

Appendices

Noise Compatibility Program

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

Dane County Regional Airport

HMMH Report No. 312360

December 2025

Prepared for:



Dane County Regional Airport
4000 International Lane
Madison, WI 53704



This page intentionally left blank.

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

This page intentionally left blank.



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)

This page intentionally left blank.

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

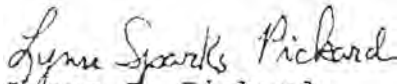
Date: JAN 26

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.

This page intentionally left blank.

Appendix C: Order MSN ATCT 8400.9I

This page intentionally left blank.

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

This page intentionally left blank.

Appendix D: MSN ATCT and WIARNG Letter of Agreement

This page intentionally left blank.

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

(Date)

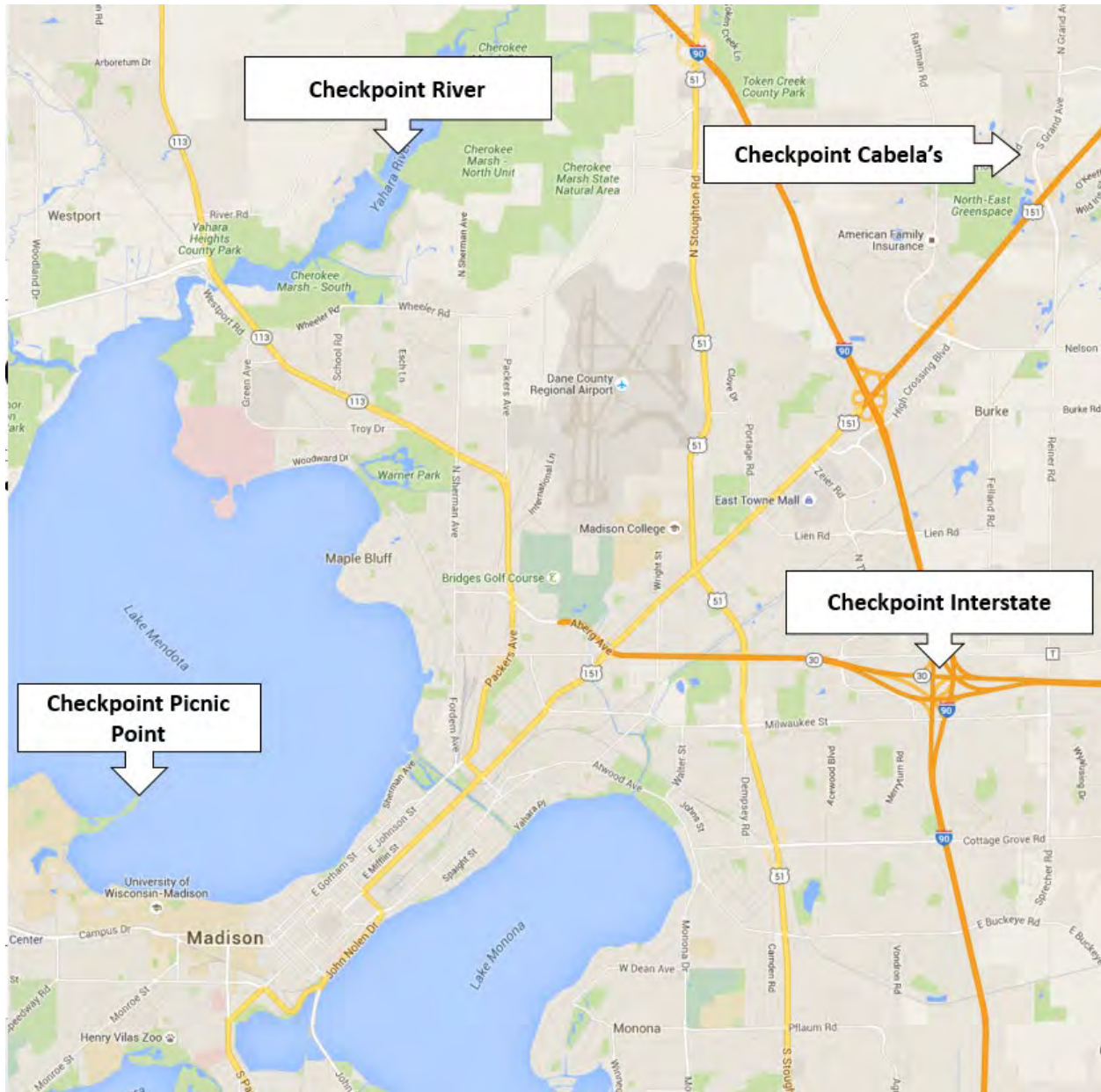
**HENDERSON
NILS.DANIEL
1236492121**
Digitally signed by
HENDERSON.NILS.D
ANIEL.1236492121
Date: 2023.10.10
08:29:31 -05'00'

Nils Henderson
Commander, AASF # 2
Wisconsin Army National Guard

(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)



This page intentionally left blank.

Appendix E: Stakeholder Consultation Materials

This appendix includes:

- Meeting summaries and presentations for TAC Meetings 4 through 9
- Meeting materials for two MSN Airport Commission Noise Abatement Subcommittee meetings (October and November 2025)
- Support letters for the MSN NCP

This page intentionally left blank.

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

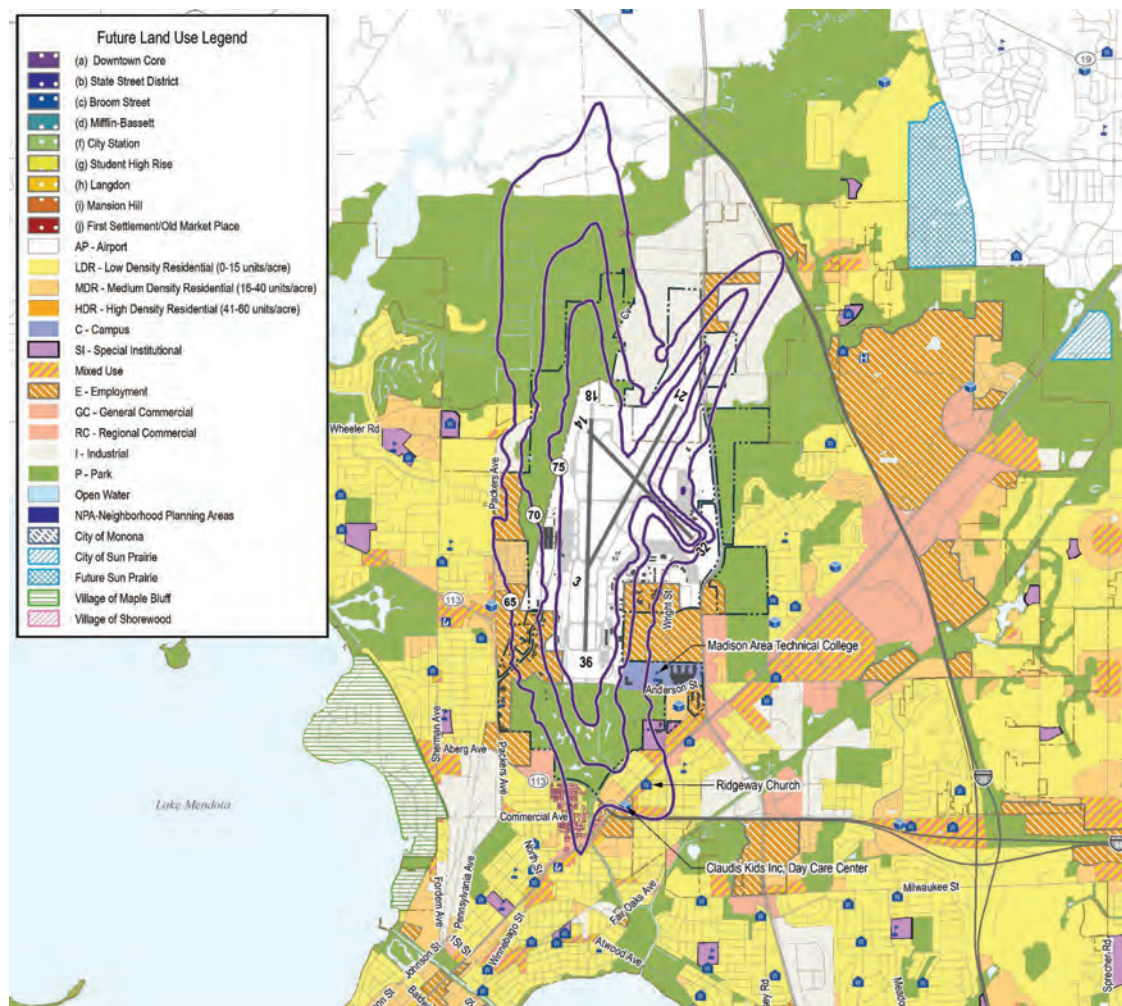
Dane County Regional Airport
Technical Advisory Committee Meeting #4

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

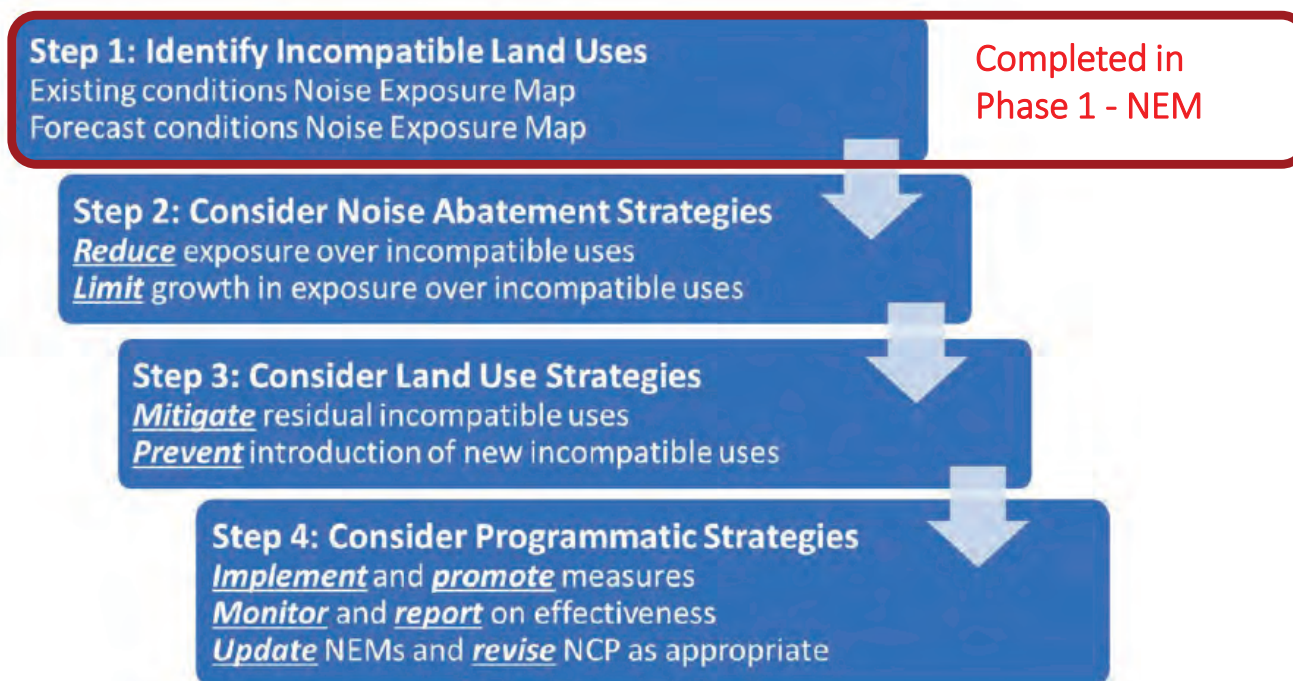
- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective "package" of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

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

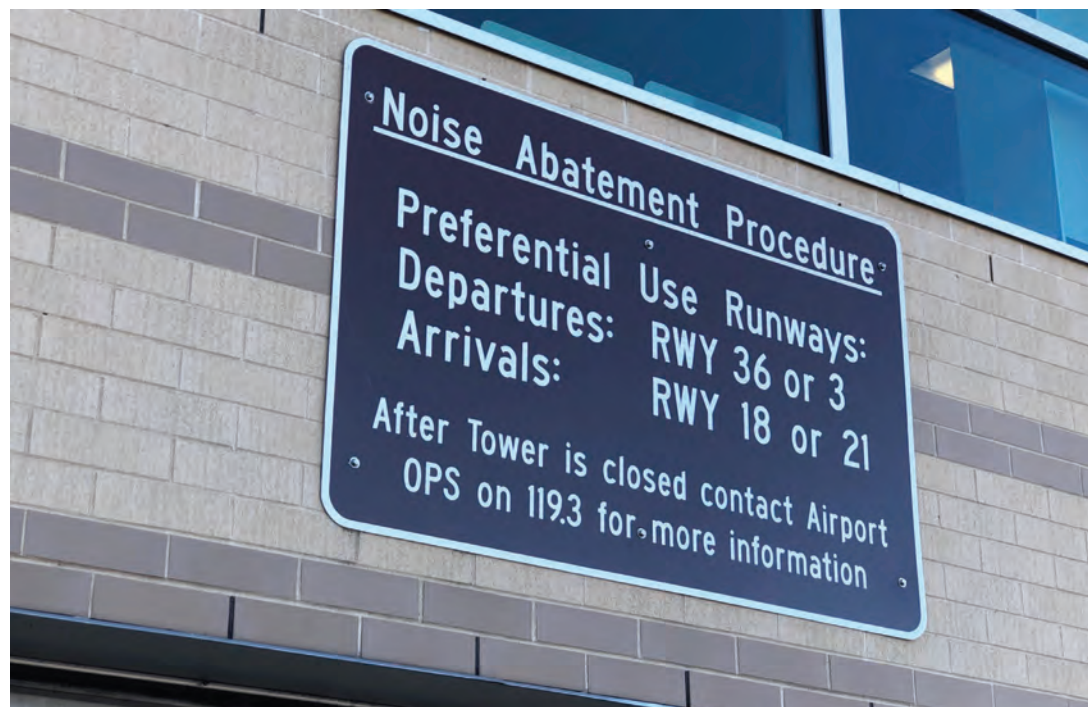
- Analysis based on Table G-1 of *Airport Improvement Program (AIP) Handbook* (FAA Order 5100.38D) Runway Type Categories
- Results indicate:
 - Runway 18/36 is the Primary runway, Runway 14/32 is the Crosswind, and Runway 3/21 is the Secondary, with no runway meeting the Additional category
 - Runway 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



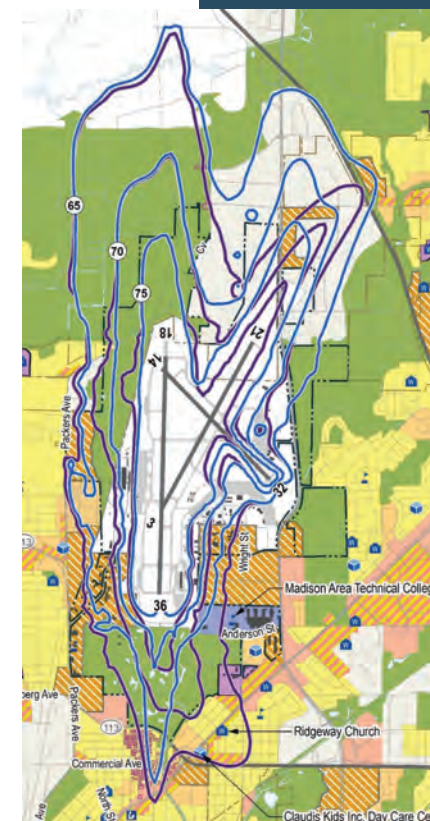
Hypothetical Noise Abatement Measure

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

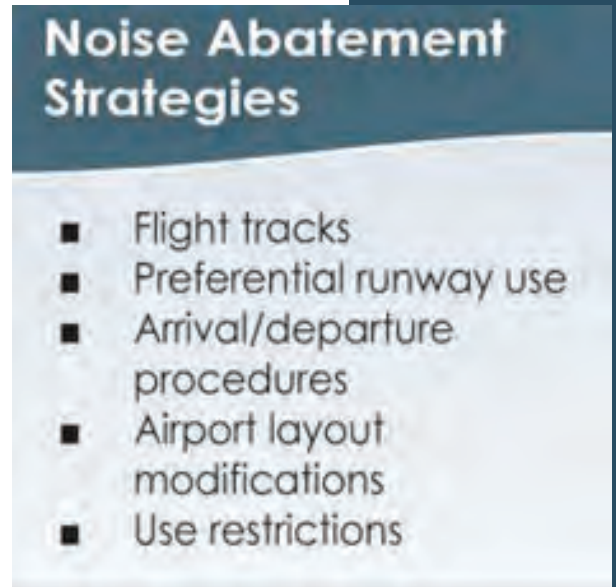
Results:

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

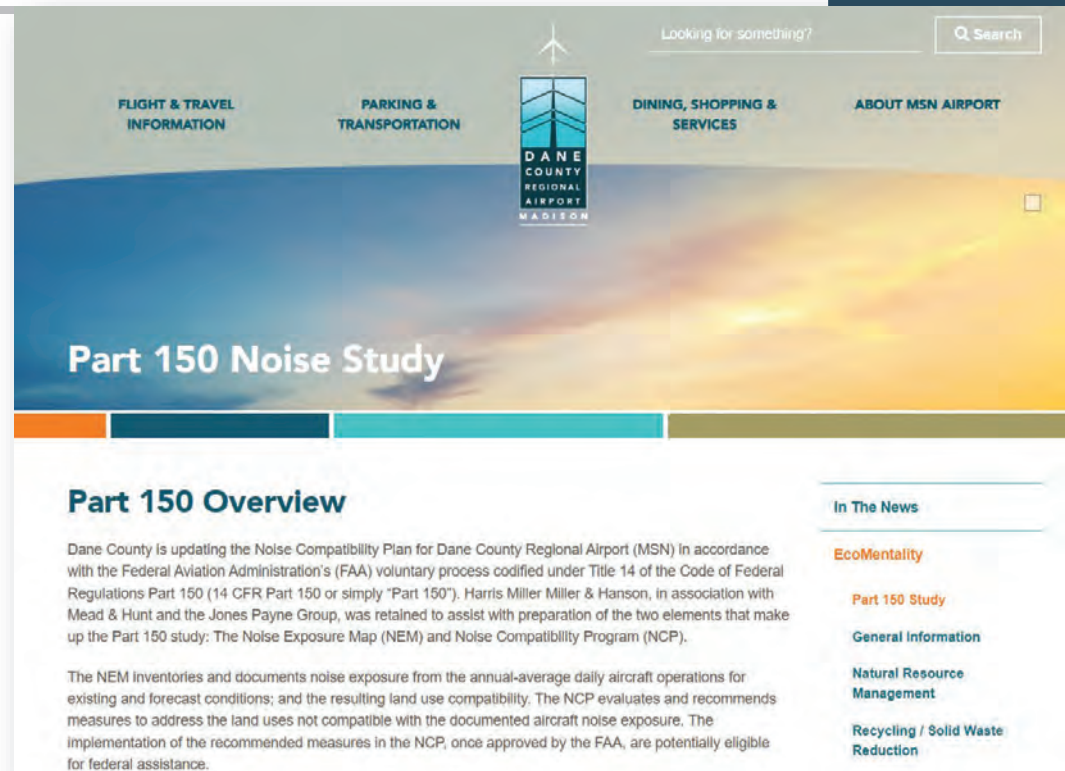


Wrap-Up and Discussion

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

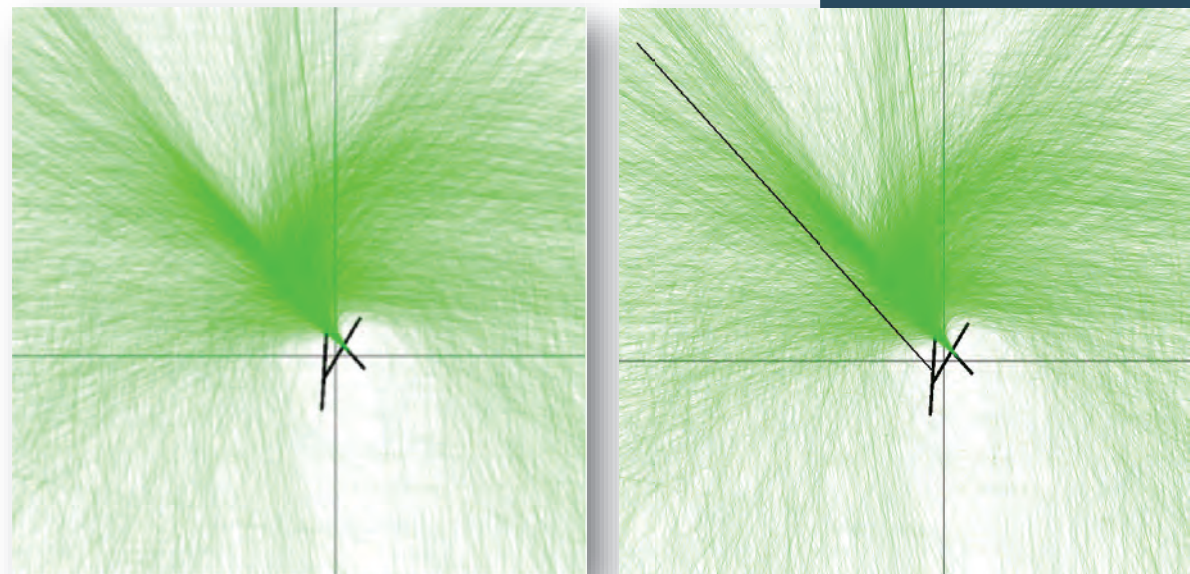
- Arrivals to Runway 14 or 18 and Departures to Runway 32 or 36
- Only for aircraft >12,500 lbs

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

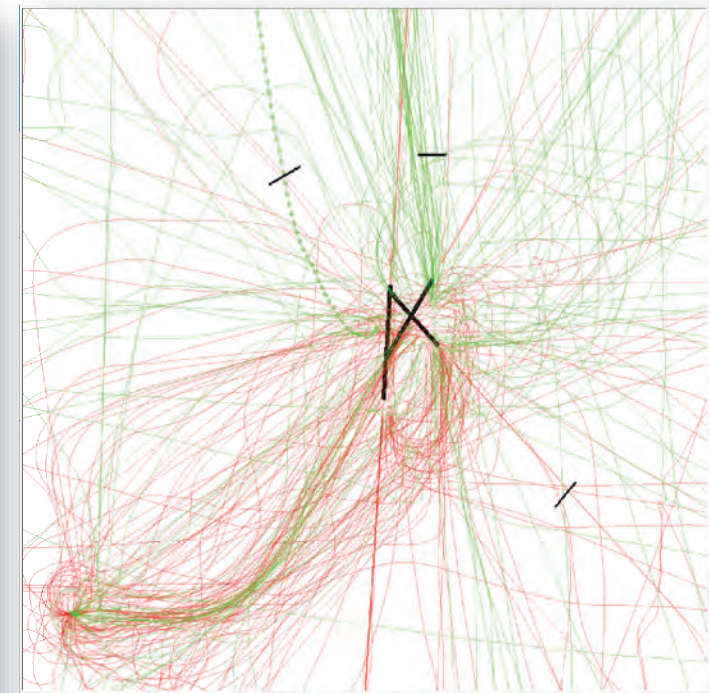
- Three corridors were gated for compliance in helicopter operations
- Compliance is below 5% of helicopter operations

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%

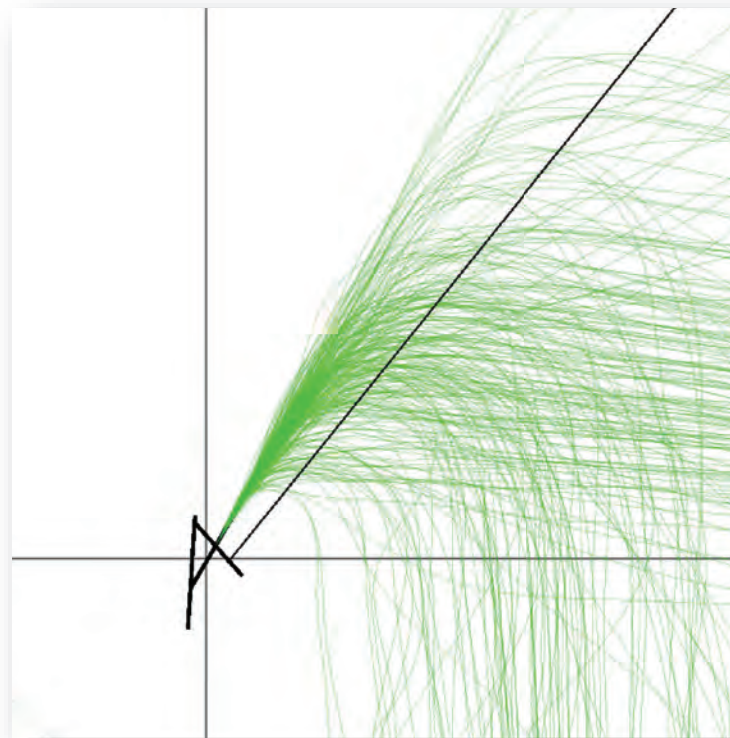


NA-8: Require east and southbound aircraft >12,500 lbs. to pass 2,500 ft. MSL before turning right off Runway 3

- 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

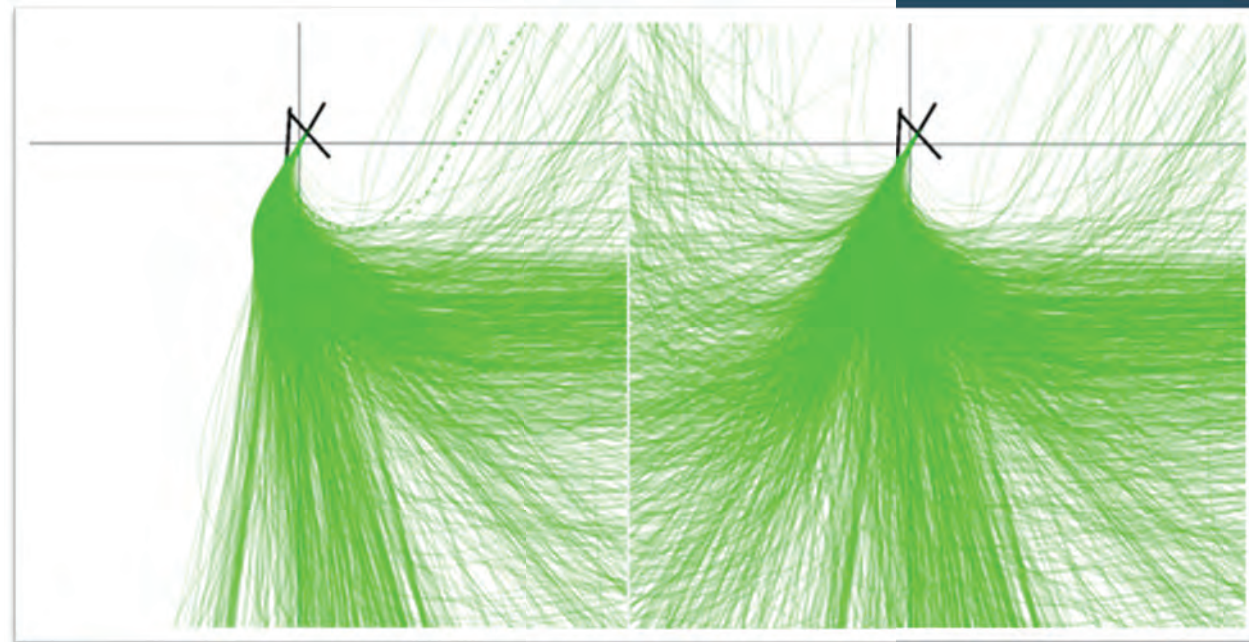


Figure: Departures above 12,500 lbs. on Runway 21
Left: Compliant aircraft which completed the 10-degree turn.
Right: All departures above 12,500 lbs.

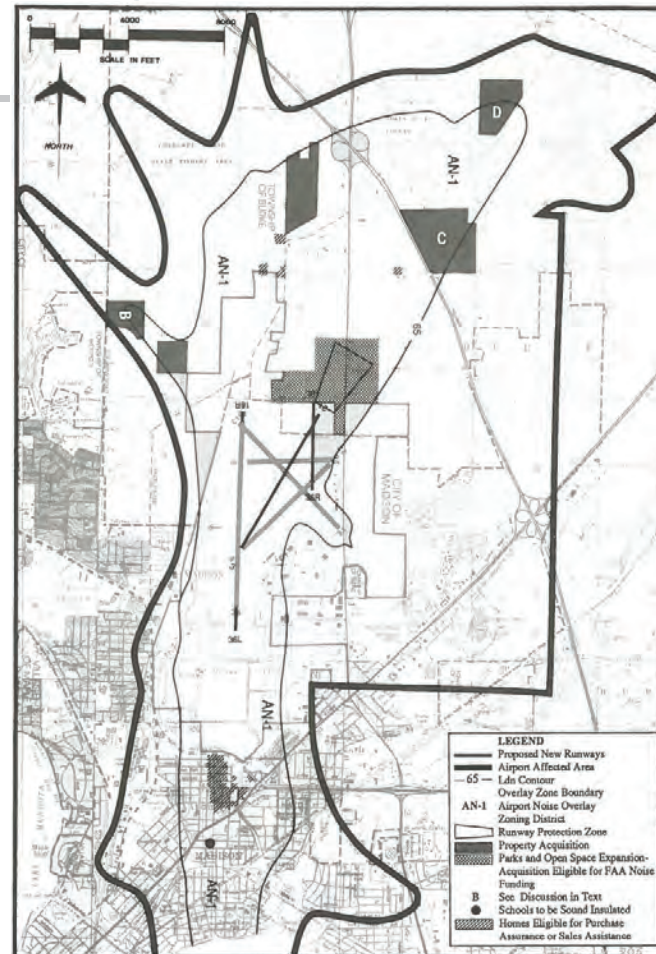
Source: HMMH



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 Hesck	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

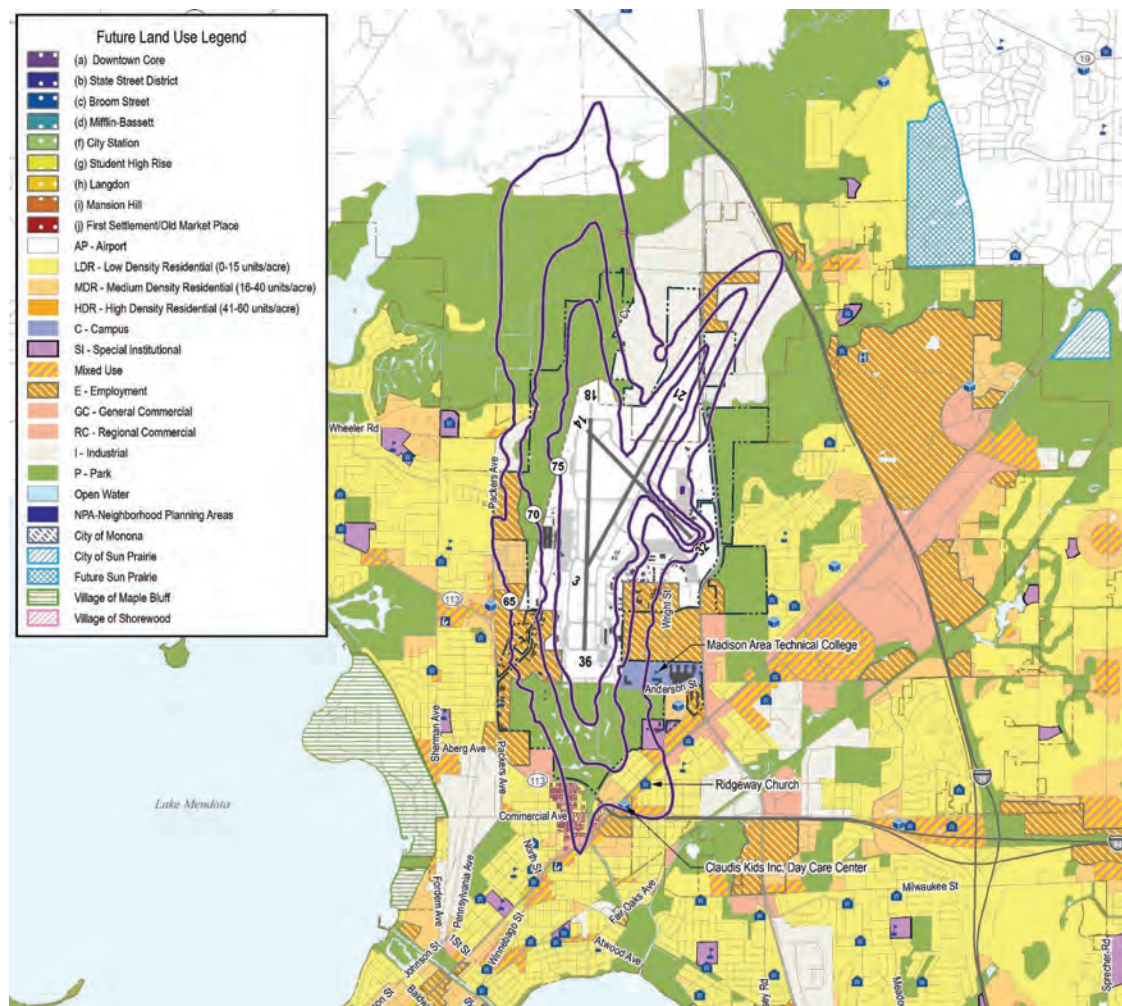
Dane County Regional Airport
Technical Advisory Committee Meeting #5

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
- **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

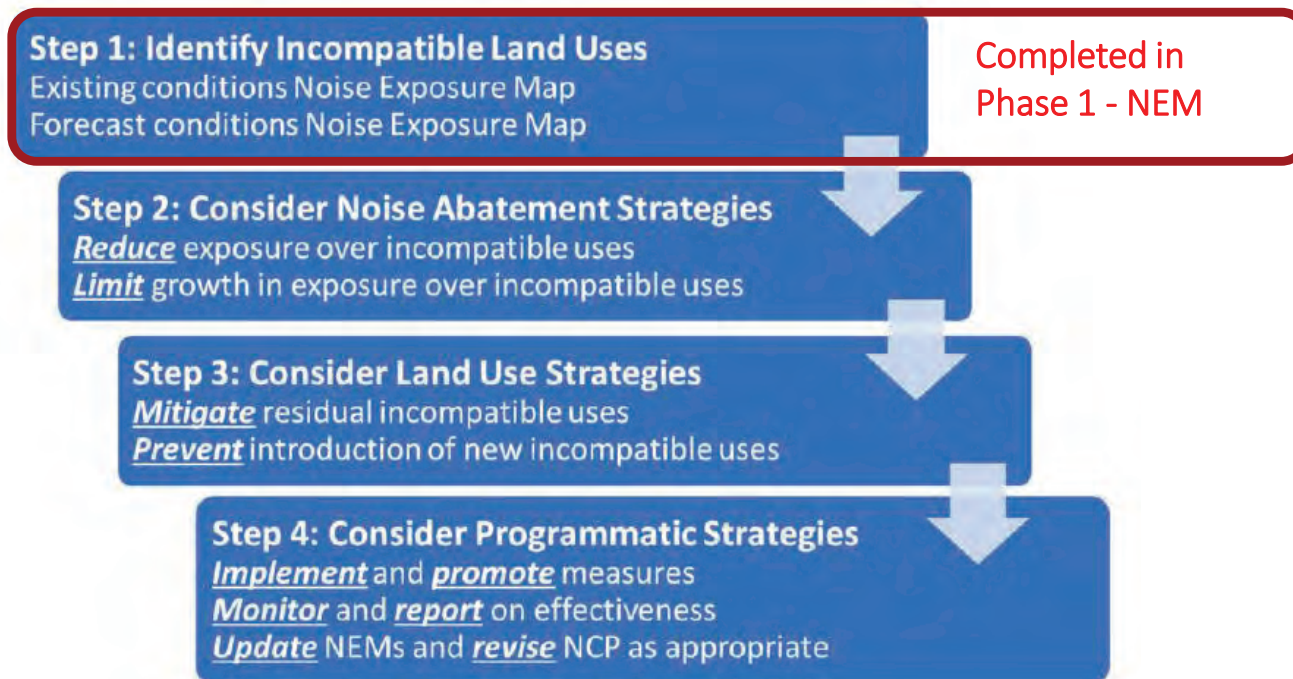
- 1) Evaluate effectiveness in addressing objectives
- 2) Evaluate feasibility (economic, operational, safety, etc.)
- 3) Select most effective "package" of measures
- 4) Identify implementation responsibilities, schedule, etc.
- 5) If not recommended, document reason(s)

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



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.

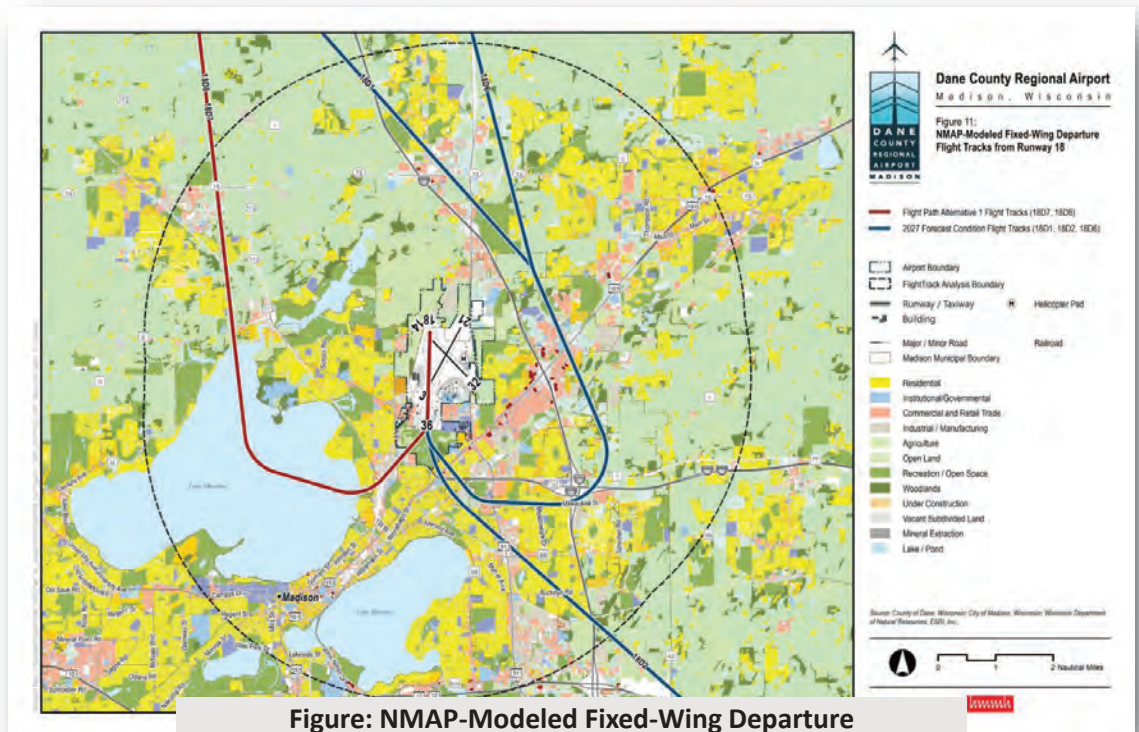


Figure: NMAP-Modeled Fixed-Wing Departure Flight Tracks from Runway 18
Departure Flight Tracks Designed to fly over compatible land use southwest of the airfield

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

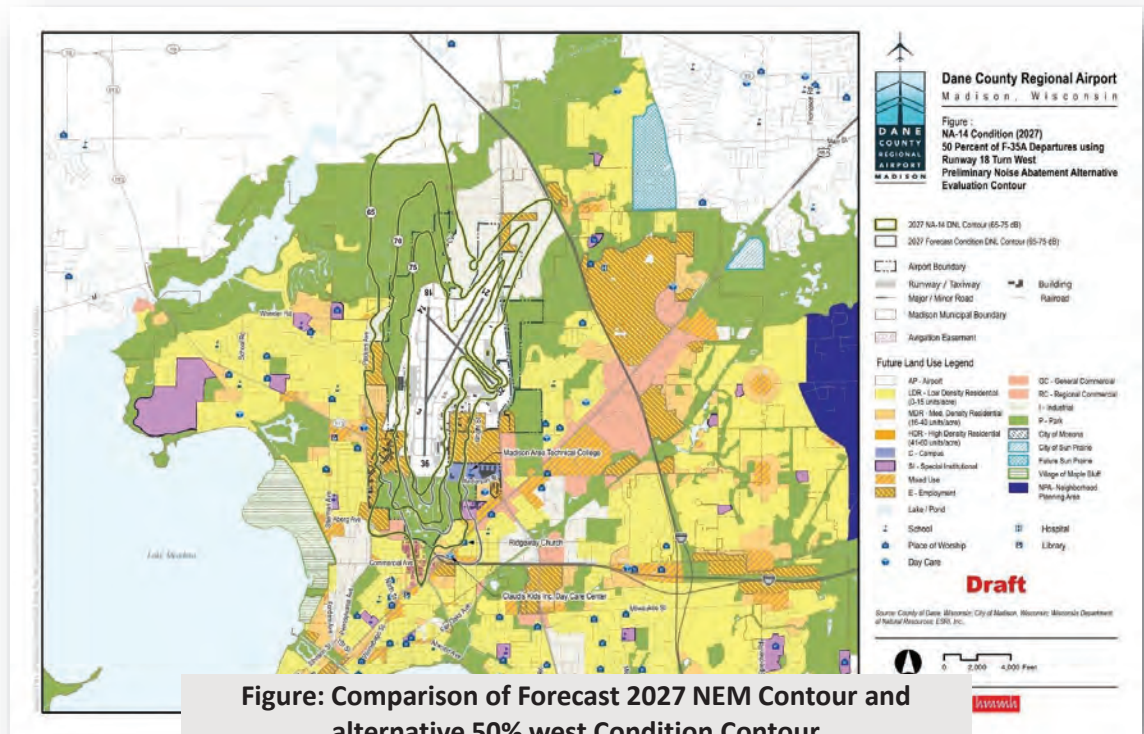


Figure: Comparison of Forecast 2027 NEM Contour and alternative 50% west Condition Contour
This condition increases the footprint to the southwest of the airport but reduces the footprint in noncompatible land areas to the south and southeast of the airport.

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

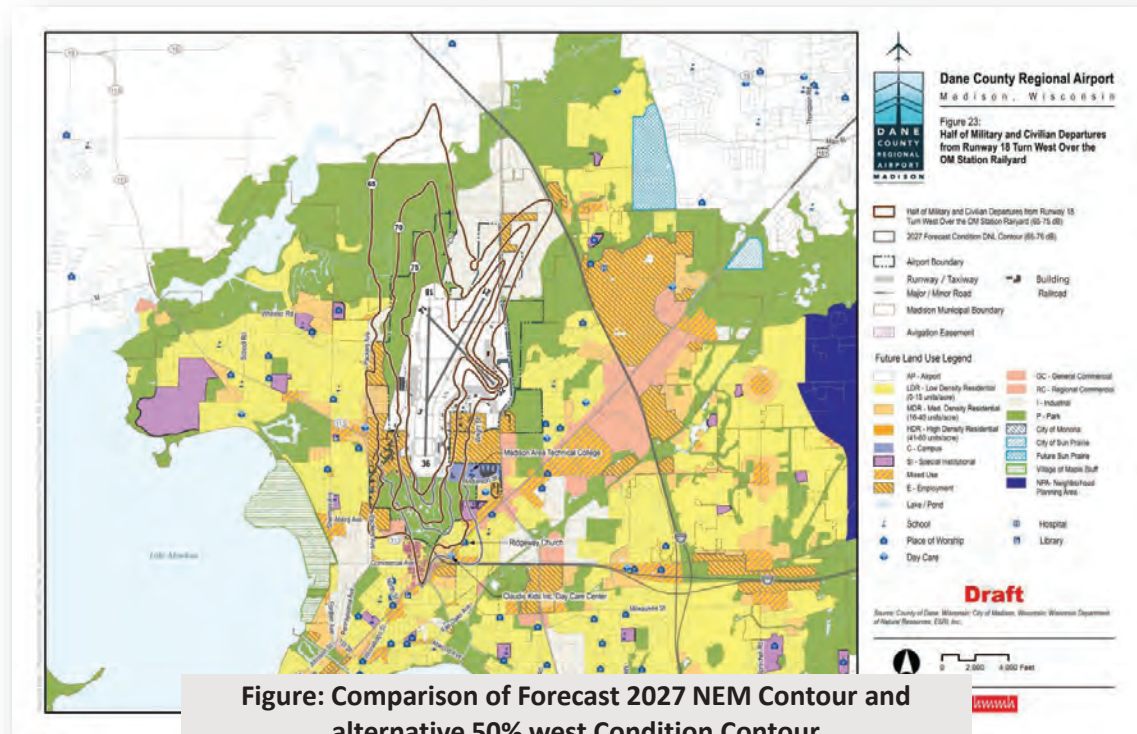


Figure: Comparison of Forecast 2027 NEM Contour and alternative 50% west Condition Contour
This condition increases the footprint to the southwest of the airport but reduces the footprint in noncompatible land areas to the south and southeast of the airport.

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

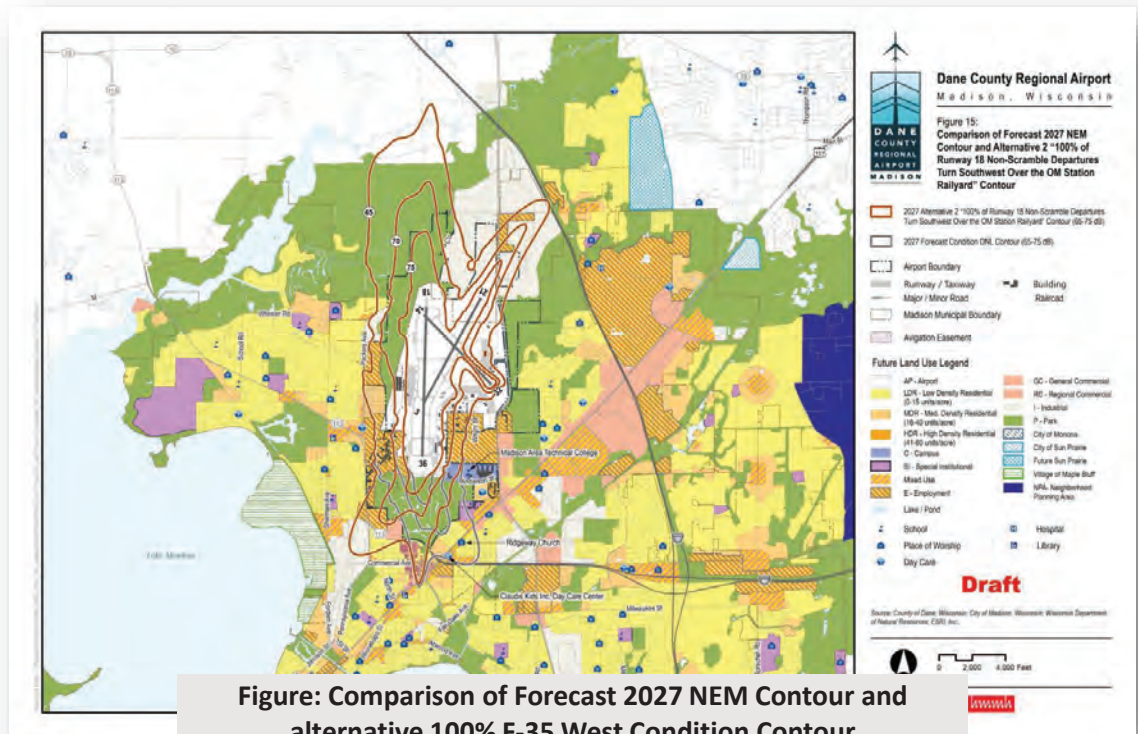


Figure: Comparison of Forecast 2027 NEM Contour and alternative 100% F-35 West Condition Contour
This alternative further increases the footprint to the southwest of the airport but greatly reduces the footprint in noncompatible land areas to the south and southeast of the airport.
Source: HMMH

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

- 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

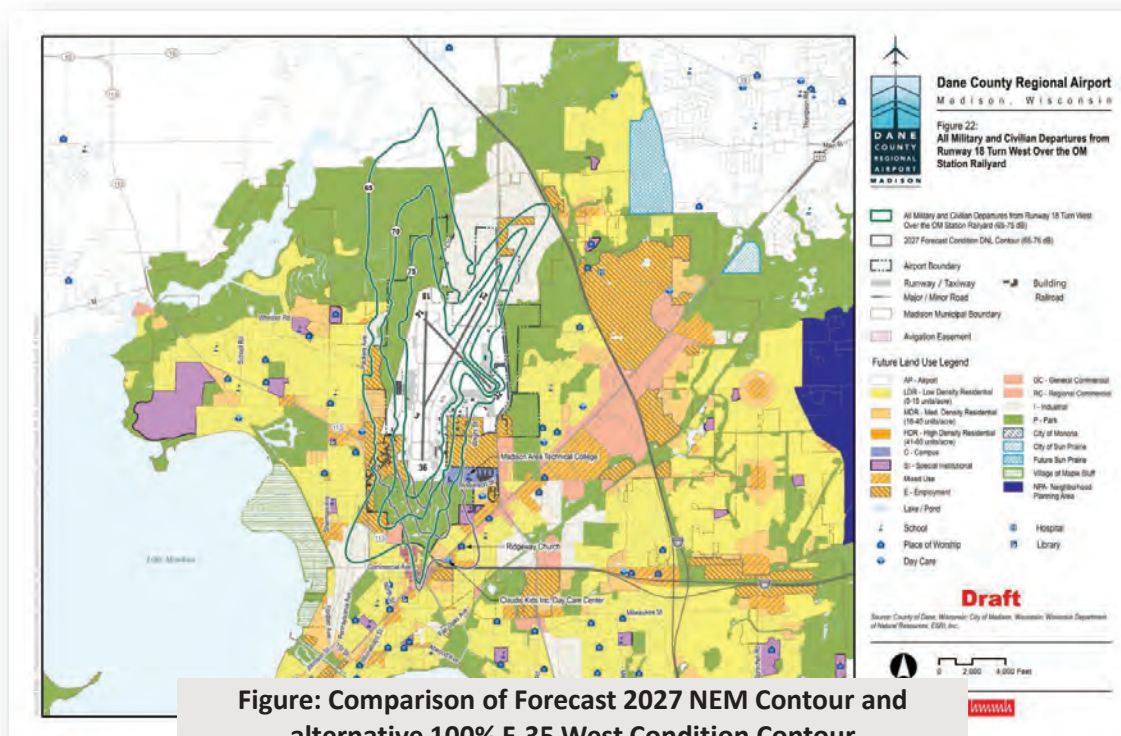
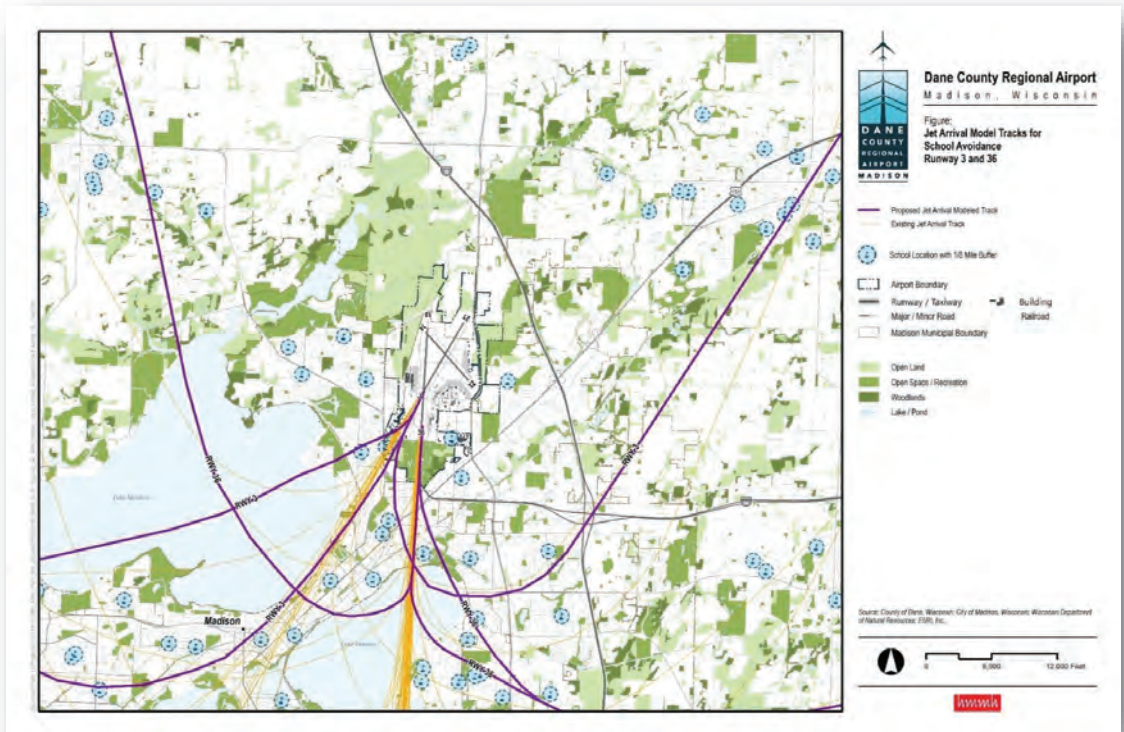


Figure: Comparison of Forecast 2027 NEM Contour and alternative 100% F-35 West Condition Contour
This alternative further increases the footprint to the southwest of the airport but greatly reduces the footprint in noncompatible land areas to the south and southeast of the airport.

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

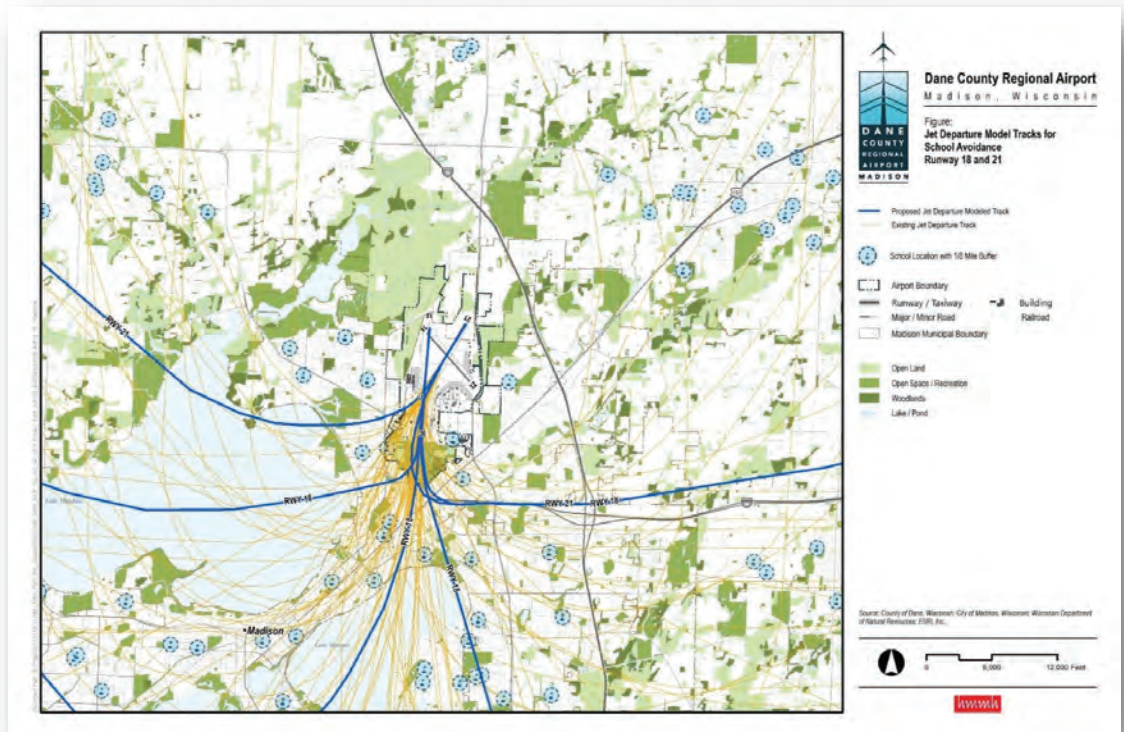
Arrival flight tracks designed to avoid schools near MSN.

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 WLANG 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

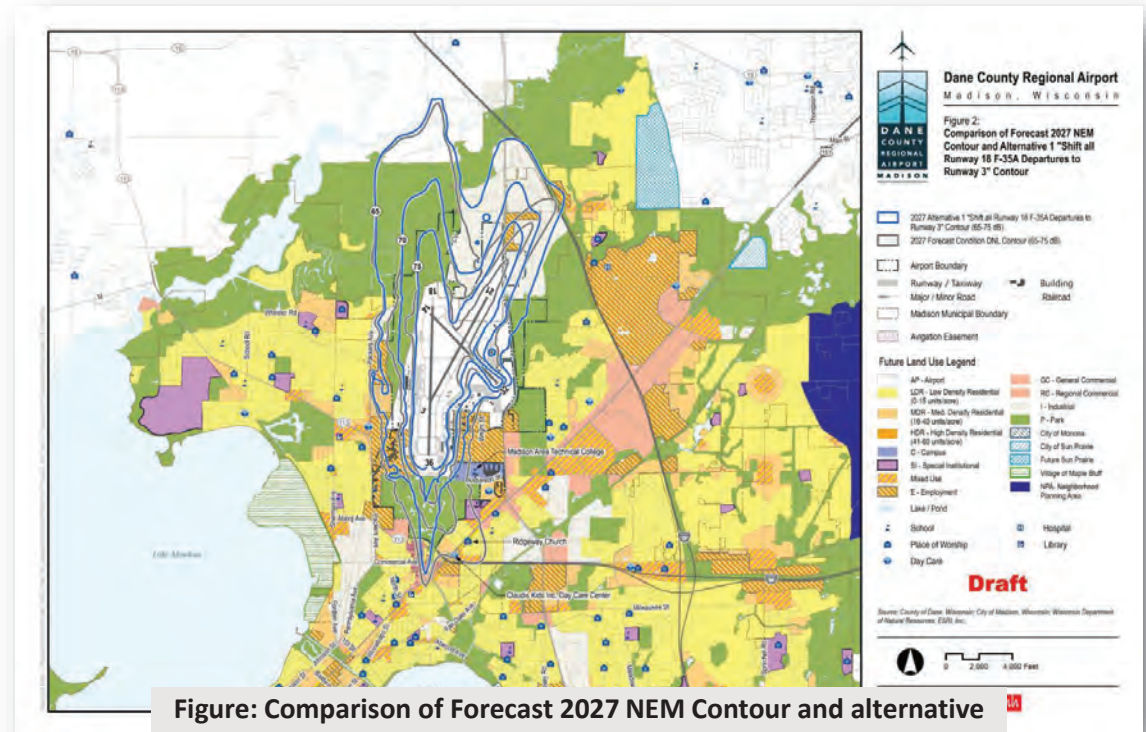


Figure: Comparison of Forecast 2027 NEM Contour and alternative "Shift Runway 18 F-35A Departures to Runway 3" Condition Contour

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.

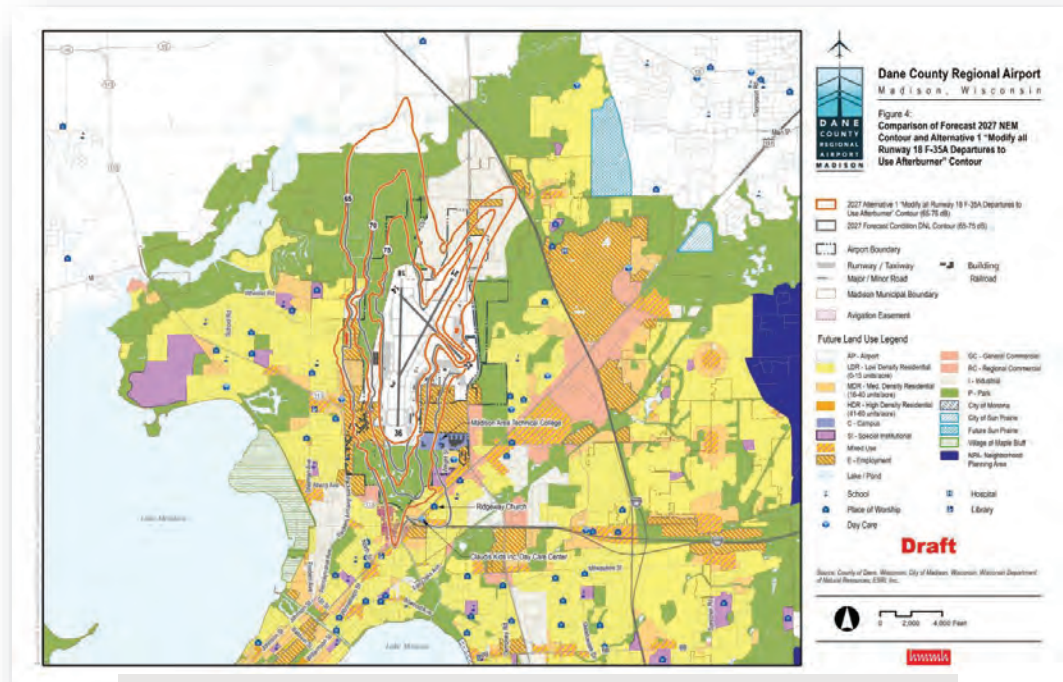


Figure: Comparison of Forecast 2027 NEM Contour and alternative “F-35A Runway 18 Departures use Afterburner” Condition Contour
These conditions increase the footprint in some areas of the airport but reduce the footprint in noncompatible land areas to the south of the airport.
Source: HMMH

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

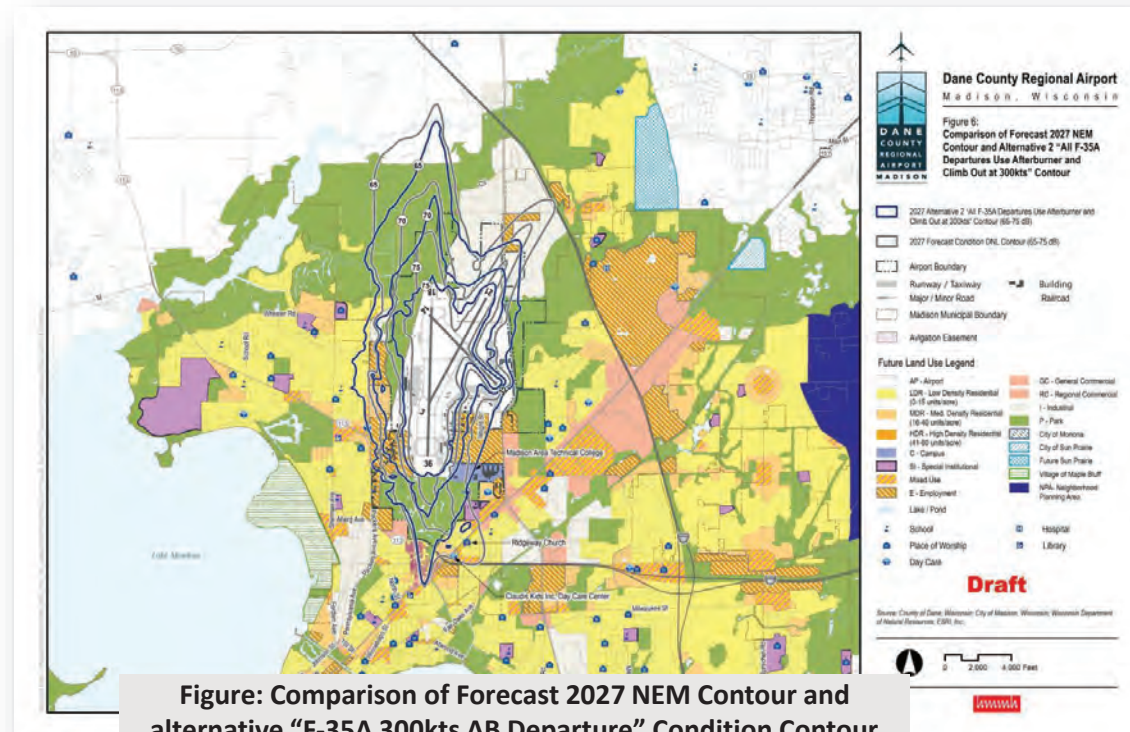
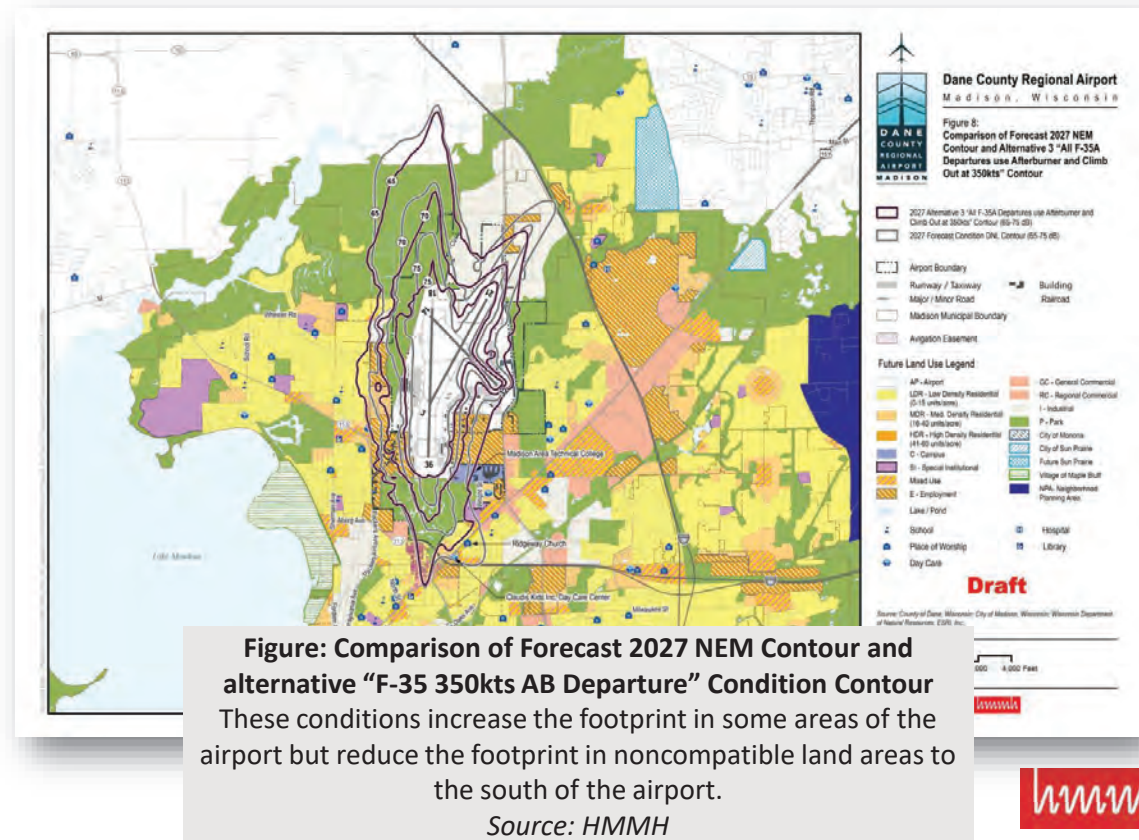


Figure: Comparison of Forecast 2027 NEM Contour and alternative "F-35A 300kts AB Departure" Condition Contour
These conditions increase the footprint in some areas of the airport but reduce the footprint in noncompatible land areas to the south of the airport.

Source: HMMH

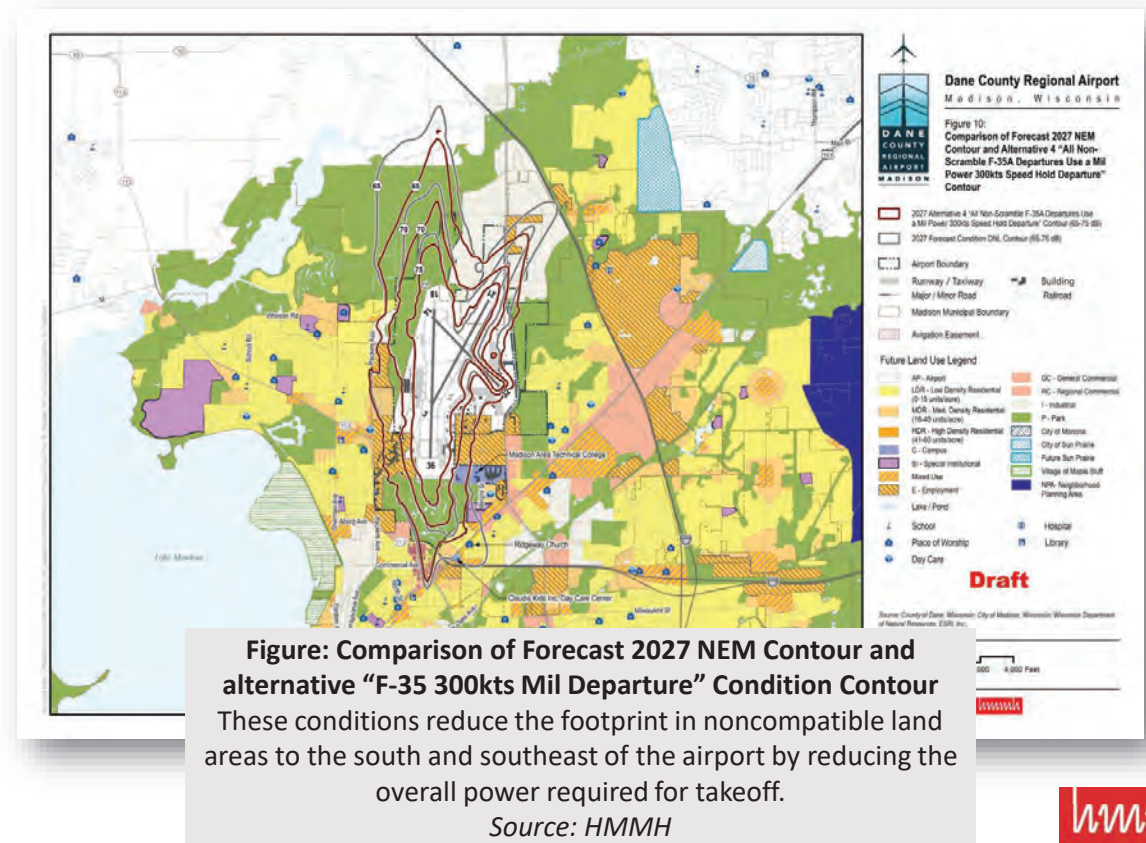
All F-35A Departures use Afterburner and Climb out at 350kts

- 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

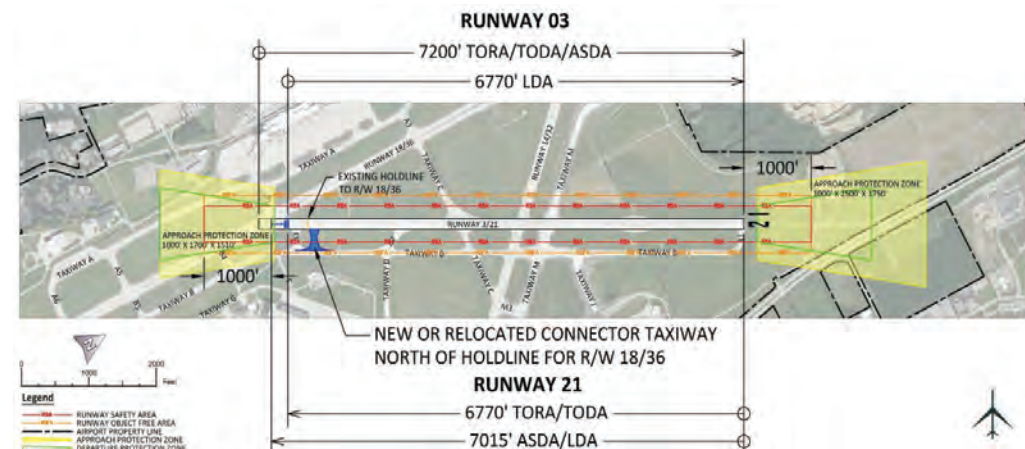


Figure: Alternative One – Relocate Taxiway B3
Source: Mead & Hunt

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

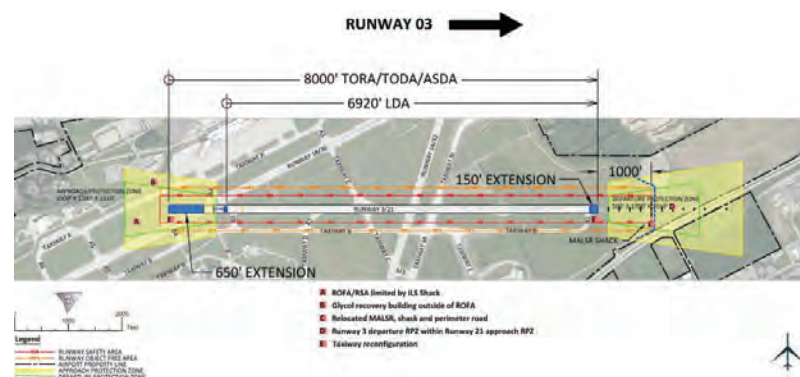


Figure: Alternative Two – Extend North and South – Runway 3
Source: Mead & Hunt

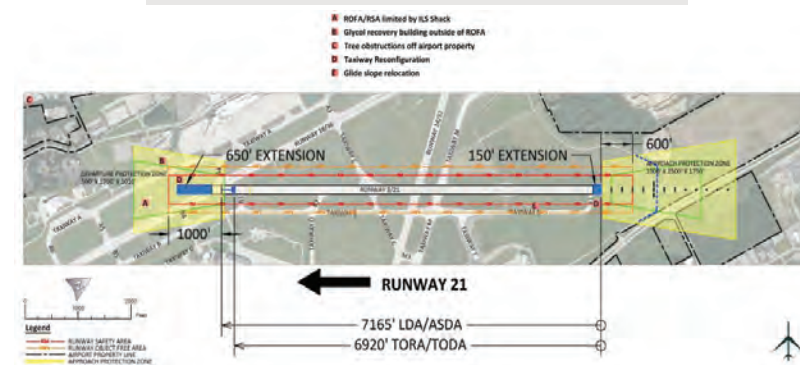


Figure: Alternative Two – Extend North and South – Runway 21
Source: Mead & Hunt

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.

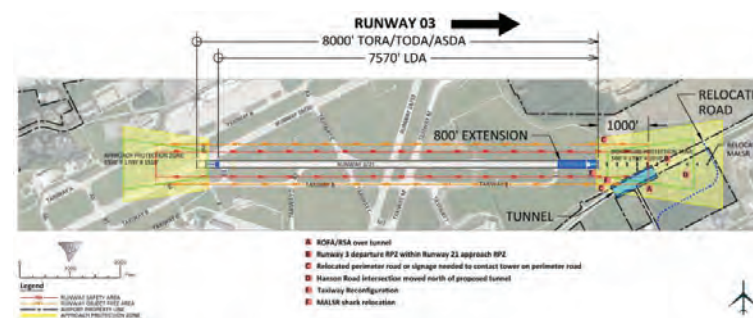


Figure: Alternative Three – Extend North with Tunnel – Runway 3
Source: Mead & Hunt

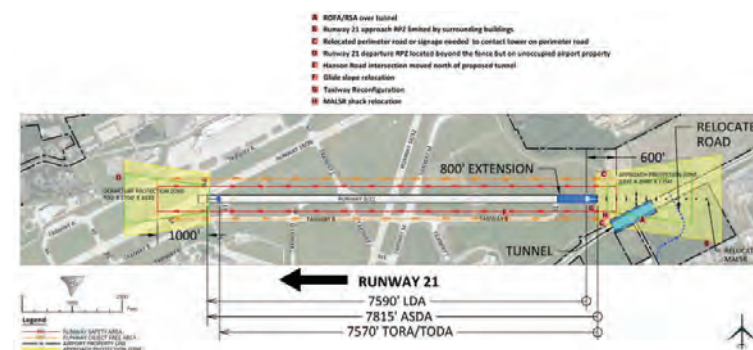


Figure: Alternative Three – Extend North with Tunnel – Runway 21
Source: Mead & Hunt

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

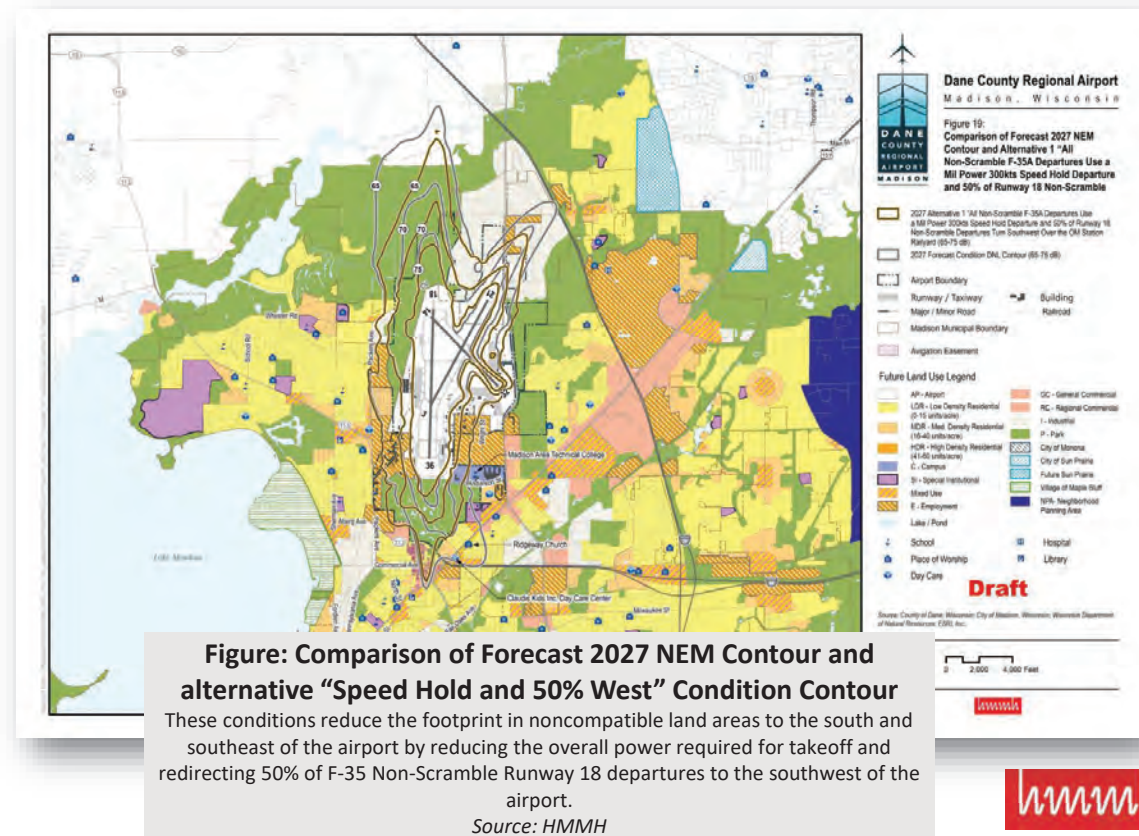
Combined Noise Abatement Measures

Under consideration:

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

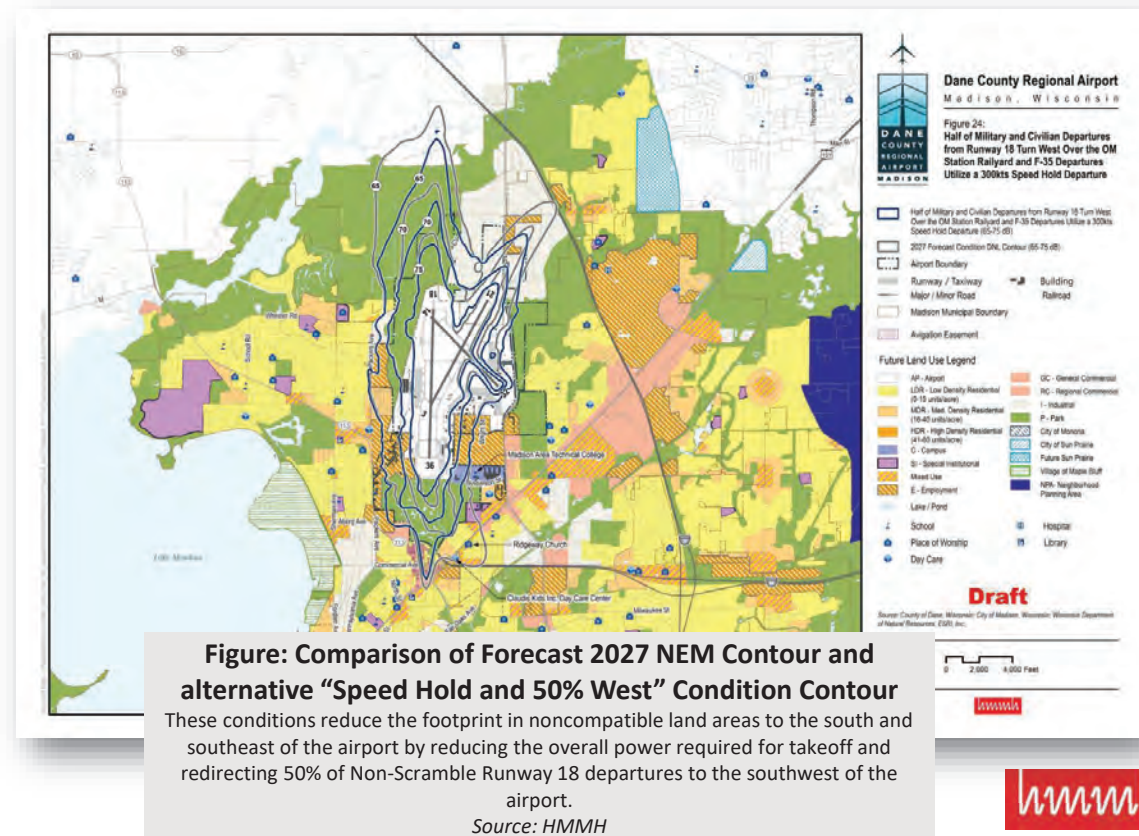
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 50 Percent of Runway 18 F-35A Departures Turn Southwest over the OM Station Railyard

- 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



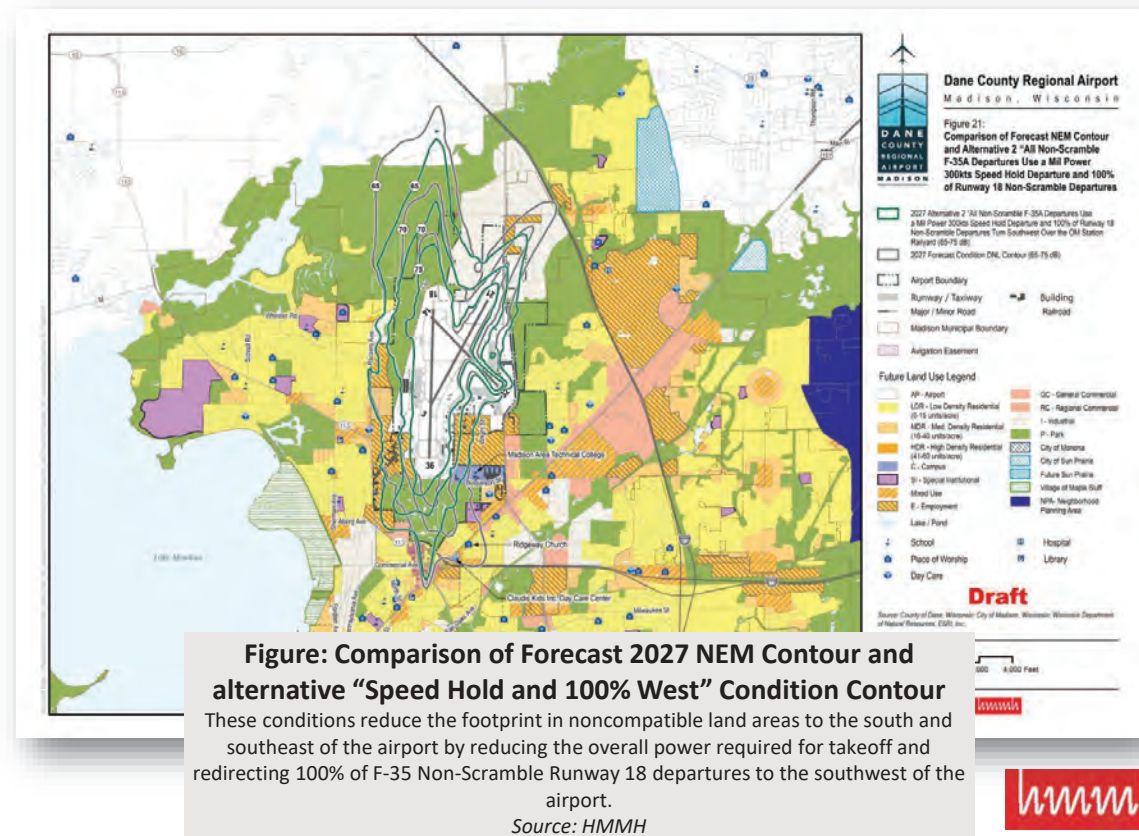
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 50 Percent of Runway 18 Military and Civilian Departures Turn Southwest over the OM Station Railway

- 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



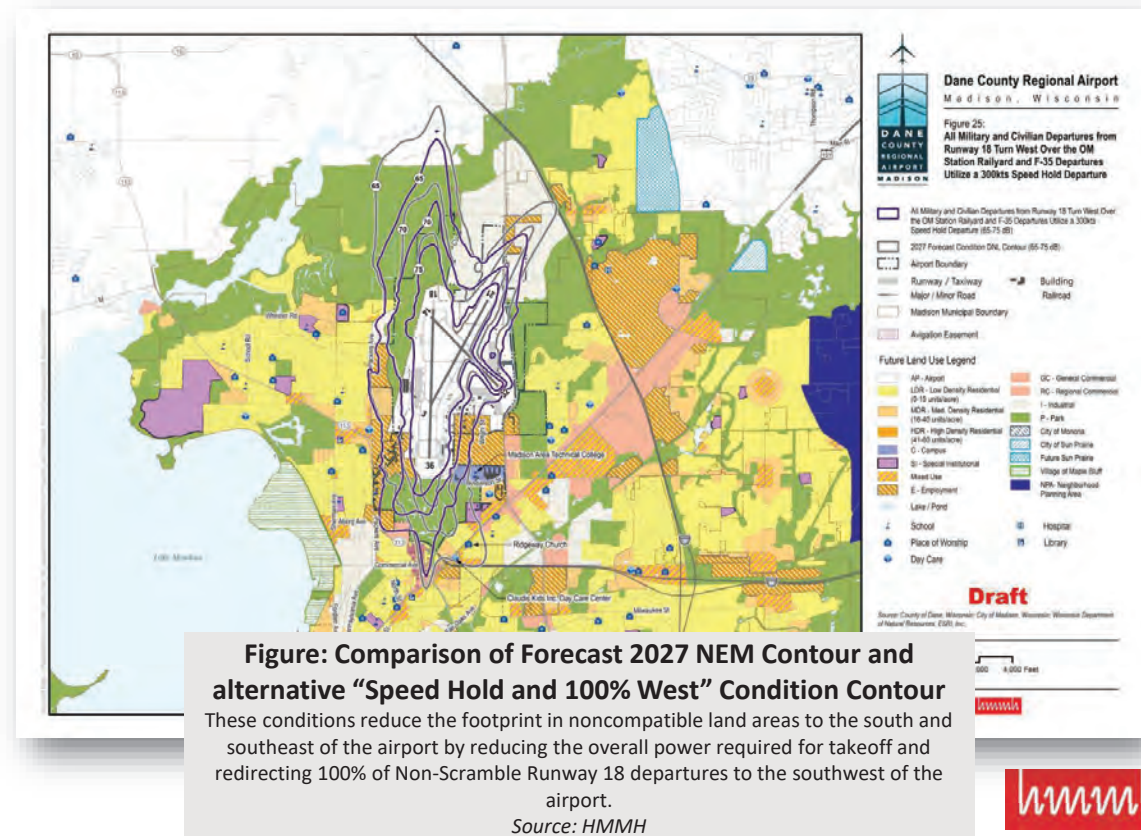
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 100% of Runway 18 F-35A Departures Turn Southwest over the OM Station Railyard

- 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



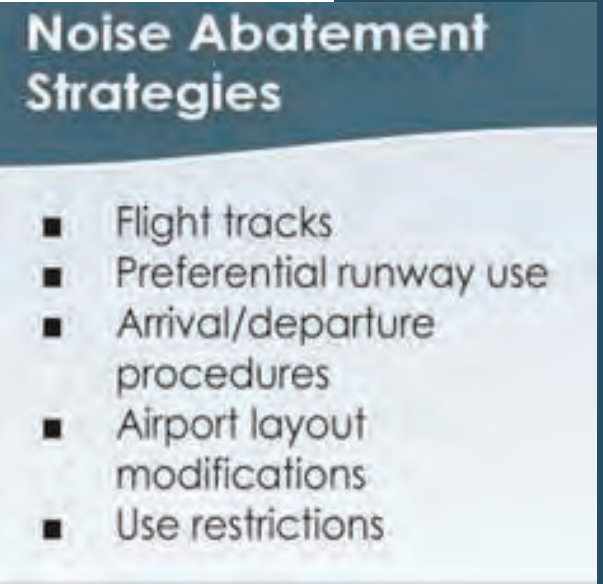
All Non-Scramble F-35A Departures use a Mil Power 300 kts Speed Hold Departure and 100% of Runway 18 Military and Civilian Departures Turn Southwest over the OM Station Railyard

- 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



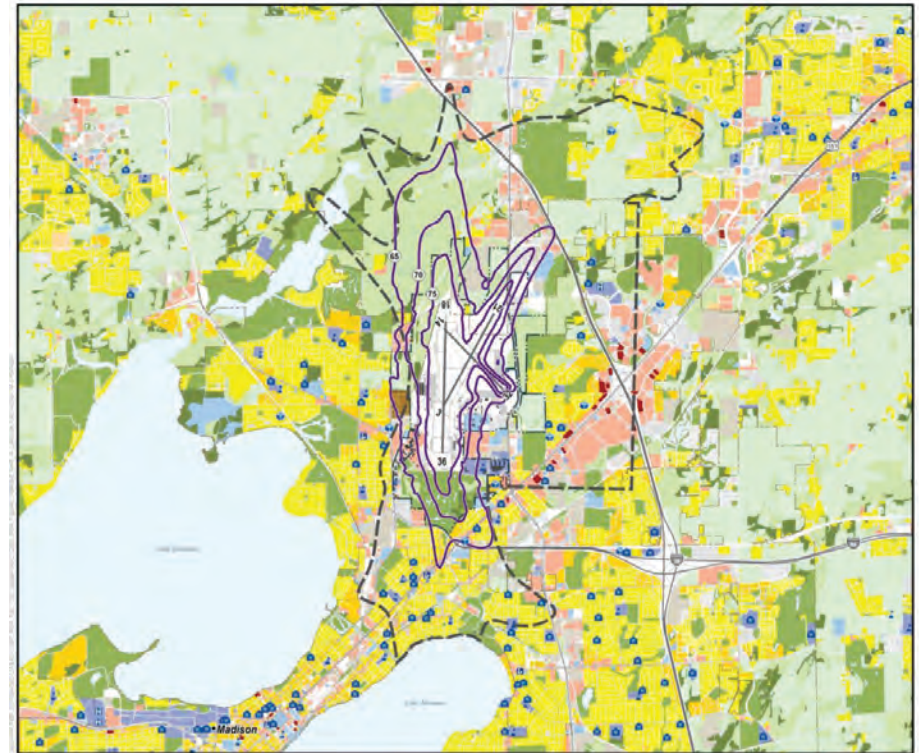
Prevention

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

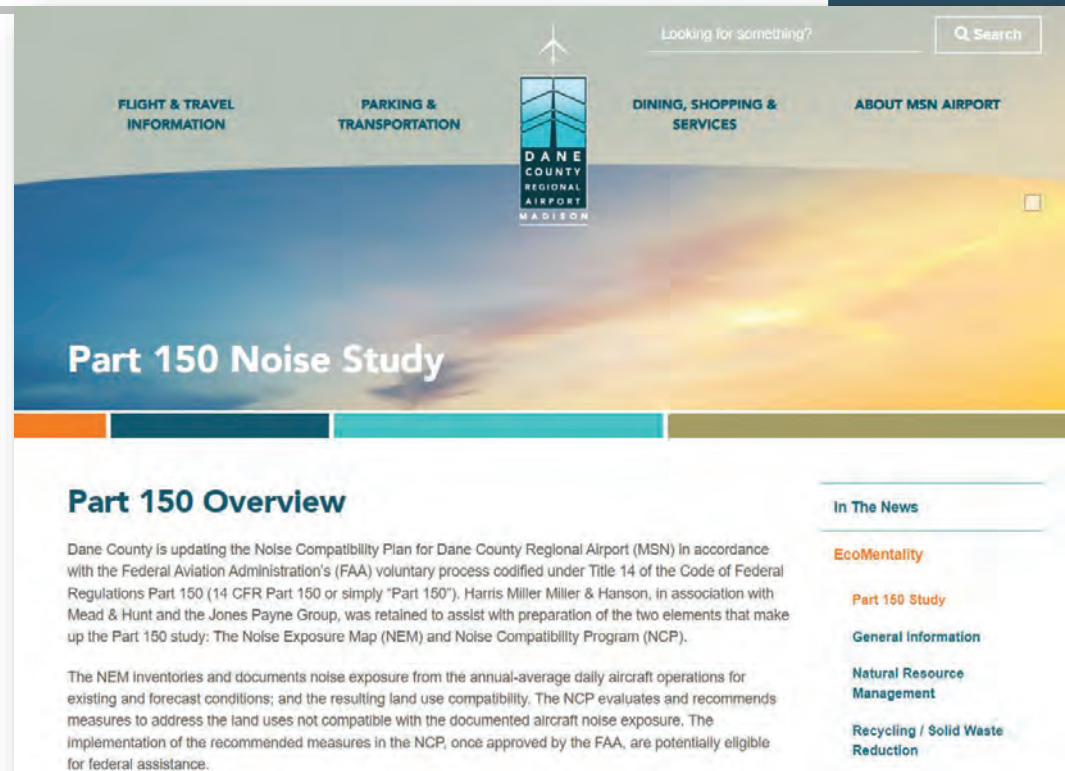


Wrap-Up and Discussion

- 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

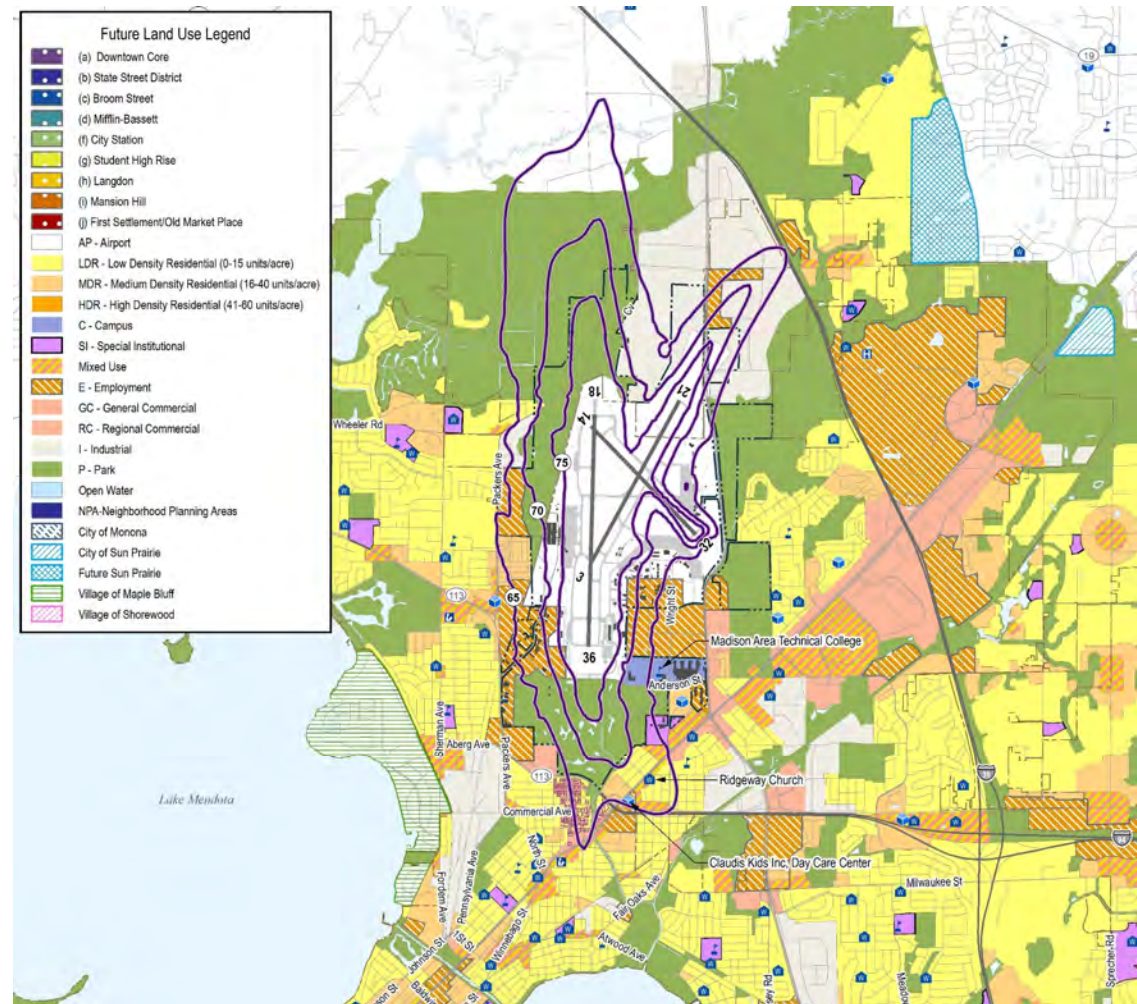
Technical Advisory Committee Meeting #6

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
- **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

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

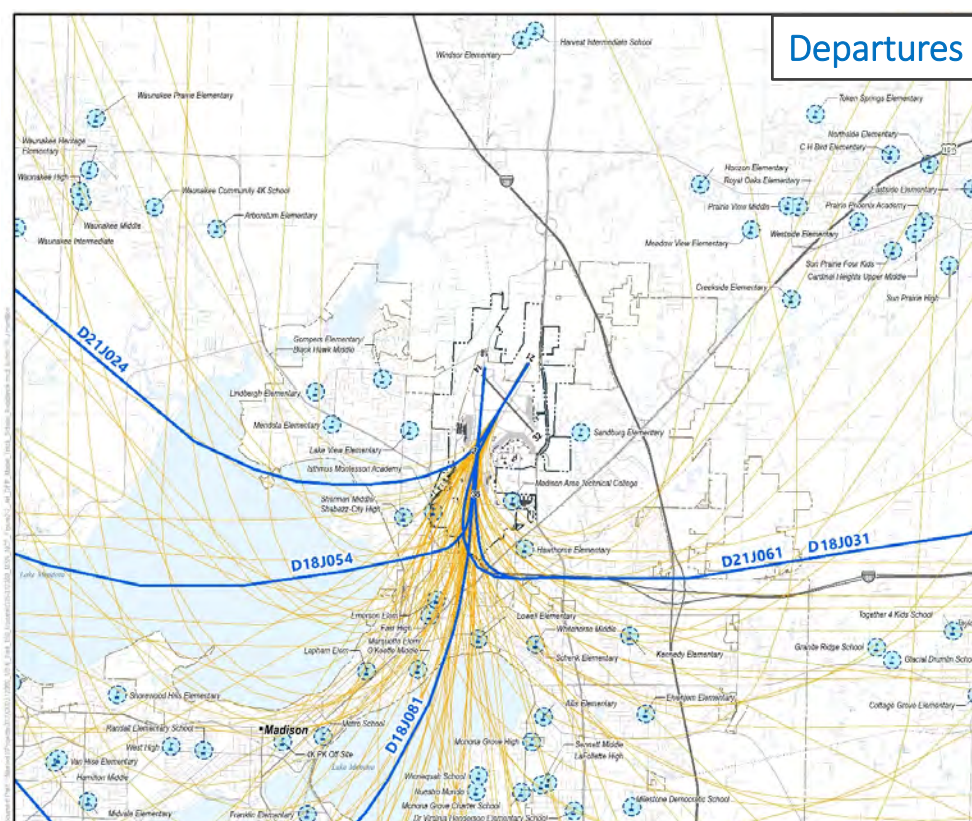
Implement and promote measures
Monitor and report on effectiveness
Update NEMs and revise NCP as appropriate

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)

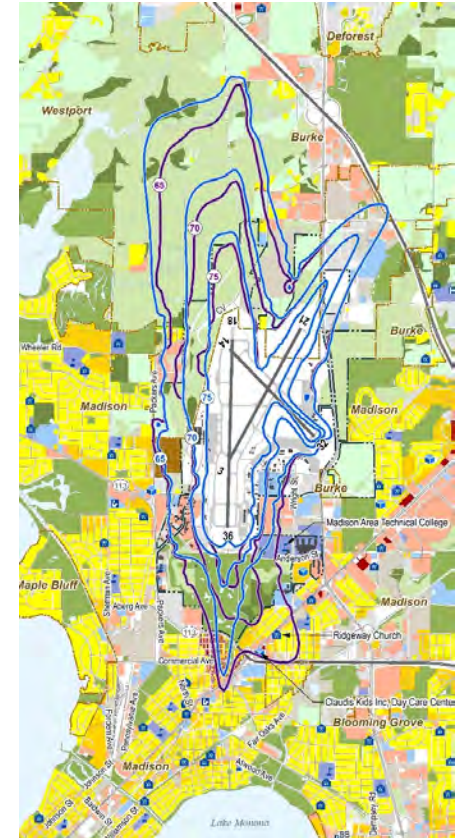
Noise Abatement Flight Tracks

- 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)



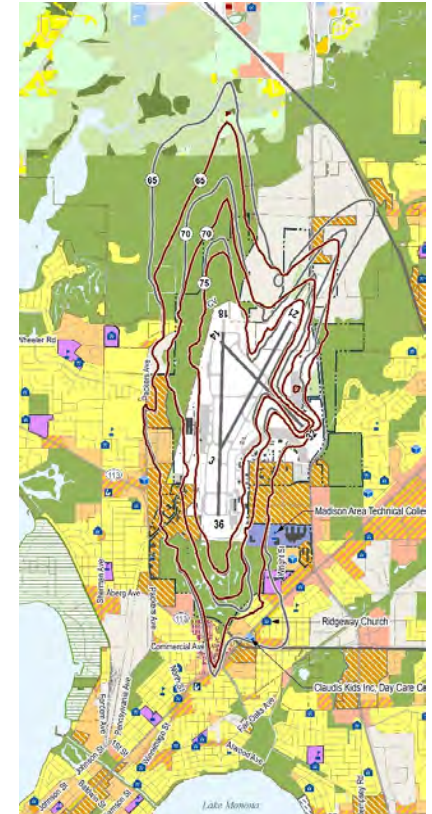
NA-6: Preferential Runway Use

- 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

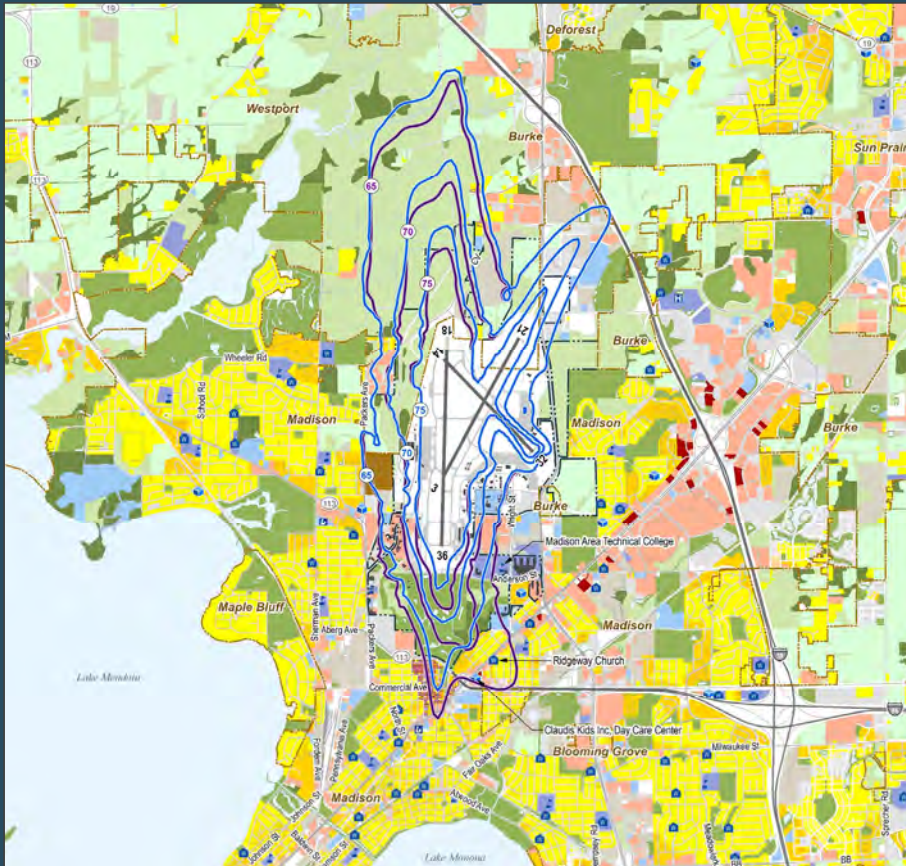
- Extend Runway 3-21 to 8,000 feet to accommodate all F-35A operations
- Shift Runway 18-36 to the north



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)

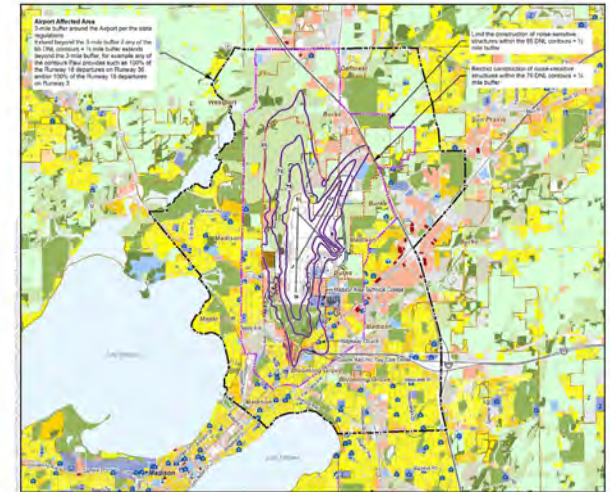
- Continue existing preferential runway use program (recommending modified program)
- Construct a hush house for F-16C aircraft engine runups (completed & not needed)
- Build new 6,500-foot Runway 3/21 (completed)
- Runway 18 departures to turn southwest over the Oscar Meyer Station Railyard (shifting 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

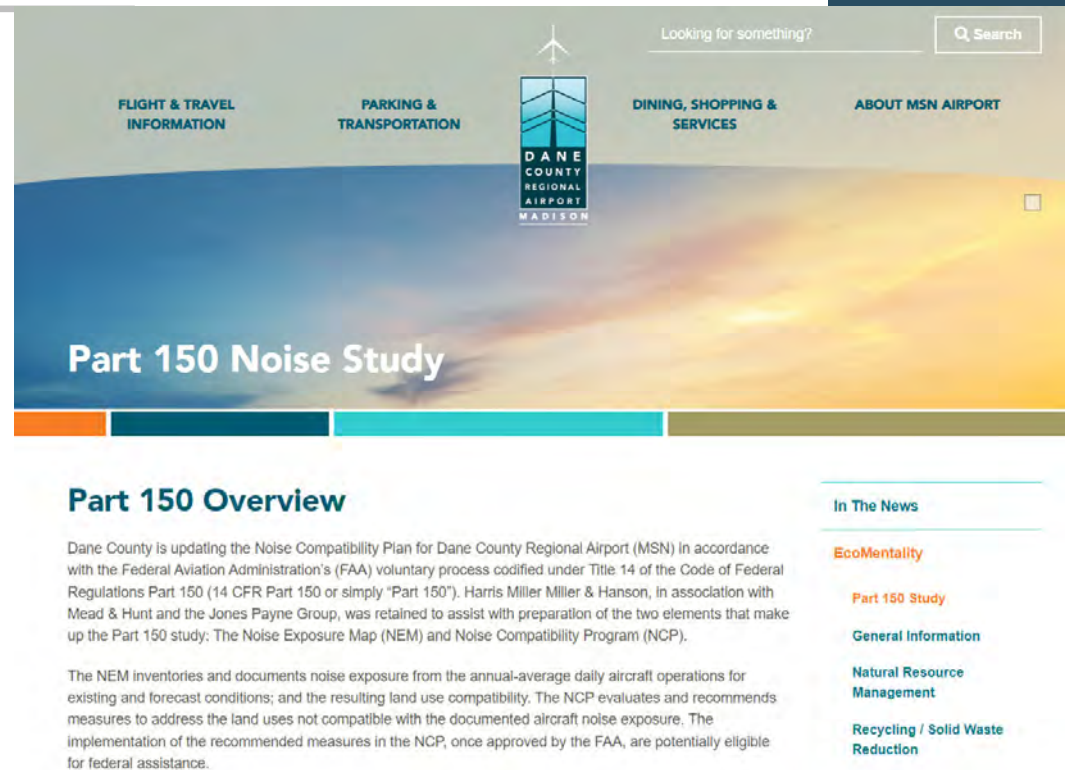


Wrap-Up and Discussion

- TAC questions, comments, and discussion
- Public Comments

MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnairport.com/about/ecomentality/Part-150-Study>
- Project email address:
part150study@msnairport.com
- Tim Middleton – HMMH Project Manager,
Contact: tmiddleton@hmmh.com
339.234.2816
- Michael Kirchner –
MSN Engineering Director
Contact: kirchner@msnairport.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 #7

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?

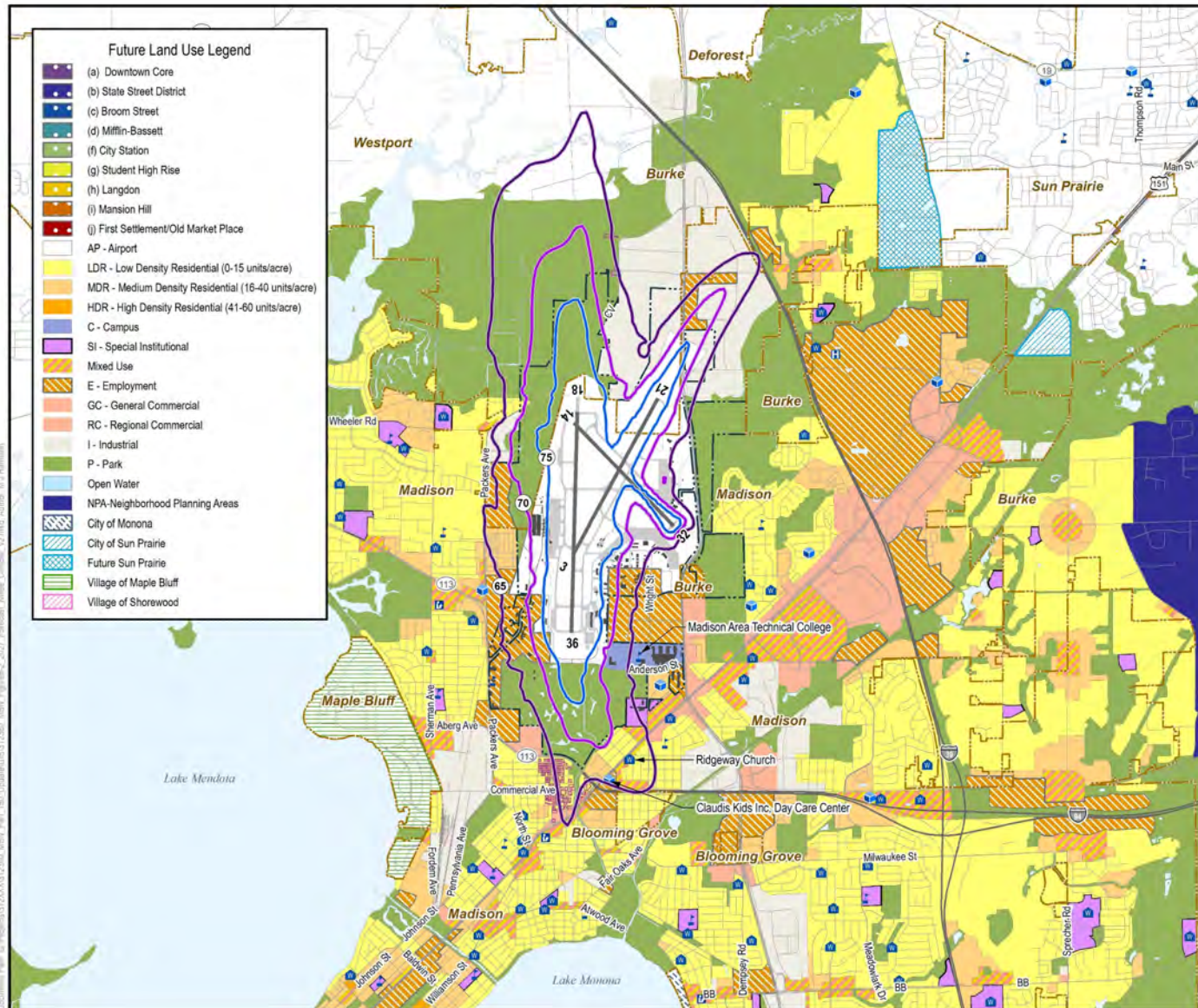
- Withdrew the existing NCP due to several factors
- Reviewing the recommended alternatives and amending them to better align with all interested stakeholders, including the Wisconsin Air National Guard (WIANG), the local land use jurisdictions, the FAA and adjacent communities.



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)





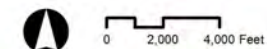
Dane County Regional Airport
Madison, Wisconsin

Figure 6-2:
Forecast Condition (2027)
FAA-accepted Noise Exposure Map

- 2027 Forecast Condition DNL Contour (65 dB)
- 2027 Forecast Condition DNL Contour (70 dB)
- 2027 Forecast Condition DNL Contour (75 dB)

- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Aviation Easement
- Building
- Railroad
- 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
- Hospital
- Library

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



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
<ul style="list-style-type: none"> • Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31. 	Recommended	Recommending
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review. 	Recommended	Recommending
<ul style="list-style-type: none"> • Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport. 	Recommended	Recommending
<ul style="list-style-type: none"> • 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

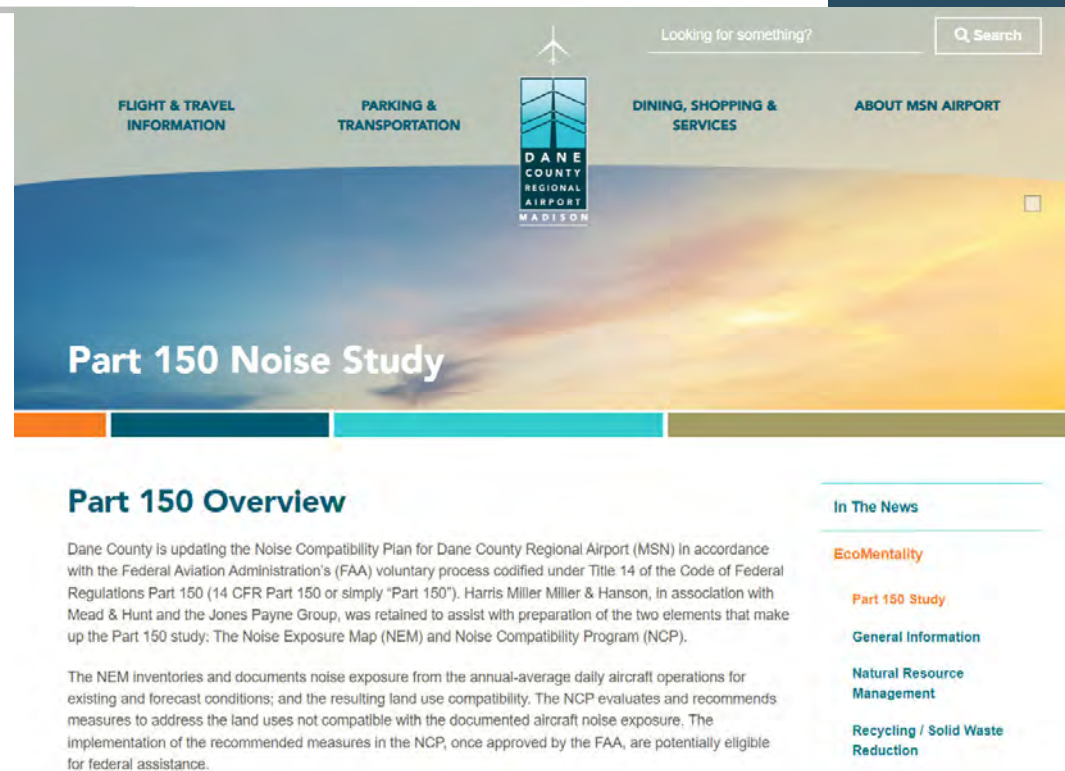
Meeting / Activity	Anticipated Purpose	Anticipated Date
2nd Technical Advisory Committee Meeting	Discuss updated recommendations for the amended NCP	October 20, 2025
NCP Public Comment Period	NCP 30-day public comment period	October 24- November 24, 2025
3rd Technical Advisory Committee Meeting	Present 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 #8

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)
	<ul style="list-style-type: none"> Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31. 	Recommended	Recommending	Short-Term
	<ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review. 	Recommended	Recommending	Short-Term
	<ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> 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

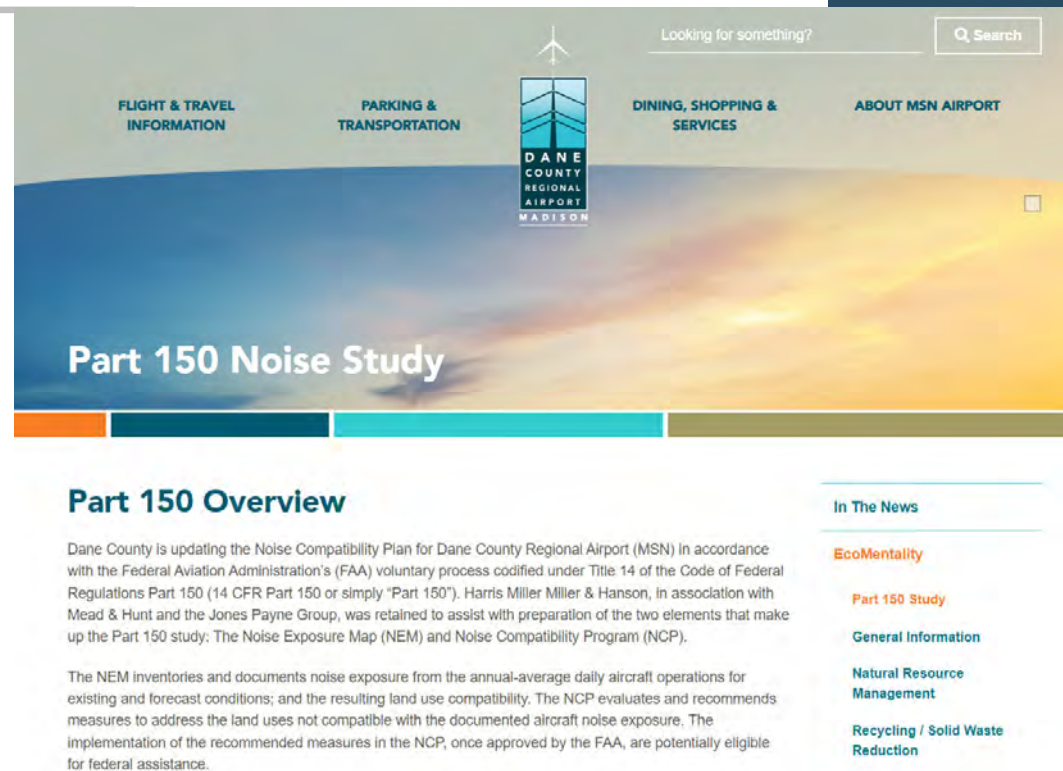
Meeting / Activity	Anticipated Purpose	Anticipated Date
2nd Technical Advisory Committee Meeting	Discuss updated recommendations for the amended NCP	October 20, 2025
NCP Public Comment Period	NCP 30-day public comment period	October 24- November 24, 2025
3rd Technical Advisory Committee Meeting	Present 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



MEETING SUMMARY

Subject: Dane County Regional Airport
Noise Compatibility Program (NCP) Amendment
Technical Advisory Committee (TAC) Meeting 9 Summary

Meeting Date: Thursday, November 6, 2025 (Hybrid meeting in-person and 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	Yes, virtual
WBOA staff	Mallory Palmer	Yes, virtual
Federal Aviation Administration (FAA) Airport District Office (ADO)	Emma Lienau	No, due to government shutdown/ attendance restrictions
FAA ADO	Bradley Grams	No, due to government shutdown/ attendance restrictions
FAA Air Traffic Control Tower (ATCT)	Nicholas Piechowski	No
ATCT	Samantha Rablin	No
Wisconsin Air National Guard (WIANG); 115 th Fighter Wing (FW) Representative	Col Ben Gerds	No, but 115 th FW attendees listed in "Other Attendees" below
Army Guard	Lt Col Nils Henderson	No
Delta Airlines	Rodney Dunkel	No
Wisconsin Aviation	Rick Petroff	No
City of Madison Planning Division	Dan McAuliffe	Yes, virtual
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	Michael Riechers	Yes
HMMH	Eugene Reindel	Yes
HMMH	Julia Nagy	Yes
Mead & Hunt	Brad Rolf	Yes
Mead & Hunt	Levi Ney	Yes

Other attendees:

Justin Delorit, 115th FW
Col Dan Statz, 115th FW
Lt Col Hellekson, 115th FW
Josh Leigel, Envoy/ American Airlines, virtual
Carrie Springer, Dane County Executive Office
Max Platts, WBOA



Meeting summary notes:

Mark Papko welcomed the group and provided opening remarks. Papko introduced the meeting agenda and explained the objective of the meeting to present final airport recommendations for the amended Noise Compatibility Program (NCP). Following the opening remarks, the Technical Advisory Committee (TAC), study team members, and other meeting attendees introduced themselves on the virtual Microsoft Teams call.

Eugene Reindel explained the roles and responsibilities for the various stakeholders in the Part 150 process. The airport recommends measures and submits to the Federal Aviation Administration (FAA) within the NCP document. The TAC, consultants, and FAA provide input to the NCP but the airport ultimately recommends measures for addressing noncompatible land use. The consultant team modifies the NCP to align with the needs of stakeholders. FAA approves or disapproves the measures within the NCP. FAA accepts the NCP as compliant with Part 150 standards. Reindel thanked the TAC for their continued participation. The airport seeks TAC support but ultimately the NCP reflects the airports recommendations. The public will review the amended NCP and participate in the public open houses and hearing to provide feedback. Reindel shared the information about the upcoming public meetings and public hearing this month.

Reindel reviewed the Part 150 study process briefly to show how far along the study has come. The study process previously included data analysis and land use analysis that the TAC provided feedback on. The study team has worked with the Air National Guard throughout the Part 150 process to obtain their input on the Noise Exposure Map (NEM) inputs and the NCP measures.

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 has been condensed. He thanked the TAC for supporting the expedited process.

Reindel reiterated that the meeting intends to review the measures that have changed within the NCP amendment. For the noise abatement measure related to noise abatement flight paths (Measure NA-1), the team identified that the implementation status is considered to be medium term. The team has shown within the NCP that if certain flight tracks are flown, these could reduce noise and avoid aircraft overflying educational facilities to the south of the airport. The FAA typically takes 3 to 5 years to develop and implement new flight procedures for noise abatement. Measure NA-8 involves runway reconfiguration and shows related noise benefits, specifically to the south of the airport. The longer runway would benefit both the Air National Guard operations and civilian operations. This measure is considered long-term as it would require evaluation in a Master Plan process, which could take 2 to 3 years, and associated environmental reviews and construction for projects could take 5 to 10 years.

Papko state the airport sent a memorandum to the Wisconsin Department of Transportation related to relocating Highway 51. The primary impetus is for protection of the existing runway protection zone. The projects at the front end of the Master Plan also include rehabilitation of Runway 18-36. The memo became public November 5, 2025. This is likely about 5 years out.

Reindel moved on to discuss land use measures. Measure LU-1 includes three major changes. The definitions of Zones A, B, and C were updated. The airport added reference to meeting federal standard interior noise level of 45 decibels. The City already encourages developers to build to this standard in residential development within noise affected areas. The airport added recognition of the City's investment in transportation corridors and suggests sound insulation in the design of new residential development. The goal is to comply with Part 150 and be sensitive to the City's growth plans.

Papko said this measure was updated with an intention to meet stakeholder input. This is meant to acknowledge the investment made by the City in the East Washington corridor. The City and the airport have a mutual goal of

responsible development. The measure is not intended to be restrictive, but it is also tailored to specific areas around the airport.

Dan McAuliffe stated the City's main concern is not with the language in the document. The City is generally on the same page that there will be development along East Washington and hopes to encourage or require sound insulation. If there is no funding, requirements may be difficult.

Reindel provided an overview of the two additional land use measures that were added to the document: LU-4 and LU-5. Measure LU-4 is related to monitoring for voluntary land acquisition of the Oak Park Terrace mobile home park. This measure enables the airport to potentially acquire the land should it be considered to be sold for another noncompatible land use. Measure LU-5 relates to the addition of a sound insulation program and aviation easements. There was previously public support for sound insulation, and this measure intends to meet public feedback.

Papko added that the sound insulation program and aviation easements are the highlight of this NCP. This offers a great short-term solution for affected residents as the airport works on reconfiguration of runways and other long-term noise reduction solutions. Contractor availability for this work may be a concern and could potentially delay implementation of this measure, but the airport seeks FAA funding to begin implementation of the program.

McAuliffe asked whether there is standard aviation easement language that would be used. The City has seen where easements are utilized and then conditions change, and there are unintended consequences. He asked if the airport could share an example of potential aviation easement language.

Reindel responded that there is currently more standard aviation easement language based on certain expectations from FAA. They all vary because they need to be approved by cities and local jurisdictions that have varying needs. The study team can share some aviation easement examples with McAuliffe. The aviation easement language would be reviewed and agreed upon by the City during implementation of this measure.

Reindel summarized that these were the main changes that were made to the NCP to address the needs of the TAC and the public. He went on to discuss the remaining schedule. He encouraged TAC participation at the upcoming public open houses on November 6 and at the public hearing on November 18. The Airport Noise Subcommittee Meeting will be held on November 18. The study team is already working on edits to the existing NCP and the responses to the existing public comments. The airport will reach out to the FAA for feedback in advance of the deadline so that the study team can begin to address FAA comments. He thanked the TAC for their continued participation.

Reindel moved on to specifics of open house and public hearing. He identified the next steps for the TAC. The airport sought to align with the interests of the TAC. The airport addressed concerns from the participants and compromised on solutions where needed. One item that would be beneficial for the FAA to see is that the amended NCP has TAC support. If your entity allows you to write a letter of support that would be beneficial. The airport will provide additional information related to letters of support following the TAC meeting.

Papko added that when it comes time for federal grant funding, it is helpful for the FAA to see letters of support for the NCP generally or for specific measures from TAC members. It is possible to include multiple comments within the letter if there are other items your organization would like to comment on. It would be great to see this support for the process. This will help bolster the case for funding down the road to show that the airport has stakeholder buy-in on the NCP. He encouraged the group to attend the public open houses as TAC members or members of the public. The Airport Noise Subcommittee Meeting and hearing will be a joint meeting held on November 18. He encouraged the group to attend this as well and voice their support or concerns in that venue.

Reindel explained that the public open houses on November 6 will include stations around the room. People can ask questions and leave comments. The team will encourage people to make comments and will encourage comments to be submitted as soon as possible. The public hearing will involve a short presentation on the airport's recommendations within the amended NCP. Then the public will be invited to make oral comments. The Airport

Noise Subcommittee will be in attendance to listen to the public comments. These will become part of the NCP record.

Papko added that the website has been updated with all of the NCP information.

Reindel added that the website includes a 1-page summary of the changes within the amended Draft NCP that serves as a good reference for anyone interested. This can be shared with others in your organizations.

MSN Noise Compatibility Program – *Amendment*

Dane County Regional Airport
Technical Advisory Committee Meeting #9

November 6, 2025



TAC #3 Agenda

- Introductions
- Roles & Responsibilities
- Part 150 Overview
- 2025 NCP Amendment
- Amended 2025 Airport-recommended NCP Measures
- Schedule
- Wrap up

Meeting Objective

- Present final Airport recommendations for the amended 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	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
- Update NCP in accordance with 14 CFR Part 150
- 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
- Position the Airport for future funding opportunities for NCP measures that benefit local communities



Noise Abatement - Airport Recommended Measures Medium to Long Term Implementation

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-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))

Land Use - Airport Recommended Measure LU-1 Updated Language

Number	Land Use Measures
LU-1	Maintain existing compatible land uses in the airport vicinity (LU-1)
	<ul style="list-style-type: none"> Redefine “airport affected area” in accordance with Wisconsin Statute 66.31. - <i>Updated Zone definitions</i>
	<ul style="list-style-type: none"> Encourage municipalities to recommend inclusion of sound attenuation standards for noise-sensitive development in new building designs for construction within the airport affected area. - <i>Added reference to meet Federal standard interior noise level of 45 decibels (dB)</i>
	<ul style="list-style-type: none"> Recommend amendment of local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.
	<ul style="list-style-type: none"> Discourage future residential development within the 65 DNL contour or adjacent to the Airport. - <i>Added recognition of City of Madison investment in transportation corridors and suggests sound insulation in design</i>
	<ul style="list-style-type: none"> Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans.

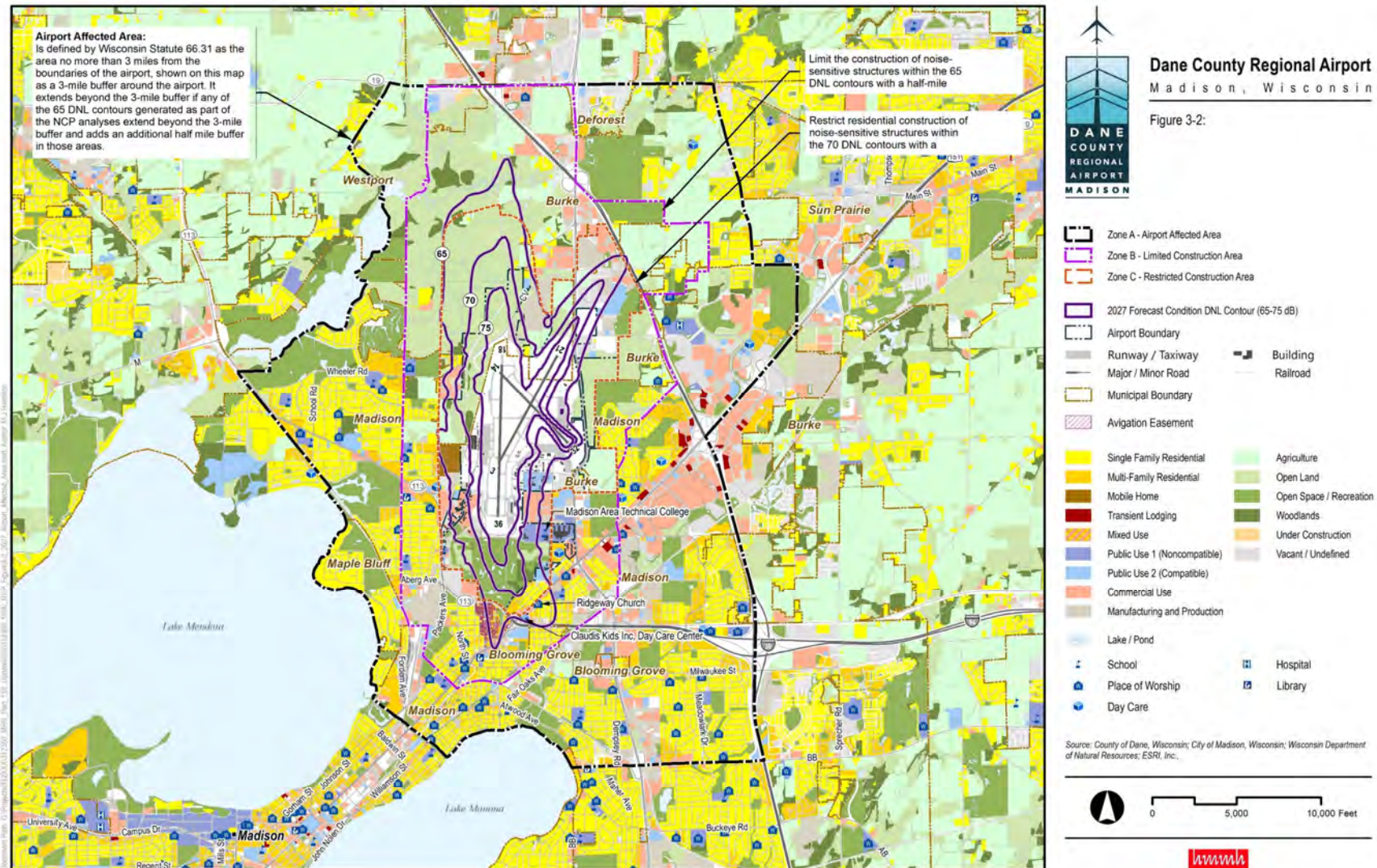


Land Use - Airport Recommended Measure LU-1 Updated Language

The Airport Sponsor recommends updating the definition of the “airport affected area” into three distinct “zones” to reflect the following land use compatibility goals and work with the local jurisdictions to implement the updated Airport Affected Area into their development plans:

- **Zone A – Airport Affected Area:** *Areas outside Zones B and C (described below) are not anticipated to have noise levels from MSN aircraft operations that result in noncompatible land uses. If any of the 65 DNL contours generated in accordance with 14 CFR Part 150 extend beyond the three-mile buffer, as suggested in Wisconsin Statute 66.31, add an additional half-mile buffer in those areas to account for any future noise exposure increases.*
- **Zone B – Limited Construction Area:** Limit the construction of noise-sensitive structures within the 65 DNL contours with a half-mile buffer, *with some notable exceptions such as along major transportation corridors; and encourage developers to provide increased sound reduction in their designs of the structures.*
- **Zone C – Restricted Construction Area:** Restrict residential construction of noise-sensitive structures within the 70 DNL contour with a quarter-mile buffer.

Airport Affected Area



Land Use - Airport Recommended Measures New in 2025 Amended NCP

Number	Land Use Measures	2024 Recommendation	2025 Recommendation	Implementation
LU-4	Monitor for voluntary land acquisition of the Oak Park Terrace mobile home	Not Recommended	Recommending	Long-Term (Acquire if and when property owner is interested in selling to an owner that would change the land use away from a mobile home park)
LU-5	Implement a sound insulation program to provide treatment to noise-sensitive structures within the 65-70 DNL noise contour <i>- Includes avigation easement language</i>	Not Recommended	Recommending	Short-Term (Implement when federal funding becomes available)

NCP Amendment Draft Schedule

Date	Action
September 10, 2025	Project kickoff and meeting with FAA
October 2, 2025	TAC Meeting #1
October 3, 2025	Airport Noise Subcommittee Meeting
October 20, 2025	TAC Meeting #2
October 24, 2025	Draft Revisions to FAA
October 24, 2025	Begin Public Review Period
November 6, 2025	TAC Meeting #3
November 6-8, 2025	Three Public Meetings (Weekday, Weeknight, Weekend)
November 18, 2025	Airport Noise Subcommittee Meeting and Public Hearing
November 24, 2025	Close of Public Review Period
Late November 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)

Public Outreach/ Remaining Schedule

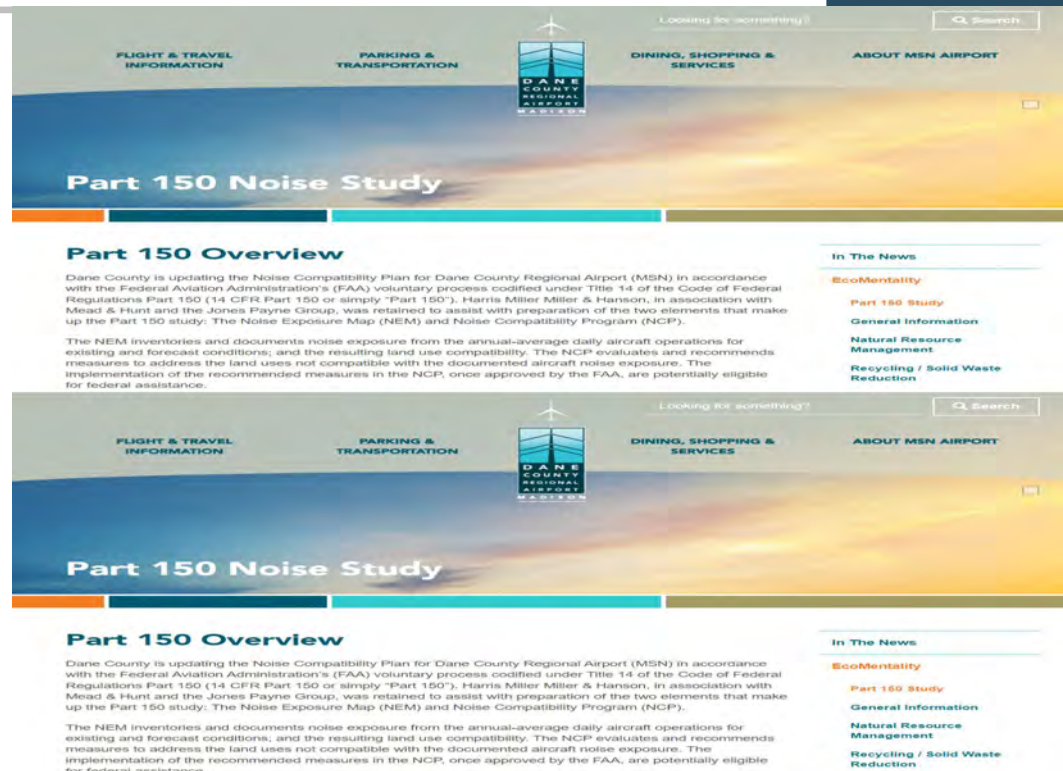
Meeting / Activity	Anticipated Purpose	Anticipated Date
NCP Public Comment Period	NCP 30-day public comment period	October 24- November 24, 2025
		November 6, 2025; 6:30 PM at MSN
Public Open Houses	Public Open Houses	November 7, 2025; 10:00 AM at MSN
		November 8, 2025; 9:30 AM at Madison College
NCP Public Hearing	NCP Public Hearing	November 18, 2025; 5:30 PM at MSN
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

Next Steps for the TAC

- Provide letters of support for the amended 2025 Draft Amended Dane County Regional Airport Noise Compatibility Program
 - Send letters of support via email to Mark Papko or Part150Study@msnairport.com by November 24, 2025
- Attend one or more of the public workshops this week (not mandatory but highly suggested)
- Attend the final public hearing on November 18, 2025 (not mandatory but highly suggested)

MSN Part 150 Study Website and Project Contacts

- Website:
<https://www.msnaairport.com/about/noise-abatement/part-150-study>
- Project email address:
part150study@msnaairport.com
- Julia Nagy- HMMH Project Manager
Contact: jnagy@hmmh.com
339.234.2946



Wrap-Up and Discussion

- TAC questions, comments, and discussion



Dane County

Meeting Agenda - Final

Airport Commission - Noise Abatement Subcommittee

Consider:

Who benefits? Who is burdened?

Who does not have a voice at the table?

How can policymakers mitigate unintended consequences?

Friday, October 3, 2025

3:00 PM

Hybrid Meeting: Attend in person at the Dane County Regional Airport; attend virtually via Zoom

See below for additional instructions on how to attend the meeting and provide public testimony.

Interpreters must be requested in advance; please see the bottom of the agenda for more information.

Los intérpretes deben solicitarse con anticipación; consulte el final de la agenda para obtener más información.

Yuav tsuam tau thov txog cov neeg txhais lus hau ntej; thov saib hauv qab kawg ntawm qhov txheej txheem rau cov ntaub ntawv ntiv.

يجب التقدم بطلب خدمات الترجمة مقدماً. يرجى الاطلاع على أسفل جدول الأعمال للمزيد من المعلومات

The Friday, October 3, 2025, 3:00 PM, Airport Commission - Noise Abatement Subcommittee meeting will be a hybrid meeting. Members of the public can either attend in person or virtually via Zoom.

The public can attend in person at the Dane County Regional Airport, 4000 International Lane, Madison, WI 53704, in Conference Room 1, located at the north end of the terminal past baggage claim.

The public can access the meeting virtually with the Zoom application or by telephone.

To join the meeting in Zoom, click the following link (after you fill out the form, the meeting link and access information will be emailed to you):

https://zoom.us/webinar/register/WN_h1z-wVEbTkqb7C9Gk5Rg

This link will be active until the end of the meeting.

To join the meeting by phone, dial-in using one of the following three toll-free phone numbers:

1-833-548-0276

1-833-548-0282

When prompted, enter the following Webinar ID: 999 4976 4014

PROCESS TO PROVIDE PUBLIC COMMENT:

IN PERSON: Any members of the public wishing to register to speak on/support/oppose an agenda item can register in person at the meeting using paper registration forms. **IT IS HIGHLY ENCOURAGED TO REGISTER VIA THE ZOOM LINK ABOVE EVEN IF YOU PLAN ON ATTENDING IN PERSON.**

In person registrations to provide public comment will be accepted throughout the meeting.

VIRTUAL: Any members of the public wishing to register to speak on/support/oppose an agenda item **MUST REGISTER USING THE LINK ABOVE** (even if you plan to attend using your phone). Virtual registrations to provide public comment will be accepted until 30 minutes prior to the beginning of the meeting.

In order to testify (provide public comment) virtually, you must be in attendance at the meeting via Zoom or phone, you will then either be un-muted or promoted to a panelist and provided time to speak to the body.

If you want to submit a written comment for this meeting, or send handouts for board members, please send them to the Airport Administrative Office - Julie Gallagher, gallagher.julie@msnairport.com, 608-246-3381

A. Call To Order

B. Introductions

C. Review of Amended Noise Compatibility Program Future Process

D. Discussion of Noise Related Concerns and Audience Questions

E. Public Comment on Items not on the Agenda

F. Such Other Business as Allowed by Law

G. Adjournment

Note: If you need an interpreter, translator, materials in alternate formats or other accommodations to access this service, activity or program, please call the phone number below—preferably at least three business days but no fewer than 24 hours prior to the meeting.

Nota: Si necesita un intérprete, un traductor o materiales en formatos alternativos o cualquier otra adaptación para tener acceso a este servicio, actividad o programa, llame al número de teléfono que puede encontrar a continuación — de preferencia con al menos 3 días de anticipación y como mínimo 24 horas antes del evento en cuestión.

Sau tseg: Yog koj xav tau ib tug neeg txhais lus, txhais ua ntaub ntawv, cov ntaub ntawv uas nyob rau lwm yam kev lawm los sis lwm yam kev pab nkag rau qhov kev pab no, kev ua si los sis kev pab cuam, thov hu tus xov tooj rau hauv qab no—xav kom hu li peb hnuv ua ntej tuaj tab sis tsis pub tsawg tshaj 24 xuab moos ua ntej rau lub rooj sib tham no.

ملحوظة: إذا كنت بحاجة لترجمة شفوية أو كتابية أو مواد بصيغة مختلفة أو تسهيلات أخرى للحصول على هذه الخدمة أو النشاط أو البرنامج، يرجى الاتصال برقم الهاتف أدناه قبل ثلاثة أيام عمل رسمية على الأقل من تاريخ الجلسة.

Julie Gallagher, Administrative Services, 608-246-3381, TTY WI RELAY 711

AIRPORT NOISE SUBCOMMITTEE

October 3rd, 2025



Information Refresh – Part 150 Study Overview

- Voluntary FAA-defined process for airport noise studies
 - Provides access to FAA funding for some approved measures
 - Well-established, understood, accepted, and comprehensive process
- Two primary elements
 - Noise Exposure Map (NEM)
 - Noise Compatibility Program (NCP)
- Consultation required with:
 - All local, state, and federal entities with control over land use within DNL 65+ dB
 - FAA regional officials, regular aeronautical users of the airport
 - All parties interested in review of and comment on the draft
- Opportunity must be offered for a final public hearing on the NCP

Information Refresh – NEM Overview

- 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)
- FAA “accepts” NEM as compliant with Part 150 standards

Dane County Regional Airport
Madison, Wisconsin

Figure 6-2:
Forecast Condition (2027)
Noise Exposure Map



Information Refresh – 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)

What is the end 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

Background and Previous Timeline

- The County, as the owner and operator of MSN, submitted the NEM update in December 2022, which contained the official NEM representing existing conditions (2022) and forecast conditions (2027).
- The FAA accepted the 2022 NEM update as meeting Part 150 requirements in a letter dated December 21, 2023.
- The County conducted a two-year effort including stakeholder and public outreach and subsequently submitted the MSN NCP update to the FAA in November 2024
- The NCP contained several noise abatement, land use and programmatic recommendations to address the incompatible land uses identified in the NEM update.

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.

What will be different in the amended NCP?

- Key themes of the NCP Amendment:
 - Categorizing alternatives into short, medium, and long-term opportunities
 - Airport Master Plan -1993
 - Airport Layout Plan – 2018
 - NCP - 2024
 - Evaluation of entering the Residential Sound Insulation Program
 - Reengaging Noise TAC (Technical Advisory Committee) for alignment
 - Opportunities for public to comment/recommend alternatives in the amended NCP.

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)

Questions?

Mark Papko, Executive Director
Dane County Regional Airport
608-246-3390 • Papko.Mark@msnairport.com





Dane County

Minutes - Final Unless Amended by Committee

Airport Commission - Noise Abatement Subcommittee

Consider:

Who benefits? Who is burdened?

Who does not have a voice at the table?

How can policymakers mitigate unintended consequences?

Friday, October 3, 2025

3:00 PM

Hybrid Meeting: Attend in person at the Dane County
Regional Airport; attend virtually via Zoom

A. Call To Order

Chair Ilstrup called the meeting to order at 3:03 PM.

Airport Staff in attendance: Mark Papko, Julie Gallagher, Adam Ussher.

Technical Advisory Group Members in Attendance: Chris Reid (Mead & Hunt),
Gene Reindel (HMMH)

Additional Present: Supervisor CHAWLA, Carrie Springer, Office of County
Executive.

Members of the Public: Catherine Stephens, Ingram Mrill, Scott Pigg, Steve
Books, Meghan Swanson

Present 4 - JASON ILSTRUP, ANGELA THOMAS, Supervisor TOMMY RYLANDER, and City of
Madison JULIA MATTHEWS

B. Introductions

Chair Ilstrup asked subcommittee members, staff and all present in the room to
introduce themselves.

[2025](#)
[MIN-359](#)

MINUTES OF THE 10.3.2025 NOISE SUBCOMMITTEE OF THE AIRPORT
COMMISSION

Attachments: [10.03.2025 Noise Registration](#)
[2025 MIN-359 MINUTES OF THE 10.3.2025 NOISE SUBCOMMITTEE](#)

C. Review of Amended Noise Compatibility Program Future Process

Director Papko, shared and discussed a presentation on the history, process,
goal, and reasons for the Airport withdraw from the Noise Compatibility Program
(NCP). The presentation further detailed the next steps and anticipated timeline
of Technical Advisory Committee (TAC) meetings, Public Meetings in order to
resubmit our NCP in the necessary timeline, ideally the end of November. This
new timeline adheres to the 180 day Federal Registration notice, putting the
Airport in alignment with Federal Grant issuance of July - September 2026.

[2025](#)
[PRES-175](#)

AIRPORT NOISE SUBCOMMITTEE 10032025 PRESENTATION

Attachments: [Airport Noise Subcommittee 10032025](#)

D. Discussion of Noise Related Concerns and Audience Questions

E. Public Comment on Items not on the Agenda

Public testimony was provided by Steve Books, Scott Pigs, and Catherine Stephens.

F. Such Other Business as Allowed by Law

G. Adjournment

Minutes respectfully submitted for approval, Julie Gallagher, Administrative Services



Dane County

Meeting Agenda - Final

Airport Commission - Noise Abatement Subcommittee

Consider:

Who benefits? Who is burdened?

Who does not have a voice at the table?

How can policymakers mitigate unintended consequences?

Tuesday, November 18, 2025

5:30 PM

Hybrid Public Hearing at the Dane County
Regional Airport; virtually via Zoom.

HYBRID PUBLIC HEARING FOR COMMENTS ON SUBMISSION OF THE AMENDED DANE COUNTY REGIONAL AIRPORT NOISE COMPATIBILITY PROGRAM.

The Dane County Regional Airport will host a hybrid public hearing on Tuesday, November 18, 2025, at 5:30 PM for public comment on the amended noise compatibility program. Members of the public can either attend in person or virtually via Zoom.

The public can attend in person at the Dane County Regional Airport, 4000 International Lane, Madison, WI, 53704 in Conference Room 1, located at the north end of the terminal, past baggage claim.

The public can access the meeting virtually with the Zoom application or by telephone.

To join the meeting in Zoom, click the following link (after you fill out the form, the meeting link and access information will be emailed to you):

https://zoom.us/webinar/register/WN_oYdUzX5WRjiwlko3kl18Pw

This link will be active until the end of the meeting.

To join the meeting by phone, dial-in using one of the following toll-free phone numbers:

1-833-548-0276

1-833-548-0282

When prompted, enter the following Webinar ID: 951 6984 6762

A. 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 Airport is amending the Noise Compatibility Program (NCP) as of fall 2025. The amended draft NCP document will be available for public review and comment from October 24, 2025 to November 24, 2025. During the review period, an electronic version of the document will be available online at <https://www.msnairport.com/about/noise-abatement/part-150-study>. Public comments will be accepted throughout the review period. Comments can be emailed to part150study@msnairport.com. Public comments will be accepted both orally and via comment forms at the public hearing

1. Introduction and overview of the Noise Compatibility Program submittal process.

2. Public Comment

B. Adjournment

AIRPORT COMMISSION NOISE ABATEMENT SUBCOMMITTEE MEETING & PUBLIC HEARING

Dane County Regional Airport
Amended 2025 Noise Compatibility Program
November 18, 2025



2025 Noise Compatibility Program Amendment Goals

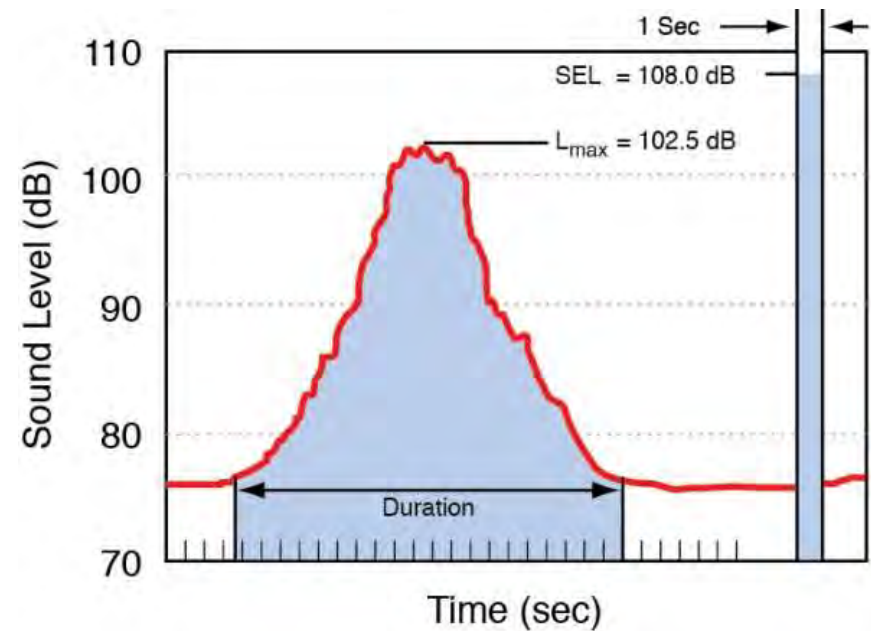
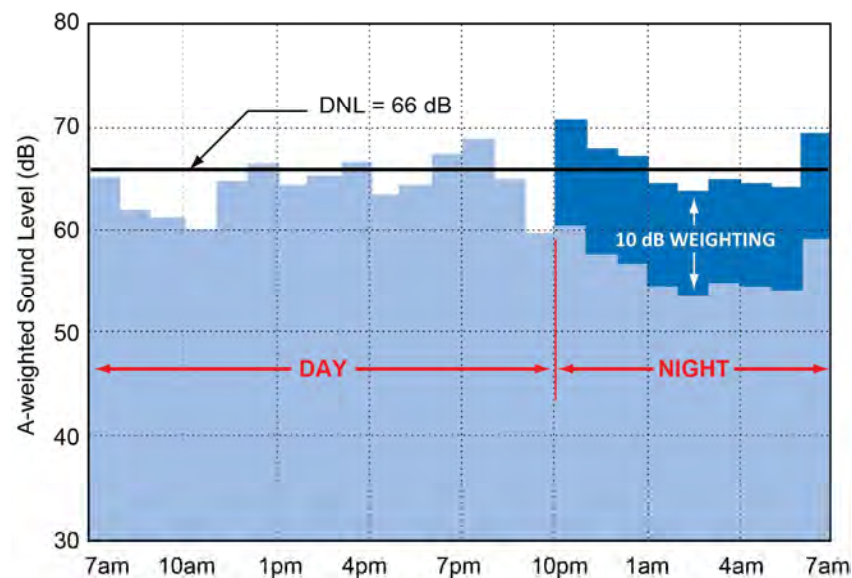
- Reduce existing and future incompatible land uses identified in the 2027 Noise Exposure Map
- Increase stakeholder buy-in on Noise Compatibility Program measures and implementation processes
- Position the Airport for future funding opportunities for Noise Compatibility Program measures that benefit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

Part 150 Study Overview

- Voluntary FAA-defined process for airport noise studies
 - Provides access to FAA funding for some approved measures
 - Well-established, understood, accepted, and comprehensive process
- Two primary elements
 - Noise Exposure Map (NEM)
 - Noise Compatibility Program (NCP)
- Consultation required with:
 - All local, state, and federal entities with control over land use within DNL 65+ dB
 - FAA regional officials, regular aeronautical users of the airport
 - All parties interested in review of and comment on the draft
- Opportunity must be offered for a final public hearing on the NCP

Noise Terminology

- Maximum Noise Level (L_{\max})
- Sound Exposure Level (SEL)
- Equivalent Sound Level (L_{eq})
- Day-Night Average Sound Level (DNL)



Noise Exposure Map (NEM) Overview

- 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)
- FAA “accepts” NEM as compliant with Part 150 standards

Dane County Regional Airport
Madison, Wisconsin

Figure 6-2:
Forecast Condition (2027)
Noise Exposure Map



Land Use Assessment for 2027 Forecast Conditions

The 2027 Forecast Condition identified a number of potentially non compatible housing units as shown in the table below and the following four noise-sensitive sites within the 65 DNL contour:

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

Forecast 2027 Combined 65 – 75 DNL Contours

	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 Process



Airport-Recommended Noise Abatement Measures

Number	Noise Abatement Measures	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	Medium-Term 3-5 years for FAA to design and implement
NA-2	Encourage aircraft departing Runway 32 to pass through 2,500 feet Mean Sea Level (MSL) before turning left	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	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	Implemented
NA-5	Encourage use of the established visual approach and departure corridors for helicopters	Implemented

Airport-Recommended Noise Abatement Measures (Continued)

Number	Noise Abatement Measures	Implementation
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 Wisconsin Air National Guard (WIANG)
NA-7	Encourage jet aircraft operators to use Noise Abatement Departure Profiles (NADP)	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 - lengthen Runway 3/21 for F-35A aircraft & shift Runway 18/36 north	Long-Term Requires evaluation in Airport Master Plan process (2-3 years), environmental review, and construction (5-10 years)
NA-9	Encourage WIANG 115th Fighter Wing to limit non-emergency F-35A aircraft operations to the daytime (7:00 am - 10:00 pm)	Implemented

Airport-Recommended Land Use Measures

Number	Noise Abatement Measures	Implementation
LU-1	Maintain existing compatible land uses in the airport vicinity (LU-1):	Short-Term Responsibility of land use jurisdictions
	<ul style="list-style-type: none"> Redefine “airport affected area” in accordance with Wisconsin Statute 66.31. 	
	<ul style="list-style-type: none"> Encourage municipalities to recommend inclusion of sound attenuation standards for noise-sensitive development in new building designs for construction within the Airport Affected Area. 	
	<ul style="list-style-type: none"> Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review. 	
	<ul style="list-style-type: none"> Discourage future residential development within the 65 DNL contour or adjacent to the Airport. 	
	<ul style="list-style-type: none"> Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans. 	

Airport-Recommended Land Use Measures (Continued)

Number	Noise Abatement Measures	Implementation
LU-2	Continue voluntary land acquisition of noncompatible land uses inside the 70 DNL noise contour	Long-Term - Awaiting properties to become available
LU-3	Continue voluntary land acquisition in Cherokee Marsh and Token Creek Park areas should they be considered for noise-sensitive use	Long-Term Awaiting properties to become available
LU-4	Monitor for voluntary land acquisition of the Oak Park Terrace mobile-home community and relocate the residences	Long-Term - Acquire only if the property becomes available
LU-5	Implement a sound insulation program to provide treatment to noise-sensitive structures inside the 65 DNL noise contour	Short-Term - Implement when federal funding becomes available

Airport-Recommended Program Management Measures

Number	Noise Abatement Measures	Implementation
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 response 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-Term Update when the NCP measures no longer adequately address noncompatible land

Anticipated 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, 2025	TAC Meeting #3
November 6-8, 2025	Three Public Meetings
November 18, 2025	Airport Noise Subcommittee Meeting and Public Hearing
November 24, 2025	Close of Public Review and Comment Period
Late November 2025	Submit Amended NCP to FAA
12-2025 through 06-2026	180 Day Federal Register Notice Timeline
07-2026 through 09-2026	Receive FAA approval of NCP (Eligible for grant funding)

Public Comment





UNITED STATES
HOUSE OF REPRESENTATIVES

November 24, 2025

Rebecca MacPherson
Great Lakes Region Regional Administrator
Federal Aviation Administration
O'Hare Lake Office Center
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Regional Administrator MacPherson,

I am writing to support the amendment to the Dane County Regional Airport Noise Compatibility Program. I believe the updated draft better aligns with community feedback and puts Dane County Regional Airport (DCRA) in a stronger position to receive federal funds for noise mitigation funding for qualified homes near the airport.

The NCP serves as the primary vehicle for guiding and coordinating the combined efforts and actions of essential agencies attempting to achieve a maximum degree of aircraft noise compatibility between an airport and its neighbors. I applaud the work of community stakeholders, local government partners, and the public for providing their feedback and input, much of which was included in the updated draft.

As an elected official whose constituents are served by DCRA, I know there is strong community support for securing a grant to help alleviate noise-related challenges facing our communities. The amendment allows more potential recommended NCP measures to maximize funding opportunities and addresses the incompatible land uses identified in the 2022 Noise Exposure Map. While the amendment makes many improvements to the draft NCP, it also maintains the previous recommendations made.

Again, I would like to extend my support for the updated Dane County Regional Airport Noise Compatibility Program and appreciate your work on this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Pocan', with a stylized flourish at the end.

Mark Pocan
Member of Congress



DANE COUNTY

Melissa Agard
County Executive

November 21, 2025

Director Mark Papko
Dane County Regional Airport
4000 International Lane
Madison, WI 53704

Via email

Dear Director Papko,

I am writing to express my strong support for the amended Draft Dane County Regional Airport (DCRA) Noise Compatibility Program (NCP). As the Dane County Executive I have a strong interest and responsibility to ensure the DCRA puts forth the best draft possible to the Federal Aviation Administration. The amended version addresses many concerns raised by our community during public engagement and I support the additional measures recommended in the amended draft.

I appreciate the time the airport team took to meet with community members and stakeholders about changes to the NCP draft. I attended one of the three public meetings hosted by the airport to inform the community about the amended NCP and was happy to see them well attended and witness the amount of time your team members spent answering questions from attendees.

I was pleased to see the amended version did not remove any of the previous recommendations and focused on adding additional potential mitigation options. This will better position the airport to bring in noise mitigation funding to our community and I fully support those efforts.

Please don't hesitate to reach out if I can help support the amended draft NCP in any other way.

Sincerely,

Melissa Agard
Dane County Executive



DANE COUNTY
BOARD of
SUPERVISORS

Dane County Regional Airport
Mark Papko, Executive Director
4000 International Lane
Madison, WI 53704

November 24, 2025

Dear Executive Director Papko,

We are writing to support the amendment to the Dane County Regional Airport Noise Compatibility Program (NCP). We believe the updated draft better aligns with community feedback and puts Dane County Regional Airport (DCRA) in a stronger position to receive federal funds for noise mitigation for qualified homes near the airport.

The NCP serves as the primary vehicle for guiding and coordinating the combined efforts and actions of essential agencies attempting to achieve a maximum degree of aircraft noise compatibility between an airport and its neighbors. We applaud the work of community stakeholders, local government partners, and the public for providing their feedback and input, much of which was included in the updated draft.

As local elected officials whose constituents are served by DCRA, we know there is strong community support for securing a grant to help alleviate noise-related challenges facing our communities. The amendment allows more potential recommended NCP measures to maximize opportunities and address the incompatible land uses identified in the 2022 Noise Exposure Map. While the amendment makes many improvements to the draft NCP, it also maintains the previous recommendations made.

Again, we extend our support for the updated Dane County Regional Airport Noise Compatibility Program and appreciate your work on this important matter.

Sincerely,

Patrick Miles
Chair & Supervisor, District 34

Matt Veldran
Supervisor, District 4

Keith Furman
Supervisor, District 10

Tommy Rylander
Supervisor, District 12

Jeffrey Kroning
Supervisor, District 21

David Boetcher
Supervisor, District 25

Don Postler
Supervisor, District 29

OFFICE OF THE DANE COUNTY BOARD OF SUPERVISORS

City-County Building, Room 362, 210 Martin Luther King, Jr. Blvd., Madison, WI 53703
(608) 266-5758 | <https://board.danecounty.gov/>



**WISCONSIN AIR NATIONAL GUARD
HEADQUARTERS 115TH FIGHTER WING (ACC) (ANG)
MADISON WISCONSIN 53704-2529
3110 MITCHELL STREET**

06 December 2025

Colonel Benjamin M. Gerds
Commander
115th Fighter Wing
3110 Mitchell Street
Madison, WI 53704

Mr. Mark Papko
Airport Director
Dane County Regional Airport
4000 International Lane
Madison, WI 53704

Dear Mr. Papko

As a Dane County Regional Airport (DCRA) Noise Compatibility Program (NCP) Technical Advisory Committee member and local community partner, the 115th Fighter Wing is in full support of the October 2025 draft submission. The NCP planning updates accomplished in accordance with Title 14, CFR Part 150 support enduring needs of the 115th Fighter Wing mission while addressing 2022 Noise Exposure Map identified incompatible land use. Collaborative efforts such as these are crucial for ensuring the continued local support the Air Force receives.

The 115th Fighter Wing firmly believes the multi-term approach included in the 2025 NCP amendments achieved stakeholder consensus that best benefits the locally impacted population. Maintaining proven business practices executed from the existing NCP while continuing to explore flight paths that avoid educational facilities are in the best interest of the critical Air Force community relationship. Additionally, recognizing the differing F-35 flight characteristics from the previous F-16 mission, it is prudent to consider runway reconfigurations as a longterm noise abatement measure. The 115th is committed to being a full partner in DCRA Master Planning activities to achieve noncompatible land use efforts.

I greatly appreciate the partnership shared by all DCRA stakeholders and your inclusion of my team as a NCP Technical Advisory Committee member. If I or my team can be of further assistance, please do not hesitate to contact me by phone at 608-245-4501 or via email at benjamin.gerds@us.af.mil.

Sincerely

BENJAMIN M. GERDS, Colonel, WI ANG
Commander

Dedicated to Excellence