

## Appendix G: 2024 and 2025 Public Comments

This appendix includes:

- Responses to Public Comments Received (2024)
- Responses to Public Comments Received (2025)
- Copies of Public Comments Received, including Transcript from Public Hearing (2024)
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## Responses to Public Comments Received (2024)



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Dane County Regional Airport (MSN)

Title 14 CFR Part 150 Airport Noise Compatibility Planning Study

2024 Noise Compatibility Program (NCP) Update

2025 Updated Responses to 2024 Public Comments Received

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Updated Response to Comment
Tom	McClintock	N/A	N/A	Madison	Public meeting	1	Noise abatement/Mitigation	I'm glad the use of the afterburner at takeoff is being minimized and taking off to the North is preferred. Minimizing taking off and circling around to the west and land should be avoided.	The WIANG has implemented the use of noise abatement departure profiles (NCP Noise Abatement Measure NA-7), which does not use afterburner, when winds allow during departures and request to take off north even during times when the airport is in south flow (NCP Noise Abatement Measure NA-6). The overhead pattern arrivals - those that have the aircraft fly over the airport, turn to the west to go around and land - will continue as those are required under the current mission.
Brooke	Boelman	N/A	N/A	Madison	Public meeting	2	Noise abatement/Mitigation	My husband and I live in Whitetail Ridge Neighborhood west of the airport. Our home is just outside the projected 65 dB contour. We've lived in our home for 2 years and while most airport noise is bearable we are concerned about excessive noise from the F-35s. It's varied in when they take off/return, and in noise depending on the day. We would like to be considered for the noise abatement measures program because we are impacted by the F-35 noise. We don't want to wait 5 more years to see if the projected 2027 map was accurate or not. I suspect dBs will be higher than projected.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore residences that fall outside of the 65 contour are not eligible for sound insulation treatment under this program. To be eligible for federal grants to sound insulate homes, the FAA requires that the Noise Exposure Map be updated regularly to be sure it reflects current and/or forecast conditions. As a result, the noise exposure contours can change over the years. See NCP Section 3.2.5 for more information. The Airport Sponsor recognizes that favoring departures to the north and arrivals from the north provides noise abatement benefits to the heavily populated areas south of the Airport. Mutiple measures within the NCP intend to address this concern as described in detail in the response to Comment 5.
Jane	Lauengeo	N/A	4 Lakes Driving School	Madison	Public meeting	3	General	We airforce people understand planes got to practice at night. But really you should have described how my house would "settle" because the property is also built on marsh grounds. I already suffer from migraine headaches, before the airport expansion project was described to me in 2017 (working at another company). It's super artificially being forced down resident's throats. My appeal to City of Madtown to lower my assessed value was denied - so basically we as homeowners have no say. Quit taking pictures!!	As described in Section 2.2.9, NCP Noise Abatement Measure NA-9 encourages the Wisconsin Air National Guard 115th Fighter Wing to continue limiting F-35A aircraft operations to the daytime (7:00 a.m. to 10:00 p.m.) as practicable. This measure intends to address community concerns related to F-35A aircraft noise during the nighttime hours. The WIANG has implemented this measure but there may be circumstances in which itinerant military aircraft or emergency scramble operations require nighttime arrivals and/or departures.
Cindy	Krivanek	N/A	N/A	DeForest	Public meeting	4	Noise abatement/Mitigation	We need a noise control on Danielle RD DeForest WI. When the jets go over, we can't even hear each other talk, and that is inside of our house. I think people in this area of the noise should get windows and insulation to help with the noise.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). This measure intends to address the incompatible land uses within the 65 DNL contour of the FAA accepted 2027 Noise Exposure Map contained within the 2022 MSN NEM update.

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Maybeth	Wilk	N/A	N/A	Madison	Public meeting	5	Noise Abatement/Mitigation	I think it would be beneficial to extend the length of the runway so that planes can take off/land more over less densely populated areas. This I assume may require the airport to aquire more land north? I am very concerned about the increased flights and the noise. It will definitely affect my ability to really sit outside on my deck and enjoy my garden and socializing with my neighbors. I guess I will need to acquire a good pair of earplugs to have on me at all times. I also feel that even if someone moved into a home after 1998, they still should receive eligibility for remediation because the noise level of F35 was not in the public awareness at that time that they purchased and is much greater than the sound level they thought they had to endure.	<p>The Airport Sponsor recognizes that favoring departures to the north and arrivals from the north provides noise abatement benefits to the heavily populated areas south of the Airport. Mutiple measures within the NCP intend to address this concern. NCP Noise Abatement Measure NA-6 recommends modifying the preferential runway use program at MSN as follows (See NCP Section 2.2.6):</p> <ul style="list-style-type: none"><li>• Continue the preferential runway use (Section 2.2.6.1), including departures from Runways 3, 32, and 36 and arrivals to Runways 14, 18, and 21. This measure directs aircraft to and from the north, away from the City of Madison.</li><li>• Encourage the 115th Fighter Wing to continue using Runway 3 for scramble operations (Section 2.2.6.2). Greater use of Runway 3 for F-35A scramble departures is anticipated to further reduce the amount of noncompatible land use to the south of the airfield as shown in the forecast 2027 NEM.</li><li>• Encourage the 115th Fighter Wing to request Runways 3 or 36 during south flow operations (Section 2.2.6.3). This measure intends to reduce noise to the south and southeast from F-35A departures on Runway 18.</li></ul> <p>NCP Noise Abatement Measure NA-6 has been implemented by the Airport Sponsor in collaboration with the 115th Fighter Wing. NCP Noise Abatement Measure NA-8 (Section 2.2.8) recommends extending Runway 3/21 to allow for additional WANG aircraft operations on this noise abatement runway and to further reduce noncompatible land uses to the south of the Airport (Section 2.2.8.1). The Airport Sponsor recommends planning for a reconfiguration of Runway 18/36 (Section 2.2.8.2). The Airport Sponsor plans to assess this recommended NCP measure with the next MSN Airport Master Plan Update. Planning processes would be expected to take three or more years; construction would take five to ten years after approval of this measure. Avigation easements grant airspace rights to the Airport and can be effective in eliminating noncompatible land uses (Section 3.1.10). Avigation easements are included under NCP Land Use Measure LU-5 (Section 3.2.5).</p> <p>The October 1, 1998 eligibility date for sound insulation is based on year of construction rather than the date the resident move into the home.</p>
Dennis	Noonan	N/A	N/A	Madison	Public meeting	6	Health effects	Thank you for your commitment to noise abatement and good community relatons. I'm most concerned about the cumulative effect the F-35As will have on the quality of life in this neighborhood. Noise pollution, especially for children, will certainly negatively affect health. I understand the desire to maintain a strong defense system, but judge our perceived threat to be exaggerated, not in line with reality. Great presentations! I appreciate your presence here today.	<p>Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>
Michelle	Voigts	N/A	N/A	Madison	Public meeting	7	Noise abatement/Mitigation	I am located very close to the 65 zone which qualify for possible sound insulation funding. It is my hope that funding will be available to sound proof our home (it is a 1950s built home) as it will likely need updates. It would be great if the flight tracks would head out further into the country versus flying over the city of Madison. it would impact businesses, golf courses, and schools on the north side.	<p>The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore residences that fall outside of the 65 contour are not eligible for sound insulation treatment under this program. To be eligible for federal grants to sound insulate homes, the FAA requires that the Noise Exposure Map be updated regularly to be sure it reflects current and/or forecast conditions. As a result, the noise exposure contours can change over the years. The Airport Sponsor recognizes that favoring departures to the north and arrivals from the north provides noise abatement benefits to the heavily populated areas south of the Airport. Mutiple measures within the NCP intend to address this concern as described in detail in the response to Comment 5.</p>

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Casimiro	Salas	N/A	N/A	DeForest	Public meeting	8	DNL/threshold	Please look into expanding the 65 area. As of now with the F35 coming and going it is hard to have a discussion in our house because they are so loud. I know it's a long process but your consideration would be appreciated, thank you.	The noise contours for this study were prepared in accordance with federal regulation using the FAA's computer model, Aviation Environmental Design Tool (AEDT), which was used for the modeling of civilian aircraft, and the Department of Defense's computer model, NoiseMAP, which was used for the modeling of military aircraft. Both models use airport-specific information (e.g., runway data); flight track information; aircraft operation levels distributed by time of day, aircraft fleet mix, and aircraft altitude profiles to develop noise exposure contours. As described in Section 4.2.3, the Airport Sponsor recommends regular updates of the Noise Exposure Map (NCP Program Management Measure PM-3). The FAA requires airport operators to maintain Noise Exposure Maps that reflect current or reasonably projected conditions in order to obtain FAA funding for noise programs. According to Table 1 of Appendix A in Title 14 of the Code of Federal Regulations Part 150 all land uses are compatible with aircraft noise exposure less than 65 dB in terms of the Day-Night Average Sound Level (DNL). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. Therefore, "expanding" the noise contours would only occur if there are future changes in the number or type of operations at the airport.
Darren	Helgesen	N/A	N/A	Madison	Public meeting	9	Noise Abatement/Mitigation	I live very close to the 65 zone and would like to know of any funding would be available to insulate and sound proof my home. Also would like to know possible flight times, be ideal if they could end flights before 9pm.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore noise-sensitive structures that fall outside of the 65 contour are not eligible for sound insulation treatment under this program. Based on FAA regulations, the Airport cannot restrict flights. As described in Section 2.2.9, NCP Noise Abatement Measure NA-9 encourages the Wisconsin Air National Guard 115th Fighter Wing to continue limiting F-35A aircraft operations to the daytime (7:00 a.m. to 10:00 p.m.) as practicable.
Kelly	Kearns	N/A	N/A	Madison	Public meeting	11	Land use	Language in land use mitigation proposals should be stronger. 'Consider impacts' means you don't have to do it. The plan should 'minimize impacts' to low income communities and school children. The plan should address noise outside of the 65 contour line. There are significant land uses very nearby that are incompatible. The FAA should pay for noise mitigation for the schools and dog cares near the 65 contour line. Planners should make an effort to meet with (in their neighborhood) the communities that are most impacted-mobile home, low income apts and others that are in the incompatible use zone.	Land use control is the responsibility of the local jurisdictions; not the Airport Sponsor nor the FAA. As members of the Technical Advisory Committee, the local land use jurisdictions are in support of the Airport-recommended measure to maintain land use compatibility. As described in Section 3.2.1 (NCP Land Use Measure LU-1), the Airport Sponsor recommends maintaining existing compatible land uses in the Airport vicinity by working with the local municipalities responsible for land use. The Airport Sponsor recommends encouraging development of compatible land uses around the Airport and strongly discourages the development of noncompatible land uses such as residential development without increased sound insulation treatments applied. The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore noise-sensitive structures that fall outside of the 65 contour are not eligible for sound insulation treatment under this program. Please note that dog care facilities are not listed as non-compatible land uses based on the FAA thresholds of compatibility.
No name	No name	N/A	N/A	N/A	Public meeting	12	Land use	Comment content is a land use map graphic showing parcels of land from the Dane Couny land use database.	The scanned map included in the comment box was received by the Airport Sponsor and it is on record within the NCP Appendix G: 2024 Public Comments within the section containing Copies of Public Comments Received (2024). There is no context provided within the map obtained from the commenter for the Airport to respond to.
No name	No name	N/A	N/A	N/A	Public meeting	13	Program management measures	The existing "noise complaint" process is a joke. You need a system which doesn't make folk feel like they're yelling into the void. I want stats on complaints receiced, a report, and intelligent response. The airport should take absolutely all measures proposed and implement the existing noise is untenable.	<p>As described in Section 4.2.2, NCP Program Management Measure PM-2, the Airport Sponsor recommends improvement of the noise complaint program by implementing a noise complaint management system, which, at a minimum, includes noise complainant information, flight track responsible for the noise complaint, weather at the time of the complaint, and airport configuration and runway status at the time of the complaint.</p> <p>As described in Section 4.2.1, NCP Program Management Measure PM-1, the Airport Sponsor recommends a noise advisory group to advise and assist with the management of aircraft noise-related issues. This measure has been implemented through the re-engagement of the Airport Commission Noise Abatement Subcommittee. The Subcommittee meetings are open to the public and can serve as a source of information related to aircraft noise.</p>

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Daniel	Smelser	N/A	N/A	Madison	Public meeting	14.1	Noise Abatement/Mitigation	I live in the Sherman neighborhood area. My perception of the noise problems in our area is that helicopters are flying too low in altitude on their landing approach. The distrubance is enough to make our entire roof and windows rattle. Maybe 500 feet higher in their approach would help.	NCP Noise Abatement Measure NA-5 encourages helicopter pilots to use the established visual approach and departure corridors to ensure low-flying helicopters avoid residential areas under visual flying conditions when possible. The 64th Troop Command of the Wisconsin Army National Guard (WIARNG) stationed at Truax Field reports that their pilots seek to ‘fly neighborly’ by prioritizing altitude over residential areas immediately adjacent to the Airport. See Section 2.2.5.
Daniel	Smelser	N/A	N/A	Madison	Public meeting	14.2	Methodology	Also - the jets are not the only noise issue. The trains at 2:30 AM, sirens on Packers and Sherman, drag racing motorcycles and density of traffic should count toward abatement maps.	Title 14 of the Code of Federal Regulations Part 150 sets forth standards for airport operators to document noise exposure around airports and for establishing programs to minimize aircraft noise-related land use incompatibilities. The scope of a Part 150 study does not include non-aircraft related noise.
Brooke	Boelman	N/A	N/A	Madison	Public meeting	15.1	Health effects	My husband and I purchased our first home on the Northside in Summer 2021. We heard talk about the jets but didn't experience the full impact until they started flying in 2023. I'm concerned about the noise from the jets especially on young people in schools and communities nearby.	The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .
Brooke	Boelman	N/A	N/A	Madison	Public meeting	15.2	Noise Abatement/Mitigation	I'm also afraid that because we're outside the invisible line of 65 dB, you'll be excluding us from noise abatement funds from the federal government. I want our neighborhoods to be health and vibrant - I fear the noise will ruin that for years to come.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore residences that fall outside of the 65 contour are not eligible for sound insulation treatment under this program.
C	Lsetts	N/A	N/A	Madison	Public meeting	16	Land use	I recently moved to Madison from out of state and unknowingly purchased a home in the direct flight path of the F-35s. The noise is incredibly disruptive to my employment, as I work from home and cannot hear my patients when the jets fly over. Some of these calls are emergent. The presence of these jets in a highly populated area speaks of the disregard local officials have for the well being of its residents. I would not have moved to Madison if I was aware that these jets were flying daily overhead. It defies logic that they have not relocated to a less populated area. They poison the airways, soil, and our water with no responsibility or consequence. How is this even legal?	The Airport Sponsor recognizes that favoring departures to the north and arrivals from the north provides noise abatement benefits to the heavily populated areas south of the Airport. Mutiple measures within the NCP intend to address this concern as described in detail in the response to Comment 5. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a>
Cynthia	Rose	N/A	Chiropractor	Madison	Public meeting	17.1	Noise Levels	1) I am concerned that daily level of noise will increase with the addition of F-35s to this location. Currently there are 6 F-35s here now and the projected # to be 20. The number of jets may increase w/ the # of flights in a day. - that's not ok. I have a business on International Lane and a home in the Whitetail Ridge neighborhood and the noise of takeoff and landing is quite disturbing. I am a chiropractor and all communication and my patients has to stop due to not being able to hear one another.	The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> The 2027 Forecast Condition Noise Exposure Map takes into account projected F-35 operations. This information can be found in the 2022 Noise Exposure Map, Section 5.4 Annual Aircraft Operations: <a href="https://www.msnaairport.com/documents/pdf/MSN-P150-NEM-Update-Final-20221228-Rev1.pdf">https://www.msnaairport.com/documents/pdf/MSN-P150-NEM-Update-Final-20221228-Rev1.pdf</a>
Cynthia	Rose	Chiropractor	N/A	Madison	Public meeting	17.2	Part 150	2) I have experienced F-35 flyovers of my home in the Whitetail Ridge that appear to fly North west of the supposed flight tracks again the noise stops all conversation and disturbs my animals. Currently, these F-35s take of approximately on one after another, now. That is six aircraft stationed here now. The have the # of flights due to incrtreating aircraft would give and cause to re-locate my business. 3-10 flights a day would be far too distructive to continue business. Please consider maintaining the number of flights to current levels to that choices like re-locating will not have to be considered. Frankly, I rather you not be at this location at all. This # of aircraft would have been more suitable for a more rural area.	Under current legislation and regulation (see Title 14 of the Code of Federal Regulations Part 161), the Airport Sponsor cannot restrict the number of aircraft operations without going through a lengthy Part 161 process. Part 161 process is only viable if the land use compatibility is not addressed through other measures as Part 161 is intended as the last resort to address noncompatible land use. Lastly military operations are exempt from the Part 161 process. Therefore, only the military can decide to modify the number of military flights. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a>



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Sara	J. Scott	N/A	N/A	Madison	Public meeting	18.1	Noise Monitors	The ideas are a good start. How will you measure the noise in "real time"? My idea: Measure sound area the airports in radius of 5 miles around airport.	<p>As described in Section 4.3.2 of the NCP, the Airport Sponsor considered but does not recommend a noise monitoring system as part of the MSN Noise Compatibility Program. Noise monitoring systems are used to integrate flight tracking and aircraft identification data (flight tracking system data) with measured noise events and complaints to correlate each noise event and complaint with specific aircraft operations.</p> <p>The FAA only provides initial funding for fixed noise monitors within the 65 DNL contour based on FAA-accepted NEMs. Measurement data from a noise monitoring system has no influence on the noise contour. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA’s noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs. This could cause confusion for community members who may expect that if monitors show noise levels higher than 65 dB at the monitor closest to their home that they are eligible for sound insulation.</p> <p>In addition, installation, operation, and maintenance of a fixed or portable noise monitoring system requires a financial investment and ongoing commitment of staffing and resources to operate and maintain it with annual recurring costs. Portable noise monitoring programs are labor intensive programs requiring staff and/or consultants to consistently maintain the noise monitors, set them up for deployment, deploy the noise monitors, download/upload the data, analyze the data, and report the results.</p>
Sara	J. Scott	N/A	N/A	Madison	Public meeting	18.2	Noise abatement/Mitigation	As a veteran who is 100% disabled with PTSD the noise is extra non-compatible for myself and many others! My idea: Government sound proof my home. 2 blocks out from Hwy 30 :( My home is 101 years old. Help us enjoy our retirements.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore residences that fall outside of the 65 contour are not eligible for sound insulation treatment under this program.
Sara	J. Scott	N/A	N/A	Madison	Public meeting	18.3	Noise Levels	Gov this all sounds good, but lets be real...we hear you loud & clear... as we just enjoy the noise, NOT :(	The Airport Sponsor acknowledges this comment.
Melissa	Gundlach	N/A	N/A	Madison	Public meeting	19	Noise Abatement/Mitigation	I urge the acceptance of noise abatement measures NA-1, NA-3, NA-4, NA-9 (modify times to 8am to 10pm), NA-6 and NA-7 per the winter edition newsletter.	The Airport Sponsor thanks you for your support.
Anne	Tigan	Registered Nurse	N/A	Madison	Email	20.1	General	Thank you for the opportunity to submit comments during the public comment period, ending March 13, 2024. I understand the NEM and its appendices have been completed and approved by the FAA but also there are still steps in the process of their full approval. So I submit comments with regards to information in the NEM document as well, for the record.	The FAA has accepted the 2024 MSN Noise Exposure Map as being completed in accordance with Title 14 of the Code of Federal Regulations Part 150. The Airport will not update the NEM until such time that it is warranted, e.g., aircraft operations have changed to expect a 1.5 dB change in noise exposure or the NEM is over five years old and deemed to not represent current and/or forecast conditions as per current FAA guidance in FAA Order 5100.38D Airport Improvement Program Handbook, Appendix R Noise Compatibility Planning/Projects.
Anne	Tigan	Registered Nurse	N/A	Madison	Email	20.2	Health effects	Three military jets whine, screaming low across Lake Monona, drawing the attention of citizens and canines walking lakeside. Their path continues above schools, households, businesses defenseless against the noise. It is good there was a public comment period on the “Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022.” As a retired pediatric nurse, I read through this document, noting, “1.3 Roles and Responsibilities”, identifies the following as involved in the preparation of the MSN 150 Study: “The Wisconsin Bureau of Aeronautics (WBOA); Dane County, including its staff and consultant team; The 115th Fighter Wing of the WIANG; The 64th Troop Command of the WIARNG; The MSN Part 150 Technical Advisory Committee (TAC); The FAA; The public.” In the document, “Noise Compatibility Program, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, Draft,” 1.4 Roles and Responsibilites, Local land use jurisdictions are included in the preparation but as with the NEM Update, there are no public health agencies involved to “provide important information to the Study Team,” which could be incorporated into the NEM and NCP documents. As if it didn’t matter. This is a grave and stunning oversight. Please explain why there are no public health agencies or pediatricians advising the Study Teams.	Title 14 of the Code of Federal Reguations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility, so therefore residences that fall outside of the 65 contour are not eligible for sound insulation treatment under this program. The FAA maintains a comprehensive research program aimed at both understanding and mitigating the effects of aviation noise on communities including the ASCENT Center of Excellence. The organization works in partnership with international research programs, federal agencies, and national laboratories to improve the health and quality of life of communities around the airport. ASCENT projects provide valuable data utilized in shaping noise regulations and standards. Additional information on the current programs and publications related to noise impacts are available on the FAA website, <a href="https://www.faa.gov/noise/research_programs">https://www.faa.gov/noise/research_programs</a> .

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Anne	Tigan	Registered Nurse	N/A	Madison	Email	20.3	Noise Monitors	<p>In the document “Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022,” Section A.1.7 Day-Night Average Sound Level, DNL, states, “The US EPA identified DNL as the most appropriate means of evaluating airport noise based on the following considerations...The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods.” In the same document, Table ES-3. Part 150 Noise Exposure Map Checklist. The FAA Checklist. Under section Program Requirement, F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map and scale as the official NEMs); Supporting Pages /Review Comments are: There are no noise monitoring sites at MSN. Please tell us how we are to understand these competing ideas in this Part 150 Study. Are the monitors part of the overall plan, or not? Please explain clearly what the plan is.</p>	<p>As described in Section 4.3.2 of the NCP, the Airport Sponsor considered but does not recommend a noise monitoring system as part of the MSN Noise Compatibility Program. Noise monitoring systems are used to integrate flight tracking and aircraft identification data (flight tracking system data) with measured noise events and complaints to correlate each noise event and complaint with specific aircraft operations.</p> <p>The FAA only provides initial funding for fixed noise monitors within the 65 DNL contour based on FAA-accepted NEMs. Measurement data from a noise monitoring system has no influence on the noise contour. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA’s noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs. This could cause confusion for community members who may expect that if monitors show noise levels higher than 65 dB at the monitor closest to their home that they are eligible for sound insulation.</p> <p>In addition, installation, operation, and maintenance of a fixed or portable noise monitoring system requires a financial investment and ongoing commitment of staffing and resources to operate and maintain it with annual recurring costs. Portable noise monitoring programs are labor intensive programs requiring staff and/or consultants to consistently maintain the noise monitors, set them up for deployment, deploy the noise monitors, download/upload the data, analyze the data, and report the results.</p>
Anne	Tigan	Registered Nurse	N/A	Madison	Email	20.4	Health effects	<p>Troubling are the problems that weigh down the F-35s, including an inability to meet performance standards in trials. Potentially injurious noise created by the F-35s must be evaluated by the communities affected. Independently prepared Air Force documents (Elgin AFB, Nellis, Luke AFB, Lockheed) conclude the F-35 will be an average of 16 decibels louder than the loudest F-16...’more than three times as loud perceptually.’ The F-35 was 121 db and the F-16 was 97 db at Elgin AFB. Jet noise reaches another destination, the hair cells in the inner ear, with potential for permanent damage. The World Health Organization reports strength of evidence and sufficient support for ill effects of aircraft noise on children’s reading, memory, academic performance. It should concern us that the sudden and unexpected noise of military jets over schools and neighborhoods produces a ‘startle reaction’ activating the fight or flight response, raising blood pressure, increasing the heart rate—even when asleep. In the classroom the sudden ‘startle’ interrupts learning (can’t hear teacher, other students; breaks concentration) with resultant decline in cognitive ability. In my near east side neighborhood, when the jets routinely roar overhead at 11:00 a.m. and 2:30 p.m., it could mean a child doesn’t hear a safety instruction from a crossing guard, or from a teacher.</p> <p>Goines and Hagler write in the Southern Medical Journal: “Society now ignores noise the way it ignored the use of tobacco products in the 1950s.” Under the roar of the military jets, it is easy to agree with their point that, “Lack of perceived control over the noise intensifies the effects of negative reactions associated with noise pollution.”</p> <p>In children it can create feelings of helplessness. Lots of research describing decibels, a gallery of graphs, form the Part 150 Study but from our backyards we believe our own eyes and ears, telling us that something is deeply disturbing with this picture. Bob Dylan said it best: “You don’t need a weatherman/ To know which way the wind blows.” We don’t need an algorithm to know the damage done.</p>	<p>Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>
Beth	Sluys	N/A	N/A	Madison	Email	21	General	<p>The comment is a letter from commenter Beth Sluys to Secretary Pete Buttigeg US Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590</p>	<p>The commenter’s letter to Secretary Buttigeg is included in Appendix G for reference. Since the letter was not addressed to the Airport as required for public comment on the Noise Compatibility Program, no response is provided. The Airport Sponsor cannot respond on behalf of the U.S. Secretary of Transportation.</p>

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.1	General	<p>Please accept the attached comments on the draft Noise Compatibility Program as the City of Madison’s official comment on the draft plan.</p> <p>The City has followed the Part 150 Noise Study closely and has participated in the Technical Advisory Committee process that guided the plan’s development. There are numerous elements of the proposed plan that the City supports and appreciates to help minimize the impacts of aircraft noise on Madison residents. These include strategies related to flight paths, aircraft arrival and departure procedures, and potentially northern runway extensions, based on final designs.</p>	The Airport Sponsor is appreciative of the extensive City participation in the development of the Noise Compatibility Program including the amended NCP.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.2	Land use	<p>However, there are also some recommendations related to land use within the plan that the City has concerns about. Numerous recommendations seem focused on limiting development on the north and east sides of the Madison, including in areas well beyond the 65 DNL noise contour which encompass large areas of the north and east sides of the city, including areas along both east and north bus rapid transit lines. While I understand the point of this plan is to focus on community impacts of noise, the City must consider a wide range of impacts of our decisions and hold all potential impacts in balance. From that point of view, we believe the impacts of minimizing growth on the north and east side would generate substantial impacts related to housing availability, housing affordability, economic development, and transit-oriented development that are untenable for the city. Madison is a fast- growing city, with a population expected to grow by 115,000 – 42% -- between 2020 and 2050. We must plan for growth on every side of our city, including the north and east sides while doing what we can to minimize noise and other impacts. We believe we can balance growth with noise protection, and we ask DCRA to work further with the City to find that balance. This includes revisions to recommendations in LU-1, which are detailed further in our comments.</p>	Through the development of the amended NCP in 2025, the Airport Sponsor suspects NCP Land Use Measure LU-1, aimed at maintaining existing land use compatibility in the vicinity of the airport, is now more aligned with City expectations though it is possible the City and Airport Sponsor may not be in complete agreement as they have quite different missions and objectives.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.3	Land use	<p>Finally, further to the point of minimize noise impacts, the City requests that DCRA add a recommendation to pursue sound attenuation on existing structures with the 65 DNL contour. Sound attenuation is a proven strategy to help mitigate impacts, and is worthy of pursuing. I understand there may be potential for other funding sources available for this purpose, and that a major strategy within this document is to shrink the noise contours to such a point as to reduce the number of buildings within the 65 DNL line. While we generally support that strategy, nothing is yet certain, and having sound attenuation in the Noise Compatibility Program could be a very valuable strategy alongside other options.</p> <p>Thank you for this opportunity to provide comment, and please see more detailed comments attached.</p>	Duly noted. One of the main purposes of the NCP amendment was to include a measure for the Airport Sponsor to implement a sound insulation program to treat eligible noise-sensitive structures within the DNL 65 dB noise contour from the FAA-accepted 2027 MSN Noise Exposure Map. NCP Land Use Measure LU-5 recommends implementing a sound insulation program.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.4	General	<p>City of Madison Comments on DCRA Draft Noise Compatibility Program March 13, 2024</p> <p>This document includes all City of Madison comments on the draft Noise Compatibility Program in sequential order. Three of the City’s highest priority comments are marked with asterisks within the document. Our highest priority comments are on the following recommendations:</p> <ul style="list-style-type: none"><li>• LU-1 to “Maintain existing compatible land uses in the airport vicinity” where we express concerns about the extent of land use controls the airport recommends in the face of a housing crisis.</li><li>• NA-8 on “Airport Layout Modifications” where we want to emphasize the importance of maintaining existing bicycle and pedestrian uses.</li><li>• 3.3.5 to “Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels ... within the 65-70 DNL” which is not included in the plan, and which we would advocate for including.</li></ul>	<p>Through the development of the amended NCP in 2025, the Airport Sponsor suspects NCP Land Use Measure LU-1, aimed at maintaining existing land use compatibility in the vicinity of the airport, is now more aligned with City expectations though it is possible the City and Airport may not be in complete agreement as they have quite different missions and objectives.</p> <p>The Airport Sponsor agrees that maintaining existing bicycle and pedestrain uses is important. Land use control is the responsibility of the local jurisdictions; not the Airport Sponsor nor the FAA. The NCP land use measures intend to avoid future incompatible land uses. The Airport Sponsor will further review future airport layout modifications recommended in NCP Noise Abatement Measure NA-8 through an Airport Master Plan update.</p> <p>The Airport is now recommending NCP Land Use Measure LU-5 to implement a sound insulation measure within the 2025 amended draft NCP.</p>

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.5	Noise Abatement/Mitigation	Noise Abatement Measures NA-1 through NA-5 Flight Tracks/Paths The City of Madison generally supports the recommended noise abatement measures related to flight tracks and runway use, which direct aircraft towards less developed areas and away from noise sensitive uses. However, it is difficult to understand the full impact of each recommendation since not all noise abatement strategies are accompanied by graphics to illustrate their impacts. Certain strategies may shift noise toward planned growth areas, such as Oscar Mayer, but it is difficult to tell without graphics for each measure.	The Airport Sponsor is appreciative of the City support for these measures. Graphical depictions of the expected changes to flight track/path changes were not provided as no change to the DNL contours is expected from the proposed changes to flight tracks recommended in NCP Noise Abatement Measure NA-1. Figures 2-1 and 2-2 show the recommended arrival and departure flight paths to avoid overflying the schools to the south of the Airport.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.6	Noise Abatement/Mitigation	NA-6 Preferential Runway Use The City supports NA-6 which encourages northerly airport operation to the extent practical. The City strongly support northerly operations for the Air National Guard, including during periods of southern flow operations.	The Airport Sponsor is appreciative of the City support for northerly aircraft operations.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.7	Noise Abatement/Mitigation	NA-7 Arrival/Departure Procedures From the information presented, the City supports the “Speed Hold” noise abatement departure profile for F-35s. There is concern that afterburner use would create higher peak volumes in addition to simply shifting the contours. Certain noise abatement strategies discuss operations as being louder, but don’t describe what sound metric is being used (such as a higher Lmax or DNL). Its also unclear if these alternatives were evaluated with 100% northerly take offs. Since the long-term northerly take off rate is unknown, it may be appropriate to model alternatives with southerly take offs.	The noise modeling evaluations for this proposed measure included analysis looking at the change in cumulative DNL associated with the proposed measure vs. the 2027 accepted NEM contour. Single event metrics such as LMax are not included in analysis for NCP measures.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.8	Noise Abatement/Mitigation	NA-8 Airport Layout Modifications **Priority City Comment: Extending Runway 3/21 to better accommodate all F-35A aircraft departures The City does not have sufficient information to be able to support or oppose the potential extension of Runway 3/21 to accommodate F-35 operations. The alternative appears to show promise in moving noise away from East Washington Avenue and associated growth areas along the Bus Rapid Transit corridors. However, an extension of this runway may create areas of concern. The City’s Center of Commerce and Industry industrial park northeast of the area appears to have rather large areas above the 70 DNL contour, with certain areas above 75. While industrial uses are far more appropriate for noise exposure, there may be certain uses that this causes problems for, such as UW Health’s John Wall Clinic. The other concern is the impact on Hwy 51 and important local streets such as Hanson Road. Walking and biking are existing uses along Hwy 51 and are growing as employment continues to develop in this corridor. We ask that any runway modifications not eliminate the existing pedestrian and bicycle uses, or preclude the possibility of improving pedestrian and bicycle accommodations.	The Airport Sponsor will further review future airport layout modifications recommended in NCP Noise Abatement Measure NA-8 through an Airport Master Plan update.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.9	Noise Abatement/Mitigation	Extending Runway 18/36 to allow a shift of operations to the north The City generally supports this alternative as it reduces noise impacts to residents south of the airport, but the City also has a concern. While originally described as a shift, it is an extension and the southern 1000 ft is not planned for removal. While this is logical from a safety perspective, the sound doesn’t automatically shift without other operational changes. Jets taking off to the north still have significant sound impacts to the south, so the initial point of departure should also shift north by 1000 feet. A shift to the north would likely require a relocation of CTH CV, which will likely result in filling of adjacent wetlands. It may also complicate a planned multi-use path along CTH CV.	The Airport Sponsor will further review future airport layout modifications recommended in NCP Noise Abatement Measure NA-8 through an Airport Master Plan update.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.10	Noise Abatement/Mitigation	NA-9 Use Restriction The City supports minimizing military night time operations.	The Airport Sponsor appreciates the City's support.

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.11	Land use	<p>Land Use Measures</p> <p>The City has a general concern that a number of the Land Use Measures do not reflect input the City consistently communicated about the dire need to continue growing along important northeastern corridors of the City, as we face a major housing shortage now while we also face an anticipate increase in population of 115,000 people. While we share the general community concern about minimizing noise impacts to residents living and working near the airport, our approach must balance a desire for noise separation with the need for available, affordable, and transit-connected housing in Madison. We are concerned that some recommendations envision restricting growth well beyond the 65 DNL noise contour in a way that is not feasible in a growing city. Throughout the Technical Advisory Committee process, the City of Madison communicated its growth plans to Dane County Regional Airport and its consultants. Because of Madison’s unique geography and historical growth pattern, its not practical for the City to abandon its growth plans surrounding the airport, particularly in areas of heavy transit investment. The City has carefully and publicly discussed the impacts of growing in noise impacted area and those of discouraging residential uses in those areas. After extensive public debate, the City’s policy, largely formed by the President’s Work Group on Environmental Justice, is to grow sensitively in these areas, recommending new noise insulating construction. The City understands new construction within the adopted noise exposure models is ineligible for noise mitigation funding from the FAA.</p>	One of the main objectives in amending the NCP was to better address the City's need for increased housing, specifically along the main transportation corridors that are in the vicinity of the Airport. The changes to NCP Land Use Measure LU-1 reflect input from the City.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.12	Land use	<p>LU-1: Maintain existing compatible land uses in the airport vicinity</p> <p><b>**Priority City Comment:</b> 1. Redefine “airport affected area” for purposes of implementing Wisconsin Statute 66.31. The City recognizes the statutes related to the Airport Affected Area, and is comfortable with notifications to the airport, but strongly opposes any intrusion into local land use control by the airport, including the use of this statute to veto zoning decisions made by the City. While the topic of “airport affected area” was brought up in previous meetings, it used terms like “encourage” the City to restrict development. Only in the final TAC meeting was that language shifted to address potential future zoning vetoes, as allowed by Wisconsin statute. While this statute and an earlier map version did exist, DCRA did not utilize their authority to veto city rezoning proposals, which would require a 2/3 vote of the Common Council to overturn. Therefore, utilizing this statutory authority now represents a dramatic shift operationally to how development occurs in Madison – especially given the larger boundary amendment that DCRA is proposing to the notification area. In addition to the “airport affected area” zone, the proposed map includes two other zones identified as “Limited Construction Area” and “Restricted Construction Area.” These are not defined or authorized by the State statute, and the City is not clear how these are defined and how DCRA intends to use them. Moreover, they are geographically describes as being ¼ mile beyond the 70 DNL contour, and ½ beyond the 65 DNL contour. The basis for exceeding the 65 DNL contour is not explained, nor supported by FAA guidance. The map appears directly in conflict with the City’s growth policies, particularly along the Bus Rapid Transit corridors. Further, using the noise exposure model’s contours without any of the planned noise abatement measures factored in doesn’t seem logical.</p> <p>If the noise abatement measures shift the contours to the north, why is the airport choosing to use those contours with a greater impact to the south. Finally, the airport appears to include areas beyond the statutorily allowable three miles in the airport affected area. For all of the above reasons, the City requests that the map zones related to “Limited Construction Area” and “Restricted Construction Area” be removed from this plan recommendation. We further request that any amendment to the boundaries of the Airport Affected Area be done in consultation with the City of Madison, and not defined through this planning process, which presents a constrained opportunity for the City to engage.</p>	One of the main objectives in amending the NCP was to better address the City's need for increased housing, specifically along the main transportation corridors that are in the vicinity of the Airport. The changes to NCP Land Use Measure LU-1 reflect input from the City including changing the definition of the "airport affected area" to Zone B and defining the larger zone as the "airport notification area".

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.13	Land use	2. Amend subdivision regulations to require dedication of noise and avigation easements of plat notes on final plat. The City is unclear what is actually being recommended. At the TAC, this was discussed as adding notes to plats and parcel deeds to ensure potential buyers are aware of potentially elevated noise levels. The City does not object to informational plat and parcel deed notes. The City does object to noise and avigation easements on plats and parcels. It's our understanding past easements don't factor changes over time, and preclude future sound mitigation if sound exposure or volumes increase in the future. This is not an acceptable outcome to the City.	As stated in Section 3.1.4, plat notes attached to any new residential or noise sensitive development within the "airport affected area" are currently required per Dane County Ordinance, Chapter 75. The ordinance states that the below notation must be placed on the plat or certified survey map for any approved subdivision within the airport affected area: "Lands covered by this [plat] [certified survey map] are located within an area subject to heightened noise levels emanating from the operation of aircraft and equipment from a nearby airport." The Airport Sponsor is hopeful that existing, outdated easements (pre F-35A operations) will not preclude an otherwise eligible noise-sensitive structure from getting treatments as implementation of NCP Land Use Measure LU-5 will provide an opportunity to update the easements. The Airport Sponsor will be working with the FAA closely on implementation of NCP Land Use Measure LU-5 related to implementation of a sound insulation program and avigation easements.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.14	Land use	3. Encourage municipalities to recommend inclusion of sound attenuation standards for noise sensitive development in new building designs for construction within the airport noise overlay area. The City's existing policy is to encourage noise mitigating construction when development occurs in or near the airport noise contours. As discussed, the City can't require sound insulation beyond what is already in the State Building Code. The City can forward the recommended construction techniques included in the draft to developers working on projects in and around the contours.  Beyond informal advocacy to local municipalities, DCRA's advocacy should include a component seeking a State law change to allow municipalities to require greater sound insulation in the vicinity of airports.	The Airport Sponsor appreciates the City's support of encouraging inclusion of sound insulation for noise-sensitive development within the Airport Affected Area as recommended in NCP Land Use Measure LU-1, but is fully aware that such standards cannot be required by the City due to State Building Code. Refer to Section 3.2.1.2 for details.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.15	Land use	4. Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review. The City has updated land use recommendations for most of the area surrounding the airport since the F-35 EIS was published and the City established its growth policy related to the airport noise contours. Updated plans include the Oscar Mayer Special Area Plan, the Greater East Towne Area Plan, the Hawthorne Truax Neighborhood Plan and the Northeast Area Plan (in progress). The Southeast Area Plan and North Area Plan are anticipated to be adopted in the coming years and will address the western and southern portions of the airport affected area.	The Airport Sponsor appreciates the City's proactive approach to updating local land use plans. As described in Section 3.2.1.3 of NCP Land Use Measure LU-1 the Airport Sponsor recommends the continued review of proposed development within the Airport Affected Area. The Airport Sponsor recommends the NCP Section 3.2.1 be reflected in the respective municipalities' land use plans.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.16	Land use	5. Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport. As repeatedly discussed throughout the TAC process, prohibiting new residential development within the contours is contrary to the City's necessary growth policy. A core tenet of the City's growth policy is to grow intensely on high-capacity transit routes, including the BRT Route on East Washington Avenue, so this is in direct conflict with stated City plans.	The 2025 amended NCP addresses these City concerns within NCP Land Use Measure LU-1 by allowing exceptions for noise-sensitive development along major transportation corridors. The Airport Sponsor appreciates the City's participation on the Technical Advisory Committee to discuss amendments that are acceptable to the City and Airport.



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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.17	Land use	We share the airports concern about creating disproportional impacts on low-income communities, but also recognize that steps to implement this action may also come with impacts. First, prohibiting low-income housing in this area likely violates the Fair Housing Act. Second, the City’s only mechanism to prevent future residential construction is to adopt zoning that prohibits residential uses. Doing so would mean that all existing residences in these areas would be considered “non-conforming uses.” A non-conforming status creates challenges for current and future residents to finance property purchases and limits typical residential improvements like additions to existing homes. When entire neighborhoods become non-conforming, the expected lack of neighborhood investment can lead wholesale neighborhood decline, leading directly to more severe negative impacts than currently are present. In an attempt to avoid a disproportionate impact, we run the risk of further impacting those already impacted.	<p>One of the main objectives in amending the NCP was to better address the City's need for increased housing, specifically along the main transportation corridors that are in the vicinity of the Airport. The changes to NCP Land Use Measure LU-1 reflect input from the City of Madison including changing the definition of the "airport affected area" to Zone B and defining the larger zone as the "airport notification area". As described in Section 3.2.1, NCP Land Use Measure LU-1, the Airport Sponsor recommends the jurisdictions responsible for land use in the immediate area around the Airport maintain existing compatible land uses. While this is not within the control of the Airport to implement, the Airport Sponsor desires to encourage the development of compatible land uses around the Airport and to strongly discourage the development of noncompatible land uses. The “airport affected area” intends to limit noncompatible land uses, including residential, within the 65 DNL contour. Part 150 considers all residential land use noncompatible with aircraft noise exposure greater than 65 DNL, regardless of the socioeconomics of the community.</p> <p>Section 3.2.1.5 of the NCP recommends meeting with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans.</p>
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.18	Land use	The City has attempted to balance multiple impacts and risks by requiring sound attenuation in new construction within and beyond the 65 DNL contour whenever we are able to. State restrictions do not allow the City to require sound attenuation in all development, but we can do so by agreement when City funding is contributing to a project. The City’s incentivizes affordable housing through its Affordable Housing Fund, a competitive annual grant program that aims to increase the supply of lower cost housing throughout the City. The Affordable Housing Fund eligibility considers and reflects the airport noise contours as one of its metrics.	The Airport Sponsor appreciates the City's support.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.19	Program management measures	6. Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans. The City supports this recommendation.	The Airport Sponsor appreciates the City's support.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.2	Noise Abatement/Mitigation	LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour The City is not opposed to a very limited and voluntary acquisition program for residential properties within the 70 DNL contour. The contours used for acquisition should reflect noise mitigation strategies outlined in this document, not simply the noise exposure model adopted in 2023. The City opposes south of of Carpenter Street and Ridgeview Court.	As stated in Section 3.2.2, NCP Land Use Measure LU-2 will allow the Airport Sponsor to purchase current noncompatible land and reuse it in a manner that would render it compatible with airport operations. The contours used for acquisition are based on the 2027 Future Condition which identifies 23 housing units located within the 70 DNL contour.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.21	Noise Abatement/Mitigation	LU-3: Continue the planned expansion of the voluntary land acquisition boundaries in Cherokee Marsh and Token Creek Park areas The City does not oppose this measure. However, the land identified for acquisition has very limited development potential and is highly unlikely to generate any noise compatibility issues. There are better uses of noise mitigation funding that this, including measures that were not recommended by this document.	The Airport Sponsor is recommending NCP Land Use Measure LU-3 because it would protect compatible land use near the airport from future rezoning to a noncompatible land use.

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Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.21	Land use	<p>3.3 Land Use Measures Considered but Not Recommended</p> <p>3.3.1 Consider environmental justice and low-income communities The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program.</p> <p>3.3.2 Report alternative metrics and consider use of lower DNL threshold The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program.</p> <p>3.3.3 Acquire the mobile home park and relocate the residents The City understands Oak Park residents generally don’t support relocating the park, and there isn’t a known location where a relocation could even occur.</p> <p>3.3.4 Home Sales Assistance Program The City does not object to discontinuing this program</p>	The Airport Sponsor appreciates the City's support. The amended NCP does include NCP Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Satya	Rhodes-Conway (City of Madison Mayor)	Mayor	City of Madison, WI	Madison	Email	22.23	Noise Abatement/Mitigation	<p><b>**Priority City Comment:</b> 3.3.5 Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels including residential structures, schools, and other noise sensitive buildings within the 65 – 70 DNL</p> <p>The City believes sound insulation should be included as a potential noise compatibility strategy. While we appreciate the efforts to shift the contours north, both by DCRA and ANG, we have concerns that despite the efforts, the contours may not shift as far north as anticipated. This would leave thousands of existing residential units within the 65 DNL contour with no mitigation. As discussed at TAC meetings, reverse operation departures by F-35 can only operate under certain weather and air traffic conditions, and the long-term rate of these operations is unknown at this time. The noise exposures model and the recent terminal expansion both anticipate a significant increase in commercial air traffic in the coming years (NEM: 53% increase by 2027). As commercial traffic increases, the windows for reverse operations shrink and greater frequency of southern F-35 departures can be anticipated.</p>	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). This measure intends to address the incompatible land uses within the 65 DNL contour of the FAA accepted 2027 Noise Exposure Map contained within the 2022 MSN NEM update.
Dan J.	Cox	N/A	N/A	Madison	Email	23.1	General	<p>I am a Lifelong resident of Madisons Greater Eastside. I grew up a block away from where I live now. As a child, the USAF was here with their f-86s, 89s, &amp; 102s, and playing wargames was part of growing up. This seems futile at this point to complain. Falls upon deaf ears. State legislators have shown little concern for their constituents that are living in the 'affected zone'. The military cares not either, other than offering Sen. Baldwin and the ANG statement: "We want to work with the (East/North) Madison community to ensure that 115th ANG wing is a "good steward" of our land, air, and water, including implementing a plan to mitigate excessive noise" (within their dwellings). Meanwhile the majority of seasonal outdoor activities for families and groups will obviously be affected, regardless.</p>	Understood. Thank you for your comment.
Dan J.	Cox	N/A	N/A	Madison	Email	23.2	DNL/threshold	<p>Noise impacts will only be predicted using the joke of an archaic 50-year old FAA 'daily average' standard of 65 decibels. We are just being 'entertained' by 4 of 20 f(b)-35s presently. Theyve been measured @117 dBs. Extreme noise cannot be 'masked'.</p>	Title 14 of the Code of Federal Reguations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels.
Dan J.	Cox	N/A	N/A	Madison	Email	23.3	Environmental impacts	<p>The noise pollution is one issue. Unresolved toxic PFAs in our environment &amp; wells, another. The third, being the toxic jet fuel emissions, (23 gallons per minute burned in flight) contributing to the military being the nr.1 polluter in the World, ever-increasing CO2 being spewn into the atmosphere directly contributing to climate change and its various negative environmental effects.</p>	Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Updated Response to Comment
Dan J.	Cox	N/A	N/A	Madison	Email	23.4	General	In my humble opinion, this entire fiasco could have been avoided, by having the govt. do what they do best: just print up some more easy \$\$\$! (to add to our \$32 TRILLION debt, of which the pentagon gets just about anything they want.) Take a pittance of a 'few' million, head out to the wondrous rural countryside, and speak to one of our states hurting farmers, offer him whatever amount would suffice to rent a patch of his land, to build a runway or 2, a couple hangars, a 'control' tower, and a mess hall. Far away from disrupting civilization! (Other than scaring the BS/CS out of a few Bovines) ... problem solved! It could/should have been an alternate state of reality. People have to Truly be concerned and wish to help others in need. But, few do, who have the 'power' to Really CHANGE whats wrong in Our World. Its easier to ignore the problems of a Global Society, by feeding "the Machine" of Hate, Ego, and Endless wars. With the arrival of the remaining 80% by Summers end, (I was told) I am Sure more complaints will mount. A Sad scenario to come. I cannot fathom how the disconnected rich and puppet politicians can ignore those who suffer.	The Airport Sponsor acknowledges this comment.
Richard	Soletski	N/A	N/A	Madison	Email	24.1	Noise Abatement/Mitigation	<p>Introduction</p> <p>I have owned a home at 3322 Quincy Avenue since June of 1990. It is the 2nd residential street directly South of the airport. In 1990, the airport served 1 million passengers. Since that time the noise, flights and size of planes has increased dramatically. Over 2 million passengers used the airport in the 2023. I first learned of the proposal to embed the F35 US Air Force planes at Truax in the summer of 2019 through media reports. I attended an open house at the Alliant Center in August 2019 and received a copy of the draft USAF environmental impact report which stated my home is in an area deemed “incompatible with human habitation.” “Not to worry,” I was told, the FAA has programs to help mitigate the noise problems inflicted by the airport, including sound insulation and new windows and doors, and if that is too expensive to be effective, assistance in relocating you. I have been following media reports of those programs in Burlington VT (also an F35 embed airport) and others for expansion of airports in Chicago and Minneapolis. So I was somewhat relieved over these almost five years as I waited for the final decision on the F35 deployment, studies on noise exposure and the plan to mitigate the effects of the heavier, noisier and bigger F35s.</p> <p>Imagine my surprise and dismay when I attended the February 2024 Open House at DCRA and found out that the noise compatibility plan contained nothing to mitigate the extra noise inflicted on the surrounding close-by residential neighborhoods. Oh, the DCRA sure got what they paid for from the local consultants to the in-state consultants to the national consultants for the NCP – an empire expansion of a longer runway, encouraging but not requiring planes to not fly south over the residential parts of Madison, and no noise monitoring requirements.</p> <p>I asked at the open house about what happens if the flight plan changes don’t work. “Well the FAA has six months to consider our plan, and we’ll implement for a couple years.” And if it doesn’t cut down on the noise? Will you have to do another study?</p>	Knowing that the Airport configuration changes will take some time to get to implementation to provide the noise relief, the Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). This measure intends to address the incompatible land uses within the 65 DNL contour of the FAA accepted 2027 Noise Exposure Map contained within the 2022 MSN NEM update. The Airport Sponsor intends to apply for federal grants by 2027 for the sound insulation program. The Airport Sponsor will also begin a master plan update to, among other things, further evaluate the feasibility of the recommended airport configuration changes.
Richard	Soletski	N/A	N/A	Madison	Email	24.2	Health effects	I live in the over 65 dB area now. I am 68. This plan shows my house still in the higher dB contours even with the changes. Exposure to noise at this level (according to the Public Health Dept. of Madison & Dane County contain the potential health risks of sleep disturbance, increased stress levels, annoyance, hearing impairment, hypertension and heart disease. My partner has complained of ear-splitting noise while in the yard from an F35 flyover. The F16s registered at 106 dBs over my house while the F35s register up to 116 dBs. We were told by the National Guard that the heavier, larger F35s were going to be no louder than the F16s. Is the idea to wait those of us in the area of noise infliction out?	Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .

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Richard	Soletski	N/A	N/A	Madison	Email	24.3	General	<p>The NCP is over 200 pages long and difficult for me as a layperson to understand. I offer my comments as the best of my ability to represent my concerns.</p> <p>Section 1.3.5 – page 1-6</p> <p>Details contributions to the regional economy and the number of jobs and wages paid to workers connected to the airport. Reads right out of a campaign document, and reminds me of the claims made at the WNG presentation for the embed of the F35s when that was undecided. The number of jobs claimed through the embed at that function exponentially jumped from 112 to 500 to 3,000 by various speakers at the end of the night. Made by union members in matching t-shirts and baseball caps and “Friends of the Guard” in matching polo shirts and by the Chamber of Commerce. The Chamber of Commerce also bragged about helping get more commercial flights at DCRA. Nice for EPIC Systems and other employers bringing their clients and employes into the most expensive airport in the U.S. More noise for those of us living near the airport. The document claims a \$500 million contribution to the local economy. The value of the embedded F35 jets fleet is estimated at \$1.5 billion. There is a saying, “To those to whom much is given, much is expected.” If the airport and WIANG operations add so much to the local economy, they should be bound to mitigate the damage their operations do to the people living in close proximity.</p>	The Airport Sponsor acknowledges this comment.
Richard	Soletski	N/A	N/A	Madison	Email	24.4	General	<p>Figure 1-4, page 1-19</p> <p>Shows my property clearly in the 65-75 dB area (Forecast Condition 2027)</p>	The Airport Sponsor acknowledges this comment.
Richard	Soletski	N/A	N/A	Madison	Email	24.5	Noise Abatement/Mitigation	<p>2.2.6 NA-6 – Modify existing preferential runway use</p> <p>The chart showing total Housing Units and Compatible Units seems bass-ackwards. So, if there are 1250 housing units and 228 are compatible does that mean 1022 are left non-compatible?</p> <p>Figures 2-4, 2-5 and 2,6 all show about a 3 x 3 block are inside the higher dB area, consisting of Caprenter St., Quincy Av., and possible Ridgeway Av. This is where my house is located.</p>	The math is correct: 1250 housing units - 228 comptible units = 1022 noncompatible units.
Richard	Soletski	N/A	N/A	Madison	Email	24.6	Noise Abatement/Mitigation	<p>2.2.7 NA-7- Encourage use of NADP procedures by operators</p> <p>The airport “encourages.” [The current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed. – comments by Steven Klafka, P.E., BCEE, Environmental Engineer on behalf of Safe Skies Clean Water Wisconsin] 2.2.7.1 states, “The use of NADPs is difficult to impossible to monitor,” and “it is also challenging to show the benefit of using NADPs at MSN.” How convenient. I can testify that the past two summers, when it is hot and humid, there is constant southbound departures of both civilian and military aircraft over the neighborhoods, including Quincy ave. and THEY ARE LOUD! Figure 2-7. F35 NADP Alternative 1 contours still shows the Carpenter/Quincy area in the higher dB lobe. Figure 2-11, F35 NADP Alternative3 Contours shows the same area in the higher lobe. Figure 2-13, F35 NADP Alternative 4 shows a slightly smaller area in the higher lobe. There have been suggestions of higher climbs with more power and wide turns around the city to avoid noise in the neighborhoods. I witnessed an F35 flight in a steep climb south which made a wide turn before proceeding north. It was still climbing while over Quincy Av and the neighborhood monitor showed 109 dB. That will NOT help those of us closest to the airport.</p>	Correct statement that the Airport has no control over the operation of the aircraft or flight paths flown. Regardless, we know from discussions with the WIANG that they are departing using the NADP procedure recommended.
Richard	Soletski	N/A	N/A	Madison	Email	24.7	Noise Abatement/Mitigation	<p>Runway Extensions</p> <p>Not surprisingly, the favored alternatives by DCRA involved extending runways, one might say empire building, while the residents around the airport suffer for years while the planning and construction are done.</p> <p>Figure 2-25, Runway 18/36 shows that the higher dB level expands to include the Carpenter/Quincy/Ridgeway and extend to the south side of East Washington Ave. Table 2-18 indicates an estimated cost of \$15-62M and 5 years to implement and it still does not shield all of the affected residents from intolerable noise.</p>	The purpose of extending Runway 3/21 is so that the WIANG can use that runway almost exclusively and depart to the north.

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Richard	Soletski	N/A	N/A	Madison	Email	24.80	Land use	<p>3.2 Recommended Land Use Measures</p> <p>This is a joke.</p> <p>Reportedly, at a March 11, 2024 City of Madison Finance Committee meeting to approve Tax Incremental Financing for an affordable housing project of 192 apartments, the Mayor was surprised that the project was within the 65 dB area, deemed incompatible with human habitation. The project had already been approved by the city’s “Planning” Department and Commission and city council. Her response was to try to change the lines. Because, you know, the noise won’t invade past the lines on a map.</p> <p>Another housing project may be on hold at the former Raemisch Farm location.</p> <p>Another large affordable housing project is proceeding a few blocks down on East Washington, on the periphery of the 65 dB area.</p>	Land use control is the responsibility of the local jurisdictions; not the Airport Sponsor nor the FAA. As members of the Technical Advisory Committee, the local land use jurisdictions are in support of the Airport-recommended measure to maintain land use compatibility.
Richard	Soletski	N/A	N/A	Madison	Email	24.9	Noise Abatement/Mitigation	<p>3.3.5 Implement a noise mitigation program</p> <p>Summary: DCRA doesn’t wanna.</p> <p>Under almost all of the scenarios, maps, and graphs, there are residences south of the airport which are still within the &gt;65 dB level. Noise mitigation should be available to those residences and begin as soon as possible. Especially for the few blocks appearing on the maps as left inside the &gt;65 dB level. Most of the proposed noise “abatement” measures with take review of the FAA of up to six months and at least several years to implement. Construction of runways will take up to 5 years (but at least the money is spent on DCRA, hmmm). Meanwhile residents are left to live under intolerable noise conditions.</p>	Knowing that the Airport configuration changes will take some time to get to implementation to provide the noise relief, the Airport Sponsor is recommending implementation of a sound insulation program in this amendment to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). This measure intends to address the incompatible land uses within the 65 DNL contour of the FAA accepted 2027 Noise Exposure Map contained within the 2022 MSN NEM update.
Richard	Soletski	N/A	N/A	Madison	Email	24.10	Program management measures	<p>4.1.3 Noise Complaint Response</p> <p>DCRA maintains an on-line complaint form.</p> <p>I bought my house in 1990. In 32 years, I never filed a noise complaint about the airport. I don’t know, maybe it’s like a frog boiling in a slowly heating pot, you don’t notice unless there is something extraordinary. However, there is more airport traffic and noise than when I bought my house. When the F35 were announced as a possibility for embed at Truax, some of our local and state elected representatives asked if an F35 could be flown into Madison, so that residents, especially those near the airport could judge how noisy they were compared to the F16s. “Nope, can’t do that, military secrets.” But low and behold, one did fly in and out of Madison. And the Chamber of Commerce said, “see, no one complained.” Somehow that information leaked to the CofC. After that duplicitous action I make use of the DCRA and WNG noise complaint pages and include the dB level registered on neighborhood monitors funded by a neighborhood organization and an environmental organization.The thing is, depending on consumer complaints is not a good measure of how bad the noise is. I spent 35 years in consumer protection and navigating bureaucracies on the state level, first as a legislative aide at the Wisconsin Capitol and then as a policy analyst with Wisconsin Department of Transportation. I can tell you based on that experience that most people in the general public do not know how to make a complaint, where to go to make one, how to document one and are generally intimidated to make one. While the complaint forms should continue to be utilized, and publicized, they are not a good indicator of the success or failure of a noise abatement program.</p> <p>The fact that the complaint never gets a followup to the complainant, (other than maybe an automated receipt that the complaint has been received) is not an incentive to use the procedure. I picture the cartoon of the suggestion box with no bottom placed over the waste basket with a sign above, “Management Cares.” There should at least be an annual report and graphing of types of complaints, trends, followup actions and distribution online. The complaint procedure should be publicized on-line, through neighborhood associations, mailings to surrounding residents and brochures at the airport. The only response I ever got from the WisNG complaint form was a snide correction when I reported an F16 as an F35. “We didn’t have any F35s flying that day.”</p>	Thank you for your ideas for improving the Airport's noise complaint management system. As described in Section 4.2.2, NCP Program Management Measure PM-2, the Airport Sponsor recommends improvement of the noise complaint program by implementing a noise complaint management system, which, at a minimum, includes noise complainant information, flight track responsible for the noise complaint, weather at the time of the complaint, and airport configuration and runway status at the time of the complaint.

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Richard	Soletski	N/A	N/A	Madison	Email	24.11	Program management measures	4.2.1 – PM-1 Re-establish ... a noise advisory committee If it isn't filled with ciphers..... The previous committee was a joke.	In preparing to amend the NCP, the Airport Sponsor re-established the Airport Commission Noise Subcommittee, which essentially implements this measure.
Richard	Soletski	N/A	N/A	Madison	Email	24.12	Program management measures	4.2.3 Regular updates of the NEM Define applicable changes and significant change. So, if after two years of a noise compatibility plan the community indicates that the noise situation is intolerable we begin another two-year wait for a new study? (see strategy of out-living and out-lasting residents and complainants)	Significant change is defined as 1.5 dB in terms of the Day-Night Average Sound Level (DNL) over noise-sensitive land use.
Richard	Soletski	N/A	N/A	Madison	Email	24.13	Noise Monitors	4.3.2 Noise Monitoring System DCRA response, "yeah, no, we don't wanna." That includes measurements and facts, we kinda like the squishy stuff where we can tell people we're right, they're crazy and don't bother us.	Noise measurements have no bearing on the size, shape or location of the DNL 65 dB contour used to determine areas of potential noncompatible land use.
Richard	Soletski	N/A	N/A	Madison	Email	24.14	Methodology	Summary of my comments I feel totally betrayed by this process. I followed the studies and open houses, talked to the consultants and the consultants to the consultants and believed measures would be taken as they have in other jurisdictions and airports, to protect citizens when the airports greatly expand their operations and negatively affects on the populace. Basically the NCP comes down to, we're going to try some stuff, we think it will work, but we're not going to objectively measure it, and if it doesn't (by whose standards?) then we'll start over. You'll probably be in the nursing home or dead by then anyway. We don't want to spend any money to mitigate noise pollution, even in the few blocks where our maps show the high dB level. If we have to spend money, it'll be on our land and to build our empire. Our local representatives have been clueless and AWOL on this issue and process. Our state and federal representatives seem more interested in either disparaging the military, or proving their military support, leaving us in the noise.	The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public.
Lauren	Barry	N/A	N/A	Madison	Email	25	Noise Abatement/Mitigation	I went to the open house, and I am still confused in the action being taken for the Environmental Justice of the mobile home park. How is that being addressed. I would like to know how the mobile home park was rated at only 65 DNL when all around is 70 DNL? I understand to acquire the whole park is not possible however, what about acquiring part of it and removing the homes directly impacted? From the open house I got the notion no noise reduction effort will be completed at the trailer park. Is that true? I don't understand how the airport can acquire the land on both sides of the park and say there is not a noise issue within the park itself? I really don't think a good effort was put into place to help the residents of the mobile home park understand how this affects them.	The mobile home park is deemed noncompatible as a result of the Part 150 update. The only mitigation available to such an area is to acquire the property and repurpose it to compatible use. Many residents of the park voice their desires at the public open houses to not have it acquired as they like their community. Regardless, the Airport Sponsor has included a measure to acquire the mobile home park should it be available with the expectation that the land use would change.
Lauren	Barry	N/A	N/A	Madison	Email	26	Land use	Why did the airport cut down the trees next to the fence which provided a sound barrier for the trailer park? Why is the mobile home park excluded from this? [inserted screenshot of Table 6-1, Table 6-2 from the NEM document] On this map why is the mobile home park excluded from the affected area? [inserted Figure 3-1. Forecast Condition (2027) With Airport Affected Area as of 1991 from the NCP document]	Trees are not sufficient to reduce the noise significantly. The mobile home park is deemed noncompatible as a result of the Part 150 update. The only mitigation available to such an area is to acquire the property and repurpose it to compatible use. Many residents of the park voice their desires at the public open houses to not have it acquired as they like their community. Regardless, the Airport Sponsor has included a measure to acquire the mobile home park should it be available with the expectation that the land use would change.
Marsha	Cannon	N/A	N/A	Madison	Email	27.1	General	Thank you for the opportunity to submit my comments and questions for review and consideration during the Noise Compatibility Planning (NCP) Study. The following information is based on my attendance from 6:03- 7:28 PM at the Tuesday, February 20, 2024 Airport "Open House" at Dane County Regional Airport.	The Airport Sponsor acknowledges this comment.

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Marsha	Cannon	N/A	N/A	Madison	Email	27.2	Land use	1. Maps must be accurate. How can we trust reports based on maps with glaring errors? For example, two parcels owned by the City of Madison Parks Division for public use are incorrectly shown as “Single Family Residential” on Page 1-19, “Figure 1-4. Forecast Condition (2027) Noise Exposure Map.” a. 1801 Wheeler Rd., addition to Whitetail Ridge Park. This wooded ~22-acre tract is actually two adjacent parcels at the Southeast corner of Wheeler Rd. and N. Sherman Avenue. They were acquired by the City in 2022 and 2023. Parcel Numbers: 081019202027 and 081019202019. b. 2004 Wheeler Rd., part of Cherokee Marsh Park North. Approx. 30 acres acquired by the City in 2018. Parcel Number: 0810-192-0102-9.	The parcels in question on "Figure 1-4 Forecast Condition (2027) Noise Exposure Map.” reflect the Future Land Use data published by the City of Madison. "This data represents generalized future land use for the City of Madison, Wisconsin in 2024. [The Generalized Future Land Use (GFLU) Map makes recommendations for future land uses and development intensities to guide the physical development of Madison. The future land use categories guide what types of zoning can be applied, and ultimately what can be built in different parts of the city. For example, a parcel of land specified for future “Medium Residential” land use could be rezoned to allow for a multifamily apartment building but could not be rezoned to allow for industrial uses.]"
Marsha	Cannon	N/A	N/A	Madison	Email	27.3	DNL/threshold	2. The Noise Compatibility Report has numerous problems. a. Any report that fails to take into account peak noise levels downplays the real impact of airport noise on the community.	Title 14 of the Code of Federal Regulations Part 150 require the use of the annual average Day-Night Average Sound Level (DNL) to assess land use compatibility. The 2022 Noise Exposure Map was accepted by the FAA as being done in accordance to Part 150.
Marsha	Cannon	N/A	N/A	Madison	Email	27.4	Noise Monitors	b. I was told the Noise Exposure Maps (existing 2022 and forecast 2027) are based on mathematical calculations, not actual data. i. Any analysis not based on actual, on-the ground measurements fails the smell test. If FAA requires mathematical calculations, then the Technical Advisory Committee should prioritize people and obtain actual data to compare hypotheticals with reality. ii. A mathematical model is only as good the data that goes into it. How do you evaluate the accuracy of data provided by profit-driven corporations and top-secret military organizations?	The noise contours for this study were prepared in accordance with federal regulation using the FAA’s computer model, Aviation Environmental Design Tool (AEDT), which was used for the modeling of civilian aircraft, and the Department of Defense’s computer model, NoiseMAP, which was used for the modeling of military aircraft. Both models use airport-specific information (e.g., runway data); flight track information; aircraft operation levels distributed by time of day, aircraft fleet mix, and aircraft altitude profiles to develop noise exposure contours.
Marsha	Cannon	N/A	N/A	Madison	Email	27.5	Public outreach	c. Why was not even one resident or elected official included in the NCP Technical Advisory Committee (TAC)? Section 1.4.5 of the report lists categories of TAC membership: i. • MSN staff [Dane County Regional Airport] ii. • WBOA staff [ Wisconsin Bureau of Aeronautics] iii. • FAA Airport District Office (ADO) [Airport District Office] iv. • FAA air traffic control tower (ATCT) v. • 115th Fighter Wing of the WANG [Wisconsin Air National Guard] vi. • 64th Troop Command of the WIARNG [Wisconsin Army National Guard] vii. • Airport tenants, users, and operators viii. • Local land use jurisdictions [incl. Dane County, City of Madison, and Town of Burke].	The Technical Advisory Committee was established to meet the requirments of Part 150 that requires consultation with airport operators, land use jurisdictions, the FAA and other interested stakeholders. The public open houses and hearings were conducted to obtain comments from the general public rather than assigning specific people to represent the interests of the communities.
Marsha	Cannon	N/A	N/A	Madison	Email	27.6	Public outreach	3. The event was poorly attended. a. Resource people (paid staff & consultants) outnumbered citizen attendees/residents as far as I could tell. Maybe you should have had donuts! b. I did appreciate not having to pay for parking in the airport ramp. Thank you. c. Although the airport director mentioned mailing thousands of postcard notices about the “open house” I did NOT receive a postcard even though I live on the southwest side of the intersection of Wheeler Rd. and N. Sherman Ave.—the proposed western “boundary” for airport operations. “Open house” details came to me through a friend.	The Airport Sponsor acknowledges this comment.
Marsha	Cannon	N/A	N/A	Madison	Email	27.7	Methodology	4. I am very disappointed with the process used to develop the NCP report. It feels like just another “check the box” exercise.	The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Updated Response to Comment
Marsha	Cannon	N/A	N/A	Madison	Email	27.8	Public outreach	5. “The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures” according to a statement in the Sponsor’s Certification. I would argue that the Feb. 20, 2024 “open house” at the airport was in no way a public hearing. a. A public hearing is an official meeting where members of the public hear the facts about a planned road, building, etc. and give their opinions about it. (Cambridge Business English Dictionary © Cambridge University Press). b. The “open house” format for the NCP Study failed to offer an opportunity to hear the facts in an organized fashion. It barely qualified as a “show and tell” event. i. There was no oral presentation about the report, so that all in attendance could hear the facts. Instead, paid “experts” and “consultants” hovered around a dozen or so posters mounted on easels, waiting for someone to approach them. The event resembled a science fair rather than a public hearing. ii. With no introductory presentation, to be informed citizens must understand at least part of the 200-page technical report in advance and be prepared to approach paid professionals with specific questions—a not-so-subtle form of intimidation. iii. There was no take-home information, e.g. color copies of the 2022 and 2027 Noise Exposure Maps. iv. Several copies of the 200-page study marked “DO NOT REMOVE” were scatered on a table, and I was told a copy was on file at the public library. No copies of the report were available for loan or purchase. Without a computer and color printer or time to spend at the library . . . sorry—you’re out of luck. c. Stationing a court reporter in a corner at the back of a room to record oral comments was not only costly but (again) intimidating. i. Please tell me how many people in attendance Feb. 20, 2024 made oral comments ii. Where might I read the transcript(s)?	The fourth Public Open House held on February 20, 2024 presented the draft NCP to the public via boards and provided the opportunity for a public hearing via a court reporter (stenographer). During the 2025 NCP amendment process, the Airport Sponsor held three additional open houses and a hybrid public hearing in tandem with the Airport Commission Noise Subcommittee Meeting. The Airport Executive Director and Part 150 study team consultant presented an overview of the amended NCP via a presentation. For the public hearing portion of the meeting, members of the public who were in attendance were invited to share their thoughts on the NCP. Each individual was allotted 5 minutes of speaking time. A court reporter was present to record the comments for the NCP record.
Marsha	Cannon	N/A	N/A	Madison	Email	27.9	General	6. Question: Will any government entity make whole the neighborhood now under siege? a. The myriad of suggested airport alternatives and subsequent DNL contours make little difference when F-35 fighter jets roar overhead, shaking my body and second-story windows. b. Loud take-offs and landings do not respect decibel contours no mater how many mathematical formulas are employed c. How can loud noise from Air Force jets ever be “compatible” with housing?	The Airport Sponsor voluntarily undertook the update to their Part 150 in cooperation with the Department of Defense as an outcome of the Environmental Impact Statement to mitigate the significant noise impacts resulting from the implementation of the F-35A installation at Truax Field. The results as provided in the amended 2025 Noise Compatibility Program includes nine noise abatement measures, five land use measures and four program management measures to address the noncompatible land uses identified in the 2027 Noise Exposure Map.
Marsha	Cannon	N/A	N/A	Madison	Email	27.1	Land use	d. Hundreds of new homes and apartments are slated to be built on the already re-zoned Raemisch farm between County CV and N. Sherman Ave. Will construction practices include sound mitigation? Will it be required, or not? Who will pay for it?	Airport Sponsor-recommended measure, Land Use 1, provides an update to the Airport Affected Area recommending sound insulation treatments for new development of noise-sensitive structures within the area.
Marsha	Cannon	N/A	N/A	Madison	Email	27.11	Health effects	7. Question: What about the effect of excessively loud noise on young scholars at Lakeview Elementary School, 1802 Tennyson Ln.? It is Madison’s only elementary school with a curriculum that calls for each student to have one hour per day of outdoor instruction.	Airport Sponsor-recommended measure, Noise Abatement Measure NA-1, requests that flight paths be developed, implemented and flown that avoid educational facilities. Most of the schools to the south of the airport are outside of the area of noncompatible land use potentially eligible for noise mitigation.
Marsha	Cannon	N/A	N/A	Madison	Email	27.12	Noise Abatement/Mitigation	8. Question: What about the people living in very affordable housing—manufactured (mobile) homes—in Majestic Oaks on County CV, well within the 65 Dbl contour?	The mobile home park is deemed noncompatible as a result of the Part 150 update. The only mitigation available to such an area is to acquire the property and repurpose it to compatible use. Many residents of the park voice their desires at the public open houses to not have it acquired as they like their community. Regardelss, the Airport Sponsor has included a measure to acquire the mobile home park should it be available with the expectation that the land use would change.
Marsha	Cannon	N/A	N/A	Madison	Email	27.13	Methodology	If the NCP report were submitted as a university class project, I believe it would be handed back for substantial revision. As it stands, the report is embarrassingly inadequate and outrageously skewed against Madison residents.	The Airport Sponsor acknowledges this comment.



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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	28.1	Program management measures	Airport Director Jones, Here are two county airport noise impact related questions I hope you can address. Thanks for your attention to these issues. Steven Klafka *** 1. Four Years of Missing Reports from the Noise Abatement Subcommittee The county airport web site says that public input is important and we should report aircraft noise events. However, as shown in the screenshot below, no reports from the Noise Abatement Subcommittee have been posted since 2019. These reports are an important resource for tracking the noise impacts of the county airport. They are especially important now that the F-35 fighter jets have begun to fly over Madison and, in response, the airport is updating its Part 150 noise abatement plan which will cost us millions of dollars.	The Airport Commission Noise Abatement Subcommittee meetings were historically held twice annually. The Airport Commission Noise Abatement Subcommittee meetings were halted beginning in 2020 due to the COVID-19 Pandemic. Shortly thereafter, the Airport decided to begin the voluntary process for a comprehensive Part 150 Study. The Airport Sponsor chose to keep all noise-related efforts and public meetings focused on the Part 150 Study throughout its completion and chose to halt the Airport Commission Noise Abatement Subcommittee meetings; the study began in January 2022. When the Airport Sponsor chose to amend the NCP in 2025, the Airport Commission Noise Abatement Subcommittee was re-engaged and held meetings in October 2025 and November 2025. Meeting agendas, minutes, and meeting information can be found on the Dane County Legislative Information Center website: <a href="https://dane.legistar.com/Calendar.aspx">https://dane.legistar.com/Calendar.aspx</a> . The Airport Sponsor recommends continuing Airport Commission Noise Abatement Subcommittee meetings through implementation of NCP Program Management Measure PM-1.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	28.2	Program management measures	Even if the subcommittee has been disbanded, I hope at least its summary reports of noise complaints can be posted. These provide important information on noise impacts for the 60,000 people than live within 3 miles of the county airport. These may show the change in noise complaints as Air National Guard fighter jet training has resumed with the new and noisier F-35 fighter jets.	The Airport Sponsor and the WIANG 115th Fighter Wing continued to track noise complaints throughout the Part 150 study. NCP Program Management Measure PM-2 continues the Airport Sponsor’s noise complaint response program and recommends improvements to the systems to implement a noise complaint management system. The Airport Sponsor seeks to secure FAA funding for the enhanced noise complaint database development and implementation.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	28.3	Public outreach	2. Part 150 Open House Presentations On June 27th, the county airport held an open house to present current progress on its Part 150 noise abatement plan. I attended the open house. This open house was not very well attended and could have been better publicized. As shown in the screenshot below, the presentations from the other two open houses were published on the county airport's Part 150 web site. Since so many residents impacted by airport noise could not attend or did not hear about the June 27th open house, it is important to share the presentations. These have not been posted to the web site and I encourage you to share them with Madison residents soon. [Inserted screenshot of MSN Part 150 Resources website]	In advance of Public Open House 3 (2023), Public Open House 4 (2024), and Public Open House 5 (2025) the Airport Sponsor sent post card invitations to over 9,600 residences around the airport and surrounding communities, as well as posted the meeting information on the airport’s website. All of the meeting boards, documents, and study-related newsletters are available on the airport’s website for review.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	29.1	General	Kimberly Jones, Director Dane County Regional Airport Earlier this month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "Madison F35 Community Connection Project". At the listening sessions, residents were told about the county airport's upcoming February 20th open house to discuss the status of the Part 150 Study. No agenda has been published, but it is assumed the airport will be presenting its Noise Compatibility Program (NCP). The NCP will include the airport's noise mitigation options to address the noise impacts of the F-35 fighter jets and increased commercial traffic.	The Madison F35 Community Project is a Department of Defense project which is outside the scope of this Part 150 Study.  At the 4th Public Open House and NCP Hearing on February 20, 2024, the airport presented the draft NCP including all recommended measures classified under noise abatement, land use, and program management categories.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	29.2	Public outreach	The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision making process for deploying a squadron of F-35 fighter jets to Madison. Due to the wealth of information and community feedback that will be obtained from the Connection Project, we hope the county airport will delay the completion of the Part 150 NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options that have not yet been considered by the airport. Any shortcomings in the Part 150 NCP will adversely affect the health and well being of current and future Madison residents. Thank you for continuing to keep the Madison community involved in the Part 150 noise mitigation planning.	The Airport Sponsor chose to utilize an Open House format for the public meetings so that members of the public had the opportunity to talk one on one with airport staff and Part 150 study team staff to answer their questions and inform them on the topics at hand. The Airport Sponsor chose to amend the NCP in 2025 to increase stakeholder buy-in on Noise Compatibility Program measures and implementation processes.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	30	Land use	The comment is a letter from commenter Steven Klafta to the City of Madison Finance Committee.	The commenter's letter to the City of Madison Finance Committee is included in Appendix G for reference. Since the letter was not addressed to the Airport as required for public comment on the Noise Compatibility Program, no response is provided. The Airport Sponsor cannot respond on behalf of the City of Madison Finance Committee. Local land use jurisdictions have sole responsibility to implement land use controls.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.1	General	Subject: Comments on Draft Part 150 Noise Compatibility Program Thank you for providing an opportunity to review the draft report for the Noise Compatibility Program (NCP) dated February 2024 for the Dane County Airport. On behalf of Safe Skies Clean Water Wisconsin, I am providing the following comments which we hope will be addressed before finalizing the report. Below is an introduction and summary of our comments and recommended improvements to the draft NCP. Further discussion and explanation are provided afterwards.	Comment has been noted for inclusion in the NCP.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.2	DNL/threshold	Introduction The draft NCP is long on promises, and short on delivery. It repeats many of the failures of the current NCP prepared in 1991. Without significant changes to the draft NCP, Madison residents cannot not expect significant reduction in noise exposure from commercial and military aircraft using the Dane County Airport and Truax Field.  The draft NCP, like the current NCP prepared in 1991, assesses noise impacts using unreliable computer modeling to predict compliance with the 50-year old daily average FAA standard of 65 dB DNL. It fails to consider impacts at lower noise levels, or the instantaneous ear-splitting noise of the F-35 fighter jets.	The MSN Part 150 update was completed in accordance with current federal regulations, specifically Title 14 of the Code of Federal Regulations Part 150 "Airport Noise Compatibility Planning", and current Federal Aviation Administration (FAA) guidance as provided in FAA Order 5100.38D Airport Improvement Program (AIP) Handbook, specifically Appendix R "Noise Compatibility Planning/Projects".
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.3	Noise Abatement/Mitigation	The draft NCP relies on voluntary changes to flight patterns with no verification these changes will be followed. The current NCP has already failed to implement similar flight patterns. To save the airport money, the draft NCP eschews actual noise abatement measures used by other airports like home purchase, resident relocation, and installation of home and building noise insulation. The draft NCP does not even recommend purchase of the mobile home park adjacent to the main runway.	The Noise Compatibility Program (NCP), by regulation, provides a set of airport-recommended measures to address the incompatible land uses identified in the Noise Exposure Map. Just like Part 150 is voluntary for airports to participate, the airport-recommended measures are also voluntary. The WIANG 115th Fighter Wing participated in the Part 150 Technical Advisory Committee and intends to adhere to the noise abatement measures recommended by the Airport Sponsor in the NCP, when safe and feasible. The amended 2025 NCP includes updates to the land use measures noted in the comment. The Airport Sponsor intends to apply for federal grants by 2027; funding is dependent on FAA approval of the Airport-recommended NCP measures, such as Land Use Measures LU-2, LU-3 and LU-4 to acquire property as it becomes available, and Land Use Measure LU-5 to sound insulate eligible noise-sensitive structures.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.4	Land use	To avoid the construction of incompatible land uses, the draft NCP proposes a new and larger Airport Affected Area. However, the airport will not verify that the county and City of Madison will actually adopt and implement this area for future planning. The airport will continue to pass the buck and take no active role in the elimination or cessation of low-income housing near the airport	The Airport Sponsor worked closely with the City of Madison during the 2025 NCP amendment process on the recommended land use measures. Local land use jurisdictions have sole responsibility to implement land use controls.



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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.5	Noise Abatement/Mitigation	The draft NCP does not evaluate the most effective noise abatement measures available to the county. These include relocation of the nearly 100-year old county airport out of Madison, and finding a new, more compatible mission for the 115th Fighter Wing of the Wisconsin Air National Guard that does not require F-35 fighter jets flying over Madison.	The Airport Sponsor is not considering relocation of the facility. The Airport Sponsor does not have control over the federal or state mission of the WIANG. Lastly, Part 150 does not allow for the relocation of operations to another location but rather focuses on addressing incompatible land uses resulting from aircraft operations.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.6	General	Summary of Comments and Recommendations 1. The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.	<p>The MSN Part 150 update was completed in accordance with current federal regulations, specifically Title 14 of the Code of Federal Regulations Part 150 “Airport Noise Compatibility Planning”, and current Federal Aviation Administration (FAA) guidance as provided in FAA Order 5100.38D Airport Improvement Program (AIP) Handbook, specifically Appendix R “Noise Compatibility Planning/Projects”.</p> <p>The MSN Part 150 update used a full year of flight track and aircraft identification data obtained from Envirosuite, which is a vendor of data from the FAA’s single point of access for near real-time known as SWIM (System Wide Information Management) system that is augmented with other data sources for as complete of a dataset as possible.</p> <p>The Noise Compatibility Program (NCP), by regulation, provides a set of airport-recommended measures to address the incompatible land uses identified in the Noise Exposure Map. Just like Part 150 is voluntary for airports to participate, the airport-recommended measures are also voluntary. The WIANG 115th Fighter Wing participated in the Part 150 Technical Advisory Committee and intends to adhere to the noise abatement measures recommended by the Airport Sponsor in the NCP, when safe and feasible.</p> <p>he Airport Sponsor intends to apply for federal grants by 2027; funding is dependent on FAA approval of the Airport-recommended NCP measures, such as Land Use Measures LU-2, LU-3 and LU-4 to acquire property as it becomes available, and Land Use Measure LU-5 to sound insulate eligible noise-sensitive structures.</p>
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.7	DNL/threshold	2. The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.	<p>The County selected the HMMH team based their qualifications to accurately and effectively update the MSN Part 150. HMMH is a premier aviation noise consulting firm with expertise developing Part 150 studies throughout the U.S.</p> <p>The MSN Part 150 update used the current noise standard that was reconfirmed by the FAA over the last few years, which is that all land uses are compatible with aircraft noise below 65 dB in terms of the Day-Night Average Sound Level (DNL). See Table 1 of Appendix A in Title 14 of the Code of Federal Regulations Part 150 – also provided in NCP Table 1-1 in Section 1.6.</p> <p>It is true that Part 150 relies on the cooperation of Airport users. Given that the Wisconsin Air National Guard (WIANG) has implemented at least two of the Airport-recommended noise abatement measures well before the FAA approval process indicates the users’ willingness to cooperate. The WIANG are departing using Noise Abatement Departure Profiles when conditions allow and requesting to depart north even when the Airport is in south flow.</p> <p>The Airport-recommended Program Management measures are intended to verify the effectiveness of the noise abatement measures through the re-establishment of the noise advisory committee (NCP Program Management Measure PM-1) and regular updates of the Noise Exposure Map (NCP Program Management Measure PM-3). The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process. Future updates to the NEM will show the effectiveness of the measures to improve land use compatibility through updated aircraft noise exposure contours.</p> <p>The Airport Sponsor's goal in rescinding the previously submitted NCP was to amend it to better align with stakeholder interests. The Airport Sponsor intends to apply for federal grants by 2027. The first grant application would seek to provide sound insulation treatments (actual relief) to eligible noise-sensitive structures, e.g., homes.</p>

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.8	Public outreach	3. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.	The fourth Public Open House held on February 20, 2024 presented the draft NCP to the public via boards and provided the opportunity for a public hearing via a court reporter (stenographer). During the 2025 NCP amendment process, the Airport Sponsor held three additional open houses and a hybrid public hearing in tandem with the Airport Commission Noise Subcommittee Meeting. The Airport Executive Director and Part 150 study team consultant presented an overview of the amended NCP via a presentation. For the public hearing portion of the meeting, members of the public who were in attendance were invited to share their thoughts on the NCP. Each individual was allotted 5 minutes of speaking time. A court reporter was present to record the comments for the NCP record.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.9	Program management measures	4. Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.10	Land use	5. The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City's Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further than the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City's Comprehensive Plan.	The changes to NCP Land Use Measure LU-1 reflect input from the City of Madison including changing the definition of the "airport affected area" to Zone B and defining the larger zone as the "airport notification area". As described in Section 3.2.1, NCP Land Use Measure LU-1, the Airport Sponsor recommends the jurisdictions responsible for land use in the immediate area around the Airport maintain existing compatible land uses. While this is not within the control of the Airport to implement, the Airport Sponsor desires to encourage the development of compatible land uses around the Airport and to strongly discourage the development of noncompatible land uses. The "airport affected area" intends to limit noncompatible land uses, including residential, within the 65 DNL contour. As described in Section 3.2.1.3 of NCP Land Use Measure LU-1 the Airport Sponsor recommends the continued review of proposed development within the Airport Notification Area. The County recommends the NCP Section 3.2.1 be reflected in the respective municipalities' land use plans.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.11	Land use	6. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.	The intention of the Airport Notification Area (Zone A), the Airport Affected Area (Zone B) and the Restricted Construction Area (Zone C) recommended in Land Use 1 is to provide the airport with the opportunity to comment on all proposed development in those areas and suggest higher sound insulation treatments be installed for developments within the high noise exposure areas of DNL 65 dB and greater.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.12	Noise Abatement/Mitigation	7. Aviation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.	Airport-recommended NCP Land Use Measures LU-2, LU-3 and LU-4 are intended to acquire noncompatible land uses. Aviation easements are associated with the sound insulation program recommended in Land Use Measure LU-5.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.13	DNL/threshold	8. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.14	Noise Abatement/Mitigation	9. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5).

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.15	Noise Monitors	10. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.	As described in Section 4.3.2 of the NCP, the Airport Sponsor considered but does not recommend a noise monitoring system as part of the MSN Noise Compatibility Program. Noise monitoring systems are used to integrate flight tracking and aircraft identification data (flight tracking system data) with measured noise events and complaints to correlate each noise event and complaint with specific aircraft operations. The FAA only provides initial funding for fixed noise monitors within the 65 DNL contour based on FAA-accepted NEMs. Measurement data from a noise monitoring system has no influence on the noise contour. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA's noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs. This could cause confusion for community members who may expect that if monitors show noise levels higher than 65 dB at the monitor closest to their home that they are eligible for sound insulation. In addition, installation, operation, and maintenance of a fixed or portable noise monitoring system requires a financial investment and ongoing commitment of staffing and resources to operate and maintain it with annual recurring costs. Portable noise monitoring programs are labor intensive programs requiring staff and/or consultants to consistently maintain the noise monitors, set them up for deployment, deploy the noise monitors, download/upload the data, analyze the data, and report the results.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.16	Noise Monitors	11. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.	Measurement data from a noise monitoring system has no influence on the noise contour. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA's noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs. The regulations pertaining to measured noise levels in the Part 150 process are outlined in 14 CFR 150.9 (a). The corresponding website link is available at <a href="https://www.ecfr.gov/current/title-14/section-150.9">https://www.ecfr.gov/current/title-14/section-150.9</a> .
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.17	Noise Abatement/Mitigation	12. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.	The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.18	Program management measures	13. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.	NCP Program Management Measure PM-3 recommends regular updates to the NEM. NEM updates are generally required every 5 years to maintain federal funding for implemented measures, such as the future sound insulation program. NCP Program Management Measure PM-4 recommends updates to the NCP measures when the program no longer adequately addresses noncompatible land.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.19	Program management measures	14. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their noise complaint management system in implementation of NCP Program Management Measure PM-2.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.20	Program management measures	15. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their noise complaint management system in implementation of NCP Program Management Measure PM-2.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.21	Program management measures	16. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.	The Airport Sponsor acknowledges this comment.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.22	Methodology	17. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.	The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.23	Part 150	18. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.	Only the Department of Defense has control over the 115th Fighter Wing mission.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.24	Part 150	19. The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don’t expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.	Part 150 evaluations are limited to addressing land use compatibility of an existing airport. Closure and/or moving an airport is not within the context of land use compatibility planning in accordance with Title 14 of the Code of Federal Regulations Part 150.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.25	Public outreach	20. Appendix F: Public Comments of the draft NCP states: “Public comments will be included in this appendix after the public review period.” Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.	Any comment received during the development of the Noise Exposure Map (NEM) that had implications for the development of the Noise Compatibility Program (NCP) was forwarded to the NCP and included herein.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.26	Methodology	21. The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.	The Airport Sponsor acknowledges this comment. The requests are not included in the Part 150 regulation. Regulations governing the stakeholder consultation portions of the Part 150 process are found at 14 CFR 150.21 (b) and 14 CFR 150.105(a).
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.27	General	Overview The Air Force provided no funds for noise mitigation even though the \$1.5 billion squadron of F-35 fighter jets it deployed to Madison have dramatically increased noise exposure in our city. Instead, the Air Force relied on the county airport to update its Part 150 noise mitigation plan including the draft NCP. We represent many of the people who live near the county airport and Truax Field.  Many of us have lived here for decades so are familiar with the history of the airport and its attempts at noise mitigation. We followed the airport’s progress as it updated its Part 150 plan, preparing the noise exposure map and noise compatibility program. With the time consuming involvement of numerous government agencies and costly independent consultants, we hoped for concrete steps to reduce noise exposure of surrounding residents. Based on our review of the draft report and experience with prior noise abatement efforts, we doubt this new program will result in significant reduction in noise exposure.	The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public. As a result the Airport Sponsor added LU-5 to implement a sound insulation program (noise mitigation) for noise-sensitive structures within the DNL 65 dB contour as depicted on the 2027 FAA-accepted Noise Exposure Map for MSN.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.28	Program management measures	The 2024 draft report reviews airport compliance with the current NCP developed in 1991. It was determined that many of the noise mitigation measures in the current NCP were either implemented poorly or not at all. With no oversight, airport managers ignored the current NCP. Without any means to regularly review compliance with the new NCP, airport managers will likely ignore this new plan.	The Airport Sponsor intends to implement their recommended measures, some of which have been implemented even prior to FAA approval through their NCP review process.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.29	Noise Abatement/Mitigation	The new NCP continues reliance on flight patterns using voluntary cooperation of commercial and military airport users. However, the new NCP again fails to provide procedures to verify compliance with these flight patterns. Our own experience shows these flight patterns are easily ignored. To save a few dollars, there will be no noise monitoring to measure current and future actual noise exposure.	The Airport Sponsor acknowledges this comment and continues to not recommend noise monitoring as it has no bearing on the preparation of the noise exposure contours used to determine noise mitigation eligibility.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.30	DNL/threshold	The allocation of noise mitigation funds, if any, are based solely on computer predictions and ignores the two years of actual noise monitoring provided by surrounding neighborhoods. Computer predictions rely on an outdated daily average 65 decibel DNL noise standard developed over 50 years ago, which fails to address the health and educational noise impacts at lower noise levels, or the loud, instantaneous noise people actually hear. As a result, the majority of the people impacted by airport noise, there are 60,000 within 3 miles, are ignored in the NCP. Neither our homes or schools will receive any noise mitigation.	The Airport Sponsor followed the process provided in Title 14 of the Code of Federal Regulations Part 150.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.31	Noise Abatement/Mitigation	Notably, the neighborhood most impacted by airport noise, the mobile home park next door to the main runway, will not be relocated or received any noise mitigation. The draft NCP provides no evaluation of the environmental racism and environmental injustice created by airport noise, or the ongoing expansion of low-income housing next to the airport.	With the amended NCP, the Airport Sponsor has added a measure to acquire the mobile home park should it become available for use other than a mobile home park.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.32	Methodology	This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure. Public comments on the noise exposure maps, modeling procedures, and noise mitigation methods were mostly ignored.	The Airport Sponsor convened a Technical Advisory Committee throughout the process and relied upon input from the Airport Commission Noise Abatement Subcommittee for the amended NCP in 2025. The Airport Sponsor conducted several public open houses and two public hearings during the process. The Airport Sponsor chose to amend the NCP based on stakeholder input.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.33	Methodology	The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actually relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.	The Airport Sponsor followed the process provided in Title 14 of the Code of Federal Regulations Part 150. The amended NCP includes a sound insulation program to provide relief in the short term while continuing to evaluate the runway reconfiguration for more long-term relief.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.34	DNL/threshold	Recommendations Add a Disclaimer to the NCP. This study evaluates compliance with the FAA noise standard of 65 dB DNL. This standard was developed over 50 years ago and is based on 15% of people being highly annoyed to aircraft noise. As part of its recent Neighborhood Environmental Survey, FAA created a National Curve which shows 15% of people are now highly annoyed at 50 dB DNL or lower. Aside from annoyance, noise exposure has numerous adverse effects verified by scientific studies that are not considered. This study does not address hearing loss; tinnitus; sleep disruption; stress; cardiovascular disease; cerebrovascular disease; metabolic disturbances; exacerbation of psychological disorders; premature mortality; reduced cognition, learning, achievement and productivity; and, increased behavior problems and violence. This study does not address the lost desirability of surrounding neighborhoods, reduced quality of life, or lower property values. This study does not address the long-term concentration of low-income and families of color in neighborhoods immediately adjacent to the county airport, or the current expansion of low-income housing in these neighborhoods. The NCP should be updated every five years to account for any changes in the FAA noise standard, surrounding land use, and compliance with noise abatement measures. The draft NCP should be updated to include a disclaimer at the beginning of the report which summarizes all the shortcomings of the enclosed noise analysis including the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation noise measures are actually followed, and its goal to minimize any county airport expenditures on actual noise abatement measures such as relocation or noise insulation.	The Airport Sponsor followed the process provided in Title 14 of the Code of Federal Regulations Part 150.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.35	Public outreach	<p>Inadequate Opportunity for Public Review. This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure. The Sponsor’s Certification at the beginning of the draft NCP states: It is further certified that adequate opportunity has been afforded to interested persons to submit their views, data, and comments concerning the formulation and adequacy of the NCP Report and the supporting documentation. The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures. There are many people who live within the proposed Airport Affected Area who were not contacted about the draft NCP and the opportunity to comment. Most of the 60,000 people who live within 3 miles of the county airport were not contacted about the draft NCP and the opportunity to comment. Far more people that were not contacted live within the Part 150 Overview: Draft Study Area which extends 4 miles from the airport. The open house held on February 20th at the airport terminal does not qualify as a “public hearing”. There were no presentations to the public, or opportunity for the public to ask questions where other residents could hear the questions and answers. There was no effort to reach out and engage with environmental justice communities including low- income and minority residents who are the most impacted by airport operations and might not have the ability to travel to the airport for the open house. “Adequate opportunity” was not afforded to interested persons to submit their views, data and comments. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing noted in the draft NCP.</p> <p>The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.</p>	The Airport Sponsor met public consultation requirements in accordance with Part 150. Regulations governing the stakeholder consultation portions of the Part 150 process are found at 14 CFR 150.21 (b) and 14 CFR 150.105(a). The Airport Sponsor convened a Technical Advisory Committee throughout the process and relied upon input from the Airport Commission Noise Abatement Subcommittee for the amended NCP in 2025. The Airport Sponsor conducted several public open houses and two public hearings during the process.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.36	Program management measures	<p>Conduct Regular NCP Compliance Evaluations</p> <p>The current NCP adopted in 1991 includes many noise abatement measures. The 2024 NCP conducted the first evaluation of compliance with the 1991 NCP since it was first adopted. Because it has taken over 30 years for the airport to review its compliance with the 1991 NCP, many of the measures proposed in 1991 were either ignored or poorly implemented by the airport, county or city.</p> <p>Table 2-2 presents 1991 noise abatement measures. One of the seven was not implemented. Compliance with the remaining is rated at low to medium. Table 3-2 presents 1991 land use measures. Seven of the eleven land use abatement measures were never implemented by airport management during the past 30 years. Examples include: adding noise insulation to two area schools, adoption of an airport noise overlay zoning to assure new construction provides adequate noise insulation measures, and implementation of the “airport affected area” to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations including the landing and takeoff of aircraft.</p> <p>The “airport affected area” was never adopted by the City of Madison. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. The 1991 NPC required that noise contours be redrawn every five years and the NCP be updated when there was a significant (i.e. 17%) increase in air traffic. Neither of the steps were implemented.</p>	The Technical Advisory Committee was established to meet the requirments of Part 150 that requires consultation with airport operators, land use jurisdictions, the FAA and other interested stakeholders. In addition, the Airport Sponsor met with the City of Madison land use planners and believes they are in support of NCP Land Use Measure LU-1. Ultimately implementation of LU-1 is the responsibility of the land use jurisdictions.



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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.37	Program management measures	<p>The new NCP recommends air traffic control measures in Section 2 and include: flight tracks/paths, preferential runway use, arrival/departure procedures, airport layout modifications, and use restrictions. No pollution abatement measure will be followed if there is no means of verification. The need for regular compliance procedures was shown in 2012 when the SASY Neighborhood Association wrote to County Exec Parisi to ask for better enforcement of this procedure. The association’s letter noted that 54% of air traffic continued to fly over populated areas of Madison. This showed the procedure sending traffic away from populated areas was being ignored by the airport. For the last five years the airport has stopped holding its twice per year public meetings to review the air traffic patterns and the history of noise complaints. This had been the only opportunity to review if air traffic had successfully been directed to the north, and number of complaints and airport response.</p> <p>Since so many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary, the draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.</p>	The Airport Sponsor acknowledges this comment and has reconvened the Airport Commission Noise Abatement Subcommittee, which is open to the public to provide input on such matters.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.38	Noise Abatement/Mitigation	<p>Establish New Airport Affected Area The current 1991 NCP developed an “Airport Affected Area” with boundaries well outside the predicted 65 dB DNL noise contour. This area was established to protect compatible land uses like industrial, commercial and recreational, and avoid rezoning to incompatible land uses like residential. The current area is shown in Figure 3-1 of the 2024 report. It was expected that Dane County and the City of Madison would adopt and enforce this Airport Affected Area. State law suggests this area be 3 miles from the boundary of the airport but the 1991 NCP used the 60 DNL noise. Like many noise abatement measures in the 1991 NCP, the Airport Affected Area was ignored. It was not adopted by the City of Madison or promoted by airport management. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. Recent examples may include the construction of low-income apartments on the site of the former industrial site of the Bimbo bakery on East Washington Avenue and on the former agricultural site of the Raemisch Farm on Packers Avenue just west of the airport. The draft NCP is proposing a new Airport Affected Area. The current area was never accepted and implemented by the City of Madison. The new area extends much further than the current area. This is shown in Figure 3-2 of the 2024 report. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison adopt the new Airport Affected Area. This new area should be incorporated into the City’s Comprehensive Plan.1 [Linked footnote: <a href="https://www.cityofmadison.com/dpced/planning/comprehensive-plan/3894/">https://www.cityofmadison.com/dpced/planning/comprehensive-plan/3894/</a>]</p>	The Technical Advisory Committee was established to meet the requirements of Part 150 which requires consultation with airport operators, land use jurisdictions, the FAA and other interested stakeholders. In addition, the Airport Sponsor met with the City of Madison land use planners and believes they are in support of NCP Land Use Measure LU-1. Ultimately implementation of LU-1 is the responsibility of the land use jurisdictions including the implementation of the Airport Affected Area.

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								<p>Evaluation Compliance with the New Airport Affected Area</p> <p>The purpose of the Airport Affected Area was to maintain existing compatible land uses. Of course, it won't matter unless it is actually adopted and enforced by Madison. It also won't matter if it allows incompatible land uses, especially additional low-income housing to be constructed. The draft NCP should be updated to include a review of changes in land use within the Airport Affected Area first proposed in 1991 to determine if Dane County or the City of Madison changed any to incompatible land uses.</p> <p>Enforce the NCP for New Developments</p> <p>Section 3.1.7 discusses amended local land use plans to reflect the noise compatibility plan. This relies on the City of Madison and Dane County to incorporate the NCP into future development plans. The county airport should not rely on the City of Madison or Dane County to verify future development complies with the noise abatement goals of the NCP.</p> <p>The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.</p>	
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.39	Noise Abatement/Mitigation	<p>End Use of Avigation Easements</p> <p>Section 3.1.4 recommends the continued use of avigation easements. It says: "The noise and avigation easements would help to inform prospective property buyers that the land is subject to frequent aircraft overflight and aircraft noise. It would also protect the airport proprietor (Dane County), from lawsuits claiming damages for noise or other airport activities."</p> <p>Avigation easements as a one-time payment to land owners provide no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.</p>	The Airport Sponsor concurs with the sentiment around avigation easements and intends to update the existing easements and provide new easements as part of the sound insulation program. While it is possible for the Airport Sponsor to purchase avigation easements, such purchases are seen as a method of last resort to obtain land use compatibility.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.4	Noise Abatement/Mitigation	<p>Clarify the Program to Purchase of Homes within 70 dB DNL</p> <p>Under Section 3.1.10, the airport would continue to the program to purchase homes inside the 70 Ldn, LU-10: Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn. Under Section 3.2.2, the county recommends the potential acquisition of residential properties within the 70 DNL and higher contours as a corrective mitigation measure to make the properties compatible. This is now considered LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour. The county may acquire 23 housing units. Under Section 3.3.4, Home Sales Assistance Program, it says: "A home sales assistance program was implemented as part of LU-10 in the existing NCP. The airport does not desire to continue this measure due to the logistics of implementation and estimated cost associated with these types of programs." This is confusing since the county first says it will acquire 23 housing units, but then says it will discontinue the home sales assistance program. The home sales assistance program should be continued and should be expanded to include all housing units within 65 dB DNL noise contour. Other airports have relocated homes inside the lower 65 dB DNL. The 65 dB DNL noise contour is based on assumptions used for the noise modeling. Noise contour lines are not fixed reliable boundaries. Aircraft may or may not follow the recommended flight paths used for the noise modeling. To account for the lack of certainty in the noise contour, the home sales assistance program should be extended to all housing units within ¼ mile beyond the boundaries of the predicted 65 dB DNL.</p> <p>The NCP is not clear about the airport purchase of homes within the 70 dB DNL noise contour.</p> <p>This program should be implemented. Due to the inability of the 65 dB DNL standard to protect the health of surrounding residents, the home purchase option should be offered to all residents within 65 dB DNL. Since the prediction of this standard is dependent on uncontrollable flight patterns, this option should be extended to all residents within ¼ mile of the predicted 65 dB DNL noise contour.</p>	The Airport Sponsor has worked closely with the land use jurisdictions on the Technical Advisory Committee to settle on the land use measures incorporated into NCP Land Use Measure LU-1. Ultimately implementation of LU-1 is the responsibility of the land use jurisdictions.



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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.41	Noise Abatement/Mitigation	Airport Rejects Noise Abatement to Save Itself Money Noise abatement measures are being rejected to reduce costs for the airport. Without these measures, noise exposure will increase and the operating costs of the airport will continue to be passed on to surrounding residents. Under Section 3.3.3, the airport rejects the purchase of the mobile home park located 500 feet from the main runway. Under Section 3.3.4, the airport rejects the home sales assistance program. Under Section 3.3.5, the airport rejects the installation of noise insulation on residential structures and schools, and says it: “does not believe that this measure would be most beneficial for residents.”	The Airport Sponsor has worked closely with the land use jurisdictions on the Technical Advisory Committee to settle on the land use measures incorporated into NCP Land Use Measure LU-1. Ultimately implementation of LU-1 is the responsibility of the land use jurisdictions. In addition, the Airport Sponsor is recommending a sound insulation program within the amended NCP (Land Use Measure LU-5) to provide short term relief to residents while continuing to evaluate the runway reconfiguration alternatives (Noise Abatement Measure NA-8) as those require evaluation in the Airport Master Plan and are likely to take well over 5 years to complete and construct.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.42	Noise Abatement/Mitigation	The airport proposes to rely on new flight paths to avoid noise exposure in populated areas of Madison. However, the current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed.	The FAA is currently reviewing the recommended flight paths to avoid overflying schools. If NA-1 is approved through the NCP process, the FAA may begin the design. Implementation of such measures currently take about 3 to 5 years due to the backlog of flight procedures under review by FAA.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.43	Noise Abatement/Mitigation	It is no secret the county airport has unlimited funds for the expansion of its facilities. This past year, an \$85 million terminal expansion was built. All the noise abatement measures rejected by the county airport, have been successfully implemented by other airports, including the Burlington airport where the F-35 fighter jets were also deployed. There is no practical reason they cannot be implemented in Madison except to save the county airport money. The county airport has a long history of avoiding its responsibility to protect surrounding residents from excessive noise exposure. When the last Part 150 plan was updated in 1991, airport noise was greater and the 65 dB DNL noise extended further into Madison. At that time, the airport failed to relocate residents or provide noise insulation to homes and schools. Instead of providing actual noise mitigation measures, the county airport relied on inexpensive noise avigation easements. For this current NCP, the airport should make up for its past failures to protect surrounding residents. It should not again pass its operating costs onto the surrounding community by failing to address noise exposure. The airport should extend its noise abatement funds to as many people as possible. It should purchase and relocate the residents of the mobile home park. The airport should purchase homes and relocate any residents within the 65 dB DNL noise contour. It should provide noise insulation to all the homes and schools within this noise contour which cannot be voluntarily relocated.  We know the 65 dB DNL noise standard is outdated and will not protect surrounding residents from the many impacts of noise exposure. We know the 65 dB DNL noise contour is simply a prediction. To address the use of an outdated noise standard and inadequate prediction, noise abatement measures should be extended to residents and schools beyond the 65 dB DNL who are inside the newly created Airport Affected Area.	The Airport Sponsor has worked closely with the land use jurisdictions on the Technical Advisory Committee to settle on the land use measures incorporated into NCP Land Use Measure LU-1. Ultimately implementation of LU-1 is the responsibility of the land use jurisdictions. In addition, the Airport Sponsor is recommending a sound insulation program within the amended NCP (Land Use Measure LU-5).

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.44	Noise Abatement/Mitigation	<p>Extend the Sales Assistance to 60 dB DNL Noise Contour</p> <p>As discussed under Section 3.1.10, the current NCP recommended that Dane County provide sales assistance or purchase assurance program for single-family homes within the 70 Ldn contour, based on a combination of the 1995 baseline and noise abatement plan contours. Under the current NCP there were 305 eligible homes, and 198 chose the avigation easement option and 13 parcels chose to have assistance with the sale of their home. There were 94 parcels that did not participate in the program.</p> <p>Under Section 3.2.2 LU-2 to recommends that the county airport continue voluntary land acquisition inside the 70 DNL noise contour.</p> <p>It is not clear why 70 Ldn contour was chosen for the threshold for the purchase of single-family homes. Most airports including the Burlington Airport where a squadron of F-35 jets were also deployed use the 65 dB DNL contour. The Minneapolis Airport uses a threshold of 60 dB DNL.</p> <p>Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.</p>	Under NCP Land Use Measure LU-5 the Airport Sponsor recommends sound insulating noise-sensitive structures within the 2027 Noise Exposure Map 65 DNL contours and acquiring property within the 70 DNL contours due to the anticipated difficulty in sound insulating those at higher noise levels. The Airport Sponsor has adopted the federal guidelines from Table 1, Appendix A, Part 150, which deems all land uses compatible with noise exposure from aircraft below DNL 65 dB. Therefore, the Airport will not provide noise mitigation beyond the DNL 65 dB contour, including sales assistance.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.45	Noise Abatement/Mitigation	<p>Provide Sound Insulation to Schools within the Airport Affected Area</p> <p>Section 3.1.11 discusses the failure of the county airport to implement the noise abatement procedure in the current NCP where sound insulation would be provided to two schools, Holy Cross Lutheran School on Milwaukee Avenue and Lowell Elementary School on Maple Avenue.</p> <p>Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.</p>	The Airport Sponsor is recommending a sound insulation program under NCP Land Use Measure LU-5, this includes all noise-sensitive structures within the 65 DNL contour.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.46	Program management measures	<p>Install a Noise Monitoring System</p> <p>Under Section 4.3.2 of the 2024 NCP, the county airport rejects the installation of a noise monitoring system as too costly. It is an embarrassment that neighborhoods surrounding the airport must install and operate a noise monitoring system to determine our actual noise exposure while the county airport relies on computer modeling and unverified noise abatement strategies. Like other airports, including the Burlington Airport which also hosts an F-35 fighter jet squadron, the county airport should install and operate a noise monitoring network. If the county airport can fund numerous expansions including the recent \$85 million terminal, it can fund a noise monitoring system. These monitors would determine current and future noise exposure. They will verify the effectiveness of the abatement measures in the new NCP. As noise standards change in the future, these monitors will determine if further noise reductions are necessary. The county airport should meet with neighborhood representatives to determine the location of the noise monitors and procedures for reporting the results.</p> <p>The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise causing building and body shaking vibrations, the monitors should measure both the standard A-Scale based on our hearing range but also the C- Scale which measures the vibration frequencies.</p>	<p>Measurement data from a noise monitoring systems has no influence on the noise exposure contours developed under the Part 150 process. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA's noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs.</p> <p>The regulations pertaining to measured noise levels in the Part 150 process are outlined in 14 CFR 150.9 (a). The corresponding website link is available at <a href="https://www.ecfr.gov/current/title-14/section-150.9">https://www.ecfr.gov/current/title-14/section-150.9</a>.</p>

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								<p>Review of Actual Noise Monitor Measurements</p> <p>On December 7, 2023, we alerted the airport that a neighborhood noise monitoring system had collected measurements for the past two years. The email subject was: “Monitoring Shows Actual Noise Levels are Far Greater than Predicted in Dane County Airport Part 150 Noise Modeling Report”. We compared the peak noise levels predicted by the Air Force in its Environmental Impact Statement for the F-35 fighter jets with those actually measured around the airport. Based on this comparison, we concluded that: 1) the F-35 fighter jets are far noisier than assumed by either the county airport and Air Force; 2) estimated noise levels by the county airport and Air Force are too low; and, 3) the 65 dB DNL noise contours drawn by the county airport and Air Force are too close to the airport and Truax Field such that more north and east side residents should qualify for noise abatement funds. Unless the county airport wants to base its Part 150 noise abatement plans on faulty noise predictions, we suggested the airport will need to: 1) review noise monitoring data from the neighborhood network, or install and operate its own monitors to collect actual noise levels; 2) determine the correct noise levels of the F-35 fighter jets; 3) update its noise modeling provided in the Part 150 Noise Exposure Map Report; and, 4) redraw the noise exposure maps which are being used to determine who will qualify for noise abatement.</p> <p>The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under- estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.</p>	
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.47	Noise Abatement/Mitigation	<p>Mobile Home Park Residents Should be Protected</p> <p>Under Section 3.2.1.5, the draft NCP states: “ensure future low-income and other residential developments are not built within the 65 DNL noise contour or adjacent to the Airport”.</p> <p>Under Section 3.3.3 (Acquire the mobile home park and relocate the residents), it says the “county does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes.” The mobile home park lies inside the 65 dB DNL if not the 70 dB DNL. When the 1991 NCP was adopted, the park was likely exposed to even higher noise levels but no relief was provided to the residents. The neighborhood noise monitoring network shows high noise exposure in the mobile home park. The continued presence of the mobile home park shows the airport’s continued promotion of environmental racism and environmental injustice. The failure to protect the residents of the mobile home park is an example of the failure of the county airport and its 2024 NCP.</p> <p>The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport’s unwillingness to protect surrounding residents and the airport’s continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.</p>	The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See NCP Section 3.2.4.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.48	Program management measures	<p>Provide Regular Updates to the NCP</p> <p>Section 4.1 Existing Program Management Measures summarizes current NCP requirements including updates to noise contours, updates to the NCP and responses to complaints. Since adoption of the 1991 NCP, airport management has ignored these requirements or implemented them poorly. There have no meetings of the noise abatement committee and review of noise complaints for five years. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.</p> <p>The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint should be published on a regular basis both on the county airport web site but also in a report to local media.</p> <p>The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.</p>	The Airport Sponsor, as included in the program management measures, is recommending the Noise Exposure Map be regularly updated to reflect current and/or future conditions and to update the Noise Compatibility Program when it is not adequately addressing the noncompatible land uses.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.49	Program management measures	<p>Improve the Effectiveness of the Noise Advisory Committee</p> <p>Section 4.2.1 recommends that the noise advisory committee be re-established to assist the Airport with implementation, promotion, monitoring and reporting of the recommended NCP measures. If this committee is an important part of the airport’s noise abatement procedures, it is unfortunate airport management decided to stop its regular meetings for the past five years. Citizen input would have assured the draft NCP addressed the concerns of the surrounding community.</p> <p>It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise effects on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.</p>	The Airport Sponsor reconvened the Airport Commission Noise Abatement Subcommittee in October 2025.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.5	Methodology	<p>Delay the NCP Until WANG Completes Its Public Outreach Program</p> <p>Last month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "Madison F35 Community Connection Project".</p> <p>The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision-making process for deploying a squadron of F-35 fighter jets to Madison.</p> <p>Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.</p>	The Airport Sponsor acknowledges this comment.

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Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.51	Noise Abatement/Mitigation	<p>Obtain a New Mission for WANG 115th Fighter Wing</p> <p>This new NCP was prompted by the Air Force deployment of a squadron of F-35 fighter jets to the WANG 115th Fighter Wing at Truax Field adjacent to the county airport. Based on measurements by the neighborhood noise monitoring network, the F-35 fighter jets are far louder than the prior F-16 jets. The F-35 jet noise includes low frequencies which shake buildings and vibrate the human body. These low frequencies are not considered by typical dB “A-scale” used for noise modeling or measured by typical noise monitors.</p> <p>Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.</p>	Only the Department of Defense has control over the 115th Fighter Wing mission.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.52	Noise Abatement/Mitigation	<p>Evaluate Relocation of the County Airport</p> <p>The county airport has been in Madison for nearly 100 years. During this time, many things have changed. Madison and Dane County are the fastest growing areas in Wisconsin. The airport consumes 7% of the land area of Madison, eliminating opportunities for urban growth. We’ve learned the airport discharged PFAS into our groundwater and Yahara Chain of Lakes, shutting down Municipal Well 15 and making local fish poisonous. There will be 3,000 people living in neighborhoods considered ‘incompatible for residential use’ due to the unhealthy noise from commercial flights and the new F-35 fighter jets. We continue to promote environmental injustice and racism by expanding adjacent housing for low-income and minority families. We’ve started to fight global warming, but still host the airport in our city, a poster child for global warming, since airplanes are the least efficient form of travel and have 3 times more impact than ground-based emissions. Lastly, those fees paid by affluent passengers are not progressively shared but can only be spent on expansions like that recent new \$85 million terminal.</p> <p>The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don’t expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes.</p>	Relocation of an airport is not within the process provided in Title 14 of the Code of Federal Regulations Part 150. Part 150 addresses aircraft noise exposure and land use compatibility with aircraft noise exposure.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.53	Public outreach	<p>Include All Public Comments in Final NCP</p> <p>Appendix F: Public Comments of the draft NCP states: “Public comments will be included in this appendix after the public review period.” Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.</p>	A complete record of public comments is provided in Appendix G of the NCP, including comments on the 2024 NCP and the amended 2025 NCP.
Steven	Klafta	Environmental Engineer	Safe Skies Clean Water Wisconsin	Madison	Email	31.54	Methodology	<p>Explain FAA Complaint and Appeal Procedures</p> <p>The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review</p>	Regulations governing the stakeholder consultation portions of the Part 150 process are found at 14 CFR 150.21 (b) and 14 CFR 150.105(a).
Stephan	White	N/A	N/A	N/A	Hearing	32	General	<p>My comment, basically that I am against the F-35 being based here, and for that to be elsewhere. Why can't they put it someplace else? The F-35 isn't part of like -- I don't consider this to be a useful part of the -- this shouldn't part of a domestic airport or planning around a domestic airport, so. Yeah, that's about it. It is what it is. That's it. I am just strongly against the F-35, wish it wasn't here, would like it to go away.</p>	Relocation of an airport is not within the process provided in Title 14 of the Code of Federal Regulations Part 150. Part 150 addresses aircraft noise exposure and land use compatibility with aircraft noise exposure.

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Richard	Soletski	N/A	N/A	N/A	Hearing	33	General	Well, I'm really disappointed. This is -- what I learned tonight was totally contrary to what I was told at previous open houses; that the study is done, and then the FAA has time to look at it.· I understood that. But then they're going to try some things, try rearranging where the planes fly, and for a couple years, and then they will see if that works. in the meantime, the people living near the airport are, you know, they can just suck it. So I think we're just kind of, you know, my understanding from talking to a consultant the last time was 2024 would be the time when there would be a plan made for helping the people under the flight paths.· Where -- I live on the second road away from the airport, and the noise is intolerable when the F-35s go over; they're more noisy than the F-16s were.· And the reason I know that is there's a private group opposing this, and they have installed monitors in the neighborhood.· And when I do hear a particularly noisy plane, when I check that monitor, it's 116 decibels and the F-16s were 106 when they fly over.· And so the thought that we have to live another two, three, four, five, you know, they can stretch this out as long as they want.· I'm 68, so, you know, they can just stretch it out until I croak. And I -- just the nonchalance of everybody. You know, they're getting paid out there. We have to live here. And the F-35s 24 weren't there when I bought my house 30 years ago. All the traffic from the airport, you know, the daily flights to DC and San Francisco and Los Angeles and New York, they weren't there when I bought the airport {sic}. It is definitely noisier than that. And then besides that, we get the spiel that during weather conditions they have to fly over the residential areas because they're flying into the wind.· And the last two summers there's been a noticeable uptick of that.· And I understand that, that's physics, but they're not going to do anything.· They're not going to help us with if we wanted improved windows or insulation or even a buyout because it's not the same neighborhood as it was before.· And I am just really disappointed in that.· That's it.	The Airport Sponsor is recommending a sound insulation program within the amended NCP (Land Use Measure LU-5) to provide short term relief to residents while continuing to evaluate the runway reconfiguration alternatives (Noise Abatement Measure NA-8) as those require evaluation in the Airport Master Plan and are likely to take well over 5 years to complete and construct. The sound insulation program would provide treatment to noise sensitive structures within the 65 DNL noise contour. This measure intends to address the incompatible land uses within the 65 DNL contour of the FAA accepted 2027 Noise Exposure Map contained within the 2022 MSN NEM update.

## Responses to Public Comments Received (2025)



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Dane County Regional Airport (MSN)

Title 14 CFR Part 150 Airport Noise Compatibility Planning Study

2025 Amended Noise Compatibility Program (NCP)

2025 Responses to Public Comments Received

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Derek	McRoberts	N/A	N/A	Madison	Public Open House	1	General	I grew up under a flight path, and knowingly bought a house under another one a decade + ago. I love Truax, it's easily among the nicest airports I've ever been to (and that's a long list). Is there noise? Sure. But the quality and convenience are more than worth it. The F35's are certainly loud but unless I have all the windows open or I'm out in the yard I never really notice them. Commercial traffic is not even enough to stop a conversation and only having to travel five minutes to be at the terminal is certainly worth it.	The Airport Sponsor acknowledges this comment.
Josephine	Pradella	N/A	N/A	Madison	Public Open House	2	Health Effects	Biggest issue for me is decibel levels of F-35 planes. When outside they are practically ear-splitting and my greatest hope is that they will all be removed.	The mission of the 115th Fighter Wing is under the sole discretion of the Department of Defense.
Josephine	Pradella	N/A	N/A	Madison	Public Open House	2	Land Use	Noticing that possible future land acquisition targets Cherokee Marsh and Token Creek Parks. Please limit future expansion to developed lands rather than natural areas already conserved. We could use more greenspace!	The Airport Sponsor recommends the potential acquisition of areas in the Cherokee Marsh and Token Creek Park areas (NCP Land Use Measure LU-3) should they be considered for noise-sensitive use. The Airport Sponsor is recommending NCP Land Use Measure LU-3 because it would protect compatible land use near the airport from future rezoning to a noncompatible land use.
Dave	Krivanek	N/A	N/A	Deforest	Public Open House	3	Noise abatement/Mitigation	Do we qualify	Upon implementation of NCP Land Use Measure LU-5, the airport will contact residences potentially eligible for sound insulation, which are those located within the DNL 65 dB contour as depicted in the FAA-accepted Noise Exposure Map.
N/A	N/A	N/A	N/A	Madison	Public Open House	4	Health Effects	Current mitigation comments & concerns of the F-35s is elsewhere. Our disturbance of daily life—neighbors, car light increase, irregular late traffic, and louder traffic—is not addressed. Regard the F-35s: the noise level is torture. I have felt crushed over again & again in my ears when outside. I have had to stop at my tracks to prevent imbalance. The sound limits instant upset in equilibrium. Emergency alone conversations at home, any person on the street, on the sidewalks, we go completely deaf to hear the planes. Helicopter flights drown out indoor TV, radio, phone calls, and cause my house to shake.	The Airport Sponsor acknowledges this concern.
N/A	N/A	N/A	N/A	Madison	Public Open House	4	Noise abatement/Mitigation	Tonight's brief review of the maps & plans leaves me hopeless. Virtually nothing is planned for relief to residents at the southern end of the 65 dB perimeter.	The Airport Sponsor appreciates this comment and thanks you for attending the Open House. Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility.
N/A	N/A	N/A	N/A	Madison	Public Open House	4	Methodology	Separate the F-35s from other flights into separate analysis.	All noise modeling of the F-35A aircraft was completed using the Department of Defense noise model (NOISEMAP) whereas the FAA's noise model (AEDT) was used for all other aircraft.
Linda	Hall	N/A	N/A	Madison	Public Open House	5	Health Effects	The F-35 noise over my house is unacceptable. When outside, I have to cover my ears. When I'm inside, I can't carry on a conversation or talk on the phone. It also interrupts my work when I'm in an online meeting. The frequency of flights and the multiple number of planes flying in succession are also unacceptable.	The Airport Sponsor acknowledges this concern. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> . This may help with scheduling phone calls and meetings.
Linda	Hall	N/A	N/A	Madison	Public Open House	5	Methodology	The study areas should show the F-35s and their noise separately so better solutions are devised (and solutions that put into place sooner remediation/measures to alleviate the noise). Measures to address noise might in some small way alleviate fallout from F-35 accidents. Nah, if one crashes we're all done for — the PFAs and the nuclear weapons.	The Airport Sponsor completed this project in accordance with Title 14 of the Code of Federal Regulations Part 150 Airport Noise Compatibility Planning.
Cathy	Couture	N/A	N/A	Madison	Public Open House	6	General Support	I hope the City of Madison uses the airport-affected zones to guide their approval of high-density residential properties. Seeing the noise abatement plans and implementation was reassuring. I've had such a narrow focus on the F-35 noise impacts — many positive things the airport has done and plans to do went unnoticed. I appreciate the transparency and clear presentation of information. Thank you.	The Airport Sponsor appreciates your participation at the Open House and support for the Noise Compatibility Program.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	General Support	Gratitude to the 115th for their daily efforts to reduce noise by taking off to the north/returning from the north, controlling speed (+ noise) in creating where out of town.	The Airport Sponsor appreciates your support.
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	General Support	Noise Relief – I’m happy for my neighbors that qualify for noise abatement. And I’m especially interested in anything we can do to reduce noise above our highly populated community.	The Airport Sponsor appreciates your support.
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	Noise abatement/Mitigation	Quantity of Jets & Commercial Flights – We live on the commercial flight path. I’m wondering what options there are for spacing out jet departures/arrivals in coordination with other aircraft noise.	According to federal guidelines, the aircraft operators are responsible, not the Airport Sponsor nor the FAA, for their flight schedules. Implementing such a measure would not affect the DNL 65 dB contour unless it resulted in shifting operations to and/or from the nighttime to the daytime.
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	Noise Monitors	MSNSound.com has real-time noise data. It would be great to have a more robust version of this, an incredible citizen science effort where neighbors could easily track real-time noise so they could report anything out of the ordinary.	As described in Section 4.3.2 of the NCP, the Airport Sponsor considered but does not recommend a noise monitoring system as part of the MSN Noise Compatibility Program. In accordance with 14 CFR Part 150, noise measurements do not determine the size, shape or location of the aircraft noise exposure contours used to determine land use compatibility.
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	Public Outreach	Community Education – I would request a more robust FAQ on the 18th.	The Airport Sponsor acknowledges this comment.
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	Public Outreach	Public Education Campaign – People that know how to make noise complaints is useful — and when.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their noise complaint management system in implementation of NCP Program Management Measure PM-2.
Marina	Kelly	N/A	N/A	Madison	Public Open House	7	Public Outreach	Final Request: To the Can, you please publish (115th) a weekly schedule of flights.	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard as the Airport Sponsor is not responsible for the 115th Fighter Wing mission. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> .
N/A	N/A	N/A	N/A	Madison	Public Open House	8	Noise abatement/Mitigation	I currently work near the Milwaukee St./Hwy 51 intersection. The noise from the F-35s is often so loud I cannot hear while on phone calls. Noise level is substantially louder than the F-16s even though we were told that it would not be. Airport and Madison should do all it can to assist homeowners with noise mitigation, insulation, etc...	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5).
N/A	N/A	N/A	N/A		Public Open House	9	General Support	I love the airport noise. I think you should provide coffe and donughts and it would make other peoople love airport noise too.	The Airport Sponsor acknowledges this comment.
Laurice	Lauibert	N/A	N/A	Madison	Public Open House	10	Noise abatement/Mitigation	I didn’t buy my house because of the airport. Planes are flying lower over my house; I am not sure why. The F-35 is super loud! Even on clear days they are loud.	The Airport Sponsor acknowledges this comment.
Laurice	Lauibert	N/A	N/A	Madison	Public Open House	10	Noise abatement/Mitigation	Airport noise is the number one reason I don’t want to invest. There are more flights early in the morning and late at night. I wish they would stop. Anything that can be done to reduce noise is very much appreciated. Thank you for the open house and helping to reduce noise.	The Airport Sponsor acknowledges this comment.
Laurice	Lauibert	N/A	N/A	Madison	Public Open House	10	Program Management Measures	I have sent in noise complaints on the email site but did not get a response. The airport should let the public know when they receive messages.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their noise complaint management system in implementation of NCP Program Management Measure PM-2.
Jason	Prakhorn	N/A	N/A	Madison	Public Open House	11	Health Effects	We are noticing mental health issues and nervous system issues when suppressed by these bursts of extreme sound. What can be done to help?	Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .

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Jason	Prakhorn	N/A	N/A	Madison	Public Open House	11	Noise abatement/Mitigation	I work on Kinsman and my wife works at home by Fair Oaks & Milwaukee. The noise levels constantly increase, while brief, are well over 90 dB measured with the OSHA noise level meter. Our windows shake at home. While I understand the need for these flights, I would love to see some efforts to abate the noise.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5).
Sarah	Bradley	N/A	N/A	Madison	Public Open House	12	General	I am in the 65-decibel level zone, and the noise from F-35s impacts my career opportunities because I cannot conduct business remotely when noise from circling F-35s prevents me from being able to hear during a phone call or virtual meeting.	The Airport Sponsor acknowledges this concern. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> . This may help with scheduling phone calls and meetings.
Sarah	Bradley	N/A	N/A	Madison	Public Open House	12	Methodology	It is critical to continue the existing noise complaint program and expand it so that commercial, cargo, and military jets abide by the restrictions on overnight flights and to address future increases in noise. But the airport’s primary source of information needs to be data that exists for violations of night flight restrictions and future increases in noise levels.	Based on FAA regulations, the Airport cannot restrict flights nor determine flight schedules. As described in Section 2.2.9, NCP Noise Abatement Measure NA-9 encourages the Wisconsin Air National Guard 115th Fighter Wing to continue limiting F-35A aircraft operations to the daytime (7:00 a.m. to 10:00 p.m.) as practicable.
Sarah	Bradley	N/A	N/A	Madison	Public Open House	12	Noise abatement/Mitigation	Residential properties that received prior easements for noise abatement should in no way be excluded from future noise mitigation measures. The decibel levels have increased significantly due to increased traffic, presence of F-35s, and the overall goals of the airport expanding to international flights and additional domestic flight options.	The Airport Sponsor concurs with the sentiment around avigation easements and intends to update the existing easements and provide new easements as part of the sound insulation program (NCP Land Use Measure LU-5). Therefore, homeowners with such easements would be potentially eligible for sound insulation if they agree to an updated easement.
Monica	Wahlberg	N/A	N/A	Madison	Public Open House	13	Land Use	Disappointed there was not a presentation. Also concerned that The River Food Pantry is currently building a new facility right by the Cook Park trailer court, which is land the airport would purchase and not have developed.	The Airport Sponsor conducted a series of three open houses and one public hearing associated with the amended NCP. The open houses were hosted to provide the ability for the public to see what was being included in the amended NCP and ask questions of the project team. No presentation was provided as indicated in your comment. The public hearing included a presentation followed by comments from the public.
Monica	Wahlberg	N/A	N/A	Madison	Public Open House	13	Noise Levels	I purchased a condo over ten years ago and inquired what the noise levels were being so close to the airport (3910 Rieder Rd). I have noticed a significant increase in noise, even in the last five years. However, looking at these decibel levels where I live falls outside the current and future areas of concern. Not sure at what level dishes rattle, but they didn’t when I moved in, and now they do.	The Airport Sponsor acknowledges this comment.
Phyllis	Micke	N/A	N/A	Madison	Public Open House	14	Methodology	Although this was not what we expected, we very much appreciated the opportunity for one-on-one discussion. Our concerns are not focused on 24-hour noise averages, but rather peak noise levels of F-35 flights.	The Airport Sponsor appreciates your participation at the Open House. Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) to establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels.
Phyllis	Micke	N/A	N/A	Madison	Public Open House	14	Noise abatement/Mitigation	Regular ear protection is inadequate. Please publish a list of the most effective ear protection available! We have to stop and drop what we’re doing when they approach. We see parents dropping to their knees to cover their children’s ears, putting their own hearing in danger. Get some practical info out, please.	The Airport Sponsor acknowledges this comment.
Phyllis	Micke	N/A	N/A	Madison	Public Open House	14	Noise Levels	Publishing flight times does not help homeowners and residents whose schedules do not permit flexing for flight times. Living on the highest areas of Ridgeway Ave., the noise exposure is very intense. The planes are often very low—reminds me of a flyover at an air show.	The Airport Sponsor acknowledges this comment.

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Keisha	Lindsay	N/A	N/A	Madison	Public Open House	15	Land Use	Please provide homeowners with more guidance about what amelioration options might be available to them if there is a pre-existing easement on their deed; 2) the potential scope of the noise abatement program (i.e., how many houses, which neighborhoods, what time frame); and 3) exactly what noise abatement might involve (new windows, insulation, etc.).	The Airport Sponsor intends to update the existing easements and provide new easements as part of the sound insulation program (NCP Land Use Measure LU-5). Therefore, homeowners with such easements would be potentially eligible for sound insulation if they agree to an updated easement. The 2027 FAA-Accepted NEM identified 1,250 potentially noncompatible housing units. Sound insulation treatments may include window and door replacement, caulking, weather stripping, and positive air ventilation. The timeframe is dependent upon FAA approval of the measure and availability of federal funding. The Airport Sponsor intends to apply for federal grants by 2027.
Tashi	Tseten	N/A	N/A	Madison	Public Open House	16	Noise abatement/Mitigation	To reduce the noise in the residence will there be sound insulation provied? If so when will it be started.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor is expecting to apply for their first grant next year to implement the sound insulation program.
Kristin	Bartel	N/A	N/A	Madison	Public Open House	17	Public Outreach	Very ADA UNFRIENDLY!!! No presentation. I'm not able to read/navigate materials. I don't know what questions to ask. ALL I KNOW is that there is an unbearable amount of noise from F-35s. Get them out of here! I can't live a peaceful life, can't move, and this is ruining our highly rated city (in the past)!!! F-15s were bad enough. F-35s are a pity to this beautiful city.	The Airport Sponsor conducted a series of three open houses and one public hearing associated with the amended NCP. The open houses were hosted to provide the ability for the public to see what was being included in the amended NCP and ask questions of the project team. No presentation was provided as indicated in your comment. The public hearing included a presentation followed by comments from the public.
Linda	Hall	N/A	N/A	Madison	Public Hearing	18	Land Use	A major part of the noise mitigation plan is moving the noise to Cherokee Marsh. This is not a solution. I don't want more noise when I'm hiking in the natural areas.	The Airport Sponsor acknowledges this comment and recognizes that favoring departures to the north and arrivals from the north provides noise abatement benefits to the heavily populated areas south of the Airport.
Jaimie	Drews-Perkins	N/A	N/A	Madison	Mail	19	General	I live less than 1 1/2 mile from airport takeoff & landing site; for homeland, national; search & rescue, expedite detainment & deportations. These procedures are imperative. Some craft has noise. That does not raise a concern. If it did, I am aware I'll hold legal accountability to rent elsewhere. I have not personally observed in local jurisdiction any molten or solid metal fragments on ground. That has improved in this location. No parachutes to mail or deliver back from emergency, military, state or nation. None have arrived for locals at all in the 27 drop sites. Left unfunded, unsupplied for local in home city, county, state, nation recovery systems. November 10, 2025 (Concerns) Columbia Energy Center, Alliant Energy Center, Madison Public Service, MGE (Madison Gas & Electric) > Co-owners to the Kenosha (Paris solar county battery park) WEC energy group. Co-owners is not national/state insured lot assign. I, Jaimie L. Drews, did not see site or consent any development (local, storm, not owners, Department of Justice, Department of Defense, Bureau or Central Intelligence Agency Search & Rescue, restoration of people, places and their things. life, finance, location assigned) No site was aborted for search & rescue. Quarentine: Yes. Law I all above official officers – to suggest = a fine, – to do it is mandated detainment, expedite to Marshal Holding Center, not local/city/county. EV referenced as Electric Vehicle was prohibited contraband removed from public access in 2 continents. Combustible / explosives/ other. EV is also a common identity error to actress on movie (gorish occult) “The Mummy”. Sunnyside could be reference as (gorish horror movie), motel, hotel, asylum/other. To many missing persons, cadavers, embryos, movie/science, hidden body parts should never be tampered, harmed or distruped from search & rescue. Local/state/military/ nation International/ Intersteller, Interior surgeons/ officers units. This is criminal anyhwere. If you purchase or acquire; it is for your lot # assigned. it would be very small conduit with all crisis medical kit for any crisis of person, environment, other	The Airport Sponsor acknowledges this comment.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Kap	Mueller	N/A	N/A	N/A	Email	20	DNL/threshold	<p>I am writing to comment on the airport's Noise Compatibility Plan. I live within the "Airport Affected Region" in the Marquette neighborhood and my daily life is frequently disrupted by aircraft noise. The impacts include but are not limited to disrupting my daughter's naps, disrupting business meetings, and causing safety issues while on my bike - the overwhelming noise from fighter jets flying immediately overhead is seriously disruptive.</p> <p>My concerns with the new plan are as follows:</p> <p>1. The plan is based on an average 65 dB noise standard, which is a) decades old and must therefore be updated to reflect modern safety standards, b) does not consider the peak noise levels, which are much more impactful to my daily life than the average noise level. The plan needs to be updated to consider the impact of peak noise levels.</p>	<p>Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility as the City of Madison nor Dane County have not enacted a lower threshold within their jurisdictions. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels.</p>
Kap	Mueller	N/A	N/A	N/A	Email	20	Noise abatement/Mitigation	<p>2. The plan delays altering flight paths and extending runways for years to adjust noise levels. We need a concrete plan with a specific timeline starting immediately to address the noise impacts. 3. Many of the noise abatement measures in the old 1991 noise plan, like adding insulation to Lowell Elementary School, were not implemented. Similarly, the new noise abatement measures in this final plan are voluntary with no means to verify they are adopted. The last time the Airport Noise Abatement Committee met was 6 years ago. The plan needs to include a mechanism to regularly implement, track, and report on the noise abatement plans and the impact of the noise on the community. 4. The airport failed to consider major changes which would abate noise, such as a non-fighter jet mission for the Air National Guard 115th Fighter Wing, as was done in Iowa and Ohio, or relocating the airport, as was done in Austin and Denver. At a minimum, both of these options should be considered to set the airport and the city up for long-term success. 5. While it's good to see the airport consider the impact to the Oak Park Terrace community, a contingent acquisition plan is not a good mitigation strategy because it leaves the relocation assistance for residents contingent on the owner's decision to sell the property. However, the residents are the ones impacted by the noise—not the owner. This contingent approach creates an environmental justice issue where vulnerable residents bear a disproportionate noise burden while having the least power to mitigate it. At a minimum, residents should proactively be offered direct compensation and relocation assistance to affordable housing, independent of property owner decisions. A truly equitable noise mitigation plan must provide pathways for impacted residents to relocate regardless of their landlord's choices. Relying on the property owner is inadequate and perpetuates inequity. I enjoy having a quality airport nearby and appreciate its services, but we need to set the airport up to be in harmony with its surrounding community. Thank you for your time</p>	<p>The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public. As a result the Airport Sponsor added NCP Land Use Measure LU-5 to implement a sound insulation program (noise mitigation) for noise-sensitive structures within the DNL 65 dB contour as depicted on the 2027 FAA-accepted Noise Exposure Map for MSN. The Airport Sponsor will continue with evaluation of the runway reconfiguration measures to provide further relief if those changes to the runways are feasible to better allow the F-35A aircraft to takeoff to the north. The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.</p>
Eric	Leventhal	N/A	N/A	N/A	Email	21	DNL/threshold	<p>I am writing to comment on the airport's Noise Compatibility Plan. I live within the "Airport Affected Region" in the Marquette neighborhood and my daily life is frequently disrupted by aircraft noise. The impacts include but are not limited to disrupting my daughter's naps, disrupting business meetings, and causing safety issues while on my bike - the overwhelming noise from fighter jets flying immediately overhead is seriously disruptive.</p> <p>My concerns with the new plan are as follows:</p> <p>1. The plan is based on an average 65 dB noise standard, which is a) decades old and must therefore be updated to reflect modern safety standards, b) does not consider the peak noise levels, which are much more impactful to my daily life than the average noise level. The plan needs to be updated to consider the impact of peak noise levels.</p>	<p>Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility as the City of Madison nor Dane County have not enacted a lower threshold within their jurisdictions. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels.</p>



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Eric	Leventhal	N/A	N/A	N/A	Email	21	Noise abatement/Mitigation	2. The plan delays altering flight paths and extending runways for years to adjust noise levels. We need a concrete plan with a specific timeline starting immediately to address the noise impacts. 3. Many of the noise abatement measures in the old 1991 noise plan, like adding insulation to Lowell Elementary School, were not implemented. Similarly, the new noise abatement measures in this final plan are voluntary with no means to verify they are adopted. The last time the Airport Noise Abatement Committee met was 6 years ago. The plan needs to include a mechanism to regularly implement, track, and report on the noise abatement plans and the impact of the noise on the community. 4. The airport failed to consider major changes which would abate noise, such as a non-fighter jet mission for the Air National Guard 115th Fighter Wing, as was done in Iowa and Ohio, or relocating the airport, as was done in Austin and Denver. At a minimum, both of these options should be considered to set the airport and the city up for long-term success.5. While it's good to see the airport consider the impact to the Oak Park Terrace community, a contingent acquisition plan is not a good mitigation strategy because it leaves the relocation assistance for residents contingent on the owner's decision to sell the property. However, the residents are the ones impacted by the noise--not the owner. This contingent approach creates an environmental justice issue where vulnerable residents bear a disproportionate noise burden while having the least power to mitigate it. At a minimum, residents should proactively be offered direct compensation and relocation assistance to affordable housing, independent of property owner decisions. A truly equitable noise mitigation plan must provide pathways for impacted residents to relocate regardless of their landlord's choices. Relying on the property owner is inadequate and perpetuates inequity.I enjoy having a quality airport nearby and appreciate its services, but we need to set the airport up to be in harmony with its surrounding community. Thank you for your time	The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public. As a result the Airport Sponsor added NCP Land Use Measure LU-5 to implement a sound insulation program (noise mitigation) for noise-sensitive structures within the DNL 65 dB contour as depicted on the 2027 FAA-accepted Noise Exposure Map for MSN. The Airport Sponsor will continue with evaluation of the runway reconfiguration measures to provide further relief if those changes to the runways are feasible to better allow the F-35A aircraft to takeoff to the north. The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Aaron	Greenblatt	N/A	N/A	Madison	Email	22	Land Use	Noise abatement at the airport is extremely important for the surrounding neighborhoods, even beyond the 65 dB zone. In particular, military planes create an incredible amount of noise. Extension of one or both runways to allow military jets to take off northward, over less populated areas, would be ideal. With regards to purchasing properties around the airport: - if purchasing any mobile home parks, it is not sufficient to simply evict the residents. They should have somewhere to go. - the same with regards to purchasing apartment buildings. - I would strongly oppose any purchase of Cherokee Marsh. Besides being a green gem in Madison's park system, marshes are incredibly important for maintaining ecosystems. Airport expansions not requiring this land should be explored.	As described in Section 2.2.8, NCP Noise Abatement Measure NA-8, the Airport Sponsor 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 (Section 2.2.8.1). The Airport Sponsor recommends the potential acquisition of areas in the Cherokee Marsh and Token Creek Park areas (NCP Land Use Measure LU-3) should they be considered for noise-sensitive use. The Airport Sponsor is recommending NCP Land Use Measure LU-3 because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Maria	Delestre	N/A	N/A	N/A	Email	23	Noise abatement/Mitigation	I respectfully request that prior avigation easements not be used to disqualify properties from eligibility for future sound mitigation programs. Easements were signed years ago under very different circumstances, including the addition of F-35 fighter jet operations.  Eligibility for sound mitigation should be based on current noise exposure levels, not historical legal agreements. All residents experiencing significant noise impacts deserve consideration for mitigation measures.	The Airport Sponsor concurs with the sentiment around avigation easements and intends to update the existing easements and provide new easements as part of the sound insulation program (NCP Land Use Measure LU-5). Therefore, homeowners with such easements would be potentially eligible for sound insulation if they agree to an updated easement.

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Timothy	Coursen	N/A	N/A	Madison	Email	24	Noise abatement/Mitigation	<p>The 115th Fighter Group’s regular practice of deploying “Overhead Break Formation Entry” landing maneuvers, which position groups of aircraft in tight formation for landing where one aircraft lands and the remaining group circles back around at low altitudes and repeat the sequence, drastically and unnecessarily multiply the unacceptable levels of excessive noise in a densely populated area; I suggest that this procedure become prohibited for all of the aircraft in the 115th Fighter Group using Truax Field.</p> <p>Furthermore, I endorse that the aviation experts on the panel reviewing the fighter jet noise devise a plan the further restricts the military aircraft to highly specific criteria for landings and take-offs that minimize the extreme excessive noise based not only on the aircraft’s capabilities to land and take-off at steep angles (which would significantly reduce the areas subjected to the noise), but also devise a plan that takes into consideration the population density of the areas that they fly over, times of day when the landings and take-off occur, and that directs the aircraft onto runway landings that routes the flight paths high over the least populated areas when possible and the weather and ground conditions permit. Longer, low altitude approaches to landings and take-off trajectories could spread the noise over a greater area and subject many more people to the loud and harmful aircraft noise than necessary.</p> <p>The sophisticated design of the F35 Fighters and the other military aircraft using Truax Field should easily allow for a landing approach and take-off path that attempts to further reduce the excessive noise generated by the aircraft for the residents of Madison and especially those living near the airfield. A great number of research studies have shown the damaging health and psychological effects caused by repeated exposure to loud noise; the airport commission has a moral obligation to implement a vigorous revised noise plan that elevates the welfare of human beings as a top priority.</p>	<p>The Airport Sponsor is not responsible for the 115th Fighter Wing mission nor how they operate their aircraft. The Airport Sponsor, through this project, worked with the Guard to determine how to depart the airport in the least noisy way. It is understood that the overhead break formation entry is required for the mission. The Airport Sponsor is precluded by federal legislation to restrict aircraft operations. Furthermore, the Airport Sponsor is precluded from restricting military operations as that is solely the responsibility of the Department of Defense. Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>
Timothy	Coursen	N/A	N/A	Madison	Email	24	Noise Levels	<p>As a resident living on Madison’s East Side I wish to submit comments for consideration in the upcoming review of the noise restrictions governing the 115th Fighter Wing of the Wisconsin Air National Guard’s F35s using the Truax Field runways at the Dane County Regional Airport. Living directly adjacent to the flight path of the incoming and departing fighter jets has detrimentally affected the quality of life, for both for me personally and also for the thousands of other residents living in the neighborhoods on the flight path. When aircraft from the 115th Fighter Wing arrive and depart from their Madison Airbase the aircraft reach unhealthy and unacceptable noise levels.</p> <p>The harmful and excessive noise generated by the military aircraft require further restrictive regulation in order to maintain a healthy and safe living environment for the residents of the City of Madison, Wisconsin and added limitations based on unnecessary practices could significantly reduce the excess noise levels.</p>	<p>The Airport Sponsor is precluded by federal legislation to restrict aircraft operations. Furthermore, the Airport Sponsor is precluded from restricting military operations as that is solely the responsibility of the Department of Defense. Title 14 of the Code of Federal Regulations Part 150 is focused solely on aircraft noise and its effect on land use compatibility. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>
Kathleen	Howe	N/A	N/A	N/A	Email	25	Noise abatement/Mitigation	<p>Will any of the proposals really mitigate the noise? This summer 2025 the noise was especially unconscionably loud, one had to retreat to the basement. Why were the jets especially loud? This is the relatively poor side of town, our voices aren't heard. Are the flight paths over Maple Bluff?</p> <p>NO.</p>	<p>The Airport Sponsor acknowledges this comment.</p>



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Chris	Schatz	N/A	N/A	Madison	Email	26	Health Effects	Any study and plan will be remiss if it does not address—and REMEDY—the F-35 issue, which is a bane on the thousands of occupants of homes and businesses in Madison's North and East sides. This has been far more than a creep up in intensity from the previous F-16 embedment; the noise is extremely high decibel (150 dB close up [Ghazaryan V, Sutton AE, De Jong R. Acute Acoustic Trauma. In: StatPearls. Treasure Island (FL): StatPearls Publishing; November 13, 2024], and they are often seen flying BELOW 1000-2000 ft above Emerson-East neighborhood), nearly daily and multiple times (including times when residents need to sleep) daily, and has ramifications on public health, including negative impacts on physical and mental health and social well-being. What research did the 115th Fighter Wing complete BEFORE making this change that supports this as acceptable? I am unimpressed that any residents' concerns were taken into account, as acoustic trauma and noise sensitization are not fictions. They are collecting data on the noise complaints we file, but any study perpetrating harm needs to be discontinued; this is a clear instance of active and ongoing harm, and you must act to remedy the situation for the sake of those of us who live here. We cannot anymore (nor ever should we have had to) abide continued psychological trauma to our pets and ourselves, chronic pain amplification, and the callous attitudes of those who purport to represent us. Take action to curtail these flights over Madison immediately if you intend to make any meaningful difference through this study. Thank you in advance, as I do expect listening, hearing, and movement toward social justice.	The Department of Defense (DOD) published the Final <i>Air National Guard (ANG) F-15EX Eagle II and F-35A Lightning II Operational Beddowns Environmental Impact Statement (EIS)</i> in November 2024. To obtain a full copy of the Final EIS, you can download it at <a href="https://angf15ex-f35a-eis.com">https://angf15ex-f35a-eis.com</a> . The Airport Sponsor voluntarily undertook the update to their Part 150 in cooperation with the DOD as an outcome of the DOD's Environmental Impact Statement to mitigate the significant noise impacts resulting from the implementation of the F-35A installation at Truax Field. The WIANG 115th Fighter Wing participated in the Part 150 Technical Advisory Committee and intends to adhere to the noise abatement measures recommended by the Airport Sponsor in the Noise Compatibility Program (NCP), when safe and feasible. As described in Section 2.2.9 of the NCP, NCP Noise Abatement Measure NA-9 encourages the Wisconsin Air National Guard 115th Fighter Wing to continue limiting F-35A aircraft operations to the daytime (7:00 a.m. to 10:00 p.m.) as practicable. This measure intends to address community concerns related to F-35A aircraft noise during the nighttime hours. The WIANG has implemented this measure but there may be circumstances in which itinerant military aircraft or emergency scramble operations require nighttime arrivals and/or departures. The 115th Fighter Wing generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> The mission of the 115th Fighter Wing is under the sole discretion of the Department of Defense.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Health Effects	<p>To give more context to the 4th question above, I live south of the airport: outside the 65 dB average zone but in the flight paths of the F35s. We have recorded noise levels of 90 dB outside our house when the jets are flying over. Others nearby us have recorded upwards of 100 dB. This noise can be deafening when outside, requiring us to cover our ears to keep from experiencing actual pain in our ears. Inside the house is not good, either, even with modern, well-insulated windows. My spouse and I both work remotely. I have been in work meetings on my computer at home where I missed a good 15-20 minutes of the meeting, as noise from the jets overhead makes it impossible to hear the meeting, even with the computer's volume cranked up to max. When the jets do their operations, it is sometimes just 2 or 3 pass-overs but other times it is every 30 seconds or so for 10 to 20 minutes. I hate to think what the teachers and students in East High School and other nearby schools have to go through - those buildings are old and probably don't have as nice of windows as our house. It must make focusing very difficult when their class time is being interrupted by loud noise all the time. Work and school interruptions are only some of what you need to consider. The other thing is the health impacts of noise exposure, which are not limited to averages over 65 dB. The research on noise exposure clearly shows that intermittent exposure to loud noise also causes hearing damage and stress. Science has shown for decades that stress worsens pretty much any condition or disease you can think of, and shortens lives. There is also evidence that airport noise exposure raises blood pressure and contributes to higher incidence of cardiovascular disease. These health impacts are not limited to the models you draw containing people exposed to an average of 65 dB. Those of us exposed to occasions/bursts of 65 dB and up (up to and over 100 dB), who are nonetheless below an average of 65 dB, are also being impacted.</p> <p>I urge you to consider the impact to our work, our schooling, our blood pressure, our hearing, our mental well-being, and very likely even our lifespans. Because of these public health impacts, the Dane County Airport needs to not just study the areas with an average exposure of 65 dB, but also examine what areas are getting peaks above 65 dB and even as high as 80, 90, 100 dB. The Airport needs to have a plan to mitigate noise for these areas, as well.</p>	<p>Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility as the City of Madison nor Dane County have not enacted a lower threshold within their jurisdictions. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p> <p>Airport Sponsor-recommended measure, Noise Abatement Measure NA-1, requests that flight paths be developed, implemented and flown that avoid educational facilities to the south of the airport.</p> <p>The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures, including schools, within the 65 DNL noise contour (NCP Land Use Measure LU-5). Madison East High School is outside of the area of noncompatible land use potentially eligible for noise mitigation.</p>

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Michelle	Wirth	N/A	N/A	Madison	Email	27	Land USe	Cherokee Marsh and Token Creek are important places for Madison residents, especially those of us on the East side, to hike and enjoy nature without going very far from home. As an amateur birder, I have seen 55 species of birds in Cherokee Marsh in 2024-25 alone - I'm sure there is a lot more there than I've been able to see and ID, including possibly rare species. It is an important spot for wildlife and also for Madison residents who can come there to relax and observe wildlife. I would be very alarmed to lose this wonderful spot. I am also concerned about the Native sites there and what would happen to them if the Airport owned that land. I can imagine there will be robust protests and public push-back on any plan to destroy any of Cherokee Marsh to make it into more airport, or whatever the Airport plans to do with it. The public needs reassurance that the park will remain intact, open to the public, and that the Native burial grounds will be stewarded properly with ownership and oversight from the tribal groups concerned. I should also note that Cherokee Marsh is already being disturbed by F35s. On at least one occasion, my peaceful rest in the woods was interrupted by the loud sound of a fighter jet going overhead. As I looked up at it, a new burst of even louder noise came from the jet, as if the pilot turned on the afterburner or something, right over the park and woods. It was very unpleasant. I have no idea what impacts regular noise like that has on nesting birds and other wildlife. But I can say it certainly impacts people who are trying to enjoy the park.	The Airport Sponsor concurs with the sentiment around preserving Cherokee Marsh and Token Creek, and recommends the potential acquisition of areas in the Cherokee Marsh and Token Creek Park areas (NCP Land Use Measure LU-3) should they be considered for noise-sensitive use. The Airport Sponsor is recommending NCP Land Use Measure LU-3 because it would protect compatible land use near the airport from future rezoning to a noncompatible land use.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Land Use	If the Airport were to acquire Cherokee Marsh and/or Token Creek Park, what would the Airport plan to do with that land? Would the public still be able to use the parks? Would a study be done to see how wildlife would be impacted? What would happen to the sacred Native burial mounds within Cherokee Marsh?	The Airport Sponsor recommends the potential acquisition of areas in the Cherokee Marsh and Token Creek Park areas (NCP Land Use Measure LU-3) should they be considered for noise-sensitive use. The Airport Sponsor is recommending NCP Land Use Measure LU-3 because it would protect compatible land use near the airport from future rezoning to a noncompatible land use.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Land Use	As a side note, I notice that in all the maps and plans, impacted areas are divided by their residential, commercial or mixed zoning. As part of your plan, please never assume that residential zoning means people are not home 9-5 Monday-Friday. In other words, those areas are still occupied during "business" hours, possibly more than you are taking into account. Many people in my neighborhood work different hours than 9-5. Those that work the night shift are trying to sleep when the jets do daytime flights. Many of my neighbors are unemployed or retired. Many of us work remotely from home, so our work is being disrupted during the day. Nighttime and weekend fighter jet flights over residential areas are not the only ones that are disruptive.	Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. The Airport Sponsor designated land use following the FAA published land use compatibility designations, as set forth in 14 CFR Part 150, Appendix A, Table 1 (NCP Table 1-1 in Section 1.6.). Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Noise abatement/Mitigation	Everyone in my neighborhood should be provided with full rebates for installing high-quality, well-insulated windows like the ones we are lucky enough to have, so that the noise is somewhat lessened inside their homes. Will this cost a fortune? Yes. Pay for it out of the increased economic activity that having the F35s brings to Madison and to the state.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5).
Michelle	Wirth	N/A	N/A	Madison	Email	27	Noise abatement/Mitigation	I also want to emphasize that the current frequency of takeoffs and landings of F35s is already highly disruptive to thousands of peoples' lives, and there should be in no way any increase in this frequency. If the Airport leadership really wants to listen to public input, you will push back strongly on any plans for the F35 activities to increase in frequency, or for that program to expand, anytime in the future.	The Airport Sponsor is not responsible for the 115th Fighter Wing mission nor how they operate their aircraft. The Airport Sponsor, through this project, worked with the Guard to determine how to depart the airport in the least noisy way. It is understood that the overhead break formation entry is required for the mission. The Airport Sponsor is precluded by federal legislation to restrict aircraft operations. Furthermore, the Airport Sponsor is precluded from restricting military operations as that is solely the responsibility of the Department of Defense.

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Michelle	Wirth	N/A	N/A	Madison	Email	27	Noise abatement/Mitigation	That there are F35s regularly flying low over densely populated city neighborhoods at all, I believe, constitutes a failure of leadership at the state and local levels to care about public health and the well-being of its citizens. We are being harmed by this. My neighborhood is almost uniformly very bitter about the fighter jets and has a negative opinion of the Airport, the 115th Fighter Wing, and state leadership that allowed this to become the status quo over strenuous public objections. You can see that bitterness and anger in Facebook neighborhood groups and on r/Madison (the Madison Reddit community.) Even if nobody in leadership positions cares about the health impacts, the disruption to schools, etc., I just think it's bad politics to turn entire neighborhoods against you. That said, our anger is not at a ceiling. If the F35 activities expand in any way, and we are subject to this noise at greater frequencies, the neighborhood will push back more, and you will get more and more animosity. It is not good to foment this kind of public anger. Please work to make things better for us, and try to bring back a sense of goodwill between leaders/those with power and the public.	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard as the Airport Sponsor is not responsible for the 115th Fighter Wing mission.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Noise Levels	I want to emphasize that, at least in the location we live in (outside the 65 dB average zone but within 3 miles of the airport), commercial aircraft are not creating bothersome noise for us. It is all the F35s. I understand the F35s are here to stay. But more work needs to be done to lessen their impact on this heavily populated area. Lengthening certain runways and allowing the F35s to take off to the north is a good start. I do not think this is enough, especially because the runway lengthening sounds like a 10-20 year plan. Residents of my neighborhood need relief now.	The Airport Sponsor appreciates your support of the NCP measures and acknowledges your concern.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Methodology	I understand that the FAA's standard way to conduct noise abatement studies is to consider areas where the average noise exposure is 65 dB and above. I understand that the Dane County Airport must conduct their study this way. However, will other measures also be collected and taken into account, such as peak noise, or number of times per week an area is exposed to noise levels above 65 (or even in the 90-100 dB and above range)?	The Airport Sponsor has not included other noise metrics at this time as the focus of this project is on land use compatibility.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Public Outreach	As an East Side Madison resident, I have attended one of the Open Houses to learn more about the Noise Compatibility Planning Study for the Dane County Regional Airport, and I have a number of remaining questions and concerns. How do we, the public, get up-to-date information about the times and dates that F35s will be arriving and leaving from the Airport? Also, if they will be changing which runways they depart from and land on, and if they will be practicing "scramble" takeoffs on a given day?	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard as the Airport Sponsor is not responsible for the 115th Fighter Wing mission. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.af.mil/Contact/Noise-Concerns-FAQs/</a> . To fulfill its mission, the WIANG primarily performs two types of departure operations: standard departures and scramble departures. Scramble departures are emergency departures intended to launch aircraft as fast as possible to intercept incoming threats. Typically, at MSN, 90 percent of scrambles depart from Runway 3 since it is the closest runway to the WIANG apron.
Michelle	Wirth	N/A	N/A	Madison	Email	27	Public Outreach	1. How do we get up-to-date information about the Airport's plans (once finalized) and timelines for implementing them, such as extending the runways, and opening up additional runways to F35s?	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures. Additionally, the Airport Sponsor will be beginning an Airport Master Plan process to guide future development at the airport and NCP Noise Abatement Measure NA-8 will be considered during that process. Please look out for future information about the Master Plan process on the Airport's website to obtain information.

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Michelle	Wirth	N/A	N/A	Madison	Email	27	Public Outreach	If there is not already a way for the public to easily get info about upcoming F35 flight times, this needs to be provided to us, and advertised well so it is not hard to find. Having this information will help us, for example, plan work meetings around times when F35s are going overhead, when you can't hear anything. Also, science shows that being able to predict stress lessens the impact of the stress on the body. If we at least know when we'll be subjected to stressful noise, we can mentally prepare, and prepare physical barriers such as going inside and putting in earplugs. Similarly for the Airport's plans and timelines. This will help us know what to expect for the future.	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard as the Airport Sponsor is not responsible for the 115th Fighter Wing mission. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> .
Michelle	Wirth	N/A	N/A	Madison	Email	27	Public Outreach	<p>At the very least, the public needs to be provided with information regarding when the F35s will be doing operations, so that we can plan around this highly disruptive, stressful, hearing-damaging noise. There should be:A well-advertised website the public can access that gives approximate times/dates for the coming days/weeks that the F35s will be taking off and landing. Even if it's only as specific as "Tuesday and Thursday afternoon this week, starting around 1 pm and lasting 30 min."</p> <p>I understand that the 115th Fighter Wing has a service where interested stakeholders can sign up to receive Flight Operations Alerts. This should be more widely advertised and available to the public. For a start, it should be advertised on the Dane County Airport webpage.</p> <p>I have heard that announcements for F35 flights, especially nighttime and weekend times, are sometimes announced on the local news. This is not sufficient. It is 2025 and many of us, especially younger people, do not get our news that way. We need websites, text alerts, announcements in the Isthmus' emailed weekly newsletter, social media posts. I have signed up for most of the City of Madison's newsletters and email announcements and also get regular emails from my Alder. Some of those emails and announcements should contain the week's (or month's) planned fighter jet flight days/times - and not just evening and weekend times. Even an approximate weekly schedule would be better than nothing.</p>	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard as the Airport Sponsor is not responsible for the 115th Fighter Wing mission. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> .
Ellena	Keener	N/A	N/A	N/A	Email	28	Health Effects	<p>Conduct and publish air-quality and health impact analyses from afterburner use.</p> <p>I appreciate your efforts to make the plan reflect community needs, and I hope the final version includes stronger, enforceable commitments that meaningfully reduce the noise and environmental burden on Madison’s east side.</p>	Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .
Ellena	Keener	N/A	N/A	N/A	Email	28	Noise abatement/Mitigation	<p>Thank you for the opportunity to comment on the October 2025 Noise Compatibility Program Amendment. I appreciate that the airport has revised the plan in response to community feedback and that the F-35 program supports jobs and brings federal funding to Madison.</p> <p>However, I remain concerned that the negative impacts on nearby neighborhoods outweigh those benefits. The east side experiences frequent, unpredictable F-35 flyovers and takeoffs that shake windows, disrupt daily life, and likely affect property values. The noise, afterburner emissions, and lack of protective measures have made living in these areas increasingly difficult.</p> <p>While the amendment’s additions are welcome, I would also ask to consider: expand LU-6 to cover all heavily impacted homes, not just those within the DNL contour.</p>	Under NCP Land Use Measure LU-5 the Airport Sponsor recommends sound insulating noise-sensitive structures within the 2027 Noise Exposure Map 65 DNL contours and acquiring property within the 70 DNL contours due to the anticipated difficulty in sound insulating those at higher noise levels. The Airport Sponsor has adopted the federal guidelines from Table 1, Appendix A, Part 150, which deems all land uses compatible with noise exposure from aircraft below DNL 65 dB. Therefore, the Airport will not provide noise mitigation beyond the DNL 65 dB contour, including sales assistance.

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Ellena	Keener	N/A	N/A	N/A	Email	28	Noise abatement/Mitigation	Broaden NA-1 to reroute flights over fewer residential areas, not only schools.	The Airport Sponsor acknowledges this comment. The Runway Reconfiguration NCP Noise Abatement Measure NA-8 would result in F-35A aircraft operating to the north of the airport more often, which results in overflying fewer residential areas.
Ellena	Keener	N/A	N/A	N/A	Email	28	Public Outreach	Provide planned times of flight operations to residents, when possible, so residents can plan their days around operations. for example, when working remotely, caring for children, or walking pets.	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard as the Airport Sponsor is not responsible for the 115th Fighter Wing mission. The Wisconsin Air National Guard 115th Fighter Wing stationed at Truax Field generally fly the F-35 aircraft on a set departure schedule. Please refer to their "Noise Concerns & FAQs" webpage for additional information: <a href="https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/">https://www.115fw.ang.af.mil/Contact/Noise-Concerns-FAQs/</a> .
Jess	Draws	N/A	N/A	Madison	Email	29	Health Effects	<p>Dear Noise Study Team, I appreciate the opportunity to comment on the draft Noise Compatibility Program (NCP) for Dane County Regional Airport (MSN) under the Part 150 process. As a resident in the airport’s vicinity, I’m deeply concerned about the impacts of aircraft noise, especially from the military fighter-jet operations of the 115th Fighter Wing and its F-35A aircraft at Truax Field. The study indicates consultation with the Wing for future operations (2027 forecast) and acknowledges increased noise exposure.</p> <p>I want to share a recent way I was impacted by airport noise. My favorite event of the year is GLEAM, put on by Olbrich Botanical Gardens. When I attended in mid October this year, the beginning of what should have been a peaceful, joyful evening was completely ruined by 5+ minutes of loud, continuous jet noises. Children were crying, people were cupping their hands over their ears (myself included), and I witnessed a person having a panic attack due to the flyovers. My friends and I were on edge the rest of the evening hoping there would be no more plane noise. I felt absolutely miserable to be bombarded so late in the evening at an event so important to me. I wish the jets did not exist anywhere near Madison.</p> <p>I share this story to demonstrate that these policies have real effects on real people. They seriously damage my quality of living, and I don't even have PTSD or young children. I can't imagine how difficult it is for people in more vulnerable populations.</p>	<p>The WIANG 115th Fighter Wing participated in the Part 150 Technical Advisory Committee and intends to adhere to the noise abatement measures recommended by the Airport Sponsor in the NCP, when safe and feasible. The 2027 Forecast Condition Noise Exposure Map takes into account projected F-35 operations. This information can be found in the 2022 Noise Exposure Map, Section 5.4 Annual Aircraft Operations: <a href="https://www.msnaairport.com/documents/pdf/MSN-P150-NEM-Update-Final-20221228-Rev1.pdf">https://www.msnaairport.com/documents/pdf/MSN-P150-NEM-Update-Final-20221228-Rev1.pdf</a>. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>
Jess	Draws	N/A	N/A	Madison	Email	29	Health Effects	The surrounding neighborhoods include residents who are especially vulnerable to the adverse effects of loud and repeated noise events (children, neurodivergent individuals, older adults, those with PTSD or sensory sensitivities). Fighter-jet noise is not just loud but disruptive in a way that civilian aircraft noise often is not.	Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .
Jess	Draws	N/A	N/A	Madison	Email	29	Land Use	Mitigation mechanisms (sound insulation, home buyouts, land-use controls) must be robust and inclusive. I am concerned that homes just outside formal noise contour lines may be excluded even though they experience comparable noise and impacts.	The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. As such federal funding of noise mitigation measures are limited to the 65 DNL contour as provided in the FAA-accepted Noise Exposure Map.
Jess	Draws	N/A	N/A	Madison	Email	29	Land Use	Land uses within the higher noise contours (for example day-night average sound level (DNL) 70–75 dB and above) are flagged as “incompatible” for residential use unless mitigation is implemented.	Correct statement.
Jess	Draws	N/A	N/A	Madison	Email	29	Noise abatement/Mitigation	<p>Establish stricter departure and arrival-route procedures, especially for military aircraft, to maintain overflight of less-populated areas as consistently as possible, even under variable weather/traffic conditions.</p> <p>Restrict low-altitude and high-thrust take-offs or other operations over dense residential areas (higher altitudes, reduced thrust, noise-optimized climb-out).</p>	After several discussions on potential noise abatement measures, the Airport Sponsor, in cooperation with the 115th Fighter Wing, has developed implementable noise abatement measures as some have already been implemented during the course of the project, such as requesting to depart north when the FAA is departing aircraft to the south.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jess	Draws	N/A	N/A	Madison	Email	29	Noise abatement/Mitigation	Expand and accelerate noise mitigation funding and programs: (a) ensure sound-insulation grants or other support for all impacted homes (including low-income, mobile homes, housing just outside contour lines); (b) consider property-buyout or relocation support where impacts are extreme; (c) create a clear schedule for implementation tied to projected increased operations. ulated location.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor is expecting to apply for their first grant next year to implement the sound insulation program. Mobile homes are not of sufficient construction to obtain the heavy sound insulation treatments. The Airport Sponsor is also recommending to continue land acquisition of noise-sensitive properties within the higher noise exposed areas within the DNL 70 dB contour (NCP Land Use Measure LU-2. Per FAA guidance, the Noise Exposure Map will be updated regularly to ensure the land use measures address current or forecast aircraft noise exposure (NCP Program Management Measure PM-3).
Jess	Draws	N/A	N/A	Madison	Email	29	Noise abatement/Mitigation	Evaluate long-term relocation or mission transfer options for fighter-jet operations. The continued basing of high-thrust military aircraft in a densely populated urban environment is fundamentally incompatible with community health and land-use goals. While I recognize that the Part 150 process cannot by itself reassign missions, it should clearly document that the magnitude and character of fighter-jet noise exceed what can be reasonably mitigated in a civilian urban setting. I urge the Study Team and relevant agencies to include in the record that Madison’s airport is uniquely unsuited to hosting sustained F-35 operations, given its proximity to residential neighborhoods, schools, and community facilities. Future updates to the Noise Exposure Maps should explicitly note that effective long-term noise compatibility may require relocating military flight operations to a less densely populated location.	The mission of the 115th Fighter Wing is under the sole discretion of the Department of Defense.
Jess	Draws	N/A	N/A	Madison	Email	29	Methodology	I'd like to continue with some of my key concerns. The modeling done for F-35A operations shows significantly higher noise levels and expanded contour zones compared with previous aircraft. Communities already bear a heavy burden of aircraft noise.	The Airport Sponsor acknowledges this comment.
Jess	Draws	N/A	N/A	Madison	Email	29	Noise Monitors	Enhance community monitoring and transparency: Publish ongoing noise-monitoring results (including single-event metrics for high-thrust military jets), maintain easy online complaint/incident forms, and commit to regular community briefings. Protect sensitive populations: Explicitly identify children’s facilities (schools, daycare centres), neurodivergent residences, nursing homes, communities of color, etc. in the noise-compatibility planning, and ensure pathways for relief for residents with sensory/vulnerability concerns.	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures. We suggest you attend an upcoming meeting and convey your concerns and requests.
Debra	Claire	N/A	N/A	N/A	Email	30	Health Effects	I appreciate the opportunity of sharing my concerns about the noise levels from the F-35 and F-16 jets. Not only is the sound painful to my ears, but it’s very disruptive to my life. It interferes with my ability to conduct in-person and phone conversations. I have low vision so am dependent on audio output for all of my electronic communications. When the jets go overhead, especially the F-35s, they block my access to the information and I have to stop, wait for them to pass, then resume. For all humans, explosive, loud noises are distressing. When sites for these jets were being determined, options that were outside of residential areas, were dismissed. The presence of these jets should never have been placed in residential areas. This is especially true for areas that include grade schools and high schools and children’s playgrounds. Please consider relocating the home of these jets to some non-residential area.	The Airport Sponsor acknowledges this comment.
Amy	Bethel	N/A	N/A	N/A	Email	31	Noise abatement/Mitigation	As a long-time east side Madison resident, I am writing to strongly support the expansion/reconfiguration of the runways, new flight paths, sound insulation programs, and other improvements to the Madison Truax airport, to help mitigate the noise and other pollution caused by the F-35s. As the study indicates, these changes would alleviate some of the negative impacts of these flights on our community.	The Airport Sponsor thanks you for your support.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Anita	Hecht	N/A	N/A	Madison	Email	32	General Support	As an long time, eastside Madison resident, I am writing to encourage and strongly support the expansion/reconfiguration of the runways, new flight paths, sound insulation programs, and other improvements to the Madison/Truax airport, to help mitigate the noise and other pollution caused by the F-35s. As the study indicates, these changes would alleviate some of the negative impacts these flights on our community. Thank you for supporting the study’s findings.	The Airport Sponsor appreciates your support.
Lisa	Wilber	N/A	N/A	N/A	Email	33	General Support	As a long time resident of Madison's east side, I am writing to strongly support the expansion and reconfiguration of the runways, sound insulation programs, and other improvements to help mitigate the noise and other pollution caused by the F-35 jets. It would go a long way to alleviate some of the negative impacts of these flights on our community. Thank you,	The Airport Sponsor appreciates your support.
Rose	Archand	N/A	N/A	N/A	Email	34	Health Effects	IM WORRIED ABOUT SAFETY TRAINING AND REHEARSING SHOULD BE DONE OVER WATER AND DESERT. THERES 25 SCHOOLS IN THE KANDING AND TAKE OFFS. WE HAVE 2 DOZEN NEW APARTMENT BUILDINGS. WEVE BEEN LUCKY . LU CK CAN RUN OUT IVE LIVED ON THE NORTHSIDE 65 YEARS ITS THE SAFETY I CARE ABOUT	The Airport Sponsor acknowledges this comment.
Holly	Buchholz	N/A	N/A	N/A	Email	35	General Support	As a resident of Dane County for 45 years. I am writing to encourage and strongly support the expansion/reconfiguration of the runways, new flight paths, sound insulation programs, and other improvements to the Madison/Truax airport, to help mitigate the noise and other pollution caused by the F-35s. As the study indicates, these changes would alleviate some of the negative impacts of these flights on our community. Thank you for supporting the study’s findings	The Airport Sponsor appreciates your support.
Rebecca	Bock	N/A	N/A	Madison	Email	36	Noise abatement/Mitigation	I am writing to support the expansion/reconfiguration of the runways, flight paths, and other improvements to the airport to help mitigate the noise and pollution caused by the F35s. It would be a welcome improvement to the local residents. Let’s live together more harmoniously. Thanks you for the study and the efforts to improve the situation.	The Airport Sponsor thanks you for your support.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	General	Please note that the new 2025 version of the Noise Compatibility Plan (NCP) for the county airport now includes appendices. These have airport responses to public comments on the draft 2024 plan. If you took time to submit comments on the draft 2024 airport, thank you. Please review their responses to your comments so you can update your comments on the new 2025 version of the plan during the upcoming open houses on November 6,7 and 8 and public hearing on November 18th. Here is a link to the appendices. Note they are 449 pages long. There is a nice table summarizing comments and the airport response. I see the mayor's comments are included. Her primary concern is not reducing the noise impact on Madison residents but limits on future development due to airport restrictions.	The Airport Sponsor acknowledges this comment and thanks you for your continued involvement in the process.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Health Effects	Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.	The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures, including schools, within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has adopted the federal guidelines from Table 1, Appendix A, Part 150, which deems all land uses compatible with noise exposure from aircraft below DNL 65 dB.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Health Effects	Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.	The Airport Sponsor acknowledges this comment. In receiving such comments, the Airport Sponsor opted to amend the NCP to better align with stakeholder needs and interests including those of the public.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	DNL/threshold	<p>Here is a summary of the Safe Skies comments on the 2024 noise abatement plan submitted on March 6, 2024. Most of these have not been addressed by the proposed 2025 plan to be discussed in the upcoming open houses and public hearing.</p> <p><u>Summary of Comments and Recommendations</u></p> <p>The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.</p>	<p>The MSN Part 150 update was completed in accordance with current federal regulations, specifically Title 14 of the Code of Federal Regulations Part 150 “Airport Noise Compatibility Planning”, and current Federal Aviation Administration (FAA) guidance as provided in FAA Order 5100.38D Airport Improvement Program (AIP) Handbook, specifically Appendix R “Noise Compatibility Planning/Projects”.</p> <p>The MSN Part 150 update used a full year of flight track and aircraft identification data obtained from Envirosuite, which is a vendor of data from the FAA’s single point of access for near real-time known as SWIM (System Wide Information Management) system that is augmented with other data sources for as complete of a dataset as possible.</p> <p>The Noise Compatibility Program (NCP), by regulation, provides a set of airport-recommended measures to address the incompatible land uses identified in the Noise Exposure Map. Just like Part 150 is voluntary for airports to participate, the airport-recommended measures are also voluntary. The WIANG 115th Fighter Wing participated in the Part 150 Technical Advisory Committee and intends to adhere to the noise abatement measures recommended by the Airport Sponsor in the NCP, when safe and feasible.</p> <p>The Airport Sponsor intends to apply for federal grants by 2027; funding is dependent on FAA approval of the Airport-recommended NCP measures, such as Land Use Measures LU-2, LU-3 and LU-4 to acquire property as it becomes available, and Land Use Measure LU-5 to sound insulate eligible noise-sensitive structures.</p>
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	DNL/threshold	<p>The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation</p>	<p>The County selected the HMMH team based their qualifications to accurately and effectively update the MSN Part 150. HMMH is a premier aviation noise consulting firm with expertise developing Part 150 studies throughout the U.S.</p> <p>The MSN Part 150 update used the current noise standard that was reconfirmed by the FAA over the last few years, which is that all land uses are compatible with aircraft noise below 65 dB in terms of the Day-Night Average Sound Level (DNL). See Table 1 of Appendix A in Title 14 of the Code of Federal Regulations Part 150 – also provided in NCP Table 1-1 in Section 1.6.</p> <p>It is true that Part 150 relies on the cooperation of Airport users. Given that the Wisconsin Air National Guard (WIANG) has implemented at least two of the Airport-recommended noise abatement measures well before the FAA approval process indicates the users’ willingness to cooperate. The WIANG are departing using Noise Abatement Departure Profiles when conditions allow and requesting to depart north even when the Airport is in south flow.</p> <p>The Airport-recommended Program Management measures are intended to verify the effectiveness of the noise abatement measures through the re-establishment of the noise advisory committee (NCP Program Management Measure PM-1) and regular updates of the Noise Exposure Map (NCP Program Management Measure PM-3). The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process. Future updates to the NEM will show the effectiveness of the measures to improve land use compatibility through updated aircraft noise exposure contours.</p> <p>The Airport Sponsor's goal in rescinding the previously submitted NCP was to amend it to better align with stakeholder interests. The Airport Sponsor intends to apply for federal grants by 2027. The first grant application would seek to provide sound insulation treatments (actual relief) to eligible noise-sensitive structures, e.g., homes.</p>
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	DNL/threshold	<p>Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.</p>	<p>The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures within the 65 DNL noise contour (NCP Land Use Measure LU-5). The Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility as the City of Madison nor Dane County have not enacted a lower threshold within their jurisdictions.</p>

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Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Land Use	It's important to note that the majority of the comments from Safe Skies on the 2024 noise abatement plan were rejected by the county airport and not included in the pending 2025 noise abatement plan. They did thankfully recognize our suggestion to move the mobile home park next to the main runway, and actually spend money on noise insulation for homes, businesses and schools. For your information, the Burlington, Vermont airport anticipates spending over \$200 million for home relocation and adding insulation to homes impacted by their F-35 fighter jets.	The Airport Sponsor appreciates your support for the recommended NCP measures provided in the amended NCP.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Land Use	Noteworthy, the 2025 NCP does not change the proposed Airport Affected Area which is an enormous 34 square miles. The size of this area consumes much of the north and east sides of Madison. It is far larger than the area defined by the outdated 65 decibel threshold used by the airport to determine who qualifies for noise abatement. Most of residents, businesses and schools in this Airport Affected Area will receive no noise abatement.	In consultation with the City of Madison, the Airport Sponsor has greatly reduced the size of the Airport Affected Area in the amended NCP and allowed for noise-sensitive development within the Airport Affected Area along major transportation corridors with sound insulation included in the developments.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Land Use	Avigation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.	Airport-recommended NCP Land Use Measures LU-2, LU-3 and LU-4 are intended to acquire noncompatible land uses. Avigation easements are associated with the sound insulation program recommended in Land Use Measure LU-5.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Noise abatement/Mitigation	The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport’s unwillingness to protect surrounding residents and the airport’s continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.	The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Noise abatement/Mitigation	Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.	Only the Department of Defense has control over the 115th Fighter Wing mission.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Noise abatement/Mitigation	The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don’t expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.	Part 150 evaluations are limited to addressing land use compatibility of an existing airport. Closure and/or moving an airport is not within the context of land use compatibility planning in accordance with Title 14 of the Code of Federal Regulations Part 150.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Methodology	The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.	In accordance with Title 14 of the Code of Federal Regulations Part 150, measurement data from a noise monitoring system has no influence on the noise contour. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA’s noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs. The regulations pertaining to measured noise levels in the Part 150 process are outlined in 14 CFR 150.9 (a). The corresponding website link is available at <a href="https://www.ecfr.gov/current/title-14/section-150.9">https://www.ecfr.gov/current/title-14/section-150.9</a> .

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Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Methodology	The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.	NCP Program Management Measure PM-3 recommends regular updates to the NEM. NEM updates are generally required every 5 years to maintain federal funding for implementated measures, such as the future sound insulation program. NCP Program Management Measure PM-4 recommends updates to the NCP measures when the program no longer adequately addresses noncompatible land. Additionally, the Airport Sponsor will be beginning an Airport Master Plan process to guide future development at the airport. Please look out for future information about the Master Plan process on the Airport's website to obtain information.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Noise Monitors	The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.	As described in Section 4.3.2 of the NCP, the Airport Sponsor considered but does not recommend a noise monitoring system as part of the MSN Noise Compatibility Program. Noise monitoring systems are used to integrate flight tracking and aircraft identification data (flight tracking system data) with measured noise events and complaints to correlate each noise event and complaint with specific aircraft operations. The FAA only provides initial funding for fixed noise monitors within the 65 DNL contour based on FAA-accepted NEMs. Measurement data from a noise monitoring system has no influence on the noise contour. Noise monitoring results cannot be used to determine the shape, size, or extent of the 65 DNL contour used for land use compatibility analysis; the contour must be determined through the FAA’s noise model, AEDT. Additionally, noise monitoring results cannot be used to determine sound insulation program eligibility, which is also based on the 65 DNL contour based on FAA-accepted NEMs. This could cause confusion for community members who may expect that if monitors show noise levels higher than 65 dB at the monitor closest to their home that they are eligible for sound insulation. In addition, installation, operation, and maintenance of a fixed or portable noise monitoring system requires a financial investment and ongoing commitment of staffing and resources to operate and maintain it with annual recurring costs. Portable noise monitoring programs are labor intensive programs requiring staff and/or consultants to consistently maintain the noise monitors, set them up for deployment, deploy the noise monitors, download/upload the data, analyze the data, and report the results.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City’s Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further that the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City’s Comprehensive Plan.	The changes to NCP Land Use Measure LU-1 reflect input from the City of Madison including changing the definition of the "airport affected area" to Zone B and defining the larger zone as the "airport notification area". As described in Section 3.2.1, NCP Land Use Measure LU-1, the Airport Sponsor recommends the jurisdictions responsible for land use in the immediate area around the Airport maintain existing compatible land uses. While this is not within the control of the Airport to implement, the Airport Sponsor desires to encourage the development of compatible land uses around the Airport and to strongly discourage the development of noncompatible land uses. The “airport affected area” intends to limit noncompatible land uses, including residential, within the 65 DNL contour. As described in Section 3.2.1.3 of NCP Land Use Measure LU-1 the Airport Sponsor recommends the continued review of proposed development within the Airport Notification Area. The County recommends the NCP Section 3.2.1 be reflected in the respective municipalities’ land use plans.

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Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.	The intention of the Airport Notification Area (Zone A), the Airport Affected Area (Zone B) and the Restricted Construction Area (Zone C) recommended in NCP Land Use Measure LU-1 is to provide the airport with the opportunity to comment on all proposed development in those areas and suggest higher sound insulation treatments be installed for developments within the high noise exposure areas of DNL 65 dB and greater.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their noise complaint management system in implementation of NCP Program Management Measure PM-2.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.	When the Airport Sponsor chose to amend the NCP in 2025, the Airport Commission Noise Abatement Subcommittee was re-engaged and held meetings in October 2025 and November 2025. Meeting agendas, minutes, and meeting information can be found on the Dane County Legislative Information Center website: <a href="https://dane.legistar.com/Calendar.aspx">https://dane.legistar.com/Calendar.aspx</a> . The Airport Sponsor recommends continuing Airport Commission Noise Abatement Subcommittee meetings through implementation of NCP Program Management Measure PM-1.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	Appendix F: Public Comments of the draft NCP states: “Public comments will be included in this appendix after the public review period.” Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.	Any comment received during the development of the Noise Exposure Map (NEM) that had implications for the development of the Noise Compatibility Program (NCP) was forwarded to the NCP and included herein.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Part 150	The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.	The Airport Sponsor acknowledges this comment. The requests are not included in the Part 150 regulation. Regulations governing the stakeholder consultation portions of the Part 150 process are found at 14 CFR 150.21 (b) and 14 CFR 150.105(a).
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Public Outreach	The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.	The fourth Public Open House held on February 20, 2024 presented the draft NCP to the public via boards and provided the opportunity for a public hearing via a court reporter (stenographer). During the 2025 NCP amendment process, the Airport Sponsor held three additional open houses and a hybrid public hearing in tandem with the Airport Commission Noise Subcommittee Meeting. The Airport Executive Director and Part 150 study team consultant presented an overview of the amended NCP via a presentation. For the public hearing portion of the meeting, members of the public who were in attendance were invited to share their thoughts on the NCP. Each individual was allotted 5 minutes of speaking time. A court reporter was present to record the comments for the NCP record.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	37	Public Outreach	The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their noise complaint management system in implementation of NCP Program Management Measure PM-2.
Duncan	Smith	N/A	N/A	N/A	Email	38	General	My overall concern is that choices made by those in power regarding airport noise are going to generally make living near the airport unpleasant and will negatively affect property values. I'm concerned that the people who benefit most from the airport's proximity to the city center are not the people who have to deal with the negative consequences of that proximity. This dichotomy in benefit likely follows a dichotomy of wealth.	The Airport Sponsor acknowledges this comment.
Duncan	Smith	N/A	N/A	N/A	Email	38	DNL/threshold	I'm concerned that average decibels is a wholly inadequate metric of the experience of noise. Daily (and nightly) activities are not disturbed by noise averages; they are disturbed by noise events. There's no way to convey to someone what a average sound level feels like, unless, perhaps its put in terms of the number of events and how much those events disturb daily life.	Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility as the City of Madison nor Dane County have not enacted a lower threshold within their jurisdictions. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Duncan	Smith	N/A	N/A	N/A	Email	38	DNL/threshold	I'm concerned that the Part150 study and its 65 dB boundary is only for predictions for 2027 and this does not include nor would be updated for Melissa Agard's endorsement of the airport becoming an international airport, which will lead to more flights (more noise) and larger planes (more noise). As per the previous point, it follows that nothing would be done about future noise increases as long as avigation easements are in place.	Part 150 requires that Noise Exposure Map documentation address aircraft operations during two time periods: 1.The year of submission (the “existing conditions”) and 2. A forecast year that is at least five years following the year of submission (the “forecast conditions”). For this MSN study, 2022 represented the existing condition and 2027 represented forecast conditions. NCP Program Management Measure PM-3 recommends periodic updates to the Noise Exposure Maps. The FAA requires airport operators maintain Noise Exposure Maps that reflect current or reasonably projected conditions in order to obtain FAA funding for noise programs. Specifically, 14 CFR Part 150, Section 150.21(d), states that an airport operator shall “promptly prepare and submit a revised noise exposure map” if any change in operation of the airport creates a “substantial, new noncompatible use” or a “significant reduction in noise over existing noncompatible uses” that is not reflected on the FAA-accepted noise exposure map on record.
Duncan	Smith	N/A	N/A	N/A	Email	38	DNL/threshold	I'm concerned that Madison's expected growth and the airport's expected growth are incompatible. I'm concerned that the existence of avigation easements on properties is difficult to find and will remain so.	The Airport Sponsor will be beginning an Airport Master Plan process to guide future development at the airport. The Airport Sponsor intends to update the existing easements and provide new easements as part of the sound insulation program under NCP Land Use Measure LU-5. While it is possible for the Airport Sponsor to purchase avigation easements, such purchases are seen as a method of last resort to obtain land use compatibility.
Duncan	Smith	N/A	N/A	N/A	Email	38	Noise abatement/Mitigation	I'm concerned that once the county acquires new avigation easements, any commitment to affected residents will vanish. It follows that this would happen given that earlier draft report showed that existence of an easement inside the 65 dB boundary automatically converted non-compatible to compatible.	The Airport Sponsor intends to update the existing easements and provide new easements as part of the sound insulation program (NCP Land Use Measure LU-5). Therefore, homeowners with such easements would be potentially eligible for sound insulation if they agree to an updated easement.
Duncan	Smith	N/A	N/A	N/A	Email	38	Methodology	I'm concerned that the discussion only seems to be about F35 jets and which direction they travel. There's no discussion about how to address the substantial noise from night time arrival of air carriers from the south. The draft report says night arrival will go from 1859 in 2022 to 3965 in 2027 (more than doubling) and that arriving from the south is the most common night time direction. I'm concerned that reporting noise events has no effect on airport operations. It feels like it is only a formality. Thank you for the opportunity to provide feedback.	The Airport Sponsor appreciates this comment. In accordance with 14 CFR Part 150, all aircraft operations were included in the project. However, the noise exposure from F-35A tended to dominate the aircraft noise exposure contours, except to the south of Runway 18 as the contours there are dominated by commercial aircraft and F-35A departures.
Catherine & Larry	Stephens	N/A	N/A	N/A	Email	39	Noise abatement/Mitigation	Can Truax and the ANF send a notice about when the military jets will fly to alert neighborhoods about days and times when a high noise level is at play?	The Airport Sponsor has forwarded this request to the Wisconsin Air National Guard.
Catherine & Larry	Stephens	N/A	N/A	N/A	Email	39	Noise abatement/Mitigation	On high wind days, could Truax reduce the number of flights for the military jets? See attached image on November 5th over a 3 hours time frame. Thank you to airport leadership staff for proposing runway updates that would help relieve the 80,90,100 decibel noise impact for Madison urban areas, schools, community centers and homes. We understand this would bring about a very positive result for noise relief. We appreciate your continued work and attention to the environmental impact of the F35 jets in Madison, Wis.	The Airport Sponsor thanks you for your support and has forwarded this request to the Wisconsin Air National Guard.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Catherine & Larry	Stephens	N/A	N/A	N/A	Email	39	Methodology	<p>Hello, We live on the near east side of Madison near Atwood Avenue, a densely populated urban neighborhood affected by high levels (90-100 decibels) of F35 jet noise. November 7, we attended the open house at Dane County Regional Airport. We spoke with a number of airport staff and Melissa Agard, Dane County Executive. Catherine also attended the October 3rd airport noise abatement committee meeting, and shared comments with the group.</p> <p>November 7th we viewed the revised and updated sound contour map that is part of the updated airport noise study. We understand that due to the DNL measurements and the procedures by which noise data is gathered, our neighborhood and other parts of the city impacted by the high level noise do not appear on the revised map. We would like to encourage the FAA to update the sound modeling and data collection process to be more relevant and accurate with regards to actual noise levels experienced in neighborhoods in the flight path of the F35 jets.</p> <p>MSN Sound, a grassroots and citizen based effort drawing on sound meter devices provides actual decibel data when airplanes fly over Madison neighborhoods. We encourage the Airport and Truax base to continue to monitor MSNSound.com when jets take off and land.</p>	The Airport Sponsor appreciates your participation at the Open Houses. Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility.
Catherine & Larry	Stephens	N/A	N/A	N/A	Email	39	Public Outreach	Can Truax and the airport work with the community to update the FAQ page on the airport web site? For example, recap why the military F35 jets are based here in Madison.	The Airport Sponsor appreciates this comment and will consider this and other comments related to the improvement of their website.
Jeff	Schmelzkopf	N/A	N/A	N/A	Email	40	Noise abatement/Mitigation	<p>Hi, This proposal presents an advanced adaptive louver noise redirecting and suppression system for runway noise mitigation in compliance with FAA Part 150 – Airport Noise Compatibility Planning. The system combines dynamic acoustic redirection with sound absorption to reduce community exposure while maintaining operational safety. System Concept. Adaptive louver walls: Installed along both sides behind the runway in staggered modular sections, approximately 30 feet per module, forming a wave-barrier pattern. Acoustic treatment: Louvers incorporate sound-absorptive materials to dissipate shock waves that would otherwise reflect off the tarmac. Dynamic operation: During takeoff, louvers tilt to redirect jet noise upward and rearward, while stationary positions continue to absorb residual sound energy. Targeted deployment: Modules are installed in zones of highest acoustic impact, minimizing structural footprint and visual obstruction while maximizing mitigation. Operational Integration. North-heading departures: Aircraft are routed north for takeoff and circle back if a southbound trajectory is required. This avoids overflight of populated areas and complements the physical mitigation measures. Implementation. Small-scale pilot testing: Modules can be installed in select zones to validate performance and operational integration. Scalability: Following validation, the system can be deployed across urban-affected airports to standardize noise reduction. FAA Compliance: Aligns with Part 150 objectives, supporting noise reduction over sensitive land uses and complementing compatible land use planning. Conclusion. The advanced adaptive louver noise redirecting and suppression system, combined with north-heading departure routing, provides a highly effective, modular, and scalable solution for airport noise management. It addresses both physical and operational mitigation, offering a next-generation approach for community-compatible airport operations. Appreciate the opportunity. Thank you for your attention.</p>	This commenter is offering services to the Airport Sponsor. The comment is acknowledged by the Airport.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jeff	Schmelzkopf	N/A	N/A	N/A	Email	41	Noise abatement/Mitigation	<p>Following up on my earlier submission regarding the advanced adaptive louver noise suppression system, I wanted to provide additional technical context on system functionality, extended coverage, and implementation considerations.</p> <p>System Overview</p> <p>The adaptive louver system is designed as a dynamic, modular noise management solution. When sound levels exceed a predetermined threshold, the panels automatically tilt between 31 and 51 degrees, both angles pointing upward, redirecting jet noise upward and rearward along the staggered modules. Each module activates sequentially as the aircraft passes, forming a wave-barrier pattern that maximizes absorption and deflection. After the aircraft clears the area, the louvers return to their resting position, minimizing visual and aerodynamic impact.</p> <p>Extended Coverage</p> <p>The system is fully scalable and can include roof-mounted panels using lightweight, sound-dampening materials similar to Dynamat or a microarray configuration of louvers. This captures reflected acoustic energy from hard surfaces such as terminal roofs, extending coverage in a three-dimensional mitigation strategy without requiring additional ground space.</p> <p>Design and Implementation Considerations</p> <p>Cross-disciplinary engineering includes sound engineers to model acoustics and mechanical engineers for tilt mechanisms, durability, and integration with runway operations. Small-scale prototyping with 3D-printed or pilot modules can validate sequencing, acoustic performance, and operational compatibility. Full-scale deployment would use modular panels that can be replaced individually if damaged. Maintenance includes heating or de-icing systems to prevent freezing, periodic inspection for wear or erosion, and lubrication to maintain optimal operation. This approach ensures a flexible, high-performance, and maintainable system that can be implemented at urban-affected airports to provide both ground-level and rooftop acoustic mitigation while maintaining operational safety and FAA Part 150 compliance. Appreciate the opportunity. Thank you for your attention.</p>	This commenter is offering services to the Airport Sponsor. The comment is acknowledged by the Airport.
Cindy	Carter	N/A	N/A		Email	42	General	Time to eliminate the F 35 traffic to Dane Cty Reg Airport. These noise makers serve NO purpose. We the people have rights!!!	Only the Department of Defense has control over the 115th Fighter Wing mission.
Dianne	Fisher	N/A	N/A	N/A	Email	43	Noise abatement/Mitigation	<p>As a long time, east side Madison resident, I am writing to strongly support new flight paths, expansion and/or reconfiguration of the runways, sound insulation programs, and any other improvements to the Madison/Truax airport that would help decrease the loud noise and pollution from the F-35s. As the study indicates, these changes would lessen some of the negative impacts of these flights on our community.</p> <p>Thank you for supporting the study's findings.</p>	The Airport Sponsor thanks you for your support.
James	Thayer-Hart	N/A	N/A	N/A	Email	44	Noise abatement/Mitigation	I live off Sherman Ave by Burrows Park . My home is on the flight path of runway 3. The F-35's returning from their daily assignments and using runway 3 for landing take tight turns over this area on approach. Since their flight is ending for the day, I don't see the need to come in for landings this close to the end of the runway. I feel they can land like a commercial jet by gliding in from five miles out instead oright over this part of the city. What's the rush in turning so close to the runway?	The 115th Fighter Wing is flying in support of their mission. The Airport Sponsor acknowledges this comment.
Steven	Klafka	N/A	Safe Skies Clean W	N/A	Email	45	General	The county airport has released its 2025 amended Noise Compatibility Program. If available, could I please receive a copy of the 2024 Noise Compatibility Program (NCP) with 2025 changes identified?	The Airport Sponsor published a 1-page NCP Amendment Summary ( <a href="https://www.msnaairport.com/documents/pdf/MSN-NCP-Amendment-Summary-10242025-final.pdf">https://www.msnaairport.com/documents/pdf/MSN-NCP-Amendment-Summary-10242025-final.pdf</a> ) on the MSN Part 150 Noise Study Webpage ( <a href="https://www.msnaairport.com/about/noise-abatement/part-150-study">https://www.msnaairport.com/about/noise-abatement/part-150-study</a> ). The Airport Sponsor did not provide a track changes version of the 2024 NCP for public review.
Joe	Kunesh	N/A	N/A	N/A	Email	46	General Support	I live south of the airport. I like seeing and hearing airport traffic. Mostly I hear landings at my location. It is interesting to me. I really love hearing the military aircraft.	The Airport Sponsor acknowledges this comment.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jed	Hohlbein	N/A	N/A	Madison	Email	47	Health Effects	I am writing to express my support for changing flight paths so that the F-35s take off to the north of Madison. I live in the Eastmoorland neighborhood and the F-35s are very disruptive when taking off in our direction. I work from home and the noise is so loud that I cannot hear my co-workers on calls. It also is somewhat painful unless I cover my ears. The vibrations from the jets taking off also rattle the windows of our house. We also live down the street from a school and imagine there is even more disruption for young children who are trying to learn.	The Airport Sponsor appreciates your support. The Airport Sponsor recognizes that favoring departures to the north and arrivals from the north provides noise abatement benefits to the heavily populated areas south of the Airport. Mutiple measures within the NCP intend to address this concern including NCP Noise Abatement Measure NA-6, the preferential runway use program, which has been implemented by the Airport Sponsor in collaboration with the 115th Fighter Wing; NCP Noise Abatement Measure NA-8, runway reconfiguration, which the Airport Sponsor plans to assess this recommended NCP measure with the next MSN Airport Master Plan Update.
Joel	Heimen	N/A	N/A	Madison	Email	48	Health Effects	As a lifelong resident of Madison, east Madison to be precise, I would like to voice my support for all means to reduce or eliminate air traffic noise at MSN, most importantly, F35 noise. I live in the Emerson East neighborhood right across the street from Emerson Elementary School. My mother grew up two blocks from my house and attended Emerson Elementary in the 1930s. Her father fought in World War I and received a Purple Heart. My father served in the Air Force in Korea. I am not anti-military. When the F35s fly over our house at very low elevations, the flight path includes not just Emerson Elementary but also East High School. I thought schools are supposed to be protected from unhealthy noise levels. When F35s fly over, they rattle the windows on our house and when I'm outside I need to cover my ears. It's really loud. And it makes me wonder what damage this repeated auditory assault is doing to school children, especially when they're outdoors for recess. How can this be a good thing? Please support real changes to eliminate this hazard from our public schools and neighborhoods. Changing flight paths and runway configurations might help. Relocating MSN to a more rural part of Dane County would be better. Relocating the F35s to another part of Wisconsin would be ideal.	Airport Sponsor-recommended measure, Noise Abatement Measure NA-1, requests that flight paths be developed, implemented and flown that avoid educational facilities to the south of the airport. The Airport Sponsor is recommending implementation of a sound insulation program to provide treatment to noise sensitive structures, including schools, within the 65 DNL noise contour (NCP Land Use Measure LU-5). Part 150 does not allow for the relocation of operations to another location but rather focuses on addressing incompatible land uses resulting from aircraft operations.
Kate	Hewson	N/A	N/A	Madison	Email	49	General Support	As a long time resident of Madison's eastside, I am writing to encourage and strongly support the recommendations of the Part 150 study, including expansion ad reconfiguration of the runways, new flight paths, sound insulation programs, and other improvements to the Madison/Truax airport, to help mitigate the noise and other pollution caused by the F-35s. As the study indicates, these changes would alleviate some of the negative impacts of these flights on our community. Thank you for supporting the study’s findings.	The Airport Sponsor appreciates your support.
Chris	Meyer	N/A	N/A	Madison	Letter	50	General	To Whom It May Concern, I’m writing in response to the 14 CFR part 150 Noise Compatibility Planning Study regarding airport noise near Dane County Regional Airport. Our building at 56 Corry St and our previous address at 2100 Winnebago St Madison, WI are both impacted by airport noise. When we purchased our building in 2017, moving from Winnebago St to Corry St, we were obviously aware and had been around airport noise for years. In reviewing historical building information during the purchase we found our building and others struck by gunfire from a burning National Guard F-51 aircraft in 1952 so our potential ties to the airport were well understood. The F-16 overflights were notable but not overly disruptive to our use at either location. They didn’t interfere with our members’ use of our workspace or their ability to teleconference and use outdoor spaces for meetings, etc. The arrival of the F-35’s has significantly increased the noise throughout our workshop and creates issues communicating outdoors and on phone calls during overflights as well as landings and takeoffs. The noise generated seems to dependent a great deal on the approach, the pilot, and the atmospheric conditions so it doesn’t seem like treating abatement as an all or nothing is reasonable - providing mitigation through runway extensions, modifying approaches, providing roof and window insulation, and communicating flight schedules would all go a long way to improving the situation on the ground. Knowing that the airport is likely to continue to grow into the future, integrating larger mitigation structures in future expansions may make some improvement as well: <a href="https://www.smithsonianmag.com/innovation/crazy-land-art-deflects-noise-from-amsterdams-airport-180955398/">https://www.smithsonianmag.com/innovation/crazy-land-art-deflects-noise-from-amsterdams-airport-180955398/</a>	The Airport Sponsor acknowledges this comment.

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Liz	Zimmer	N/A	N/A	N/A	Email	51	General Support	I have lived in my home for 25 years and while I live outside the 65 dB DNL contour, our neighborhood experiences substantial aircraft noise. We have documented an increase in the total number of flights landing and taking off over our house and we have experienced a sharp increase in peak noise level events since the F-35s were stationed with the Wisconsin Air National Guard in Madison. Before sharing my comments, I want to thank the MSN airport administration for rescinding the previous NCP and developing an amended one. Thank you, also, to the 115th for engaging in conversations with the airport and developing strategies aimed at reducing some of the noise generated by flight operations. Finally, thank you to my neighbors and the Madison residents who have shared their thoughtful questions, knowledge and experiences throughout the Part 150 noise study process.	The Airport Sponsor appreciates your support.
Liz	Zimmer	N/A	N/A	N/A	Email	51	Noise abatement/Mitigation	Below, please find my comments: NA-8, Section 2.2.8.: Consider runway reconfiguration to address non-compatible land use to the south of the Airport. I strongly support both of the reconfigurations recommended - i.e., a northerly shift of Runway 18/36 and the extension of Runway 3/21 to allow for additional WIANG aircraft. I suggest moving this forward as soon as possible given the length of time it will take to accomplish (especially considering that there are multiple options for extending 18/36). Additionally, I request that the plan for shifting Runway 18/36 be publicized early and discussed widely in order to prepare people who might be impacted by the resultant shifts in aircraft noise levels.	The Airport Sponsor appreciates your support. The Airport Sponsor will be beginning an Airport Master Plan process to guide future development at the airport and NCP Noise Abatement Measure NA-8 will be considered during that process. Please look out for future information about the Master Plan process on the Airport's website to obtain information.
Liz	Zimmer	N/A	N/A	N/A	Email	51	Noise abatement/Mitigation	Section 2.3.4: Runway 18 departures turn southwest over the Oscar Meyer Station Railyard - I am requesting a more thorough reconsideration of the scenario in which half of the south-departing F-35s turn to the west instead of the east. One of the two reasons given for not supporting this measure was that the NCP "...seeks to ensure that noise is not simply shifted from one community to another, but rather that exposure to 65 DNL is reduced on a net-basis." [Section 3.3.1, p. 3-30]. This guiding principle leaves some areas with a higher burden in relation to noise levels. I happen to live in one of the areas that is shouldering this burden. I am requesting a more thorough analysis of the Runway 18 departures to the southwest over the Oscar Meyer Railyard. This option would allow for a more equitable distribution of the noise impacts rather than the concentrated impacts on the same neighborhoods.	The Airport Sponsor thanks you for your suggestion and acknowledges this comment.
Liz	Zimmer	N/A	N/A	N/A	Email	51	Noise abatement/Mitigation	Need for analysis of departure AND arrival patterns (NA-6, NA-7) I am in agreement with Scott Pigg’s comment from the November 18th hearing regarding the need for noise analysis of arrival patterns, not just departures of the fighter jets. The mnsound.com data shows that F-35 arrivals regularly exceed 100 decibels in some neighborhoods and that arriving F-35s mainly use a military overhead break type of approach and the straight in approaches in some weather and traffic conditions. Additional analysis is needed to model the relative noise impacts of these two approach patterns. I am requesting that the Airport and 115th Fighter Wing extend analysis of the noise-abatement departure profiles (NADPs) for the F-35s (NA-7) and extend this analysis to consider alternative noise-abatement arrival profiles, as well.	The Airport Sponsor thanks you for your suggestion and acknowledges this comment.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Liz	Zimmer	N/A	N/A	N/A	Email	51	Land Use	Section 3.2.4 – Oak Park Terrace. Section 3.2.4 recommends that the Airport consider the voluntary purchase of the Oak Park Terrace mobile-home park and provide relocation assistance if acquisition proceeds. While I understand that this may improve long-term noise compatibility, I urge the Airport to ensure this does not come at the expense of the current residents. To protect housing stability and financial security, I recommend revising this section to include the option for residents to collectively purchase the land or form a resident-owned cooperative and the possibility of below-market lot fees or other support to offset increased noise exposure. This approach could protect residents from displacement while preserving opportunities for improved noise compatibility. Short of this, I would ask that residents be involved in any discussions about what happens to the land following purchase. Dane County has a serious affordable housing crisis and mobile home parks allow low-income households to build equity instead of renting indefinitely, offering long-term financial stability. I urge the airport to avoid replacing one problem (of aircraft noise) with another (the loss of affordable housing).	The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Liz	Zimmer	N/A	N/A	N/A	Email	51	DNL/threshold	Limitations of DNL and the need for metrics that reflect community experience I share the concern that many people who have taken part in this noise study process expressed re: the FAA's primary noise metric. The Day–Night Average Sound Level (DNL), does not represent how residents or wildlife actually experience aircraft noise. People do not react to a 24-hour average; they react to the number of flights, the timing of those flights, and the peak noise levels that affect health, sleep, learning and quality of life. I respectfully request that the Airport incorporate event-based noise metrics (such as Lmax, SEL, and counts of events above 60/65/70 dB) in future noise analysis and in public-facing materials.	The Airport Sponsor acknowledges this comment but does not plan to conduct analysis of supplemental noise metrics at this time as they do not influence FAA funding eligibility for NCP measures.
Liz	Zimmer	N/A	N/A	N/A	Email	51	Methodology	Requests for transparency and ongoing communication. To help residents plan and cope with noise and environmental impacts, I respectfully request: The publication of weekly F-35 flight schedules (recognizing operational limits but allowing residents some predictability). Public access to data showing the percentage of times the 115th Fighter Wing takes off to the north and arrives from the north. Although the study identifies NA-6 as “Implemented,” I have not seen public reporting on how often fighter jets actually arrive from the north, and depart to the north. Clearer, ongoing communication about actual operations versus the modeled hypotheses in the Part 150 Study.	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures.
Liz	Zimmer	N/A	N/A	N/A	Email	51	Methodology	Monitoring implementation fidelity. We will benefit from ongoing monitoring of any suggested measures, including those for commercial aircraft, the 115th Fighter Wing and for individual pilots. I’m particularly attuned to the measures that are non-binding in the recommendations (i.e. those that include the word “encourage”). How will the airport and broader Madison community know if these measures are being implemented? If they are not being implemented, we might work towards a higher level of uptake, but this requires access to robust data that is available to the public. Thank you for considering these comments. I appreciate the Airport’s efforts to engage the community in this Part 150 Noise Study.	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jonathan	Beers	N/A	N/A	Madison	Email	52	Noise abatement/Mitigation	Our home at 534 Maywood Street, is about 2 miles South-southwest of the Dane County Regional Airport (DCRA). In 2021, Scott Pigg installed a meter to monitor aircraft noise outside our home. This was part of the citizen science project that Scott manages: msnsound.com. We appreciate Scott Pigg’s field research via MSNSound. Here are our comments on the 2025 Amended Noise Compatibility Program (NCP) draft (HMMH Report No. 312360, dated October 2025). We support the amended NCP’s recommendation (NA-8) to extend Runway 03/21 to better accommodate F-35 departures. This could reduce noise from F-35 fighter jets departing to the south over residential neighborhoods. MSNsound has documented that F-35 departures regularly exceed 100 decibels in these neighborhoods. This is 20-30 decibels higher than commercial airliners on similar flight paths. We support Recommendation NA-7. We suggest that the NCP also analyze alternative noise-abatement arrival profiles as well. A different mix of arrival methods might reduce F-35 noise. It might also distribute the noise among more neighborhoods. We support experimenting with allowing F-35s to turn to the southwest when departing. Another south departure path for the F-35s might share the disturbing noise more fairly among neighborhoods. We support this even though it would probably increase the noise at our home at 534 Maywood St.	The Airport Sponsor appreciates your support.
Anne	Tigan	N/A	N/A	Madison	Email	53	Health Effects	Dear Mr. Papko, Thank you for taking time to talk to me after the Noise Compatibility Planning Study Meeting at the Dane County Regional Airport, Tuesday, Nov. 18. I will submit comments in a separate email, but wanted to forward to you reliable information on the effects of military jet noise on developing infants and children. The most accessible information can be found at safeskiescleanwaterwi.org The attached PDF is information and bibliography compiled by Physicians for Social Responsibility Wisconsin in 2019. Health and Safety Concerns Regarding F-35 Fighter Jets in Madison, Wisconsin September 12, 2019 Physicians for Social Responsibility Wisconsin (PSR WI) info@psrwisconsin.org www.psr-wisconsin.org https://static1.squarespace.com/static/55b8f343e4b01341cb1a19e6/t/5d80fb954c34bc48addc766f/1568734102009/Health+Safety+F35-11+ref+++1).pdf As a retired pediatric nurse, I focus my concern and advocacy on children in our community, who rely on informed and accountable adults in their world to protect them. An infant is incapable of putting her hands over her ears to block out jet noise. Helplessness is real and affects children at play, outdoors or inside, or at their own work of learning in school, when the military jets scream overhead with no warning. You are new to your job here at Dane County Regional Airport. I ask that you inform yourself on this critical issue and keep in mind the children of Madison and Dane County as you go about your business at the airport and beyond.	Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf. Additional information on the FAA Noise Policy Review is available on the FAA website: https://www.faa.gov/noisepolicyreview.
Christie	Baumel	N/A	N/A	N/A	Email	54	General	Good morning, On behalf of Mayor Rhodes-Conway, please see the attached comment letter. We appreciate the coordination to date and look forward to continuing it. Please feel free to reach out to me if you have any further questions	The Airport Sponsor acknowledges this comment and attached letter.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Satya	Rhodes-Conway	Mayor	N/A	N/A	Email	54	Noise abatement/Mitigation	Dear Director Papko, Thank you for the opportunity to comment on Dane County Regional Airport’s (DCRA’s) 2025 amended Noise Compatibility Program (NCP) draft. The City of Madison has followed this work closely and has participated in the Technical Advisory Committee process that guided the NCP’s development. The City provided detailed comments on the initial draft in March 2024, including remarks on nearly twenty of the recommendations. This letter will focus more specifically on our highest priority comments. Specific comments include the following. Noise Abatement Measures: Measure 2.2.8: NA-8: Consider runway reconfiguration to address noncompatible land use to the south of the Airport. The City is generally supportive of the noise abatement measures in this section that reduce the noise impact of takeoffs and landings on area residents. Additionally, the City supports Measure 2.2.8 to “Consider runway reconfiguration to address noncompatible land use to the south of the airport.” We request that any changes to Highway 51 to accommodate an extension of Runway 3/21 be coordinated with the City to allow for a path to enable bicycle and pedestrian access along the highway, as well as a potential future traffic signal at the Highway 51 and Hanson Road intersection.	The Airport Sponsor appreciates your support. The Airport Sponsor will further review future airport layout modifications recommended in NCP Noise Abatement Measure NA-8 through an Airport Master Plan update.
Satya	Rhodes-Conway	Mayor	N/A	N/A	Email	54	Land Use	<p>Land Use Measures: Measure 3.2.1.1 – “Redefine ‘airport affected area’” I want to thank DCRA leadership for engaging with the City to discuss land use issues more thoroughly. Recommendation 3.2.1 and Figure 3.2 of the draft NCP include a description and map of three zones of an “airport affected area,” as authorized by Wisconsin statute. State statute authorizes DCRA to object to zoning changes in the airport affected area, which would then require a 2/3 vote of the Madison Common Council to institute. As shared in our March 2024 comments, the City aims to strike a balance between the impacts residents experience from noise and the impacts they could feel to their housing affordability if housing construction in our fast-growing city were to be hindered in a large portion of the north and east sides of Madison. After some discussion, we understand that DCRA’s primary interest in the outer ring – Zone A - of Recommendation 3.2.1 and Figure 3.2 -- is to notify current and prospective property owners of the potential for airport-related noise. The City is in favor of notification for that purpose. To more specifically achieve the intended goal without the risk of broader repercussions to housing affordability in Madison, I request that Zone A of Recommendation 3.2.1 and Figure 3.2 be labeled as an “airport notification area” and that the statutorily-defined “airport affected area” label apply to Zones B and C. I believe this change adds clarity to DCRA’s goals with each zone and reflects greater alignment with the City’s goals. I also appreciate the amended NCP draft’s recognition of the City’s plans to connect housing and transit corridors to reduce the risk of future traffic gridlock in a growing city. To that end, the current draft NCP recognizes an exception in Zone B of Measure 3.2.1.1 along major transportation corridors. I am requesting this same language be added to Zone C. While there is little residential area within Zone C, the City’s primary tool to restrict residential construction would be to change zoning to a nonresidential use.</p> <p>However, making that change would make all the existing homes non-conforming uses in our zoning code, which risks further marginalizing homeowners already impacted by airport noise</p>	The Airport Sponsor worked with the City on NCP Land Use Measure LU-1 during the amendment process and updated Section 3.2.1.1 to reflect these recommendations. Zone A represents the "Airport Notification Area", Zone B represents the "Airport Affected Area", and Zone C represents the "Restricted Construction Area."
Satya	Rhodes-Conway	Mayor	N/A	N/A	Email	54	Land Use	Measure 3.2.5: LU-5: Implement a sound insulation program to provide treatment to noise sensitive structures within the 65 – 70 DNL noise contour I support the addition of this sound insulation program to the amended NCP draft. Sound insulation for homes within the 65 DNL noise contour is a common-sense solution, and one that residents have long anticipated. I appreciate DCRA recognizing its importance in this draft to increase protection for homes most impacted by flight-related noise. I appreciate DCRA’s decision to extend community outreach and revise the previous NCP draft to further reflect and align with community priorities. Thank you for this opportunity for the City of Madison to comment on the amended draft. We look forward to continuing to coordinate with DCRA in the future	The Airport Sponsor appreciates your support.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Catherine	Capellaro	N/A	N/A	Madison	Email	55	Noise abatement/Mitigation	<p>My name is Catherine Capellaro, and I am, most of the time, overjoyed to live at 505 Christianson Avenue in Blooming Grove. The exception to that enjoyment is when our house is rattled, nerves jangled, and pets terrified when the F-35s roar over our heads. It is difficult to spend time outdoors or participate in phone/zoom meetings when they are flying. I worry so much about the more vulnerable members of the community and the disproportionate effect this noise has on quality of life: veterans, children, pets, people with autism, and anyone who suffers from this level of noise. I was a vocal opponent of the F-35s, as were many others, and felt a sharp sense of disappointment when they arrived and began to disturb the peace (F-16s were bad enough). I felt like our voices weren't heard, and the process was disempowering and disheartening. So, I am grateful to have a chance to thank the MSN airport for rescinding the previous NCP and developing an amended one. I want to be a good neighbor to the 115th, and look forward to finding solutions that work for everyone. I have the following comments.</p> <ol style="list-style-type: none"><li>1. NA-8, Section 2.2.8: Reconfiguring the runway with a transparent process.</li><li>2. Section 2.3.4: Runway 18 departures turn southwest over the Oscar Meyer Station Railyard. Please undertake a thorough analysis before rerouting and potentially harming the communities that will shoulder the burden.</li><li>3. Examine the arrival and departure patterns.</li><li>4. Although section 3.2.4 recommends the airport consider the voluntary purchase of the Oak Park Terrace mobile home park. I worry about displacing people from affordable housing without seriously considering other options. Please continue to work with us to make sure that our neighborhoods are free of excessive noise and disturbance. We love it hear and we want to stay.</li></ol>	The Airport Sponsor appreciates your support and concerns.
Anne	Tigan	N/A	N/A	Madison	Email	56	Health Effects	<p>These comments are submitted following the meeting held at the Dane County Regional Airport on Tuesday, Nov. 18, 2025. As a retired pediatric nurse, my concern and advocacy are focused on the development of children in our community—at their own work of play and school. I mention here facts from the Physicians for Social Responsibility, part of their response in 2019 to the Air Force’s draft EIS, wherein the Air Force admits “there will be a significant impact on noise levels due to the basing of F-35s at Truax." Health Effects of Noise</p> <p>"Health effects include hearing loss for exposure &gt; 70-80 dB, increases in blood pressure, heart rate and stress hormones that could increase risks of heart attacks, stroke and exacerbate symptoms of anxiety and post traumatic stress (PTSD). Fetal exposure to excess noise can increase the risk of premature birth or low birth weight infants. Excessive noise exposure of infants, toddlers and young children places them at risk of delayed speech development and cognition as well as negative effects on attention, concentration, long term memory and reading and math comprehension. Also, particularly vulnerable populations would be those with Autism, ADHD or sensory processing issues as well as differently abled persons and the elderly who cannot easily relocate.” Wisconsin PSR I am concerned and alarmed that the 14 CFR Part 150 Noise Compatibility Planning is not informed by current science and international studies regarding the effects of noise on children. Children in our world rely on informed and responsible adults in their lives to protect them. An infant cannot put her own hands over her ears to protect them from noise. How do we remedy the real feelings of helplessness inflicted on developing children at play outdoors, on playgrounds, or in classrooms learning? Please take time to inform your process with current studies and facts. Otherwise we all are culpable of heaping burdens hard to bear on small frames.</p>	<p>Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jeremy	Nealis	N/A	MSNsound	Madison	Email	57	Health Effects	To the Airport Management and Noise Compatibility Program Team, I am writing to formally submit my comments regarding the October 2025 Draft Noise Compatibility Program (NCP) Report. I am a resident of the Eastmorland Neighborhood, located roughly 3 miles from the airport, and I am an active participant in the MSNsound citizen science project. Data & Community Impact. As a contributor to the MSNsound effort, I monitor aircraft noise in my neighborhood. My own data logs confirm that F-35 departures regularly exceed 100 decibels at my residence. This is significantly more intense than standard airport traffic; these jets are consistently 20-30 decibels louder than commercial airliners flying comparable paths. On a personal level, I am a father of small children. While they are generally able to sleep, the F-35 noise is distinctively disruptive. The daytime departures often interrupt their naps, and the night drills have woken them up or made it difficult to settle down for the night. Additionally, there are multiple schools in our immediate area, meaning this disruption extends to the learning environments of hundreds of children in our community. Support for Alternative Southwest Departure (Section 2.3.4)	The Airport Sponsor acknowledges this comment and thanks your for your support.
Jeremy	Nealis	N/A	MSNsound	Madison	Email	57	Noise Abatement/Mitigation	To better balance this burden, I strongly disagree with the draft report’s recommendation not to pursue the southwest departure option. I urge you to approve the measure described in Section 2.3.4, which would allow F-35s to turn southwest over the Oscar Meyer railyard and Lake Mendota. Relief for Residents: Currently, military aircraft are required to turn to a heading of 140 degrees or further east, creating a single departure path that concentrates noise over the same neighborhoods. Opening a southwest option would provide necessary relief by offering a second track rather than funneling all traffic over us. Reduced Exposure: The report explicitly states that the southwest departure reduces both the acreage and the total population within the 65 DNL noise contour. It is illogical to reject a solution that objectively lowers the overall noise exposure for the city. Feasibility: The draft report cites ATC limitations as a reason to reject this, but tracking data shows that non-military aircraft already successfully depart to the southwest. This suggests that a workable path for F-35s is possible through coordination with the FAA. Please reconsider the final NCP recommendation to include this southwest departure option. We need a solution that helps spread the noise footprint rather than concentrating it on families and schools under the current single track.	The Airport Sponsor acknowledges this comment.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Scott	Pigg	N/A	N/A	Madison	Email	58	Noise abatement/Mitigation	I am a homeowner residing at 414 Russell Street, about 2.5 miles south of the Dane County Regional Airport (DCRA) and 0.5 miles west of the main runway centerline. I also manage a citizen-science effort (msnsound.com) to monitor aircraft and aircraft noise in the vicinity of the airport. Over the last five years, the MSNsound semi-automated system has recorded decibel levels at about 20 locations for hundreds of thousands of noise events for all types of aircraft. I offer the comments below on the 2025 Amended Noise Compatibility Program (NCP) draft (HMMH Report No. 312360, dated October 2025) as a close observer and chronicler of aircraft noise events in neighborhoods surrounding the airport. 1. I fully support the amended NCP’s recommendation (NA-8) to consider runway configuration, particularly the recommendation to extend the length of Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise associated with the local Air National Guard 115th fighter wing operations, which currently depart to the south over dense residential neighborhoods about 30 percent of the time. As the MSNsound effort has documented, fighter jet departures out of the DCRA regularly exceed 100 decibels in these neighborhoods, and are 20-30 decibels higher than typical commercial airliners on comparable flight paths. 2. I commend the Airport Sponsor, the consulting team and the 115th Fighter Wing on the analysis and adoption of alternative noise-abatement departure profiles (NADPs) for the F-35s (Recommendation NA-7) and recommend that the NCP extend this analysis to consider alternative noise-abatement arrival profiles as well. The MSNsound data show that F-35 arrivals regularly exceed 100 decibels in some neighborhoods and that arriving F-35s mainly use a military overhead-break type approach but also employ airliner-style straight-in approaches in some weather and traffic conditions. Additional analysis is needed to model the relative noise impacts of these two approach patterns and work out an appropriate mix of that both minimizes the overall exposure of residential areas to the particularly objectionable F-35 noise and seeks to spread the F-35 noise footprint more broadly. 3. I disagree with the amended NCP’s recommendation not to pursue a noise abatement measure that would allow F-35s to turn to the southwest when departing to the south. Establishing an alternative south departure path for the F35s would provide some relief for our home and neighborhood under the current single departure path. This alternative would reduce the number of direct fly-overs we experience in our North Fair Oaks neighborhood. The NCP’s logic is inequitable and illogical. It states, “although this measure reduces both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and therefore is not recommended.” Why should one neighborhood bear the brunt of the noise and attendant disruption caused by the F-35s?	The Airport Sponsor acknowledges this comment and thanks your for your support.
Dan	York	N/A	N/A	Madison	Letter	59	Noise abatement/Mitigation	We are homeowners and long-time residents (34 years) at 802 N. Fair Oaks Avenue, a property just about a mile southeast of the airport. We are part of the citizen-science effort with one of its sound monitoring stations in our backyard, which regularly has recorded sound levels well above 100 db (some as high as 115 db). These occurrences are deafening – even physically painful -- and disruptive to our lives both inside and outside of our home. Consequently, anything that can be done to decrease our exposure to these noise levels will be most welcome. We offer comments on two of the recommendations made on the 2025 Amended Noise Compatibility Program (NCP) draft (HMMH Report No. 312360, dated October 2025). We feel these would best address our desire to have less exposure to the noise created by the F-35A fighter jets. 1. We fully support the amended NCP’s recommendation (NA-8) to consider runway configuration, particularly the recommendation to extend the length of Runway 03/21 to better accommodate F-35A departures. This measure could significantly reduce our exposure to the high noise levels we regularly experience by shifting departing flights away from our dense residential area – an area where departures of F-35A jets occur about 30 percent of the time. 2. We strongly disagree with the amended NCP’s recommendation not to pursue a noise abatement measure that would allow F-35s to turn to the southwest when departing to the south. Establishing an alternative south departure path for the F35s would provide some relief for our home and neighborhood under the current single departure path. This alternative would reduce the number of direct fly-overs we experience in our North Fair Oaks neighborhood. The NCP’s logic is inequitable and illogical. It states, “although this measure reduces both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and therefore is not recommended.” Why should one neighborhood bear the brunt of the noise and attendant disruption caused by the F-35s?	The Airport Sponsor appreciates your support and concerns. Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. The Airport Sponsor designated land use following the FAA published land use compatibility designations, as set forth in 14 CFR Part 150, Appendix A, Table 1 (NCP Table 1-1 in Section 1.6.). Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL.

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								If the purported benefits of having the National Guard 115th fighter wing operations accrue to the entire City of Madison and surrounding areas in Dane County, then the very real costs of these operations should be borne more equitably across the city and county. We are surprised and dismayed at something we did not find addressed in the study – that of peak sound measurements. Such incidents with measurements above 100 db are the real problem. The DNL values – an average of day and night sound levels – seem largely irrelevant to us. We encourage more effort to address this problem – well documented by the citizen-science effort	
Lauren	Beard	N/A	N/A	N/A	Email	60	Noise Levels	Hello, I'm a resident on Harding Street. I am begging you to reroute F-35s. They are deafening. Please have some compassion for the people in these neighborhoods who have no way to silence the noise inside, and especially no way to silence the noise outside--I've been at the bus stop before when one flew over, and it HURT. You owe it to Madison residents to at least explain why F-35s are flown in an extremely populous area instead of flying them in a rural, minimally disruptive space. If you lived in these areas, you wouldn't like it either.	The Airport Sponsor acknowledges this comment.
Helena	White	N/A	N/A	Madison	Email	61	Noise Levels	Hi, When F-35's fly over my house or in my neighbourhood it is so damn loud. You can't have a conversation outside, the noise stops you from being able to think. I've had them fly right over my home by Winnebago Street so close I could almost see the pilot! I felt like I was being buzzed while gardening in my back yard. I hear overhead arrivals are the cause, so please stop doing overhead arrivals over Eastside or Northside homes. People and animals live here and its not healthy for us to be exposed to so much noise.	The Airport Sponsor acknowledges this comment.
Corrisa	Terrien	N/A	N/A	N/A	Email	62	Noise Levels	Hi there, The noise from the military flights is insanely loud. I work from home and cannot maintain a work video call when a plane is over my house. Indoors. It it disruptive and feels completely unnecessary from my perspective. Sound studies have shown 100 decibels over my house! I believe it would be more beneficial for thd flight path to avoid the highly populated east side and instead fly into the rural parts of Dane county. I have also seen proposals outlining how an alternate SW departure could mitigate noise in the populated areas. I am begging you to consider this as these noises are extremely frequent and taxing.	The Airport Sponsor acknowledges this comment.
Andrew	Rohn	N/A	N/A	N/A	Email	63	Noise Levels	Hello, I live at 505 Christianson avenue. The F35s fly very low over my neighborhood. There are generally two of them and they seem to make a tight loop and pass over again shortly after, so four deafening roars. If I’m outside I have to drop what I’m doing and plug my ears because it feels loud enough to do damage. One of my dogs (Lola) is left trembling. I hear the F35s could take off in a different direction if they chose to, and I strongly request they take off NOT over a densely populated neighborhood. Thank you,	The Airport Sponsor acknowledges this comment.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jennie	Capellaro	N/A	N/A	N/A	Email	64	Noise Abatement/Mitigation	Hi, I am commenting as a resident affected by noise from the F-35s. I live in an area that is disproportionately affected. My address is 521 Christianson Avenue. In almost all respects, I love my neighborhood. I have friends and family that live nearby and it’s a very tight knit and yet welcoming community. The noise pollution from the military jets is a concern to all of us in this neighborhood. Because our neighborhood is so negatively affected by the noise, many of us were active and trying to keep the F 35s out of Madison. (we had already experienced the F-16’s and those were bad enough and we predicted—and we were correct— that the F 35s would be much worse in terms of noise.) I am an avid gardener and love doing outdoor projects. I know there was talk at one point of soundproofing homes. While that is being discussed and looks like even that won’t happen, soundproofing does nothing for people who want to enjoy the outdoors around their house. Many times I’ve had to plug my ears with hands dirty from the soil when the planes fly over and I’m in the middle of planting something or working in my garden. While my genuine wish is that these F 35 were not sited in Madison at all, I see that Scott Pigg has highlighted a very reasonable way to mitigate the disruptive and damaging noise we endure from the jets. And that is simply for the jets to take off and land in a different direction from the more densely populated areas of Madison. I fear that the military decision-makers will say this is too complicated, there are bureaucratic reasons we can’t do it, etc. I employ you to consider how severely the noise affects our quality of life in the neighborhoods the jets fly over. So, if there is any feasible way to make this change, even if it costs money, even if it’s hard, even if it requires some changing of procedures, I beg you to do it if it can help us not suffer from the noise of the jets quite as much. Please try to be good neighbors. It is true that I did not want the jets and I probably don’t even want the military base here at all to be quite honest.	The Airport Sponsor acknowledges this comment.
								But since you are here, and we are neighbors could you please for a moment truly consider what it means for us to live next to each other? Please imagine what it is to be in our shoes and please help us have a place to live where we aren’t barraged by the disturbing sound of jets several times a day. I have had a noise monitor in my yard for years now that Scott Pigg has generously maintained and gotten data from. He has placed many other monitors in affected areas and his data shows the noise is at very high decibel levels. I thank Scott for gathering this important data and for pointing out such common sense approach that could help alleviate suffering for homeowners while still maintaining the F-35’s presence in Madison. Thank you.	
Carolyn	Mixon	N/A	N/A	Madison	Email	65	Health Effects	I live in the Eastmorland neighborhood and have been caring for my 18-month old granddaughter since she was 3 months old. The repeated flyovers by F35's have not only disrupted her sleep as a baby which reverberate through the house but have exposed her to multiple instances of prolonged harmful decibel levels on stroller walks and at Ontario and Olbrich Park playgrounds. Harmful decibel levels for babies are 70-80 decibels for prolonged periods with 100 decibels capable of causing permanent hearing damage within a few minutes. The data shows that our neighborhood is routinely exposed to 100 decibels generated by the F35's, and I can attest that this lasts for at least 10 minutes multiple times. There are numerous children in our neighborhood affected by this damaging noise level. Please change the flight patterns for these planes to the alternative SW route.	Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .
Melissa	Downs	N/A	N/A	N/A	Email	66	Health Effects	My name is Melissa Downs and I live on Richard Street in the Eastmoreland Neighborhood. I am writing in support of the implementation of the Alternative Southwest Departure Path (Measure Section 2.3.4). I am concerned about the health of my neighbors and myself due to extreme noise levels from the F-35s. Exposure to 100 decibels of noise for just a few minutes permanently damages babies' and children's hearing. Commercial flights do not generate that level of noise over our neighborhoods. Data collected by the MSNsound effort confirms that F-35 departures flying over our neighborhood regularly exceed 100 decibels. The Alternative Southwest Departure Path (Measure Section 2.3.4) would direct F-35s to turn southwest, overflying the undeveloped Oscar Meyer railyard and Lake Mendota. It spreads the noise burden rather than concentrating it over Madison families. Please consider the implementation of this plan to help keep Madison families healthy and well.	The Airport Sponsor acknowledges this comment. Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .

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Julian	Rohn-Capellaro	N/A	N/A	N/A	Email	67	Noise Levels	I am a resident at 505 Christianson ave. I am emailing you to request that you do everything thing in your power to reduce the impact and frequency of the f-35 fighter jet flyovers. The jets are loud enough to halt conversations in their tracks when inside and cause physical discomfort if you are outside, causing one to stop and cover their ears. It's extremely disturbing for all the residence in the neighborhood and can be traumatic for the pets as-well. There is no reason why they need to be flying over a densely populated area so often and doing multiple passes at such a low altitude.	The Airport Sponsor acknowledges this comment.
Leo	Cox	N/A	N/A	N/A	Email	68	Noise Levels	Hello, My name is Leo Cox and I live on Richard Street in the Eastmoreland Neighborhood. I am writing in support of the implementation of the Alternative Southwest Departure Path (Measure Section 2.3.4). I am just frankly tired of the noise levels from the F-35s. When they take off and land, I have to stop conversations in my yard, and I can't hear what people are saying on work calls in my house. They are loud enough that I can't really think while they're going over head and even as they throttle up on the runway. While I am incredibly grateful for the people who decide to serve with the National Guard, the noise levels from these jets is just really annoying. I don't know the science behind the health impacts (or if there are any), but I'd be really surprised if it didn't indicate negative outcomes. The Alternative Southwest Departure Path (Measure Section 2.3.4) would direct F-35s to turn southwest, overflying the undeveloped Oscar Meyer railyard and Lake Mendota. It spreads the noise burden rather than concentrating it over Madison families. Please consider the implementation of this plan.	The Airport Sponsor appreciates your support and concerns.
Brett	Hulsey	N/A	N/A	N/A	Letter	69	Noise Levels	Thank you for taking our thoughts into account on the Madison on the Noise Compatibility Planning Study. I appreciate your service to the County and our transportation future. My name is Brett Hulsey and I live on the crest of the hill on 3214 Ridgeway Avenue off of east Washington Ave. and near Highway 30 about mile from the end of the runway at Dane County Regional Airport. I am also a carpenter, general contractor and landlord at that site and have serious concerns about the safety of the two-year-old child living upstairs, my grandchildren, children in the neighborhood, my tenants and my own health and safety. I also served on the Dane County Board from 1998-2012 and was chair of the Personnel and Finance and member of the Public Protect and Judiciary Committee. I served in the Legislature from 2011-2015 including the Transportation Committee. I also advocated for the Clean Air Act Amendments of 1990 that addressed noise pollution when I worked at the Sierra Club. I have a Masters in Natural Science from the Univeristy of Oklahoma, studied Graduate Environmental Engineering and Resource Policy at Dartmouth's Thayer School of Engineering, and took environmental classes at UW[1]Madison. Summary While the Noise Plan does include some positive elements on flight paths and runway configuration, the plan fails to protect the thousands of Dane County residents in and near the flight path from dangerous noise levels that can cause hearing loss, lost sleep and the potential for death and fire from airplane crashed. 2 The F35 jet flights violates The Noise Control Act of 1972 signed by Republican President Richard Nixon that states: "The Congress declares that it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare." The F35 jets also fail to meet the federal requirement of the Clean Air Act Amendments of 1990 which I helped pass when I work for the Sierra Club.	The Airport Sponsor acknowledges this comment.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Brett	Hulsey	N/A	N/A	N/A	Letter	69	Noise abatement/Mitigation	42 U.S.C. United States Code, 2013 Edition, Title 42 - THE PUBLIC HEALTH AND WELFARE, CHAPTER 85 - AIR POLLUTION PREVENTION AND CONTROLSUBCHAPTER IV - NOISE POLLUTION §7641. Noise abatement Abatement of noise from Federal activities “In any case where any Federal department or agency is carrying out or sponsoring any activity resulting in noise which the Administrator determines amounts to a public nuisance or is otherwise objectionable such department or agency shall consult with the Administrator to determine possible means of abating such noise (emphasis added).” My friend Max Queen reminded me of all the F35 crashes. At the end of this document I have included a list of 16 crashed over the last 11 years from Wikipedia. These jets are not safe and are falling from the sky life the fall leaves. The F35 noise levels were measured at over 105 decibels (dB) near my house and a maximum of 120 dB creating a clear and present danger to me, my family, and thousands of the taxpaying American citizens in Dane County that the Air Force and National Guard pledged to serve and protect. At the public hearing, the Safe Skies Clean Water Wisconsin – No F-35s at Truax representative who has monitors in place stated the piercing noise levels created by the F35 were measured at120 decibels, more than 1000 times the safe limits of 85dB set by the Occupational Health and Safety Administration that I must abide by as a carpenter on a construction job. The immediate solution to the problem is to move the noisy jet training maneuvers to the WI Air National Guard’s Volk Field, a short six-minute flight. We appreciate the small changes the WI Air National Guard has made to reduce the piecing noise of the F35 fighters that look like a fun plane to fly but are not safe to fly near my house and the homes of thousands of Dane County residents.	The Airport Sponsor acknowledges this comment. Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The Airport Sponsor cannot dictate the airfield aircraft operations occur and cannot discriminate. The Department of Defense has sole discretion as to the mission of the 115th Fighter Wing.
Brett	Hulsey	N/A	N/A	N/A	Letter	69	DNL/threshold	<p>The fundamental problem is that local residents have found peak noise levels as high as 120 dB that are 1000 times too high for safety levels, as stated above. The Occupational Safety and Health Administration reports: “Exposure to 120 decibel noise can lead to immediate discomfort and potential hearing damage. It is safe to be exposed to 120dB sound levels for no more than 7.5 minutes to avoid any permanent hearing loss...Sounds at 120dB can cause immediate harm to the delicate structures of the inner ear, resulting in permanent hearing loss if not adequately protected against.” Here is a video of the F35 flyover of my house asking, “Why don’t they do touch and goes at Volk Field.” <a href="https://youtu.be/rEc__G-CqfA?si=ffPT1uml2Ay9anKL">https://youtu.be/rEc__G-CqfA?si=ffPT1uml2Ay9anKL</a>. My ears are still ringing 17 days later. UW-Madison Master student Jack Plasterer, an Online GIS Master’s Student, wrote in his very well written Capstone project: “In 2020, Dane County Regional airport widely publicized a map that indicates the predicted noise patterns caused by all aircraft and measured in decibels (db). The map conveys a predicted DNL (Day Night Average Sound Level) in the area where the military jets arrive and depart. Domestic and military plane acoustic noise levels conveyed here does not convey maximum noise level created by the F-35 jets. The 2020 map uses time averaged levels, which do not correspond to the 100+dB levels that we see when the jets actually fly over. Now that the F-35s have arrived in Madison, MSNSound shows periodic readings much higher than National Institute Occupational Safety and Health (NIOSH) safe levels at 60- 85db. According to the FAA, noise at this level is incompatible for residential housing. For more info about hearing loss and aircraft noise, see this link from the Centers for Disease Control for more information . Wisconsin is set to apply for millions in federal grant funding that can be used to buy noise mitigation materials, such as windows and drywall to dampen the sound.</p> <p>A total of \$5 million is specifically set aside for areas that recently received new fighter jets. This will not address the wide area affected across Madison’s North and East Side. Madison Cap Times Feb 2024.</p>	The MSN Part 150 update was completed in accordance with current federal regulations, specifically Title 14 of the Code of Federal Regulations Part 150 “Airport Noise Compatibility Planning”, and current Federal Aviation Administration (FAA) guidance as provided in FAA Order 5100.38D Airport Improvement Program (AIP) Handbook, specifically Appendix R “Noise Compatibility Planning/Projects”.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Brett	Hulsey	N/A	N/A	N/A	Letter	69	Health Effects	Madison School, Church, Community Center Noise Map East Madison showing schools, churches and community centers My house is marked the 107 dB 100 times higher than safe levels, according to OSHA. In addition to the study on general community impact, concern and attention has been focused on the effects of jet noise on children, particularly in a school setting and where children play outside. This map indicates the buffer zone relative to the locations of nearby schools, highlighting elementary schools, preschools, and daycare centers. The American Speech-Language-Hearing Association sheds more light on trends related to noise and health effects.” Noise Decibel an Exponential Scale Remember that the Decibel Scale (dB) used to measure noise is an exponential scale. I taught everything from 6th grade math to college physics. So 120 dB is 10 times more than 110 dB, which is ten times more than 100 dB, which is 10 times more than 90. So 10x10x10=1000, 120 dB times more than 90 dB. As a general contractor and carpenter, I often work outdoors doing home repairs and have had ear drum damaging overflights that far exceed the OSHA standards I must follow in my construction workplaces.	The Airport Sponsor acknowledges this comment. Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts: <a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a> . The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication: <a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a> . Additional information on the FAA Noise Policy Review is available on the FAA website: <a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a> .
Brett	Hulsey	N/A	N/A	N/A	Letter	69	General	A little background. My father was an Air National Guard Flight Surgeon during the Vietnam War at Tinker Air Force Base in Oklahoma City. I heard a lot of loud jets growing up. Republican Senator Henry Bellmon appointed me to the Naval Academy where I wanted to fly jets off of aircraft carriers, become a Navy SEAL, a Marine Corps Recon Commander, or all of the above. Sadly, I could not attend because I had to care for my mother, brother and sister during my parents’ divorce. I met Fred Aide of Hazel Green who was a Navy pilot in WWII and a Tailhook member, some of whom would say that anyone can land a jet on land, but I would never say that. I trained to be a pilot at Max Westheimer Field that was the Naval Air Station in Norman, Oklahoma, and it was used for training combat pilots during World War II. It is located in the heart of Tornado Alley, an interesting place to learn to fly. In fact, our airfield was right next to the Severe Storms Prediction Center. I believe Elon Musk and President Trump wanted to shut that down. Doing so would be foolish for obvious reasons. I also happen to be a candidate for governor of Wisconsin and won 51,300 votes in 2014 when I ran against Governor Scott Walker and millionaire Mary Burke, while only spending \$7,044. My attorney tells me that was the most efficient vote/\$ in U.S. history, but I have not checked that. The point is I may be Commander in Chief of the Wisconsin Air National Guard in 14 months and don’t think they should be threatening the safety of those they are sworn to protect when there are easy solutions to the problem of unsafe airplane noise in Madison.	The Airport Sponsor acknowledges this comment.
Brett	Hulsey	N/A	N/A	N/A	Letter	69	Noise abatement/Mitigation	I believe the simple solution to this problem is to move the noisy F35 jet drills to The Air National Guard’s Volk Field where they already host the F-35 Enterprise International CDDAR Training Event at Volk Field: A New Era in Crash Recovery. This Volk Air National Guard Base is 70 miles away from Madison, which at an average speed of 806 miles an hour, would take the F35 jets 6 minutes to reach. They can get there quickly for the noisy touch and go landings and low level flights that are the noisiest drills at a site that does not threaten the safety, enjoyment, and property values of a hundred thousand of the Wisconsin citizens you are sworn to protect. The nearest town to Volk Field is Lone Rock, which had a population of 820 in 2020 in Richland County and most of the surrounding area is rural farmland. That area is in Richland County, which needs economic help from added airplane traffic and maintenance more than Dane County. The St. Louis Federal Reserve Bank estimates that one in eight (13%) people there live in poverty in 2023 versus one in nine (10.8%) for Dane County. By the way, no one should live in poverty in the richest country in the history of the world, but that’s a different topic. Volk Field may need a north-south runway, but the Defense Department can make runway additions much faster than civilian airports. For all these reasons, I think it makes sense to move the noisy maneuvers to Volk Field.	The Airport Sponsor acknowledges this comment. Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The Airport Sponsor cannot dictate the airfield aircraft operations occur and cannot discriminate. The Department of Defense has sole discretion as to the mission of the 115th Fighter Wing.



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Brett	Hulsey	N/A	N/A	N/A	Letter	69	General	<p>Thank you again for accepting our input and I look forward to hearing your decision to move the F35s. 7 List of accidents and incidents involving the Lockheed Martin F-35 Lightning II A U.S. Air Force F-35A Lightning II in flight. This list of accidents and incidents involving Lockheed Martin F-35 Lightning II aircraft includes events that resulted in loss of life, severe injuries, or damaged an aircraft beyond repair. The incidents have led both to concerns about safety[1] and to analyses that indicate that the F-35 is relatively a safe military aircraft to fly.[2] 2014 to 2019 2014 • On 23 June 2014, an F-35A's (tail number 10-5015) engine caught fire at Eglin AFB. The pilot escaped unharmed, while the aircraft sustained an estimated US\$50 million in damage.[3][4] The Air Force halted F-35 flights on 3 July[5] and resumed them on 15 July with flight envelope restrictions.[6] In June 2015, the USAF Air Education and Training Command (AETC)'s official report attributed the failure to the third-stage rotor of the engine's fan module, pieces of which cut through the fan case and upper fuselage. Pratt &amp; Whitney applied an extended "rub-in" to increase the gap between the second stator and the third rotor integral arm seal, as well as design alterations to pre trench the stator by early 2016.[3] 2016 • On 23 September 2016, an Air Force F-35A (tail number 12-5052) was severely damaged in a fire on the flightline at Mountain Home AFB in Idaho. The airframe was stored until repairs were attempted. However, it was determined that the airframe was unrepairable due to the extensive fire damage. Later, the airframe was reassembled using spare parts to be used as an instructional airframe at Hill AFB. • On 27 October 2016, a Marine Corp F-35B (tail number 168057) suffered an in-flight fire, forcing the pilot to make an emergency landing at MCAS Beaufort, South Carolina. The cause of the fire was determined to be a faulty bracket issue which grazed electrical wiring near the hydraulic lines.</p> <p>This was an issue already known as a potential hazard by officials overseeing the F-35 program. Two years later it was determined that airframe was damaged beyond repair, but was stored pending use as an instructional airframe. 8 2018 • On 28 September 2018, the first F-35 crash occurred. A USMC F-35B (tail number 168719) crashed near Marine Corps Air Station Beaufort, South Carolina, and the pilot ejected safely.[7] The crash was attributed to a faulty fuel tube; all F-35s were grounded on 11 October pending a fleet-wide inspection of the tubes.[8] The next day, most USAF and USN F-35s returned to flight status following the inspection.[9] 2019 • On 9 April 2019, a JASDF F-35A (tail number 79-8705) attached to Misawa Air Base crashed east of the Aomori Prefecture during a training mission over the Pacific Ocean.[10] Japan grounded its 12 F-35As during the investigation. The US and Japanese navies searched for the missing aircraft and pilot, finding debris soon afterward[10] and recovered the pilot's remains in June.[11] Though there was speculation that China or Russia might attempt to salvage the aircraft, the Japanese Defense Ministry reported that there had been no "reported activities" from either country.[12] The pilot had radioed his intention to abort the drill before disappearing. Though the pilot was apparently conscious and responsive until 15 seconds before crashing, he sent no distress signal nor attempted any recovery maneuvers as he descended at a rapid rate. The accident report attributed the cause to the pilot's spatial disorientation. [10] 2020–present 2020 • On 19 May 2020, a USAF F-35A (tail number 12-5053) from the 58th Fighter Squadron crashed while landing at Eglin AFB. The pilot ejected and was rescued in stable condition.</p>	The Airport Sponsor acknowledges this comment.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
								<p>[13] The accident was attributed to a combination of pilot error induced by fatigue, a design issue with the oxygen system, the aircraft's complex and distracting nature, a malfunctioning head-mounted display, and an unresponsive flight control system. [14] • On 29 September 2020, a USMC F-35B (tail number 169294) crashed in Imperial County, California, after colliding with a Marine Corps KC 130 during air-to-air refuelling. The F-35B pilot was injured in the ejection, and the KC-130 crash-landed in a field without deploying its landing gear.[15] 2021 • On 17 November 2021, a Royal Air Force 617 Squadron F-35B (tail number ZM152) crashed during routine operations in the Mediterranean. The pilot was safely recovered to HMS Queen Elizabeth. [16][17][18] The wreckage, including all security sensitive equipment, was largely recovered with the assistance of U.S. and Italian forces.[19] The crash was determined to have been caused by an engine-blanking plug left in the intake.[20] 2022 • On 4 January 2022, a South Korean Air Force F-35A (tail number 20-017) made a belly landing after all systems failed except the flight controls and the engine. The pilot heard a series of bangs during low-altitude flight, and various systems stopped working. The control tower suggested that the pilot eject, but he managed to land the plane without deploying the landing gear, walking away uninjured.[21][22] • On 24 January 2022, a USN F-35C (tail number 169304) with VFA 147 suffered a ramp strike while landing on the USS Carl Vinson (CVN 70) and was lost overboard in the South China Sea. Seven crew members were injured, while the pilot ejected safely and was recovered from the water. On 2 March 2022, the aircraft was recovered from a depth of about 12,400 ft (3,780 m) with the aid of a remotely operated vehicle (ROV) and DSCV Picasso, a deep-diving ship.</p> <p>[23] • On 19 October 2022, an F-35A (tail number 15-5197) crashed at the north end of the runway at Hill Air Force Base in Utah. The pilot safely ejected and was unharmed. The crash was caused by errors in the air data system from the wake turbulence of a preceding aircraft, which resulted in several rapid transitions between the primary and backup flight-conditions data sources. These rapid transitions caused the accumulation of reset values, leading the flight control laws to operate on inaccurate flight-conditions data, leading to departure from controlled flight.[24] • On 15 December 2022, an F-35B (tail number 170061) crashed during a failed vertical landing at Naval Air Station Joint Reserve Base Fort Worth in Texas. The government test pilot ejected on the ground and was not seriously injured. The aircraft was undergoing production test flying and had not yet been delivered by the manufacturer to the U.S. military.[25][26][27] 2023 • On 17 September 2023, an F-35B (tail number 169591) crashed after the pilot ejected from his jet over North Charleston, South Carolina following a mishap during a training flight out of MCAS Beaufort. While the pilot was unharmed, the fighter was not located for about 30 hours.[28][29] The fighter's wreckage was found on the evening of 18 September 2023.[29] 2024 • On 28 May 2024, a developmental test F-35B (tail number 170067)[30] crashed shortly after takeoff from Kirtland Air Force Base in New Mexico. The pilot ejected and was reportedly injured.[31][32] 2025 10</p> <p>• On 28 January 2025, an F-35A (tail number 19-5535) crashed at Eielson Air Force Base 20 miles south of Fairbanks in interior Alaska. The pilot was reported uninjured. On 26 August 2025 an Air Force investigation revealed that the pilot spent 50 minutes on a conference call with Lockheed Martin engineers starting soon after take-off. Freezing temperatures (-18C) had caused the hydraulic fluid to freeze and rupture the hydraulic lines including those to the landing gear. One third of the hydraulic systems in both the nose and the right main landing gear was found to have been contaminated with water. The US Air Force's accident investigation board concluded that a lack of oversight for the distribution of the hydraulic fluid, inadequate aircraft hydraulics servicing procedures, and the crew's decision-making, including the engineers on the call, all contributed to the crash.[33][34] • On 30 July 2025, A US Navy F-35C fighter jet assigned to Strike Fighter Squadron 125, known as the “Rough Raiders,” crashed in central California near Naval Air Station Lemoore, according to an US Navy press statement. The pilot ejected safely while the cause of the crash, which occurred around 6:30 pm, is being investigated.[35]</p>	

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Mrill	Ingram	N/A	N/A	Madison	Email	70	Noise abatement/Mitigation	<p>Thank you for the opportunity to make comments to the MSN Noise Compatibility Planning Study process. I live at the corner of Oakridge Avenue and Dunning Street, under one of the frequently used approaches for commercial and now military jet traffic. I join other neighbors in this area trying to learn more about the noise impacts as they are experienced at a community level, and about alternatives. The citizen science project facilitated by Mr. Scott Pigg has been especially useful in allowing me access to data and to better participate in ongoing efforts to responsibly respond to what has been a profound noise impact on our lives. We need more data and information that supports a shared and open conversation about the sources and levels of noise. In terms of feedback, one, I strongly support runway configuration and extension. As a resident of over a decade, I am amazed at the increase in commercial traffic alone. I cannot overemphasize how the frequency of noise disturbance in our neighborhood creates an already saturated condition such that decibels alone are not an accurate representation of impact. I support the amended NCP’s Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise associated with the local Air National Guard 115 th fighter wing, which currently depart to the south over dense residential neighborhoods about 30 percent of the time. We know that DCRA regularly exceeds 100 decibels in these neighborhoods, and peak at levels that are 20-30 decibels higher than typical commercial airliners on comparable flight paths. It is critical that relief for this burden is sought. Two, F-35 arrivals regularly shut down all talking, listening, thinking -- whatever is going on -- in our neighborhood. I work at home and experience dread when I hear them coming because there is never just one, and not only can I not hear and talk for minutes at a time, but my windows rattle and I can feel the vibrations in my body. There is nothing subtle about their presence.</p>	The Airport Sponsor appreciates your support and concerns.
Debra	Ahrens	N/A	N/A	Madison	Email	71	Noise abatement/Mitigation	<p>I reviewed information available to the public re: Part 150 Noise Study; specifically how it relates to living in the Madison community in the area where F35s fly frequently. Anecdotally, I have experienced pain in my ears when I am out walking when planes fly over the Eastmorland neighborhood. I use walking poles to maintain balance when I walk, and I have to drop the poles and cover my ears (fingers deep in ears to protect them) when they fly over. Without doing this I experience a great deal of pain. Animals demonstrate a great of disturbance; birds fly out of my yard, domestic pets show distress. Data has been shared that support this need for such reactions. • Peak Noise Levels: Data collected by the MSNsound effort confirms that F-35 departures flying over our neighborhood regularly exceed 100 decibels. • Comparison: These fighter jet departures are approximately 20-30 decibels higher than typical commercial airliners flying on comparable paths. Apparently, some of the problem can be attributed to a perceived need for a single flight path. The Single South Departure Path • The noise concentration we experience is due to specific flight rules: A standing military NOTAM requires south-departing military aircraft to turn to a heading of 140 degrees or further east. • The Result: This rule forces all south-departing F-35s to use a single flight path, causing them to repeatedly overfly the same residential neighborhoods day after day. 3) It has been suggested to use an Alternative Southwest Departure Path (Measure Section 2.3.4). • The Route: This proposed path would direct F-35s to turn southwest, overflying the undeveloped Oscar Meyer railyard and Lake Mendota. • The Objective Benefit: The measure is desirable because the airport’s own analysis confirms that this alternative option reduces both the acreage and the total population within the 65 DNL noise contour. It spreads the noise burden rather than concentrating it.</p> <p>• Addressing Concerns: While the airport draft cited concerns about minimum altitude due to tall antennas, our flight tracking data shows that non-military aircraft already successfully use a southwest departure. A workable path for F-35s is therefore highly likely. If there is no consideration planned to move the F35s to an airport not located in a residential area, it is necessary to reduce the impact to the people who reside here.</p>	The Airport Sponsor acknowledges this comment.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Laurie	Lambert	N/A	N/A	N/A	Email	72	Noise Abatement/Mitigation	I think the solution to the airport noise is to move the airport. Also, I am concerned about the comment that the County Executive wanting to make Dane County an international airport. I think this will increase the noise. I am against any changes to the airport that will increase the noise.	Noise compatibility planning in accordance with Title 14 of the Code of Federal Regulations Part 150 cannot consider moving the airport as it is solely focused on land use compatibility with noise from aircraft operations; and must assume the airport remains to address the incompatible land uses.
Jim	Mathews	N/A	N/A	Madison	Email	73	Methodology	Hello, Thank you for taking my comments. I have lived in my house, which is located south of the airport directly on the path of Runway 18/36, for over 20 years. During this time, we have experienced an increase in the overall number of flights landing and taking off over our house and in adjacent areas. Perhaps, more significantly, we have been impacted by an increase in peak noise levels that register over 100 dba (as recorded by mnsound.com). Before sharing some specific comments, I want to thank the MSN airport administration (especially Mark Papko) for rescinding the previous NCP and developing an amended one. Thank you also to the 115th for engaging in conversations with the airport and developing strategies aimed at reducing some of the noise generated by WIANG flight operations. Finally, thank you to the residents who continue to share their knowledge and experiences through informal conversations and public comments. I have found these useful in guiding my own understandings and perspectives. Here are my comments and questions: RE: NA-1: Develop noise abatement flight paths and encourage use of such flight paths to avoid aircraft overflying educational facilities to the south of the Airport. While I am in favor of this measure, it remains unstated what the airport is actively doing to move the FAA toward accepting these changes. Additionally, is there anything that other government bodies, elected officials and/or community members can do to help the airport advocate for these changes?	The Airport Sponsor appreciates your support and concerns. The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures.
Jim	Mathews	N/A	N/A	Madison	Email	73	Noise abatement/Mitigation	RE: NA-8: Consider runway reconfiguration to address non-compatible land use to the south of the Airport. I strongly support both of the reconfigurations recommended - i.e., a northerly shift of Runway 18/36 and the extension of Runway 3/21 to allow for additional WIANG aircraft. I would like to see this move forward as soon as possible given the length of time it will take to accomplish (especially considering that there are multiple options in the mix for extending 3/21). Additionally, the plan for shifting Runway 3/21 should be publicized early and discussed widely in order to prepare people who might be impacted down the road due to any resultant shifts in noise levels.	The Airport Sponsor appreciates your support.
Jim	Mathews	N/A	N/A	Madison	Email	73	Land Use	RE: LU-4: Monitor for voluntary land acquisition of the Oak Park Terrace mobile home community. Section 3.2.4. Part of this measure reads: “In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. The Uniform Act requires an adequate relocation assistance program that ensures the prompt and equitable relocation and reestablishment of persons displaced as a result of its Federally assisted airport projects.” [Page: 3-27]. It would be useful to see more detail about what “prompt and equitable relocation and establishment” looks like in the Madison-area housing market. Without these details it is hard to get behind this proposed land measure since it may address one of the airport’s goals, while creating problems for the impacted homeowners. Additionally, in light of the affordable housing shortage in Madison, the airport should explore options whereby the current residents (rather than solely the owner of the park) can be involved in any decisions about the future of the property.	The Airport Sponsor appreciates your support. The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Jim	Mathews	N/A	N/A	Madison	Email	73	Methodology	RE: Monitoring the fidelity of implementation of measures that encourage particular behaviors from airlines, the 115th, and/or individual pilots. What is the ongoing plan for collecting and analyzing data related to the measures that are non-binding (i.e., the numerous abatement measure recommendations that include the word “encourage”)? How will the airport and the broader community know if these measures are working? If they are not fully working, this data would be useful to guide strategies aimed at securing a higher level of uptake. If this data is already being collected, is it publicly available? If not, why not?	The Airport Commission Noise Abatement Subcommittee reconvened during the fall 2025 NCP amendment process and plans to continue regular meetings. These meetings are open to the public for which the public could recommend the Subcommittee track and report on the implementation and compliance with Airport-recommended NCP measures.

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Jim	Mathews	N/A	N/A	Madison	Email	73	Noise Monitors	RE: Monitoring and sharing sound levels. Does the airport, city, or county monitor sound levels in the neighborhoods surrounding the airport on an ongoing basis? If not, why not? While it is not required by Part 150, it seems like developing a system of real-time monitors and data logs that anyone can access would be a relatively easy lift that would contribute to a better informed community and foster a culture of open data and transparency.	The Airport Sponsor is not interested in measuring noise at this time as it may lead to confusion as the size, shape and location of the aircraft noise exposure contours used to determine the area of potential eligibility for noise mitigation is solely determined through the use of the FAA's noise model (AEDT).
Jim	Mathews	N/A	N/A	Madison	Email	73	Noise abatement/Mitigation	Re: 2.3.4 Runway 18 departures turn southwest over the Oscar Meyer Station Railyard - One of the two reasons given for not supporting this measure was that the NCP "...seeks to ensure that noise is not simply shifted from one community to another, but rather that exposure to 65 DNL is reduced on a net-basis." [Section 3.3.1, p. 3-30]. This guiding principle leaves some areas with a higher burden in relation to noise levels. If the convenience and economic benefits (\$500 million generated in 2012 according to sections 1.3.5) of having an airport (and the 115th) in Madison are shared by the entire community, shouldn't some of the negative consequences also be spread out and shared? This seems especially relevant as the number of flights and sound levels have increased (in regard to the F-35s in particular).	The Airport Sponsor acknowledges this comment.
Jim	Mathews	N/A	N/A	Madison	Email	73	DNL/threshold	RE: The annual-average Day-Night Average Sound Level (DNL) standard. This standard for creating noise contour maps, does not fully capture the impact of less frequent, but very high peak noise levels caused by single or clustered instances of fighter jets arriving and departing. While I realize that the current standards are based on FAA rules, I am curious to know what steps, if any, the airport staff is making to advocate for changes to how the maps are created and what standards are being used - i.e., is the airport actively advocating for changes to the current standards?	The FAA is currently reviewing their aviation noise policy. The FAA has reached out for comment and subsequently closed the comment period. Unfortunately, the Airport Sponsor is in a position of wait and see what transpires from the FAA.
Jim	Mathews	N/A	N/A	Madison	Email	73	Public Outreach	RE: Communication about the 115th Fighter Wing flights. It would benefit the community to have a better sense of when flights will and will not be happening. I would like to see the airport work with the 115th to develop a more consistent and effective way of communicating flight schedules so that people in the area can plan accordingly. The current flight operations alters are helpful, but do not reflect all of the actual departures and arrivals. Thanks for processing my comments.	The Airport Sponsor has forwarded your request to the Wisconsin Air National Guard.
Andrew	Rohn	N/A	N/A	N/A	Email	74	Noise Levels	Hello, I live at 505 Christianson avenue. The F35s fly very low over my neighborhood. There are generally two of them and they seem to make a tight loop and pass over again shortly after, so four deafening roars. If I'm outside I have to drop what I'm doing and plug my ears because it feels loud enough to do damage. One of my dogs (Lola) is left trembling. I hear the F35s could take off in a different direction if they chose to, and I strongly request they take off NOT over a densely populated neighborhood	The Airport Sponsor acknowledges this comment.
Ken	Agnew	N/A	N/A	N/A	Email	75	Noise abatement/Mitigation	Thank you for the opportunity to make comments to the MSN Noise Compatibility Planning Study process. I strongly support runway configuration and extension. I also support the amended NCP's Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise. In addition, arrival and departure patterns that minimize exposure of any single neighborhood and spread the noise footprint are badly needed. Neighborhoods that already carry a significant commercial traffic burden need to be taken into account. I appreciate anything you can continue to do to support an open and effective public participation process. Airport noise is a significant presence in the lives of thousands of people in this city and more needs to be done.	The Airport Sponsor appreciates your support and concerns.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Jeff	Schank	N/A	N/A	Madison	Email	76	Noise Levels	I live on the direct north/south runway line of the msn airport and am directly impacted by both souther departues and southern arrivals of the f-35 planes. I host a sound meter that regularly measures sounds of over 100 decibels on both takeoff and landing. The departure is particularly jarring due to the full power nature of the plane engines. Many neighbors in my area are severly impacted by the southeast departure route they currently take. Many familes with children live in the neighborhoods impacted by this southeast departure. Becuase of this, I strongly recommend your team look into the considered southwest route over oscar meyer railyard. This proposed route would have significantly less families affected and would finish over lake mendota, thus affecting even less households. I would love to chat with someone further about this as our home is severely affected by both takeoff and landing and would like to explore ways to reduce this burden.	The Airport Sponsor acknowledges this comment.
Angela	Richardson	N/A	N/A	Madison	Email	77	Noise Abatement/Mitigation	As an long time, east side Madison resident, I am writing to encourage and strongly support the expansion/reconfiguration of the runways, new flight paths, sound insulation programs, and other improvements to the Madison/Truax airport, to help mitigate the noise and other pollution caused by the F-35s. As the study indicates, these changes would alleviate some of the negative impacts of these flights on our community. Thank you for supporting the study's findings.	The Airport Sponsor appreciates your support.
Bart	Terrell	N/A	N/A	Madison	Email	78	General	Is there any kind of feel yet as far as any actual funding being available for home and business noise abatement?	Congress has appropriated funds associated with the FAA's Reauthorization Act of 2024, which provides grants to noise programs. The FAA issues grants annually based on the applications received from airports. The amount of funding, if any, to MSN is unknown at this time. The Airport Sponsor intends to apply for federal grants by 2027.
Jenn	Jackson	N/A	N/A	N/A	Email	79	Noise abatement/Mitigation	I see I've just missed the cut off for public comments regarding the Noise Compatibility Program. In the event you will still consider my input I want to voice my support for the implementation of the Alternative Southwest Departure Path. My understanding is that commercial airlines are able to successfully navigate this path which leads me to believe that military jets/pilots would be more than capable to do the same. Additionally, I understand that there would be fewer homes/residents impacted by the noise. I currently reside underneath the existing flight path and can attest that 3 to 4 rounds of touch and goes daily is a noise disturbance and while I do enjoy aviation and watching the jets, selfishly, I do not enjoy the unsolicited daily impact that they have on my life.	The Airport Sponsor acknowledges this comment.
Steve	Brooks	N/A	N/A	N/A	Public Hearing	80	General	Hello, yes. Hi. My name is Steve Brooks. I live in Madison. I am a member of Safe Skies Clean Water Wisconsin, Veterans for Peace Madison, Wisconsin, and a member of other environmental organizations. These organizations have been watching and monitoring activities of the Dane County Airport and Truax for not only noise violations but other environmental concerns such as PFAS. I am speaking today for myself only. I think the changes that we have	The Airport Sponsor acknowledges this comment.
Steve	Brooks	N/A	N/A	N/A	Public Hearing	80	Noise abatement/Mitigation	As far as F-35 noise concerns, it is my view that the F-35 jets must leave Madison and Dane County. The noise level is breaking the rule of disturbing the peace. Disturbing the peace is an offense such as a domestic argument that gets out of hand and turns into disorderly conduct. How is the regularly occurring disturbing the peace of the F-35s allowed, getting off scot-free from a fine or a ticket, and we have just been hearing it every time each and every F-35 takes off and lands?  The Department of Military Affairs needs to pay a fine of \$1,000 each and every time an F-35 takes off and lands at Truax Field to Dane County and Madison. So what did we hear—about five or six planes go off? Six thousand bucks right there to Dane County and City of Madison. They can split it, split the six grand.	The Airport Sponsor is precluded from fining aircraft operators and from restricting aircraft from operating at the Airport.



Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Steve	Brooks	N/A	N/A	N/A	Public Hearing	80	Noise abatement/Mitigation	Other comments that I have is that I agree with the comments by Steve Klafka, the engineer has a summary of recommendations, a lot of them, and I wholeheartedly agree with his No. 18 that states that a new mission for the 115th should be found without any type of fighter jets. So, look, Dane County has, what? How many hospitals? We have four. We have the Vets Hospital, UW Hospital, Meriter, and St. Mary’s—four hospitals in Madison. Why can’t there be some type of change to the mission of the 115th regarding hospital stuff. Hello? Okay. So how do you ask people in charge of the F-35s to leave? You direct. And as this is an example, this is how you do it: you say, “You, pack up your things. Take your F-35s and get out. You stink.”	The Department of Defense is responsible for the mission of the 115th Fighter Wing.
Gil	Halstead	N/A	N/A	N/A	Public Hearing	81	Noise abatement/Mitigation	So I have been looking at—I guess it's the Part 150 Draft NCP Amendment 2025. Is this at issue here, or is that not something that's included? Because it was not gone over, and that's what my comment refers to - Section 2.3.4 of the MSN Part 150 Draft NCP Amendment. So Section 2.34 considers the scenario where half of the south-departing F-35s turn to the west instead of the east, but the recommendation in the report here is that although this would reduce both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and, therefore, it is not recommended. And I would like to suggest that it should be recommended because I would like to see the noise spread around more. I am in the flight path of those south-departing and often north-returning F-35s on a regular basis. And I find it hard to believe that they are really trying to leave in a different direction because it happens very, very regularly. I mean, I just heard in your discussion that they have to ask permission. Well, it doesn’t seem to me it's granted very often. I am glad that there is a pilot who asks to do that, but I want the noise spread around more so that more people will feel like neighbors as I do to these jets and the pilots who fly them.	The Airport Sponsor acknowledges this comment.
Gil	Halstead	N/A	N/A	N/A	Public Hearing	81	Noise abatement/Mitigation	<p>I have tried to convince folks that if I were to make the pilots or the trainers available for interactive community discussions about the supposedly positive role they are playing here in the Madison community... We were told from the get-go, when the F-35s—when the decision was made to get them down here—that there would be a positive economic impact. Perhaps there has been; but when I have asked public officials about this, I have never gotten a straight answer about how much, in terms of dollars, for what. I think that perhaps the pilots or the trainers could give us their take on what the positive impact is that these jets flying over our house several times per week—or houses. I know what impact the commercial jets that also fly directly over my house are having on my neighborhood. I know that they are transporting people and goods to and from Madison, people who either live here or are visiting people who live here, and in many cases do some economic business here. But what are the F-35s doing for us here in Madison? I think I know the answer, but I'd like to hear it explained and justified by the pilots and/or the trainers or officials at the 115th who are, from my perspective right now, unwelcome neighbors in the airspace above my house. I want them to convince me that I should welcome them or at least give me some good reason to tolerate them. And I haven’t heard that from anybody. I am concerned about mitigating the noise pollution, but I am actually more interested in having a clear explanation for why these planes are here and how their Presence positively affects me and the broader Madison–Dane County community. I would think that both the airport and the fighter wing would want the community to have a clear picture of that. I don’t expect that even if I get some explanation it will satisfy me, but at least there will have been some honest exchange.</p> <p>It seems clear to me that the jets could be training somewhere else and that the fighter wing could have a different mission, as Steve Brooks mentioned—one that, for example, provides support for communities facing natural disasters instead of training pilots to fly planes that are specifically designed to create, or at least threaten to create, disasters in other parts of the world. Thank you for listening to me.</p>	The Department of Defense is responsible for the mission of the 115th Fighter Wing.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Brett	Hulsey	N/A	N/A	N/A	Public Hearing	82	General	<p>It's great to be back to Dane County Airport. It's been a while. I am Brett Hulsey. I was on the County Board from 1998 to 2012, thought my debt was paid to society, but I am here tonight and I actually live at 3214 Ridgeway Avenue. And according to your map on the inside of the high decibel area, so...</p> <p>I am also a carpenter and general contractor and have hearing loss and am very familiar with OSHA regulations because of that, but thanks for your service. I think my great contribution to the airport was on the County Board after 9/11. We worked to get the rental cops out and get good union jobs for people checking the luggage here, because it's always good if your security detail going into an airport has their shirt tucked in. That's an indication of a higher degree, but thanks for taking comments on this.</p> <p>I live less than a mile from the end of your zero north/south runway, and I have a lot of video footage of planes going over. Actually, I restored an 1849 farmhouse on Milwaukee Street, and I had to wear ear protection while I was reroofing that because I think those were F-19s then. So I do have a little military experience. My father was an Air National Guard flight surgeon during the Vietnam War at Tinker. I had employment in the Naval Academy on one of the flight jets, carriers, being a Marine Recon commander or a Navy SEAL or all of the above if possible, but I couldn't do that because I had to take care of my mom during the divorce.</p> <p>My pilot training was at North Base with Max Westheimer Field, which is right in the middle of tornado alley. So you should appreciate your nice, calm winds here, so... And I also happen to be a candidate for governor. I only won 51,300 votes in 2014 against Scott Walker and Mary Burke, but I only spent \$7,044, so that's pretty good. But there is a possibility in the next few months or year or so I will be a commander in chief for the Wisconsin Army National Guard, so I am both a neighbor and I am very concerned.</p>	The Airport Sponsor acknowledges this comment.
Brett	Hulsey	N/A	N/A	N/A	Public Hearing	82	Noise abatement/Mitigation	<p>I believe the most cost-effective way to solve this problem is to conduct the majority of the jet flights at Volk Field. It does only have an east/west runway. I think it would be much easier for us to add a north/south there or prevailing winds southwest/northeast. I am a sailor, so I pay attention to prevailing winds and pilot. But I did not finish my training. I hope to do that one of these days, to get a biplane to fly to my campaign events, but that's for that.</p> <p>So Volk Field is 80 miles away. They were doing touch-and-goes. I got video of it last week. I was outside working on my house, and I still have tinnitus. I had tinnitus from unprotected shooting as a child. It is much worse now after that overflight.</p>	The Airport Sponsor is precluded from fining aircraft operators and from restricting aircraft from operating at the Airport. The Department of Defense is responsible for the mission of the 115th Fighter Wing.
Brett	Hulsey	N/A	N/A	N/A	Public Hearing	82	Health Effects	<p>I rent upstairs. I have a two-year-old up there, and you should understand the way these standards are set: they were set by the industry to be comfortable for the industry. If you look at Johns Hopkins, they have the levels much lower than the FAA standards, and I would encourage you to set the precautionary level of standard for protecting the most people, which is the two-year-old upstairs.</p> <p>And I also understand that your 85... your boundaries are set on average, not peak, and a peak of 120 decibels is almost gunshot level. So I always prided myself on the Dane County Board for being smarter than your average bear, and I think we can look at that.</p> <p>And the other thing is, I brought this up to the new director — and welcome, by the way. This looks like a fun first day at school. So, and I appreciate the great facility here. But one of the things: when I worked at the Sierra Club, we had these same kinds of events in Denver with Stapleton going back years. They had lawsuits, they had encroachment around, and the Sierra Club worked with them. And this pertains to your long-range plan, but to actually redevelop a new airport on a greenfield site and redevelop the area around Stapleton Airport. So just consider that. Thank you. I will present more comments. I also wrote a lot of health reports from the Sierra Club, so I will give you all the science behind protecting children.</p>	<p>The Airport Sponsor acknowledges this comment. Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. In 2021, a Federal Register Notice was published to summarize research efforts:</p> <p><a href="https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities">https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities</a>. The Foundational Elements of the FAA Civil Aircraft Noise Policy are contained in this publication:</p> <p><a href="https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf">https://www.faa.gov/sites/faa.gov/files/FAA-2023-0855-0002_attachment_1_0.pdf</a>. Additional information on the FAA Noise Policy Review is available on the FAA website:</p> <p><a href="https://www.faa.gov/noisepolicyreview">https://www.faa.gov/noisepolicyreview</a>.</p>

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Scott	Pigg	N/A	N/A	N/A	Public Hearing	83	Noise abatement/Mitigation	<p>My name is Scott Pigg. I am a homeowner at 414 Russel Street, which is about two and a half miles south of the airport and maybe a half mile west of the center line of the main 18/36 runway. I also manage a grassroots citizen science network of noise monitors that's intended to track aircraft and aircraft noise in the vicinity of the airport that, among other things, can tell us that since this meeting started, 9 of 35 departed to the north. They kind of half interrupted the meeting for part of it, and the one meter a couple miles north of here had a peak of 104 decibels, and over the Oak Park Terrace, it was mentioned earlier they hit 98 decibels. That 104 decibels is 20 decibels louder than the couple of commercial airliners departing after those F-35s, which makes them — I don't know, what would you say, Gene? It's like two times louder for every 10 decibels, so at least four times louder than a commercial airliner. So all that is by way of saying that I consider myself a close observer of the aircraft and the aircraft noise in the area around the airport, not just in my neighborhood but by virtue of watching all those meters. So I offer up four comments. I am pretty sure I will be able to get it in within the five-minute window.</p> <p>First, I wholeheartedly support — I think it was NA-8 — about runway configuration that talks about potentially lengthening Runway 03/21 and realigning Runway 18/36, especially the lengthening of Runway 03/21 if, as Gene says, that would make it the dominant runway that the F-35s would use.</p> <p>I mean, I think we have — and almost all the comments here have been about the F-35s because they are by far the most significant contributor to the objectionable aircraft noise around here — and I think everyone would agree that the No. 1 goal would be to reduce the F-35 noise footprint over residential areas and go as far as we can with that. And then I think there should also be a second goal, which is, if they have to fly over residential areas, there should be a goal of spreading that footprint around so it's not the same homes that are repeatedly hit.</p> <p>And lengthening 03/21 would by far reduce the noise exposure over the areas to the south of the airport, and it would, to the extent that sometimes they have to use the other runways, help spread that noise footprint around. So I am very much in support of that NA-8 recommendation.</p>	The Airport Sponsor appreciates your support. The Airport Sponsor will be beginning an Airport Master Plan process to guide future development at the airport and NCP Noise Abatement Measure NA-8 will be considered during that process.
Scott	Pigg	N/A	N/A	N/A	Public Hearing	83	Noise abatement/Mitigation	<p>I'd also like to commend the airport and the consulting team and the 115th for the new analysis that looked at alternative noise departure profiles for the F-35s. I thought that was a great idea, and I am very much encouraged if what I am hearing is true — that the 115th just went ahead and implemented the lowest-noise profile. That's the kind of nimble engagement that we need and that you don't often see from the military and bureaucracies. My comment would be: can we extend that to also do a similar analysis for arrival profiles for the F-35s?</p> <p>They seem to have two dominant patterns. One is a straight-in approach to a runway, like a commercial airliner would do — a stabilized approach. The other is an overhead break arrival pattern where they fly over the airport at a fairly high altitude and then circle and descend and land.</p> <p>And those, I am told, have different noise levels. I can tell you for a fact they expose different households to jet noise. We tend to get the worst noise when they are on a Runway 36 overhead pattern, and what I would like to see is some similar noise-modeling analysis for those two arrival patterns.</p> <p>And then some thinking and discussion related to that second goal I stated about spreading the noise footprint around — about what is the right balance between overheads and straight-ins. I understand that standard procedure for fighter jets is an overhead arrival pattern. It doesn't need to be exclusively one or the other, but I'd like to see more analysis along those lines.</p>	The Airport Sponsor thanks you for your suggestion and acknowledges this comment.

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Scott	Pigg	N/A	N/A	N/A	Public Hearing	83	Noise abatement/Mitigation	I will second what Gil Halstead said about the non-recommendation for the west departure profile because I think that, if you look at the commercial jets, when they depart to the south, they fan out in all manner. And I think we should — in the interest of spreading the F-35 noise footprint around — there should be at least two south departure profiles so it's not the same houses that are being hit on the same flight path every time they have to depart to the south. There is something in the report that said it's also not recommended because it's against FAA standard operating procedures due to the TV towers to the southwest of Madison. I don't find that argument compelling, and so I would like to see that recommendation revisited.	The Airport Sponsor acknowledges this comment.
Scott	Pigg	N/A	N/A	N/A	Public Hearing	83	Land Use	And then, finally, I have one comment on LU-4, which is the monitoring for voluntary acquisition of the Oak Park mobile home park. I am in support of the acquisition — but not if it means closing the park and sending the residents elsewhere. We already have a serious affordable housing problem in Dane County. There is a national problem with mobile home parks being taken over by predatory private equity firms, and so I would hate to see that park closed down. I think that the airport should consider adding to the plan alternatives like acquiring the park, then turning it into a resident-owned community and offering reduced lot fees for people who choose to live there, so that's some compensation for the noise.	The amended NCP includes Land Use Measure LU-3 that recommends the Airport Sponsor monitor for voluntary land acquisition of the Oak Park Terrace mobile home community if it were to become available. This was previously not recommended by the Airport Sponsor but the Airport Sponsor is recommending this measure in the 2025 amended NCP because it would protect compatible land use near the airport from future rezoning to a noncompatible land use. In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. See section 3.2.4.
Linda	Hall	N/A	N/A	N/A	Public Hearing	84	Noise abatement/Mitigation	Hi. I am Linda Hall. I live at 1834 Rutledge Street, and I came earlier to look at all the maps and see what the plan is to mitigate the noise. I appreciate the work that's been done on that. But I firmly believe that your study area is not large enough. My house isn't even close to being in the study area, and yet the noise is terribly disruptive there. When I occasionally work from home, I have a coworker who lives east of Olbrich Park. When I hear the F-35s come over her house, I know I have to put my headset on; otherwise, it's going to interrupt the Zoom meeting that I am in over at my house on Rutledge Street. I also think that your study maps average everything. It doesn't tell you anything about what we are experiencing in terms of the noise from the F-35s. It's very, very disruptive. And even when you are in the house with the windows closed, it's disruptive. And the schedules of the F-35 seem to be changing to more annoying times, and I will just add that since the pandemic, my neighborhood has had an outdoor happy hour on Friday night, and it's being disturbed by these F-35s — not something that used to happen. I also have other friends who work in the neighborhood, and their work is interrupted during the day because of the noise of the F-35s. So I urge you to do some more work and find some more measures to fix the noise if you can. I don't really think you can. I think we need the F-35s to go away. Thank you.	Title 14 of the Code of Federal Regulations Part 150 prescribes a regimented process for which the Airport Sponsor followed. This process is focused solely on the compatibility of land uses with noise from aircraft operations for which the Airport Sponsor has accepted the federal standard 65 DNL threshold for land use compatibility. It is well known that single-event noise levels will exceed and sometimes greatly exceed 65 dB within the DNL 65 dB noise contour. Land use compatibility and noise mitigation is predicated on the annual average 24-hour noise metric of DNL in reaction to Congress mandating FAA in the Aviation Safety and Noise Abatement Act of 1979 (ASNA) to establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence, and identify land uses normally compatible with various noise levels.

Commenter First Name	Commenter Last Name	Title	Affiliation / Organization	Commenter City	Comment Medium	Comment ID No.	Topic	Comment	2025 Response to Comment
Janet	Davis	N/A	N/A	N/A	Public Hearing	85	Noise abatement/Mitigation	<p>Thank you all. My name is Janet Davis, and I live over in the Eken Park neighborhood; and as much as what you hear right now, we often hear inside the house.</p> <p>You know, the thought of mitigation doesn't really help me because all summer long, I keep my windows open or, if I can be outside, I am outside. So, you know, when I listen to the noise exposure and I see the little maps, I just wonder: Do you folks live around here? Do you know? Do you have to listen to this?</p> <p>I moved here 26 years ago, and the number of flights has increased, you know, sometimes before 6:00 in the morning and sometimes after 10:30 at night, and then the F-35s—they are positively piercing.</p> <p>So I think with the affordable housing, what we need to do is like Austin did and like Denver did—say this airport really doesn't belong in the middle of a city. I think the airport needs to move. I mean, I am all for just targeting the F-35s. I agree with Gil.</p> <p>You know, we have people that come in on the planes. We have products that come in on the planes. But the F-35s don't do anything for us, and changing their mission would make me feel different about them.</p> <p>But the entire—the big answer—and if you want to talk about 5 years, 10 years, 15 years down the road—it's to move the airport. And the number of houses that have gone up in the last two, three years within this airport area—or apartments, I should say—you know, people are steadily moving in and they are going to face the same thing we do.</p> <p>So, you know, let's see if I have much more to say than that? I think it really is—I think it's a simple solution, although I know it's costly. I just don't think the airport brings us enough benefit.</p>	Only the Department of Defense has control over the 115th Fighter Wing mission. Part 150 evaluations are limited to addressing land use compatibility of an existing airport. Closure and/or moving an airport is not within the context of land use compatibility planning in accordance with Title 14 of the Code of Federal Regulations Part 150.
Lucy	Lodgen	N/A	N/A	N/A	Public Hearing	86	Noise abatement/Mitigation	<p>I just want to say that I agree with everyone here that spoke. I live at 2714 Sommers, and it goes right over my house. We lived there long before even the F-16s, and it's a very old house. Whether you are inside or out, it is very, very loud, and so I appreciate everyone that spoke up, and I agree with them.</p> <p>There's a great deal of confusion around how noise is evaluated federally, but putting this into relatable terms: the vacuum cleaner in the closet is silent most of the time, but try convincing a dog or cat of the quiet placid nature of the vacuum when they've seen how loud it is when operating. I understand the engineering approach to averaging airport noise impacts to the community on an annual basis but the reality is when the F35's overfly our community they interfere with all activity until they've landed or departed - conversations stop, coordination stops, phone calls inside our building are all disrupted on every flight. It might be quiet on average according to the simulated noise projections from departure and arrival data but I can tell you living under the flight path the F35's have a significant impact outside of the mean. Thank you for your consideration,</p> <p>We agree with the recommendation (LU-4) to buy the Oak Park Terrace mobile home community if the owners are willing to sell. But, we disagree that the only other option would be to close the park. Affordable housing is already scarce in Dane County. For residents of Oak Park Terrace, losing affordable housing is a bigger problem than aircraft noise. If the DCRA owned Oak Park Terrace, it could reduce rental fees for lots to compensate for noise exposure. Or, DCRA could explore converting the park into a Resident-Owned Community (ROC). Converting mobile home parks to Resident-Owned Communities can protect affordable housing. These links explain how: <a href="https://conorth.coop/rocs/">https://conorth.coop/rocs/</a> <a href="https://www.nclc.org/resident-purchase-opportunity/">https://www.nclc.org/resident-purchase-opportunity/</a> <a href="https://rocusa.org/wp-content/uploads/2024/07/ABT-Policy-Brief_Manufactured-Housing.pdf">https://rocusa.org/wp-content/uploads/2024/07/ABT-Policy-Brief_Manufactured-Housing.pdf</a>. Jonathan Beers and Satiya Buell 534 Maywood St. 53704. P.S. Jonathan weatherized homes for Project Home, and for Madison Gas and Electric in the '80s and '90s. As a result, Jonathan was familiar with every mobile home park in Dane County, including Oak Park Terrace.</p>	The Airport Sponsor acknowledges this comment.

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## Copies of Public Comments Received (2024)



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14 CFR Part 150 Noise Compatibility Planning Study  
Dane County Regional Airport

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I'm glad the use of afterburners at take off  
is being minimized & taking off to the North  
is preferred.

Minimizing taking off & circling around to the  
west & land would be pref should be avoided

Name: Tom McClintock

Organization:

Street Address: 1329 Crowley Ave City: Madison State: WI Zip: 53704

Tel: 608 206-1689 Email: Tom.McClintock@wisc.edu

Please email completed comment forms to:

**part150study@msnairport.com**

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My husband + I live in Whitetail Ridge Neighborhood west of the airport. Our home is just outside the 65 DB contour. We've lived in our home for <sup>projected</sup> 2 years and while most airport noise is bearable we are concerned about excessive noise from the F-35s. It's varied in when they take off/return, and in noise depending on the day. We would like to be considered for the noise abatement measures program because we are impacted by the F-35 noise. We don't want to wait 5 more years to see if the projected 2027 map was accurate or not. I suspect DBs will be higher than projected.

Name: Brooke Boelman

Organization:

Street Address: 4417 Prairieview Drive City: Madison State: WI Zip: 53704

Tel: 608-574-5405

Email: bechenb@gmail.com

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[part150study@msnairport.com](mailto:part150study@msnairport.com)

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We airforce people understand planes got to practice at NIGHT. But really you should have described how my house would "settle" because the property is also built on marsh grounds.

I already suffer from migraine headaches, before the airport expansion project was described to me in, 2017 (working @ another company.) It's super artificially being forced down resident's (thoarts).

My appeal to City of Madtown to lower my assessed value was denied - so basically, we as homeowner's have no say. Quit taking pictures!!

Name: Jane E Lauengo Organization: 4 Lakes driving school

Street Address: 3149 CLOVEIDE City: \_\_\_\_\_ State: WI Zip: 53704

Tel: X X Email: X X X X

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**[part150study@msnairport.com](mailto:part150study@msnairport.com)**

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We need a noise control on Danielle Rd  
Deforest WI. When the jets go  
over, we can't even hear each other  
talk, and that is in side of our house

I think people in this area of  
the noise should get windows  
and insulation to help with  
the noise

Name: Cindy Krumek Organization: \_\_\_\_\_  
Street Address: 6093 Danielle Rd City: Deforest State: WI Zip: 53532  
Tel: 608-516-1627 Email: C-Krumek@yahoo.com

Please email completed comment forms to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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I think it would be beneficial to extend the length of the runways so that planes can take off/land more over less densely populated areas. This I assume may require the airport to acquire more land north?  
I am very concerned about the increased flights & the noise. It will definitely affect my ability to really sit outside on my deck & enjoy my garden & socializing with my neighbors. I guess I will need to acquire a good pair of earplugs to have on me at all times. I also feel that even if someone moved into a home after 1998, they still should receive eligibility for remediation because the noise level of F35 was not in the public awareness at that time that they purchased and is much greater than the sound level they thought they had to endure.

Name: Maybeth Wilk

Organization: \_\_\_\_\_

Street Address: 29 N Seventh St. City: Madison State: WI Zip: 53704

Tel: (608) 220-6207

Email: maybethwilk@charter.net

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**[part150study@msnairport.com](mailto:part150study@msnairport.com)**

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Thank you for your commitment to noise abatement & good community relations.

I'm most concerned about the cumulative effect the F-35As will have on quality of life in this neighborhood. Noise pollution, especially for children, will certainly negatively affect health. I understand the desire to maintain a strong defense system, but judge our perceived threat to be exaggerated, not in line with reality.

Great presentations! I appreciate your presence here today.

Name: Dennis H Noonan Organization: Neighbor  
Street Address: 1942 Sachter City: Madison State: WI Zip: 53704  
Tel: 608-244-8473 Email: dennis.hnoonan@gmail.com

Please email completed comment forms to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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I am located very close to the 65 zone which qualify for possible sound insulation funding.

It is my hope that funding will be available to sound proof our home (it is a 1950's built home) as it will likely need updates.

It would be great if the flight tracks would head out further into the country versus flying over the city of Madison. It would impact businesses, golf courses, and schools on the north side.

Name: Michelle Voigts

Organization:

Street Address: 1950 Melrose St. City: Madison State: WI Zip: 53704

Tel: 608-212-1970

Email: mvoigts@amfam.com

Please email completed comment forms to:

[part150study@msnairport.com](mailto:part150study@msnairport.com)

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Please look into expanding the 65<sup>th</sup> area. As of now with the F35 coming and going it ~~is~~ is hard to have a discussion in our house because they are so loud. I know it's a long process but your consideration would be appreciated Thank You

Name: Casimiro Salas Organization: \_\_\_\_\_  
Street Address: 6089 DANIELLE Rd City: DeForest State: WI Zip: 53532  
Tel: 608-347-4035 Email: casalas56@gmail.com

Please email completed comment forms to:  
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I LIVE VERY CLOSE TO THE 65 ZONE AND WOULD LIKE TO KNOW OF ANY FUNDING WOULD BE AVAILABLE TO INSULATE AND SOUND PROOF MY HOME.

ALSO WOULD LIKE TO KNOW POSSIBLE FLIGHT TIMES, BE IDEAL IF THEY COULD END FLIGHTS BEFORE 9 PM

Name: DARREN HELGESEN

Organization:

Street Address: 1950 MELROSE ST. City: MADISON State: WI Zip: 53704

Tel: (608) 663-1780 Email: dhelgesen42@gmail.com

Please email completed comment forms to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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*I prefer that this comment not be made public.  
Please continue to monitor noise levels outside  
the 65 dB contour. I live near the edge of  
it and the noise is disruptive.*

*Please continue ~~to~~ ~~the~~ efforts to shrink  
DNL contour. Every bit helps.*

*Please consider the effect on kids & anyone  
outside within the 65 dB contour.  
Soundproofing will not protect them.*

*Ultimately I do not support the presence of an  
AFB in a metropolitan area. I hope we make efforts  
to reduce & end the need for such defense. Until then,  
it as safe & habitable as possible.*

Name: *Crista Lebens*

Organization:

Street Address: *2653 E. Johnson St.* City: *Madison* State: *WI* Zip: *53704*

Tel:

Email:

Please email completed comment forms to:

**[part150study@msnairport.com](mailto:part150study@msnairport.com)**

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Language in Land use mitigation proposals should be stronger. 'Consider impacts' means you don't have to do it. The plan should 'minimize impacts' to low income communities & school children.

The plan should address noise outside of the 65 Contour line. There are significant land uses very nearby that are incompatible. The FAA should pay for noise mitigation for the schools & day cares ~~near~~ near the 65 Contour line.

Planners should make an effort to meet w. th <sup>(in their neighborhood)</sup> the communities that are most impacted - Mobile home, low income apts & others that are in the incompatible use zone

Name: Kelly Kearns

Organization:

Street Address: 1329 Crowley Ave City: Madison State: WI Zip: 53704

Tel: 608-345-7144

Email: Kearns@uwatumi.com

Please email completed comment forms to:

[part150study@msnairport.com](mailto:part150study@msnairport.com)

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30.6 acres - City of Madison Parks - Cherokee Marsh North  
21.8 acres - City of Madison Parks - Whitetail Ridge Park.

Source: <https://dcimapapps.countyofdane.com>

2/20/2024





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The existing "noise complaint" process is a joke. You need a system which doesn't make folks feel like they're yelling into the void. I want status on complaints received, a report on intelligent response.

The airport should take absolutely all measures proposed & implement the existing noise is untenable.

Name:

Organization:

Street Address:

City:

State:

Zip:

Tel:

Email:

Please email completed comment forms to:

[part150study@msnairport.com](mailto:part150study@msnairport.com)

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I LIVE IN THE SHERMAN NEIGHBORHOOD AREA.  
MY PERCEPTION OF THE NOISE PROBLEMS IN  
OUR AREA IS THAT HELICOPTERS ARE FLYING  
TOO LOW IN ALTITUDE ON THEIR LANDING  
APPROACH. THE DISTURBANCE IS ENOUGH TO  
▶ MAKE OUR ENTIRE ROOF AND WINDOWS RATTLE. ◀  
MAYBE 500 FEET HIGHER IN THEIR APPROACH  
WOULD HELP...

ALSO — THE JETS ARE NOT THE ONLY NOISE  
ISSUE. THE TRAINS AT 2:30 AM, SIRENS  
ON PACKERS & SHERMAN, DRAG RACING MOTORCYCLES  
AND DENSITY OF TRAFFIC SHOULD COUNT TOWARD A BATEM-  
ENT MAPS.

Name: DANIEL SMELSER Organization: HOME OWNER

Street Address: 1918 SACHTJEN City: MADISON State: WI Zip: 53704

Tel: Email:

Please email completed comment forms to:

[part150study@msnairport.com](mailto:part150study@msnairport.com)

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My husband and I purchased our first home on the Northside in Summer 2021. We heard talk about the jets but didn't experience the full impact until they started flying in 2023. I'm concerned about the noise from the jets especially on young people in schools + communities nearby. I'm also afraid that because we're outside the invisible line of 65 db, you'll be excluding us from noise abatement funds from the federal government. I want our neighborhood to be healthy + vibrant - I fear the noise will ruin that for years to come.

Name: Brooke Boelman

Organization: N/A

Street Address: 4417 Prairieview Drive City: Madison State: WI Zip: 53704

Tel: 608-574-5405

Email: bechunb@gmail.com

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[part150study@msnairport.com](mailto:part150study@msnairport.com)

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I recently moved to Madison from out of state and unknowingly purchased a home in the direct flight path of the F-35's. The noise is incredibly disruptive to my employment, as I work from home and cannot hear my patients when the jets fly over. Some of these calls are emergent. The presence of these jets in a highly populated area speaks of the disregard local officials have for the wellbeing of it's residents. I WOULD NOT HAVE MOVED TO MADISON IF I WAS AWARE THAT THESE JETS WERE FLYING DAILY OVERHEAD. It defies logic that they have not relocated

Name: C. Isettis

Organization:

Street Address: 1033 Melvin Ct City: Madison State: Zip:

Tel: 262 492-2965 Email: Cyndie@gmail.com

to a less populated area. They poison the

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airways,

soil, and our water with no responsibility or consequence.

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How is this even legal?

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1.) I am concerned that daily level of noise will increase with the addition of F-35's to this location. Currently there are 6 F-35's here now and the projected # to be 20. The number of sets may increase w/ the # of flights in a day. - That's not OK.

I have a business on International Lane & a home in the Whitetail Ridge neighborhood & the noise of takeoff & landing is quite disturbing. I am a Chiropractor & all communication & my patients has to stop due to not being able to hear one another.

2) I have experienced F-35 flyovers of my home in the Whitetail Ridge that appear to fly North & West of the supposed flight tracks & again the noise stops all conversation & disturbs my animals.

Name: Cynthia Rose

Organization: Chiropractor

Street Address: 3014 Anhalt Dr.

City: Madison

State: WI

Zip: 53704

Tel:

Email: rosepetey@gmail.com

SEE BACK

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Currently Three F-35's Take off automatically or one after another, Now. That is  $\bar{c}$  Six aircraft stationed here Now. To have the # of flights due to increasing Aircraft would give one Cause to re-locate my business. 3-10 flights a day would be far too disruptive to Continue  $\bar{c}$  business.

Please Consider maintaining the number of flights to current levels so that choices like re-locating will Not have to be considered

-Frankly, I rather you not be @ this Location at all. This # of aircraft would have been more suitable for a more Rural Area.

CPT. R. B.





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The ideas are a good start. How will you measure the noise in "real time"?

My idea: Measure sound area the airports in radius of 5 miles around airport.

As a ~~disabled~~ veteran who is 100% disabled w/ PTSD the noise is extra Non-comptable for myself and many others.

My idea: Government sound proof my home, 2 blocks out from Hwy 30 (4)

My home is 101 years old help us enjoy our retirements.

Name: Sara J. Scott Organization:  
Street Address: 500 N Fair Oaks Ave City: Madison State: WI Zip: 53714  
Tel: 608 598 7614 Email: sarascott608@aol.com

Please email completed comment forms to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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**THANK YOU FOR YOUR PARTICIPATION**

2/2024

GOV

this all sounds good, but  
lets be real... we hear you  
loud & clear ....

As we just enjoy  
the noise, NOT. :(

A stylized, handwritten signature consisting of several overlapping loops and a long horizontal stroke.





14 CFR Part 150 Noise Compatibility Planning Study  
Dane County Regional Airport

**Comment Form**

Please use the space below to provide your questions and comments regarding the 14 CFR Part 150 Noise Compatibility Planning Study for Dane County Regional Airport. Your comments and/or questions will be reviewed and considered during the Study. Your participation in the process is appreciated.

*Surge the acceptance of Noise  
abatement measures NA-1, NA-3  
NA-4 NA-9 (modify times to 8am to 10pm)  
NA-6 & NA-7 per the winter  
edition newsletter.*

Name: *Melissa Gundlach* Organization: \_\_\_\_\_  
Street Address: *500 N. Fair Oaks Ave* City: *Madison* State: *WI* Zip: *5374*  
Tel: *608-333-9465* Email: *gundane187@hotmail.com*

Please email completed comment forms to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

*Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly-available at any time. While you can ask within your comment to have your personal information withheld from public review, that request cannot be guaranteed.*

**THANK YOU FOR YOUR PARTICIPATION**

**Julia M. Nagy**

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**From:** Riechers, Michael <Riechers.Michael@msnairport.com>  
**Sent:** Monday, March 11, 2024 3:17 PM  
**To:** MSN Part 150  
**Subject:** FW: County Airport Draft Noise Compatibility Program and NEM  
**Attachments:** NCP Comments.docx

[EXTERNAL]

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**From:** Anne Tigan <tigan225@icloud.com>  
**Sent:** Monday, March 11, 2024 1:59 PM  
**To:** Jones, Kimberly <Jones.kimberly@msnairport.com>  
**Cc:** Airport Part150 Study <part150study@msnairport.com>; parisi@countyofdane; #County Board Recipients <County\_Board\_Recipients@countyofdane.com>; allalders@cityofmadison.com; mayor@cityofmadison.com  
**Subject:** County Airport Draft Noise Compatibility Program and NEM

My comments, respectfully submitted, also include comments on the FAA approved NEM.



March 11, 2024

Kimberly Jones, Director, Dane County Regional Airport

RE: Comments on the county airport's draft Noise Compatibility Program

Thank you for the opportunity to submit comments during the public comment period, ending March 13, 2024. I understand the NEM and its appendices have been completed and approved by the FAA but also there are still steps in the process of their full approval. So I submit comments with regards to information in the NEM document as well, for the record.

Three military jets whine, screaming low across Lake Monona, drawing the attention of citizens and canines walking lakeside. Their path continues above schools, households, businesses defenseless against the noise. It is good there was a public comment period on the **“Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022.”** As a retired pediatric nurse, I read through this document, noting, **“1.3 Roles and Responsibilities”**, identifies the following as involved in the preparation of the MSN 150 Study: **“The Wisconsin Bureau of Aeronautics (WBOA); Dane County, including its staff and consultant team; The 115th Fighter Wing of the WIANG; The 64th Troop Command of the WIARNG; The MSN Part 150 Technical Advisory Committee (TAC); The FAA; The public.”** In the document, **“Noise Compatibility Program, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, Draft,” 1.4 Roles and Responsibilities**, Local land use jurisdictions are included in the preparation but as with the NEM Update, there are no public health agencies involved to “provide important information to the Study Team,” which could be incorporated into the NEM and NCP documents. As if it didn’t matter. This is a grave and stunning oversight. Please explain why there are no public health agencies or pediatricians advising the Study Teams.

In the document **“Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations, Part 150, Dane County Regional Airport, December 2022,” Section A.1.7 Day-Night Average Sound Level, DNL**, states, “The US EPA identified DNL as the most appropriate means of evaluating airport noise based on the following considerations...**The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods.**” In the same document, **Table ES-3. Part 150 Noise Exposure Map Checklist. The FAA Checklist**. Under section **Program Requirement, F. Locations of any noise monitoring sites** (these may be on supplemental graphics which must use the same land use base map and scale as the official NEMs); **Supporting Pages /Review Comments are: There are no noise monitoring sites at MSN.** Please tell us how we are to understand these competing ideas in this Part 150 Study. Are the monitors part of the overall plan, or not? Please explain clearly what the plan is.

Troubling are the problems that weigh down the F-35s, including an inability to meet performance standards in trials. Potentially injurious noise created by the F-35s must be evaluated by the communities affected. Independently prepared Air Force documents (Elgin AFB, Nellis, Luke AFB, Lockheed) conclude the F-35 will be an average of 16 decibels louder

than the loudest F-16... 'more than three times as loud perceptually.' The F-35 was 121 db and the F-16 was 97 db at Elgin AFB. Jet noise reaches another destination, the hair cells in the inner ear, with potential for permanent damage. The World Health Organization reports strength of evidence and sufficient support for ill effects of aircraft noise on children's reading, memory, academic performance. It should concern us that the sudden and unexpected noise of military jets over schools and neighborhoods produces a 'startle reaction' activating the fight or flight response, raising blood pressure, increasing the heart rate—even when asleep. In the classroom the sudden 'startle' interrupts learning (can't hear teacher, other students; breaks concentration) with resultant decline in cognitive ability. In my near east side neighborhood, when the jets routinely roar overhead at 11:00 a.m. and 2:30 p.m., it could mean a child doesn't hear a safety instruction from a crossing guard, or from a teacher.

Goines and Hagler write in the Southern Medical Journal: "Society now ignores noise the way it ignored the use of tobacco products in the 1950s." Under the roar of the military jets, it is easy to agree with their point that, "Lack of perceived control over the noise intensifies the effects of negative reactions associated with noise pollution." In children it can create feelings of helplessness.

Lots of research describing decibels, a gallery of graphs, from the Part 150 Study but from our backyards we believe our own eyes and ears, telling us that something is deeply disturbing with this picture. Bob Dylan said it best: "You don't need a weatherman/ To know which way the wind blows." We don't need an algorithm to know the damage done.

Respectfully submitted,  
Anne Tigan, RN  
225 Dunning Street  
Madison, Wisconsin

March 13, 2024

Secretary Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing as a community member who lives in Madison, WI. Our small county airport is a shared facility that has both commercial and military bomber jets. We recently had the arrival of F35A Lightning II jets and anticipate hosting 20 jets by 2025.

These jets, the increased traffic (proposing 670 Air National Guard sorties by 2027), the intense and brutal noise and concussive vibrations all are issues for area residents. As such, due to the increased noise impacts, we need to update our 1991 Noise Compatibility Program. It is this process and the decisions being made that have brought me to write to you to share my concerns and my considerations. I appreciate your taking the time to review my comments.

The Dane County Regional Airport has hosted several meetings with the public related to the NEM. Our NEM update was accepted in December 21, 2023. Because I do not live close to the airport, I was not getting postal notifications about meetings. Due to family issues, my husband's Mom passed away in January, I had been busy and could not attend the meetings related to the NEM update. I did attend one.

I recently attended what was supposed to be a review of the final draft FAA Part 150 NCP plan and a *public hearing*. There was no public hearing.

My husband and I had reviewed the draft NCP document as best we could, given its technical nature, and went to the airport to attend the hearing and to ask any questions we might have. Upon our arrival, we found not a public hearing but rather people standing around sign boards with out explanation and all in English. We walked up to one of the signboards and were greeted and asked if we had any questions. It was not what I would think of as a public hearing. We were told there would not be a presentation and that there was a court reporter in an adjacent room. We walked into the adjacent room thinking perhaps more information would be there but only two English printed copies of the NCP lay on a large conference room table and woman sitting in a corner hiding behind a computer. I guess you could give her your comments....

When we asked to see the data that was gathered related to the noise studies, we were told it was not available. We wanted to see what kind of noise levels were being reported. Our friends living in the flight path of the F35 bomber jets were telling us all kinds of horror stories about living in the path of the jets and levels of over 110 dB in their homes.

According to FAA documents I have read about public engagement and public hearings, “a public hearing is held for the purpose of considering the economic, social and environmental effects” of a situation. In an FAA document related to citizen participation, the FAA determined that “citizen participation is defined as an open process in which the rights of the citizen to be informed, to influence, and to receive an adequate response from government are reflected, and in which a *representative cross section of affected citizens interact with appointed and elected officials on all issues related to planning and development.*”

If the folks that stood near a paper story board on an easel were there to share information, or present to a broad cross section, then why on earth were they only in English and there was no obvious interpreters present? The area nearest to the airport, often called the Northside, is one of the most diverse in terms of ethnicity and income. From low income mobile home residents to lake front multi million dollar home dwellers. We have a thriving Hmong community, refugees from Afghanistan, a large Latino population, and families from The Gambia and university professors and business owners. The Northside is comprised of an area of the city that has an above average level of low income and supported housing. We value the “rainbow” of people who live on the Northside so much that we painted the local park shelter house in rainbow colors.

I felt like the “public hearing” component was a failed endeavor and had no intention of being inclusive, in no way addressed the cross section of area residents and did not provide for an equitable process. It was supposed to be about educating the public about the decisions being made regarding the changes to the 1991 NCP. Without a final presentation to summarize a highly technical document, the public is left with a failed process. No cross section of the community was engaged, there will be no outcome that will be positive for area families.

The Dane County Airport Part 150 Technical Advisory Committee did not include any area residents who will be most impacted by decisions being made in terms of schools impacted, the ebb and flow of an ever changing 65dB noise level map, and all the implications of the changes related to 20 nuclear bomber jets being based here by 2025. This is a serious oversight as well. They are a key stakeholder group and yet not one area resident was involved. No one brought the most key stakeholder group perspective to the table, the people who are most impacted.

There are consultants presently asking if anyone wants to host a meeting *for them* (March 21-24). These meetings are supposed to gather more information from us related to the NCP. However, we as a community were told that all input needs to be sent by today March 13. It is not up to the local community to organize and host a meeting for the consultants, it is the role of the consultants to host the meetings and invite the community. It is a weak and half-baked effort at looking like they are doing something. And the data collected is too late to include in the process as it occurs after March 13, 2024.

Because the noise exposure maps were accepted in December 2023 as part of the NEM process, I find it interesting that areas of land adjacent to the airport area that were once determined to be within the 65dB zone are now outside of that zone. A large farm parcel, 63 acres of productive farmland with a building height easement, was re-zoned for housing and commercial uses by the city. The eastern most 1/3 of the parcel was determined in the original EIS, using the same measurement matrix, to be well within the 65dB zone. Now, with even louder and more concussive bomber jets flying over, the land shows on the 2022 noise level map as completely outside of that noise zone. This makes no sense. How can jets that are four times louder than the F16s that were flying when the EIS was completed have less noise impact on the parcel of land so close to the airport and runways that these jets use? But now, that land is being purchased by an out of state developer who does not care about the people they will be harming. This land should have stayed agricultural and continue to be used for food production by area farmers. It really is the safest use.

### Existing Land Use Measures

For the purposes of the draft NCP process, Existing Land Use Measures were considered. These measures were developed in 1991. When the original NCP was produced much of the area surrounding the airport was largely industrial, commercial and recreational land. In the years that followed, much of the land use has been changed either by development or through re-zoning. More housing was built and today planning has taken place that will encourage the high-density development of housing that will likely be in zones that expose residents to high levels of noise and vibration.

Right now, the Northside is home to a large mobile home park located immediately adjacent and near a major runway (3/21). In the past couple of years, that park has doubled in size despite the common knowledge by city planners that the area most likely will become uninhabitable. The new homes are being filled by low-income families. Mobile homes are not eligible for federal dollars for sound mitigation. I find it appalling that the county recommends not relocating the people who live in this park and know that the owners will not get help with sound mitigation. In addition, the expansion of runway 3/21 will only bring the jets closer to the mobile home park, which will likely end up in a dB70+ zone.

The FAA has determined hazards and hot spots at the Dane County airport. One hazard is caused by the mix of pilots, both military and commercial, some private planes as well. Ground movement hot spots are defined as airport movement areas with a history or potential risk of collision or runway incursion. The airport currently has several hot spots not mentioned within the NCP nor how these hot spots will be mitigated for safety. Runway 18/36 has a hot spot to the east side with two runway crossings. Another hot spot includes wrong service operations on the southside near runway 36 there are two runways and a taxiway which is confusing. It is being proposed in the NCP that the F35 jets request the use of runway 36 for non-scramble departures. Taxiway C is also a known hot spot. The addition of 670 F35 flights in addition to a recently added commercial airline at the airport should have triggered a need to consider hot spots and how best to improve them.



Lakeview School and Mendota Elementary School are already impacted by the flights of the F35 jets. Changing flight path departures via D18J054 only moves the negative impact from one neighborhood to another. This NCP does nothing towards avoiding the shifting of high levels of noise exposure from one community to another. The county is refusing to conduct sound mitigation for homes, churches, schools.

This is a conscious decision to cause harm.

Right now, to the northeast of the airport, city planners are conducting a major regional proactive planning session that will allow for the rezoning of land for residential use. Much of this land is within the *airport affected area* and yet housing is being planned for areas that could become negatively impacted especially as more flights are added and runway 18/36 is considered to expand up into the Cherokee marsh area/Token creek.

Today, a massive 553 unit low-income 6 story apartment complex is being built within the three mile zone of the airport and will be negatively impacted by intense noise, and those buildings are not at all required to be built with sound mitigation of any kind. People will suffer. Developers will get rich.

Right now, also within three miles of the airport, there are homeless people living in plastic wagons on wood platforms (about 30 of them). There is no way to protect them from noise. Noise in this area can get over 100dB.

I fully support the adoption of noise overlay zoning and would like to see it remain as a recommendation to be continued under LU-3. An overlay district would provide the public the knowledge they need when considering purchasing a home or locating a business. If the city of Madison will not provide the protections of an overlay district then perhaps the county or state will.

In LU-4, I think amending the subdivision regulations to require that any property with an avigation easement should be included in all title searches for any property transfer and noted on parcel deeds. Including it solely on the final plat does not protect homebuyers. Most people do not have any knowledge about avigation easements and the impact on their property. There are many homes with avigation easements on the south side of the airport and people have no idea that their home will not be eligible for any sound mitigation funds from the government.

The county should continue the home sales assistance program to help families that cannot endure living in a home that is impacted by high noise and vibration levels. I believe that the county can apply to get funds from the federal government to cover some of these costs. Why is the county not being proactive to make sure people in Dane County are safe?

LU-5 is about amending the county subdivision laws to prevent the subdivision of agricultural land. This should be happening but is not. We just lost 63 acres of prime urban farmland to housing development and commercial space.

While LU-7 speaks to discouraging noise sensitive development, we see it happening all over the city of Madison. A large apartment complex is currently being planned for a 65dB+ area. No sound mitigation is being required to date.

LU-10 relates to the purchase of homes in 70dB+ areas. We are allowing mobile homes to be installed in an area that surely will be in the 70dB+ area of the city. Homes in the Eken Park neighborhood withstand levels as high as 110dB right now. As more jets arrive, the residents will be enduring 670 flights of highly concussive and extremely noisy jets flying overhead.

LU-11 is critical for our schools. Sound insulation, air conditioning and new windows should be required for existing facilities. We have many schools that are located in the flight area of the F35 jets and are causing learning issues in the classroom. There have been public presentations about the impact of the noise and vibrations on cognition and how children suffer from the jet noise. Should flight paths be changed, even more schools will be needing mitigation for noise/vibration.

This plan should be evaluated and updated every three years. This is a quality of life issue.

Implement a system for the 115 Fighter Wing complaints to be documented and responded to by the airport. Right now, that does not happen and we have no idea of what the callers are saying so that they are not included in any evaluation process. In general, because noise complaints are collected and documented by the airport does not insure that the issues will be addressed. The re-establishment of the noise advisory committee could review complaints and take action. Area residents should be included as members of the noise advisory committee.

In looking at the goals of the NCP process, we did not develop a balanced and cost effective program that minimizes and mitigates the airport's noise impact on local communities. The addition of the F35 jets to our community will only introduce more land that will be considered non-compatible.

My elected official has not been proactive in communicating about this process within our district or its importance to the community. An Open House and public hearing without a presentation of the recommended measures occurred recently. The measures were presented on storyboards that were hard to read and clumsy. There was no story board describing the land use measures that were feasible but not recommended by the county like sound mitigation, etc.

Please take action to ensure that public health and safety are first and foremost in the coming years for our community. Please do not accept this draft NCP until the community understands that the county is not going to help the most vulnerable and most impacted community members. We have seen what has happened in other F35 communities like Burlington VT where the airport has applied for funds for sound mitigation etc. Homes will get insulation and windows, air conditioning.

Dane County is refusing to take responsibility for the damage they are causing by allowing the use of a small regional airport for military uses. We are located not far from military bases that are better suited for military operations. Our county airport is not recommending the consideration of environmental justice and low income communities, recommends not using a lower DNL thresholds for compatibility assessments, is unwilling to acquire the highly impacted mobile home park, is unwilling to establish a home sales assistance program. The county is unwilling to consider implementing a sound mitigation program to provide sound insulation to noise sensitive parcels including residences, schools, and other noise sensitive buildings within the 65-70dB DNL. It is my understanding that the county could apply for funds to help with issues of sound mitigation from the FAA. But it is refusing to do so.

I am scared for my future and the future of my neighbors who will soon be living under 20 nuclear bomber jets that are planning to fly 670 sorties a year.

I appreciate your time on this matter.

Thank you,

Beth Sluys  
514 Nova Way  
Madison, WI 53704

cc: Michael Whitaker, Administrator FAA  
Shanetta Griffin, FAA, Associate Administrator, Administration for Airports  
Susan Mowery, FAA - Great Lakes Region  
Senator Dianne Hesselbein, State of Wisconsin  
Representative Alex Joers, State of Wisconsin  
Michele Ritt, Supervisor, Dane County Board  
Charles Myadze, District 18 Alder, City of Madison  
Kim Jones, Director Dane County Regional Airport

**Julia M. Nagy**

**From:** Baumel, Christie <CBaumel@cityofmadison.com>  
**Sent:** Wednesday, March 13, 2024 4:45 PM  
**To:** part150study@msnairport.com  
**Subject:** City of Madison Comments on Draft NCP  
**Attachments:** City of Madison Comments on Draft Airport NCP 031324.pdf

[EXTERNAL]

Good afternoon,

Please find comments attached from the City of Madison on draft Noise Compatibility Program. Please feel free to reach out with any questions or clarifications, and we look forward to talking further.

Take care,  
Christie

	<p><b>Christie Baumel</b> (she/her/hers) Deputy Mayor City of Madison Office of the Mayor Phone: (608) 266-4404   Fax: (608) 267-8671 Web: <a href="http://www.cityofmadison.com">www.cityofmadison.com</a></p>
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## Office of the Mayor

Satya Rhodes-Conway, Mayor

City-County Building, Room 403  
210 Martin Luther King, Jr. Boulevard  
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Phone: (608) 266-4611  
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March 13, 2024

Kim Jones, Airport Director  
Dane County Regional Airport  
4000 International Lane  
Madison, WI 53704

Dear Director Jones,

Please accept the attached comments on the draft Noise Compatibility Program as the City of Madison's official comment on the draft plan.

The City has followed the Part 150 Noise Study closely and has participated in the Technical Advisory Committee process that guided the plan's development. There are numerous elements of the proposed plan that the City supports and appreciates to help minimize the impacts of aircraft noise on Madison residents. These include strategies related to flight paths, aircraft arrival and departure procedures, and potentially northern runway extensions, based on final designs.

However, there are also some recommendations related to land use within the plan that the City has concerns about. Numerous recommendations seem focused on limiting development on the north and east sides of the Madison, including in areas well beyond the 65 DNL noise contour which encompass large areas of the north and east sides of the city, including areas along both east and north bus rapid transit lines. While I understand the point of this plan is to focus on community impacts of noise, the City must consider a wide range of impacts of our decisions and hold all potential impacts in balance. From that point of view, we believe the impacts of minimizing growth on the north and east side would generate substantial impacts related to housing availability, housing affordability, economic development, and transit-oriented development that are untenable for the city. Madison is a fast-growing city, with a population expected to grow by 115,000 – 42% -- between 2020 and 2050. We must plan for growth on every side of our city, including the north and east sides while doing what we can to minimize noise and other impacts. We believe we can balance growth with noise protection, and we ask DCRA to work further with the City to find that balance. This includes revisions to recommendations in LU-1, which are detailed further in our comments.

Finally, further to the point of minimize noise impacts, the City requests that DCRA add a recommendation to pursue sound attenuation on existing structures with the 65 DNL contour. Sound attenuation is a proven strategy to help mitigate impacts, and is worthy of pursuing. I understand there may be potential for other funding sources available for this purpose, and that a major strategy within



this document is to shrink the noise contours to such a point as to reduce the number of buildings within the 65 DNL line. While we generally support that strategy, nothing is yet certain, and having sound attenuation in the Noise Compatibility Program could be a very valuable strategy alongside other options.

Thank you for this opportunity to provide comment, and please see more detailed comments attached.

Sincerely,

A handwritten signature in black ink, appearing to read "SRConway", written in a cursive style.

Satya Rhodes-Conway Mayor

## City of Madison Comments on DCRA Draft Noise Compatibility Program

March 13, 2024

This document includes all City of Madison comments on the draft Noise Compatibility Program in sequential order. Three of the City's highest priority comments are marked with asterisks within the document. Our highest priority comments are on the following recommendations:

- LU-1 to "Maintain existing compatible land uses in the airport vicinity" where we express concerns about the extent of land use controls the airport recommends in the face of a housing crisis.
- NA-8 on "Airport Layout Modifications" where we want to emphasize the importance of maintaining existing bicycle and pedestrian uses.
- 3.3.5 to "Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels ... within the 65-70 DNL" which is not included in the plan, and which we would advocate for including.

### Noise Abatement Measures

#### NA-1 through NA-5 Flight Tracks/Paths

The City of Madison generally supports the recommended noise abatement measures related to flight tracks and runway use, which direct aircraft towards less developed areas and away from noise sensitive uses. However, it is difficult to understand the full impact of each recommendation since not all noise abatement strategies are accompanied by graphics to illustrate their impacts. Certain strategies may shift noise toward planned growth areas, such as Oscar Mayer, but it is difficult to tell without graphics for each measure.

#### NA-6 Preferential Runway Use

The City supports NA-6 which encourages northerly airport operation to the extent practical. The City strongly support northerly operations for the Air National Guard, including during periods of southern flow operations.

#### NA-7 Arrival/Departure Procedures

From the information presented, the City supports the "Speed Hold" noise abatement departure profile for F-35s. There is concern that afterburner use would create higher peak volumes in addition to simply shifting the contours. Certain noise abatement strategies discuss operations as being louder, but don't describe what sound metric is being used (such as a higher Lmax or DNL). Its also unclear if these alternatives were evaluated with 100% northerly take offs. Since the long-term northerly take off rate is unknown, it may be appropriate to model alternatives with southerly take offs.

#### NA-8 Airport Layout Modifications

*\*\*Priority City Comment: Extending Runway 3/21 to better accommodate all F-35A aircraft departures*  
The City does not have sufficient information to be able to support or oppose the potential extension of Runway 3/21 to accommodate F-35 operations. The alternative appears to show promise in moving noise away from East Washington Avenue and associated growth areas along the Bus Rapid Transit corridors. However, an extension of this runway may create areas of concern. The City's Center of Commerce and Industry industrial park northeast of the area appears to have rather large areas above the 70 DNL contour, with certain areas above 75. While industrial uses are far more appropriate for noise exposure, there may be certain uses that this causes problems for, such as UW Health's John Wall Clinic. The other concern is the impact on Hwy 51 and

important local streets such as Hanson Road. Walking and biking are existing uses along Hwy 51 and are growing as employment continues to develop in this corridor. We ask that any runway modifications not eliminate the existing pedestrian and bicycle uses, or preclude the possibility of improving pedestrian and bicycle accommodations.

#### Extending Runway 18/36 to allow a shift of operations to the north

The City generally supports this alternative as it reduces noise impacts to residents south of the airport, but the City also has a concern. While originally described as a shift, it is an extension and the southern 1000 ft is not planned for removal. While this is logical from a safety perspective, the sound doesn't automatically shift without other operational changes. Jets taking off to the north still have significant sound impacts to the south, so the initial point of departure should also shift north by 1000 feet. A shift to the north would likely require a relocation of CTH CV, which will likely result in filling of adjacent wetlands. It may also complicate a planned multi-use path along CTH CV.

#### NA-9 Use Restriction

The City supports minimizing military night time operations.

### Land Use Measures

The City has a general concern that a number of the Land Use Measures do not reflect input the City consistently communicated about the dire need to continue growing along important northeastern corridors of the City, as we face a major housing shortage now while we also face an anticipate increase in population of 115,000 people. While we share the general community concern about minimizing noise impacts to residents living and working near the airport, our approach must balance a desire for noise separation with the need for available, affordable, and transit-connected housing in Madison. We are concerned that some recommendations envision restricting growth well beyond the 65 DNL noise contour in a way that is not feasible in a growing city.

Throughout the Technical Advisory Committee process, the City of Madison communicated its growth plans to Dane County Regional Airport and its consultants. Because of Madison's unique geography and historical growth pattern, its not practical for the City to abandon its growth plans surrounding the airport, particularly in areas of heavy transit investment. The City has carefully and publicly discussed the impacts of growing in noise impacted area and those of discouraging residential uses in those areas. After extensive public debate, the City's policy, largely formed by the President's Work Group on Environmental Justice, is to grow sensitively in these areas, recommending new noise insulating construction. The City understands new construction within the adopted noise exposure models is ineligible for noise mitigation funding from the FAA.

#### LU-1: Maintain existing compatible land uses in the airport vicinity

*\*\*Priority City Comment: 1. Redefine "airport affected area" for purposes of implementing Wisconsin Statute 66.31.*

The City recognizes the statutes related to the Airport Affected Area, and is comfortable with notifications to the airport, but strongly opposes any intrusion into local land use control by the airport, including the use of this statute to veto zoning decisions made by the City. While the topic of "airport affected area" was brought up in previous meetings, it used terms like "encourage" the City to restrict development. Only in the final TAC meeting was that language shifted to address potential future zoning vetoes, as allowed by Wisconsin statute. While this statute and an earlier map version did exist, DCRA did not utilize their authority to veto city rezoning proposals, which would require a 2/3 vote of the Common Council to overturn. Therefore, utilizing this statutory authority now represents a dramatic shift operationally to how development occurs in Madison – especially given the larger boundary amendment that DCRA is proposing to the notification area.

In addition to the “airport affected area” zone, the proposed map includes two other zones identified as “Limited Construction Area” and “Restricted Construction Area.” These are not defined or authorized by the State statute, and the City is not clear how these are defined and how DCRA intends to use them. Moreover, they are geographically describes as being ¼ mile beyond the 70 DNL contour, and ½ beyond the 65 DNL contour. The basis for exceeding the 65 DNL contour is not explained, nor supported by FAA guidance. The map appears directly in conflict with the City’s growth policies, particularly along the Bus Rapid Transit corridors. Further, using the noise exposure model’s contours without any of the planned noise abatement measures factored in doesn’t seem logical. If the noise abatement measures shift the contours to the north, why is the airport choosing to use those contours with a greater impact to the south. Finally, the airport appears to include areas beyond the statutorily allowable three miles in the airport affected area.

For all of the above reasons, the City requests that the map zones related to “Limited Construction Area” and “Restricted Construction Area” be removed from this plan recommendation. We further request that any amendment to the boundaries of the Airport Affected Area be done in consultation with the City of Madison, and not defined through this planning process, which presents a constrained opportunity for the City to engage.

## 2. Amend subdivision regulations to require dedication of noise and avigation easements of plat notes on final plat.

The City is unclear what is actually being recommended. At the TAC, this was discussed as adding notes to plats and parcel deeds to ensure potential buyers are aware of potentially elevated noise levels. The City does not object to informational plat and parcel deed notes.

The City does object to noise and avigation easements on plats and parcels. It’s our understanding past easements don’t factor changes over time, and preclude future sound mitigation if sound exposure or volumes increase in the future. This is not an acceptable outcome to the City.

## 3. Encourage municipalities to recommend inclusion of sound attenuation standards for noise sensitive development in new building designs for construction within the airport noise overlay area.

The City’s existing policy is to encourage noise mitigating construction when development occurs in or near the airport noise contours. As discussed, the City can’t require sound insulation beyond what is already in the State Building Code. The City can forward the recommended construction techniques included in the draft to developers working on projects in and around the contours.

Beyond informal advocacy to local municipalities, DCRA’s advocacy should include a component seeking a State law change to allow municipalities to require greater sound insulation in the vicinity of airports.

## 4. Amend local land use plans to reflect noise compatibility plan recommendations and establish airport compatibility criteria for project review.

The City has updated land use recommendations for most of the area surrounding the airport since the F-35 EIS was published and the City established its growth policy related to the airport noise contours. Updated plans include the Oscar Mayer Special Area Plan, the Greater East Towne Area Plan, the Hawthorne Truax Neighborhood Plan and the Northeast Area Plan (in progress). The Southeast Area Plan and North Area Plan are anticipated to be adopted in the coming years and will address the western and southern portions of the airport affected area.

## 5. Ensure future low-income and other residential developments are not built within the 65 DNL contour or adjacent to the Airport.

As repeatedly discussed throughout the TAC process, prohibiting new residential development within the contours is contrary to the City’s necessary growth policy. A core tenet of the City’s growth policy is to grow intensely on high-capacity transit routes, including the BRT Route on East Washington Avenue, so this is in direct conflict with stated City plans.

We share the airports concern about creating disproportional impacts on low-income communities, but also recognize that steps to implement this action may also come with impacts. First, prohibiting low-income housing in this area likely violates the Fair Housing Act. Second, the City’s only mechanism to prevent future residential construction is to adopt zoning that prohibits residential uses. Doing so would mean that all existing residences in these areas would be considered “non-conforming uses.” A non-conforming status creates challenges for current and future residents to finance property purchases and limits typical residential improvements like additions to existing homes. When entire neighborhoods become non-conforming, the expected lack of neighborhood investment can lead wholesale neighborhood decline, leading directly to more severe negative impacts than currently are present. In an attempt to avoid a disproportionate impact, we run the risk of further impacting those already impacted.

The City has attempted to balance multiple impacts and risks by requiring sound attenuation in new construction within and beyond the 65 DNL contour whenever we are able to. State restrictions do not allow the City to require sound attenuation in all development, but we can do so by agreement when City funding is contributing to a project. The City’s incentivizes affordable housing through its Affordable Housing Fund, a competitive annual grant program that aims to increase the supply of lower cost housing throughout the City. The Affordable Housing Fund eligibility considers and reflects the airport noise contours as one of its metrics.

6. Meet with surrounding neighborhoods on an annual basis to communicate and educate about future airport plans.

The City supports this recommendation.

#### LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour

The City is not opposed to a very limited and voluntary acquisition program for residential properties within the 70 DNL contour. The contours used for acquisition should reflect noise mitigation strategies outlined in this document, not simply the noise exposure model adopted in 2023. The City opposes south of of Carpenter Street and Ridgeview Court.

#### LU-3: Continue the planned expansion of the voluntary land acquisition boundaries in Cherokee Marsh and Token Creek Park areas

The City does not oppose this measure. However, the land identified for acquisition has very limited development potential and is highly unlikely to generate any noise compatibility issues. There are better uses of noise mitigation funding that this, including measures that were not recommended by this document.

### 3.3 Land Use Measures Considered but Not Recommended

#### 3.3.1 Consider environmental justice and low-income communities

The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program.

#### 3.3.2 Report alternative metrics and consider use of lower DNL threshold

The City acknowledges this is beyond the scope of the Part 150 Noise Compatibility Program.

#### 3.3.3 Acquire the mobile home park and relocate the residents

The City understands Oak Park residents generally don’t support relocating the park, and there isn’t a known location where a relocation could even occur.



### 3.3.4 Home Sales Assistance Program

The City does not object to discontinuing this program

*\*\*Priority City Comment: 3.3.5 Implement a noise mitigation program to provide sound insulation treatment to noise sensitive parcels including residential structures, schools, and other noise sensitive buildings within the 65 – 70 DNL*

The City believes sound insulation should be included as a potential noise compatibility strategy. While we appreciate the efforts to shift the contours north, both by DCRA and ANG, we have concerns that despite the efforts, the contours may not shift as far north as anticipated. This would leave thousands of existing residential units within the 65 DNL contour with no mitigation. As discussed at TAC meetings, reverse operation departures by F-35 can only operate under certain weather and air traffic conditions, and the long-term rate of these operations is unknown at this time. The noise exposures model and the recent terminal expansion both anticipate a significant increase in commercial air traffic in the coming years (NEM: 53% increase by 2027). As commercial traffic increases, the windows for reverse operations shrink and greater frequency of southern F-35 departures can be anticipated.

**Julia M. Nagy**

**From:** Dan Cox <dragonflyte1@yahoo.com>  
**Sent:** Friday, July 7, 2023 1:09 AM  
**To:** part150study@msnairport.com  
**Subject:** Open house comment form (27.6.23.)

[EXTERNAL]

**This Message Is From an External Sender**

This message came from outside your organization.

**This Message Is From an Untrusted Sender**

You have not previously corresponded with this sender.

I am a Lifelong resident of Madisons Greater Eastside. I grew up a block away from where I live now. As a child, the USAF was here with their f-86s, 89s, & 102s, and playing wargames was part of growing up.

This seems futile at this point to complain. Falls upon deaf ears. State legislators have shown little concern for their constituents that are living in the 'affected zone'. The military cares not either, other than offering Sen. Baldwin and the ANG statement: "We want to work with the (East/North) Madison community to *ensure*

that 115th ANG wing is a "good steward" of our land, air, and water, including implementing a plan to mitigate excessive noise" (within their dwellings). Meanwhile the majority of seasonal outdoor activities for families and

groups will *obviously* be affected, regardless.

Noise impacts will only be predicted using the joke of an archaic 50-year old FAA 'daily average' *standard* of

65 decibels. We are just being 'entertained' by 4 of 20 f(b)-35s presently. Theyve been measured @117 dBs.

Extreme noise cannot be 'masked'. The noise pollution is one issue. Unresolved toxic PFAs in our environment &

wells, another. The third, being the toxic jet fuel emissions, (23 gallons per minute burned in flight) contributing

to the military being the nr.1 polluter in the World, ever-increasing CO<sub>2</sub> being spewn into the atmosphere directly

contributing to climate change and its various negative environmental effects.

In my humble opinion, this entire fiasco could have been avoided, by having the gvt. do what they do best: just

print up some more easy \$\$\$! (to add to our \$32 TRILLION debt, of which the pentagon gets just about anything

they want.) Take a pittance of a 'few' million, head out to the wondrous rural countryside, and speak to one of our

states hurting farmers, offer him whatever amount would suffice to rent a patch of his land, to build a runway or 2,

a couple hangars, a 'control' tower, and a mess hall. Far away from disrupting civilization! (Other than scaring the

~~BS/CS out of a few Bovines) ... problem solved!~~

It could/should have been an alternate state of reality. People have to *Truly* be concerned and wish to help others in need. But, few do, who have the 'power' to *Really* CHANGE whats wrong in Our World. Its easier to ignore the problems of a Global Society, by feeding "the Machine" of Hate, Ego, and Endless wars.

With the arrival of the remaining 80% by Summers end, (I was told) I am Sure more complaints will mount. A Sad scenario to come. I cannot fathom how the disconnected rich and puppet politicians can ignore those who suffer.

Best Regards, Dan J. Cox\_  
2531 Commercial Av., Madison, WI  
608.556.7665.

Comments on:

**14 CFR Part 150 Noise Compatibility Planning Study – Dane County Regional Airport**

By:

Richard Soletski  
3322 Quincy Av., Madison WI, 53704  
608.770,1478 [dpenguin11@hotmail.com](mailto:dpenguin11@hotmail.com)

**Introduction**

I have owned a home at 3322 Quincy Avenue since June of 1990. It is the 2<sup>nd</sup> residential street directly South of the airport. In 1990, the airport served 1 million passengers. Since that time the noise, flights and size of planes has increased dramatically. Over 2 million passengers used the airport in the 2023.

I first learned of the proposal to embed the F35 US Air Force planes at Truax in the summer of 2019 through media reports. I attended an open house at the Alliant Center in August 2019 and received a copy of the draft USAF environmental impact report which stated my home is in an area deemed “incompatible with human habitation.”

“Not to worry,” I was told, the FAA has programs to help mitigate the noise problems inflicted by the airport, including sound insulation and new windows and doors, and if that is too expensive to be effective, assistance in relocating you.

I have been following media reports of those programs in Burlington VT (also an F35 embed airport) and others for expansion of airports in Chicago and Minneapolis.

So I was somewhat relieved over these almost five years as I waited for the final decision on the F35 deployment, studies on noise exposure and the plan to mitigate the effects of the heavier, noisier and bigger F35s.

Imagine my surprise and dismay when I attended the February 2024 Open House at DCRA and found out that the noise compatibility plan contained nothing to mitigate the extra noise inflicted on the surrounding close-by residential neighborhoods. Oh, the DCRA sure got what they paid for from the local consultants to the in-state consultants to the national consultants for the NCP – an empire expansion of a longer runway, encouraging but not requiring planes to not fly south over the residential parts of Madison, and no noise monitoring requirements.

I asked at the open house about what happens if the flight plan changes don't work. “Well the FAA has six months to consider our plan, and we'll implement for a couple years.” And if it doesn't cut down on the noise? Will you have to do another study?

I live in the over 65 dB area now. I am 68. This plan shows my house still in the higher dB contours even with the changes. Exposure to noise at this level (according to the Public Health Dept. of Madison & Dane County contain the potential health risks of sleep disturbance, increased stress levels, annoyance, hearing impairment, hypertension and heart disease. My partner has complained of ear-splitting noise while in the yard from an F35 flyover. The F16s registered at 106 dBs over my house while the F35s register up to 116 dBs. We were told by the National Guard that the heavier, larger F35s were going to be no louder than the F16s.

Is the idea to wait those of us in the area of noise infliction out?

The NCP is over 200 pages long and difficult for me as a layperson to understand. I offer my comments as the best of my ability to represent my concerns.

### **Section 1.3.5 – page 1-6**

Details contributions to the regional economy and the number of jobs and wages paid to workers connected to the airport. Reads right out of a campaign document, and reminds me of the claims made at the WNG presentation for the embed of the F35s when that was undecided. The number of jobs claimed through the embed at that function exponentially jumped from 112 to 500 to 3,000 by various speakers at the end of the night. Made by union members in matching t-shirts and baseball caps and “Friends of the Guard” in matching polo shirts and by the Chamber of Commerce. The Chamber of Commerce also bragged about helping get more commercial flights at DCRA. Nice for EPIC Systems and other employers bringing their clients and employees into the most expensive airport in the U.S. More noise for those of us living near the airport. The document claims a \$500 million contribution to the local economy. The value of the embedded F35 jets fleet is estimated at \$1.5 billion.

There is a saying, **“To those to whom much is given, much is expected.”** If the airport and WIANG operations add so much to the local economy, they should be bound to mitigate the damage their operations do to the people living in close proximity.

### **Figure 1-4, page 1-19**

Shows my property clearly in the 65-75 dB area (Forecast Condition 2027)

### **2.2.6 NA-6 – Modify existing preferential runway use**

The chart showing total Housing Units and Compatible Units seems bass-ackwards. So, if there are 1250 housing units and 228 are compatible does that mean 1022 are left non-compatible?

Figures 2-4, 2-5 and 2,6 all show about a 3 x 3 block are inside the higher dB area, consisting of Caprenter St., Quincy Av., and possible Ridgeway Av. This is where my house is located.

### **2.2.7 NA-7- Encourage use of NADP procedures by operators**



The airport “encourages.” [The current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed. – comments by Steven Klafka, P.E., BCEE, Environmental Engineer on behalf of Safe Skies Clean Water Wisconsin]

2.2.7.1 states, “The use of NADPs is difficult to impossible to monitor,” and “it is also challenging to show the benefit of using NADPs at MSN.”

How convenient.

I can testify that the past two summers, when it is hot and humid, there is constant southbound departures of both civilian and military aircraft over the neighborhoods, including Quincy ave. and **THEY ARE LOUD!**

Figure 2-7. F35 NADP Alternative 1 contours still shows the Carpenter/Quincy area in the higher dB lobe.

Figure 2-11, F35 NADP Alternative3 Contours shows the same area in the higher lobe.

Figure 2-13, F35 NADP Alternative 4 shows a slightly smaller area in the higher lobe.

There have been suggestions of higher climbs with more power and wide turns around the city to avoid noise in the neighborhoods. I witnessed an F35 flight in a steep climb south which made a wide turn before proceeding north. It was still climbing while over Quincy Av and the neighborhood monitor showed 109 dB. That will NOT help those of us closest to the airport.

### **Runway Extensions**

Not surprisingly, the favored alternatives by DCRA involved extending runways, one might say empire building, while the residents around the airport suffer for years while the planning and construction are done.

Figure 2-25, Runway 18/36 shows that the higher dB level expands to include the Carpenter/Quincy/Ridgeway and extend to the south side of East Washington Ave.

Table 2-18 indicates an estimated cost of \$15-62M and 5 years to implement and it still does not shield all of the affected residents from intolerable noise.

### **3.2 Recommended Land Use Measures**

This is a joke.

Reportedly, at a March 11, 2024 City of Madison Finance Committee meeting to approve Tax Incremental Financing for an affordable housing project of 192 apartments, the Mayor was surprised that the project was within the 65 dB area, deemed incompatible with human habitation. The project had already been approved by the city’s “Planning” Department and Commission and city council. Her

response was to try to change the lines. Because, you know, the noise won't invade past the lines on a map.

Another housing project may be on hold at the former Raemisch Farm location.

Another large affordable housing project is proceeding a few blocks down on East Washington, on the periphery of the 65 dB area.

### 3.3.5 Implement a noise mitigation program

Summary: DCRA doesn't wanna.

Under almost all of the scenarios, maps, and graphs, there are residences south of the airport which are still within the >65 dB level. **Noise mitigation should be available to those residences and begin as soon as possible.** Especially for the few blocks appearing on the maps as left inside the >65 dB level. Most of the proposed noise "abatement" measures will take review of the FAA of up to six months and at least several years to implement.

Construction of runways will take up to 5 years (but at least the money is spent on DCRA, hmmm).

Meanwhile residents are left to live under intolerable noise conditions.

### 4.1.3 Noise Complaint Response

DCRA maintains an on-line complaint form.

I bought my house in 1990. In 32 years, I never filed a noise complaint about the airport. I don't know, maybe it's like a frog boiling in a slowly heating pot, you don't notice unless there is something extraordinary. However, there is more airport traffic and noise than when I bought my house.

When the F35 were announced as a possibility for embed at Truax, some of our local and state elected representatives asked if an F35 could be flown into Madison, so that residents, especially those near the airport could judge how noisy they were compared to the F16s. "Nope, can't do that, military secrets."

But low and behold, one did fly in and out of Madison. And the Chamber of Commerce said, "see, no one complained." Somehow that information leaked to the CofC.

After that duplicitous action I make use of the DCRA and WNG noise complaint pages and include the dB level registered on neighborhood monitors funded by a neighborhood organization and an environmental organization.

The thing is, depending on consumer complaints is not a good measure of how bad the noise is.

I spent 35 years in consumer protection and navigating bureaucracies on the state level, first as a legislative aide at the Wisconsin Capitol and then as a policy analyst with Wisconsin Department of Transportation.

I can tell you based on that experience that most people in the general public do not know how to make a complaint, where to go to make one, how to document one and are generally intimidated to make one.

While the complaint forms should continue to be utilized, and publicized, they are not a good indicator of the success or failure of a noise abatement program.

The fact that the complaint never gets a followup to the complainant, (other than maybe an automated receipt that the complaint has been received) is not an incentive to use the procedure. I picture the cartoon of the suggestion box with no bottom placed over the waste basket with a sign above, "Management Cares."

There should at least be an annual report and graphing of types of complaints, trends, followup actions and distribution online.

The complaint procedure should be publicized on-line, through neighborhood associations, mailings to surrounding residents and brochures at the airport.

The only response I ever got from the WisNG complaint form was a snide correction when I reported an F16 as an F35. "We didn't have any F35s flying that day."

#### **4.2.1 – PM-1 Re-establish ... a noise advisory committee**

If it isn't filled with ciphers.....

The previous committee was a joke.

#### **4.2.3 Regular updates of the NEM**

Define applicable changes and significant change.

So, if after two years of a noise compatibility plan the community indicates that the noise situation is intolerable we begin another two-year wait for a new study? (see strategy of out-living and out-lasting residents and complainants)

#### **4.3.2 Noise Monitoring System**

DCRA response, "yeah, no, we don't wanna." That includes measurements and facts, we kinda like the squishy stuff where we can tell people we're right, they're crazy and don't bother us.

#### **Summary of my comments**

I feel totally betrayed by this process. I followed the studies and open houses, talked to the consultants and the consultants to the consultants and believed measures would be taken as they have in other jurisdictions and airports, to protect citizens when the airports greatly expand their operations and negatively affects on the populace.

Basically the NCP comes down to, we're going to try some stuff, we think it will work, but we're not going to objectively measure it, and if it doesn't (by whose standards?) then we'll start over. You'll probably be in the nursing home or dead by then anyway. We don't want to spend any money to mitigate noise pollution, even in the few blocks where our maps show the high dB level. If we have to spend money, it'll be on our land and to build our empire.

Our local representatives have been clueless and AWOL on this issue and process. Our state and federal representatives seem more interested in either disparaging the military, or proving their military support, leaving us in the noise.