

Noise Compatibility Planning Study

Dane County Regional Airport

Public Open House
Amended 2025 Noise Compatibility Program

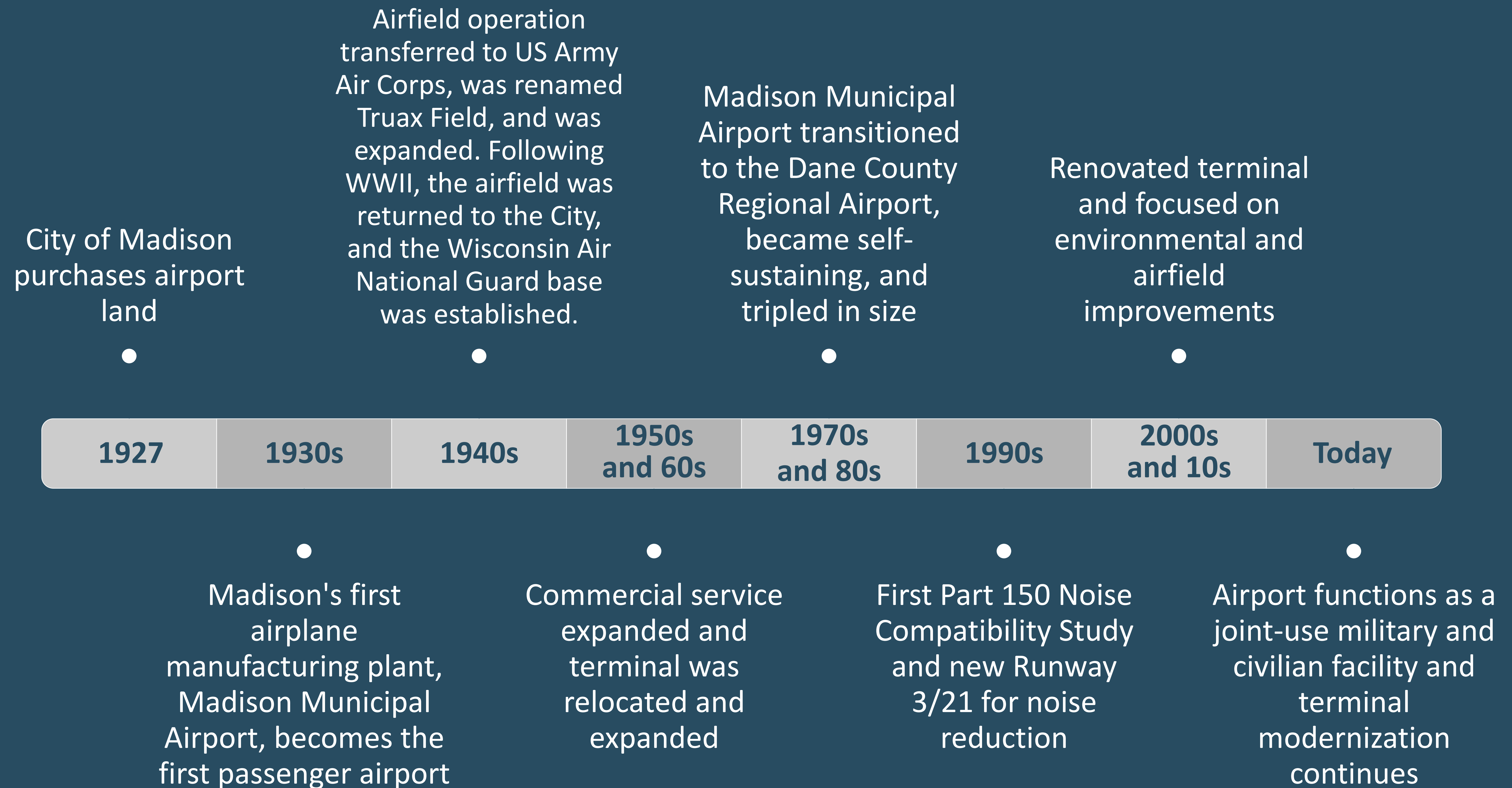


Airport Facility Overview

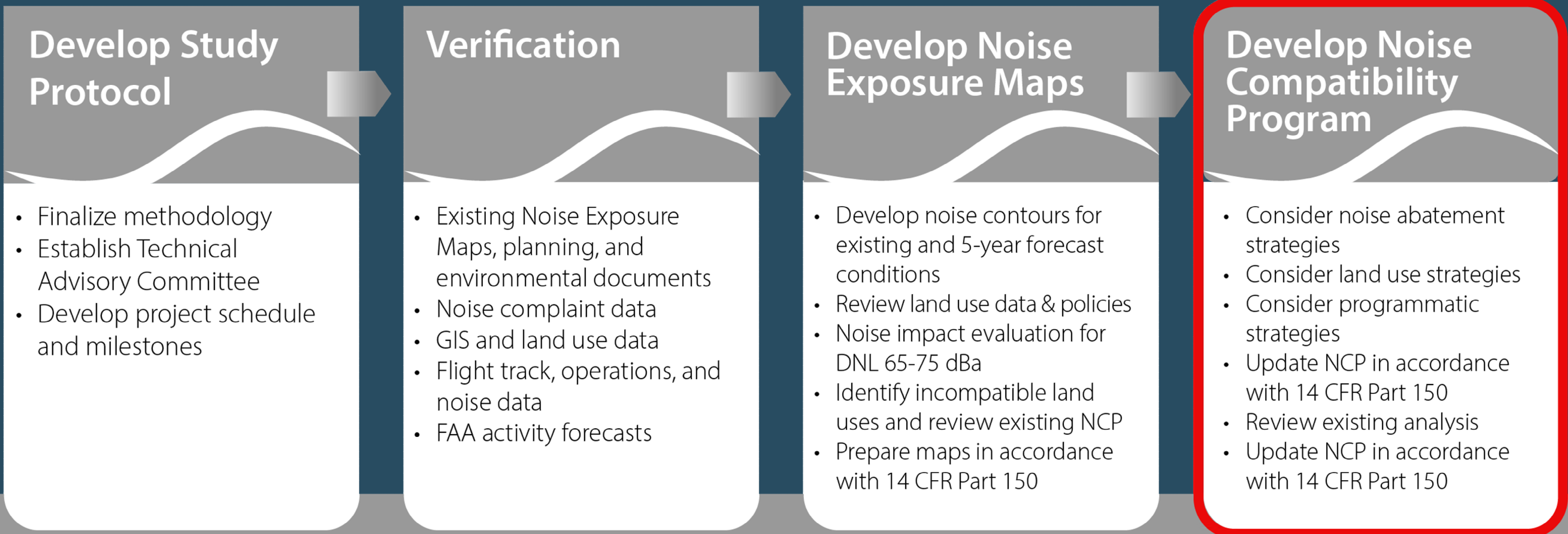
- The airport covers 3,500 acres and serves over 2.2 million commercial passengers each year.
- Airside facilities: three runways, a taxiway system, and four ramp areas that support general aviation, air carrier, military, and air cargo services.
- Landside facilities: two-story terminal building, airport traffic control tower (ATCT), a fixed-base operator, air cargo support buildings, and Wisconsin Air National Guard and Wisconsin Army National Guard facilities.
- MSN has a road network around the airfield with surface parking lots and a multistory parking structure.



Airport History



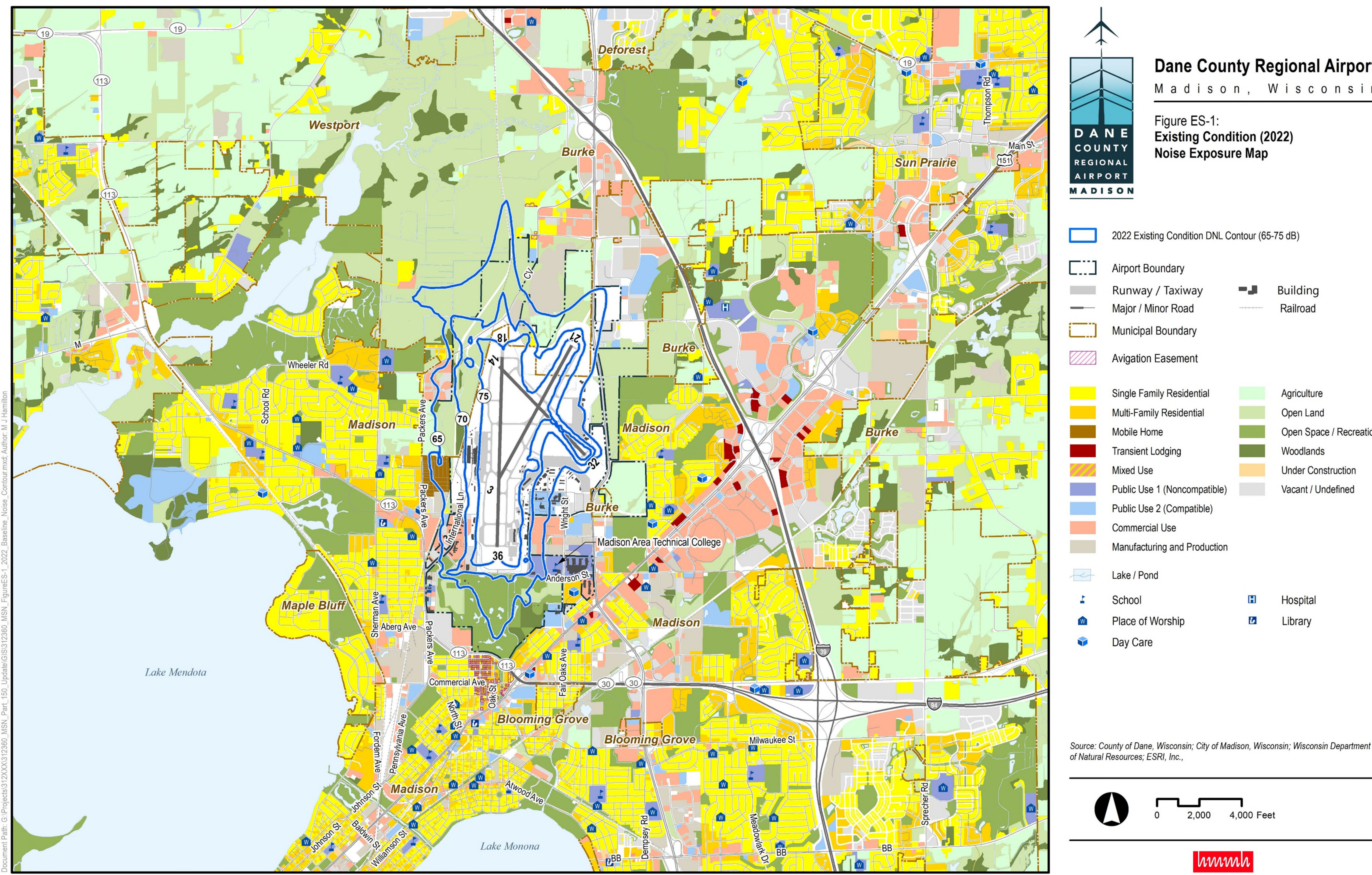
Part 150 Overview: Study Process



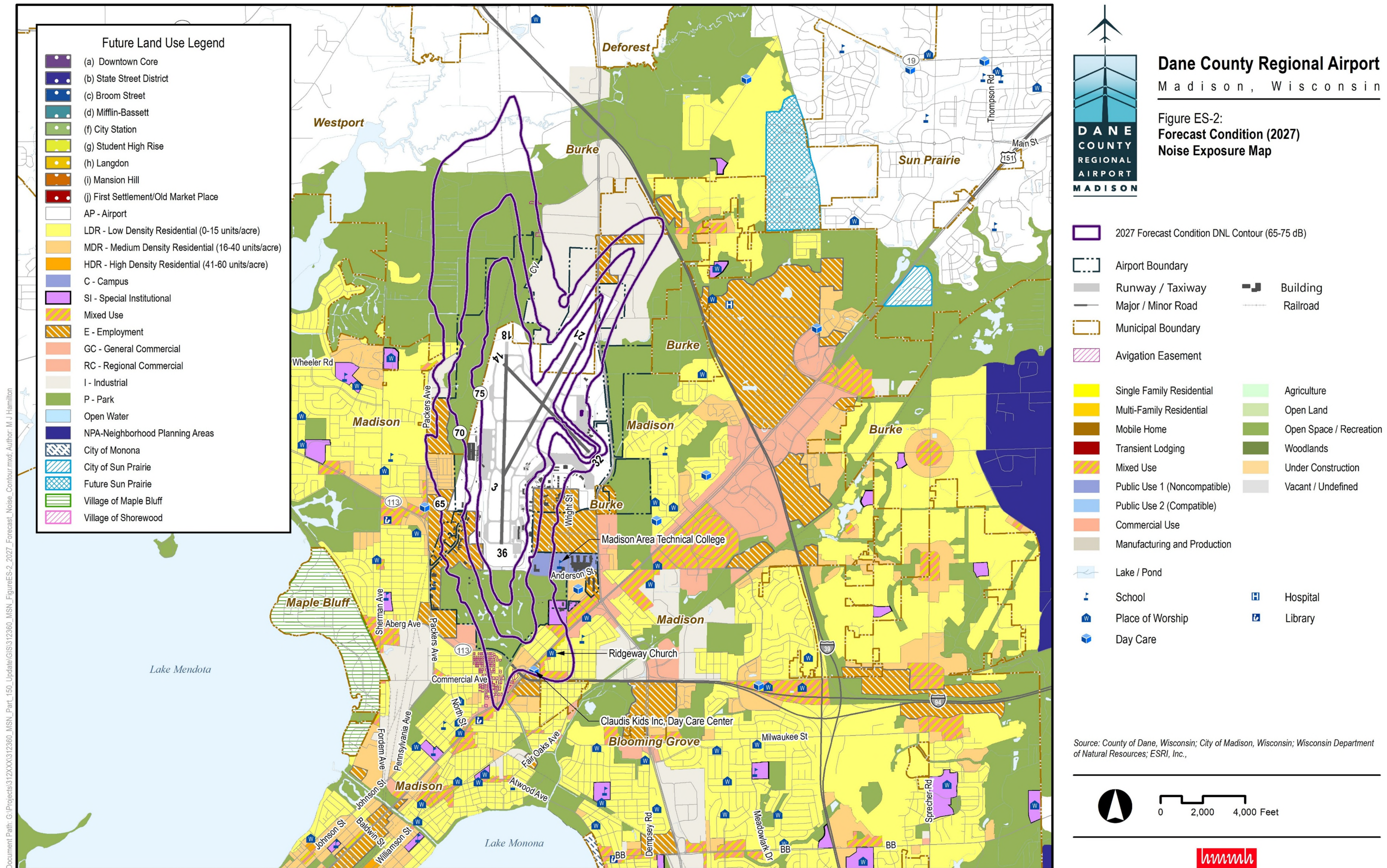
Stakeholder Engagement and Public Outreach

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

FAA-Accepted 2022 Noise Exposure Map



FAA-Accepted 2027 Noise Exposure Map



Land Use Assessment for 2027 Forecast Conditions

The 2027 Forecast Conditions identified four noise-sensitive sites within the 65 DNL contour:

1. **School:** Madison College at 1701 Wright St, Madison, WI
2. **Place of Worship:** Ridgeway Church at 3245 E Washington Ave, Madison, WI
3. **Day Care:** Claudi's Kids Inc-Day Care Center at 3131 E Washington Ave, Madison, WI
4. **Transient Lodging:** Spence Motel at 3575 E Washington Ave, Madison, WI

Forecast 2027 Combined 65 – 75

	Population Census 2020	Housing Units	Area (Acres)
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

Noise Compatibility Program 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)

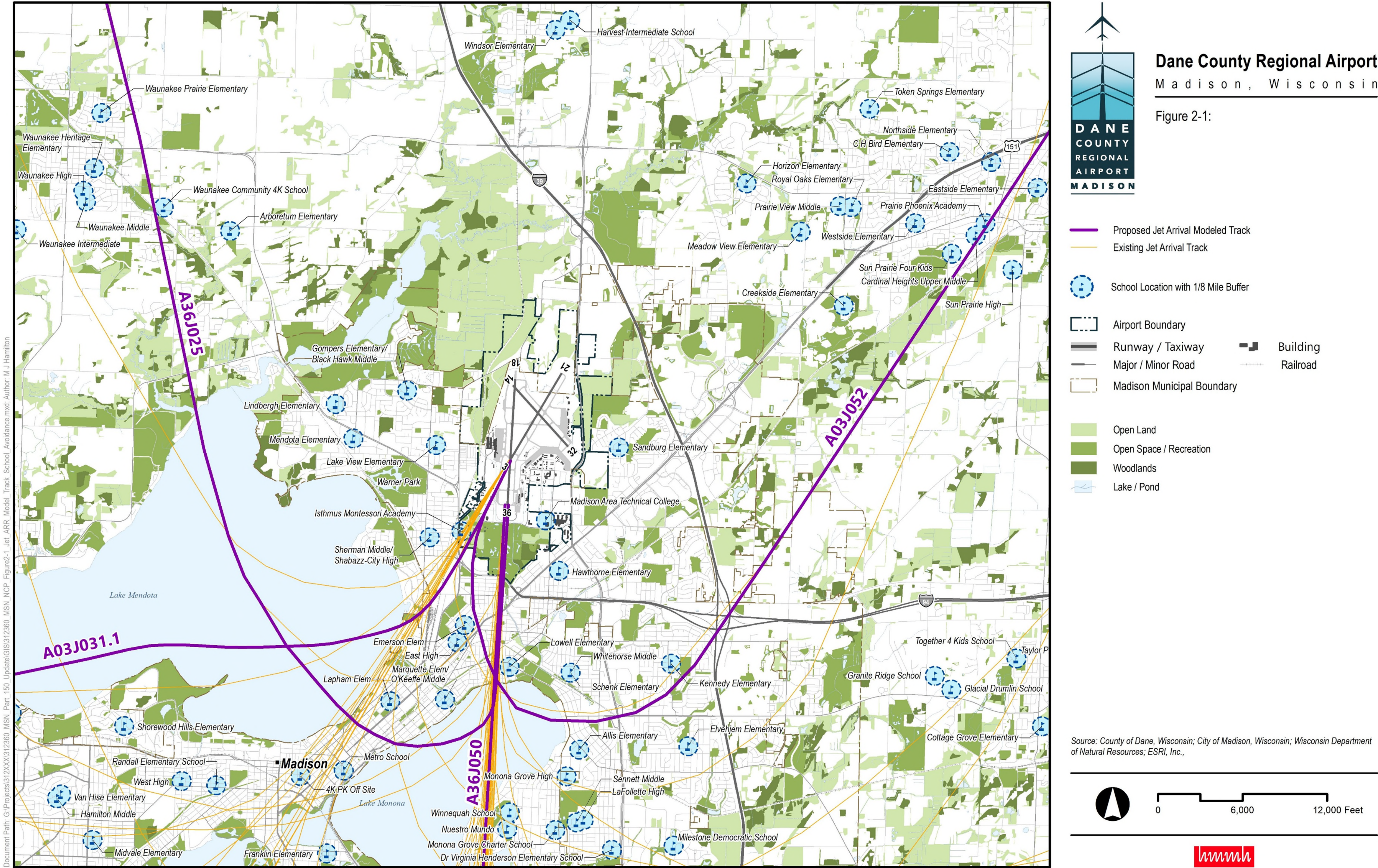
2025 Noise Compatibility Program Amendment Goals

- Reduce existing and future incompatible land uses identified in the 2027 Noise Exposure Map
- Obtain stakeholder consensus on Noise Compatibility Program measures and implementation processes
- Position the Airport for future funding opportunities for Noise Compatibility Program measures that benefit local communities

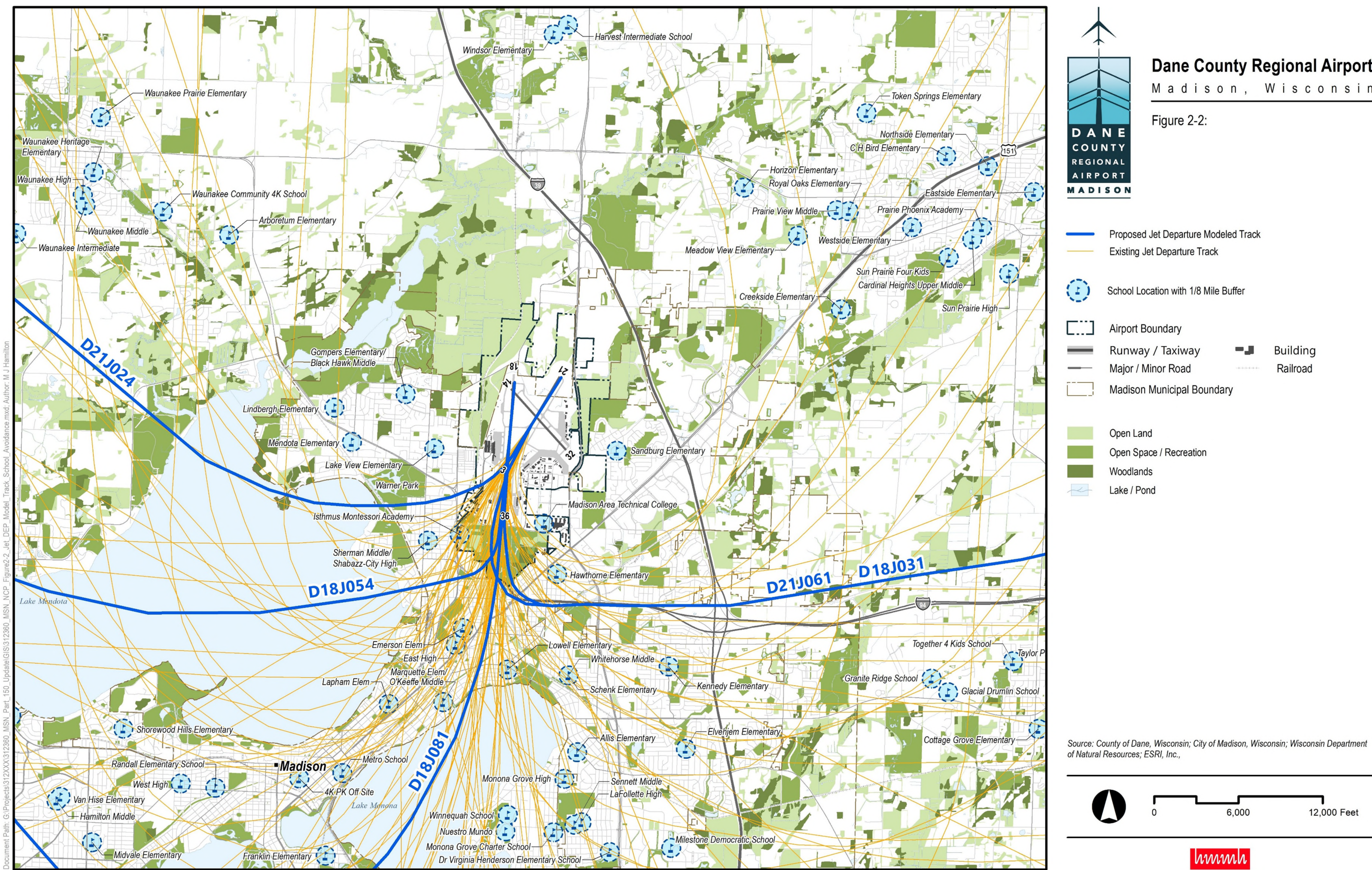
Airport-Recommended Noise Abatement Measures

	Recommended Noise Abatement Measure	Implementation Status/Expectation
NA-1	Develop and encourage use of noise abatement flight paths to avoid overflying schools	Medium-Term – Takes 3-5 years for FAA to develop and implement new flight procedures
NA-2	All aircraft maintain runway heading departing Runway 32 until 2,500 feet MSL in altitude	Implemented
NA-3	Aircraft exceeding 12,500 lbs maintain runway heading departing Runway 3 until 2,500 feet MSL in altitude before turning right	Implemented
NA-4	Aircraft exceeding 12,500 lbs turn left 10 degrees as soon as practical after departing Runway 21	Implemented
NA-5	Encourage helicopter pilots to use established visual approach and departure corridors	Implemented
NA-6	Modify the existing preferential runway use program to encourage aircraft arriving from and departing to the north, including F-35A scrambles	Implemented by WIANG
NA-7	Encourage jet aircraft operators to use Noise Abatement Departure Profiles (NADP)	Implemented by WIANG – may need reinforcement of recommended policy with airlines
NA-8	Reconfigure runways – lengthen Runway 3/21 for F-35A aircraft & shift Runway 18/36 north	Long-Term – Requires evaluation in master plan process (2-3 years) and construction (5-10 years)
NA-9	Encourage WIANG to limit non-emergency F-35A operations to daytime (7 am to 10 pm)	Implemented

NA-1 Recommended Arrival Flight Paths

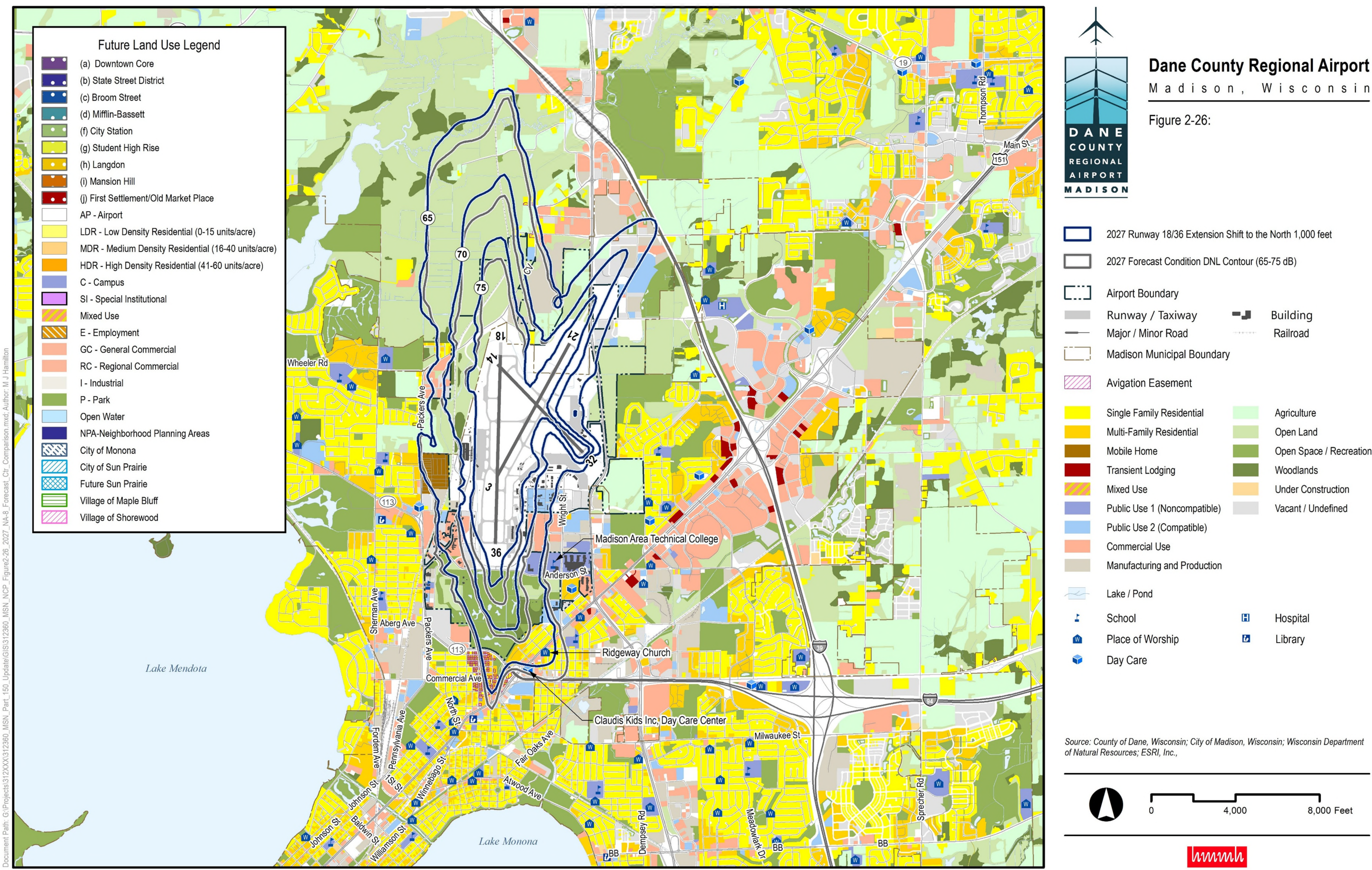


NA-1 Recommended Departure Flight Paths



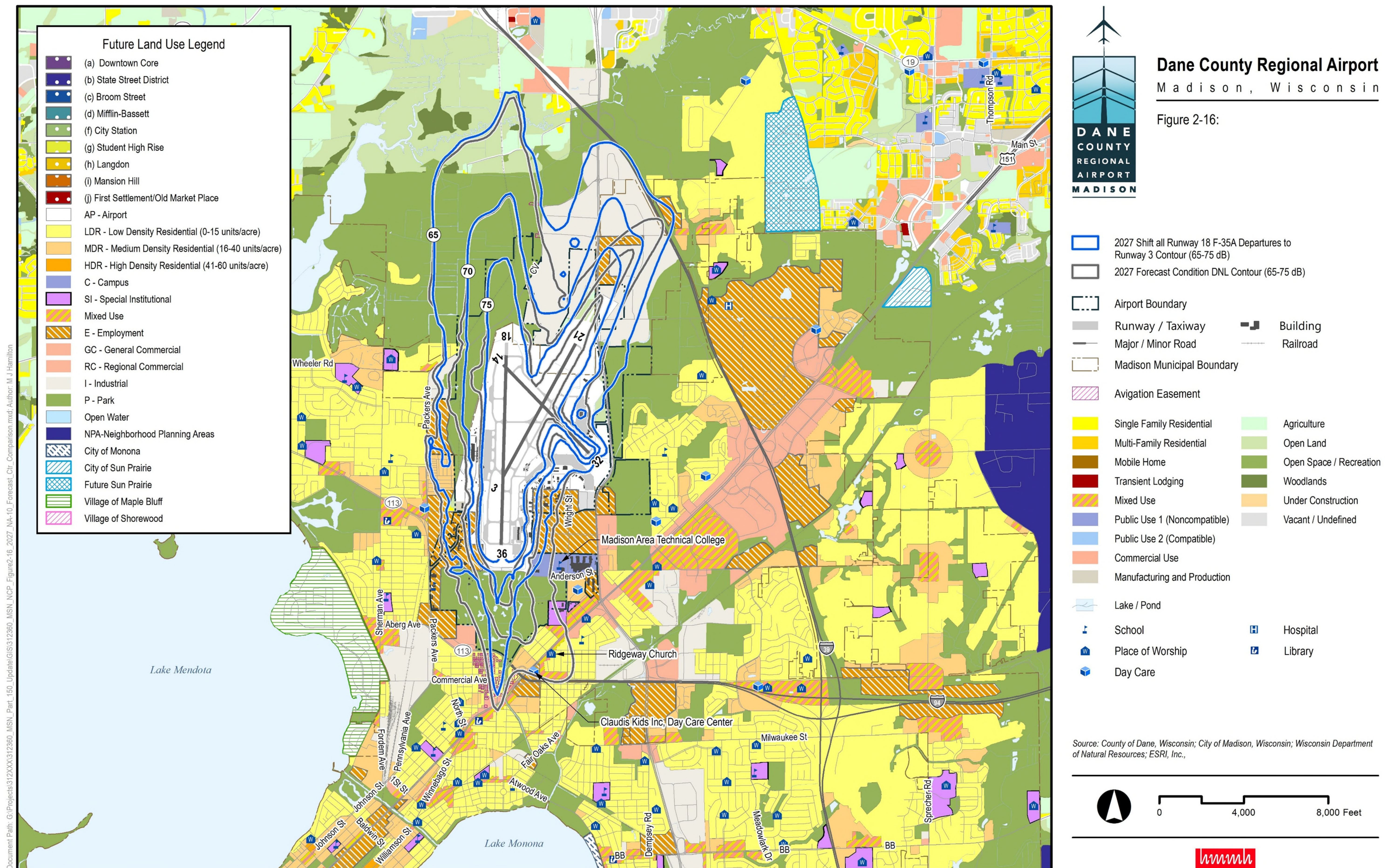
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NA-8 Recommend Shifting Runway 18/36 North



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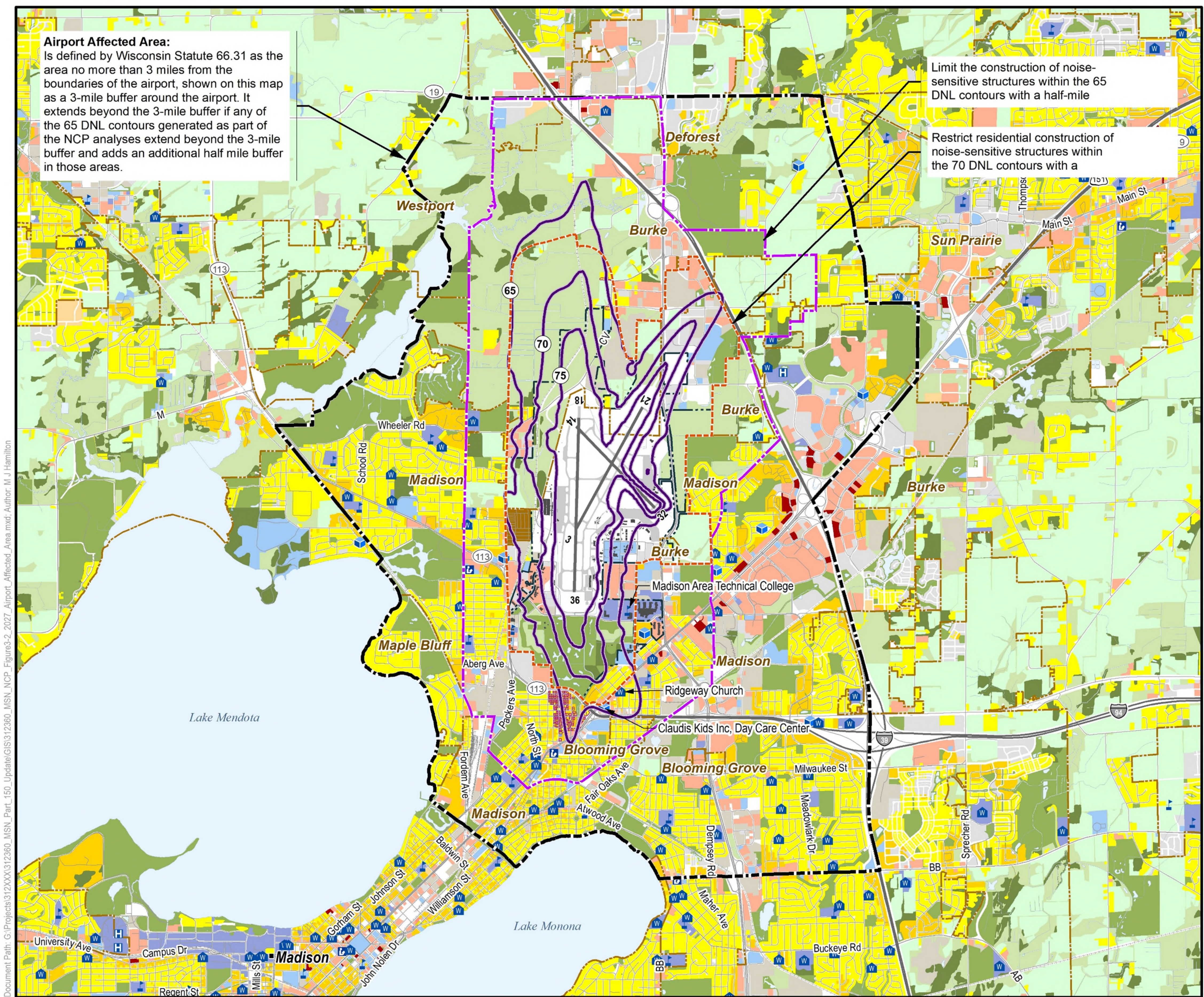
NA-8 Recommend Lengthening Runway 3/21



Airport-Recommended Land Use Measures

	Recommended Land Use Measure	Implementation Status/Expectation
LU-1	Maintain existing compatible land uses in the airport vicinity through the following elements: - Redefine “Airport Affected Area” with three distinct zones: Zone A - Airport Affected Area, Zone B - Limited Construction Area, Zone C - Restricted Construction Area - Encourage sound attenuation standards - Amend local land use plans - Discourage future residential development in 65 DNL contour - Meet annually with airport neighbors	Mostly implemented – Responsibility of local land use jurisdictions
LU-2	Continue voluntary land acquisition of residential property inside the 70 DNL contour	Implemented – Awaiting properties to become available
LU-3	Acquire Cherokee Marsh and Token Creek Park areas if the properties become available	Awaiting properties to become available
LU-4	Acquire the Oak Park Terrace mobile-home community if and when the property owner becomes interested in selling (2025 Airport-recommended measure)	Acquire only if the property becomes available
LU-5	Implement a sound insulation program to provide treatment to noise-sensitive structures within the 65 – 70 DNL contour (2025 Airport-recommended measure)	Short-Term – Implement when federal funding becomes available

Airport Affected Area

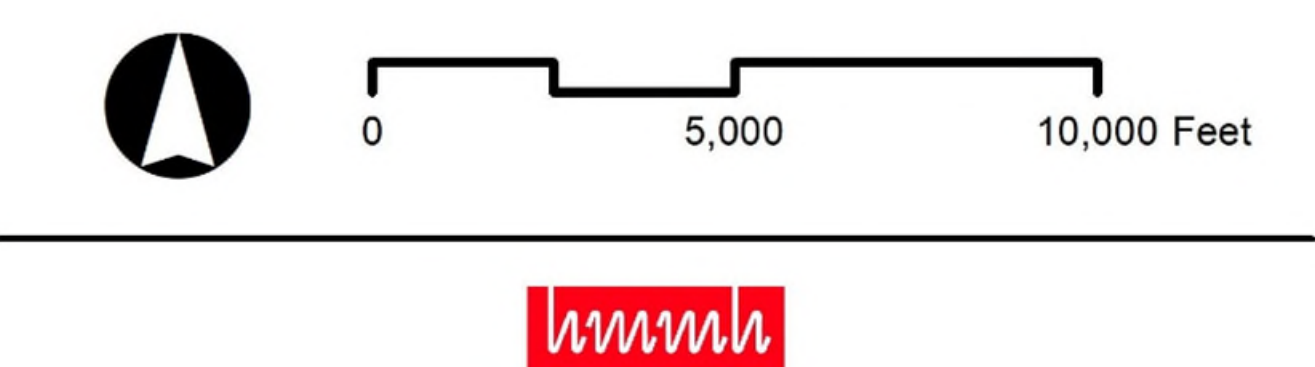


Dane County Regional Airport Madison, Wisconsin

Figure 3-2:

- Zone A - Airport Affected Area
- Zone B - Limited Construction Area
- Zone C - Restricted Construction Area
- 2027 Forecast Condition DNL Contour (65-75 dB)
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Avigation 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

Source: County of Dane, Wisconsin; City of Madison, Wisconsin; Wisconsin Department of Natural Resources; ESRI, Inc.,



Airport-Recommended Programmatic Measures

Recommended Programmatic Measure		Implementation Status/Expectation
PM-1	Re-establish and maintain a noise advisory committee	Implemented through the Airport Commission Noise Abatement Subcommittee
PM-2	Continue and improve noise complaint program	Partially implemented – Need to determine how best to improve the program
PM-3	Regular updates of the Noise Exposure Map	Medium to Long-Term – Regular updates required to continue federal funding for sound insulation
PM-4	Periodic evaluation and update of the Noise Compatibility Program	Long to Long-Term – Update when the NCP measures no longer adequately address noncompatible land

Schedule

Meeting / Activity	Anticipated Purpose	Timeframe
Amended 2025 Draft NCP Public Comment Period	30-day public review of the Airport-amended NCP	October 24 – November 24, 2025
Public Open Houses	Discuss amended 2025 Draft NCP with the public and solicit public input on amended NCP measures.	November 6, 2025; 6:30 – 8:30 pm November 7, 2025; 10:00 am – 12:00 pm November 8, 2025; 9:30 – 11:30 am
Public Hearing	Obtain public comments at the public hearing. Comments will be accepted orally and in writing.	November 18, 2025; 5:30 pm
MSN to Submit Final NCP to FAA	MSN submits final amended NCP to FAA for review and approval.	Late November 2025
Obtain FAA approval of NCP	Receive final approval of NCP and potential eligibility for grant funding.	Mid-year 2026

Note: Schedule is subject to change.



MSN Part 150 Study Website and Project Contacts

- Project Website:
<https://www.msnairport.com/about/noise-abatement/part-150-study>
- Project email address:
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