

**FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
14 CFR PART 150 NOISE COMPATIBILITY PROGRAM
FOR
DANE COUNTY REGIONAL AIRPORT
MADISON, WISCONSIN**

 AGC-6 Airports and Environmental Law Division	July 10, 2026 Date	X Concur	Nonconcur
 Great Lakes Region Airports Division Manager	Digitally signed by JAMES GREGORY KEEFER Date: 2026.07.10 12:37:28 -05'00' Date	X Approve	Disapprove

RECORD OF APPROVAL

DANE COUNTY REGIONAL AIRPORT

MADISON, WISCONSIN

INTRODUCTION

In 2022, Dane County (Airport Sponsor) initiated an update to the 1993 Noise Compatibility Program (NCP) for the Dane County Regional Airport (MSN). This update was necessitated by changes in airport conditions since the initial 1993 NCP as well as the Wisconsin Air National Guards (WIANG) recent transition from the F-16C with the F-35A aircraft. This transition was implemented in phases, with the first F-35A aircraft arriving in April 2023 and the final aircraft arriving in April 2025, resulting in a total of 20 F-35A aircraft now operating out of MSN. The resulting 2025 MSN NCP Update, prepared in accordance with Title 14, Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*, describes the current and future noncompatible land uses and includes recommended measures to minimize or prevent noncompatible development.

BACKGROUND

Dane County utilized a multi-phase approach to prepare the necessary updates to the 1993 MSN NCP. The updates to the Noise Exposure Maps (NEMs) were prepared first and submitted to the Federal Aviation Administration (FAA) under separate cover in December 2022 for the period 2022 through 2027. The FAA determined the NEMs were prepared in accordance with 14 CFR Part 150 and accepted by the maps on December 21, 2023, (89 FR 9284, 02/08/2024). Following the FAA acceptance of the updated NEMs, Dane County began efforts to revise the 1993 MSN NCP to ensure continued implementation of the program addresses any new noncompatible land uses resulting from changes to civil aircraft operations and the introduction of the WIANG's F-35A fleet. Next, Dane County published an initial updated draft MSN NCP on February 12, 2024, for stakeholder review and input along with a series of open houses and technical advisory meetings. Based on initial stakeholder input, Dane County published another updated draft of the MSN NCP on October 24, 2025, for additional stakeholder review, public, and technical advisory meetings. The final MSN NCP Update submitted to the FAA for approval on December 4, 2025, represents the culmination of this process, accounting for all the input received throughout the 2024 and 2025 stakeholder reviews.

SUMMARY OF RECOMMENDED MEASURES FOR DANE COUNTY REGIONAL AIRPORT

Dane County recommended a total of 18 measures in the final NCP update for MSN to prevent the introduction of additional non-compatible land uses and to reduce the effect of the aviation noise generated at the airport. The recommendations included nine noise abatement measures, five land use measures, and four program management measures.

In this Record of Approval, the FAA summarizes the measures recommended by Dane County in the 2025 MSN NCP Update. These measures are organized by program element and referenced by page number to the 2025 MSN NCP Update document. All statements regarding recommended measures prior to the indicated FAA determinations reflect the recommendations of the Airport Sponsor and do not constitute FAA opinions or final decisions. In addition, the FAA approval, as listed herein, is for the approval of actions Dane County recommends and do not constitute decisions to implement the actions. These approvals indicate only that the actions,

if implemented, would be consistent with the purpose of 14 CFR Part 150. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for any of the actions. Furthermore, future decisions concerning the possible implementation of the actions may be subject to environmental review and other applicable statutory or regulatory requirements or procedures.

Noise Abatement (NA) Measures

NA-1: Develop Noise Abatement Flight Paths and Encourage Use of Such Flight Paths to Avoid Aircraft Overflying Educational Facilities to the South of the Airport (Page 2-9)

Description: Address community concerns related to aircraft flying directly over the education facilities near the airport. Schools near the airport were identified to determine whether flight paths could be modified to avoid flying directly over the nearby schools. The nearest schools situated off runway ends are located south of the airport; aircraft operations that overfly schools were identified as arrivals to Runways 3 and 36, and departures from Runways 21 and 18. Two schools are located southwest of Runway 3/21 and under the final approach to Runway 3. For the safe arrival of aircraft, pilots must align with the runway centerline as soon as feasible. Although two noise abatement flight path arrivals have been notionally developed for Runway 3 for this measure, it is not possible to develop an arrival flight path to Runway 3 that avoids these two schools within 1.5 miles of the runway. However, the recommended preferential runway use measure (see Section 2.2.6 in the 2025 MSN NCP update) intends to limit the use of Runway 3 for arrivals, which reduces the need for a specified arrival flight path to Runway 3 that avoids all schools under Runway 3 arrival paths.

FAA Determination: NO ACTION REQUIRED AT THIS TIME

This measure relates to flight procedures under Title 49, United States Code (U.S.C.) section 47504(b) and requires further review by FAA's Air Traffic Organization, in accordance with 14 CFR 150.35(a), including potential impacts to operational safety, in accordance with 14 CFR 150.35(b)(3)(i), which does not allow FAA approval of noise abatement measures that reduce safety. It is anticipated that an additional 24 months will be required to complete this review and a Supplemental Record of Approval with FAA's final decision on this proposed measure will be issued by July 12, 2028.

NA-2: Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left (Page 2-15)

Description: The Airport Sponsor recommends continuing this existing noise abatement departure procedure with minor modifications to the title. MSN ATCT Order 8400.9I, effective December 17, 2012, establishes procedures for Noise Abatement as safety allows, and specifies, "Turbojet aircraft exceeding 12,500 pounds or more departing runway 32 should climb on runway heading to 2,500 feet before turning southwest bound." 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. This measure is intended to keep low flying aircraft from turning directly over the Cherokee subdivision west of the airport, which is situated outside of the 2027 65 DNL contour. The procedure currently in place should be continued to ensure noise is not shifted to this community.

This measure was previously approved in the 1993 MSN NCP and will continue under the 2025 MSN NCP Update.

FAA Determination: **APPROVED**

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. (Page 2-16).

Description: This existing noise abatement departure procedure encourages aircraft departing Runway 3 to climb to 2,500 ft mean sea level (MSL) before beginning right turns. This measure was intended to avoid departure turns at low altitude overpopulated areas northeast of Runway 3. This procedure is currently in place and should be continued to ensure noise is not shifted to residential areas. Since aircraft reach 2,500 feet MSL at different points on the ground, they are not all turning at the same point so it may be misleading to show this graphically, which is why a figure is not included for this measure. The Airport Sponsor recommends continuing this existing noise abatement departure procedure with minor modifications to the title. MSN ATCT Order 8400.9I, effective December 17, 2012, establishes procedures for Noise Abatement as safety allows. Order 8400.9I specifies, "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."

This measure was previously approved in the 1993 MSN NCP and will continue under the 2025 MSN NCP Update.

FAA Determination: **APPROVED**

NA-4: Encourage all aircraft exceeding 12,500 pounds and departing Runway 21 to turn left 10 degrees as soon as safe and practicable (Page 2-17). This existing measure recognizes that straight-out departures and right turns from Runway 21 would cause overflying of residential areas southwest of the Airport which have not previously been exposed to low flying aircraft. While cumulative noise exposure in this area is below 65 DNL, continued use of the 10-degree left turn would concentrate aircraft over the noise compatible corridor extending south-southwest from the Airport toward the isthmus. This procedure is now in place and should be continued to ensure noise is not shifted to residential areas. The Airport Sponsor recommends continuing with the existing noise abatement departure procedure with minor modifications to the title. MSN ATCT Order 8400.9I effective December 17, 2002, establishes procedures for Noise Abatement as safety allows. Order 8400.9I specifies, "Turbojet aircraft 12,500 pounds or more departing Runway 21 should be turned to a 200° heading as soon as practicable".

This measure was previously approved in the 1993 MSN NCP and will continue under the 2025 MSN NCP Update.

FAA Determination: **APPROVED**

NA-5: Encourage use of the established visual approach and departure corridors for helicopters (Page 2-18)

Description: This existing measure established three noise-compatible helicopter visual approach and departure corridors that extend to the northwest and northeast over undeveloped areas and to the south and east over State Highway 30 and commercial areas. When weather and traffic conditions permit, helicopters should be routed over these corridors. This procedure is now in place and should be continued to ensure low-flying helicopters avoid residential areas under visual flying conditions. The Airport Sponsor recommends continuing with the existing noise abatement measure for helicopters which defines three noise-compatible visual approach and

departure corridors as described above. The ATCT and the WIARNG implemented a Letter of Agreement in October 2023 for helicopter visual arrival and departure procedures. This Letter of Agreement is included as Appendix D in the 2025 MSN NCP Update. WIARNG helicopters conduct regular Instrument Flight Rules training flights in Instrument Meteorological Conditions and Visual Meteorological Conditions, as required by Army regulations. WIARNG pilots are briefed to use established Visual Flight Rules checkpoints identified through the LOA.

This measure was previously approved in the 1993 MSN NCP and will continue under the 2025 MSN NCP Update.

FAA Determination: APPROVED

NA-6: Modify the existing preferential runway use program to improve the compliance with aircraft arriving from and departing to the north (Page 2-19)

Description: This measure is a continuation of the existing preferential runway use program with the following modifications.

- (1) Encourage routing of aircraft operations to the north of the airport including departures on Runway 3, 32, and 36 and arrivals on Runways 14, 18, and 21. This measure recognizes that aircraft arriving and departing to the north is most effective for noise abatement due to the higher concentration of compatible land use situated to the north of the airport. This measure directs aircraft to and from the north, away from the City of Madison. For noise abatement, it is most beneficial for all aircraft over 12,500 pounds, weather and traffic permitting, to depart Runways 3, 32, and 36, and arrive on Runway 14, 18, and 21. This procedure is now in place and should be continued to ensure noise is not shifted to residential areas. MSN ATCT Order 8400.9I, effective December 17, 2012, establishes procedures for Noise Abatement as safety allows. Order 8400.9I specifies, “The most effective noise abatement method is to take-off runway 36, 32 and 3, land runway 18, 14 and 21.” Coordination with stakeholders such as the Tower during the Study indicated that wind direction, as well as busy time periods could affect how often this procedure can be used, but that this procedure is already implemented and working effectively when it is used.
- (2) Encourage WIANG 115th FW to continue departing Runway 3 for all scramble operations. This measure intends to take advantage of the compatible land use off the end of Runway 3. The forecast 2027 Noise Exposure Map represents noise modeling assumptions in which 90 percent of scramble departures are projected to use Runway 3 and the remaining 10 percent would be split between Runways 18 and 36. Encouraging even greater use of Runway 3 for F-35A scramble departures is anticipated to further reduce the amount of noncompatible land use to the south of the airfield as shown in the forecast 2027 Noise Exposure Map. The Airport Sponsor recommends that the WIANG continue use of Runway 3, originally constructed as a noise abatement runway, for scramble departures to facilitate the expected noise abatement. Coordination with WIANG confirmed their intention to continue using Runway 3/21 for scramble operations when feasible based on mission requirements.
- (3) Encourage WIANG 115th FW to request Runway 3 or Runway 36 for departures during south flow. This measure recommends that the WIANG request the FAA ATCT allow the F-35A aircraft to depart north during south flow. Since Runway 3 is not long enough

to accommodate normal F-35A departures, the result would likely be that they depart Runway 36 if the FAA grants their requests. If Runway 18 departures of the F-35A aircraft were shifted to Runway 36, it would reduce noncompatible land use to the south as shown in analysis of measure NA-8. WIANG has indicated that standard procedure is to request takeoffs to the north. Comments from the Tower during the Study indicated that pilots can always request a Runway 36 departure, but that there will be times due to airspace constraints, winds or other operational constraints that might not be allowed. While this measure would reduce noncompatible land southeast of the airfield, it would slightly increase noncompatible land use north of Runway 36 because more flights would depart to the north, which is preferred for noise abatement purposes. This measure would also result in a reduction in noncompatible land uses within the 65 DNL contours to the southeast of the Runway 36 end and possible inclusion of nonresidential noncompatible land uses newly within the 65 and 70 DNL contour northeast of Runway 36, as shown in Table 2-9 on page 2-22.

FAA Determination: PARTIALLY APPROVED

Measure 2 (in the above list) is approved as voluntary, given this measure is currently implemented and included in a Letter of Agreement (LOA) with the tower and the assessment in the 2025 MSN NCP update indicates departures from Runway 3 may further reduce the amount of noncompatible land use to the south of the airfield as shown in the forecast 2027 Noise Exposure Map.

For Measures 1 and 3 (in the above list), No Action Required at This Time. While the NCP demonstrates a potential reduction in noncompatible land uses, the percentage of operations used in the analysis to prepare the NEMs is not clear; nor is it clear if increasing the usage of these procedures is feasible in the interest of operational safety. In addition, these measures relate to flight procedures under 49 U.S.C. § 47504(b), including modifying existing Order 8400.9J and the LOA between the WIANG and ATCT, and requires further review by FAA's Air Traffic Organization in accordance with 14 CFR 150.35(a), including potential impacts to operational safety, in accordance with 14 CFR 150.35(b)(3)(i), which does not allow FAA approval of noise abatement measures that reduce safety. It is anticipated that an additional 24 months will be required to complete this review and a Supplemental Record of Approval with FAA's final decision on this proposed measure will be issued on or before July 12, 2028.

NA-7: Encourage the use of Noise Abatement Departure Profile (NADP) procedures by operators of jet aircraft (Page 2-31)

Description: The Airport Sponsor recommends continuing existing measures for the use of NADP with the following modifications.

- (1) Use of NADP for civilian jet aircraft. The Airport Sponsor encourages operators of commercial jet aircraft to use the appropriate noise abatement departure profile for the aircraft type they are operating. When operators of civilian jet aircraft use NADPs, the aircraft generates less noise to communities near the departure end of airport runways. Airlines establish standard noise abatement departure profiles for jet aircraft that they operate, involving a thrust cutback after takeoff. Operators of business jet aircraft can utilize the National Business Aviation Association standard noise abatement departure profiles. Additionally, some aircraft manufacturers describe noise abatement departure procedures in their operator's manuals. The use of NADPs is difficult to impossible to

monitor because it is unknown whether the aircraft are departing lighter or heavier, departing using a reduced thrust takeoff, or departing with an NADP. It is also challenging to show the benefit of using NADPs at MSN because the dominant contributing aircraft type to the 2027 65 DNL contour is the F-35A aircraft. The Airport Sponsor recommends continuing the existing measure encouraging the use of NADP for civilian aircraft.

- (2) Use of NADP for F-35A aircraft. The Airport Sponsor and the WIANC recognize that the F-35A departures are a significant contributor to the noncompatible land uses resulting from aircraft operations to the south and southeast of Runway 18. The study team worked with the WIANC to develop alternate F-35A departure profiles (the speed, power, and rate of climb of the F-35A over the course of its departure track) using simulator and performance data. The profiles used in the NEM documentation were based on the 2020 USAF F-35 EIS,²⁵ which was based on the most accurate F-35A data available at the time. However, now that more bases have the F-35A, and the WIANC has been trained to fly the aircraft, HMMH worked with WIANC to design NADPs using realistic operational data. The WIANC suggested alternative departure profiles with varied speeds, powers, and climb rates that they could safely fly. HMMH analyzed the effects of those profiles on the DNL contours and informed the WIANC, who revised the profiles further. In this way HMMH iterated through multiple NADPs until several profiles were found that would mitigate noise while being operationally valid for the 115th Fighter Wing. For this analysis, departure profiles were modified to determine a preferred NADP for comparison to the forecast condition (accepted 2027 Noise Exposure Map) without the NADP. The following departure profiles were analyzed to determine a preferred noise abatement departure profile for the F-35A aircraft non-scramble departures:

1. Use of afterburner while on and above the runway
2. Use of afterburner while on and above the runway and a speed hold of 300 knots
3. Use of afterburner while on and above the runway and a speed hold of 350 knots
4. Use of Mil power and a speed hold of 300 knots

Based on analysis and coordination with the WIANC, scenario 4 in the list above is the preferred NADP as it reduces noncompatible land use both in acreage and population within the 65 DNL noise contour as described below. This measure encourages WIANC to use an NADP for F-35A aircraft that includes use of Mil power with a speed hold of 300 knots. The preferred NADP flight profile of the F-35A requires WIANC flight testing and full implementation.

FAA Determination: APPROVED AS VOLUNTARY

Implementation of these NADP measures is subject to weather, air traffic, safety, and efficiency. For commercial jet operations, implementation is also subject to the provisions of AC 91-53A, *Noise Abatement Departure Profiles*. Since NA-7 does not specify the type of NADP to be flown, it is expected that most airlines will select the Distant NADP.

NA-8 Consider Runway Reconfiguration to Address Noncompatible Land Use to the South of the Airport (Page 2-57)

Description: As part of this proposed runway reconfiguration measure, the Airport Sponsor recommends extending Runway 3/21 to allow for additional WLANG aircraft operations on this noise abatement runway and to further reduce noncompatible land uses to the south of the Airport. Additionally, the Airport Sponsor 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. This study analyzes the potential noise benefits from these runway reconfigurations; however, prior to implementation, additional analysis would be needed through a Master Plan effort to further analyze the benefits from these alternatives; NEPA would also have to be conducted. Thus, under this recommendation, the airport sponsor considered the following two runway reconfiguration options.

- (1) Consider extending the length of the “Noise Abatement” Runway (Runway 3/21) to better accommodate all F-35A aircraft departures. As part of this Part 150 Study, it was suggested to increase use of the noise abatement Runway 3/21 to further improve land use compatibility to the south of MSN by putting more takeoffs to the north (north or northeast) on Runway 3 and landings to the south (south or southwest) on Runway 21. With the WLANG aircraft operations being the dominant noise source in determining the size and location of the 65 DNL contour (the area in which noncompatible land uses exist per FAA regulations and guidelines), the WLANG indicated they would need Runway 3/21 extended to 8,000 feet from 7,200 feet to provide for unlimited F-35A departures on Runway 3 and to include arresting gear to provide for unlimited F-35A arrivals on Runway 21. By doing this, it would also allow for increased commercial operations on Runway 3/21 which would improve the use of Runway 3/21 as a noise abatement runway. This option for the Runway 3/21 extension also included four airfield alternatives to address constraints and FAA guidelines for declared distances:
 1. Relocate Taxiway B3
 2. Extend Runway 3/21 650 feet to the south and 150 feet to the north
 3. Extend Runway 3/21 800 feet to the north with Highway 51 tunnel
 4. Extend Runway 3/21 800 feet to the north with relocating Highway 51
- (2) Evaluate reconfiguration of Runway 18/36 to shift it to the north. This portion of the measure would address the operational preference by the WLANG to use Runway 18/36 for their primary operations and conduct the additional airfield planning required to fully analyze the operational considerations associated within the complex airfield system with multiple declared distances. This would likely require a shift of over 1,000 feet to the north. Due to the existing declared distances in place, the recommendation would require scenario planning and coordination with the Tower, the State and FAA to further evaluate the airfield implications of this change and its operational parameters. This measure, as evaluated in the Part 150 Study, assumes a 1,000-foot shift to the north, but as stated in the NCP, additional consideration, airfield planning, and coordination may be needed to refine the assumptions. Notional modeling was completed to demonstrate the potential benefit to this proposed northern shift of Runway 18/36. Modeling results are presented in Figure 2-25 and are compared to the 2027 noise exposure contour in Figure 2-26.

FAA Determination: **NO ACTION REQUIRED AT THIS TIME**

The effectiveness of an extended Runway 3/21 for F-35A noise abatement depends on the ability to use it more often, which also means increasing usage of converging and/or opposite direction operations. As such, this measure relates to flight procedures under 49 U.S.C. § 47504(b) and requires further review by FAA's Air Traffic Organization, in accordance with 14 CFR 150.35(a), including potential impacts to operational safety, in accordance with 14 CFR 150.35(b)(3)(i), which does not allow FAA approval of noise abatement measures that reduce safety. The development of a concept of operations assessing expected use of the reconfigured runway(s), including the information necessary to inform the safety and efficiency assessments of the proposed operation(s) is needed. It is anticipated that an additional 24 months will be required to complete this review and a Supplemental Record of Approval with FAA's final decision on this proposed measure will be issued by July 12, 2028.

NA-9: 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.) (Page 2-98)

Description: This measure is intended to address community concerns related to F-35A aircraft noise during the nighttime hours. The DNL metric represents noise as it occurs over a 24-hour period, treating noise events occurring at night (10 p.m. to 7 a.m.) with a 10 dB weighting.²⁶ This 10 dB weighting is applied to account for greater sensitivity to nighttime noise and the fact that events at night are often perceived to be more intrusive than daytime. Of the approximately 4,200 annual F-35A operations forecast in the 2027 Noise Exposure Map, only 65 are forecast to occur at night, representing approximately 3 percent of forecast F-35A operations. Analysis shows that eliminating nighttime F-35A operations would decrease the DNL by less than 0.3 dB. Although this measure is not expected to lead to meaningful reduction in noncompatible land use, encouraging the WIANG 115th Fighter Wing to voluntarily limit nighttime F-35A operations to the extent possible, shows both Airport Sponsor and WIANG commitment to being responsible neighbors. The Airport Sponsor recommends the WIANG limit and limit even further as practicable nighttime operations of the F-35A aircraft at MSN. As of Fall of 2025, this measure was implemented to the extent practical.

FAA Determination: **DISAPPROVED FOR PURPOSES OF PART 150**

Documentation provided in support of this measure did not demonstrate a reduction in noncompatible land use within the DNL 65 dB contour, in accordance with 14 CFR 150.23(e)(5) and 150.35(a). However, disapproval of this measure does not preclude the continued implementation of this measure outside of the Part 150 process.

Land Use (LU) Measures

LU-1: Maintain Existing Compatible Land Uses in the Airport Vicinity (Page 3-13)

Description: The Airport Sponsor recommends the jurisdictions responsible for land use in the immediate area around the Airport maintain existing compatible land uses with MSN aircraft operations. While this is not within the control of the Airport to implement, 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. The Airport Sponsor understands that much of the affected area is located within the City of Madison, which is outside of Dane County's authority. The City of Madison has indicated there are planned residential developments located near the airport and under existing flight paths, specifically along the major transportation corridors. Any new development that occurs within the 2027 Noise

Exposure Map 65 DNL contour will not be eligible for noise mitigation through the Part 150 process. The Airport Sponsor will work with land use jurisdictions within the Airport Affected Area, which as of this NCP update include Dane County, the City of Madison, Town of Burke, City of Sun Prairie, and Village of DeForest to implement the following elements:

1. Redefine “Airport Affected Area”.
2. Encourage municipalities to recommend inclusion of sound attenuation standards for noise sensitive development in new building designs for construction within the Airport Affected Area.
3. Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.
4. Discourage future residential development within the 65 DNL contour or adjacent to the Airport.
5. Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans.

FAA Determination: APPROVED

The decision whether to pursue these efforts is an issue for state and/or local government entities responsible for land use planning or real estate transactions to decide. Dane County should work directly with any state and/or local governments that wish to develop this preventive land use measure using the FAA accepted 2027 NEM as the initial basis. Approval of this measure is not a commitment of future federal financial assistance under any grant-in-aid program administered by the FAA.

LU-2: Continue Voluntary Land Acquisition of Noncompatible Land Uses Inside The 70 DNL Noise Contour (Page 3-19)

Description: The Airport Sponsor recommends the potential acquisition of residential properties within the 70 DNL and higher contours as a remedial mitigation measure to make the properties compatible. Historically, the Airport Sponsor has acquired the property and maintained it as Airport property; and expects to continue doing the same as part of this continuation measure. The program is voluntary, but any acquisitions must follow the provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The FAA accepted 2027 Noise Exposure Map Future Condition identifies 23 housing units located within the 70 DNL contour.

FAA Determination: APPROVED

This measure would improve land use compatibility near the airport. A Noise Land Reuse Plan and a Noise Land Inventory, which identify the specific properties recommended for land acquisition in the program and planned use of the noise land will be required prior to approval for federal financial assistance. To be eligible for federal financial assistance, the project is subject to compliance with FAA Order 5100.38D, Airport Improvement Program Handbook.

LU-3: Acquire Cherokee Marsh and Token Creek Park Areas Should They Be Considered for Noise-Sensitive Use (Page 3-20)

Description: This measure involves the potential acquisition of areas in the Cherokee Marsh and Token Creek Park areas as identified for acquisition in the 1991 NCP. The purpose of this

measure is to prevent future noncompatible land use being potentially developed within the Airport Influence Area, as they are parcels of land that extend from partially within the 2027 65 DNL contour, the Airport Sponsor seeks the potential opportunity to acquire the lands if they were to become available. The program is recommended to be maintained as voluntary, and any acquisitions must follow the provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Additional coordination with landowners is needed to determine feasibility. The combined identified acreage of the two areas is 1,365 acres.

FAA Determination: PARTIALLY APPROVED

Partially approved for properties of the Cherokee Marsh and Token Creek Park areas that are in the DNL 65 dB contour. Partial approval will not preclude Dane County from pursuing land acquisition for properties not in the DNL 65 dB contour outside of the Part 150 process. For the properties in the DNL 65 dB contours, this measure would improve land use compatibility near the airport. A Noise Land Reuse Plan and a Noise Land Inventory, which identify the specific properties recommended for land acquisition in the program and planned use of the noise land will be required prior to approval for federal financial assistance. To be eligible for federal financial assistance, the project is subject to compliance with FAA Order 5100.38D Airport Improvement Program Handbook.

LU-4: Monitor for voluntary land acquisition of the Oak Park Terrace mobile home community (Page 3-25)

Description: Oak Park Terrace mobile home community spans 52.096 acres, approximately 43.983 acres are located within the 2027 65 DNL Contour. The Airport Sponsor seeks the potential opportunity to acquire the parcel if it were to become available and would not actively seek to acquire a parcel unless the property owner voluntarily chooses to sell. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7.

FAA Determination: APPROVED

This measure would improve land use compatibility near the airport. A Noise Land Reuse Plan and a Noise Land Inventory, which identify the specific properties recommended for land acquisition in the program and planned use of the noise land will be required prior to approval for federal financial assistance. To be eligible for federal financial assistance, the project is subject to compliance with FAA Order 5100.38D, Airport Improvement Program Handbook.

LU-5: Implement a Sound Insulation Program to Provide Treatment to Noise Sensitive Structures Within the 65 DNL Noise Contour (Page 3-25)

Description: Sound insulation programs provide acoustical treatment to noise-sensitive structures located within the 65 DNL contour based on an FAA-accepted Noise Exposure Map experiencing existing interior noise 45 dB DNL or greater. At MSN, there are 1,250 residential housing units, one place of worship (church), one daycare facility, one transient lodging, and one educational facility currently within the 2027 65 DNL noise exposure contours. A feasibility study needs to be completed to assess the church, daycare and MATC to better determine the costs to install sound insulation treatments to those facilities.

FAA Determination: APPROVED

This measure could potentially benefit 1,250 residential structures, one daycare facility, one transient lodging, and one educational facility within the DNL 65 dB contour. These numbers are only a representation of structures located within the current FAA accepted NEMs and may change either due to structures not meeting all eligibility requirements as discussed in the 2025 MSN NCP or due to a change to the DNL 65 dB contour itself on a future updated NEM submission. Prior to the start of the Sound Insulation Program (SIP), Dane County shall develop a policy and procedure manual (PPM) to guide SIP implementation and an acoustical testing protocol (ATP) in accordance with the FAA Advisory Circular 150/5000-9B “Guidelines for Sound Insulation of Structures Exposed to Aircraft Noise”, issued in June 2022. The PPM should outline SIP objectives and priorities, community outreach process, identify and define boundaries for eligible structures, including proposals for treatment of neighborhood equity and block rounding (in accordance with Appendix R of the AIP Handbook) and the suggested avigation easement language. The should ATP outlines the acoustical testing process to ensure the acoustical testing or residential structures is conducted accurately and efficiently. The ATP shall be provided to FAA for review and approval. Approval of this measure is not a commitment of future federal financial assistance under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time Dane County submits applications for federal financial assistance and will be dependent upon the accepted NEM at the time the request is submitted, provided the NEM can be validated for currency.

Program Management (PM) Measures

PM-1: Re-Establish And Maintain a Noise Advisory Committee (Page 4-4)

Description: A noise advisory group managed and facilitated by the Airport Sponsor would advise and assist with the management of aircraft noise-related issues. From 2017 through 2019, the Airport held regular Airport Noise Abatement Subcommittee meetings which were halted at the onset of this Part 150 update and due to the COVID-19 pandemic meeting restrictions and then reinstated to assist with the amendment to this NCP. A noise advisory group could be beneficial for re-engaging this work and coordinating with community stakeholders related to noise concerns at MSN. An advisory group also helps to share and improve local knowledge of noise information and build trust amongst stakeholders. The Airport Sponsor and the WIANG could coordinate to monitor runway use and share this information with the advisory group. The group may choose to cover other related topics such as land use planning through coordination with the local jurisdictions. The group could serve as a vital link between the Airport Sponsor and communities on aircraft noise concerns by formalizing and improving coordination efforts. The responsibilities of the group would include implementation of the recommended NCP measures and monitoring adherence with the implemented noise abatement measures, such as the preferential runway use program recommended.

FAA Determination: **APPROVED**

Implementation of this continued measure is within the authority of Dane County.

PM-2: Continue and Improve Noise Complaint Response Program (Page 4-5)

Description: MSN airport management should continue recording and responding to noise complaints; and improve the maintenance of their 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. Noise complaints should be evaluated to determine if a pattern of common problems is occurring and needs attention. The Airport Sponsor may choose to implement a system with transposition capabilities that can receive complaints via a standard webform, automatically assign a dedicated noise complaint number, and enter the complaint into a database. An automated complaint system could help the airport track complaints more accurately, provide the ability to map complaints, and streamline reporting processes for staff. MSN airport staff currently uses the ARIVA platform to allow airport staff to access non-military flight tracking information⁴³. Either as part of the ARIVA platform, or by procuring a new system, the Airport Sponsor proposes to create an enhanced noise complaint database to better track and respond to complaints. This system will also track Meteorological Aerodrome Reports (METARs), Runway closures, and other applicable airport field conditions that may affect operations. The Airport Sponsor tracks military departures and arrivals by utilizing an internal database but does not manage complaints concerning military aircraft. Military complaints are getting forwarded to the WIANG. The WIANG maintains their own call line and noise reporting system.

FAA Determination: APPROVED

Implementation of this continued measure is within the authority of Dane County.

PM-3: Regular Updates of the Noise Exposure Map. (Page 4-6)

Description: The FAA requires airport operators to maintain Noise Exposure Maps that reflect current or reasonably projected conditions to obtain FAA funding for noise programs. Specifically, 14 CFR Part 150, Section 150.21(d), states that an airport operator shall “promptly prepare and submit a revised noise exposure map” if any change in operation of the airport creates a “substantial, new noncompatible use” or a “significant reduction in noise over existing noncompatible uses” that is not reflected on the FAA accepted noise exposure map on record. The former condition reflects an increase of 1.5 dB DNL over noncompatible land uses exposed to DNL 65 or greater, while the latter condition reflects a reduction of 1.5 dB over noncompatible land uses that were formerly exposed to DNL 65 or greater. The Airport Sponsor will evaluate changes in the noise environment at MSN, particularly related to WIANG operations as compared to the currently FAA-accepted Noise Exposure Maps and prepare an update to the Noise Exposure Maps prior to requesting FAA funding for the continued implementation of NCP measures if such changes have met the FAA requirements of a significant change as provided above.

FAA Determination: APPROVED

The FAA retains discretion to evaluate and determine currency of the NEMs based on information submitted by Dane County so long as Dane County continues to seek federal financial assistance for implementation of measures approved under 14 CFR Part 150. Approval of this measure is not a commitment of future federal financial assistance under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time Dane County submits requests for federal financial assistance to update the NEMs.

PM-4: Periodic Evaluation and Update of the Noise Compatibility Program when Necessary. (Page 4-7)

Description: 14 CFR 150.23(e)(9) states NCPs must include a “...provision for revising the program if made necessary by revision of the noise exposure map.” This may occur if a significant change is identified that results in a revision to the Noise Exposure Maps. Examples of changes are a large addition of noncompatible land uses, or new elements required to achieve land use compatibility. The NCP does not require an update with each NEM update. The Airport Sponsor anticipates updating the NCP only when additional measures and/or modified measures are required to reduce noncompatible land use. The Airport Sponsor is recommending this measure to meet 14 CFR Part 150 requirements if an update to the NCP is made necessary by a revision of the NEM documentation.

FAA Determination: **APPROVED**

The FAA retains discretion to recommend updates to the NCP as a whole or to individual measures at such time that revised NEMs are submitted by Dane County and so long as Dane County continues to seek future federal financial assistance for implementation of measures approved under 14 CFR Part 150. Approval of this measure is not a commitment of future federal financial assistance under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time Dane County submits requests for federal financial assistance to update the NCP.