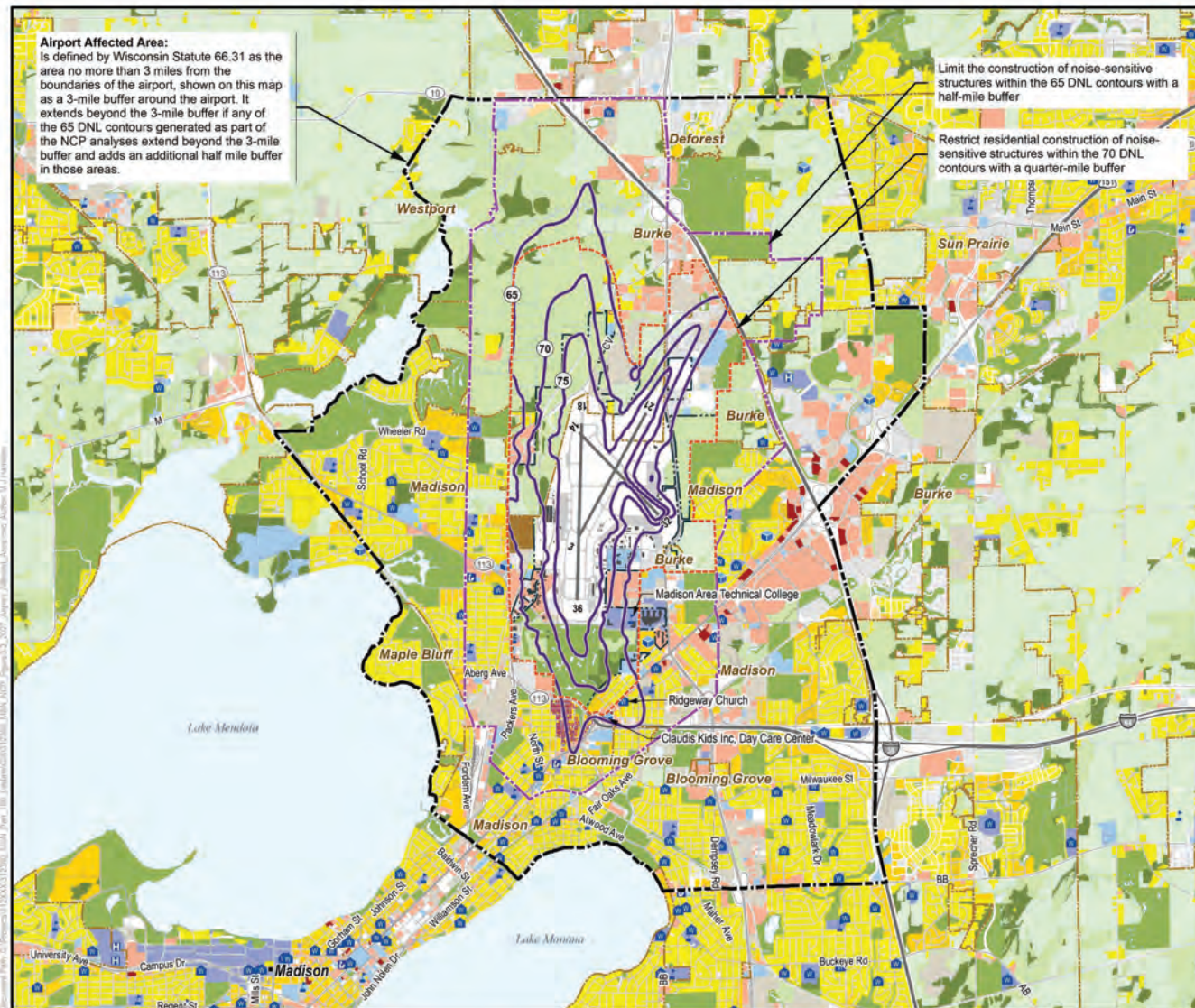
Sound Insulation, Avigation Easements, Prevention, and Land Use Controls

- LU-1: Maintain existing compatible land uses in the airport vicinity
 - Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31
 - Amend subdivision regulations to require dedication of noise and avigation easements of plat notes on final plat
 - Encourage municipalities to recommend inclusion of sound attenuation standards for noise-sensitive development in new building designs for construction within the airport noise overlay area
 - Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review
 - Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport
 - Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans

Real Estate Disclosures

- Not applicable in Wisconsin





Existing Program Management Measures

	Existing Program Management Measures	Status
PM-1	Program monitoring and noise contour updating	Implemented
PM-2	Evaluation and update of the plan	Implemented
PM-3	Noise complaint response	Implemented



Recommended Program Management Measures

Programmatic Strategies

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

Implementation, Promotion, Monitoring and Reporting

- *PM-1:* Re-establish and maintain a noise advisory committee
- *PM-2:* Continue and improve noise complaint response program

NEM Updating

- *PM-3:* Regularly update the Noise Exposure Map

NCP Revision

- *PM-4:* Periodically evaluate and update the Noise Compatibility Program when necessary



Schedule

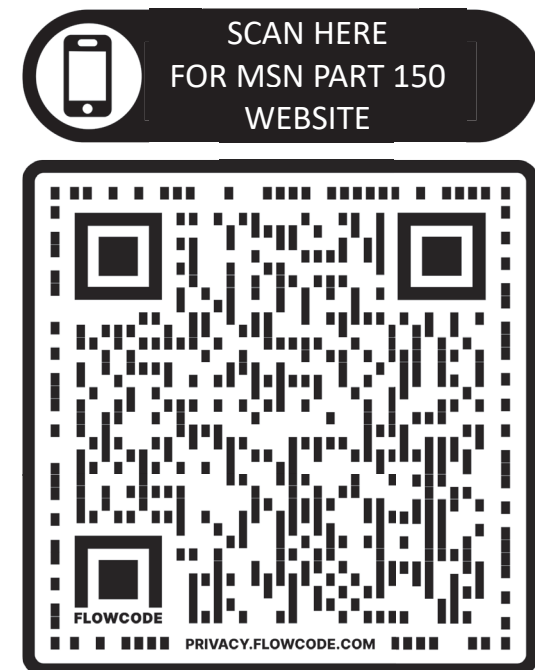
Meeting / Activity	Anticipated Purpose	Time Frame
Kick-Off Meeting with MSN and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	<i>Completed:</i> January 2022
1 st Public Open House	Introduction to Part 150, set expectations, discuss stakeholder roles, identify issues of concern	<i>Completed:</i> April 2022
NEM Public Comment Period, 2 nd Public Open House	NEM thirty-day public comment period and second Public Open House	<i>Completed:</i> November 2022
MSN to Submit Final NEM to FAA	MSN submits final updated NEM to FAA for review and approval. Respond to FAA questions as needed.	<i>Completed:</i> December 2022
3 rd Public Open House	Solicit public input on potential NCP measures for MSN consideration.	<i>Completed:</i> June 2023
NCP Public Comment Period	NCP thirty-day public comment period	February 12 – March 13, 2024
4 th Public Open House and NCP Hearing	Public comments will be accepted orally and in writing at the public open house/hearing.	February 20, 2024
MSN to Submit Final NCP to FAA	MSN submits final updated NCP to FAA for review and approval. Respond to FAA questions as needed.	2 nd Quarter 2024

Note: Schedule is subject to change



MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnaairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnaairport.com
- Tim Middleton – HMMH Project Manager, Contact:
tmiddleton@hmmh.com
- Michael Riechers – MSN Director of Marketing and Communications, Contact:
Riechers.Michael@msnaairport.com



Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House/Hearing Sign-in Sheet

February 20, 2024

#	Name	Email Address	Zip Code	Phone Number
13	Leslie Westmont	leslieawestmont@gmail.com	53527	760-412-9018
14	Lucas Robinson	lrobinson@madison.com	53703	608-252-6186
15	Cynthia Rose	rosepete@gmail.com	53704	
16	Brooke Belman	becherb@gmail.com	53704	608-574-5405
17	Marsha Cannon	mpcannon76@gmail.com	53704	608.251.1276
18	Sara Scott	SaraScott608@b.mail	53714	608 244 7425
19				
20				
21				
22				
23				
24				

Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House/Hearing Sign-in Sheet

February 20, 2024

#	Name	Email Address	Zip Code	Phone Number
1	Mark Hochstetler	mchoch@Att.net	53714	608-235-5451
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3	STEPHAN JILBERT	stephan.jilbert stephan.jilbert@gmail.com	53704	
4	Cyndi Isetts	Cyndie@gmail.com	53704	262 492 2965
5	Josca Remmich	jremmichSVS@gmail.com	53590	608 444 1979
6	Adrienne Sella	Adrienne@SellaRealty.com	53704	608-886-7139
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8		nya440@gmail.com	53704	608-669-3010
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10	Nicky Haines	hainesnr@gmail.com	53704	608-815-9215
11	Leah Moore	leahmmore33@gmail.com	53716	608-242-3000
12	Bridget Esser	bridget.esser@ wisconsin.gov	53527	608-400-9079

Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House/Hearing Sign-in Sheet

February 20, 2024

#	Name	Email Address	Zip Code	Phone Number
1	Ruth Freund	rfreund653@gmail.com	53704	608-235-2294
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3	David Bierman	djbwisce@hotmail.com	53704	
4	Tom ARENDT	TJARENDT@aol.com	53704	
5	Rick GILPATRICK	rgilpat22@att.net	53704	
6	Jan Axelson	JAN AXELSON. GMAIL.COM	53704	
7	Michele Hoke	michele.hoke19@gmail.com	53704	
8	Frank Cuccia		53704	
9	John Berkei		53704	
10	Julie Schwarz	julieredlet@gmail.com	53704	
11	Patricia Rourke	paddyrouke@gmail.com	53704	
12	Alyssa Barry	alyssa.barry@yahoo.com	53704	

Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House/Hearing Sign-in Sheet

February 20, 2024

#	Name	Email Address	Zip Code	Phone Number
13	Rick Soletski	dpenguin11@hotmail.com	53704	608-770-1478
14	Dan Krausson		53704	608-249-9934
15	Stephanie Daye	spunkyangelst@yahoo.com	53704	608-279-1717
16	Melissa Gundlach		53714	608-333-9465
17	D. M. A. H. P.	dmculiffe@tropicana.com	53704	261-9676
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DANE COUNTY REGIONAL AIRPORT NOISE COMPATIBILITY PLANNING STUDY

Summer 2023 Newsletter

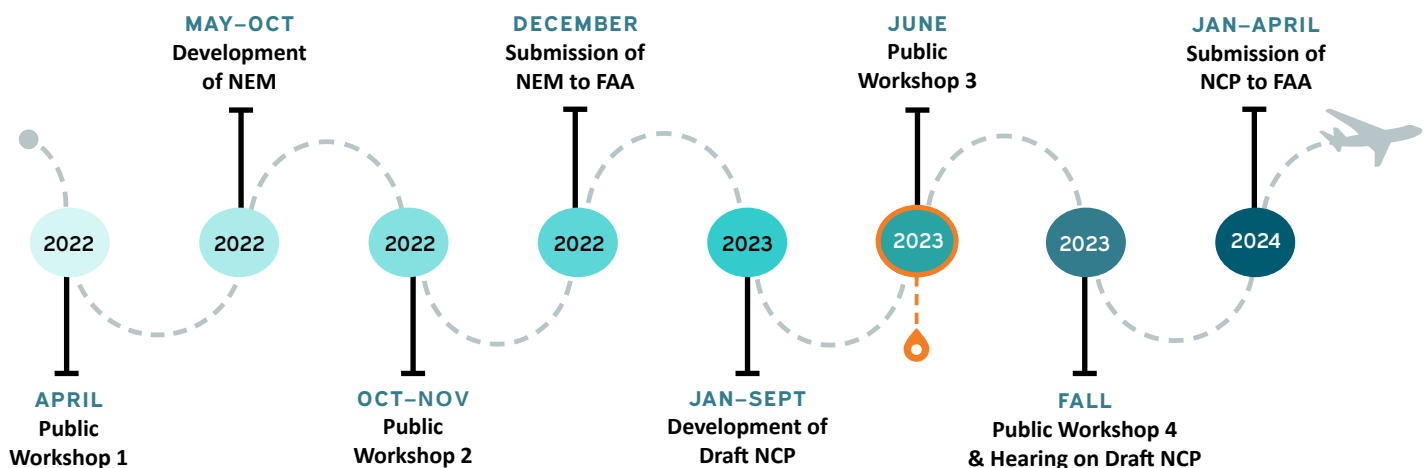
Study Overview

Dane County Regional Airport (MSN) is undertaking a Noise Compatibility Planning Study in accordance with Title 14 of the Code of Federal Regulation Part 150 (14 CFR Part 150 or Part 150). The Study includes two major elements: (1) a Noise Exposure Map (NEM) and (2) a Noise Compatibility Program (NCP). The NEM was recently submitted to the Federal Aviation Administration (FAA), and MSN is now focused on the development of the updated NCP, which will also be subject to FAA acceptance and approval. The NCP is a list of actions an airport proprietor recommends to address existing and

future land use incompatibilities resulting from the noise of aircraft operations.

Part 150 describes a formal process for airport operators to address aircraft noise in terms of land use compatibility. The regulation establishes thresholds for aircraft noise exposure for specific land use categories. Part 150 studies are voluntary and allow airports to apply for federal funding to implement their noise program including FAA-approved measures recommended to reduce or eliminate incompatible land use. This Study is expected to be completed in 2024.

Study Phases Timeline



Public Outreach and Stakeholder Engagement

Stakeholders and those interested in land use compatibility planning have an ongoing opportunity to learn about the Study and provide feedback. This opportunity is occurring through various mechanisms, including a Technical Advisory Committee, a project website, project newsletters, public draft documents, public open houses, public comment periods, and a public hearing.

Public Open House 3

We have added an open house to the schedule and you're invited! This is an opportunity for you to provide feedback on possible NCP measures for MSN consideration.

When: Tuesday, June 27, 5:30 p.m. – 7:30 p.m.

Where: Dane County Regional Airport lobby between Terminal Doors 1 & 2

DANE COUNTY REGIONAL AIRPORT NOISE COMPATIBILITY PLANNING STUDY

Summer 2023 Newsletter

Noise Compatibility Program

As required in the Part 150 regulation, the NCP must address three major categories of proposed actions:

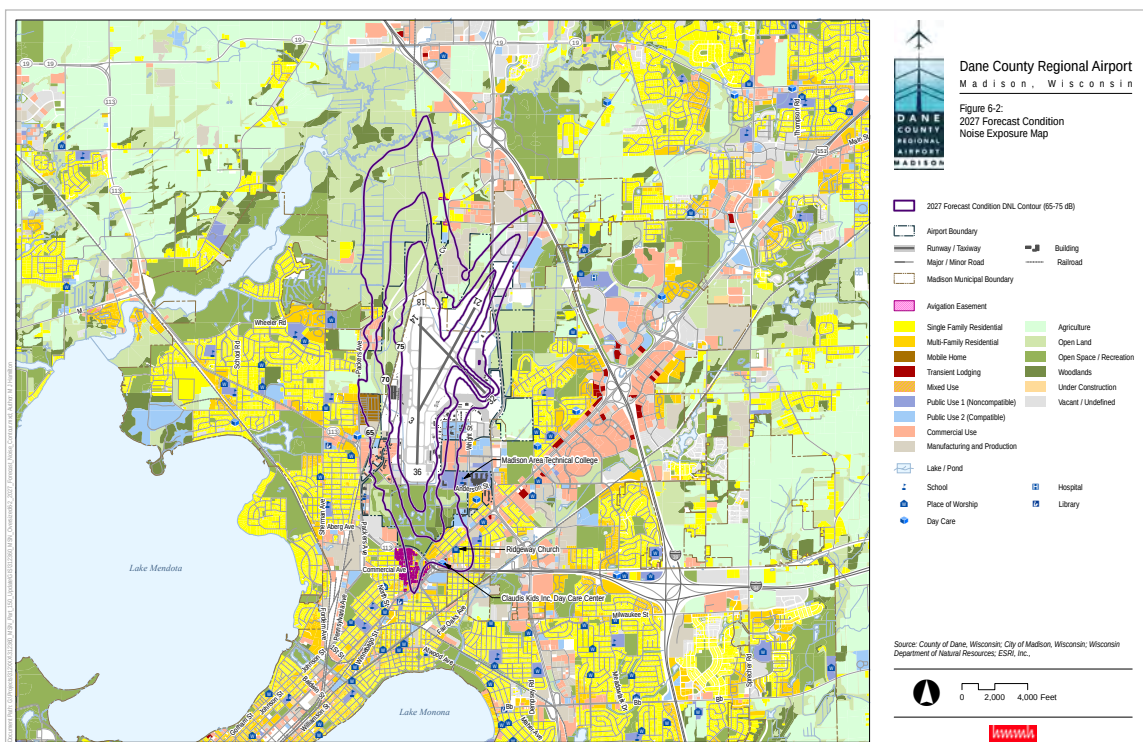
1. Noise Abatement Measures
2. Compatible Land Use Measures
3. Program Management Measures

These proposed actions will be documented in an NCP report, subject to FAA acceptance and approval, and will include the following elements:

- The development of the program.
- Each measure considered by MSN, with reasoning for recommending or excluding each measure.
- The entities responsible for implementing each recommended measure.

- Implementation and funding mechanisms.
- The predicted effectiveness of both the individual measures and the overall program.

The FAA reviews and approves specific measures based on information contained in the NCP report. Dane County may apply for grant funding for implementation of FAA-approved measures. A Dane County-recommended and FAA-approved measure does not require implementation of the measure, but merely demonstrates that the measure is in compliance with Part 150. Additionally, if a measure requires subsequent FAA action, its implementation may require environmental study under the National Environmental Policy Act of 1969.



2027 Forecast Condition Noise Exposure Map, generated by a computer modeling program called AEDT, which is the modeling program prescribed by the FAA for noise studies.

Find Out More

www.msairport.com/about/ecomentality/Part-150-Study
part150study@msairport.com



DANE COUNTY REGIONAL AIRPORT

NOISE COMPATIBILITY PLANNING STUDY

Winter 2024 Newsletter

Study Update

Dane County Regional Airport (MSN) is undertaking a Noise Compatibility Planning Study in accordance with Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150 or Part 150). The first phase of this study resulted in a Noise Exposure Map (NEM) that was submitted to the FAA in December 2022 and accepted by the FAA in December 2023.

The second phase of the study involves the development of the Noise Compatibility Program (NCP). The NCP document includes a list of the actions that MSN

recommends to address land uses that are incompatible with aircraft noise as conveyed in the FAA-accepted NEM. The NCP document includes all considered measures, reasons for recommending or not recommending measures, how measures will be implemented and funded, and the predicted effectiveness of the measures. Official FAA acceptance and approval of the NCP measures does not eliminate requirements of the National Environmental Policy Act (NEPA). NCP measures approved by the FAA may qualify for federal funding to implement.

Public Review & Comments

The draft NCP document will be available for public review and comment from February 12 to March 13, 2024. During the review period, an electronic version of the document will be available online at www.msnaairport.com/about/ecomentality/Part-150-Study. The document will also be available in printed form at the following locations during normal business hours:

- MSN offices, 4000 International Lane, Madison, WI
- Madison Public Library – Lakeview
2845 North Sherman Avenue, Madison, WI

Public comments will be accepted orally and in writing at the public open house/hearing on February 20, 2024. During the public review period, comments can also be emailed to part150study@msnaairport.com.

Public Open House 4

This is an opportunity for the public to review the NCP document, ask questions to technical experts on the Study Team, and provide oral comments via a stenographer and/or written comments using the provided form.

When: Tuesday, February 20, 5:30 – 7:30 p.m.

Where: Dane County Regional Airport lobby between Terminal Doors 1 & 2

Thank You for Your Comments

Since June 2023, the Study Team and MSN have carefully reviewed and considered the comments received on the Airport Noise Compatibility Study. Measures developed for the draft NCP document incorporated ideas provided by the public, and MSN would like to thank the public for their involvement, which has shaped the MSN NCP. Part 150 Studies benefit from robust public engagement, and MSN is proud to have developed a proposed Noise Abatement Departure Procedure for the F-35A in collaboration with the public and the 115th Fighter Wing of the Wisconsin Air National Guard to reduce incompatible land uses south of MSN.



DANE COUNTY REGIONAL AIRPORT

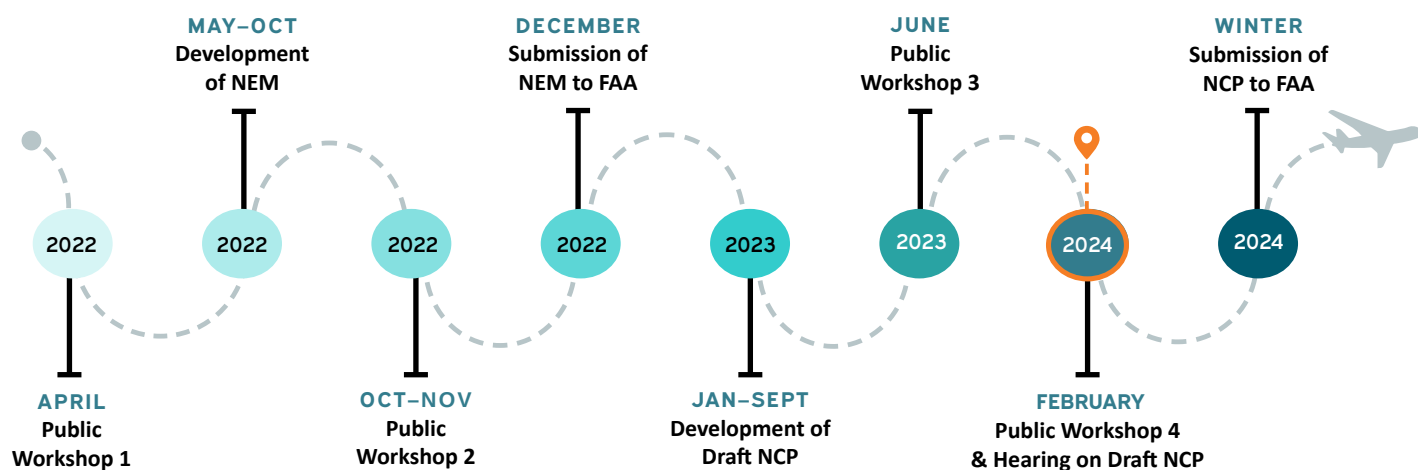
NOISE COMPATIBILITY PLANNING STUDY

Winter 2024 Newsletter

This collaborative Part 150 process has resulted in the following proposed measures:

Noise Abatement Measures	
NA-1	Develop noise abatement flight paths and encourage use paths to avoid aircraft overflying educational facilities
NA-2	Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left
NA-3	Encourage eastbound and southbound aircraft exceeding 12,500 pounds departing Runway 3 to climb on runway heading through 2,500 feet MSL before turning right
NA-4	Encourage all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees
NA-5	Establish visual approach and departure corridors for helicopters
NA-6	Modify the existing preferential runway use program to improve the compliance with aircraft arriving from and departing to the north
NA-7	Encourage the use of Noise Abatement Profile (NADP) procedures by operators of jet aircraft
NA-8	Consider runway reconfiguration to address noncompatible land use to the south of the Airport
NA-9	Encourage the Wisconsin Air National Guard 115th Fighter Wing to continue limiting F-35A aircraft operations to the daytime (7 a.m. to 10 p.m.), except for emergency situations
Land Use Measures	
LU-1	Maintain existing compatible land uses in the airport vicinity
LU-2	Continue voluntary land acquisition inside the 70 dB DNL
LU-2	Continue the planned voluntary land acquisition of the Cherokee Marsh and Token Creek Park
Program Management Measures	
PM-1	Re-establish and maintain a noise advisory committee
PM-2	Continue and improve noise complaint response program
PM-3	Regular updates of the Noise Exposure Map
PM-4	Periodic evaluation and update of the Noise Compatibility program when necessary

Study Phases Timeline





Part 150 Noise Study

Part 150 Overview

Dane County is updating the Noise Compatibility Plan for Dane County Regional Airport (MSN) in accordance with the Federal Aviation Administration's (FAA) voluntary process codified under Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150 or simply "Part 150"). Harris Miller Miller & Hanson, in association with Mead & Hunt and the Jones Payne Group, was retained to assist with preparation of the two elements that make up the Part 150 study: The Noise Exposure Map (NEM) and Noise Compatibility Program (NCP).

Phase one of the Part 150 study focused on updating and completing the NEM. The NEM inventories and documents noise exposure from the annual-average daily aircraft operations for existing and forecast conditions; and the resulting land use compatibility. The NEM and its appendices have been completed and submitted to the FAA; those documents can be reviewed here:

Final NEM Report:

[2022 MSN NEM Report \(Revision 1, PDF\)](#)

NEM Appendices:

[Appendix A \(PDF\)](#)

[Appendix B \(PDF\)](#)

[Appendix C \(PDF\)](#)

[Appendix D-1 \(PDF\)](#)

[Appendix D-2 \(Revision 1, PDF\)](#)

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Appendix G: 2024 Public Comments

This appendix includes:

- Responses to Public Comments Received (2024)
- Copies of Public Comments Received (2024)

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Dane County Regional Airport (MSN)

Title 14 CFR Part 150 Airport Noise Compatibility Planning Study

2024 Noise Compatibility Program (NCP) Update

Responses to Public Comments Received

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Tom	McClintock	N/A	N/A	Public meeting	1	Noise abatement/Mitigation	I'm glad the use of the afterburner at takeoff is being minimized and taking off to the North is preferred. Minimizing taking off and circling around to the west and land should be avoided.	The Airport Sponsor worked with the WIANG to evaluate departure procedures in an attempt to find a quieter departure procedure. If the FAA approves the Airport Sponsor's recommended NCP measures NA-6 "Modify the existing preferential runway use program to improve the compliance with aircraft arriving from and departing to the north" and NA-7 "Encourage the use of Noise Abatement Departure Profiles by operators of jet aircraft", it is expected the WIANG will minimize the use of afterburners and maximize operating to the north of the airport. Minimizing taking off and circling around to the west and land cannot be avoided because military aircraft commonly perform an overhead break arrival, which includes flying over the airfield to confirm it is safe to land and then turning around, which has them going east of west of the airport in the opposite direction before turning back on to the final approach, to land. As stated in Section 5.6 of the NEM, the overhead break arrivals occur both to the east and west side of Runway 18/36, with approximately 80 percent occurring to the west and 20 percent to the east regardless of operating runway.
Brooke	Boelman	N/A	N/A	Public meeting	2	Noise abatement/Mitigation	My husband and I live in Whitetail Ridge Neighborhood west of the airport. Our home is just outside the projected 65 dB contour. We've lived in our home for 2 years and while most airport noise is bearable we are concerned about excessive noise from the F-35s. It's varied in when they take off/return, and in noise depending on the day. We would like to be considered for the noise abatement measures program because we are impacted by the F-35 noise. We don't want to wait 5 more years to see if the projected 2027 map was accurate or not. I suspect dBs will be higher than projected.	Per FAA guidance, noise mitigation measures, such as land acquisition and sound insulation, is limited to those areas exposed to 65 dB and greater in terms of the DNL metric. The Airport Sponsor is not recommending implementation of a sound insulation program at this time because if all the recommended noise abatement measures are successfully implemented, there may be no noise-sensitive land uses within the 65 DNL contour. The Airport Sponsor plans to re-evaluate the effectiveness of the noise abatement measures after ample time has elapsed to implement the recommended measures. This re-evaluation will include an update to the NEM. Additional details are described in Section 3.3.5 of the NCP.
Jane	Lauengeo	N/A	4 Lakes Driving School	Public meeting	3	General	We airforce people understand planes got to practice at night. But really you should have described how my house would "settle" because the property is also built on marsh grounds. I already suffer from migraine headaches, before the airport expansion project was described to me in 2017 (working at another company). It's super artificially being forced down resident's throats. My appeal to City of Madtown to lower my assessed value was denied - so basically we as homeowners have no say. Quit taking pictures!!	As described in Section 2.2.9 of the NCP, noise abatement measure number NA-9 encourages the Wisconsin Air National Guard 115th Fighter Wing to continue limiting F-35A aircraft operations to the daytime (7:00 a.m. to 10:00 p.m.) as practicable. This measure intends to address community concerns related to F-35A aircraft noise during the nighttime hours.
Cindy	Krivanek	N/A	N/A	Public meeting	4	Noise abatement/Mitigation	We need a noise control on Danielle RD DeForest WI. When the jets go over, we can't even hear each other talk, and that is inside of our house. I think people in this area of the noise should get windows and insulation to help with the noise.	See response to comment number 2.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Maybeth	Wilk	N/A	N/A	Public meeting	5	Noise Abatement/Mitigation	I think it would be beneficial to extend the length of the runway so that planes can take off/land more over less densely populated areas. This I assume may require the airport to aquire more land north? I am very concerned about the increased flights and the noise. It will definitely affect my ability to really sit outside on my deck and enjoy my garden and socializing with my neighbors. I guess I will need to acquire a good pair of earplugs to have on me at all times. I also feel that even if someone moved into a home after 1998, they still should receive eligibility for remediation because the noise level of F35 was not in the public awareness at that time that they purchased and is much greater than the sound level they thought they had to endure.	The NCP includes recommendations by the Airport Sponsor to favor aircraft operations to the north of the Airport as the land use north of the Airport is much more compatible with noise from aircraft operations than the areas south, such as the City of Madison. See Section 2.2.6 and 2.2.8. The 1998 date is only applicable to sound insulation programs; and the date is related to the construction of the structure (e.g. home) not the purchase date.
Dennis	Noonan	N/A	N/A	Public meeting	6	Health effects	Thank you for your commitment to noise abatement and good community relatons. I'm most concerned about the cumulative effect the F-35As will have on the quality of life in this neighborhood. Noise pollution, especially for children, will certainly negatively affect health. I understand the desire to maintain a strong defense system, but judge our perceived threat to be exaggerated, not in line with reality. Great presentations! I appreciate your presence here today.	Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities . In response to feedback received on the notice, the FAA released the Noise Policy Review and Federal Register Notice requesting comments in 2023. Over 4,800 comments were received and the FAA is currently in the review process. The Noise Policy Review addresses the latest research findings: https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf . Additional information on the Noise Policy Review, is available on the FAA website, https://www.faa.gov/noisepolicyreview .
Michelle	Voigts	N/A	N/A	Public meeting	7	Noise abatement/Mitigation	I am located very close to the 65 zone which qualify for possible sound insulation funding. It is my hope that funding will be available to sound proof our home (it is a 1950s built home) as it will likely need updates. It would be great if the flight tracks would head out further into the country versus flying over the city of Madison. it would impact businesses, golf courses, and schools on the north side.	See response to comment numbers 2 and 5.
Casimiro	Salas	N/A	N/A	Public meeting	8	DNL/threshold	Please look into expanding the 65 area. As of now with the F35 coming and going it is hard to have a discussion in our house because they are so loud. I know it's a long process but your consideration would be appreciated, thank you.	The 65 DNL contours were prepared in accordance with Title 14 of the Code of Federal Regulations Part 150 and current FAA guidance for which "expansion" of the contours is not allowed. As described in Section 4.2.3, the Airport Sponsor recommends regular updates to the Noise Exposure Map to ensure the contours accurately reflect existing and forecast conditions of aircraft operations and land use compatibility.
Darren	Helgesen	N/A	N/A	Public meeting	9	Noise Abatement/Mitigation	I live very close to the 65 zone and would like to know of any funding would be available to insulate and sound proof my home. Also would like to know possible flight times, be ideal if they could end flights before 9pm.	See responses to comment numbers 2 and 3.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Kelly	Kearns	N/A	N/A	Public meeting	11	Land use	Language in land use mitigation proposals should be stronger. 'Consider impacts' means you don't have to do it. The plan should 'minimize impacts' to low income communities and school children. The plan should address noise outside of the 65 contour line. There are significant land uses very nearby that are incompatible. The FAA should pay for noise mitigation for the schools and dog cares near the 65 contour line. Planners should make an effort to meet with (in their neighborhood) the communities that are most impacted-mobile home, low income apts and others that are in the incompatible use zone.	Land use control is the responsibility of the local jurisdictions; and not the Airport Sponsor nor the FAA. As described in Section 3.2.1 of the NCP, the Airport Sponsor recommends maintaining existing compatible land uses in the Airport vicinity by working with the local municipalities responsible for land use. The Airport Sponsor desires to encourage the development of compatible land uses around the Airport and to strongly discourage the development of noncompatible land uses such as residential development. In accordance with Title 14 of the Code of Federal Regulations Part 150 and FAA guidance, funding for noise mitigation is limited to those areas within the 65 DNL contour.
No name	No name	N/A	N/A	Public meeting	12	Land use	Comment content is a land use map graphic.	Map received by the Airport Sponsor and is on record within the Appendix of the NCP.
No name	No name	N/A	N/A	Public meeting	13	Program management measures	The existing "noise complaint" process is a joke. You need a system which doesn't make folk feel like they're yelling into the void. I want stats on complaints received, a report, and intelligent response. The airport should take absolutely all measures proposed and implement the existing noise is untenable.	As described in Section 4.2.2, the Airport Sponsor recommends improvement of the noise complaint program by implementing a noise complaint management system, which, at a minimum, includes noise complainant information, flight track responsible for the noise complaint, weather at the time of the complaint, and airport configuration and runway status at the time of the complaint. As described in Section 4.2.1, the Airport Sponsor recommends a noise advisory group to advise and assist with the management of aircraft noise-related issues. The committee intends to serve as a vital link between the Airport, DMA and communities on aircraft noise concerns.
Daniel	Smelser	N/A	N/A	Public meeting	14.1	Noise Abatement/Mitigation	I live in the Sherman neighborhood area. My perception of the noise problems in our area is that helicopters are flying too low in altitude on their landing approach. The disturbance is enough to make our entire roof and windows rattle. Maybe 500 feet higher in their approach would help.	The Noise Compatibility Program addresses noise from helicopters through the Airport Sponsor's recommendation of NA-5, which encourages helicopter pilots to use the established visual approach and departure corridors. See Section 2.2.5.
Daniel	Smelser	N/A	N/A	Public meeting	14.2	Methodology	Also - the jets are not the only noise issue. The trains at 2:30 AM, sirens on Packers and Sherman, drag racing motorcycles and density of traffic should count toward abatement maps.	Title 14 of the Code of Federal Regulations Part 150 limits the assessment of land use compatibility with noise from only aircraft operations originating and/or ending at the airport for which the Program is prepared.
Brooke	Boelman	N/A	N/A	Public meeting	15.1	Health effects	My husband and I purchased our first home on the Northside in Summer 2021. We heard talk about the jets but didn't experience the full impact until they started flying in 2023. I'm concerned about the noise from the jets especially on young people in schools and communities nearby.	Noted.
Brooke	Boelman	N/A	N/A	Public meeting	15.2	Noise Abatement/Mitigation	I'm also afraid that because we're outside the invisible line of 65 dB, you'll be excluding us from noise abatement funds from the federal government. I want our neighborhoods to be health and vibrant - I fear the noise will ruin that for years to come.	See response to comment number 2.
C	Lsetts	N/A	N/A	Public meeting	16	Land use	I recently moved to Madison from out of state and unknowingly purchased a home in the direct flight path of the F-35s. The noise is incredibly disruptive to my employment, as I work from home and cannot hear my patients when the jets fly over. Some of these calls are emergent. The presence of these jets in a highly populated area speaks of the disregard local officials have for the well being of its residents. I would not have moved to Madison if I was aware that these jets were flying daily overhead. It defies logic that they have not relocated to a less populated area. They poison the airways, soil, and our water with no responsibility or consequence. How is this even legal?	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Cynthia	Rose	N/A	Chiropractor	Public meeting	17.1	Noise Levels	1) I am concerned that daily level of noise will increase with the addition of F-35s to this location. Currently there are 6 F-35s here now and the projected # to be 20. The number of jets may increase w/ the # of flights in a day. - that's not ok. I have a business on International Lane and a home in the Whitetail Ridge neighborhood and the noise of takeoff and landing is quite disturbing. I am a chiropractor and all communication and my patients has to stop due to not being able to hear one another.	The Noise Exposure Map included existing and forecast conditions, which includes the full WIANG buildout of the F-35A aircraft.
Cynthia	Rose	Chiropractor	N/A	Public meeting	17.2	Restrictions	2) I have experienced F-35 flyovers of my home in the Whitetail Ridge that appear to fly North west of the supposed flight tracks again the noise stops all conversation and disturbs my animals. Currently, these F-35s take of approximately on one after another, now. That is six aircraft stationed here now. The have the # of flights due to increasing aircraft would give and cause to re-locate my business. 3-10 flights a day would be far too disruptive to continue business. Please consider maintaining the number of flights to current levels to that choices like re-locating will not have to be considered. Frankly, I rather you not be at this location at all. This # of aircraft would have been more suitable for a more rural area.	Under current legislation and regulation (see Title 14 of the Code of Federal Regulations Part 161), the Airport Sponsor cannot restrict WIANG aircraft operations without going through a lengthy Part 161 process. Part 161 process is only viable if the land use compatibility is not addressed through other measures as Part 161 is intended as the last resort to address noncompatible land use.
Sara	J. Scott	N/A	N/A	Public meeting	18.1	Noise Monitors	The ideas are a good start. How will you measure the noise in "real time"? My idea: Measure sound area the airports in radius of 5 miles around airport.	See response to comment number 8. The Airport Sponsor considered and did not recommend a noise measurement program as the noise exposure contours are developed in accordance with Title 14 of the Code of Federal Regulations Part 150 and FAA guidance, which includes the use of the FAA's noise model (AEDT) rather than the use of actual noise measurements. See Section 4.3.2 of the NCP for additional information on noise measurements.
Sara	J. Scott	N/A	N/A	Public meeting	18.2	Noise abatement/Mitigation	As a veteran who is 100% disabled with PTSD the noise is extra non-compatible for myself and many others! My idea: Government sound proof my home. 2 blocks out from Hwy 30 :(My home is 101 years old. Help us enjoy our retirements. Gov this all sounds good, but lets be real...we hear you loud & clear... as we just enjoy the noise, NOT :(	See response to comment number 2.
Melissa	Gundlach	N/A	N/A	Public meeting	19	Noise Abatement/Mitigation	I urge the acceptance of noise abatement measures NA-1, NA-3, NA-4, NA-9 (modify times to 8am to 10pm), NA-6 and NA-7 per the winter edition newsletter.	Noted.
Anne	Tigan	Registered Nurse	N/A	Email	20.1	General	Thank you for the opportunity to submit comments during the public comment period, ending March 13, 2024. I understand the NEM and its appendices have been completed and approved by the FAA but also there are still steps in the process of their full approval. So I submit comments with regards to information in the NEM document as well, for the record.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Anne	Tigan	Registered Nurse	N/A	Email	20.2	Health effects	Three military jets whine, screaming low across Lake Monona, drawing the attention of citizens and canines walking lakeside. Their path continues above schools, households, businesses defenseless against the noise. It is good there was a public comment period on the “Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022.” As a retired pediatric nurse, I read through this document, noting, “1.3 Roles and Responsibilities”, identifies the following as involved in the preparation of the MSN 150 Study: “The Wisconsin Bureau of Aeronautics (WBOA); Dane County, including its staff and consultant team; The 115th Fighter Wing of the WIANG; The 64th Troop Command of the WIARNG; The MSN Part 150 Technical Advisory Committee (TAC); The FAA; The public.” In the document, “Noise Compatibility Program, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, Draft,” 1.4 Roles and Responsibilities, Local land use jurisdictions are included in the preparation but as with the NEM Update, there are no public health agencies involved to “provide important information to the Study Team,” which could be incorporated into the NEM and NCP documents. As if it didn’t matter. This is a grave and stunning oversight. Please explain why there are no public health agencies or pediatricians advising the Study Teams.	Part 150 regulation and FAA guidance is clear on the types of stakeholders to include in the process. Part 150 is focused on land use compatibility and not health effects of aircraft noise. Therefore, health professionals are not included as participants in Part 150. See response to comment number 6.
Anne	Tigan	Registered Nurse	N/A	Email	20.3	Noise Monitors	In the document “Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022,” Section A.1.7 Day-Night Average Sound Level, DNL, states, “The US EPA identified DNL as the most appropriate means of evaluating airport noise based on the following considerations...The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods.” In the same document, Table ES-3. Part 150 Noise Exposure Map Checklist. The FAA Checklist. Under section Program Requirement, F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map and scale as the official NEMs); Supporting Pages /Review Comments are: There are no noise monitoring sites at MSN. Please tell us how we are to understand these competing ideas in this Part 150 Study. Are the monitors part of the overall plan, or not? Please explain clearly what the plan is.	Refer to response to Comment 18.1.
Anne	Tigan	Registered Nurse	N/A	Email	20.4	Health effects	Troubling are the problems that weigh down the F-35s, including an inability to meet performance standards in trials. Potentially injurious noise created by the F-35s must be evaluated by the communities affected. Independently prepared Air Force documents (Elgin AFB, Nellis, Luke AFB, Lockheed) conclude the F-35 will be an average of 16 decibels louder than the loudest F-16...‘more than three times as loud perceptually.’ The F-35 was 121 db and the F-16 was 97 db at Elgin AFB. Jet noise reaches another destination, the hair cells in the inner ear, with potential for permanent damage. The World Health Organization reports strength of evidence and sufficient support for ill effects of aircraft noise on children’s reading, memory, academic performance. It should concern us that the sudden and unexpected noise of military jets over schools and neighborhoods produces a ‘startle reaction’ activating the fight or flight response, raising blood pressure, increasing the heart rate—even when asleep. In the classroom the sudden ‘startle’ interrupts learning (can’t hear teacher, other students; breaks concentration) with resultant decline in cognitive ability. In my near east side neighborhood, when the jets routinely roar overhead at 11:00 a.m. and 2:30 p.m., it could mean a child doesn’t hear a safety instruction from a crossing guard, or from a teacher.	Refer to response to Comment number 6.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Anne	Tigan	Registered Nurse	N/A	Email	20.5	Health effects	Goines and Hagler write in the Southern Medical Journal: “Society now ignores noise the way it ignored the use of tobacco products in the 1950s.” Under the roar of the military jets, it is easy to agree with their point that, “Lack of perceived control over the noise intensifies the effects of negative reactions associated with noise pollution.” In children it can create feelings of helplessness.	Noted.
Anne	Tigan	Registered Nurse	N/A	Email	20.6	General	Lots of research describing decibels, a gallery of graphs, form the Part 150 Study but from our backyards we believe our own eyes and ears, telling us that something is deeply disturbing with this picture. Bob Dylan said it best: “You don’t need a weatherman/ To know which way the wind blows.” We don’t need an algorithm to know the damage done.	Noted.
Beth	Sluys	N/A	N/A	Email	21.1		Dear Secretary Buttigieg, I am writing as a community member who lives in Madison, WI. Our small county airport is a shared facility that has both commercial and military bomber jets. We recently had the arrival of F35A Lightning II jets and anticipate hosting 20 jets by 2025.	The Airport Sponsor acknowledges this comment. The letter is included in the comments, but not responded to as it was addressed to the Secretary of Transportation.
Beth	Sluys	N/A	N/A	Email	21.2		These jets, the increased traffic (proposing 670 Air National Guard sorties by 2027), the intense and brutal noise and concussive vibrations all are issues for area residents. As such, due to the increased noise impacts, we need to update our 1991 Noise Compatibility Program. It is this process and the decisions being made that have brought me to write to you to share my concerns and my considerations. I appreciate your taking the time to review my comments.	As stated in Section 4.2.3 of the NCP, the airport is recommending PM-3, which includes regular updates of the Noise Exposure Map. The County intends to evaluate changes in the noise environment at MSN, particularly related to WIANG operations as compared to the currently accepted NEM. Additionally, PM-4 is recommended to enable the periodic evaluation and update of the Noise Compatibility Program when necessary.
Beth	Sluys	N/A	N/A	Email	21.3		The Dane County Regional Airport has hosted several meetings with the public related to the NEM. Our NEM update was accepted in December 21, 2023. Because I do not live close to the airport, I was not getting postal notifications about meetings. Due to family issues, my husband’s Mom passed away in January, I had been busy and could not attend the meetings related to the NEM update. I did attend one. I recently attended what was supposed to be a review of the final draft FAA Part 150 NCP plan and a public hearing. There was no public hearing.	As stated in Section 5.2 of the NCP, members of the public were given opportunities to follow the Study’s progress and provide input. The public was encouraged to stay abreast of progress by visiting the Study website at https://www.msnaairport.com/about/ecomentality/Part-150-Study , reviewing the project newsletters, participating in the public open houses, and submitting comments on the Study. The Airport Sponsor held four public open houses to share information with the public throughout the Study. A third public open house was added to the schedule based on feedback received from the public that there was interest in providing additional input during the NCP development process. The Airport Sponsor sent postcards to over 9,600 residences in communities immediately surrounding the airport prior to open house 3 and open house 4 to announce the open house. The postcard contained information about the open house, as well as a QR code that linked to the Part 150 website. There was a court reporter present during open house 4 to take public comments for the hearing portion of the meeting. The public open house events are summarized in Table 5-3 of the NCP.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Beth	Sluys	N/A	N/A	Email	21.4		My husband and I had reviewed the draft NCP document as best we could, given its technical nature, and went to the airport to attend the hearing and to ask any questions we might have. Upon our arrival, we found not a public hearing but rather people standing around sign boards with out explanation and all in English. We walked up to one of the signboards and were greeted and asked if we had any questions. It was not what I would think of as a public hearing. We were told there would not be a presentation and that there was a court reporter in an adjacent room. We walked into the adjacent room thinking perhaps more information would be there but only two English printed copies of the NCP lay on a large conference room table and woman sitting in a corner hiding behind a computer. I guess you could give her your comments....When we asked to see the data that was gathered related to the noise studies, we were told it was not available. We wanted to see what kind of noise levels were being reported. Our friends living in the flight path of the F35 bomber jets were telling us all kinds of horror stories about living in the path of the jets and levels of over 110 dB in their homes.	Four open houses were held at the airport. At each open house a series of stations were set up with boards that displayed technical and study information. There were multiple members of the study team and airport staff available to answer questions from the public and present technical information. This format enables the public to ask questions and obtain information directly from the study team and airport team. At open house 4, copies of the NCP were available in the meeting room adjacent to the stations; within the NCP Section 1.7 presents the FAA-Accepted Noise Exposure Maps. There was a court reporter present in the meeting room during the open house to take public comments for the hearing portion of the meeting. Additional noise data is available in the Noise Exposure Map document available on the MSN website: https://www.msnaairport.com/documents/pdf/MSN-P150-NEM-Update-Final-20221228-Rev1.pdf Refer to Section 5.2 of the NCP which contains detailed information about the public open houses.
Beth	Sluys	N/A	N/A	Email	21.5		According to FAA documents I have read about public engagement and public hearings, “a public hearing is held for the purpose of considering the economic, social and environmental effects” of a situation. In an FAA document related to citizen participation, the FAA determined that “citizen participation is defined as an open process in which the rights of the citizen to be informed, to influence, and to receive an adequate response from government are reflected, and in which a representative cross section of affected citizens interact with appointed and elected officials on all issues related to planning and development.” If the folks that stood near a paper story board on an easel were there to share information, or present to a broad cross section, then why on earth were they only in English and there was no obvious interpreters present? The area nearest to the airport, often called the Northside, is one of the most diverse in terms of ethnicity and income. From low income mobile home residents to lake front multi million dollar home dwellers. We have a thriving Hmong community, refugees from Afghanistan, a large Latino population, and families from The Gambia and university professors and business owners. The Northside is comprised of an area of the city that has an above average level of low income and supported housing. We value the “rainbow” of people who live on the Northside so much that we painted the local park shelter house in rainbow colors. I felt like the “public hearing” component was a failed endeavor and had no intention of being inclusive, in no way addressed the cross section of area residents and did not provide for an equitable process. It was supposed to be about educating the public about the decisions being made regarding the changes to the 1991 NCP. Without a final presentation to summarize a highly technical document, the public is left with a failed process. No cross section of the community was engaged, there will be no outcome that will be positive for area families.	Please see response to comment 21.3 and 21.4.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Beth	Sluys	N/A	N/A	Email	21.6		The Dane County Airport Part 150 Technical Advisory Committee did not include any area residents who will be most impacted by decisions being made in terms of schools impacted, the ebb and flow of an ever changing 65dB noise level map, and all the implications of the changes related to 20 nuclear bomber jets being based here by 2025. This is a serious oversight as well. They are a key stakeholder group and yet not one area resident was involved. No one brought the most key stakeholder group perspective to the table, the people who are most impacted.	To complete Noise Compatibility Program planning Part 150 specifies that, "Prior to and during the development of a program, and prior to submission of the resulting draft program to the FAA, the airport operator shall afford adequate opportunity for the active and direct participation of the States, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, the airport operator, and the general public to submit their views, data, and comments on the formulation and adequacy of that program." The Airport Sponsor ensured that technical input was incorporated into the program from the state, local planning agencies, and aeronautical users of the airport. The public open houses provided an opportunity for the general public to submit comments on the program and consult with the study team. NCP measures suggested by the public were considered and reviewed as discussed throughout the NCP document.
Beth	Sluys	N/A	N/A	Email	21.7		There are consultants presently asking if anyone wants to host a meeting for them (March 21-24). These meetings are supposed to gather more information from us related to the NCP. However, we as a community were told that all input needs to be sent by today March 13. It is not up to the local community to organize and host a meeting for the consultants, it is the role of the consultants to host the meetings and invite the community. It is a weak and half-baked effort at looking like they are doing something. And the data collected is too late to include in the process as it occurs after March 13, 2024.	The Wisconsin Department of Military Affairs (WDMA) received a Department of Defense grant for community outreach and education. They utilized this funding to establish the Madison F35 Community Connection project which aims to build a stronger relationship between the Madison community and the 115th Fighter Wing at Madison's Truax Field through education and engagement. More information on that project is available here: https://lab2.future-iq.com/madison-f35/project-overview/ . The Community Connection project is not associated with the Part 150 project. The Part 150 project conducted public engagement in accordance with Part 150 regulations. The Part 150 Study open house 4 was held on February 20, 2024 prior to the close of the public comment period which was held from February 12, 2024 through March 13, 2024.
Beth	Sluys	N/A	N/A	Email	21.8		Because the noise exposure maps were accepted in December 2023 as part of the NEM process, I find it interesting that areas of land adjacent to the airport area that were once determined to be within the 65dB zone are now outside of that zone. A large farm parcel, 63 acres of productive farmland with a building height easement, was re-zoned for housing and commercial uses by the city. The eastern most 1/3 of the parcel was determined in the original EIS, using the same measurement matrix, to be well within the 65dB zone. Now, with even louder and more concussive bomber jets flying over, the land shows on the 2022 noise level map as completely outside of that noise zone. This makes no sense. How can jets that are four times louder than the F16s that were flying when the EIS was completed have less noise impact on the parcel of land so close to the airport and runways that these jets use? But now, that land is being purchased by an out of state developer who does not care about the people they will be harming. This land should have stayed agricultural and continue to be used for food production by area farmers. It really is the safest use.	Refer to response to Comment 22.4 and Comment 23.1.
Beth	Sluys	N/A	N/A	Email	21.9		Existing Land Use Measures For the purposes of the draft NCP process, Existing Land Use Measures were considered. These measures were developed in 1991. When the original NCP was produced much of the area surrounding the airport was largely industrial, commercial and recreational land. In the years that followed, much of the land use has been changed either by development or through re-zoning. More housing was built and today planning has taken place that will encourage the high-density development of housing that will likely be in zones that expose residents to high levels of noise and vibration.	Refer to response to Comment 11.

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Beth	Sluys	N/A	N/A	Email	21.1		Right now, the Northside is home to a large mobile home park located immediately adjacent and near a major runway (3/21). In the past couple of years, that park has doubled in size despite the common knowledge by city planners that the area most likely will become uninhabitable. The new homes are being filled by low-income families. Mobile homes are not eligible for federal dollars for sound mitigation. I find it appalling that the county recommends not relocating the people who live in this park and know that the owners will not get help with sound mitigation. In addition, the expansion of runway 3/21 will only bring the jets closer to the mobile home park, which will likely end up in a dB70+ zone.	As stated in section 3.3.3, the County does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes. Refer to response to Comment 5 for recommended noise mitigation measures including expansion of the Runway 3/21.
Beth	Sluys	N/A	N/A	Email	21.11		The FAA has determined hazards and hot spots at the Dane County airport. One hazard is caused by the mix of pilots, both military and commercial, some private planes as well. Ground movement hot spots are defined as airport movement areas with a history or potential risk of collision or runway incursion. The airport currently has several hot spots not mentioned within the NCP nor how these hot spots will be mitigated for safety. Runway 18/36 has a hot spot to the east side with two runway crossings. Another hot spot includes wrong service operations on the southside near runway 36 there are two runways and a taxiway which is confusing. It is being proposed in the NCP that the F35 jets request the use of runway 36 for non-scramble departures. Taxiway C is also a known hot spot. The addition of 670 F35 flights in addition to a recently added commercial airline at the airport should have triggered a need to consider hot spots and how best to improve them.	Refer to response to Comment 1 and Comment 9.
Beth	Sluys	N/A	N/A	Email	21.12		Lakeview School and Mendota Elementary School are already impacted by the flights of the F35 jets. Changing flight path departures via D18JO54 only moves the negative impact from one neighborhood to another. This NCP does nothing towards avoiding the shifting of high levels of noise exposure from one community to another. The county is refusing to conduct sound mitigation for homes, churches, schools. This is a conscious decision to cause harm.	Refer to response to Comment 2 and Comment 5.
Beth	Sluys	N/A	N/A	Email	21.13		Right now, to the northeast of the airport, city planners are conducting a major regional proactive planning session that will allow for the rezoning of land for residential use. Much of this land is within the airport affected area and yet housing is being planned for areas that could become negatively impacted especially as more flights are added and runway 18/36 is considered to expand up into the Cherokee marsh area/Token creek. Today, a massive 553 unit low-income 6 story apartment complex is being built within the three mile zone of the airport and will be negatively impacted by intense noise, and those buildings are not at all required to be built with sound mitigation of any kind. People will suffer. Developers will get rich. Right now, also within three miles of the airport, there are homeless people living in plastic wagons on wood platforms (about 30 of them). There is no way to protect them from noise. Noise in this area can get over 100dB.	Refer to response to Comment 11.
Beth	Sluys	N/A	N/A	Email	21.14		I fully support the adoption of noise overlay zoning and would like to see it remain as a recommendation to be continued under LU-3. An overlay district would provide the public the knowledge they need when considering purchasing a home or locating a business. If the city of Madison will not provide the protections of an overlay district then perhaps the county or state will.	As stated in Section 3.1.3, the airport sponsor recommends eliminating LU-1, as amended will achieve the intent of this measure. Section 3.2 of the NCP lists the land use measures recommended by the County.

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Beth	Sluys	N/A	N/A	Email	21.15		In LU-4, I think amending the subdivision regulations to require that any property with an avigation easement should be included in all title searches for any property transfer and noted on parcel deeds. Including it solely on the final plat does not protect homebuyers. Most people do not have any knowledge about avigation easements and the impact on their property. There are many homes with avigation easements on the south side of the airport and people have no idea that their home will not be eligible for any sound mitigation funds from the government.	As stated in Section 3.2.1 the County will work with the City of Madison, Town of Burke, Sun Prairie, and DeForest to implement LU-1. All Study-related information and resources for the community surrounding the airport are posted on the MSN Part 150 Study website found at https://www.msnairport.com/about/ecomentality/Part-150-Study .
Beth	Sluys	N/A	N/A	Email	21.16		The county should continue the home sales assistance program to help families that cannot endure living in a home that is impacted by high noise and vibration levels. I believe that the county can apply to get funds from the federal government to cover some of these costs. Why is the county not being proactive to make sure people in Dane County are safe?	Part 150 studies can receive funding from the Federal Aviation Administration (FAA) through grant programs specifically aimed at supporting airport planning and development projects. However, The FAA does not provide funding for the Home Sales Assistance Program, the Airport sponsor would be responsible for costs associated with this program. As stated in Section 3.3.4 of the NCP, the County does not recommend the Home Sales assistance program due to the logistics of implementation and estimated costs.
Beth	Sluys	N/A	N/A	Email	21.17		LU-5 is about amending the county subdivision laws to prevent the subdivision of agricultural land. This should be happening but is not. We just lost 63 acres of prime urban farmland to housing development and commercial space.	Refer to response to Comment 11.
Beth	Sluys	N/A	N/A	Email	21.18		While LU-7 speaks to discouraging noise sensitive development, we see it happening all over the city of Madison. A large apartment complex is currently being planned for a 65dB+ area. No sound mitigation is being required to date.	Refer to response to Comment 11.
Beth	Sluys	N/A	N/A	Email	21.19		LU-10 relates to the purchase of homes in 70dB+ areas. We are allowing mobile homes to be installed in an area that surely will be in the 70dB+ area of the city. Homes in the Eken Park neighborhood withstand levels as high as 110dB right now. As more jets arrive, the residents will be enduring 670 flights of highly concussive and extremely noisy jets flying overhead.	As stated in section 3.3.3, the County does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes. Refer to response to Comment 5 for recommended noise mitigation measures including expansion of the Runway 3/21.
Beth	Sluys	N/A	N/A	Email	21.2		LU-11 is critical for our schools. Sound insulation, air conditioning and new windows should be required for existing facilities. We have many schools that are located in the flight area of the F35 jets and are causing learning issues in the classroom. There have been public presentations about the impact of the noise and vibrations on cognition and how children suffer from the jet noise. Should flight paths be changed, even more schools will be needing mitigation for noise/vibration.	Refer to response to Comment 2, Comment 6 and Comment 7.
Beth	Sluys	N/A	N/A	Email	21.21		This plan should be evaluated and updated every three years. This is a quality of life issue.	The Airport Sponsor is recommending the following program management measures to address noise around the airport: PM-3 Dane County will evaluate changes in the noise environment at MSN, particularly related to WIANG operations as compared to the currently accepted NEM and prepare an update to the NEM prior to requesting FAA funding for the continued implementation of NCP measures if such changes have met the FAA requirements of a significant change PM-4 The Airport Sponsor anticipates updating the NCP when additional measures and/or modified measures are required to reduce noncompatible land use.

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Beth	Sluys	N/A	N/A	Email	21.22		Implement a system for the 115 Fighter Wing complaints to be documented and responded to by the airport. Right now, that does not happen and we have no idea of what the callers are saying so that they are not included in any evaluation process. In general, because noise complaints are collected and documented by the airport does not insure that the issues will be addressed. The re-establishment of the noise advisory committee could review complaints and take action. Area residents should be included as members of the noise advisory committee.	Refer to response to Comment 31.21.
Beth	Sluys	N/A	N/A	Email	21.23		In looking at the goals of the NCP process, we did not develop a balanced and cost effective program that minimizes and mitigates the airport's noise impact on local communities. The addition of the F35 jets to our community will only introduce more land that will be considered non-compatible. My elected official has not been proactive in communicating about this process within our district or its importance to the community. An Open House and public hearing without a presentation of the recommended measures occurred recently. The measures were presented on storyboards that were hard to read and clumsy. There was no story board describing the land use measures that were feasible but not recommended by the county like sound mitigation, etc.	Noise abatement measures are those that control noise at the source. Such measures include aircraft flight procedures, airport layout, preferential runway use, and arrival and departure procedures. The intention of noise abatement measures in the NCP is to reduce the number of people and noise sensitive sites exposed to aircraft noise of 65 DNL and higher. Please refer to Section 2.2 Recommended Noise Abatement Measures and see response to comment 21.4.
Beth	Sluys	N/A	N/A	Email	21.24		Please take action to ensure that public health and safety are first and foremost in the coming years for our community. Please do not accept this draft NCP until the community understands that the county is not going to help the most vulnerable and most impacted community members. We have seen what has happened in other F35 communities like Burlington VT where the airport has applied for funds for sound mitigation etc. Homes will get insulation and windows, air conditioning.	Refer to response to Comment 6.
Beth	Sluys	N/A	N/A	Email	21.25		Dane County is refusing to take responsibility for the damage they are causing by allowing the use of a small regional airport for military uses. We are located not far from military bases that are better suited for military operations. Our county airport is not recommending the consideration of environmental justice and low income communities, recommends not using a lower DNL thresholds for compatibility assessments, is unwilling to acquire the highly impacted mobile home park, is unwilling to establish a home sales assistance program. The county is unwilling to consider implementing a sound mitigation program to provide sound insulation to noise sensitive parcels including residences, schools, and other noise sensitive buildings within the 65-70dB DNL. It is my understanding that the county could apply for funds to help with issues of sound mitigation from the FAA. But it is refusing to do so. I am scared for my future and the future of my neighbors who will soon be living under 20 nuclear bomber jets that are planning to fly 670 sorties a year.	Airport relocation is not included in a Part 150 study per Title 14 of the Code of Federal Regulations. Refer to response to Comment 17.2 and Comment 21.2. See section 3.3 of the NCP for the land use measures evaluated but ultimately not recommended. As stated in Section 3.2.1.6 of the NCP, the airport is recommending LU-1, suggesting annual meetings with surrounding neighborhoods to foster communication and provide education on upcoming airport plans. The County advocates for strengthening current relationships with local officials in these neighborhoods. This proactive approach aims to facilitate dialogue, share information about future airport developments, and gather input from communities.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.1	General	Please accept the attached comments on the draft Noise Compatibility Program as the City of Madison's official comment on the draft plan. The City has followed the Part 150 Noise Study closely and has participated in the Technical Advisory Committee process that guided the plan's development. There are numerous elements of the proposed plan that the City supports and appreciates to help minimize the impacts of aircraft noise on Madison residents. These include strategies related to flight paths, aircraft arrival and departure procedures, and potentially northern runway extensions, based on final designs.	Noted.

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.2	Land use	However, there are also some recommendations related to land use within the plan that the City has concerns about. Numerous recommendations seem focused on limiting development on the north and east sides of the Madison, including in areas well beyond the 65 DNL noise contour which encompass large areas of the north and east sides of the city, including areas along both east and north bus rapid transit lines. While I understand the point of this plan is to focus on community impacts of noise, the City must consider a wide range of impacts of our decisions and hold all potential impacts in balance. From that point of view, we believe the impacts of minimizing growth on the north and east side would generate substantial impacts related to housing availability, housing affordability, economic development, and transit-oriented development that are untenable for the city. Madison is a fast- growing city, with a population expected to grow by 115,000 – 42% -- between 2020 and 2050. We must plan for growth on every side of our city, including the north and east sides while doing what we can to minimize noise and other impacts. We believe we can balance growth with noise protection, and we ask DCRA to work further with the City to find that balance. This includes revisions to recommendations in LU-1, which are detailed further in our comments.	See response to comment 11.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.3	Land use	Finally, further to the point of minimize noise impacts, the City requests that DCRA add a recommendation to pursue sound attenuation on existing structures with the 65 DNL contour. Sound attenuation is a proven strategy to help mitigate impacts, and is worthy of pursuing. I understand there may be potential for other funding sources available for this purpose, and that a major strategy within this document is to shrink the noise contours to such a point as to reduce the number of buildings within the 65 DNL line. While we generally support that strategy, nothing is yet certain, and having sound attenuation in the Noise Compatibility Program could be a very valuable strategy alongside other options. Thank you for this opportunity to provide comment, and please see more detailed comments attached.	See response to comment numbers 2.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.4	General	City of Madison Comments on DCRA Draft Noise Compatibility Program March 13, 2024 This document includes all City of Madison comments on the draft Noise Compatibility Program in sequential order. Three of the City’s highest priority comments are marked with asterisks within the document. Our highest priority comments are on the following recommendations: • LU-1 to “Maintain existing compatible land uses in the airport vicinity” where we express concerns about the extent of land use controls the airport recommends in the face of a housing crisis. • NA-8 on “Airport Layout Modifications” where we want to emphasize the importance of maintaining existing bicycle and pedestrian uses. • 3.3.5 to “Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels ... within the 65-70 DNL” which is not included in the plan, and which we would advocate for including.	See responses to comment numbers 2 and 11; and 22.8 and 22.9 below.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.5	Noise Abatement/Mitigation	Noise Abatement Measures NA-1 through NA-5 Flight Tracks/Paths The City of Madison generally supports the recommended noise abatement measures related to flight tracks and runway use, which direct aircraft towards less developed areas and away from noise sensitive uses. However, it is difficult to understand the full impact of each recommendation since not all noise abatement strategies are accompanied by graphics to illustrate their impacts. Certain strategies may shift noise toward planned growth areas, such as Oscar Mayer, but it is difficult to tell without graphics for each measure.	Noted. Figures 2-1 and 2-2 show the recommended flight paths to avoid noise-sensitive areas for NA-1. NA-2 through NA-5 are continuation of existing measures for which graphics were not deemed necessary to show existing measures.

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.6	Noise Abatement/Mitigation	NA-6 Preferential Runway Use The City supports NA-6 which encourages northerly airport operation to the extent practical. The City strongly support northerly operations for the Air National Guard, including during periods of southern flow operations.	The Airport Sponsor acknowledges this comment.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.7	Noise Abatement/Mitigation	NA-7 Arrival/Departure Procedures From the information presented, the City supports the “Speed Hold” noise abatement departure profile for F-35s. There is concern that afterburner use would create higher peak volumes in addition to simply shifting the contours. Certain noise abatement strategies discuss operations as being louder, but don’t describe what sound metric is being used (such as a higher Lmax or DNL). Its also unclear if these alternatives were evaluated with 100% northerly take offs. Since the long-term northerly take off rate is unknown, it may be appropriate to model alternatives with southerly take offs.	The noise analyses were completed using the DNL metric. For the evaluation of NA-7, only the departure flight procedures were modified in the model to compare the current condition to the condition if the NADP was implemented. The runway use measure, NA-6, was evaluated independently from the NADPs.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.8	Noise Abatement/Mitigation	NA-8 Airport Layout Modifications **Priority City Comment: Extending Runway 3/21 to better accommodate all F-35A aircraft departures The City does not have sufficient information to be able to support or oppose the potential extension of Runway 3/21 to accommodate F-35 operations. The alternative appears to show promise in moving noise away from East Washington Avenue and associated growth areas along the Bus Rapid Transit corridors. However, an extension of this runway may create areas of concern. The City’s Center of Commerce and Industry industrial park northeast of the area appears to have rather large areas above the 70 DNL contour, with certain areas above 75. While industrial uses are far more appropriate for noise exposure, there may be certain uses that this causes problems for, such as UW Health’s John Wall Clinic. The other concern is the impact on Hwy 51 and important local streets such as Hanson Road. Walking and biking are existing uses along Hwy 51 and are growing as employment continues to develop in this corridor. We ask that any runway modifications not eliminate the existing pedestrian and bicycle uses, or preclude the possibility of improving pedestrian and bicycle accommodations.	Noted. The Airport Sponsor will reach out to the City of Madison if they proceed with the extension of Runway 3/21, which requires FAA approval of the NCP measure.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.9	Noise Abatement/Mitigation	Extending Runway 18/36 to allow a shift of operations to the north The City generally supports this alternative as it reduces noise impacts to residents south of the airport, but the City also has a concern. While originally described as a shift, it is an extension and the southern 1000 ft is not planned for removal. While this is logical from a safety perspective, the sound doesn’t automatically shift without other operational changes. Jets taking off to the north still have significant sound impacts to the south, so the initial point of departure should also shift north by 1000 feet. A shift to the north would likely require a relocation of CTH CV, which will likely result in filling of adjacent wetlands. It may also complicate a planned multi-use path along CTH CV.	A runway extension for Runway 18/36 is not supported for noise purposes as required for Part 150. Therefore, the Airport Sponsor recommended a shift to Runway 18/36 to the north to address the noncompatible land uses to the south. If the measure is approved by the FAA and the Airport Sponsor decides to proceed with implementation, they will coordinate with the City and go through a full design and environmental process.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.10	Noise Abatement/Mitigation	NA-9 Use Restriction The City supports minimizing military night time operations.	Noted.

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.11	Land use	Land Use Measures The City has a general concern that a number of the Land Use Measures do not reflect input the City consistently communicated about the dire need to continue growing along important northeastern corridors of the City, as we face a major housing shortage now while we also face an anticipate increase in population of 115,000 people. While we share the general community concern about minimizing noise impacts to residents living and working near the airport, our approach must balance a desire for noise separation with the need for available, affordable, and transit-connected housing in Madison. We are concerned that some recommendations envision restricting growth well beyond the 65 DNL noise contour in a way that is not feasible in a growing city. Throughout the Technical Advisory Committee process, the City of Madison communicated its growth plans to Dane County Regional Airport and its consultants. Because of Madison’s unique geography and historical growth pattern, its not practical for the City to abandon its growth plans surrounding the airport, particularly in areas of heavy transit investment. The City has carefully and publicly discussed the impacts of growing in noise impacted area and those of discouraging residential uses in those areas. After extensive public debate, the City’s policy, largely formed by the President’s Work Group on Environmental Justice, is to grow sensitively in these areas, recommending new noise insulating construction. The City understands new construction within the adopted noise exposure models is ineligible for noise mitigation funding from the FAA.	Title 14 of the Code of Federal Regulations Part 150 states that land use controls are the responsibility of the jurisdictions and are not controlled be the FAA nor the Airport Sponsor. With land use compatibility being at the heart of Part 150, the jurisdictions responsible for land use control must do their part to ensure land use around airports remain compatible with noise from aircraft operations. If such controls are not properly administered it puts the airport viability at risk. Wisconsin Statute 66.31 recognizes the importance of land use compatibility around airports by requiring municipalities with development plans must show the location of any publicly owned airport and “airport affected areas”. It is the intent of the Airport Sponsor to work with the jurisdictions to implement LU-1 to maintain compatible land use.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.12	Land use	LU-1: Maintain existing compatible land uses in the airport vicinity **Priority City Comment: 1. Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31. The City recognizes the statutes related to the Airport Affected Area, and is comfortable with notifications to the airport, but strongly opposes any intrusion into local land use control by the airport, including the use of this statute to veto zoning decisions made by the City. While the topic of “airport affected area” was brought up in previous meetings, it used terms like “encourage” the City to restrict development. Only in the final TAC meeting was that language shifted to address potential future zoning vetoes, as allowed by Wisconsin statute. While this statute and an earlier map version did exist, DCRA did not utilize their authority to veto city rezoning proposals, which would require a 2/3 vote of the Common Council to overturn. Therefore, utilizing this statutory authority now represents a dramatic shift operationally to how development occurs in Madison – especially given the larger boundary amendment that DCRA is proposing to the notification area.	Noted.

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.13	Land use	In addition to the “airport affected area” zone, the proposed map includes two other zones identified as “Limited Construction Area” and “Restricted Construction Area.” These are not defined or authorized by the State statute, and the City is not clear how these are defined and how DCRA intends to use them. Moreover, they are geographically describes as being ¼ mile beyond the 70 DNL contour, and ½ beyond the 65 DNL contour. The basis for exceeding the 65 DNL contour is not explained, nor supported by FAA guidance. The map appears directly in conflict with the City’s growth policies, particularly along the Bus Rapid Transit corridors. Further, using the noise exposure model’s contours without any of the planned noise abatement measures factored in doesn’t seem logical. If the noise abatement measures shift the contours to the north, why is the airport choosing to use those contours with a greater impact to the south. Finally, the airport appears to include areas beyond the statutorily allowable three miles in the airport affected area. For all of the above reasons, the City requests that the map zones related to “Limited Construction Area” and “Restricted Construction Area” be removed from this plan recommendation. We further request that any amendment to the boundaries of the Airport Affected Area be done in consultation with the City of Madison, and not defined through this planning process, which presents a constrained opportunity for the City to engage.	These additional zones of “Limited Construction Area” and “Restricted Construction Area” are intended to ensure compatible land use now and well into the future. Just as jurisdictional development plans look many years out into the future to assess their needs, so must an airport. The Part 150 NEM shows the existing and 5-year forecast noise exposure from aircraft operations. Noise exposure changes as do the areas exposed by excessive noise from aircraft operations. It is the intent of the Airport Sponsor to work with the jurisdictions to implement LU-1.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.14	Land use	2. Amend subdivision regulations to require dedication of noise and avigation easements of plat notes on final plat. The City is unclear what is actually being recommended. At the TAC, this was discussed as adding notes to plats and parcel deeds to ensure potential buyers are aware of potentially elevated noise levels. The City does not object to informational plat and parcel deed notes. The City does object to noise and avigation easements on plats and parcels. It’s our understanding past easements don’t factor changes over time, and preclude future sound mitigation if sound exposure or volumes increase in the future. This is not an acceptable outcome to the City.	As stated in Section 3.2.1.2, plat notes attached to any new residential or noise sensitive development within the “airport affected area” are currently required per Dane County Ordinance, Chapter 75. The ordinance states that the below notation must be placed on the plat or certified survey map for any approved subdivision within the airport affected area: “Lands covered by this [plat] [certified survey map] are located within an area subject to heightened noise levels emanating from the operation of aircraft and equipment from a nearby airport.”
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.15	Land use	3. Encourage municipalities to recommend inclusion of sound attenuation standards for noise sensitive development in new building designs for construction within the airport noise overlay area. The City’s existing policy is to encourage noise mitigating construction when development occurs in or near the airport noise contours. As discussed, the City can’t require sound insulation beyond what is already in the State Building Code. The City can forward the recommended construction techniques included in the draft to developers working on projects in and around the contours. Beyond informal advocacy to local municipalities, DCRA’s advocacy should include a component seeking a State law change to allow municipalities to require greater sound insulation in the vicinity of airports.	Noted.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.16	Land use	4. Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review. The City has updated land use recommendations for most of the area surrounding the airport since the F-35 EIS was published and the City established its growth policy related to the airport noise contours. Updated plans include the Oscar Mayer Special Area Plan, the Greater East Towne Area Plan, the Hawthorne Truax Neighborhood Plan and the Northeast Area Plan (in progress). The Southeast Area Plan and North Area Plan are anticipated to be adopted in the coming years and will address the western and southern portions of the airport affected area.	As stated in Section 3.2.1.4 the Airport Sponsor recommends the continued review of proposed development within the airport affected area for Dane County, City of Madison, and the Town of Burke. The County recommends the updated NCP be reflected in the respective municipalities’ land use plans.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.17	Land use	5. Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport. As repeatedly discussed throughout the TAC process, prohibiting new residential development within the contours is contrary to the City's necessary growth policy. A core tenet of the City's growth policy is to grow intensely on high-capacity transit routes, including the BRT Route on East Washington Avenue, so this is in direct conflict with stated City plans.	See response to comment number 22.11.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.18	Land use	We share the airports concern about creating disproportional impacts on low-income communities, but also recognize that steps to implement this action may also come with impacts. First, prohibiting low-income housing in this area likely violates the Fair Housing Act. Second, the City's only mechanism to prevent future residential construction is to adopt zoning that prohibits residential uses. Doing so would mean that all existing residences in these areas would be considered "non-conforming uses." A non-conforming status creates challenges for current and future residents to finance property purchases and limits typical residential improvements like additions to existing homes. When entire neighborhoods become non-conforming, the expected lack of neighborhood investment can lead wholesale neighborhood decline, leading directly to more severe negative impacts than currently are present. In an attempt to avoid a disproportionate impact, we run the risk of further impacting those already impacted.	See response to comment number 22.11.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.19	Land use	The City has attempted to balance multiple impacts and risks by requiring sound attenuation in new construction within and beyond the 65 DNL contour whenever we are able to. State restrictions do not allow the City to require sound attenuation in all development, but we can do so by agreement when City funding is contributing to a project. The City's incentivizes affordable housing through its Affordable Housing Fund, a competitive annual grant program that aims to increase the supply of lower cost housing throughout the City. The Affordable Housing Fund eligibility considers and reflects the airport noise contours as one of its metrics.	Noted.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.2	Program management measures	6. Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans. The City supports this recommendation.	Noted.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.21	Noise Abatement/Mitigation	LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour The City is not opposed to a very limited and voluntary acquisition program for residential properties within the 70 DNL contour. The contours used for acquisition should reflect noise mitigation strategies outlined in this document, not simply the noise exposure model adopted in 2023. The City opposes south of of Carpenter Street and Ridgeview Court.	Noted. As stated in Section 3.2.2, LU-2 will allow the Airport Sponsor to purchase noncompatible land and reuse it in a manner that would render it compatible with airport operations. In accordance with FAA guidance, the contours used for acquisition are based on the 2027 Future Condition which identifies 23 housing units located within the 70 DNL contour.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.22	Noise Abatement/Mitigation	LU-3: Continue the planned expansion of the voluntary land acquisition boundaries in Cherokee Marsh and Token Creek Park areas The City does not oppose this measure. However, the land identified for acquisition has very limited development potential and is highly unlikely to generate any noise compatibility issues. There are better uses of noise mitigation funding than this, including measures that were not recommended by this document.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.23	Land use	3.3 Land Use Measures Considered but Not Recommended 3.3.1 Consider environmental justice and low-income communities The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program. 3.3.2 Report alternative metrics and consider use of lower DNL threshold The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program. 3.3.3 Acquire the mobile home park and relocate the residents The City understands Oak Park residents generally don't support relocating the park, and there isn't a known location where a relocation could even occur. 3.3.4 Home Sales Assistance Program The City does not object to discontinuing this program	Noted.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Email	22.24	Noise Abatement/Mitigation	**Priority City Comment: 3.3.5 Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels including residential structures, schools, and other noise sensitive buildings within the 65 – 70 DNL The City believes sound insulation should be included as a potential noise compatibility strategy. While we appreciate the efforts to shift the contours north, both by DCRA and ANG, we have concerns that despite the efforts, the contours may not shift as far north as anticipated. This would leave thousands of existing residential units within the 65 DNL contour with no mitigation. As discussed at TAC meetings, reverse operation departures by F-35 can only operate under certain weather and air traffic conditions, and the long-term rate of these operations is unknown at this time. The noise exposures model and the recent terminal expansion both anticipate a significant increase in commercial air traffic in the coming years (NEM: 53% increase by 2027). As commercial traffic increases, the windows for reverse operations shrink and greater frequency of southern F-35 departures can be anticipated.	See response to comment number 2.
Dan J.	Cox	N/A	N/A	Email	23.1	General	I am a Lifelong resident of Madisons Greater Eastside. I grew up a block away from where I live now. As a child, the USAF was here with their f-86s, 89s, & 102s, and playing wargames was part of growing up. This seems futile at this point to complain. Falls upon deaf ears. State legislators have shown little concern for their constituents that are living in the 'affected zone'. The military cares not either, other than offering Sen. Baldwin and the ANG statement: "We want to work with the (East/North) Madison community to ensure that 115th ANG wing is a "good steward" of our land, air, and water, including implementing a plan to mitigate excessive noise" (within their dwellings). Meanwhile the majority of seasonal outdoor activities for families and groups will obviously be affected, regardless.	Noted.
Dan J.	Cox	N/A	N/A	Email	23.2	DNL/threshold	Noise impacts will only be predicted using the joke of an archaic 50-year old FAA 'daily average' standard of 65 decibels. We are just being 'entertained' by 4 of 20 f(b)-35s presently. Theyve been measured @117 dBs. Extreme noise cannot be 'masked'.	See response to comment number 8.
Dan J.	Cox	N/A	N/A	Email	23.3	Environmental impacts	The noise pollution is one issue. Unresolved toxic PFAs in our environment & wells, another. The third, being the toxic jet fuel emissions, (23 gallons per minute burned in flight) contributing to the military being the nr.1 polluter in the World, ever-increasing CO2 being spewn into the atmosphere directly contributing to climate change and its various negative environmental effects.	See response to comment number 14.2.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Dan J.	Cox	N/A	N/A	Email	23.4	General	In my humble opinion, this entire fiasco could have been avoided, by having the gvt. do what they do best: just print up some more easy \$\$\$! (to add to our \$32 TRILLION debt, of which the pentagon gets just about anything they want.) Take a pittance of a 'few' million, head out to the wondrous rural countryside, and speak to one of our states hurting farmers, offer him whatever amount would suffice to rent a patch of his land, to build a runway or 2, a couple hangars, a 'control' tower, and a mess hall. Far away from disrupting civilization! (Other than scaring the BS/CS out of a few Bovines) ... problem solved! It could/should have been an alternate state of reality. People have to Truly be concerned and wish to help others in need. But, few do, who have the 'power' to Really CHANGE whats wrong in Our World. Its easier to ignore the problems of a Global Society, by feeding "the Machine" of Hate, Ego, and Endless wars. With the arrival of the remaining 80% by Summers end, (I was told) I am Sure more complaints will mount. A Sad scenario to come. I cannot fathom how the disconnected rich and puppet politicians can ignore those who suffer.	Noted.
Richard	Soletski	N/A	N/A	Email	24.1	Noise Abatement/Mitigation	Introduction I have owned a home at 3322 Quincy Avenue since June of 1990. It is the 2nd residential street directly South of the airport. In 1990, the airport served 1 million passengers. Since that time the noise, flights and size of planes has increased dramatically. Over 2 million passengers used the airport in the 2023. I first learned of the proposal to embed the F35 US Air Force planes at Truax in the summer of 2019 through media reports. I attended an open house at the Alliant Center in August 2019 and received a copy of the draft USAF environmental impact report which stated my home is in an area deemed “incompatible with human habitation.” “Not to worry,” I was told, the FAA has programs to help mitigate the noise problems inflicted by the airport, including sound insulation and new windows and doors, and if that is too expensive to be effective, assistance in relocating you. I have been following media reports of those programs in Burlington VT (also an F35 embed airport) and others for expansion of airports in Chicago and Minneapolis. So I was somewhat relieved over these almost five years as I waited for the final decision on the F35 deployment, studies on noise exposure and the plan to mitigate the effects of the heavier, noisier and bigger F35s.	Noted.
Richard	Soletski	N/A	N/A	Email	24.2	Noise Abatement/Mitigation	Imagine my surprise and dismay when I attended the February 2024 Open House at DCRA and found out that the noise compatibility plan contained nothing to mitigate the extra noise inflicted on the surrounding close-by residential neighborhoods. Oh, the DCRA sure got what they paid for from the local consultants to the in-state consultants to the national consultants for the NCP – an empire expansion of a longer runway, encouraging but not requiring planes to not fly south over the residential parts of Madison, and no noise monitoring requirements.	See response to comment number 2.
Richard	Soletski	N/A	N/A	Email	24.3	Methodology	I asked at the open house about what happens if the flight plan changes don’t work. “Well the FAA has six months to consider our plan, and we’ll implement for a couple years.” And if it doesn’t cut down on the noise? Will you have to do another study?	See response to comment number 2.
Richard	Soletski	N/A	N/A	Email	24.4	Health effects	I live in the over 65 dB area now. I am 68. This plan shows my house still in the higher dB contours even with the changes. Exposure to noise at this level (according to the Public Health Dept. of Madison & Dane County contain the potential health risks of sleep disturbance, increased stress levels, annoyance, hearing impairment, hypertension and heart disease. My partner has complained of ear-splitting noise while in the yard from an F35 flyover. The F16s registered at 106 dBs over my house while the F35s register up to 116 dBs. We were told by the National Guard that the heavier, larger F35s were going to be no louder than the F16s. Is the idea to wait those of us in the area of noise infliction out?	See responses to comment numbers 2 and 6.

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Richard	Soletski	N/A	N/A	Email	24.5	Methodology	The NCP is over 200 pages long and difficult for me as a layperson to understand. I offer my comments as the best of my ability to represent my concerns.	Noted.
Richard	Soletski	N/A	N/A	Email	24.6	General	Section 1.3.5 – page 1-6 Details contributions to the regional economy and the number of jobs and wages paid to workers connected to the airport. Reads right out of a campaign document, and reminds me of the claims made at the WNG presentation for the embed of the F35s when that was undecided. The number of jobs claimed through the embed at that function exponentially jumped from 112 to 500 to 3,000 by various speakers at the end of the night. Made by union members in matching t-shirts and baseball caps and “Friends of the Guard” in matching polo shirts and by the Chamber of Commerce. The Chamber of Commerce also bragged about helping get more commercial flights at DCRA. Nice for EPIC Systems and other employers bringing their clients and employees into the most expensive airport in the U.S. More noise for those of us living near the airport. The document claims a \$500 million contribution to the local economy. The value of the embedded F35 jets fleet is estimated at \$1.5 billion. There is a saying, “To those to whom much is given, much is expected.” If the airport and WIANG operations add so much to the local economy, they should be bound to mitigate the damage their operations do to the people living in close proximity.	See response to comment number 2.
Richard	Soletski	N/A	N/A	Email	24.7	General	Figure 1-4, page 1-19 Shows my property clearly in the 65-75 dB area (Forecast Condition 2027)	Noted.
Richard	Soletski	N/A	N/A	Email	24.8	Noise Abatement/Mitigation	2.2.6 NA-6 – Modify existing preferential runway use The chart showing total Housing Units and Compatible Units seems bass-ackwards. So, if there are 1250 housing units and 228 are compatible does that mean 1022 are left non-compatible? Figures 2-4, 2-5 and 2,6 all show about a 3 x 3 block are inside the higher dB area, consisting of Caprenter St., Quincy Av., and possible Ridgeway Av. This is where my house is located.	It is correct to assume the difference between the number of compatible housing units and total housing units is the number of noncompatible housing units. The preferential runway use program recommended in NA-6 (Section 2.2.6) will reduce the number of incompatible land uses but will not completely address all incompatible land uses, which is why the Airport Sponsor is recommending several noise abatement measures.
Richard	Soletski	N/A	N/A	Email	24.9	Noise Abatement/Mitigation	2.2.7 NA-7- Encourage use of NADP procedures by operators The airport “encourages.” [The current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed. – comments by Steven Klafka, P.E., BCEE, Environmental Engineer on behalf of Safe Skies Clean Water Wisconsin]	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Richard	Soletski	N/A	N/A	Email	24.10	Noise Abatement/Mitigation	2.2.7.1 states, “The use of NADPs is difficult to impossible to monitor,” and “it is also challenging to show the benefit of using NADPs at MSN.” How convenient. I can testify that the past two summers, when it is hot and humid, there is constant southbound departures of both civilian and military aircraft over the neighborhoods, including Quincy ave. and THEY ARE LOUD! Figure 2-7. F35 NADP Alternative 1 contours still shows the Carpenter/Quincy area in the higher dB lobe. Figure 2-11, F35 NADP Alternative3 Contours shows the same area in the higher lobe. Figure 2-13, F35 NADP Alternative 4 shows a slightly smaller area in the higher lobe. There have been suggestions of higher climbs with more power and wide turns around the city to avoid noise in the neighborhoods. I witnessed an F35 flight in a steep climb south which made a wide turn before proceeding north. It was still climbing while over Quincy Av and the neighborhood monitor showed 109 dB. That will NOT help those of us closest to the airport.	While it is true that the use of NADP by a pilot is difficult to know. The analysis indicates for the F-35A aircraft, they will be beneficial and the WIANG is prepared to use the preferred NADP. Similar to the preferential runway use recommendation, the NADP alone will not address all the noncompatible land uses, which is why the Airport Sponsor recommends several noise abatement measures.
Richard	Soletski	N/A	N/A	Email	24.11	Noise Abatement/Mitigation	Runway Extensions Not surprisingly, the favored alternatives by DCRA involved extending runways, one might say empire building, while the residents around the airport suffer for years while the planning and construction are done. Figure 2-25, Runway 18/36 shows that the higher dB level expands to include the Carpenter/Quincy/Ridgeway and extend to the south side of East Washington Ave. Table 2-18 indicates an estimated cost of \$15-62M and 5 years to implement and it still does not shield all of the affected residents from intolerable noise.	See responses to comment numbers 5 and 22.9.
Richard	Soletski	N/A	N/A	Email	24.12	Land use	3.2 Recommended Land Use Measures This is a joke. Reportedly, at a March 11, 2024 City of Madison Finance Committee meeting to approve Tax Incremental Financing for an affordable housing project of 192 apartments, the Mayor was surprised that the project was within the 65 dB area, deemed incompatible with human habitation. The project had already been approved by the city’s “Planning” Department and Commission and city council. Her response was to try to change the lines. Because, you know, the noise won’t invade past the lines on a map. Another housing project may be on hold at the former Raemisch Farm location. Another large affordable housing project is proceeding a few blocks down on East Washington, on the periphery of the 65 dB area.	See response to comment number 11.
Richard	Soletski	N/A	N/A	Email	24.13	Noise Abatement/Mitigation	3.3.5 Implement a noise mitigation program Summary: DCRA doesn’t wanna. Under almost all of the scenarios, maps, and graphs, there are residences south of the airport which are still within the >65 dB level. Noise mitigation should be available to those residences and begin as soon as possible. Especially for the few blocks appearing on the maps as left inside the >65 dB level. Most of the proposed noise “abatement” measures with take review of the FAA of up to six months and at least several years to implement. Construction of runways will take up to 5 years (but at least the money is spent on DCRA, hmmm). Meanwhile residents are left to live under intolerable noise conditions.	See responses to comment numbers 2 and 5.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Richard	Soletski	N/A	N/A	Email	24.14	Program management measures	4.1.3 Noise Complaint Response DCRA maintains an on-line complaint form. I bought my house in 1990. In 32 years, I never filed a noise complaint about the airport. I don't know, maybe it's like a frog boiling in a slowly heating pot, you don't notice unless there is something extraordinary. However, there is more airport traffic and noise than when I bought my house. When the F35 were announced as a possibility for embed at Truax, some of our local and state elected representatives asked if an F35 could be flown into Madison, so that residents, especially those near the airport could judge how noisy they were compared to the F16s. "Nope, can't do that, military secrets." But low and behold, one did fly in and out of Madison. And the Chamber of Commerce said, "see, no one complained." Somehow that information leaked to the CofC. After that duplicitous action I make use of the DCRA and WNG noise complaint pages and include the dB level registered on neighborhood monitors funded by a neighborhood organization and an environmental organization. The thing is, depending on consumer complaints is not a good measure of how bad the noise is. I spent 35 years in consumer protection and navigating bureaucracies on the state level, first as a legislative aide at the Wisconsin Capitol and then as a policy analyst with Wisconsin Department of Transportation. I can tell you based on that experience that most people in the general public do not know how to make a complaint, where to go to make one, how to document one and are generally intimidated to make one. While the complaint forms should continue to be utilized, and publicized, they are not a good indicator of the success or failure of a noise abatement program. The fact that the complaint never gets a followup to the complainant, (other than maybe an automated receipt that the complaint has been received) is not an incentive to use the procedure. I picture the cartoon of the suggestion box with no bottom placed over the waste basket with a sign above, "Management Cares." There should at least be an annual report and graphing of types of complaints, trends, followup actions and distribution online. The complaint procedure	Refer to response to Comment 13.
Richard	Soletski	N/A	N/A	Email	24.15	Program management measures	4.2.1 – PM-1 Re-establish ... a noise advisory committee If it isn't filled with ciphers..... The previous committee was a joke.	Noted.
Richard	Soletski	N/A	N/A	Email	24.16	Program management measures	4.2.3 Regular updates of the NEM Define applicable changes and significant change. So, if after two years of a noise compatibility plan the community indicates that the noise situation is intolerable we begin another two-year wait for a new study? (see strategy of out-living and out-lasting residents and complainants)	As stated in Section 4.2.3 of the NCP, the airport is recommending PM-3, which includes regular updates of the Noise Exposure Map. The County intends to evaluate changes in the noise environment at MSN, particularly related to WIANG operations as compared to the currently accepted NEM. Additionally, PM-4 is recommended to enable the periodic evaluation and update of the Noise Compatibility Program when necessary.
Richard	Soletski	N/A	N/A	Email	24.17	Noise Monitors	4.3.2 Noise Monitoring System DCRA response, "yeah, no, we don't wanna." That includes measurements and facts, we kinda like the squishy stuff where we can tell people we're right, they're crazy and don't bother us.	See response to comment number 18.1.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Richard	Soletski	N/A	N/A	Email	24.18	Methodology	Summary of my comments I feel totally betrayed by this process. I followed the studies and open houses, talked to the consultants and the consultants to the consultants and believed measures would be taken as they have in other jurisdictions and airports, to protect citizens when the airports greatly expand their operations and negatively affects on the populace. Basically the NCP comes down to, we're going to try some stuff, we think it will work, but we're not going to objectively measure it, and if it doesn't (by whose standards?) then we'll start over. You'll probably be in the nursing home or dead by then anyway. We don't want to spend any money to mitigate noise pollution, even in the few blocks where our maps show the high dB level. If we have to spend money, it'll be on our land and to build our empire. Our local representatives have been clueless and AWOL on this issue and process. Our state and federal representatives seem more interested in either disparaging the military, or proving their military support, leaving us in the noise.	Noted.
Lauren	Barry	N/A	N/A	Email	25	Noise Abatement/Mitigation	I went to the open house, and I am still confused in the action being taken for the Environmental Justice of the mobile home park. How is that being addressed. I would like to know how the mobile home park was rated at only 65 DNL when all around is 70 DNL? I understand to acquire the whole park is not possible however, what about acquiring part of it and removing the homes directly impacted? From the open house I got the notion no noise reduction effort will be completed at the trailer park. Is that true? I don't understand how the airport can acquire the land on both sides of the park and say there is not a noise issue within the park itself? I really don't think a good effort was put into place to help the residents of the mobile home park understand how this affects them.	Section 3.3.3 provides the reasons for not addressing the noncompatible land use of the trailer park. The Section states: The County does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes.
Lauren	Barry	N/A	N/A	Email	26	Land use	Why did the airport cut down the trees next to the fence which provided a sound barrier for the trailer park? Why is the mobile home park excluded from this? [inserted screenshot of Table 6-1, Table 6-2 from the NEM document] On this map why is the mobile home park excluded from the affected area? [inserted Figure 3-1. Forecast Condition (2027) With Airport Affected Area as of 1991 from the NCP document]	Trees are not sufficient noise mitigation measures, especially for airports. Section 2.2 states the noise abatement measures for recommendation. Refer to response to Comments 21.1 and 25.
Marsha	Cannon	N/A	N/A	Email	27.1	General	Thank you for the opportunity to submit my comments and questions for review and consideration during the Noise Compatibility Planning (NCP) Study. The following information is based on my attendance from 6:03- 7:28 PM at the Tuesday, February 20, 2024 Airport "Open House" at Dane County Regional Airport.	Noted.
Marsha	Cannon	N/A	N/A	Email	27.2	Land use	1. Maps must be accurate. How can we trust reports based on maps with glaring errors? For example, two parcels owned by the City of Madison Parks Division for public use are incorrectly shown as "Single Family Residential" on Page 1-19, "Figure 1-4. Forecast Condition (2027) Noise Exposure Map." a. 1801 Wheeler Rd., addition to Whitetail Ridge Park. This wooded ~22-acre tract is actually two adjacent parcels at the Southeast corner of Wheeler Rd. and N. Sherman Avenue. They were acquired by the City in 2022 and 2023. Parcel Numbers: 081019202027 and 081019202019. b. 2004 Wheeler Rd., part of Cherokee Marsh Park North. Approx. 30 acres acquired by the City in 2018. Parcel Number: 0810-192-0102-9.	The parcels in question on "Figure 1-4 Forecast Condition (2027) Noise Exposure Map." reflect the Future Land Use data published by the City of Madison. <i>"This data represents generalized future land use for the City of Madison, Wisconsin in 2024. [The Generalized Future Land Use (GFLU) Map makes recommendations for future land uses and development intensities to guide the physical development of Madison. The future land use categories guide what types of zoning can be applied, and ultimately what can be built in different parts of the city. For example, a parcel of land specified for future "Medium Residential" land use could be rezoned to allow for a multifamily apartment building but could not be rezoned to allow for industrial uses.]"</i>

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Marsha	Cannon	N/A	N/A	Email	27.3	DNL/threshold	2. The Noise Compatibility Report has numerous problems. a. Any report that fails to take into account peak noise levels downplays the real impact of airport noise on the community.	See response to comment number 8.
Marsha	Cannon	N/A	N/A	Email	27.4	Noise Monitors	b. I was told the Noise Exposure Maps (existing 2022 and forecast 2027) are based on mathematical calculations, not actual data. i. Any analysis not based on actual, on-the ground measurements fails the smell test. If FAA requires mathematical calculations, then the Technical Advisory Committee should prioritize people and obtain actual data to compare hypotheticals with reality. ii. A mathematical model is only as good the data that goes into it. How do you evaluate the accuracy of data provided by profit-driven corporations and top-secret military organizations?	See response to comment number 8.
Marsha	Cannon	N/A	N/A	Email	27.5	Public outreach	c. Why was not even one resident or elected official included in the NCP Technical Advisory Committee (TAC)? Section 1.4.5 of the report lists categories of TAC membership: i. • MSN staff [Dane County Regional Airport] ii. • WBOA staff [Wisconsin Bureau of Aeronautics] iii. • FAA Airport District Office (ADO) [Airport District Office] iv. • FAA air traffic control tower (ATCT) v. • 115th Fighter Wing of the WIANG [Wisconsin Air National Guard] vi. • 64th Troop Command of the WIARNG [Wisconsin Army National Guard] vii. • Airport tenants, users, and operators viii. • Local land use jurisdictions [incl. Dane County, City of Madison, and Town of Burke].	Title 14 of the Code of Federal Regulations Part 150 requires "Prior to and during the development of a program, and prior to submission of the resulting draft program to the FAA, the airport operator shall afford adequate opportunity for the active and direct participation of the states, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, the airport operator, and the general public to submit their views, data, and comments on the formulation and adequacy of that program." The Airport Sponsor ensured that technical input was incorporated into the program from the state, local planning agencies, and aeronautical users of the airport through the Technical Advisory Committee. The public open houses provided an opportunity for the general public and elected officials to submit comments on the program and consult with the study team. NCP measures suggested by the public were considered and reviewed as discussed throughout the NCP document.
Marsha	Cannon	N/A	N/A	Email	27.6	Public outreach	3. The event was poorly attended. a. Resource people (paid staff & consultants) outnumbered citizen attendees/residents as far as I could tell. Maybe you should have had donuts! b. I did appreciate not having to pay for parking in the airport ramp. Thank you. c. Although the airport director mentioned mailing thousands of postcard notices about the "open house" I did NOT receive a postcard even though I live on the southwest side of the intersection of Wheeler Rd. and N. Sherman Ave.—the proposed western "boundary" for airport operations. "Open house" details came to me through a friend.	As stated in Section 5.2 of the NCP, members of the public were given opportunities to follow the Study's progress and provide input. The public was encouraged to stay abreast of progress by visiting the Study website at https://www.msnaairport.com/about/ecomentality/Part-150-Study , reviewing the project newsletters, participating in the public open houses, and submitting comments on the Study. The Airport Sponsor held four public open houses to share information with the public throughout the Study. A third public open house was added to the schedule based on feedback received from the public that there was interest in providing additional input during the NCP development process. The Airport Sponsor sent postcards to over 9,600 residences in communities immediately surrounding the airport prior to open house 3 and open house 4 to announce the open house. The postcard contained information about the open house, as well as a QR code that linked to the Part 150 website. There was a court reporter present during open house 4 to take public comments for the hearing portion of the meeting. The public open house events are summarized in Table 5-3 of the NCP.
Marsha	Cannon	N/A	N/A	Email	27.7	Methodology	4. I am very disappointed with the process used to develop the NCP report. It feels like just another "check the box" exercise.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Marsha	Cannon	N/A	N/A	Email	27.8	Public outreach	5. “The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures” according to a statement in the Sponsor’s Certification. I would argue that the Feb. 20, 2024 “open house” at the airport was in no way a public hearing. a. A public hearing is an official meeting where members of the public hear the facts about a planned road, building, etc. and give their opinions about it. (Cambridge Business English Dictionary © Cambridge University Press).	See responses to comment numbers 27.5 and 27.6.
Marsha	Cannon	N/A	N/A	Email	27.9	Public outreach	b. The “open house” format for the NCP Study failed to offer an opportunity to hear the facts in an organized fashion. It barely qualified as a “show and tell” event. i. There was no oral presentation about the report, so that all in attendance could hear the facts. Instead, paid “experts” and “consultants” hovered around a dozen or so posters mounted on easels, waiting for someone to approach them. The event resembled a science fair rather than a public hearing. ii. With no introductory presentation, to be informed citizens must understand at least part of the 200-page technical report in advance and be prepared to approach paid professionals with specific questions—a not-so-subtle form of intimidation. iii. There was no take-home information, e.g. color copies of the 2022 and 2027 Noise Exposure Maps. iv. Several copies of the 200-page study marked “DO NOT REMOVE” were scattered on a table, and I was told a copy was on file at the public library. No copies of the report were available for loan or purchase. Without a computer and color printer or time to spend at the library . . . sorry—you’re out of luck.	See responses to comment numbers 27.5 and 27.6.
Marsha	Cannon	N/A	N/A	Email	27.10	Public outreach	c. Stationing a court reporter in a corner at the back of a room to record oral comments was not only costly but (again) intimidating. i. Please tell me how many people in attendance Feb. 20, 2024 made oral comments ii. Where might I read the transcript(s)?	See responses to comment numbers 27.5 and 27.6.
Marsha	Cannon	N/A	N/A	Email	27.11	General	6. Question: Will any government entity make whole the neighborhood now under siege? a. The myriad of suggested airport alternatives and subsequent DNL contours make little difference when F-35 fighter jets roar overhead, shaking my body and second-story windows. b. Loud take-offs and landings do not respect decibel contours no matter how many mathematical formulas are employed c. How can loud noise from Air Force jets ever be “compatible” with housing?	Not a question to be answered under an Airport Noise Compatibility Planning Study in accordance with Title 14 Part 150 of the Code of Federal Regulations.
Marsha	Cannon	N/A	N/A	Email	27.12	Land use	d. Hundreds of new homes and apartments are slated to be built on the already re-zoned Raemisch farm between County CV and N. Sherman Ave. Will construction practices include sound mitigation? Will it be required, or not? Who will pay for it?	See responses to comment numbers 2 and 11.
Marsha	Cannon	N/A	N/A	Email	27.13	Health effects	7. Question: What about the effect of excessively loud noise on young scholars at Lakeview Elementary School, 1802 Tennyson Ln.? It is Madison’s only elementary school with a curriculum that calls for each student to have one hour per day of outdoor instruction.	Refer to response to Comment 6.
Marsha	Cannon	N/A	N/A	Email	27.14	Noise Abatement/Mitigation	8. Question: What about the people living in very affordable housing—manufactured (mobile) homes—in Majestic Oaks on County CV, well within the 65 Dbl contour?	See response to comment number 25.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Marsha	Cannon	N/A	N/A	Email	27.15	Methodology	If the NCP report were submitted as a university class project, I believe it would be handed back for substantial revision. As it stands, the report is embarrassingly inadequate and outrageously skewed against Madison residents.	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	28.1	Program management measures	Airport Director Jones, Here are two county airport noise impact related questions I hope you can address. Thanks for your attention to these issues. Steven Klafka *** 1. Four Years of Missing Reports from the Noise Abatement Subcommittee The county airport web site says that public input is important and we should report aircraft noise events. However, as shown in the screenshot below, no reports from the Noise Abatement Subcommittee have been posted since 2019. These reports are an important resource for tracking the noise impacts of the county airport. They are especially important now that the F-35 fighter jets have begun to fly over Madison and, in response, the airport is updating its Part 150 noise abatement plan which will cost us millions of dollars.	The airport's Noise Abatement Subcommittee meetings were historically held twice annually. The most recent Noise Abatement Subcommittee meeting was November 2019. The next meeting had been scheduled for April 2020. With the COVID-19 Pandemic sweeping through the country, it wasn't safe for our staff, nor our neighbors, to meet at that time. We continued to evaluate the need for the meetings versus the safety of the community throughout the proceeding months. Shortly thereafter, the airport decided to begin the voluntary process for a comprehensive FAA noise study – known as a Part 150 Study. The Part 150 Study goes into far greater detail compared to the Noise Abatement Subcommittee, so the decision was made to keep all noise-related efforts and public meetings focused on the study throughout the study's two-year term; the study began in January 2022.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	28.2	Program management measures	Even if the subcommittee has been disbanded, I hope at least its summary reports of noise complaints can be posted. These provide important information on noise impacts for the 60,000 people that live within 3 miles of the county airport. These may show the change in noise complaints as Air National Guard fighter jet training has resumed with the new and noisier F-35 fighter jets.	The Airport Sponsor, through the Part 150 update, recommends PM-1 to re-establish a noise advisory committee to assist the Airport Sponsor with implementation, promotion, monitoring and reporting of the recommended NCP measures.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	28.3	Public outreach	2. Part 150 Open House Presentations On June 27th, the county airport held an open house to present current progress on its Part 150 noise abatement plan. I attended the open house. This open house was not very well attended and could have been better publicized. As shown in the screenshot below, the presentations from the other two open houses were published on the county airport's Part 150 web site. Since so many residents impacted by airport noise could not attend or did not hear about the June 27th open house, it is important to share the presentations. These have not been posted to the web site and I encourage you to share them with Madison residents soon. [Inserted screenshot of MSN Part 150 Resources website]	See responses to comment numbers 27.5 and 27.6.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	29.1	General	Kimberly Jones, Director Dane County Regional Airport Earlier this month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "Madison F35 Community Connection Project". At the listening sessions, residents were told about the county airport's upcoming February 20th open house to discuss the status of the Part 150 Study. No agenda has been published, but it is assumed the airport will be presenting its Noise Compatibility Program (NCP). The NCP will include the airport's noise mitigation options to address the noise impacts of the F-35 fighter jets and increased commercial traffic.	See responses to comment numbers 27.5 and 27.6. The WANG Madison F35 Community Project is a DoD project which is completely separate from this Part 150 Study.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	29.2	Public outreach	The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision making process for deploying a squadron of F-35 fighter jets to Madison. Due to the wealth of information and community feedback that will be obtained from the Connection Project, we hope the county airport will delay the completion of the Part 150 NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options that have not yet been considered by the airport. Any shortcomings in the Part 150 NCP will adversely affect the health and well being of current and future Madison residents. Thank you for continuing to keep the Madison community involved in the Part 150 noise mitigation planning.	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	30.1	Land use	City of Madison, Finance Committee On behalf of Safe Skies Clean Water Wisconsin, please accept these comments for your meeting on March 11th on Item 82371 - Authorizing the Mayor and City Clerk to execute a development agreement and authorizing a funding appropriation in the 2024 Capital Budget to fund a \$1,700,000 Tax Incremental Finance Loan to East Washington Apts, LLC, or its assigns to construct approximately 192 units of affordable housing and approximately 139 parking stalls located at 808 Melvin Court in the 3100 block of East Washington Avenue in Tax Incremental District (TID) 52. (District 12).	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	30.2	Land use	I found it odd there was no mention of the county airport or noise exposure in the developer's request for funding or the City's staff memo. The county airport's has released its draft Part 150 Noise Compatibility Plan to address future noise levels from growing commercial air traffic and the squadron of F-35 fighter jets at Truax Field. The Mayor and City have been noticeably absent during the development of this plan even though it proposes restrictions on a large portion of Madison to protect residents from excessive noise exposure. Based on a review of the current and proposed NCP, the proposed apartments are: -On the flight path of the county airport main runway. -Inside the 65 dB DNL noise contour of the current 1993 NCP considered incompatible with residential housing. -Inside the Airport Affected Area of the current 1993 NCP where construction should be limited to compatible uses. -Inside the 65 dB DNL noise contour of the draft NCP. -Inside the new boundaries of the Airport Affected Area in the draft NCP -Inside both the Limited Construction Area and the Restricted Construction Area in the draft NCP. Below is Figure 3-1 from the airport's draft NCP with boundaries for noise contours and areas where construction should be limited to compatible uses. The blue area shows the location of the proposed apartments. [Inserted Figure 3-1 from Draft NCP document with a blue arrow added.]	See response to comment number 11.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	30.3	DNL/threshold	Please note that against our objections, the county airport uses the FAA's 65 dB DNL daily noise standard to identify areas of Madison considered incompatible for residential use. However, this standard is over 50 years old and doesn't address health and education impacts at lower noise exposure. It is a daily average that doesn't account for the instantaneous, ear splitting high noise levels like the 123 decibels we've measured from F-35 fighter jets. The noise contour is based on computer modeling so its location is not fixed but can change with change in modeling assumptions like flight patterns. The location of the proposed apartments will be an area considered incompatible for residential use based on the outdated FAA noise standard, and certainly incompatible based on any modern interpretation of acceptable noise exposure.	See responses to comment numbers 2, 6 and 8.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	30.4	Land use	Here are a few comments and requests as the Finance Committee considers funding this project: 1. Any City approval related to this project should include discussion of its compatibility with the current and draft versions of the county airport's NCP, and its consistency with the 2020 resolution adopted by the Common Council opposing the deployment of the F-35 fighter jets to Madison. 2. By funding this project, why is the City expanding our Airport Ghetto and promoting environmental injustice and racism? 3. If the county airport is preparing a plan to reduce noise aircraft exposure, why is the City ignoring this plan and increasing the number of residents exposed to unhealthy noise? 4. On March 31, 2020, the Common Council adopted a resolution opposing the Air Force deployment of a squadron of F-35 fighter jets to the 115th Fighter Wing of the Wisconsin Air National Guard at Truax Field. Among the reasons given for opposing the jets, the Council said: WHEREAS, the Final EIS released on February 18, 2020, confirms the significant environmental impacts identified in the Draft EIS, including substantially reduced quality and quantity of current affordable housing stock, decreased value of the property tax base, reduced opportunities for Transit-Oriented Development, ongoing soil, ground and surface water PFAS contamination violations by the ANG, significant adverse health effects that disproportionately affect children, residents who are low income and people of color; and, WHEREAS, these impacts are contrary to the City of Madison's values of equity, sustainability, health and adaptability as codified in our Comprehensive Plan adopted in 2018, the City's Racial Equity and Social Justice Initiative, and undermine multiple longterm goals of City policy makers,	See response to comment number 11.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.1	General	Subject: Comments on Draft Part 150 Noise Compatibility Program Thank you for providing an opportunity to review the draft report for the Noise Compatibility Program (NCP) dated February 2024 for the Dane County Airport. On behalf of Safe Skies Clean Water Wisconsin, I am providing the following comments which we hope will be addressed before finalizing the report. Below is an introduction and summary of our comments and recommended improvements to the draft NCP. Further discussion and explanation are provided afterwards.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.2	DNL/threshold	Introduction The draft NCP is long on promises, and short on delivery. It repeats many of the failures of the current NCP prepared in 1991. Without significant changes to the draft NCP, Madison residents cannot not expect significant reduction in noise exposure from commercial and military aircraft using the Dane County Airport and Truax Field. The draft NCP, like the current NCP prepared in 1991, assesses noise impacts using unreliable computer modeling to predict compliance with the 50-year old daily average FAA standard of 65 dB DNL. It fails to consider impacts at lower noise levels, or the instantaneous ear-splitting noise of the F-35 fighter jets.	See responses to comment numbers 2, 6 and 8.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.3	Noise Abatement/Mitigation	The draft NCP relies on voluntary changes to flight patterns with no verification these changes will be followed. The current NCP has already failed to implement similar flight patterns. To save the airport money, the draft NCP eschews actual noise abatement measures used by other airports like home purchase, resident relocation, and installation of home and building noise insulation. The draft NCP does not even recommend purchase of the mobile home park adjacent to the main runway.	See responses to comment numbers 2 and 25.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.4	Land use	To avoid the construction of incompatible land uses, the draft NCP proposes a new and larger Airport Affected Area. However, the airport will not verify that the county and City of Madison will actually adopt and implement this area for future planning. The airport will continue to pass the buck and take no active role in the elimination or cessation of low-income housing near the airport	See response to comment number 11.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.5	Noise Abatement/Mitigation	The draft NCP does not evaluate the most effective noise abatement measures available to the county. These include relocation of the nearly 100-year old county airport out of Madison, and finding a new, more compatible mission for the 115th Fighter Wing of the Wisconsin Air National Guard that does not require F-35 fighter jets flying over Madison.	In accordance with Title 14 of the Code of Federal Regulations Part 150, this Part 150 update cannot consider relocation of the Airport as the update must assume the airport remains in place.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.6	General	Summary of Comments and Recommendations 1. The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.	See responses to comment numbers 2, 6, 8, and 31.5.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.7	DNL/threshold	2. The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.	See responses to comment numbers 6 and 8.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.8	Public outreach	3. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.	See responses to comment numbers 27.5 and 27.6.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.9	Program management measures	4. Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.10	Land use	5. The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City's Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further than the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City's Comprehensive Plan.	See responses to comment numbers 11, 22.11 and 22.13.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.11	Land use	6. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.	See responses to comment numbers 22.11 and 22.13.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.12	Noise Abatement/Mitigation	7. Aviation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.	See responses to comment numbers 22.14 and 22.21.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.13	DNL/threshold	8. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.	See response to comment number 2.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.14	Noise Abatement/Mitigation	9. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.	See responses to comment numbers 2 and 6.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.15	Noise Monitors	10. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.	Refer to response to Comment 18.1. The regulations pertaining to measured noise levels in the Part 150 process are outlined in 14 CFR 150.9 (a). The corresponding website link is available at https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150 . For additional information on use of the A-weighted decibel, please refer to Appendix A Noise Metrics in the NEM. The document can be accessed at https://www.msnairport.com/documents/pdf/MSN-P150-NEM-Update-Final-20221228-Appendix-A.pdf .
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.16	Noise Monitors	11. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.	Refer to response to Comment 18.1. The regulations pertaining to measured noise levels in the Part 150 process are outlined in 14 CFR 150.9 (a). The corresponding website link is available at https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/p
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.17	Noise Abatement/Mitigation	12. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.	See response to comment number 25.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.18	Program management measures	13. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.	See response to comment number 24.16
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.19	Program management measures	14. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.	See responses to comment numbers 13 and 24.16.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.20	Program management measures	15. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.	See response to comment number 13.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.21	Program management measures	16. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.22	Methodology	17. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.23	Restrictions	18. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.	See response to comment number 17.2. The WANG mission is entirely the responsibility of the Department of Defense.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.24	Restrictions	19. The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.	Outside of the scope of Part 150.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.25	Public outreach	20. Appendix F: Public Comments of the draft NCP states: "Public comments will be included in this appendix after the public review period." Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.	Appendix D-2 Stakeholder Consultation in the NEM contains the public comment matrix and responses to comments, which are accessible on the Airport Sponsor's website: https://www.msnaairport.com/about/ecomentality/Part-150-Study
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.26	Methodology	21. The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.	Regulations governing the stakeholder consultation portions of the Part 150 process are found at 14 CFR 150.21 (b) and 14 CFR 150.105(a).

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.27	General	Overview The Air Force provided no funds for noise mitigation even though the \$1.5 billion squadron of F-35 fighter jets it deployed to Madison have dramatically increased noise exposure in our city. Instead, the Air Force relied on the county airport to update its Part 150 noise mitigation plan including the draft NCP. We represent many of the people who live near the county airport and Truax Field. Many of us have lived here for decades so are familiar with the history of the airport and its attempts at noise mitigation. We followed the airport's progress as it updated its Part 150 plant, preparing the noise exposure map and noise compatibility program. With the time consuming involvement of numerous government agencies and costly independent consultants, we hoped for concrete steps to reduce noise exposure of surrounding residents. Based on our review of the draft report and experience with prior noise abatement efforts, we doubt this new program will result in significant reduction in noise exposure.	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.28	Program management measures	The 2024 draft report reviews airport compliance with the current NCP developed in 1991. It was determined that many of the noise mitigation measures in the current NCP were either implemented poorly or not at all. With no oversight, airport managers ignored the current NCP. Without any means to regularly review compliance with the new NCP, airport managers will likely ignore this new plan.	Noted.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.29	Noise Abatement/Mitigation	The new NCP continues reliance on flight patterns using voluntary cooperation of commercial and military airport users. However, the new NCP again fails to provide procedures to verify compliance with these flight patterns. Our own experience shows these flight patterns are easily ignored. To save a few dollars, there will be no noise monitoring to measure current and future actual noise exposure.	See response to comment number 18.1.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.30	DNL/threshold	The allocation of noise mitigation funds, if any, are based solely on computer predictions and ignores the two years of actual noise monitoring provided by surrounding neighborhoods. Computer predictions rely on an outdated daily average 65 decibel DNL noise standard developed over 50 years ago, which fails to address the health and educational noise impacts at lower noise levels, or the loud, instantaneous noise people actually hear. As a result, the majority of the people impacted by airport noise, there are 60,000 within 3 miles, are ignored in the NCP. Neither our homes or schools will receive any noise mitigation.	See responses to comment numbers 2, 6, 8 and 11.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.31	Noise Abatement/Mitigation	Notably, the neighborhood most impacted by airport noise, the mobile home park next door to the main runway, will not be relocated or received any noise mitigation. The draft NCP provides no evaluation of the environmental racism and environmental injustice created by airport noise, or the ongoing expansion of low-income housing next to the airport.	See response to comment number 25.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.32	Methodology	This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure. Public comments on the noise exposure maps, modeling procedures, and noise mitigation methods were mostly ignored.	See responses to comment numbers 27.5 and 27.6.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.33	Methodology	The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actually relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.	See responses to comments 6 and 8.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.34	DNL/threshold	Recommendations Add a Disclaimer to the NCP This study evaluates compliance with the FAA noise standard of 65 dB DNL. This standard was developed over 50 years ago and is based on 15% of people being highly annoyed to aircraft noise. As part of its recent Neighborhood Environmental Survey, FAA created a National Curve which shows 15% of people are now highly annoyed at 50 dB DNL or lower. Aside from annoyance, noise exposure has numerous adverse effects verified by scientific studies that are not considered. This study does not address hearing loss; tinnitus; sleep disruption; stress; cardiovascular disease; cerebrovascular disease; metabolic disturbances; exacerbation of psychological disorders; premature mortality; reduced cognition, learning, achievement and productivity; and, increased behavior problems and violence. This study does not address the lost desirability of surrounding neighborhoods, reduced quality of life, or lower property values. This study does not address the long-term concentration of low-income and families of color in neighborhoods immediately adjacent to the county airport, or the current expansion of low-income housing in these neighborhoods. The NCP should be updated every five years to account for any changes in the FAA noise standard, surrounding land use, and compliance with noise abatement measures. The draft NCP should be updated to include a disclaimer at the beginning of the report which summarizes all the shortcomings of the enclosed noise analysis including the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation noise measures are actually followed, and its goal to minimize any county airport expenditures on actual noise abatement measures such as relocation or noise insulation.	See responses to comments 6 and 8.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.35	Public outreach	Inadequate Opportunity for Public Review This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure. The Sponsor's Certification at the beginning of the draft NCP states: It is further certified that adequate opportunity has been afforded to interested persons to submit their views, data, and comments concerning the formulation and adequacy of the NCP Report and the supporting documentation. The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures. There are many people who live within the proposed Airport Affected Area who were not contacted about the draft NCP and the opportunity to comment. Most of the 60,000 people who live within 3 miles of the county airport were not contacted about the draft NCP and the opportunity to comment. Far more people that were not contacted live within the Part 150 Overview: Draft Study Area which extends 4 miles from the airport. The open house held on February 20th at the airport terminal does not qualify as a "public hearing". There were no presentations to the public, or opportunity for the public to ask questions where other residents could hear the questions and answers. There was no effort to reach out and engage with environmental justice communities including low-income and minority residents who are the most impacted by airport operations and might not have the ability to travel to the airport for the open house. "Adequate opportunity" was not afforded to interested persons to submit their views, data and comments. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing noted in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.	See responses to comment numbers 27.5 and 27.6.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.36	Program management measures	Conduct Regular NCP Compliance Evaluations The current NCP adopted in 1991 includes many noise abatement measures. The 2024 NCP conducted the first evaluation of compliance with the 1991 NCP since it was first adopted. Because it has taken over 30 years for the airport to review its compliance with the 1991 NCP, many of the measures proposed in 1991 were either ignored or poorly implemented by the airport, county or city. Table 2-2 presents 1991 noise abatement measures. One of the seven was not implemented. Compliance with the remaining is rated at low to medium. Table 3-2 presents 1991 land use measures. Seven of the eleven land use abatement measures were never implemented by airport management during the past 30 years. Examples include: adding noise insulation to two area schools, adoption of an airport noise overlay zoning to assure new construction provides adequate noise insulation measures, and implementation of the “airport affected area” to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations including the landing and takeoff of aircraft. The “airport affected area” was never adopted by the City of Madison. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. The 1991 NPC required that noise contours be redrawn every five years and the NCP be updated when there was a significant (i.e. 17%) increase in air traffic. Neither of the steps were implemented.	See responses to comment numbers 2, 6, 8, 28.1 and 28.2.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.37	Program management measures	The new NCP recommends air traffic control measures in Section 2 and include: flight tracks/paths, preferential runway use, arrival/departure procedures, airport layout modifications, and use restrictions. No pollution abatement measure will be followed if there is no means of verification. The need for regular compliance procedures was shown in 2012 when the SASY Neighborhood Association wrote to County Exec Parisi to ask for better enforcement of this procedure. The association’s letter noted that 54% of air traffic continued to fly over populated areas of Madison. This showed the procedure sending traffic away from populated areas was being ignored by the airport. For the last five years the airport has stopped holding its twice per year public meetings to review the air traffic patterns and the history of noise complaints. This had been the only opportunity to review if air traffic had successfully been directed to the north, and number of complaints and airport response. Since so many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary, the draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.38	Noise Abatement/Mitigation	Establish New Airport Affected Area The current 1991 NCP developed an “Airport Affected Area” with boundaries well outside the predicted 65 dB DNL noise contour. This area was established to protect compatible land uses like industrial, commercial and recreational, and avoid rezoning to incompatible land uses like residential. The current area is shown in Figure 3-1 of the 2024 report. It was expected that Dane County and the City of Madison would adopt and enforce this Airport Affected Area. State law suggests this area be 3 miles from the boundary of the airport but the 1991 NCP used the 60 DNL noise. Like many noise abatement measures in the 1991 NCP, the Airport Affected Area was ignored. It was not adopted by the City of Madison or promoted by airport management. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. Recent examples may include the construction of low-income apartments on the site of the former industrial site of the Bimbo bakery on East Washington Avenue and on the former agricultural site of the Raemisch Farm on Packers Avenue just west of the airport. The draft NCP is proposing a new Airport Affected Area. The current area was never accepted and implemented by the City of Madison. The new area extends much further than the current area. This is shown in Figure 3-2 of the 2024 report. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison adopt the new Airport Affected Area. This new area should be incorporated into the City’s Comprehensive Plan.1 [Linked footnote: https://www.cityofmadison.com/dpced/planning/comprehensive-plan/3894/]	See response to comment number 11.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.39	Noise Abatement/Mitigation	Evaluation Compliance with the New Airport Affected Area The purpose of the Airport Affected Area was to maintain existing compatible land uses. Of course, it won’t matter unless it is actually adopted and enforced by Madison. It also won’t matter if it allows incompatible land uses, especially additional low-income housing to be constructed. The draft NCP should be updated to include a review of changes in land use within the Airport Affected Area first proposed in 1991 to determine if Dane County or the City of Madison changed any to incompatible land uses.	See responses to comment numbers 11, 28.1 and 28.2.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.40	Noise Abatement/Mitigation	Enforce the NCP for New Developments Section 3.1.7 discusses amended local land use plans to reflect the noise compatibility plan. This relies on the City of Madison and Dane County to incorporate the NCP into future development plans. The county airport should not rely on the City of Madison or Dane County to verify future development complies with the noise abatement goals of the NCP. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.	See response to comment number 11.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.41	Noise Abatement/Mitigation	End Use of Avigation Easements Section 3.1.4 recommends the continued use of avigation easements. It says: “The noise and avigation easements would help to inform prospective property buyers that the land is subject to frequent aircraft overflight and aircraft noise. It would also protect the airport proprietor (Dane County), from lawsuits claiming damages for noise or other airport activities.” Avigation easements as a one-time payment to land owners provide no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.	See response to comment number 22.14

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.42	Noise Abatement/Mitigation	Clarify the Program to Purchase of Homes within 70 dB DNL Under Section 3.1.10, the airport would continue to the program to purchase homes inside the 70 Ldn, LU-10: Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn. Under Section 3.2.2, the county recommends the potential acquisition of residential properties within the 70 DNL and higher contours as a corrective mitigation measure to make the properties compatible. This is now considered LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour. The county may acquire 23 housing units. Under Section 3.3.4, Home Sales Assistance Program, it says: "A home sales assistance program was implemented as part of LU-10 in the existing NCP. The airport does not desire to continue this measure due to the logistics of implementation and estimated cost associated with these types of programs." This is confusing since the county first says it will acquire 23 housing units, but then says it will discontinue the home sales assistance program. The home sales assistance program should be continued and should be expanded to include all housing units within 65 dB DNL noise contour. Other airports have relocated homes inside the lower 65 dB DNL. The 65 dB DNL noise contour is based on assumptions used for the noise modeling. Noise contour lines are not fixed reliable boundaries. Aircraft may or may not follow the recommended flight paths used for the noise modeling. To account for the lack of certainty in the noise contour, the home sales assistance program should be extended to all housing units within ¼ mile beyond the boundaries of the predicted 65 dB DNL. The NCP is not clear about the airport purchase of homes within the 70 dB DNL noise contour. This program should be implemented. Due to the inability of the 65 dB DNL standard to protect the health of surrounding residents, the home purchase option should be offered to all residents within 65 dB DNL. Since the prediction of this standard is dependent on uncontrollable flight patterns, this option should be extended to all residents	It is correct that the Airport Sponsor will acquire noise-sensitive properties within the 70 DNL contour as they become available for purchase. They will not provide a sales assistance program because that program is intended to help the owner find a buyer. In this case the buyer is known...it is the Airport Sponsor.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.43	Noise Abatement/Mitigation	Airport Rejects Noise Abatement to Save Itself Money Noise abatement measures are being rejected to reduce costs for the airport. Without these measures, noise exposure will increase and the operating costs of the airport will continue to be passed on to surrounding residents. Under Section 3.3.3, the airport rejects the purchase of the mobile home park located 500 feet from the main runway. Under Section 3.3.4, the airport rejects the home sales assistance program. Under Section 3.3.5, the airport rejects the installation of noise insulation on residential structures and schools, and says it: "does not believe that this measure would be most beneficial for residents."	See responses to comment numbers 2 and 25.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.44	Noise Abatement/Mitigation	The airport proposes to rely on new flight paths to avoid noise exposure in populated areas of Madison. However, the current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed.	Noted.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.45	Noise Abatement/Mitigation	It is no secret the county airport has unlimited funds for the expansion of its facilities. This past year, an \$85 million terminal expansion was built. All the noise abatement measures rejected by the county airport, have been successfully implemented by other airports, including the Burlington airport where the F-35 fighter jets were also deployed. There is no practical reason they cannot be implemented in Madison except to save the county airport money. The county airport has a long history of avoiding its responsibility to protect surrounding residents from excessive noise exposure. When the last Part 150 plan was updated in 1991, airport noise was greater and the 65 dB DNL noise extended further into Madison. At that time, the airport failed to relocate residents or provide noise insulation to homes and schools. Instead of providing actual noise mitigation measures, the county airport relied on inexpensive noise avigation easements.	See responses to comment numbers 2, 5, 6, 8 and 11.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.46	Noise Abatement/Mitigation	For this current NCP, the airport should make up for its past failures to protect surrounding residents. It should not again pass its operating costs onto the surrounding community by failing to address noise exposure. The airport should extend its noise abatement funds to as many people as possible. It should purchase and relocate the residents of the mobile home park. The airport should purchase homes and relocate any residents within the 65 dB DNL noise contour. It should provide noise insulation to all the homes and schools within this noise contour which cannot be voluntarily relocated. We know the 65 dB DNL noise standard is outdated and will not protect surrounding residents from the many impacts of noise exposure. We know the 65 dB DNL noise contour is simply a prediction. To address the use of an outdated noise standard and inadequate prediction, noise abatement measures should be extended to residents and schools beyond the 65 dB DNL who are inside the newly created Airport Affected Area.	See responses to comment numbers 2, 6, 8, 25 and 22.21.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.47	Noise Abatement/Mitigation	Extend the Sales Assistance to 60 dB DNL Noise Contour As discussed under Section 3.1.10, the current NCP recommended that Dane County provide sales assistance or purchase assurance program for single-family homes within the 70 Ldn contour, based on a combination of the 1995 baseline and noise abatement plan contours. Under the current NCP there were 305 eligible homes, and 198 chose the avigation easement option and 13 parcels chose to have assistance with the sale of their home. There were 94 parcels that did not participate in the program. Under Section 3.2.2 LU-2 to recommends that the county airport continue voluntary land acquisition inside the 70 DNL noise contour. It is not clear why 70 Ldn contour was chosen for the threshold for the purchase of single-family homes. Most airports including the Burlington Airport where a squadron of F-35 jets were also deployed use the 65 dB DNL contour. The Minneapolis Airport uses a threshold of 60 dB DNL. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.	See response to comment number 2. The typical approach to noise mitigation throughout the country is to acquire homes within the 70 DNL and higher contours and mitigate the homes inside the 65 DNL contours through measures such as sales assistance, easements, and sound insulation.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.48	Noise Abatement/Mitigation	Provide Sound Insulation to Schools within the Airport Affected Area Section 3.1.11 discusses the failure of the county airport to implement the noise abatement procedure in the current NCP where sound insulation would be provided to two schools, Holy Cross Lutheran School on Milwaukee Avenue and Lowell Elementary School on Maple Avenue. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.	See response to comment number 2. While written for residential properties, it pertains to schools although schools are additionally evaluated in terms of the school day noise exposure in terms of the equivalent sound level (Leq).
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.49	Program management measures	Install a Noise Monitoring System Under Section 4.3.2 of the 2024 NCP, the county airport rejects the installation of a noise monitoring system as too costly. It is an embarrassment that neighborhoods surrounding the airport must install and operate a noise monitoring system to determine our actual noise exposure while the county airport relies on computer modeling and unverified noise abatement strategies. Like other airports, including the Burlington Airport which also hosts an F-35 fighter jet squadron, the county airport should install and operate a noise monitoring network. If the county airport can fund numerous expansions including the recent \$85 million terminal, it can fund a noise monitoring system. These monitors would determine current and future noise exposure. They will verify the effectiveness of the abatement measures in the new NCP. As noise standards change in the future, these monitors will determine if further noise reductions are necessary. The county airport should meet with neighborhood representatives to determine the location of the noise monitors and procedures for reporting the results. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise causing building and body shaking vibrations, the monitors should measure both the standard A-Scale based on our hearing range but also the C- Scale which measures the vibration frequencies.	See response to comment number 18.1.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.50	Methodology	Review of Actual Noise Monitor Measurements On December 7, 2023, we alerted the airport that a neighborhood noise monitoring system had collected measurements for the past two years. The email subject was: “Monitoring Shows Actual Noise Levels are Far Greater than Predicted in Dane County Airport Part 150 Noise Modeling Report”. We compared the peak noise levels predicted by the Air Force in its Environmental Impact Statement for the F-35 fighter jets with those actually measured around the airport. Based on this comparison, we concluded that: 1) the F-35 fighter jets are far noisier than assumed by either the county airport and Air Force; 2) estimated noise levels by the county airport and Air Force are too low; and, 3) the 65 dB DNL noise contours drawn by the county airport and Air Force are too close to the airport and Truax Field such that more north and east side residents should qualify for noise abatement funds. Unless the county airport wants to base its Part 150 noise abatement plans on faulty noise predictions, we suggested the airport will need to: 1) review noise monitoring data from the neighborhood network, or install and operate its own monitors to collect actual noise levels; 2) determine the correct noise levels of the F-35 fighter jets; 3) update its noise modeling provided in the Part 150 Noise Exposure Map Report; and, 4) redraw the noise exposure maps which are being used to determine who will qualify for noise abatement. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under- estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.	See responses to comment numbers 6, 8 and 18.1.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.51	Noise Abatement/Mitigation	Mobile Home Park Residents Should be Protected Under Section 3.2.1.5, the draft NCP states: “ensure future low-income and other residential developments are not built within the 65 DNL noise contour or adjacent to the Airport”. Under Section 3.3.3 (Acquire the mobile home park and relocate the residents), it says the “county does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes.” The mobile home park lies inside the 65 dB DNL if not the 70 dB DNL. When the 1991 NCP was adopted, the park was likely exposed to even higher noise levels but no relief was provided to the residents. The neighborhood noise monitoring network shows high noise exposure in the mobile home park. The continued presence of the mobile home park shows the airport’s continued promotion of environmental racism and environmental injustice. The failure to protect the residents of the mobile home park is an example of the failure of the county airport and its 2024 NCP. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport’s unwillingness to protect surrounding residents and the airport’s continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.	See response to comment number 25.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.52	Program management measures	Provide Regular Updates to the NCP Section 4.1 Existing Program Management Measures summarizes current NCP requirements including updates to noise contours, updates to the NCP and responses to complaints. Since adoption of the 1991 NCP, airport management has ignored these requirements or implemented them poorly. There have no meetings of the noise abatement committee and review of noise complaints for five years. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint should be published on a regular basis both on the county airport web site but also in a report to local media. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.	See response to comment number 24.16.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.53	Program management measures	Improve the Effectiveness of the Noise Advisory Committee Section 4.2.1 recommends that the noise advisory committee be re-established to assist the Airport with implementation, promotion, monitoring and reporting of the recommended NCP measures. If this committee is an important part of the airport's noise abatement procedures, it is unfortunate airport management decided to stop its regular meetings for the past five years. Citizen input would have assured the draft NCP addressed the concerns of the surrounding community. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise effects on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.	See responses to comment numbers 28.1 and 28.2.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.54	Methodology	Delay the NCP Until WANG Completes Its Public Outreach Program Last month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "Madison F35 Community Connection Project". The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision-making process for deploying a squadron of F-35 fighter jets to Madison. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.	See response to comment number 29.1.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.55	Noise Abatement/Mitigation	Obtain a New Mission for WANG 115th Fighter Wing This new NCP was prompted by the Air Force deployment of a squadron of F-35 fighter jets to the WANG 115th Fighter Wing at Truax Field adjacent to the county airport. Based on measurements by the neighborhood noise monitoring network, the F-35 fighter jets are far louder than the prior F-16 jets. The F-35 jet noise includes low frequencies which shake buildings and vibrate the human body. These low frequencies are not considered by typical dB "A-scale" used for noise modeling or measured by typical noise monitors. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.	See responses to comment numbers 31.3 and 31.15.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.56	Noise Abatement/Mitigation	Evaluate Relocation of the County Airport The county airport has been in Madison for nearly 100 years. During this time, many things have changed. Madison and Dane County are the fastest growing areas in Wisconsin. The airport consumes 7% of the land area of Madison, eliminating opportunities for urban growth. We've learned the airport discharged PFAS into our groundwater and Yahara Chain of Lakes, shutting down Municipal Well 15 and making local fish poisonous. There will be 3,000 people living in neighborhoods considered 'incompatible for residential use' due to the unhealthy noise from commercial flights and the new F-35 fighter jets. We continue to promote environmental injustice and racism by expanding adjacent housing for low-income and minority families. We've started to fight global warming, but still host the airport in our city, a poster child for global warming, since airplanes are the least efficient form of travel and have 3 times more impact than ground-based emissions. Lastly, those fees paid by affluent passengers are not progressively shared but can only be spent on expansions like that recent new \$85 million terminal. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes.	See responses to comment numbers 6 and 31.5.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.57	Public outreach	Appendix F: Public Comments of the draft NCP states: "Public comments will be included in this appendix a er the public review period." Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.	See response to comment 31.25.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Email	31.58	Methodology	Explain FAA Complaint and Appeal Procedures The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review	See response to comment number 31.26.
Stephan	White	N/A	N/A	Hearing	32	General	My comment, basically that I am against the F-35 being based here, and for that to be elsewhere. Why can't they put it someplace else? The F-35 isn't part of like -- I don't consider this to be a useful part of the -- this shouldn't part of a domestic airport or planning around a domestic airport, so. Yeah, that's about it. It is what it is. That's it. I am just strongly against the F-35, wish it wasn't here, would like it to go away.	Noted.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Richard	Soletski	N/A	N/A	Hearing	33	General	Well, I'm really disappointed. This is -- what I learned tonight was totally contrary to what I was told at previous open houses; that the study is done, and then the FAA has time to look at it.· I understood that. But then they're going to try some things, try rearranging where the planes fly, and for a couple years, and then they will see if that works. in the meantime, the people living near the airport are, you know, they can just suck it. So I think we're just kind of, you know, my understanding from talking to a consultant the last time was 2024 would be the time when there would be a plan made for helping the people under the flight paths.· Where -- I live on the second road away from the airport, and the noise is intolerable when the F-35s go over; they're more noisy than the F-16s were.· And the reason I know that is there's a private group opposing this, and they have installed monitors in the neighborhood.· And when I do hear a particularly noisy plane, when I check that monitor, it's 116 decibels and the F-16s were 106 when they fly over.· And so the thought that we have to live another two, three, four, five, you know, they can stretch this out as long as they want.· I'm 68, so, you know, they can just stretch it out until I croak. And I -- just the nonchalance of everybody. You know, they're getting paid out there. We have to live here. And the F-35s 24 weren't there when I bought my house 30 years ago. All the traffic from the airport, you know, the daily flights to DC and San Francisco and Los Angeles and New York, they weren't there when I bought the airport {sic}. It is definitely noisier than that. And then besides that, we get the spiel that during weather conditions they have to fly over the residential areas because they're flying into the wind.· And the last two summers there's been a noticeable uptick of that.· And I understand that, that's physics, but they're not going to do anything.· They're not going to help us with if we wanted improved windows or insulation or even a buyout because it's not the same neighborhood as it was before.· And I am just really disappointed in that.· That's it.	See response to comment number 2.

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14 CFR Part 150 Noise Compatibility Planning Study
Dane County Regional Airport

Comment Form

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I'm glad the use of afterburners at takeoff
is being minimized & taking off to the North
is preferred.

Minimizing taking off & circling around to the
west & land would be pref should be avoided

Name: Tom McClintock

Organization:

Street Address: 1329 Crowley Ave City: Madison State: WI Zip: 53704

Tel: 608 206-1699

Email: Tom.McClintock@wisc.edu

Please email completed comment forms to:

part150study@msnairport.com

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My husband + I live in Whitetail Ridge Neighborhood west of the airport. Our home is just outside the 65 DB contour. We've lived in our home for ^{projected} 2 years and while most airport noise is bearable we are concerned about excessive noise from the F-35s. It's varied in when they take off/return, and in noise depending on the day. We would like to be considered for the noise abatement measures program because we are impacted by the F-35 noise. We don't want to wait 5 more years to see if the projected 2027 map was accurate or not. I suspect DBs will be higher than projected.

Name: Brooke Boelman

Organization:

Street Address: 4417 Prairieview Drive City: Madison State: WI Zip: 53704

Tel: 608-574-5405

Email: bechenb@gmail.com

Please email completed comment forms to:
part150study@msnairport.com

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We airforce people understand planes got to practice at NIGHT. But really you should have described how my house would "settle" because the property is also built on marsh grounds.

I already suffer from migraine headaches, before the airport expansion project was described to me in, 2017 (working @ another company.) It's super artificially being forced down resident's (thoarts).

My appeal to City of Madtown to lower my assessed value was denied - so basically, we as homeowner's have no say. Quit taking pictures!!

Name: Jane E Lauengo Organization: 4 Lakes driving school
Street Address: 3149 CLOVEIDE City: _____ State: WI Zip: 53704
Tel: X X Email: X X X X

Please email completed comment forms to:

part150study@msnairport.com

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We need a noise control on Danielle Rd
Deforest WI. When the jets go
over, we can't even hear each other
talk, and that is in side of our house

I think people in this area of
the noise should get windows
and insulation to help with
the noise

Name: Cindy Krumek

Organization:

Street Address: 6093 Danielle Rd City: Deforest State: WI Zip: 53532

Tel: 608-516-1627

Email: C-Krumek@yahoo.com

Please email completed comment forms to:
part150study@msnairport.com

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I think it would be beneficial to extend the length of the runways so that planes can take off/land more over less densely populated areas. This I assume may require the airport to acquire more land north?
I am very concerned about the increased flights & the noise. It will definitely affect my ability to really sit outside on my deck & enjoy my garden & socializing with my neighbors. I guess I will need to acquire a good pair of earplugs to have on me at all times. I also feel that even if someone moved into a home after 1998, they still should receive eligibility for remediation because the noise level of F35 was not in the public awareness at that time that they purchased and is much greater than the sound level they thought they had to endure.

Name: Maybeth Wilk

Organization:

Street Address: 29 N Seventh St. City: Madison State: WI Zip: 53704

Tel: (608) 220-6207

Email: maybethwilk@charter.net

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Thank you for your commitment to noise abatement & good community relations.

I'm most concerned about the cumulative effect the F-35As will have on quality of life in this neighborhood. Noise pollution, especially for children, will certainly negatively affect health. I understand the desire to maintain a strong defense system, but judge our perceived threat to be exaggerated, not in line with reality.

Great presentations! I appreciate your presence here today.

Name: Dennis H Noonan Organization: Neighbor
Street Address: 1942 Sachter City: Madison State: WI Zip: 53704
Tel: 608-244-8473 Email: dennis.hnoonan@gmail.com

Please email completed comment forms to:
part150study@msnairport.com

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I am located very close to the 65 zone which qualify for possible sound insulation funding.

It is my hope that funding will be available to sound proof our home (it is a 1950's built home) as it will likely need updates.

It would be great if the flight tracks would head out further into the country versus flying over the city of Madison. It would impact businesses, golf courses, and schools on the north side.

Name: Michelle Voigts

Organization:

Street Address: 1950 Melrose St. City: Madison State: WI Zip: 53704

Tel: 608-212-1970

Email: mvoigts@amfam.com

Please email completed comment forms to:

part150study@msnairport.com

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Please look into expanding the 65th area. As of now with the F35 coming and going it ~~is~~ is hard to have a discussion in our house because they are so loud. I know it's a long process but your consideration would be appreciated Thank You

Name: Casimiro Salas

Organization:

Street Address: 6089 DANIELLE Rd City: DeForest State: WI Zip: 53532

Tel: 608-347-4035 Email: casalas54@gmail.com

Please email completed comment forms to:
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I LIVE VERY CLOSE TO THE 65 ZONE AND WOULD
LIKE TO KNOW OF ANY FUNDING WOULD BE AVAILABLE
TO INSULATE AND SOUND PROOF MY HOME.

ALSO WOULD LIKE TO KNOW POSSIBLE FLIGHT TIMES,
BE IDEAL IF THEY COULD END FLIGHTS BEFORE
9 PM

Name: DARREN HELGESEN

Organization:

Street Address: 1950 MELROSE ST. City: MADISON State: WI Zip: 53704

Tel: (608) 663-1780 Email: dhelgesen42@gmail.com

Please email completed comment forms to:
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*I prefer that this comment not be made public.
Please continue to monitor noise levels outside
the 65 dB contour. I live near the edge of
it and the noise is disruptive.*

*Please continue ~~to~~ ~~the~~ efforts to shrink
DNL contour. Every bit helps.*

*Please consider the effect on kids & anyone
outside within the 65 dB contour.
Soundproofing will not protect them.*

*Ultimately I do not support the presence of an
AFB in a metropolitan area. I hope we make efforts
to reduce & end the need for such defense. Until then,
it as safe & habitable as possible.
Name: *Crista Lebens* Organization: *Franklin**

Street Address: *2653 E. Johnson St.* City: *Madison* State: *WI* Zip: *53704*

Tel: _____ Email: _____

Please email completed comment forms to:
part150study@msnairport.com

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Language in Land use mitigation proposals should be stronger. 'Consider impacts' means you don't have to do it. The plan should 'minimize impacts' to low income communities & school children.

The plan should address noise outside of the 65 Contour line. There are significant land uses very nearby that are incompatible. The FAA should pay for noise mitigation for the schools & day cares ~~near~~ near the 65 Contour line.

Planners should make an effort to meet w. th ^(in their neighborhood) the communities that are most impacted - Mobile home, low income apts & others that are in the incompatible use zone

Name: Kelly Kearns

Organization:

Street Address: 1329 Crowley Ave City: Madison State: WI Zip: 53704

Tel: 608-345-7144

Email: Kearns@uwelumni.com

Please email completed comment forms to:

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The existing "noise complaint" process is a joke. You need a system which doesn't make folks feel like they're yelling into the void. I want status on complaints received, a report on intelligent response.

The airport should take absolutely all measures proposed & implement the existing noise is untenable.

Name:

Organization:

Street Address:

City:

State:

Zip:

Tel:

Email:

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part150study@msnairport.com

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I LIVE IN THE SHERMAN NEIGHBORHOOD AREA.
MY PERCEPTION OF THE NOISE PROBLEMS IN
OUR AREA IS THAT HELICOPTERS ARE FLYING
TOO LOW IN ALTITUDE ON THEIR LANDING
APPROACH. THE DISTURBANCE IS ENOUGH TO
▶ MAKE OUR ENTIRE ROOF AND WINDOWS RATTLE. ◀
MAYBE 500 FEET HIGHER IN THEIR APPROACH
WOULD HELP...

ALSO — THE JETS ARE NOT THE ONLY NOISE
ISSUE. THE TRAINS AT 2:30 AM, SIRENS
ON PACKERS & SHERMAN, DRAG RACING MOTORCYCLES
AND DENSITY OF TRAFFIC SHOULD COUNT TOWARD A BATEM-
ENT MAPS.

Name: DANIEL SMELSER Organization: HOME OWNER
Street Address: 1918 SACHTJEN City: MADISON State: WI Zip: 53704
Tel: Email:

Please email completed comment forms to:

part150study@msnairport.com

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My husband and I purchased our first home on the Northside in Summer 2021. We heard talk about the jets but didn't experience the full impact until they started flying in 2023. I'm concerned about the noise from the jets especially on young people in schools + communities nearby. I'm also afraid that because we're outside the invisible line of 65 db, you'll be excluding us from noise abatement funds from the federal government. I want our neighborhood to be healthy + vibrant - I fear the noise will ruin that for years to come.

Name: Brooke Boelman

Organization: N/A

Street Address: 4417 Prairieview Drive City: Madison State: WI Zip: 53704

Tel: 608-574-5405

Email: bechunb@gmail.com

Please email completed comment forms to:

part150study@msnairport.com

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I recently moved to Madison from out of state and unknowingly purchased a home in the direct flight path of the F-35's. The noise is incredibly disruptive to my employment, as I work from home and cannot hear my patients when the jets fly over. Some of these calls are emergent. The presence of these jets in a highly populated area speaks of the disregard local officials have for the wellbeing of it's residents. I WOULD NOT HAVE MOVED TO MADISON IF I WAS AWARE THAT THESE JETS WERE FLYING DAILY OVERHEAD. It defies logic that they have not relocated

Name: C. Isettis

Organization:

Street Address: 1033 Melvin Ct City: Madison State: Zip:

Tel: 262 492-2965 Email: CyndieK@gmail.com

to a less populated area. They poison the

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airways,

soil, and our water with no responsibility or consequence.

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How is this even legal?

THANK YOU FOR YOUR PARTICIPATION



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1.) I am concerned that daily level of noise will increase with the addition of F-35's to this location. Currently there are 6 F-35's here now and the projected # to be 20. The number of sets may increase w/ the # of flights in a day. - That's not OK.

I have a business on International Lane & a home in the Whitetail Ridge neighborhood & the noise of takeoff & landing is quite disturbing. I am a Chiropractor & all communication & my patients has to stop due to not being able to hear one another.

2) I have experienced F-35 flyovers of my home in the Whitetail Ridge that appear to fly North & West of the supposed flight tracks & again the noise stops all conversation & disturbs my animals.

Name: Cynthia Rose

Organization: Chiropractor

Street Address: 3014 Anhalt Dr.

City: Madison

State: WI Zip: 53704

Tel:

Email: rosepetey@gmail.com

SEE BACK

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Currently Three F-35's Take off Alternately or one
after another, Now. That is $\bar{E}$ Six Aircraft Stationed
here Now. To have the # of flights due to increasing
Aircraft would give one Cause to re-locate my
business. 3-10 flights a day would be far too
disruptive to Continue $\bar{E}$ business.

Please Consider maintaining the number of flights
to current levels so that choices like re-locating will
Not have to be considered

-Frankly, I rather you not be @ this Location
at all. This # of aircraft would have been more
suitable for a more Rural Area.

CPT. [Signature]



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The ideas are a good start. How will you measure the noise in "real time"?

My idea: Measure sound area the airports in radius of 5 miles around airport.

As a ~~disabled~~ veteran who is 100% disabled w/ PTSD the noise is extra Non-comptable for myself and many others.

My idea: Government sound proof my home, 2 blocks out from Hwy 30 (4)

My home is 101 years old help us enjoy our retirements.

Name: Sara J. Scott

Organization:

Street Address: 500 N Fair Oaks Ave City: Madison State: WI Zip: 53714

Tel: 608 598 7614

Email: sarascott608@aol.com

Please email completed comment forms to:

part150study@msnairport.com

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THANK YOU FOR YOUR PARTICIPATION

2/2024

GOV

this all sounds good, but
lets be real... we hear you
loud & clear

As we just enjoy
the noise, NOT. ð

A stylized, cursive handwritten signature consisting of several loops and flourishes.



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Surge the acceptance of Noise
abatement measures NA-1, NA-3
NA-4 NA-9 (modify times to 8am to 10pm)
NA-6 & NA-7 per the winter
edition newsletter.

Name: Melissa Gundlach

Organization:

Street Address: 500 N. Fair Oaks Ave

City: Madison

State: WI

Zip: 5374

Tel: 608-333-9465

Email: gundane187@hotmail.com

Please email completed comment forms to:

part150study@msnairport.com

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Julia M. Nagy

From: Riechers, Michael <Riechers.Michael@msnairport.com>
Sent: Monday, March 11, 2024 3:17 PM
To: MSN Part 150
Subject: FW: County Airport Draft Noise Compatibility Program and NEM
Attachments: NCP Comments.docx

[EXTERNAL]

From: Anne Tigan <tigan225@icloud.com>
Sent: Monday, March 11, 2024 1:59 PM
To: Jones, Kimberly <Jones.kimberly@msnairport.com>
Cc: Airport Part150 Study <part150study@msnairport.com>; parisi@countyofdane; #County Board Recipients <County_Board_Recipients@countyofdane.com>; allalders@cityofmadison.com; mayor@cityofmadison.com
Subject: County Airport Draft Noise Compatibility Program and NEM

My comments, respectfully submitted, also include comments on the FAA approved NEM.

March 11, 2024

Kimberly Jones, Director, Dane County Regional Airport

RE: Comments on the county airport's draft Noise Compatibility Program

Thank you for the opportunity to submit comments during the public comment period, ending March 13, 2024. I understand the NEM and its appendices have been completed and approved by the FAA but also there are still steps in the process of their full approval. So I submit comments with regards to information in the NEM document as well, for the record.

Three military jets whine, screaming low across Lake Monona, drawing the attention of citizens and canines walking lakeside. Their path continues above schools, households, businesses defenseless against the noise. It is good there was a public comment period on the **“Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022.”** As a retired pediatric nurse, I read through this document, noting, **“1.3 Roles and Responsibilities”**, identifies the following as involved in the preparation of the MSN 150 Study: **“The Wisconsin Bureau of Aeronautics (WBOA); Dane County, including its staff and consultant team; The 115th Fighter Wing of the WIANG; The 64th Troop Command of the WIARNG; The MSN Part 150 Technical Advisory Committee (TAC); The FAA; The public.”** In the document, **“Noise Compatibility Program, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, Draft,” 1.4 Roles and Responsibilities**, Local land use jurisdictions are included in the preparation but as with the NEM Update, there are no public health agencies involved to “provide important information to the Study Team,” which could be incorporated into the NEM and NCP documents. As if it didn’t matter. This is a grave and stunning oversight. Please explain why there are no public health agencies or pediatricians advising the Study Teams.

In the document **“Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022,” Section A.1.7 Day-Night Average Sound Level, DNL**, states, “The US EPA identified DNL as the most appropriate means of evaluating airport noise based on the following considerations...**The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods.**” In the same document, **Table ES-3. Part 150 Noise Exposure Map Checklist. The FAA Checklist.** Under section **Program Requirement, F. Locations of any noise monitoring sites** (these may be on supplemental graphics which must use the same land use base map and scale as the official NEMs); **Supporting Pages /Review Comments are: There are no noise monitoring sites at MSN.** Please tell us how we are to understand these competing ideas in this Part 150 Study. Are the monitors part of the overall plan, or not? Please explain clearly what the plan is.

Troubling are the problems that weigh down the F-35s, including an inability to meet performance standards in trials. Potentially injurious noise created by the F-35s must be evaluated by the communities affected. Independently prepared Air Force documents (Elgin AFB, Nellis, Luke AFB, Lockheed) conclude the F-35 will be an average of 16 decibels louder

than the loudest F-16... 'more than three times as loud perceptually.' The F-35 was 121 db and the F-16 was 97 db at Elgin AFB. Jet noise reaches another destination, the hair cells in the inner ear, with potential for permanent damage. The World Health Organization reports strength of evidence and sufficient support for ill effects of aircraft noise on children's reading, memory, academic performance. It should concern us that the sudden and unexpected noise of military jets over schools and neighborhoods produces a 'startle reaction' activating the fight or flight response, raising blood pressure, increasing the heart rate—even when asleep. In the classroom the sudden 'startle' interrupts learning (can't hear teacher, other students; breaks concentration) with resultant decline in cognitive ability. In my near east side neighborhood, when the jets routinely roar overhead at 11:00 a.m. and 2:30 p.m., it could mean a child doesn't hear a safety instruction from a crossing guard, or from a teacher.

Goines and Hagler write in the Southern Medical Journal: "Society now ignores noise the way it ignored the use of tobacco products in the 1950s." Under the roar of the military jets, it is easy to agree with their point that, "Lack of perceived control over the noise intensifies the effects of negative reactions associated with noise pollution." In children it can create feelings of helplessness.

Lots of research describing decibels, a gallery of graphs, from the Part 150 Study but from our backyards we believe our own eyes and ears, telling us that something is deeply disturbing with this picture. Bob Dylan said it best: "You don't need a weatherman/ To know which way the wind blows." We don't need an algorithm to know the damage done.

Respectfully submitted,
Anne Tigan, RN
225 Dunning Street
Madison, Wisconsin

March 13, 2024

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing as a community member who lives in Madison, WI. Our small county airport is a shared facility that has both commercial and military bomber jets. We recently had the arrival of F35A Lightning II jets and anticipate hosting 20 jets by 2025.

These jets, the increased traffic (proposing 670 Air National Guard sorties by 2027), the intense and brutal noise and concussive vibrations all are issues for area residents. As such, due to the increased noise impacts, we need to update our 1991 Noise Compatibility Program. It is this process and the decisions being made that have brought me to write to you to share my concerns and my considerations. I appreciate your taking the time to review my comments.

The Dane County Regional Airport has hosted several meetings with the public related to the NEM. Our NEM update was accepted in December 21, 2023. Because I do not live close to the airport, I was not getting postal notifications about meetings. Due to family issues, my husband's Mom passed away in January, I had been busy and could not attend the meetings related to the NEM update. I did attend one.

I recently attended what was supposed to be a review of the final draft FAA Part 150 NCP plan and a *public hearing*. There was no public hearing.

My husband and I had reviewed the draft NCP document as best we could, given its technical nature, and went to the airport to attend the hearing and to ask any questions we might have. Upon our arrival, we found not a public hearing but rather people standing around sign boards with out explanation and all in English. We walked up to one of the signboards and were greeted and asked if we had any questions. It was not what I would think of as a public hearing. We were told there would not be a presentation and that there was a court reporter in an adjacent room. We walked into the adjacent room thinking perhaps more information would be there but only two English printed copies of the NCP lay on a large conference room table and woman sitting in a corner hiding behind a computer. I guess you could give her your comments....

When we asked to see the data that was gathered related to the noise studies, we were told it was not available. We wanted to see what kind of noise levels were being reported. Our friends living in the flight path of the F35 bomber jets were telling us all kinds of horror stories about living in the path of the jets and levels of over 110 dB in their homes.

According to FAA documents I have read about public engagement and public hearings, “a public hearing is held for the purpose of considering the economic, social and environmental effects” of a situation. In an FAA document related to citizen participation, the FAA determined that “citizen participation is defined as an open process in which the rights of the citizen to be informed, to influence, and to receive an adequate response from government are reflected, and in which a *representative cross section of affected citizens interact with appointed and elected officials on all issues related to planning and development.*”

If the folks that stood near a paper story board on an easel were there to share information, or present to a broad cross section, then why on earth were they only in English and there was no obvious interpreters present? The area nearest to the airport, often called the Northside, is one of the most diverse in terms of ethnicity and income. From low income mobile home residents to lake front multi million dollar home dwellers. We have a thriving Hmong community, refugees from Afghanistan, a large Latino population, and families from The Gambia and university professors and business owners. The Northside is comprised of an area of the city that has an above average level of low income and supported housing. We value the “rainbow” of people who live on the Northside so much that we painted the local park shelter house in rainbow colors.

I felt like the “public hearing” component was a failed endeavor and had no intention of being inclusive, in no way addressed the cross section of area residents and did not provide for an equitable process. It was supposed to be about educating the public about the decisions being made regarding the changes to the 1991 NCP. Without a final presentation to summarize a highly technical document, the public is left with a failed process. No cross section of the community was engaged, there will be no outcome that will be positive for area families.

The Dane County Airport Part 150 Technical Advisory Committee did not include any area residents who will be most impacted by decisions being made in terms of schools impacted, the ebb and flow of an ever changing 65dB noise level map, and all the implications of the changes related to 20 nuclear bomber jets being based here by 2025. This is a serious oversight as well. They are a key stakeholder group and yet not one area resident was involved. No one brought the most key stakeholder group perspective to the table, the people who are most impacted.

There are consultants presently asking if anyone wants to host a meeting *for them* (March 21-24). These meetings are supposed to gather more information from us related to the NCP. However, we as a community were told that all input needs to be sent by today March 13. It is not up to the local community to organize and host a meeting for the consultants, it is the role of the consultants to host the meetings and invite the community. It is a weak and half-baked effort at looking like they are doing something. And the data collected is too late to include in the process as it occurs after March 13, 2024.

Because the noise exposure maps were accepted in December 2023 as part of the NEM process, I find it interesting that areas of land adjacent to the airport area that were once determined to be within the 65dB zone are now outside of that zone. A large farm parcel, 63 acres of productive farmland with a building height easement, was re-zoned for housing and commercial uses by the city. The eastern most 1/3 of the parcel was determined in the original EIS, using the same measurement matrix, to be well within the 65dB zone. Now, with even louder and more concussive bomber jets flying over, the land shows on the 2022 noise level map as completely outside of that noise zone. This makes no sense. How can jets that are four times louder than the F16s that were flying when the EIS was completed have less noise impact on the parcel of land so close to the airport and runways that these jets use? But now, that land is being purchased by an out of state developer who does not care about the people they will be harming. This land should have stayed agricultural and continue to be used for food production by area farmers. It really is the safest use.

Existing Land Use Measures

For the purposes of the draft NCP process, Existing Land Use Measures were considered. These measures were developed in 1991. When the original NCP was produced much of the area surrounding the airport was largely industrial, commercial and recreational land. In the years that followed, much of the land use has been changed either by development or through re-zoning. More housing was built and today planning has taken place that will encourage the high-density development of housing that will likely be in zones that expose residents to high levels of noise and vibration.

Right now, the Northside is home to a large mobile home park located immediately adjacent and near a major runway (3/21). In the past couple of years, that park has doubled in size despite the common knowledge by city planners that the area most likely will become uninhabitable. The new homes are being filled by low-income families. Mobile homes are not eligible for federal dollars for sound mitigation. I find it appalling that the county recommends not relocating the people who live in this park and know that the owners will not get help with sound mitigation. In addition, the expansion of runway 3/21 will only bring the jets closer to the mobile home park, which will likely end up in a dB70+ zone.

The FAA has determined hazards and hot spots at the Dane County airport. One hazard is caused by the mix of pilots, both military and commercial, some private planes as well. Ground movement hot spots are defined as airport movement areas with a history or potential risk of collision or runway incursion. The airport currently has several hot spots not mentioned within the NCP nor how these hot spots will be mitigated for safety. Runway 18/36 has a hot spot to the east side with two runway crossings. Another hot spot includes wrong service operations on the southside near runway 36 there are two runways and a taxiway which is confusing. It is being proposed in the NCP that the F35 jets request the use of runway 36 for non-scramble departures. Taxiway C is also a known hot spot. The addition of 670 F35 flights in addition to a recently added commercial airline at the airport should have triggered a need to consider hot spots and how best to improve them.

Lakeview School and Mendota Elementary School are already impacted by the flights of the F35 jets. Changing flight path departures via D18J054 only moves the negative impact from one neighborhood to another. This NCP does nothing towards avoiding the shifting of high levels of noise exposure from one community to another. The county is refusing to conduct sound mitigation for homes, churches, schools.

This is a conscious decision to cause harm.

Right now, to the northeast of the airport, city planners are conducting a major regional proactive planning session that will allow for the rezoning of land for residential use. Much of this land is within the *airport affected area* and yet housing is being planned for areas that could become negatively impacted especially as more flights are added and runway 18/36 is considered to expand up into the Cherokee marsh area/Token creek.

Today, a massive 553 unit low-income 6 story apartment complex is being built within the three mile zone of the airport and will be negatively impacted by intense noise, and those buildings are not at all required to be built with sound mitigation of any kind. People will suffer. Developers will get rich.

Right now, also within three miles of the airport, there are homeless people living in plastic wagons on wood platforms (about 30 of them). There is no way to protect them from noise. Noise in this area can get over 100dB.

I fully support the adoption of noise overlay zoning and would like to see it remain as a recommendation to be continued under LU-3. An overlay district would provide the public the knowledge they need when considering purchasing a home or locating a business. If the city of Madison will not provide the protections of an overlay district then perhaps the county or state will.

In LU-4, I think amending the subdivision regulations to require that any property with an avigation easement should be included in all title searches for any property transfer and noted on parcel deeds. Including it solely on the final plat does not protect homebuyers. Most people do not have any knowledge about avigation easements and the impact on their property. There are many homes with avigation easements on the south side of the airport and people have no idea that their home will not be eligible for any sound mitigation funds from the government.

The county should continue the home sales assistance program to help families that cannot endure living in a home that is impacted by high noise and vibration levels. I believe that the county can apply to get funds from the federal government to cover some of these costs. Why is the county not being proactive to make sure people in Dane County are safe?

LU-5 is about amending the county subdivision laws to prevent the subdivision of agricultural land. This should be happening but is not. We just lost 63 acres of prime urban farmland to housing development and commercial space.

While LU-7 speaks to discouraging noise sensitive development, we see it happening all over the city of Madison. A large apartment complex is currently being planned for a 65dB+ area. No sound mitigation is being required to date.

LU-10 relates to the purchase of homes in 70dB+ areas. We are allowing mobile homes to be installed in an area that surely will be in the 70dB+ area of the city. Homes in the Eken Park neighborhood withstand levels as high as 110dB right now. As more jets arrive, the residents will be enduring 670 flights of highly concussive and extremely noisy jets flying overhead.

LU-11 is critical for our schools. Sound insulation, air conditioning and new windows should be required for existing facilities. We have many schools that are located in the flight area of the F35 jets and are causing learning issues in the classroom. There have been public presentations about the impact of the noise and vibrations on cognition and how children suffer from the jet noise. Should flight paths be changed, even more schools will be needing mitigation for noise/vibration.

This plan should be evaluated and updated every three years. This is a quality of life issue.

Implement a system for the 115 Fighter Wing complaints to be documented and responded to by the airport. Right now, that does not happen and we have no idea of what the callers are saying so that they are not included in any evaluation process. In general, because noise complaints are collected and documented by the airport does not insure that the issues will be addressed. The re-establishment of the noise advisory committee could review complaints and take action. Area residents should be included as members of the noise advisory committee.

In looking at the goals of the NCP process, we did not develop a balanced and cost effective program that minimizes and mitigates the airport's noise impact on local communities. The addition of the F35 jets to our community will only introduce more land that will be considered non-compatible.

My elected official has not been proactive in communicating about this process within our district or its importance to the community. An Open House and public hearing without a presentation of the recommended measures occurred recently. The measures were presented on storyboards that were hard to read and clumsy. There was no story board describing the land use measures that were feasible but not recommended by the county like sound mitigation, etc.

Please take action to ensure that public health and safety are first and foremost in the coming years for our community. Please do not accept this draft NCP until the community understands that the county is not going to help the most vulnerable and most impacted community members. We have seen what has happened in other F35 communities like Burlington VT where the airport has applied for funds for sound mitigation etc. Homes will get insulation and windows, air conditioning.

Dane County is refusing to take responsibility for the damage they are causing by allowing the use of a small regional airport for military uses. We are located not far from military bases that are better suited for military operations. Our county airport is not recommending the consideration of environmental justice and low income communities, recommends not using a lower DNL thresholds for compatibility assessments, is unwilling to acquire the highly impacted mobile home park, is unwilling to establish a home sales assistance program. The county is unwilling to consider implementing a sound mitigation program to provide sound insulation to noise sensitive parcels including residences, schools, and other noise sensitive buildings within the 65-70dB DNL. It is my understanding that the county could apply for funds to help with issues of sound mitigation from the FAA. But it is refusing to do so.

I am scared for my future and the future of my neighbors who will soon be living under 20 nuclear bomber jets that are planning to fly 670 sorties a year.

I appreciate your time on this matter.

Thank you,

Beth Sluys
514 Nova Way
Madison, WI 53704

cc: Michael Whitaker, Administrator FAA
Shanetta Griffin, FAA, Associate Administrator, Administration for Airports
Susan Mowery, FAA - Great Lakes Region
Senator Dianne Hesselbein, State of Wisconsin
Representative Alex Joers, State of Wisconsin
Michele Ritt, Supervisor, Dane County Board
Charles Myadze, District 18 Alder, City of Madison
Kim Jones, Director Dane County Regional Airport

Julia M. Nagy

From: Baumel, Christie <CBaumel@cityofmadison.com>
Sent: Wednesday, March 13, 2024 4:45 PM
To: part150study@msnairport.com
Subject: City of Madison Comments on Draft NCP
Attachments: City of Madison Comments on Draft Airport NCP 031324.pdf

[EXTERNAL]

Good afternoon,

Please find comments attached from the City of Madison on draft Noise Compatibility Program. Please feel free to reach out with any questions or clarifications, and we look forward to talking further.

Take care,
Christie



Christie Baumel
(she/her/hers)
Deputy Mayor
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Office of the Mayor

Satya Rhodes-Conway, Mayor

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March 13, 2024

Kim Jones, Airport Director
Dane County Regional Airport
4000 International Lane
Madison, WI 53704

Dear Director Jones,

Please accept the attached comments on the draft Noise Compatibility Program as the City of Madison's official comment on the draft plan.

The City has followed the Part 150 Noise Study closely and has participated in the Technical Advisory Committee process that guided the plan's development. There are numerous elements of the proposed plan that the City supports and appreciates to help minimize the impacts of aircraft noise on Madison residents. These include strategies related to flight paths, aircraft arrival and departure procedures, and potentially northern runway extensions, based on final designs.

However, there are also some recommendations related to land use within the plan that the City has concerns about. Numerous recommendations seem focused on limiting development on the north and east sides of the Madison, including in areas well beyond the 65 DNL noise contour which encompass large areas of the north and east sides of the city, including areas along both east and north bus rapid transit lines. While I understand the point of this plan is to focus on community impacts of noise, the City must consider a wide range of impacts of our decisions and hold all potential impacts in balance. From that point of view, we believe the impacts of minimizing growth on the north and east side would generate substantial impacts related to housing availability, housing affordability, economic development, and transit-oriented development that are untenable for the city. Madison is a fast-growing city, with a population expected to grow by 115,000 – 42% -- between 2020 and 2050. We must plan for growth on every side of our city, including the north and east sides while doing what we can to minimize noise and other impacts. We believe we can balance growth with noise protection, and we ask DCRA to work further with the City to find that balance. This includes revisions to recommendations in LU-1, which are detailed further in our comments.

Finally, further to the point of minimize noise impacts, the City requests that DCRA add a recommendation to pursue sound attenuation on existing structures with the 65 DNL contour. Sound attenuation is a proven strategy to help mitigate impacts, and is worthy of pursuing. I understand there may be potential for other funding sources available for this purpose, and that a major strategy within

this document is to shrink the noise contours to such a point as to reduce the number of buildings within the 65 DNL line. While we generally support that strategy, nothing is yet certain, and having sound attenuation in the Noise Compatibility Program could be a very valuable strategy alongside other options.

Thank you for this opportunity to provide comment, and please see more detailed comments attached.

Sincerely,

A handwritten signature in black ink, appearing to read "SRConway", written in a cursive style.

Satya Rhodes-Conway Mayor

City of Madison Comments on DCRA Draft Noise Compatibility Program

March 13, 2024

This document includes all City of Madison comments on the draft Noise Compatibility Program in sequential order. Three of the City's highest priority comments are marked with asterisks within the document. Our highest priority comments are on the following recommendations:

- LU-1 to "Maintain existing compatible land uses in the airport vicinity" where we express concerns about the extent of land use controls the airport recommends in the face of a housing crisis.
- NA-8 on "Airport Layout Modifications" where we want to emphasize the importance of maintaining existing bicycle and pedestrian uses.
- 3.3.5 to "Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels ... within the 65-70 DNL" which is not included in the plan, and which we would advocate for including.

Noise Abatement Measures

NA-1 through NA-5 Flight Tracks/Paths

The City of Madison generally supports the recommended noise abatement measures related to flight tracks and runway use, which direct aircraft towards less developed areas and away from noise sensitive uses. However, it is difficult to understand the full impact of each recommendation since not all noise abatement strategies are accompanied by graphics to illustrate their impacts. Certain strategies may shift noise toward planned growth areas, such as Oscar Mayer, but it is difficult to tell without graphics for each measure.

NA-6 Preferential Runway Use

The City supports NA-6 which encourages northerly airport operation to the extent practical. The City strongly support northerly operations for the Air National Guard, including during periods of southern flow operations.

NA-7 Arrival/Departure Procedures

From the information presented, the City supports the "Speed Hold" noise abatement departure profile for F-35s. There is concern that afterburner use would create higher peak volumes in addition to simply shifting the contours. Certain noise abatement strategies discuss operations as being louder, but don't describe what sound metric is being used (such as a higher Lmax or DNL). Its also unclear if these alternatives were evaluated with 100% northerly take offs. Since the long-term northerly take off rate is unknown, it may be appropriate to model alternatives with southerly take offs.

NA-8 Airport Layout Modifications

***Priority City Comment: Extending Runway 3/21 to better accommodate all F-35A aircraft departures*
The City does not have sufficient information to be able to support or oppose the potential extension of Runway 3/21 to accommodate F-35 operations. The alternative appears to show promise in moving noise away from East Washington Avenue and associated growth areas along the Bus Rapid Transit corridors. However, an extension of this runway may create areas of concern. The City's Center of Commerce and Industry industrial park northeast of the area appears to have rather large areas above the 70 DNL contour, with certain areas above 75. While industrial uses are far more appropriate for noise exposure, there may be certain uses that this causes problems for, such as UW Health's John Wall Clinic. The other concern is the impact on Hwy 51 and

important local streets such as Hanson Road. Walking and biking are existing uses along Hwy 51 and are growing as employment continues to develop in this corridor. We ask that any runway modifications not eliminate the existing pedestrian and bicycle uses, or preclude the possibility of improving pedestrian and bicycle accommodations.

Extending Runway 18/36 to allow a shift of operations to the north

The City generally supports this alternative as it reduces noise impacts to residents south of the airport, but the City also has a concern. While originally described as a shift, it is an extension and the southern 1000 ft is not planned for removal. While this is logical from a safety perspective, the sound doesn't automatically shift without other operational changes. Jets taking off to the north still have significant sound impacts to the south, so the initial point of departure should also shift north by 1000 feet. A shift to the north would likely require a relocation of CTH CV, which will likely result in filling of adjacent wetlands. It may also complicate a planned multi-use path along CTH CV.

NA-9 Use Restriction

The City supports minimizing military night time operations.

Land Use Measures

The City has a general concern that a number of the Land Use Measures do not reflect input the City consistently communicated about the dire need to continue growing along important northeastern corridors of the City, as we face a major housing shortage now while we also face an anticipate increase in population of 115,000 people. While we share the general community concern about minimizing noise impacts to residents living and working near the airport, our approach must balance a desire for noise separation with the need for available, affordable, and transit-connected housing in Madison. We are concerned that some recommendations envision restricting growth well beyond the 65 DNL noise contour in a way that is not feasible in a growing city.

Throughout the Technical Advisory Committee process, the City of Madison communicated its growth plans to Dane County Regional Airport and its consultants. Because of Madison's unique geography and historical growth pattern, its not practical for the City to abandon its growth plans surrounding the airport, particularly in areas of heavy transit investment. The City has carefully and publicly discussed the impacts of growing in noise impacted area and those of discouraging residential uses in those areas. After extensive public debate, the City's policy, largely formed by the President's Work Group on Environmental Justice, is to grow sensitively in these areas, recommending new noise insulating construction. The City understands new construction within the adopted noise exposure models is ineligible for noise mitigation funding from the FAA.

LU-1: Maintain existing compatible land uses in the airport vicinity

***Priority City Comment: 1. Redefine "airport affected area" for purposes of implementing Wisconsin Statute 66.31.*

The City recognizes the statutes related to the Airport Affected Area, and is comfortable with notifications to the airport, but strongly opposes any intrusion into local land use control by the airport, including the use of this statute to veto zoning decisions made by the City. While the topic of "airport affected area" was brought up in previous meetings, it used terms like "encourage" the City to restrict development. Only in the final TAC meeting was that language shifted to address potential future zoning vetoes, as allowed by Wisconsin statute. While this statute and an earlier map version did exist, DCRA did not utilize their authority to veto city rezoning proposals, which would require a 2/3 vote of the Common Council to overturn. Therefore, utilizing this statutory authority now represents a dramatic shift operationally to how development occurs in Madison – especially given the larger boundary amendment that DCRA is proposing to the notification area.

In addition to the “airport affected area” zone, the proposed map includes two other zones identified as “Limited Construction Area” and “Restricted Construction Area.” These are not defined or authorized by the State statute, and the City is not clear how these are defined and how DCRA intends to use them. Moreover, they are geographically describes as being ¼ mile beyond the 70 DNL contour, and ½ beyond the 65 DNL contour. The basis for exceeding the 65 DNL contour is not explained, nor supported by FAA guidance. The map appears directly in conflict with the City’s growth policies, particularly along the Bus Rapid Transit corridors. Further, using the noise exposure model’s contours without any of the planned noise abatement measures factored in doesn’t seem logical. If the noise abatement measures shift the contours to the north, why is the airport choosing to use those contours with a greater impact to the south. Finally, the airport appears to include areas beyond the statutorily allowable three miles in the airport affected area.

For all of the above reasons, the City requests that the map zones related to “Limited Construction Area” and “Restricted Construction Area” be removed from this plan recommendation. We further request that any amendment to the boundaries of the Airport Affected Area be done in consultation with the City of Madison, and not defined through this planning process, which presents a constrained opportunity for the City to engage.

2. Amend subdivision regulations to require dedication of noise and avigation easements of plat notes on final plat.

The City is unclear what is actually being recommended. At the TAC, this was discussed as adding notes to plats and parcel deeds to ensure potential buyers are aware of potentially elevated noise levels. The City does not object to informational plat and parcel deed notes.

The City does object to noise and avigation easements on plats and parcels. It’s our understanding past easements don’t factor changes over time, and preclude future sound mitigation if sound exposure or volumes increase in the future. This is not an acceptable outcome to the City.

3. Encourage municipalities to recommend inclusion of sound attenuation standards for noise sensitive development in new building designs for construction within the airport noise overlay area.

The City’s existing policy is to encourage noise mitigating construction when development occurs in or near the airport noise contours. As discussed, the City can’t require sound insulation beyond what is already in the State Building Code. The City can forward the recommended construction techniques included in the draft to developers working on projects in and around the contours.

Beyond informal advocacy to local municipalities, DCRA’s advocacy should include a component seeking a State law change to allow municipalities to require greater sound insulation in the vicinity of airports.

4. Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.

The City has updated land use recommendations for most of the area surrounding the airport since the F-35 EIS was published and the City established its growth policy related to the airport noise contours. Updated plans include the Oscar Mayer Special Area Plan, the Greater East Towne Area Plan, the Hawthorne Truax Neighborhood Plan and the Northeast Area Plan (in progress). The Southeast Area Plan and North Area Plan are anticipated to be adopted in the coming years and will address the western and southern portions of the airport affected area.

5. Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport.

As repeatedly discussed throughout the TAC process, prohibiting new residential development within the contours is contrary to the City’s necessary growth policy. A core tenet of the City’s growth policy is to grow intensely on high-capacity transit routes, including the BRT Route on East Washington Avenue, so this is in direct conflict with stated City plans.

We share the airports concern about creating disproportional impacts on low-income communities, but also recognize that steps to implement this action may also come with impacts. First, prohibiting low-income housing in this area likely violates the Fair Housing Act. Second, the City’s only mechanism to prevent future residential construction is to adopt zoning that prohibits residential uses. Doing so would mean that all existing residences in these areas would be considered “non-conforming uses.” A non-conforming status creates challenges for current and future residents to finance property purchases and limits typical residential improvements like additions to existing homes. When entire neighborhoods become non-conforming, the expected lack of neighborhood investment can lead wholesale neighborhood decline, leading directly to more severe negative impacts than currently are present. In an attempt to avoid a disproportionate impact, we run the risk of further impacting those already impacted.

The City has attempted to balance multiple impacts and risks by requiring sound attenuation in new construction within and beyond the 65 DNL contour whenever we are able to. State restrictions do not allow the City to require sound attenuation in all development, but we can do so by agreement when City funding is contributing to a project. The City’s incentivizes affordable housing through its Affordable Housing Fund, a competitive annual grant program that aims to increase the supply of lower cost housing throughout the City. The Affordable Housing Fund eligibility considers and reflects the airport noise contours as one of its metrics.

6. Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans.

The City supports this recommendation.

LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour

The City is not opposed to a very limited and voluntary acquisition program for residential properties within the 70 DNL contour. The contours used for acquisition should reflect noise mitigation strategies outlined in this document, not simply the noise exposure model adopted in 2023. The City opposes south of of Carpenter Street and Ridgeview Court.

LU-3: Continue the planned expansion of the voluntary land acquisition boundaries in Cherokee Marsh and Token Creek Park areas

The City does not oppose this measure. However, the land identified for acquisition has very limited development potential and is highly unlikely to generate any noise compatibility issues. There are better uses of noise mitigation funding than this, including measures that were not recommended by this document.

3.3 Land Use Measures Considered but Not Recommended

3.3.1 Consider environmental justice and low-income communities

The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program.

3.3.2 Report alternative metrics and consider use of lower DNL threshold

The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program.

3.3.3 Acquire the mobile home park and relocate the residents

The City understands Oak Park residents generally don’t support relocating the park, and there isn’t a known location where a relocation could even occur.

3.3.4 Home Sales Assistance Program

The City does not object to discontinuing this program

***Priority City Comment: 3.3.5 Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels including residential structures, schools, and other noise sensitive buildings within the 65 – 70 DNL*

The City believes sound insulation should be included as a potential noise compatibility strategy. While we appreciate the efforts to shift the contours north, both by DCRA and ANG, we have concerns that despite the efforts, the contours may not shift as far north as anticipated. This would leave thousands of existing residential units within the 65 DNL contour with no mitigation. As discussed at TAC meetings, reverse operation departures by F-35 can only operate under certain weather and air traffic conditions, and the long-term rate of these operations is unknown at this time. The noise exposures model and the recent terminal expansion both anticipate a significant increase in commercial air traffic in the coming years (NEM: 53% increase by 2027). As commercial traffic increases, the windows for reverse operations shrink and greater frequency of southern F-35 departures can be anticipated.

Julia M. Nagy

From: Dan Cox <dragonflyte1@yahoo.com>
Sent: Friday, July 7, 2023 1:09 AM
To: part150study@msnairport.com
Subject: Open house comment form (27.6.23.)

[EXTERNAL]

This Message Is From an External Sender

This message came from outside your organization.

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

I am a Lifelong resident of Madisons Greater Eastside. I grew up a block away from where I live now. As a child, the USAF was here with their f-86s, 89s, & 102s, and playing wargames was part of growing up.

This seems futile at this point to complain. Falls upon deaf ears. State legislators have shown little concern for their constituents that are living in the 'affected zone'. The military cares not either, other than offering Sen. Baldwin and the ANG statement: "We want to work with the (East/North) Madison community to *ensure*

that 115th ANG wing is a "good steward" of our land, air, and water, including implementing a plan to mitigate excessive noise" (within their dwellings). Meanwhile the majority of seasonal outdoor activities for families and

groups will *obviously* be affected, regardless.

Noise impacts will only be predicted using the joke of an archaic 50-year old FAA 'daily average' *standard* of

65 decibels. We are just being 'entertained' by 4 of 20 f(b)-35s presently. Theyve been measured @117 dBs.

Extreme noise cannot be 'masked'. The noise pollution is one issue. Unresolved toxic PFAs in our environment &

wells, another. The third, being the toxic jet fuel emissions, (23 gallons per minute burned in flight) contributing

to the military being the nr.1 polluter in the World, ever-increasing CO₂ being spewn into the atmosphere directly

contributing to climate change and its various negative environmental effects.

In my humble opinion, this entire fiasco could have been avoided, by having the gvt. do what they do best: just

print up some more easy \$\$\$! (to add to our \$32 TRILLION debt, of which the pentagon gets just about anything

they want.) Take a pittance of a 'few' million, head out to the wondrous rural countryside, and speak to one of our

states hurting farmers, offer him whatever amount would suffice to rent a patch of his land, to build a runway or 2,

a couple hangars, a 'control' tower, and a mess hall. Far away from disrupting civilization! (Other than scaring the

BS/CS out of a few Bovines) ... problem solved!

It could/should have been an alternate state of reality. People have to *Truly* be concerned and wish to help others in need. But, few do, who have the 'power' to *Really* CHANGE whats wrong in Our World. Its easier to ignore the problems of a Global Society, by feeding "the Machine" of Hate, Ego, and Endless wars.

With the arrival of the remaining 80% by Summers end, (I was told) I am Sure more complaints will mount. A Sad scenario to come. I cannot fathom how the disconnected rich and puppet politicians can ignore those who suffer.

Best Regards, Dan J. Cox_
2531 Commercial Av., Madison, WI
608.556.7665.

Comments on:

14 CFR Part 150 Noise Compatibility Planning Study – Dane County Regional Airport

By:

Richard Soletski

3322 Quincy Av., Madison WI, 53704

608.770,1478 dpenguinII@hotmail.com

Introduction

I have owned a home at 3322 Quincy Avenue since June of 1990. It is the 2nd residential street directly South of the airport. In 1990, the airport served 1 million passengers. Since that time the noise, flights and size of planes has increased dramatically. Over 2 million passengers used the airport in the 2023.

I first learned of the proposal to embed the F35 US Air Force planes at Truax in the summer of 2019 through media reports. I attended an open house at the Alliant Center in August 2019 and received a copy of the draft USAF environmental impact report which stated my home is in an area deemed “incompatible with human habitation.”

“Not to worry,” I was told, the FAA has programs to help mitigate the noise problems inflicted by the airport, including sound insulation and new windows and doors, and if that is too expensive to be effective, assistance in relocating you.

I have been following media reports of those programs in Burlington VT (also an F35 embed airport) and others for expansion of airports in Chicago and Minneapolis.

So I was somewhat relieved over these almost five years as I waited for the final decision on the F35 deployment, studies on noise exposure and the plan to mitigate the effects of the heavier, noisier and bigger F35s.

Imagine my surprise and dismay when I attended the February 2024 Open House at DCRA and found out that the noise compatibility plan contained nothing to mitigate the extra noise inflicted on the surrounding close-by residential neighborhoods. Oh, the DCRA sure got what they paid for from the local consultants to the in-state consultants to the national consultants for the NCP – an empire expansion of a longer runway, encouraging but not requiring planes to not fly south over the residential parts of Madison, and no noise monitoring requirements.

I asked at the open house about what happens if the flight plan changes don't work. “Well the FAA has six months to consider our plan, and we'll implement for a couple years.” And if it doesn't cut down on the noise? Will you have to do another study?

I live in the over 65 dB area now. I am 68. This plan shows my house still in the higher dB contours even with the changes. Exposure to noise at this level (according to the Public Health Dept. of Madison & Dane County contain the potential health risks of sleep disturbance, increased stress levels, annoyance, hearing impairment, hypertension and heart disease. My partner has complained of ear-splitting noise while in the yard from an F35 flyover. The F16s registered at 106 dBs over my house while the F35s register up to 116 dBs. We were told by the National Guard that the heavier, larger F35s were going to be no louder than the F16s.

Is the idea to wait those of us in the area of noise infliction out?

The NCP is over 200 pages long and difficult for me as a layperson to understand. I offer my comments as the best of my ability to represent my concerns.

Section 1.3.5 – page 1-6

Details contributions to the regional economy and the number of jobs and wages paid to workers connected to the airport. Reads right out of a campaign document, and reminds me of the claims made at the WNG presentation for the embed of the F35s when that was undecided. The number of jobs claimed through the embed at that function exponentially jumped from 112 to 500 to 3,000 by various speakers at the end of the night. Made by union members in matching t-shirts and baseball caps and “Friends of the Guard” in matching polo shirts and by the Chamber of Commerce. The Chamber of Commerce also bragged about helping get more commercial flights at DCRA. Nice for EPIC Systems and other employers bringing their clients and employees into the most expensive airport in the U.S. More noise for those of us living near the airport. The document claims a \$500 million contribution to the local economy. The value of the embedded F35 jets fleet is estimated at \$1.5 billion.

There is a saying, **“To those to whom much is given, much is expected.”** If the airport and WIANG operations add so much to the local economy, they should be bound to mitigate the damage their operations do to the people living in close proximity.

Figure 1-4, page 1-19

Shows my property clearly in the 65-75 dB area (Forecast Condition 2027)

2.2.6 NA-6 – Modify existing preferential runway use

The chart showing total Housing Units and Compatible Units seems bass-ackwards. So, if there are 1250 housing units and 228 are compatible does that mean 1022 are left non-compatible?

Figures 2-4, 2-5 and 2,6 all show about a 3 x 3 block are inside the higher dB area, consisting of Caprenter St., Quincy Av., and possible Ridgeway Av. This is where my house is located.

2.2.7 NA-7- Encourage use of NADP procedures by operators

The airport “encourages.” [The current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed. – comments by Steven Klafka, P.E., BCEE, Environmental Engineer on behalf of Safe Skies Clean Water Wisconsin]

2.2.7.1 states, “The use of NADPs is difficult to impossible to monitor,” and “it is also challenging to show the benefit of using NADPs at MSN.”

How convenient.

I can testify that the past two summers, when it is hot and humid, there is constant southbound departures of both civilian and military aircraft over the neighborhoods, including Quincy ave. and **THEY ARE LOUD!**

Figure 2-7. F35 NADP Alternative 1 contours still shows the Carpenter/Quincy area in the higher dB lobe.

Figure 2-11, F35 NADP Alternative3 Contours shows the same area in the higher lobe.

Figure 2-13, F35 NADP Alternative 4 shows a slightly smaller area in the higher lobe.

There have been suggestions of higher climbs with more power and wide turns around the city to avoid noise in the neighborhoods. I witnessed an F35 flight in a steep climb south which made a wide turn before proceeding north. It was still climbing while over Quincy Av and the neighborhood monitor showed 109 dB. That will NOT help those of us closest to the airport.

Runway Extensions

Not surprisingly, the favored alternatives by DCRA involved extending runways, one might say empire building, while the residents around the airport suffer for years while the planning and construction are done.

Figure 2-25, Runway 18/36 shows that the higher dB level expands to include the Carpenter/Quincy/Ridgeway and extend to the south side of East Washington Ave.

Table 2-18 indicates an estimated cost of \$15-62M and 5 years to implement and it still does not shield all of the affected residents from intolerable noise.

3.2 Recommended Land Use Measures

This is a joke.

Reportedly, at a March 11, 2024 City of Madison Finance Committee meeting to approve Tax Incremental Financing for an affordable housing project of 192 apartments, the Mayor was surprised that the project was within the 65 dB area, deemed incompatible with human habitation. The project had already been approved by the city’s “Planning” Department and Commission and city council. Her

response was to try to change the lines. Because, you know, the noise won't invade past the lines on a map.

Another housing project may be on hold at the former Raemisch Farm location.

Another large affordable housing project is proceeding a few blocks down on East Washington, on the periphery of the 65 dB area.

3.3.5 Implement a noise mitigation program

Summary: DCRA doesn't wanna.

Under almost all of the scenarios, maps, and graphs, there are residences south of the airport which are still within the >65 dB level. **Noise mitigation should be available to those residences and begin as soon as possible.** Especially for the few blocks appearing on the maps as left inside the >65 dB level. Most of the proposed noise "abatement" measures will take review of the FAA of up to six months and at least several years to implement.

Construction of runways will take up to 5 years (but at least the money is spent on DCRA, hmmm).

Meanwhile residents are left to live under intolerable noise conditions.

4.1.3 Noise Complaint Response

DCRA maintains an on-line complaint form.

I bought my house in 1990. In 32 years, I never filed a noise complaint about the airport. I don't know, maybe it's like a frog boiling in a slowly heating pot, you don't notice unless there is something extraordinary. However, there is more airport traffic and noise than when I bought my house.

When the F35 were announced as a possibility for embed at Truax, some of our local and state elected representatives asked if an F35 could be flown into Madison, so that residents, especially those near the airport could judge how noisy they were compared to the F16s. "Nope, can't do that, military secrets."

But low and behold, one did fly in and out of Madison. And the Chamber of Commerce said, "see, no one complained." Somehow that information leaked to the CofC.

After that duplicitous action I make use of the DCRA and WNG noise complaint pages and include the dB level registered on neighborhood monitors funded by a neighborhood organization and an environmental organization.

The thing is, depending on consumer complaints is not a good measure of how bad the noise is.

I spent 35 years in consumer protection and navigating bureaucracies on the state level, first as a legislative aide at the Wisconsin Capitol and then as a policy analyst with Wisconsin Department of Transportation.

I can tell you based on that experience that most people in the general public do not know how to make a complaint, where to go to make one, how to document one and are generally intimidated to make one.

While the complaint forms should continue to be utilized, and publicized, they are not a good indicator of the success or failure of a noise abatement program.

The fact that the complaint never gets a followup to the complainant, (other than maybe an automated receipt that the complaint has been received) is not an incentive to use the procedure. I picture the cartoon of the suggestion box with no bottom placed over the waste basket with a sign above, "Management Cares."

There should at least be an annual report and graphing of types of complaints, trends, followup actions and distribution online.

The complaint procedure should be publicized on-line, through neighborhood associations, mailings to surrounding residents and brochures at the airport.

The only response I ever got from the WisNG complaint form was a snide correction when I reported an F16 as an F35. "We didn't have any F35s flying that day."

4.2.1 – PM-1 Re-establish ... a noise advisory committee

If it isn't filled with ciphers.....

The previous committee was a joke.

4.2.3 Regular updates of the NEM

Define applicable changes and significant change.

So, if after two years of a noise compatibility plan the community indicates that the noise situation is intolerable we begin another two-year wait for a new study? (see strategy of out-living and out-lasting residents and complainants)

4.3.2 Noise Monitoring System

DCRA response, "yeah, no, we don't wanna." That includes measurements and facts, we kinda like the squishy stuff where we can tell people we're right, they're crazy and don't bother us.

Summary of my comments

I feel totally betrayed by this process. I followed the studies and open houses, talked to the consultants and the consultants to the consultants and believed measures would be taken as they have in other jurisdictions and airports, to protect citizens when the airports greatly expand their operations and negatively affects on the populace.

Basically the NCP comes down to, we're going to try some stuff, we think it will work, but we're not going to objectively measure it, and if it doesn't (by whose standards?) then we'll start over. You'll probably be in the nursing home or dead by then anyway. We don't want to spend any money to mitigate noise pollution, even in the few blocks where our maps show the high dB level. If we have to spend money, it'll be on our land and to build our empire.

Our local representatives have been clueless and AWOL on this issue and process. Our state and federal representatives seem more interested in either disparaging the military, or proving their military support, leaving us in the noise.

Julia M. Nagy

From: Riechers, Michael <Riechers.Michael@msnairport.com>
Sent: Wednesday, March 13, 2024 4:37 PM
To: MSN Part 150
Subject: FW: comments on NCP - DCRA study
Attachments: DCRA Noise Compatibility Plan - comments by Richard Soletski.pdf

Importance: High

[EXTERNAL]

Michael J. Riechers
Director of Marketing and Communications
Dane County Regional Airport
4000 International Lane
Madison, WI 53704
O: (608) 661-6442
C: (608) 220-5454
Riechers.Michael@msnairport.com

From: Richard Soletski <dpenguinII@hotmail.com>
Sent: Wednesday, March 13, 2024 2:28 PM
To: Airport Part150 Study <part150study@msnairport.com>; Jones, Kimberly <Jones.kimberly@msnairport.com>
Subject: comments on NCP - DCRA study
Importance: High

Attached please find my comments on the noise study.

Julia M. Nagy

From: Airport Part150 Study <part150study@msnairport.com>
Sent: Thursday, March 7, 2024 2:13 PM
To: MSN Part 150
Subject: FW: Study.

[EXTERNAL]

From: lauren barry <laurenbarry779@gmail.com>
Sent: Wednesday, February 21, 2024 1:37 PM
To: Airport Part150 Study <part150study@msnairport.com>
Subject: Study.

I went to the open house, and I am still confused in the action being taken for the Environmental Justice of the mobile home park. How is that being addressed.

I would like to know how the mobile home park was rated at only 65 DNL when all around is 70 DNL? I understand to acquire the whole park is not possible however, what about acquiring part of It and removing the homes directly impacted?

From the open house I got the notion no noise reduction effort will be completed at the trailer park. Is that true? I don't understand how the airport can acquire the land on both sides of the park and say there is not a noise issue within the park itself?

I really don't think a good effort was put into place to help the residents of the mobile home park understand how this affects them.

Lauren Barry. Madison WI 608-385-6005

Julia M. Nagy

From: Airport Part150 Study <part150study@msnairport.com>
Sent: Thursday, March 7, 2024 2:14 PM
To: MSN Part 150
Subject: FW: Study questions

[EXTERNAL]

From: lauren barry <laurenbarry779@gmail.com>
Sent: Wednesday, March 6, 2024 3:05 PM
To: Airport Part150 Study <part150study@msnairport.com>
Subject: Re: Study questions

Why did the airport cut down the trees next to the fence which provided a sound barrier for the trailer park?

Why is the mobile home park excluded from this?

Table 6-1. Existing 2022 and Forecast 2027 Land Use Compatibility

Source: HMMH, 2022

Contour Interval	Area (Acres)		Population Census 2020				Housing Units			
			Total		Compatible ¹		Total		Compatible ¹	
	2022	2027	2022	2027	2022	2027	2022	2027	2022	2027
65-70 DNL	1,070.54	1,823.31	503	2,424	0	276	225	1,227	0	151
70-75 DNL	534.13	935.53	12	57	0	0	3	23	0	0
>75 DNL	626.02	971.30	0	0	0	0	0	0	0	0
Total			515	2,481	0	276	228	1,250	0	151

¹ Land use deemed compatible due to Dane County acquisition of avigation easements.

Table 6-2. Existing 2022 and Forecast 2027 Noise Sensitive Sites

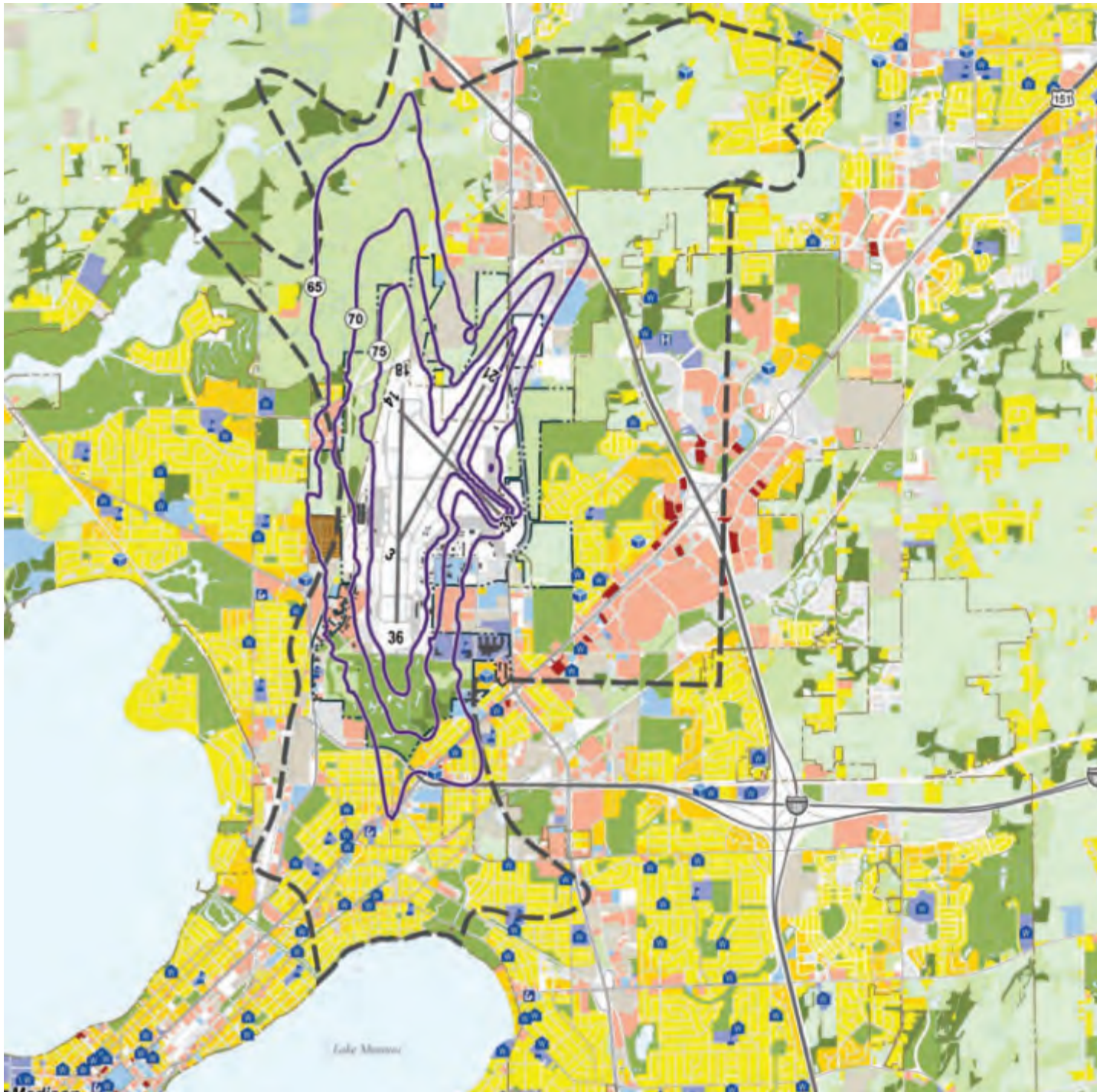
Source: HMMH, 2022

Contour Interval	School		Place of Worship		Day Care		Transient Lodging	
	2022	2027	2022	2027	2022	2027	2022	2027
65-70 DNL	0	0	0	1	0	1	0	1
70-75 DNL	1	1	0	0	0	0	0	0
>75 DNL	0	0	0	0	0	0	0	0
Total	1	1	0	1	0	1	0	1

Table 6-2 includes four identified noise-sensitive sites within the 65 DNL contours:

1. School: **Madison Area Technical College** at 1701 Wright St, Madison, WI 53704
2. Place of Worship: **Ridgeway Church** at 3245 E Washington Ave, Madison, WI 53704
3. Day Care: **Claudi's Kids Inc-Day Care Center** at 3131 E Washington Ave, Madison, WI 53704
4. Transient Lodging: **Spence Motel** at 3575 E Washington Ave, Madison, WI 53704

On this map why is the mobile home park excluded from the affected area?



Lauren Barry 1-608-385-6005 [521 waxwing lane madison wi](https://www.wisconsin.gov/maps/521-waxwing-lane-madison-wi)

Julia M. Nagy

From: Airport Part150 Study <part150study@msnairport.com>
Sent: Thursday, March 7, 2024 2:13 PM
To: MSN Part 150
Subject: FW: Comments - Feb. 20, 2024 Airport "Open House"
Attachments: Part150_Noise Compatibility Comment Form.pdf

[EXTERNAL]

From: Marsha Cannon <mpcannon76@gmail.com>
Sent: Friday, February 23, 2024 11:50 AM
To: Airport Part150 Study <part150study@msnairport.com>
Subject: Comments - Feb. 20, 2024 Airport "Open House"

Hello,

The attached 2-page pdf document has my comments and questions for review and consideration. Please confirm that you have received this message and the document.

Sincerely,

Marsha Cannon
5 Cherokee Cir. Unit 202
Madison, WI 53704
608.251.1276 (land line, no text)

COMMENT FORM

Send to: part150study@msnairport.com

Thank you for the opportunity to submit my comments and questions for review and consideration during the Noise Compatibility Planning (NCP) Study. The following information is based on my attendance from 6:03-7:28 PM at the Tuesday, February 20, 2024 Airport "Open House" at Dane County Regional Airport.

1. Maps must be accurate. How can we trust reports based on maps with glaring errors? For example, two parcels owned by the City of Madison Parks Division for public use are incorrectly shown as "Single Family Residential" on Page 1-19, "Figure 1-4. Forecast Condition (2027) Noise Exposure Map."
 - a. **1801 Wheeler Rd.**, addition to Whitetail Ridge Park. This wooded ~22-acre tract is actually two adjacent parcels at the Southeast corner of Wheeler Rd. and N. Sherman Avenue. They were acquired by the City in 2022 and 2023. Parcel Numbers: 081019202027 and 081019202019.
 - b. **2004 Wheeler Rd.**, part of Cherokee Marsh Park North. Approx. 30 acres acquired by the City in 2018. Parcel Number: 0810-192-0102-9.
2. The Noise Compatibility Report has numerous problems.
 - a. Any report that fails to take into account peak noise levels downplays the real impact of airport noise on the community.
 - b. I was told the Noise Exposure Maps (existing 2022 and forecast 2027) are based on mathematical calculations, not actual data.
 - i. Any analysis not based on actual, on-the ground measurements fails the smell test. If FAA requires mathematical calculations, then the Technical Advisory Committee should prioritize people and obtain actual data to compare hypotheticals with reality.
 - ii. A mathematical model is only as good the data that goes into it. How do you evaluate the accuracy of data provided by profit-driven corporations and top-secret military organizations?
 - c. Why was not even one resident or elected official included in the NCP Technical Advisory Committee (TAC)? Section 1.4.5 of the report lists categories of TAC membership:
 - i. • MSN staff [*Dane County Regional Airport*]
 - ii. • WBOA staff [*Wisconsin Bureau of Aeronautics*]
 - iii. • FAA Airport District Office (ADO) [*Airport District Office*]
 - iv. • FAA air traffic control tower (ATCT)
 - v. • 115th Fighter Wing of the WIANG [*Wisconsin Air National Guard*]
 - vi. • 64th Troop Command of the WIARNG [*Wisconsin Army National Guard*]
 - vii. • Airport tenants, users, and operators
 - viii. • Local land use jurisdictions [*incl. Dane County, City of Madison, and Town of Burke*].
3. The event was poorly attended.
 - a. Resource people (paid staff & consultants) outnumbered citizen attendees/residents as far as I could tell. Maybe you should have had donuts!
 - b. I did appreciate not having to pay for parking in the airport ramp. Thank you.
 - c. Although the airport director mentioned mailing thousands of postcard notices about the "open house" I did NOT receive a postcard even though I live on the southwest side of the intersection of Wheeler Rd. and N. Sherman Ave.—the proposed western "boundary" for airport operations. "Open house" details came to me through a friend.
4. I am very disappointed with the process used to develop the NCP report. It feels like just another "check the box" exercise.

—continued, next page—

5. “The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures” according to a statement in the Sponsor’s Certification. I would argue that the Feb. 20, 2024 “open house” at the airport was in no way a public hearing.
 - a. A public hearing is an **official meeting** where **members of the public hear the facts** about a planned road, building, etc. and **give their opinions** about it. ([Cambridge Business English Dictionary](#) © Cambridge University Press).
 - b. The “open house” format for the NCP Study failed to offer an opportunity to hear the facts in an organized fashion. It barely qualified as a “show and tell” event.
 - i. There was no oral presentation about the report, so that all in attendance could hear the facts. Instead, paid “experts” and “consultants” hovered around a dozen or so posters mounted on easels, waiting for someone to approach them. The event resembled a science fair rather than a public hearing.
 - ii. With no introductory presentation, to be informed citizens must understand at least part of the 200-page technical report in advance and be prepared to approach paid professionals with specific questions—a not-so-subtle form of intimidation.
 - iii. There was no take-home information, e.g. color copies of the 2022 and 2027 Noise Exposure Maps.
 - iv. Several copies of the 200-page study marked “DO NOT REMOVE” were scattered on a table, and I was told a copy was on file at the public library. No copies of the report were available for loan or purchase. Without a computer and color printer or time to spend at the library . . . sorry—you’re out of luck.
 - c. Stationing a court reporter in a corner at the back of a room to record oral comments was not only costly but (again) intimidating.
 - i. Please tell me how many people in attendance Feb. 20, 2024 made oral comments
 - ii. Where might I read the transcript(s)?
6. Question: Will any government entity make whole the neighborhood now under siege?
 - a. The myriad of suggested airport alternatives and subsequent DNL contours make little difference when F-35 fighter jets roar overhead, shaking my body and second-story windows.
 - b. Loud take-offs and landings do not respect decibel contours no matter how many mathematical formulas are employed.
 - c. How can loud noise from Air Force jets ever be “compatible” with housing?
 - d. Hundreds of new homes and apartments are slated to be built on the already re-zoned Raemisch farm between County CV and N. Sherman Ave. Will construction practices include sound mitigation? Will it be required, or not? Who will pay for it?
7. Question: What about the effect of excessively loud noise on young scholars at Lakeview Elementary School, 1802 Tennyson Ln.? It is Madison’s only elementary school with a curriculum that calls for each student to have one hour per day of outdoor instruction.
8. Question: What about the people living in very affordable housing—manufactured (mobile) homes—in Majestic Oaks on County CV, well within the 65 Dbl contour?

If the NCP report were submitted as a university class project, I believe it would be handed back for substantial revision. As it stands, the report is embarrassingly inadequate and outrageously skewed against Madison residents.

Name: Marsha Cannon
 Street address: 5 Cherokee Circle, Unit #202
 Madison, WI 53704
 Phone: 608.251.1276
 Email: mpcannon76@gmail.com
 Date: February 23, 2024

Julia M. Nagy

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Wednesday, July 12, 2023 11:10 AM
To: Airport Director Kimberly Jones
Cc: Airport Information; Dane County Airport Noise Study; County Executive Joe Parisi; Dane County Board of Supervisors; Madison Common Council; Satya Rhodes-Conway; Safe Skies Google Group
Subject: Missing Reports of Noise Abatement Subcommittee and June 27th Part 150 Noise Abatement Plan Open House Presentations

[EXTERNAL]

Airport Director Jones,

Here are two county airport noise impact related questions I hope you can address. Thanks for your attention to these issues.

Steven Klafka

1. Four Years of Missing Reports from the Noise Abatement Subcommittee

The county airport web site says that public input is important and we should report aircraft noise events. However, as shown in the screenshot below, no reports from the Noise Abatement Subcommittee have been posted since 2019. These reports are an important resource for tracking the noise impacts of the county airport. They are especially important now that the F-35 fighter jets have begun to fly over Madison and, in response, the airport is updating its Part 150 noise abatement plan which will cost us millions of dollars.

Even if the subcommittee has been disbanded, I hope at least its summary reports of noise complaints can be posted. These provide important information on noise impacts for the 60,000 people that live within 3 miles of the county airport. These may show the change in noise complaints as Air National Guard fighter jet training has resumed with the new and noisier F-35 fighter jets.

2. Part 150 Open House Presentations

On June 27th, the county airport held an open house to present current progress on its Part 150 noise abatement plan. I attended the open house. This open house was not very well attended and could have been better publicized. As shown in the screenshot below, the presentations from the other two open houses were published on the county airport's Part 150 web site.

Since so many residents impacted by airport noise could not attend or did not hear about the June 27th open house, it is important to share the presentations. These have not been posted to the web site and I encourage you to share them with Madison residents soon.

Your input is important. If you have questions, would like more information, or would like to report :
the Airport's Environmental Officer at:

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- [Report or contact the Military regarding a noise event.](#)
- Email: airinfo@msnairport.com
- Noise Reporting Hotline: 608-246-5841
- US Mail: Environmental Officer, DCRA, 4000 International Lane, Madison WI 53704

Airport Noise Abatement Subcommittee

- [Noise Abatement Subcommittee Meeting Minutes - November 2019](#)
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Dane County Regional Airport Overview

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FAA Part 150 Homepage - https://www.faa.gov/airports/environmental/airport_noise/

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Steven Klafka, P.E., BCEE
Environmental Engineer
Wingra Engineering, S.C.
508 Elmside Boulevard
Madison, WI 53704
www.wingraengineering.com
Since 1991

Julia M. Nagy

From: Airport Part150 Study <part150study@msnairport.com>
Sent: Thursday, July 13, 2023 6:36 PM
To: Steven Klafka
Cc: Airport Information; Airport Part150 Study; #County Board Recipients; Madison Common Council; Satya Rhodes-Conway; Safe Skies Google Group; Jones, Kimberly; Chawla, Yogesh
Subject: RE: Missing Reports of Noise Abatement Subcommittee and June 27th Part 150 Noise Abatement Plan Open House Presentations

[EXTERNAL]

Good afternoon Steven,

Thank you for reaching out with your concerns.

In an effort to maintain clarity and transparency, we'll address your two specific questions in order:

1. Noise abatement meetings since November 2019.

The airport's Noise Abatement Subcommittee meetings were traditionally held twice annually. The most recent Noise Abatement Subcommittee meeting was November 2019. The next meeting had been scheduled for April 2020. As you can imagine, with the COVID-19 Pandemic sweeping through the country, it wasn't safe for our staff, nor our neighbors, to meet at that time. We continued to evaluate the need for the meetings versus the safety of the community throughout the proceeding months. Shortly thereafter, the airport decided to begin the voluntary process for a comprehensive FAA noise study – known as a Part 150 Study. The Part 150 Study goes into far greater detail compared to the Noise Abatement Subcommittee, so the decision was made to keep all noise-related efforts and public meetings focused on the study throughout the study's two-year term. As a reminder, the study began in January 2022. It's worth noting that both the airport, as well as the military's, noise reporting tools and processes remained in place and active throughout the Part 150 study, so any feedback received from the community regarding noise abatement or complaints was (and still is) being documented. Furthermore, historical data gathered from those tools were a critical component to the baseline information gathered during the Part 150 Study. With reference to your comment, "the airport is updating its Part 150 noise abatement plan which will cost us millions of dollars," it's unclear how you came to this conclusion, but the Part 150 Study isn't costing the Dane County community a single dollar, and the airport itself isn't on the local tax roll. Looking forward, upon completion of the Part 150 Study at the end of this year, the airport will resume the original twice annual Noise Abatement Subcommittee schedule.

2. Part 150 Open House Presentation

Thank you for attending the study's third open house. This meeting in fact had more attendees, particularly residents living within the projected 65 DNL contour, than the previous open house. This was likely due to the airport's efforts in reaching out to our neighbors both within, and adjacent to, the projected 65 DNL contour line. We sent post card invitations to over 9,600 different residences around the airport and surrounding communities, as well as posted the meeting information on the airport's website. The most recent presentation boards, as well as the previous meetings' boards and all study-related newsletters, are available on the airport's website for review.

Thank you for your continued attention and engagement on this matter.

Respectfully,
The Part 150 Study Team

Dane County Regional Airport
4000 International Lane
Madison, WI 53704
Part150Study@msnairport.com

From: Steven Klafka <sklafka@wingraengineering.com>

Sent: Wednesday, July 12, 2023 10:10 AM

To: Jones, Kimberly <Jones.kimberly@msnairport.com>

Cc: Airport Information <airinfo@msnairport.com>; Airport Part150 Study <part150study@msnairport.com>; County Executive Joe Parisi <parisi@countyofdane>; #County Board Recipients

<County_Board_Recipients@countyofdane.com>; Madison Common Council <allalders@cityofmadison.com>; Satya Rhodes-Conway <mayor@cityofmadison.com>; Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>

Subject: Missing Reports of Noise Abatement Subcommittee and June 27th Part 150 Noise Abatement Plan Open House Presentations

Airport Director Jones,

Here are two county airport noise impact related questions I hope you can address. Thanks for your attention to these issues.

Steven Klafka

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Your input is important. If you have questions, would like more information, or would like to report a noise event, please contact the Airport's Environmental Officer at:

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Steven Klafka, P.E., BCEE
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Madison, WI 53704
www.wingraengineering.com
Since 1991

Julia M. Nagy

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Thursday, February 8, 2024 1:12 PM
To: Jones, Kimberly
Cc: Airport Information; County Board Recipients; Madison Common Council; Satya Rhodes-Conway; Safe Skies Google Group; Airport Part150 Study; County Executive Joe Parisi; Sen.Agard@legis.wisconsin.gov; Bartell, Deb (FAA); Beauchamp, Bobb (FAA); Safe Skies Coordinators; Leslie Westmont; David Beurle
Subject: Delay Completion of Part 150 Noise Compatibility Program Until Completion of Madison F35 Community Connection Project

[EXTERNAL]

Kimberly Jones, Director
Dane County Regional Airport

Earlier this month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "[Madison F35 Community Connection Project](#)".

At the listening sessions, residents were told about the county airport's upcoming February 20th open house to discuss the status of the [Part 150 Study](#). No agenda has been published, but it is assumed the airport will be presenting its Noise Compatibility Program (NCP). The NCP will include the airport's noise mitigation options to address the noise impacts of the F-35 fighter jets and increased commercial traffic.

The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision making process for deploying a squadron of F-35 fighter jets to Madison.

Due to the wealth of information and community feedback that will be obtained from the Connection Project, we hope the county airport will delay the completion of the Part 150 NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options that have not yet been considered by the airport. Any shortcomings in the Part 150 NCP will adversely affect the health and well being of current and future Madison residents.

Thank you for continuing to keep the Madison community involved in the Part 150 noise mitigation planning.

Steven Klafka, P.E., BCEE, Environmental Engineer
[Safe Skies Clean Water Wisconsin](#)

Julia M. Nagy

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Sunday, March 10, 2024 4:58 PM
To: financecommittee@cityofmadison.com
Cc: Dane County Board of Supervisors; Madison Common Council; Satya Rhodes-Conway; Safe Skies Coordinators; Safe Skies Google Group; Airport Director Kimberly Jones; Dane County Airport Noise Study
Subject: Comments on Item 82371 - Authorizing funding appropriation for 808 Melvin Court

[EXTERNAL]

City of Madison, Finance Committee

On behalf of [Safe Skies Clean Water Wisconsin](#), please accept these comments for your meeting on March 11th on Item 82371 - Authorizing the Mayor and City Clerk to execute a development agreement and authorizing a funding appropriation in the 2024 Capital Budget to fund a \$1,700,000 Tax Incremental Finance Loan to East Washington Apts, LLC, or its assigns to construct approximately 192 units of affordable housing and approximately 139 parking stalls located at 808 Melvin Court in the 3100 block of East Washington Avenue in Tax Incremental District (TID) 52. (District 12).

I found it odd there was no mention of the county airport or noise exposure in the developer's request for funding or the City's staff memo.

The county airport's has released its draft [Part 150 Noise Compatibility Plan](#) to address future noise levels from growing commercial air traffic and the squadron of F-35 fighter jets at Truax Field. The Mayor and City have been noticeably absent during the development of this plan even though it proposes restrictions on a large portion of Madison to protect residents from excessive noise exposure.

Based on a review of the current and proposed NCP, the proposed apartments are:

- On the flight path of the county airport main runway.
- Inside the 65 dB DNL noise contour of the current 1993 NCP considered incompatible with residential housing.
- Inside the Airport Affected Area of the current 1993 NCP where construction should be limited to compatible uses.
- Inside the 65 dB DNL noise contour of the draft NCP.
- Inside the new boundaries of the Airport Affected Area in the draft NCP
- Inside both the Limited Construction Area and the Restricted Construction Area in the draft NCP.

Below is Figure 3-1 from the airport's draft NCP with boundaries for noise contours and areas where construction should be limited to compatible uses. The blue area shows the location of the proposed apartments.

Please note that against our objections, the county airport uses the FAA's 65 dB DNL daily noise standard to identify areas of Madison considered incompatible for residential use. However, this standard is over 50 years old and doesn't address health and education impacts at lower noise exposure. It is a daily

average that doesn't account for the instantaneous, ear splitting high noise levels like the 123 decibels we've measured from F-35 fighter jets. The noise contour is based on computer modeling so its location is not fixed but can change with change in modeling assumptions like flight patterns. The location of the proposed apartments will be an area considered incompatible for residential use based on the outdated FAA noise standard, and certainly incompatible based on any modern interpretation of acceptable noise exposure.

Here are a few comments and requests as the Finance Committee considers funding this project:

1. Any City approval related to this project should include discussion of its compatibility with the current and draft versions of the county airport's NCP, and its consistency with the 2020 resolution adopted by the Common Council opposing the deployment of the F-35 fighter jets to Madison.
2. By funding this project, why is the City expanding our Airport Ghetto and promoting environmental injustice and racism?
3. If the county airport is preparing a plan to reduce noise aircraft exposure, why is the City ignoring this plan and increasing the number of residents exposed to unhealthy noise?
4. On March 31, 2020, the Common Council adopted a resolution opposing the Air Force deployment of a squadron of F-35 fighter jets to the 115th Fighter Wing of the Wisconsin Air National Guard at Truax Field. Among the reasons given for opposing the jets, the Council said:

WHEREAS, the Final EIS released on February 18, 2020, confirms the significant environmental impacts identified in the Draft EIS, including substantially reduced quality and quantity of current affordable housing stock, decreased value of the property tax base, reduced opportunities for Transit-Oriented Development, ongoing soil, ground and surface water PFAS contamination violations by the ANG, significant adverse health effects that disproportionately affect children, residents who are low income and people of color; and,

WHEREAS, these impacts are contrary to the City of Madison's values of equity, sustainability, health and adaptability as codified in our Comprehensive Plan adopted in 2018, the City's Racial Equity and Social Justice Initiative, and undermine multiple long-term goals of City policy makers,

Why is the City ignoring its 2020 resolution, so that it expands the significant adverse health effects that disproportionately affect children, residents who are low income and people of color; and, promotes impacts that are contrary to the City of Madison's values of equity, sustainability, health and adaptability as codified in our Comprehensive Plan adopted in 2018, the City's Racial Equity and Social Justice Initiative, and undermine multiple long-term goals of City policy makers.

On behalf of Safe Skies Clean Water Wisconsin
Steven Klafka, P.E., BCEE, Environmental Engineer

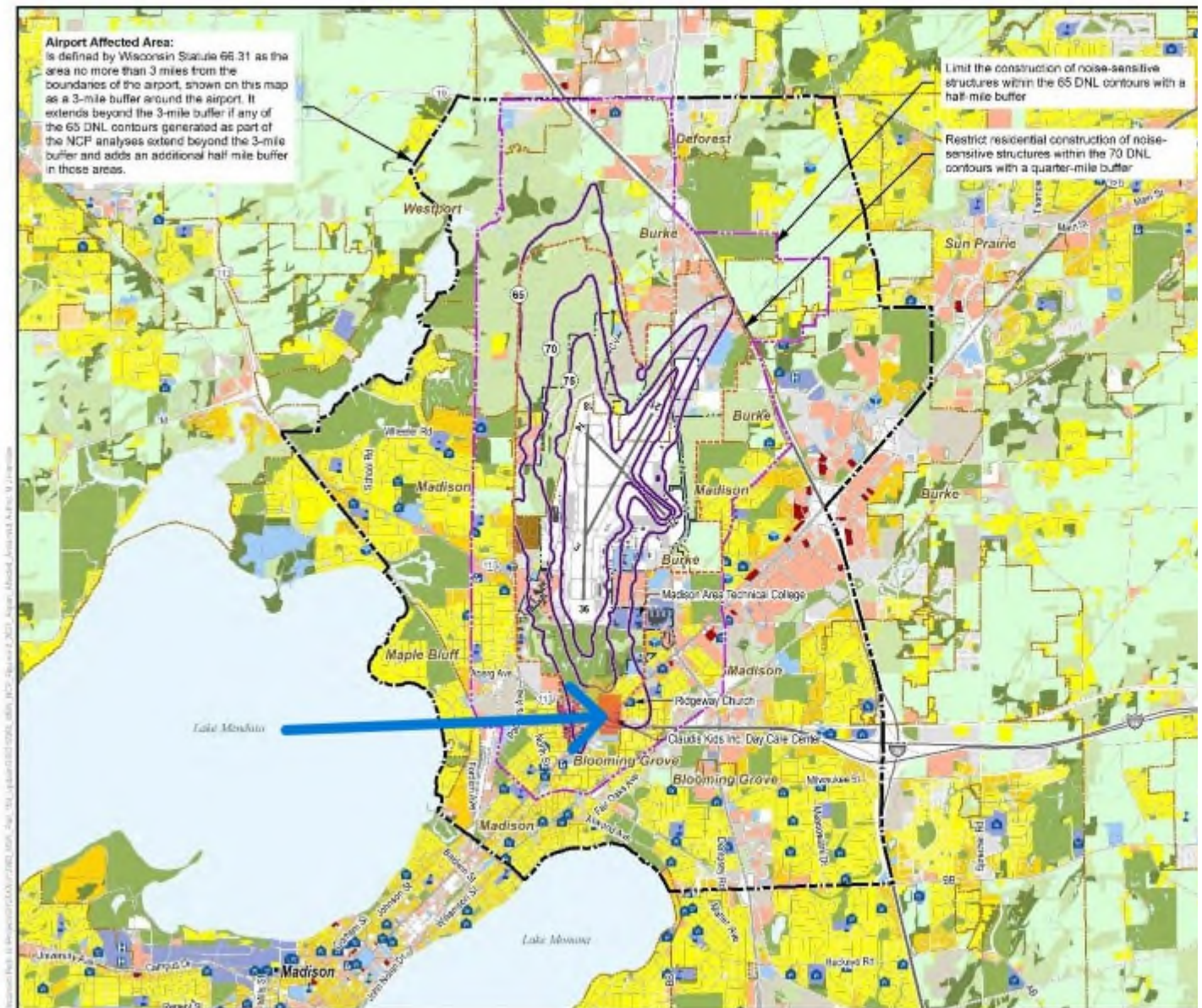


Figure 3-2. Recommended Approximate Airport Affected Area 2024

Source: HMMH, JPG 2023

Date: March 6, 2024
To: Kimberly Jones, Director, Dane County Regional Airport
Cc: Dane County and City of Madison Government Officials
From: Safe Skies Clean Water Wisconsin
Subject: Comments on Draft Part 150 Noise Compatibility Program

Thank you for providing an opportunity to review the draft report for the Noise Compatibility Program (NCP) dated February 2024 for the Dane County Airport. On behalf of Safe Skies Clean Water Wisconsin, I am providing the following comments which we hope will be addressed before finalizing the report.

Below is an introduction and summary of our comments and recommended improvements to the draft NCP. Further discussion and explanation are provided afterwards.

Introduction

The draft NCP is long on promises, and short on delivery. It repeats many of the failures of the current NCP prepared in 1991. Without significant changes to the draft NCP, Madison residents cannot not expect significant reduction in noise exposure from commercial and military aircraft using the Dane County Airport and Truax Field.

The draft NCP, like the current NCP prepared in 1991, assesses noise impacts using unreliable computer modeling to predict compliance with the 50-year old daily average FAA standard of 65 dB DNL. It fails to consider impacts at lower noise levels, or the instantaneous ear-splitting noise of the F-35 fighter jets.

The draft NCP relies on voluntary changes to flight patterns with no verification these changes will be followed. The current NCP has already failed to implement similar flight patterns. To save the airport money, the draft NCP eschews actual noise abatement measures used by other airports like home purchase, resident relocation, and installation of home and building noise insulation. The draft NCP does not even recommend purchase of the mobile home park adjacent to the main runway.

To avoid the construction of incompatible land uses, the draft NCP proposes a new and larger Airport Affected Area. However, the airport will not verify that the county and City of Madison will actually adopt and implement this area for future planning. The airport will continue to pass the buck and take no active role in the elimination or cessation of low-income housing near the airport.

The draft NCP does not evaluate the most effective noise abatement measures available to the county. These include relocation of the nearly 100-year old county airport out of Madison, and finding a new, more compatible mission for the 115th Fighter Wing of the Wisconsin Air National Guard that does not require F-35 fighter jets flying over Madison.

Summary of Comments and Recommendations

1. The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no

confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.

2. The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.
3. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.
4. Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.
5. The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City's Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further than the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City's Comprehensive Plan.
6. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.
7. Avigation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.
8. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.
9. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.
10. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise

abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.

11. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.
12. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.
13. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.
14. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.
15. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.
16. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.
17. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.
18. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.
19. The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't

expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.

20. Appendix F: Public Comments of the draft NCP states: "Public comments will be included in this appendix after the public review period." Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.
21. The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.

Overview

The Air Force provided no funds for noise mitigation even though the \$1.5 billion squadron of F-35 fighter jets it deployed to Madison have dramatically increased noise exposure in our city. Instead, the Air Force relied on the county airport to update its Part 150 noise mitigation plan including the draft NCP. We represent many of the people who live near the county airport and Truax Field.

Many of us have lived here for decades so are familiar with the history of the airport and its attempts at noise mitigation. We followed the airport's progress as it updated its Part 150 plan, preparing the noise exposure map and noise compatibility program. With the time consuming involvement of numerous government agencies and costly independent consultants, we hoped for concrete steps to reduce noise exposure of surrounding residents. Based on our review of the draft report and experience with prior noise abatement efforts, we doubt this new program will result in significant reduction in noise exposure.

The 2024 draft report reviews airport compliance with the current NCP developed in 1991. It was determined that many of the noise mitigation measures in the current NCP were either implemented poorly or not at all. With no oversight, airport managers ignored the current NCP. Without any means to regularly review compliance with the new NCP, airport managers will likely ignore this new plan.

The new NCP continues reliance on flight patterns using voluntary cooperation of commercial and military airport users. However, the new NCP again fails to provide procedures to verify compliance with these flight patterns. Our own experience shows these flight patterns are easily ignored. To save a few dollars, there will be no noise monitoring to measure current and future actual noise exposure.

The allocation of noise mitigation funds, if any, are based solely on computer predictions and ignores the two years of actual noise monitoring provided by surrounding neighborhoods. Computer predictions rely on an outdated daily average 65 decibel DNL noise standard developed over 50 years ago, which fails to address the health and educational noise impacts at lower noise levels, or the loud, instantaneous noise people actually hear. As a result, the majority of the people impacted by airport noise, there are 60,000 within 3 miles, are ignored in the NCP. Neither our homes or schools will receive any noise mitigation.

Notably, the neighborhood most impacted by airport noise, the mobile home park next door to the main runway, will not be relocated or received any noise mitigation. The draft NCP provides no

evaluation of the environmental racism and environmental injustice created by airport noise, or the ongoing expansion of low-income housing next to the airport.

This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure. Public comments on the noise exposure maps, modeling procedures, and noise mitigation methods were mostly ignored.

The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.

Recommendations

Add a Disclaimer to the NCP

This study evaluates compliance with the FAA noise standard of 65 dB DNL. This standard was developed over 50 years ago and is based on 15% of people being highly annoyed to aircraft noise. As part of its recent Neighborhood Environmental Survey, FAA created a National Curve which shows 15% of people are now highly annoyed at 50 dB DNL or lower. Aside from annoyance, noise exposure has numerous adverse effects verified by scientific studies that are not considered. This study does not address hearing loss; tinnitus; sleep disruption; stress; cardiovascular disease; cerebrovascular disease; metabolic disturbances; exacerbation of psychological disorders; premature mortality; reduced cognition, learning, achievement and productivity; and, increased behavior problems and violence. This study does not address the lost desirability of surrounding neighborhoods, reduced quality of life, or lower property values. This study does not address the long-term concentration of low-income and families of color in neighborhoods immediately adjacent to the county airport, or the current expansion of low-income housing in these neighborhoods. The NCP should be updated every five years to account for any changes in the FAA noise standard, surrounding land use, and compliance with noise abatement measures.

The draft NCP should be updated to include a disclaimer at the beginning of the report which summarizes all the shortcomings of the enclosed noise analysis including the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation noise measures are actually followed, and its goal to minimize any county airport expenditures on actual noise abatement measures such as relocation or noise insulation.

Inadequate Opportunity for Public Review

This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure.

The Sponsor's Certification at the beginning of the draft NCP states:

It is further certified that adequate opportunity has been afforded to interested persons to submit their views, data, and comments concerning the formulation and adequacy of the NCP Report and the supporting documentation. The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures.

There are many people who live within the proposed Airport Affected Area who were not contacted about the draft NCP and the opportunity to comment. Most of the 60,000 people who live within 3 miles of the county airport were not contacted about the draft NCP and the opportunity to comment. Far more people that were not contacted live within the Part 150 Overview: Draft Study Area which extends 4 miles from the airport.

The open house held on February 20th at the airport terminal does not qualify as a “public hearing”. There were no presentations to the public, or opportunity for the public to ask questions where other residents could hear the questions and answers.

There was no effort to reach out and engage with environmental justice communities including low-income and minority residents who are the most impacted by airport operations and might not have the ability to travel to the airport for the open house. “Adequate opportunity” was not afforded to interested persons to submit their views, data and comments.

The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing noted in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.

Conduct Regular NCP Compliance Evaluations

The current NCP adopted in 1991 includes many noise abatement measures. The 2024 NCP conducted the first evaluation of compliance with the 1991 NCP since it was first adopted. Because it has taken over 30 years for the airport to review its compliance with the 1991 NCP, many of the measures proposed in 1991 were either ignored or poorly implemented by the airport, county or city.

Table 2-2 presents 1991 noise abatement measures. One of the seven was not implemented. Compliance with the remaining is rated at low to medium. Table 3-2 presents 1991 land use measures. Seven of the eleven land use abatement measures were never implemented by airport management during the past 30 years. Examples include: adding noise insulation to two area schools, adoption of an airport noise overlay zoning to assure new construction provides adequate noise insulation measures, and implementation of the “airport affected area” to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations including the landing and takeoff of aircraft.

The “airport affected area” was never adopted by the City of Madison. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. The 1991 NPC required that noise contours be redrawn every five years and the NCP be updated when there was a significant (i.e. 17%) increase in air traffic. Neither of the steps were implemented.

The new NCP recommends air traffic control measures in Section 2 and include: flight tracks/paths, preferential runway use, arrival/departure procedures, airport layout modifications, and use restrictions. No pollution abatement measure will be followed if there is no means of verification. The need for regular compliance procedures was shown in 2012 when the SASY Neighborhood Association wrote to County Exec Parisi to ask for better enforcement of this procedure. The association’s letter noted that 54% of air traffic continued to fly over populated areas of Madison. This showed the procedure sending traffic away from populated areas was being ignored by the

airport. For the last five years the airport has stopped holding its twice per year public meetings to review the air traffic patterns and the history of noise complaints. This had been the only opportunity to review if air traffic had successfully been directed to the north, and number of complaints and airport response.

Since so many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary, the draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.

Establish New Airport Affected Area

The current 1991 NCP developed an “Airport Affected Area” with boundaries well outside the predicted 65 dB DNL noise contour. This area was established to protect compatible land uses like industrial, commercial and recreational, and avoid rezoning to incompatible land uses like residential. The current area is shown in Figure 3-1 of the 2024 report. It was expected that Dane County and the City of Madison would adopt and enforce this Airport Affected Area. State law suggests this area be 3 miles from the boundary of the airport but the 1991 NCP used the 60 DNL noise. Like many noise abatement measures in the 1991 NCP, the Airport Affected Area was ignored. It was not adopted by the City of Madison or promoted by airport management. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. Recent examples may include the construction of low-income apartments on the site of the former industrial site of the Bimbo bakery on East Washington Avenue and on the former agricultural site of the Raemisch Farm on Packers Avenue just west of the airport.

The draft NCP is proposing a new Airport Affected Area. The current area was never accepted and implemented by the City of Madison. The new area extends much further than the current area. This is shown in Figure 3-2 of the 2024 report. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison adopt the new Airport Affected Area. This new area should be incorporated into the City’s Comprehensive Plan.¹

Evaluation Compliance with the New Airport Affected Area

The purpose of the Airport Affected Area was to maintain existing compatible land uses. Of course, it won’t matter unless it is actually adopted and enforced by Madison. It also won’t matter if it allows incompatible land uses, especially additional low-income housing to be constructed.

The draft NCP should be updated to include a review of changes in land use within the Airport Affected Area first proposed in 1991 to determine if Dane County or the City of Madison changed any to incompatible land uses.

Enforce the NCP for New Developments

Section 3.1.7 discusses amended local land use plans to reflect the noise compatibility plan. This relies on the City of Madison and Dane County to incorporate the NCP into future development

¹ <https://www.cityofmadison.com/dpced/planning/comprehensive-plan/3894/>
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plans. The county airport should not rely on the City of Madison or Dane County to verify future development complies with the noise abatement goals of the NCP.

The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.

End Use of Avigation Easements

Section 3.1.4 recommends the continued use of avigation easements. It says: “The noise and avigation easements would help to inform prospective property buyers that the land is subject to frequent aircraft overflight and aircraft noise. It would also protect the airport proprietor (Dane County), from lawsuits claiming damages for noise or other airport activities.”

Avigation easements as a one-time payment to land owners provide no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.

Clarify the Program to Purchase of Homes within 70 dB DNL

Under Section 3.1.10, the airport would continue to the program to purchase homes inside the 70 Ldn, LU-10: Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn. Under Section 3.2.2, the county recommends the potential acquisition of residential properties within the 70 DNL and higher contours as a corrective mitigation measure to make the properties compatible. This is now considered LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour. The county may acquire 23 housing units. Under Section 3.3.4, Home Sales Assistance Program, it says: “A home sales assistance program was implemented as part of LU-10 in the existing NCP. The airport does not desire to continue this measure due to the logistics of implementation and estimated cost associated with these types of programs.” This is confusing since the county first says it will acquire 23 housing units, but then says it will discontinue the home sales assistance program.

The home sales assistance program should be continued and should be expanded to include all housing units within 65 dB DNL noise contour. Other airports have relocated homes inside the lower 65 dB DNL.

The 65 dB DNL noise contour is based on assumptions used for the noise modeling. Noise contour lines are not fixed reliable boundaries. Aircraft may or may not follow the recommended flight paths used for the noise modeling. To account for the lack of certainty in the noise contour, the home sales assistance program should be extended to all housing units within ¼ mile beyond the boundaries of the predicted 65 dB DNL.

The NCP is not clear about the airport purchase of homes within the 70 dB DNL noise contour. This program should be implemented. Due to the inability of the 65 dB DNL standard to protect the health of surrounding residents, the home purchase option should be offered to all residents within 65 dB DNL. Since the prediction of this standard is dependent on uncontrollable flight patterns, this option should be extended to all residents within ¼ mile of the predicted 65 dB DNL noise contour.

Airport Rejects Noise Abatement to Save Itself Money

Noise abatement measures are being rejected to reduce costs for the airport. Without these measures, noise exposure will increase and the operating costs of the airport will continue to be passed on to surrounding residents. Under Section 3.3.3, the airport rejects the purchase of the mobile home park located 500 feet from the main runway. Under Section 3.3.4, the airport rejects the home sales assistance program. Under Section 3.3.5, the airport rejects the installation of noise insulation on residential structures and schools, and says it: “does not believe that this measure would be most beneficial for residents.”

The airport proposes to rely on new flight paths to avoid noise exposure in populated areas of Madison. However, the current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed.

It is no secret the county airport has unlimited funds for the expansion of its facilities. This past year, an \$85 million terminal expansion was built. All the noise abatement measures rejected by the county airport, have been successfully implemented by other airports, including the Burlington airport where the F-35 fighter jets were also deployed. There is no practical reason they cannot be implemented in Madison except to save the county airport money. The county airport has a long history of avoiding its responsibility to protect surrounding residents from excessive noise exposure. When the last Part 150 plan was updated in 1991, airport noise was greater and the 65 dB DNL noise extended further into Madison. At that time, the airport failed to relocate residents or provide noise insulation to homes and schools. Instead of providing actual noise mitigation measures, the county airport relied on inexpensive noise avigation easements.

For this current NCP, the airport should make up for its past failures to protect surrounding residents. It should not again pass its operating costs onto the surrounding community by failing to address noise exposure. The airport should extend its noise abatement funds to as many people as possible. It should purchase and relocate the residents of the mobile home park. The airport should purchase homes and relocate any residents within the 65 dB DNL noise contour. It should provide noise insulation to all the homes and schools within this noise contour which cannot be voluntarily relocated.

We know the 65 dB DNL noise standard is outdated and will not protect surrounding residents from the many impacts of noise exposure. We know the 65 dB DNL noise contour is simply a prediction. To address the use of an outdated noise standard and inadequate prediction, noise abatement measures should be extended to residents and schools beyond the 65 dB DNL who are inside the newly created Airport Affected Area.

Extend the Sales Assistance to 60 dB DNL Noise Contour

As discussed under Section 3.1.10, the current NCP recommended that Dane County provide sales assistance or purchase assurance program for single-family homes within the 70 Ldn contour, based on a combination of the 1995 baseline and noise abatement plan contours. Under the current NCP there were 305 eligible homes, and 198 chose the avigation easement option and 13 parcels chose to have assistance with the sale of their home. There were 94 parcels that did not participate in the program.

Under Section 3.2.2 LU-2 to recommends that the county airport continue voluntary land acquisition inside the 70 DNL noise contour.

It is not clear why 70 Ldn contour was chosen for the threshold for the purchase of single-family homes. Most airports including the Burlington Airport where a squadron of F-35 jets were also deployed use the 65 dB DNL contour. The Minneapolis Airport uses a threshold of 60 dB DNL.

Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.

Provide Sound Insulation to Schools within the Airport Affected Area

Section 3.1.11 discusses the failure of the county airport to implement the noise abatement procedure in the current NCP where sound insulation would be provided to two schools, Holy Cross Lutheran School on Milwaukee Avenue and Lowell Elementary School on Maple Avenue.

Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.

Install a Noise Monitoring System

Under Section 4.3.2 of the 2024 NCP, the county airport rejects the installation of a noise monitoring system as too costly. It is an embarrassment that neighborhoods surrounding the airport must install and operate a noise monitoring system to determine our actual noise exposure while the county airport relies on computer modeling and unverified noise abatement strategies. Like other airports, including the Burlington Airport which also hosts an F-35 fighter jet squadron, the county airport should install and operate a noise monitoring network. If the county airport can fund numerous expansions including the recent \$85 million terminal, it can fund a noise monitoring system. These monitors would determine current and future noise exposure. They will verify the effectiveness of the abatement measures in the new NCP. As noise standards change in the future, these monitors will determine if further noise reductions are necessary. The county airport should meet with neighborhood representatives to determine the location of the noise monitors and procedures for reporting the results.

The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise causing building and body shaking vibrations, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.

Review of Actual Noise Monitor Measurements

On December 7, 2023, we alerted the airport that a neighborhood noise monitoring system had collected measurements for the past two years. The email subject was: "Monitoring Shows Actual Noise Levels are Far Greater than Predicted in Dane County Airport Part 150 Noise Modeling

Report”. We compared the peak noise levels predicted by the Air Force in its Environmental Impact Statement for the F-35 fighter jets with those actually measured around the airport. Based on this comparison, we concluded that: 1) the F-35 fighter jets are far noisier than assumed by either the county airport and Air Force; 2) estimated noise levels by the county airport and Air Force are too low; and, 3) the 65 dB DNL noise contours drawn by the county airport and Air Force are too close to the airport and Truax Field such that more north and east side residents should qualify for noise abatement funds.

Unless the county airport wants to base its Part 150 noise abatement plans on faulty noise predictions, we suggested the airport will need to: 1) review noise monitoring data from the neighborhood network, or install and operate its own monitors to collect actual noise levels; 2) determine the correct noise levels of the F-35 fighter jets; 3) update its noise modeling provided in the Part 150 Noise Exposure Map Report; and, 4) redraw the noise exposure maps which are being used to determine who will qualify for noise abatement.

The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has underestimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.

Mobile Home Park Residents Should be Protected

Under Section 3.2.1.5, the draft NCP states: “ensure future low-income and other residential developments are not built within the 65 DNL noise contour or adjacent to the Airport”.

Under Section 3.3.3 (Acquire the mobile home park and relocate the residents), it says the

“county does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes.”

The mobile home park lies inside the 65 dB DNL if not the 70 dB DNL. When the 1991 NCP was adopted, the park was likely exposed to even higher noise levels but no relief was provided to the residents. The neighborhood noise monitoring network shows high noise exposure in the mobile home park. The continued presence of the mobile home park shows the airport’s continued promotion of environmental racism and environmental injustice. The failure to protect the residents of the mobile home park is an example of the failure of the county airport and its 2024 NCP.

The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport’s unwillingness to protect surrounding residents and the airport’s continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.

Provide Regular Updates to the NCP

Section 4.1 Existing Program Management Measures summarizes current NCP requirements including updates to noise contours, updates to the NCP and responses to complaints. Since

adoption of the 1991 NCP, airport management has ignored these requirements or implemented them poorly. There have been no meetings of the noise abatement committee and review of noise complaints for five years.

The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.

The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint should be published on a regular basis both on the county airport web site but also in a report to local media.

The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.

Improve the Effectiveness of the Noise Advisory Committee

Section 4.2.1 recommends that the noise advisory committee be re-established to assist the Airport with implementation, promotion, monitoring and reporting of the recommended NCP measures. If this committee is an important part of the airport's noise abatement procedures, it is unfortunate airport management decided to stop its regular meetings for the past five years. Citizen input would have assured the draft NCP addressed the concerns of the surrounding community.

It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise effects on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.

Delay the NCP Until WANG Completes Its Public Outreach Program

Last month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "Madison F35 Community Connection Project".

The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision-making process for deploying a squadron of F-35 fighter jets to Madison.

Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.

Obtain a New Mission for WANG 115th Fighter Wing

This new NCP was prompted by the Air Force deployment of a squadron of F-35 fighter jets to the WANG 115th Fighter Wing at Truax Field adjacent to the county airport. Based on measurements by the neighborhood noise monitoring network, the F-35 fighter jets are far louder than the prior F-16 jets. The F-35 jet noise includes low frequencies which shake buildings and vibrate the human body. These low frequencies are not considered by typical dB “A-scale” used for noise modeling or measured by typical noise monitors.

Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.

Evaluate Relocation of the County Airport

The county airport has been in Madison for nearly 100 years. During this time, many things have changed. Madison and Dane County are the fastest growing areas in Wisconsin. The airport consumes 7% of the land area of Madison, eliminating opportunities for urban growth. We’ve learned the airport discharged PFAS into our groundwater and Yahara Chain of Lakes, shutting down Municipal Well 15 and making local fish poisonous. There will be 3,000 people living in neighborhoods considered ‘incompatible for residential use’ due to the unhealthy noise from commercial flights and the new F-35 fighter jets. We continue to promote environmental injustice and racism by expanding adjacent housing for low-income and minority families. We’ve started to fight global warming, but still host the airport in our city, a poster child for global warming, since airplanes are the least efficient form of travel and have 3 times more impact than ground-based emissions. Lastly, those fees paid by affluent passengers are not progressively shared but can only be spent on expansions like that recent new \$85 million terminal.

The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don’t expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes.

Include All Public Comments in Final NCP

Appendix F: Public Comments of the draft NCP states: “Public comments will be included in this appendix after the public review period.” Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.

Explain FAA Complaint and Appeal Procedures

The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.

On behalf of Safe Skies Clean Water Wisconsin

Steven Klafka, P.E., BCEE, Environmental Engineer

Julia M. Nagy

From: Airport Part150 Study <part150study@msnairport.com>
Sent: Thursday, March 7, 2024 2:13 PM
To: MSN Part 150
Subject: FW: Safe Skies Comments on Draft Part 150 Noise Compatibility Program - Dane County Regional Airport
Attachments: Safe Skies Comments on Draft Noise Compatibility Program - FINAL - 6march24.pdf

[EXTERNAL]

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Wednesday, March 6, 2024 9:40 AM
To: Jones, Kimberly <Jones.kimberly@msnairport.com>
Cc: Airport Information <airinfo@msnairport.com>; #County Board Recipients <County_Board_Recipients@countyofdane.com>; Madison Common Council <allalders@cityofmadison.com>; Satya Rhodes-Conway <mayor@cityofmadison.com>; Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>; Airport Part150 Study <part150study@msnairport.com>; County Executive Joe Parisi <parisi@countyofdane>; Sen.Agard@legis.wisconsin.gov; Bartell, Deb (FAA) <deb.bartell@faa.gov>; Beauchamp, Bobb (FAA) <Bobb.Beauchamp@faa.gov>; Safe Skies Coordinators <sscoordinators@googlegroups.com>; Leslie Westmont <Leslie.Westmont@widma.gov>; David Beurle <david@future-iq.com>; Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>
Subject: Safe Skies Comments on Draft Part 150 Noise Compatibility Program - Dane County Regional Airport

Kimberly Jones, Director, Dane County Regional Airport

Thank you for providing an opportunity to review the draft report for the [Part 150 Noise Compatibility Program](#) (NCP) dated February 2024 for the Dane County Airport. On behalf of [Safe Skies Clean Water Wisconsin](#), I am providing the following comments which we hope you will address before finalizing the report.

Below is an introduction and summary of our comments and recommended improvements to the draft NCP. Further discussion and explanation are provided in the attached memorandum.

On behalf of Safe Skies Clean Water Wisconsin

Steven Klafka, P.E., BCEE, Environmental Engineer

Introduction

The draft NCP is long on promises, and short on delivery. It repeats many of the failures of the current NCP prepared in 1991. Without significant changes to the draft NCP, Madison residents cannot not expect significant reduction in noise exposure from commercial and military aircraft using the Dane County Airport and Truax Field.

The draft NCP, like the current NCP prepared in 1991, assesses noise impacts using unreliable computer modeling to predict compliance with the 50-year old daily average FAA standard of 65 dB DNL. It fails to consider impacts at lower noise levels, or the instantaneous ear-splitting noise of the F-35 fighter jets.

The draft NCP relies on voluntary changes to flight patterns with no verification these changes will be followed. The current NCP has already failed to implement similar flight patterns. To save the airport money, the draft NCP eschews actual noise abatement measures used by other airports like home purchase, resident relocation, and installation of home and building noise insulation. The draft NCP does not even recommend purchase of the mobile home park adjacent to the main runway.

To avoid the construction of incompatible land uses, the draft NCP proposes a new and larger Airport Affected Area. However, the airport will not verify that the county and City of Madison will actually adopt and implement this area for future planning. The airport will continue to pass the buck and take no active role in the elimination or cessation of low-income housing near the airport.

The draft NCP does not evaluate the most effective noise abatement measures available to the county. These include relocation of the nearly 100-year old county airport out of Madison, and finding a new, more compatible mission for the 115th Fighter Wing of the Wisconsin Air National Guard that does not require F-35 fighter jets flying over Madison.

Summary of Comments and Recommendations

1. The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.
2. The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.
3. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.
4. Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.
5. The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City's Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further than the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City's Comprehensive Plan.

6. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.
7. Aviation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.
8. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.
9. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.
10. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.
11. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.
12. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.
13. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.
14. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.
15. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.
16. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.

17. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.

18. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.

19. The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.

20. Appendix F: Public Comments of the draft NCP states: "Public comments will be included in this appendix after the public review period." Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.

21. The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.

Further discussion and explanation are provided in the attached memorandum.

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DANE COUNTY REGIONAL AIRPORT
NOISE COMPATIBILITY PLANNING STUDY
PUBLIC ORAL COMMENT

Thursday, February 20, 2024

5:30 - 7:30 p.m.

Taken at:

Dane County Regional Airport Lobby
between Terminal Doors 1 & 2

1 STEPHAN WHITE: My name is Stephan
2 White, I'm at (608)669-4623.

3 My comment, basically that I am
4 against the F-35 being based here, and for that to
5 be elsewhere. Why can't they put it someplace
6 else? The F-35 isn't part of like -- I don't
7 consider this to be a useful part of the -- this
8 shouldn't part of a domestic airport or planning
9 around a domestic airport, so.

10 Yeah, that's about it. It is what
11 it is. That's it. I am just strongly against the
12 F-35, wish it wasn't here, would like it to go
13 away.

14 RICHARD SOLETSKI: Richard Soletski,
15 S-O-L-E-T-S-K-I. And the number -- my phone
16 number is (608)770-1478. And e-mail is
17 dpenguinii@hotmail.com.

18 Well, I'm really disappointed.
19 This is -- what I learned tonight was totally
20 contrary to what I was told at previous open
21 houses; that the study is done, and then the FAA
22 has time to look at it. I understood that. But
23 then they're going to try some things, try
24 rearranging where the planes fly, and for a couple
25 years, and then they will see if that works. And

1 in the meantime, the people living near the
2 airport are, you know, they can just suck it.

3 So I think we're just kind of, you
4 know, my understanding from talking to a
5 consultant the last time was 2024 would be the
6 time when there would be a plan made for helping
7 the people under the flight paths. Where -- I
8 live on the second road away from the airport, and
9 the noise is intolerable when the F-35s go over;
10 they're more noisy than the F-16s were. And the
11 reason I know that is there's a private group
12 opposing this, and they have installed monitors in
13 the neighborhood. And when I do hear a
14 particularly noisy plane, when I check that
15 monitor, it's 116 decibels and the F-16s were 106
16 when they fly over. And so the thought that we
17 have to live another two, three, four, five, you
18 know, they can stretch this out as long as they
19 want. I'm 68, so, you know, they can just stretch
20 it out until I croak.

21 And I -- just the nonchalance of
22 everybody. You know, they're getting paid out
23 there. We have to live here. And the F-35s
24 weren't there when I bought my house 30 years ago.
25 All the traffic from the airport, you know, the

1 daily flights to DC and San Francisco and
2 Los Angeles and New York, they weren't there when
3 I bought the airport {sic}. It is definitely
4 noisier than that.

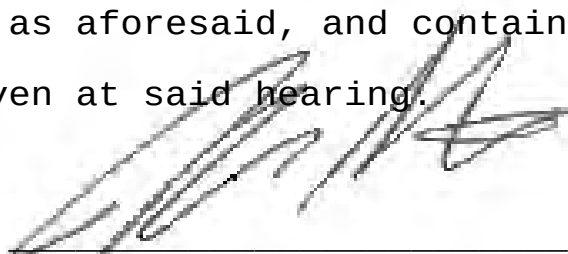
5 And then besides that, we get the
6 spiel that during weather conditions they have to
7 fly over the residential areas because they're
8 flying into the wind. And the last two summers
9 there's been a noticeable uptick of that. And I
10 understand that, that's physics, but they're not
11 going to do anything. They're not going to help
12 us with if we wanted improved windows or
13 insulation or even a buyout because it's not the
14 same neighborhood as it was before. And I am just
15 really disappointed in that. That's it.

16 (End of oral comments.)
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REPORTER CERTIFICATE

Jennifer A. Seastrom, Certified

Shorthand Reporter and Notary Public of the State of Wisconsin, being first duly sworn says that she is a court reporter doing business in the State of Wisconsin; and that she reported in shorthand the proceedings of said hearing, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said hearing.



Jennifer Seastrom
Notary Public
Certified Shorthand Reporter

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