

## **Julia M. Nagy**

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**From:** Riechers, Michael <Riechers.Michael@msnairport.com>  
**Sent:** Wednesday, March 13, 2024 4:37 PM  
**To:** MSN Part 150  
**Subject:** FW: comments on NCP - DCRA study  
**Attachments:** DCRA Noise Compatibility Plan - comments by Richard Soletski.pdf  
  
**Importance:** High

[EXTERNAL]

Michael J. Riechers  
Director of Marketing and Communications  
Dane County Regional Airport  
4000 International Lane  
Madison, WI 53704  
O: (608) 661-6442  
C: (608) 220-5454  
[Riechers.Michael@msnairport.com](mailto:Riechers.Michael@msnairport.com)

**From:** Richard Soletski <dpenguinII@hotmail.com>  
**Sent:** Wednesday, March 13, 2024 2:28 PM  
**To:** Airport Part150 Study <part150study@msnairport.com>; Jones, Kimberly <Jones.kimberly@msnairport.com>  
**Subject:** comments on NCP - DCRA study  
**Importance:** High

Attached please find my comments on the noise study.

## **Julia M. Nagy**

---

**From:** Airport Part150 Study <part150study@msnairport.com>  
**Sent:** Thursday, March 7, 2024 2:13 PM  
**To:** MSN Part 150  
**Subject:** FW: Study.

[EXTERNAL]

**From:** lauren barry <laurenbarry779@gmail.com>  
**Sent:** Wednesday, February 21, 2024 1:37 PM  
**To:** Airport Part150 Study <part150study@msnairport.com>  
**Subject:** Study.

I went to the open house, and I am still confused in the action being taken for the Environmental Justice of the mobile home park. How is that being addressed.

I would like to know how the mobile home park was rated at only 65 DNL when all around is 70 DNL? I understand to acquire the whole park is not possible however, what about acquiring part of It and removing the homes directly impacted?

From the open house I got the notion no noise reduction effort will be completed at the trailer park. Is that true? I don't understand how the airport can acquire the land on both sides of the park and say there is not a noise issue within the park itself?

I really don't think a good effort was put into place to help the residents of the mobile home park understand how this affects them.

Lauren Barry. Madison WI 608-385-6005

## **Julia M. Nagy**

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**From:** Airport Part150 Study <part150study@msnairport.com>  
**Sent:** Thursday, March 7, 2024 2:14 PM  
**To:** MSN Part 150  
**Subject:** FW: Study questions

[EXTERNAL]

**From:** lauren barry <laurenbarry779@gmail.com>  
**Sent:** Wednesday, March 6, 2024 3:05 PM  
**To:** Airport Part150 Study <part150study@msnairport.com>  
**Subject:** Re: Study questions

Why did the airport cut down the trees next to the fence which provided a sound barrier for the trailer park?

Why is the mobile home park excluded from this?

2022 and 2027 Noise Exposure Maps  
Dane County Regional Airport Part 150 Update

**Table 6-1. Existing 2022 and Forecast 2027 Land Use Compatibility**

Source: HMMH, 2022

Contour Interval	Area (Acres)		Population Census 2020				Housing Units			
			Total		Compatible <sup>1</sup>		Total		Compatible <sup>1</sup>	
	2022	2027	2022	2027	2022	2027	2022	2027	2022	2027
65-70 DNL	1,070.54	1,823.31	503	2,424	0	276	225	1,227	0	151
70-75 DNL	534.13	935.53	12	57	0	0	3	23	0	0
>75 DNL	626.02	971.30	0	0	0	0	0	0	0	0
<b>Total</b>			<b>515</b>	<b>2,481</b>	<b>0</b>	<b>276</b>	<b>228</b>	<b>1,250</b>	<b>0</b>	<b>151</b>

<sup>1</sup>Land use deemed compatible due to Dane County acquisition of aviation easements.

**Table 6-2. Existing 2022 and Forecast 2027 Noise Sensitive Sites**

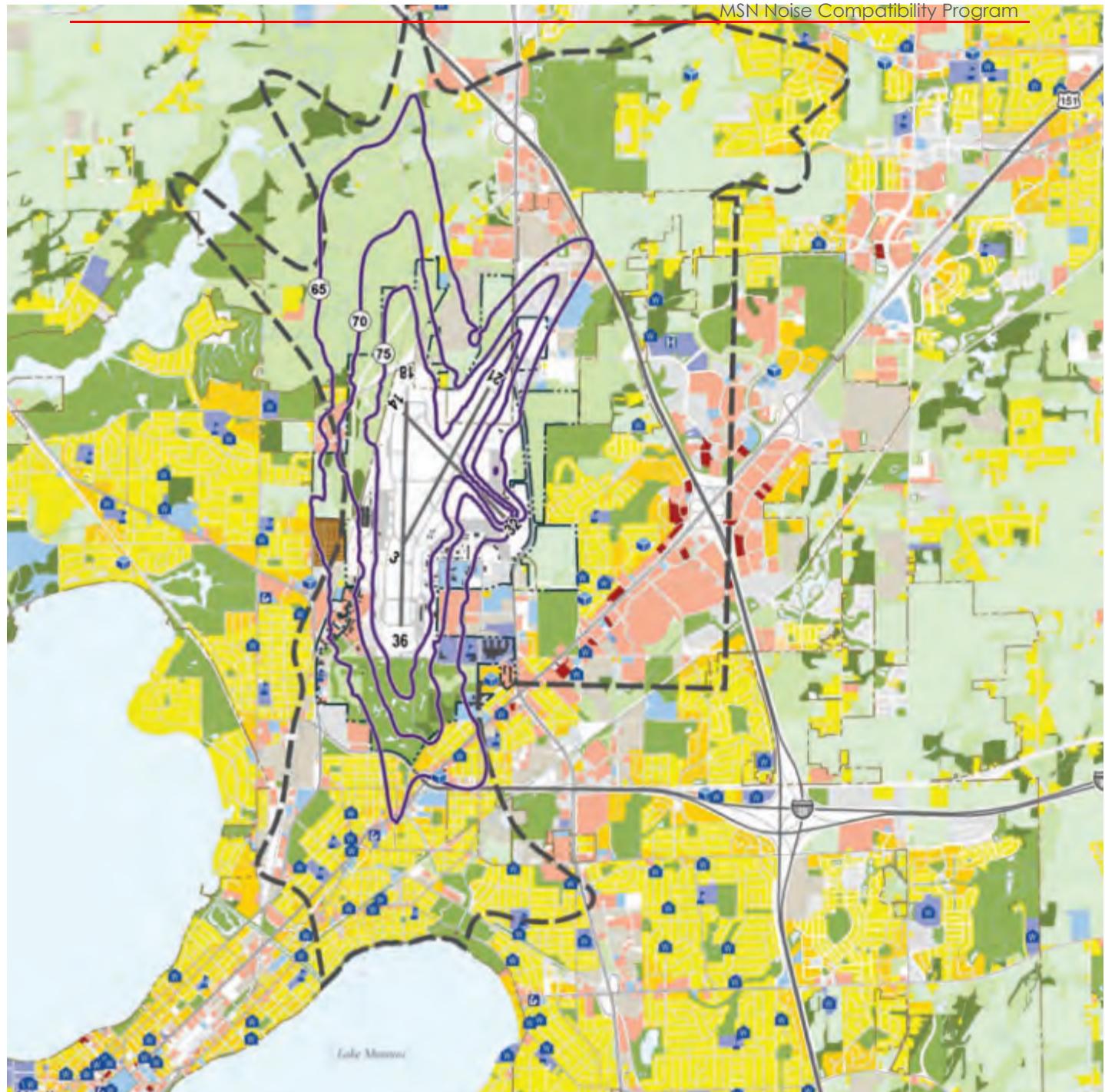
Source: HMMH, 2022

Contour Interval	School		Place of Worship		Day Care		Transient Lodging	
	2022	2027	2022	2027	2022	2027	2022	2027
65-70 DNL	0	0	0	1	0	1	0	1
70-75 DNL	1	1	0	0	0	0	0	0
>75 DNL	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>

Table 6-2 includes four identified noise-sensitive sites within the 65 DNL contours:

1. School: **Madison Area Technical College** at 1701 Wright St, Madison, WI 53704
2. Place of Worship: **Ridgeway Church** at 3245 E Washington Ave, Madison, WI 53704
3. Day Care: **Claudi's Kids Inc-Day Care Center** at 3131 E Washington Ave, Madison, WI 53704
4. Transient Lodging: **Spence Motel** at 3575 E Washington Ave, Madison, WI 53704

On this map why is the mobile home park excluded from the affected area?



Lauren Barry 1-608-385-6005 [521 waxwing lane madison wi](http://521 waxwing lane madison wi)

**Julia M. Nagy**

---

**From:** Airport Part150 Study <part150study@msnairport.com>  
**Sent:** Thursday, March 7, 2024 2:13 PM  
**To:** MSN Part 150  
**Subject:** FW: Comments - Feb. 20, 2024 Airport "Open House"  
**Attachments:** Part150\_Noise Compatibility Comment Form.pdf

[EXTERNAL]

**From:** Marsha Cannon <mpcannon76@gmail.com>  
**Sent:** Friday, February 23, 2024 11:50 AM  
**To:** Airport Part150 Study <part150study@msnairport.com>  
**Subject:** Comments - Feb. 20, 2024 Airport "Open House"

Hello,

The attached 2-page pdf document has my comments and questions for review and consideration.  
Please confirm that you have received this message and the document.

Sincerely,

Marsha Cannon  
5 Cherokee Cir. Unit 202  
Madison, WI 53704  
608.251.1276 (land line, no text)

**COMMENT FORM**  
Send to: [part150study@msnairport.com](mailto:part150study@msnairport.com)

Thank you for the opportunity to submit my comments and questions for review and consideration during the Noise Compatibility Planning (NCP) Study. The following information is based on my attendance from 6:03-7:28 PM at the Tuesday, February 20, 2024 Airport "Open House" at Dane County Regional Airport.

1. Maps must be accurate. How can we trust reports based on maps with glaring errors? For example, two parcels owned by the City of Madison Parks Division for public use are incorrectly shown as "Single Family Residential" on Page 1-19, "Figure 1-4. Forecast Condition (2027) Noise Exposure Map."
  - a. **1801 Wheeler Rd.**, addition to Whitetail Ridge Park. This wooded ~22-acre tract is actually two adjacent parcels at the Southeast corner of Wheeler Rd. and N. Sherman Avenue. They were acquired by the City in 2022 and 2023. Parcel Numbers: 081019202027 and 081019202019.
  - b. **2004 Wheeler Rd.**, part of Cherokee Marsh Park North. Approx. 30 acres acquired by the City in 2018. Parcel Number: 0810-192-0102-9.
2. The Noise Compatibility Report has numerous problems.
  - a. Any report that fails to take into account peak noise levels downplays the real impact of airport noise on the community.
  - b. I was told the Noise Exposure Maps (existing 2022 and forecast 2027) are based on mathematical calculations, not actual data.
    - i. Any analysis not based on actual, on-the ground measurements fails the smell test. If FAA requires mathematical calculations, then the Technical Advisory Committee should prioritize people and obtain actual data to compare hypotheticals with reality.
    - ii. A mathematical model is only as good the data that goes into it. How do you evaluate the accuracy of data provided by profit-driven corporations and top-secret military organizations?
  - c. Why was not even one resident or elected official included in the NCP Technical Advisory Committee (TAC)? Section 1.4.5 of the report lists categories of TAC membership:
    - i. • MSN staff [*Dane County Regional Airport*]
    - ii. • WBOA staff [*Wisconsin Bureau of Aeronautics*]
    - iii. • FAA Airport District Office (ADO) [*Airport District Office*]
    - iv. • FAA air traffic control tower (ATCT)
    - v. • 115th Fighter Wing of the WIANG [*Wisconsin Air National Guard*]
    - vi. • 64th Troop Command of the WIARNG [*Wisconsin Army National Guard*]
    - vii. • Airport tenants, users, and operators
    - viii. • Local land use jurisdictions [*incl. Dane County, City of Madison, and Town of Burke*].
3. The event was poorly attended.
  - a. Resource people (paid staff & consultants) outnumbered citizen attendees/residents as far as I could tell. Maybe you should have had donuts!
  - b. I did appreciate not having to pay for parking in the airport ramp. Thank you.
  - c. Although the airport director mentioned mailing thousands of postcard notices about the "open house" I did NOT receive a postcard even though I live on the southwest side of the intersection of Wheeler Rd. and N. Sherman Ave.—the proposed western "boundary" for airport operations. "Open house" details came to me through a friend.
4. I am very disappointed with the process used to develop the NCP report. It feels like just another "check the box" exercise.

—continued, next page—

5. "The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures" according to a statement in the Sponsor's Certification. I would argue that the Feb. 20, 2024 "open house" at the airport was in no way a public hearing.
  - a. A public hearing is an **official meeting** where **members of the public hear the facts** about a planned road, building, etc. and **give their opinions** about it. ([Cambridge Business English Dictionary](#) © Cambridge University Press).
  - b. The "open house" format for the NCP Study failed to offer an opportunity to hear the facts in an organized fashion. It barely qualified as a "show and tell" event.
    - i. There was no oral presentation about the report, so that all in attendance could hear the facts. Instead, paid "experts" and "consultants" hovered around a dozen or so posters mounted on easels, waiting for someone to approach them. The event resembled a science fair rather than a public hearing.
    - ii. With no introductory presentation, to be informed citizens must understand at least part of the 200-page technical report in advance and be prepared to approach paid professionals with specific questions—a not-so-subtle form of intimidation.
    - iii. There was no take-home information, e.g. color copies of the 2022 and 2027 Noise Exposure Maps.
    - iv. Several copies of the 200-page study marked "DO NOT REMOVE" were scattered on a table, and I was told a copy was on file at the public library. No copies of the report were available for loan or purchase. Without a computer and color printer or time to spend at the library . . . sorry—you're out of luck.
  - c. Stationing a court reporter in a corner at the back of a room to record oral comments was not only costly but (again) intimidating.
    - i. Please tell me how many people in attendance Feb. 20, 2024 made oral comments
    - ii. Where might I read the transcript(s)?
6. Question: Will any government entity make whole the neighborhood now under siege?
  - a. The myriad of suggested airport alternatives and subsequent DNL contours make little difference when F-35 fighter jets roar overhead, shaking my body and second-story windows.
  - b. Loud take-offs and landings do not respect decibel contours no matter how many mathematical formulas are employed.
  - c. How can loud noise from Air Force jets ever be "compatible" with housing?
  - d. Hundreds of new homes and apartments are slated to be built on the already re-zoned Raemisch farm between County CV and N. Sherman Ave. Will construction practices include sound mitigation? Will it be required, or not? Who will pay for it?
7. Question: What about the effect of excessively loud noise on young scholars at Lakeview Elementary School, 1802 Tennyson Ln.? It is Madison's only elementary school with a curriculum that calls for each student to have one hour per day of outdoor instruction.
8. Question: What about the people living in very affordable housing—manufactured (mobile) homes—in Majestic Oaks on County CV, well within the 65 Dbl contour?

If the NCP report were submitted as a university class project, I believe it would be handed back for substantial revision. As it stands, the report is embarrassingly inadequate and outrageously skewed against Madison residents.

Name: Marsha Cannon  
Street address: 5 Cherokee Circle, Unit #202  
Madison, WI 53704  
Phone: 608.251.1276  
Email: [mpcannon76@gmail.com](mailto:mpcannon76@gmail.com)  
Date: February 23, 2024

## **Julia M. Nagy**

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**From:** Steven Klafka <sklafka@wingraengineering.com>  
**Sent:** Wednesday, July 12, 2023 11:10 AM  
**To:** Airport Director Kimberly Jones  
**Cc:** Airport Information; Dane County Airport Noise Study; County Executive Joe Parisi; Dane County Board of Supervisors; Madison Common Council; Satya Rhodes-Conway; Safe Skies Google Group  
**Subject:** Missing Reports of Noise Abatement Subcommittee and June 27th Part 150 Noise Abatement Plan Open House Presentations

[EXTERNAL]

Airport Director Jones,

Here are two county airport noise impact related questions I hope you can address. Thanks for your attention to these issues.

Steven Klafka

\*\*\*

### **1. Four Years of Missing Reports from the Noise Abatement Subcommittee**

The county airport web site says that public input is important and we should report aircraft noise events. However, as shown in the screenshot below, no reports from the Noise Abatement Subcommittee have been posted since 2019. These reports are an important resource for tracking the noise impacts of the county airport. They are especially important now that the F-35 fighter jets have begun to fly over Madison and, in response, the airport is updating its Part 150 noise abatement plan which will cost us millions of dollars.

Even if the subcommittee has been disbanded, I hope at least its summary reports of noise complaints can be posted. These provide important information on noise impacts for the 60,000 people 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.

### **2. Part 150 Open House Presentations**

On June 27th, the county airport held an open house to present current progress on its Part 150 noise abatement plan. I attended the open house. This open house was not very well attended and could have been better publicized. As shown in the screenshot below, the presentations from the other two open houses were published on the county airport's Part 150 web site.

Since so many residents impacted by airport noise could not attend or did not hear about the June 27th open house, it is important to share the presentations. These have not been posted to the web site and I encourage you to share them with Madison residents soon.

Your input is important. If you have questions, would like more information, or would like to report a noise event, please contact the Airport's Environmental Officer at:

- Review Frequently Asked Questions about the DCRA Noise Management Program
- Report a Noise Event using our online form.
- Report or contact the Military regarding a noise event.
- Email: [airinfo@msnairport.com](mailto:airinfo@msnairport.com)
- Noise Reporting Hotline: 608-246-5841
- US Mail: Environmental Officer, DCRA, 4000 International Lane, Madison WI 53704

## Airport Noise Abatement Subcommittee

- Noise Abatement Subcommittee Meeting Minutes - November 2019
- Noise Abatement Subcommittee Meeting Presentation - November 2019
- Noise Abatement Subcommittee Meeting Minutes - April 2019
- Noise Abatement Subcommittee Meeting Presentation - April 2019
- Noise Abatement Subcommittee Meeting Minutes - October 2018
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## Dane County Regional Airport Overview

Dane County, as the owner and operator of Dane County Regional Airport (MSN), is the sponsor of the Study; Dane County, MSN staff have final decision-making authority regarding all aspects of the Study, including the scope of the Study; stakeholder engagement; the certification of the accuracy of the documentation submitted; and the recommended measures included in the NCP.

The 115th Fighter Wing of the Wisconsin Air National Guard (ANG) is located at Truax Field within MSN. The 115th Fighter Wing currently has 12 F-16C Block 30 fighter aircraft and one RC-26B Metroliner. The Air Force selected the 115th Fighter Wing to receive a new fleet of F-35A Lightning II aircraft beginning in Spring of 2023. The Wisconsin ANG is currently transitioning its F-16 fleet with F-35A aircraft. The Study Team will consult with the Wisconsin ANG to understand the aircraft during the existing (2022) and forecast year (2027) for the NEM.

## MSN Part 150 Resources

### Public Open House Information Boards

[Public Open House 1 - 4/26/22 \(PDF\)](#)

[Public Open House 2 - 11/14/22 \(PDF\)](#)

### Part 150 Public Newsletters

[Summer 2022 Newsletter \(PDF\)](#)

[Fall 2022 Newsletter \(PDF\)](#)

[Summer 2023 Newsletter \(PDF\)](#)

FAA Part 150 Homepage - [https://www.faa.gov/airports/environmental/airport\\_noise/](https://www.faa.gov/airports/environmental/airport_noise/)

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Steven Klafka, P.E., BCEE  
Environmental Engineer  
Wingra Engineering, S.C.  
508 Elmside Boulevard  
Madison, WI 53704  
[www.wingraengineering.com](http://www.wingraengineering.com)  
Since 1991

## Julia M. Nagy

---

**From:** Airport Part150 Study <part150study@msnairport.com>  
**Sent:** Thursday, July 13, 2023 6:36 PM  
**To:** Steven Klafka  
**Cc:** Airport Information; Airport Part150 Study; #County Board Recipients; Madison Common Council; Satya Rhodes-Conway; Safe Skies Google Group; Jones, Kimberly; Chawla, Yogesh  
**Subject:** RE: Missing Reports of Noise Abatement Subcommittee and June 27th Part 150 Noise Abatement Plan Open House Presentations

[EXTERNAL]

Good afternoon Steven,

Thank you for reaching out with your concerns.

In an effort to maintain clarity and transparency, we'll address your two specific questions in order:

### 1. Noise abatement meetings since November 2019.

The airport's Noise Abatement Subcommittee meetings were traditionally held twice annually. The most recent Noise Abatement Subcommittee meeting was November 2019. The next meeting had been scheduled for April 2020. As you can imagine, with the COVID-19 Pandemic sweeping through the country, it wasn't safe for our staff, nor our neighbors, to meet at that time. We continued to evaluate the need for the meetings versus the safety of the community throughout the proceeding months. Shortly thereafter, the airport decided to begin the voluntary process for a comprehensive FAA noise study – known as a Part 150 Study. The Part 150 Study goes into far greater detail compared to the Noise Abatement Subcommittee, so the decision was made to keep all noise-related efforts and public meetings focused on the study throughout the study's two-year term. As a reminder, the study began in January 2022. It's worth noting that both the airport, as well as the military's, noise reporting tools and processes remained in place and active throughout the Part 150 study, so any feedback received from the community regarding noise abatement or complaints was (and still is) being documented. Furthermore, historical data gathered from those tools were a critical component to the baseline information gathered during the Part 150 Study. With reference to your comment, "the airport is updating its Part 150 noise abatement plan which will cost us millions of dollars," it's unclear how you came to this conclusion, but the Part 150 Study isn't costing the Dane County community a single dollar, and the airport itself isn't on the local tax roll. Looking forward, upon completion of the Part 150 Study at the end of this year, the airport will resume the original twice annual Noise Abatement Subcommittee schedule.

### 2. Part 150 Open House Presentation

Thank you for attending the study's third open house. This meeting in fact had more attendees, particularly residents living within the projected 65 DNL contour, than the previous open house. This was likely due to the airport's efforts in reaching out to our neighbors both within, and adjacent to, the projected 65 DNL contour line. We sent post card invitations to over 9,600 different residences around the airport and surrounding communities, as well as posted the meeting information on the airport's website. The most recent presentation boards, as well as the previous meetings' boards and all study-related newsletters, are available on the airport's website for review.

Thank you for your continued attention and engagement on this matter.

Respectfully,  
The Part 150 Study Team

Dane County Regional Airport  
4000 International Lane  
Madison, WI 53704  
[Part150Study@msnairport.com](mailto:Part150Study@msnairport.com)

**From:** Steven Klafka <sklafka@wingraengineering.com>  
**Sent:** Wednesday, July 12, 2023 10:10 AM  
**To:** Jones, Kimberly <Jones.kimberly@msnairport.com>  
**Cc:** Airport Information <airinfo@msnairport.com>; Airport Part150 Study <part150study@msnairport.com>; County Executive Joe Parisi <parisi@countyofdane>; #County Board Recipients <County\_Board\_Recipients@countyofdane.com>; Madison Common Council <allalders@cityofmadison.com>; Satya Rhodes-Conway <mayor@cityofmadison.com>; Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>  
**Subject:** Missing Reports of Noise Abatement Subcommittee and June 27th Part 150 Noise Abatement Plan Open House Presentations

Airport Director Jones,

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Steven Klafka

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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.

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Since so many residents impacted by airport noise could not attend or did not hear about the June 27th open house, it is important to share the presentations. These have not been posted to the web site and I encourage you to share them with Madison residents soon.

Your input is important. If you have questions, would like more information, or would like to report a noise event, please contact the Airport's Environmental Officer at:

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- Noise Reporting Hotline: 608-246-5841
- US Mail: Environmental Officer, DCRA, 4000 International Lane, Madison WI 53704

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[Fall 2022 Newsletter \(PDF\)](#)

[Summer 2023 Newsletter \(PDF\)](#)

FAA Part 150 Homepage - [https://www.faa.gov/airports/environmental/airport\\_noise/](https://www.faa.gov/airports/environmental/airport_noise/)

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Environmental Engineer  
Wingra Engineering, S.C.  
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[www.wingraengineering.com](http://www.wingraengineering.com)  
Since 1991

## Julia M. Nagy

---

**From:** Steven Klafka <sklafka@wingraengineering.com>  
**Sent:** Thursday, February 8, 2024 1:12 PM  
**To:** Jones, Kimberly  
**Cc:** Airport Information; County Board Recipients; Madison Common Council; Satya Rhodes-Conway; Safe Skies Google Group; Airport Part150 Study; County Executive Joe Parisi; Sen.Agard@legis.wisconsin.gov; Bartell, Deb (FAA); Beauchamp, Bobb (FAA); Safe Skies Coordinators; Leslie Westmont; David Beurle  
**Subject:** Delay Completion of Part 150 Noise Compatibility Program Until Completion of Madison F35 Community Connection Project

[EXTERNAL]

Kimberly Jones, Director  
Dane County Regional Airport

Earlier this month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "[Madison F35 Community Connection Project](#)".

At the listening sessions, residents were told about the county airport's upcoming February 20th open house to discuss the status of the [Part 150 Study](#). No agenda has been published, but it is assumed the airport will be presenting its Noise Compatibility Program (NCP). The NCP will include the airport's noise mitigation options to address the noise impacts of the F-35 fighter jets and increased commercial traffic.

The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate the Connection Project is occurring so late in the decision making process for deploying a squadron of F-35 fighter jets to Madison.

Due to the wealth of information and community feedback that will be obtained from the Connection Project, we hope the county airport will delay the completion of the Part 150 NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options that have not yet been considered by the airport. Any shortcomings in the Part 150 NCP will adversely affect the health and well being of current and future Madison residents.

Thank you for continuing to keep the Madison community involved in the Part 150 noise mitigation planning.

Steven Klafka, P.E., BCEE, Environmental Engineer  
[Safe Skies Clean Water Wisconsin](#)

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## Julia M. Nagy

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**From:** Steven Klafka <sklafka@wingraengineering.com>  
**Sent:** Sunday, March 10, 2024 4:58 PM  
**To:** financecommittee@cityofmadison.com  
**Cc:** Dane County Board of Supervisors; Madison Common Council; Satya Rhodes-Conway; Safe Skies Coordinators; Safe Skies Google Group; Airport Director Kimberly Jones; Dane County Airport Noise Study  
**Subject:** Comments on Item 82371 - Authorizing funding appropriation for 808 Melvin Court

[EXTERNAL]

City of Madison, Finance Committee

On behalf of [Safe Skies Clean Water Wisconsin](#), please accept these comments for your meeting on March 11th on Item 82371 - Authorizing the Mayor and City Clerk to execute a development agreement and authorizing a funding appropriation in the 2024 Capital Budget to fund a \$1,700,000 Tax Incremental Finance Loan to East Washington Apts, LLC, or its assigns to construct approximately 192 units of affordable housing and approximately 139 parking stalls located at 808 Melvin Court in the 3100 block of East Washington Avenue in Tax Incremental District (TID) 52. (District 12).

I found it odd there was no mention of the county airport or noise exposure in the developer's request for funding or the City's staff memo.

The county airport's has released its draft [Part 150 Noise Compatibility Plan](#) to address future noise levels from growing commercial air traffic and the squadron of F-35 fighter jets at Truax Field. The Mayor and City have been noticeably absent during the development of this plan even though it proposes restrictions on a large portion of Madison to protect residents from excessive noise exposure.

Based on a review of the current and proposed NCP, the proposed apartments are:

- On the flight path of the county airport main runway.
- Inside the 65 dB DNL noise contour of the current 1993 NCP considered incompatible with residential housing.
- Inside the Airport Affected Area of the current 1993 NCP where construction should be limited to compatible uses.
- Inside the 65 dB DNL noise contour of the draft NCP.
- Inside the new boundaries of the Airport Affected Area in the draft NCP
- Inside both the Limited Construction Area and the Restricted Construction Area in the draft NCP.

Below is Figure 3-1 from the airport's draft NCP with boundaries for noise contours and areas where construction should be limited to compatible uses. The blue area shows the location of the proposed apartments.

Please note that against our objections, the county airport uses the FAA's 65 dB DNL daily noise standard to identify areas of Madison considered incompatible for residential use. However, this standard is over 50 years old and doesn't address health and education impacts at lower noise exposure. It is a daily

average that doesn't account for the instantaneous, ear splitting high noise levels like the 120 decibels we've measured from F-35 fighter jets. The noise contour is based on computer modeling so its location is not fixed but can change with change in modeling assumptions like flight patterns. The location of the proposed apartments will be an area considered incompatible for residential use based on the outdated FAA noise standard, and certainly incompatible based on any modern interpretation of acceptable noise exposure.

Here are a few comments and requests as the Finance Committee considers funding this project:

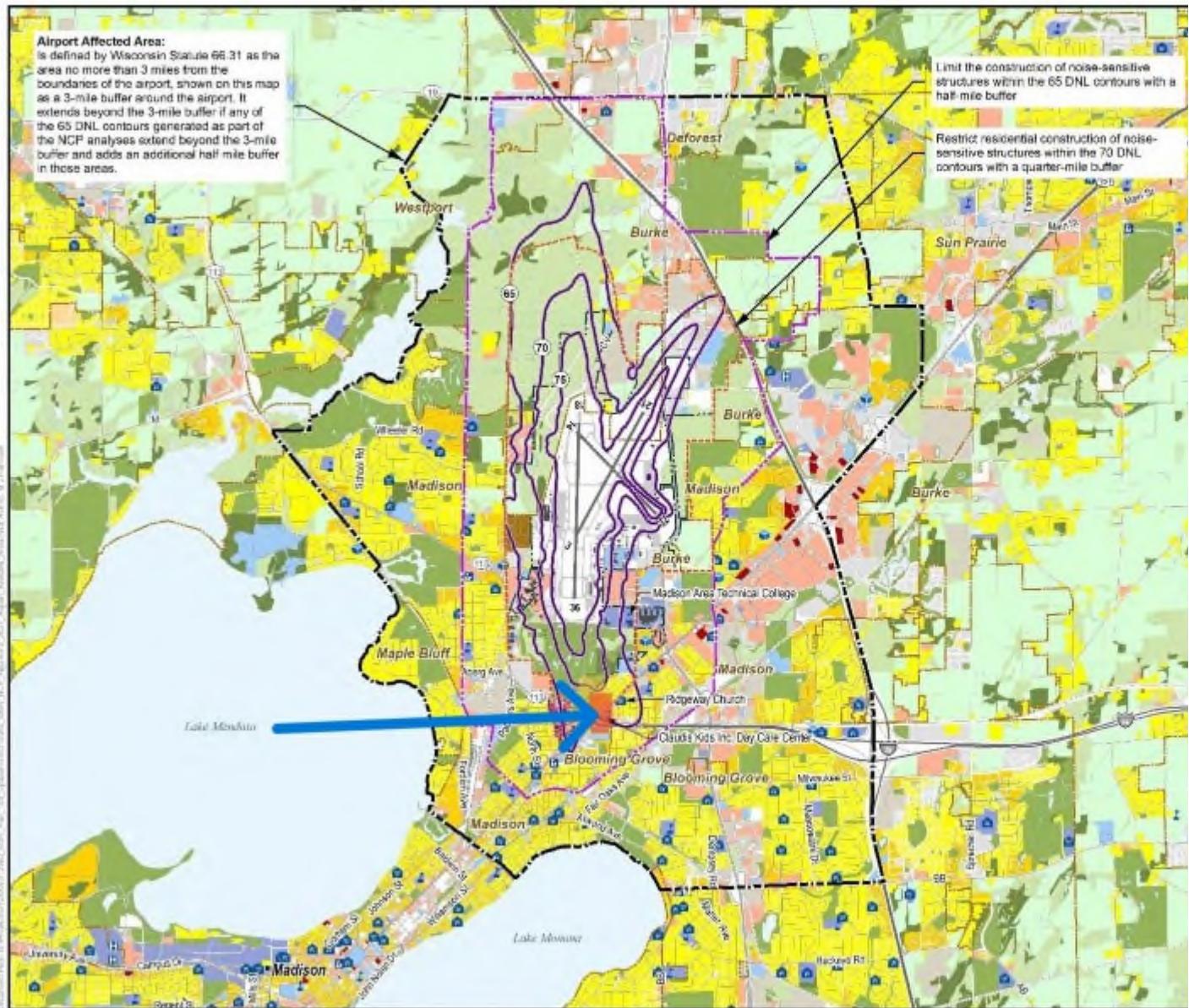
1. Any City approval related to this project should include discussion of its compatibility with the current and draft versions of the county airport's NCP, and its consistency with the 2020 resolution adopted by the Common Council opposing the deployment of the F-35 fighter jets to Madison.
2. By funding this project, why is the City expanding our Airport Ghetto and promoting environmental injustice and racism?
3. If the county airport is preparing a plan to reduce noise aircraft exposure, why is the City ignoring this plan and increasing the number of residents exposed to unhealthy noise?
4. On March 31, 2020, the Common Council adopted a resolution opposing the Air Force deployment of a squadron of F-35 fighter jets to the 115th Fighter Wing of the Wisconsin Air National Guard at Truax Field. Among the reasons given for opposing the jets, the Council said:

WHEREAS, the Final EIS released on February 18, 2020, confirms the significant environmental impacts identified in the Draft EIS, including substantially reduced quality and quantity of current affordable housing stock, decreased value of the property tax base, reduced opportunities for Transit-Oriented Development, ongoing soil, ground and surface water PFAS contamination violations by the ANG, significant adverse health effects that disproportionately affect children, residents who are low income and people of color; and,

WHEREAS, these impacts are contrary to the City of Madison's values of equity, sustainability, health and adaptability as codified in our Comprehensive Plan adopted in 2018, the City's Racial Equity and Social Justice Initiative, and undermine multiple long-term goals of City policy makers,

Why is the City ignoring its 2020 resolution, so that it expands the significant adverse health effects that disproportionately affect children, residents who are low income and people of color; and, promotes impacts that are contrary to the City of Madison's values of equity, sustainability, health and adaptability as codified in our Comprehensive Plan adopted in 2018, the City's Racial Equity and Social Justice Initiative, and undermine multiple long-term goals of City policy makers.

On behalf of Safe Skies Clean Water Wisconsin  
Steven Klafka, P.E., BCEE, Environmental Engineer



**Figure 3-2. Recommended Approximate Airport Affected Area 2024**

Source: HMMH, JPG 2023

Date: March 6, 2024  
To: Kimberly Jones, Director, Dane County Regional Airport  
Cc: Dane County and City of Madison Government Officials  
From: Safe Skies Clean Water Wisconsin  
Subject: Comments on Draft Part 150 Noise Compatibility Program

Thank you for providing an opportunity to review the draft report for the Noise Compatibility Program (NCP) dated February 2024 for the Dane County Airport. On behalf of Safe Skies Clean Water Wisconsin, I am providing the following comments which we hope will be addressed before finalizing the report.

Below is an introduction and summary of our comments and recommended improvements to the draft NCP. Further discussion and explanation are provided afterwards.

### **Introduction**

The draft NCP is long on promises, and short on delivery. It repeats many of the failures of the current NCP prepared in 1991. Without significant changes to the draft NCP, Madison residents cannot not expect significant reduction in noise exposure from commercial and military aircraft using the Dane County Airport and Truax Field.

The draft NCP, like the current NCP prepared in 1991, assesses noise impacts using unreliable computer modeling to predict compliance with the 50-year old daily average FAA standard of 65 dB DNL. It fails to consider impacts at lower noise levels, or the instantaneous ear-splitting noise of the F-35 fighter jets.

The draft NCP relies on voluntary changes to flight patterns with no verification these changes will be followed. The current NCP has already failed to implement similar flight patterns. To save the airport money, the draft NCP eschews actual noise abatement measures used by other airports like home purchase, resident relocation, and installation of home and building noise insulation. The draft NCP does not even recommend purchase of the mobile home park adjacent to the main runway.

To avoid the construction of incompatible land uses, the draft NCP proposes a new and larger Airport Affected Area. However, the airport will not verify that the county and City of Madison will actually adopt and implement this area for future planning. The airport will continue to pass the buck and take no active role in the elimination or cessation of low-income housing near the airport.

The draft NCP does not evaluate the most effective noise abatement measures available to the county. These include relocation of the nearly 100-year old county airport out of Madison, and finding a new, more compatible mission for the 115<sup>th</sup> Fighter Wing of the Wisconsin Air National Guard that does not require F-35 fighter jets flying over Madison.

### **Summary of Comments and Recommendations**

1. The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no

confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.

2. The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.
3. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.
4. Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.
5. The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City's Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further than the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City's Comprehensive Plan.
6. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.
7. Aviation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.
8. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.
9. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.
10. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise

abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.

11. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.
12. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.
13. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.
14. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.
15. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.
16. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.
17. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.
18. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.
19. The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't

expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.

20. Appendix F: Public Comments of the draft NCP states: "Public comments will be included in this appendix after the public review period." Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.
21. The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.

## Overview

The Air Force provided no funds for noise mitigation even though the \$1.5 billion squadron of F-35 fighter jets it deployed to Madison have dramatically increased noise exposure in our city. Instead, the Air Force relied on the county airport to update its Part 150 noise mitigation plan including the draft NCP. We represent many of the people who live near the county airport and Truax Field.

Many of us have lived here for decades so are familiar with the history of the airport and its attempts at noise mitigation. We followed the airport's progress as it updated its Part 150 plan, preparing the noise exposure map and noise compatibility program. With the time consuming involvement of numerous government agencies and costly independent consultants, we hoped for concrete steps to reduce noise exposure of surrounding residents. Based on our review of the draft report and experience with prior noise abatement efforts, we doubt this new program will result in significant reduction in noise exposure.

The 2024 draft report reviews airport compliance with the current NCP developed in 1991. It was determined that many of the noise mitigation measures in the current NCP were either implemented poorly or not at all. With no oversight, airport managers ignored the current NCP. Without any means to regularly review compliance with the new NCP, airport managers will likely ignore this new plan.

The new NCP continues reliance on flight patterns using voluntary cooperation of commercial and military airport users. However, the new NCP again fails to provide procedures to verify compliance with these flight patterns. Our own experience shows these flight patterns are easily ignored. To save a few dollars, there will be no noise monitoring to measure current and future actual noise exposure.

The allocation of noise mitigation funds, if any, are based solely on computer predictions and ignores the two years of actual noise monitoring provided by surrounding neighborhoods. Computer predictions rely on an outdated daily average 65 decibel DNL noise standard developed over 50 years ago, which fails to address the health and educational noise impacts at lower noise levels, or the loud, instantaneous noise people actually hear. As a result, the majority of the people impacted by airport noise, there are 60,000 within 3 miles, are ignored in the NCP. Neither our homes or schools will receive any noise mitigation.

Notably, the neighborhood most impacted by airport noise, the mobile home park next door to the main runway, will not be relocated or received any noise mitigation. The draft NCP provides no

evaluation of the environmental racism and environmental injustice created by airport noise, or the ongoing expansion of low-income housing next to the airport.

This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure. Public comments on the noise exposure maps, modeling procedures, and noise mitigation methods were mostly ignored.

The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.

## **Recommendations**

### Add a Disclaimer to the NCP

This study evaluates compliance with the FAA noise standard of 65 dB DNL. This standard was developed over 50 years ago and is based on 15% of people being highly annoyed to aircraft noise. As part of its recent Neighborhood Environmental Survey, FAA created a National Curve which shows 15% of people are now highly annoyed at 50 dB DNL or lower. Aside from annoyance, noise exposure has numerous adverse effects verified by scientific studies that are not considered. This study does not address hearing loss; tinnitus; sleep disruption; stress; cardiovascular disease; cerebrovascular disease; metabolic disturbances; exacerbation of psychological disorders; premature mortality; reduced cognition, learning, achievement and productivity; and, increased behavior problems and violence. This study does not address the lost desirability of surrounding neighborhoods, reduced quality of life, or lower property values. This study does not address the long-term concentration of low-income and families of color in neighborhoods immediately adjacent to the county airport, or the current expansion of low-income housing in these neighborhoods. The NCP should be updated every five years to account for any changes in the FAA noise standard, surrounding land use, and compliance with noise abatement measures.

The draft NCP should be updated to include a disclaimer at the beginning of the report which summarizes all the shortcomings of the enclosed noise analysis including the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation noise measures are actually followed, and its goal to minimize any county airport expenditures on actual noise abatement measures such as relocation or noise insulation.

### Inadequate Opportunity for Public Review

This draft NCP was developed behind closed doors by a committee of airport and development proponents. The committee included no public representatives or advocates, or professionals knowledgeable in health and education impacts of noise exposure.

The Sponsor's Certification at the beginning of the draft NCP states:

*It is further certified that adequate opportunity has been afforded to interested persons to submit their views, data, and comments concerning the formulation and adequacy of the NCP Report and the supporting documentation. The required public hearing was held on February 20, 2024 to obtain public comments related to the County-recommended NCP measures.*

There are many people who live within the proposed Airport Affected Area who were not contacted about the draft NCP and the opportunity to comment. Most of the 60,000 people who live within 3 miles of the county airport were not contacted about the draft NCP and the opportunity to comment. Far more people that were not contacted live within the Part 150 Overview: Draft Study Area which extends 4 miles from the airport.

The open house held on February 20<sup>th</sup> 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 20<sup>th</sup>, does not meet the requirements for a public hearing noted in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.

#### Conduct Regular NCP Compliance Evaluations

The current NCP adopted in 1991 includes many noise abatement measures. The 2024 NCP conducted the first evaluation of compliance with the 1991 NCP since it was first adopted. Because it has taken over 30 years for the airport to review its compliance with the 1991 NCP, many of the measures proposed in 1991 were either ignored or poorly implemented by the airport, county or city.

Table 2-2 presents 1991 noise abatement measures. One of the seven was not implemented. Compliance with the remaining is rated at low to medium. Table 3-2 presents 1991 land use measures. Seven of the eleven land use abatement measures were never implemented by airport management during the past 30 years. Examples include: adding noise insulation to two area schools, adoption of an airport noise overlay zoning to assure new construction provides adequate noise insulation measures, and implementation of the “airport affected area” to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations including the landing and takeoff of aircraft.

The “airport affected area” was never adopted by the City of Madison. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. The 1991 NCP required that noise contours be redrawn every five years and the NCP be updated when there was a significant (i.e. 17%) increase in air traffic. Neither of the steps were implemented.

The new NCP recommends air traffic control measures in Section 2 and include: flight tracks/paths, preferential runway use, arrival/departure procedures, airport layout modifications, and use restrictions. No pollution abatement measure will be followed if there is no means of verification. The need for regular compliance procedures was shown in 2012 when the SASY Neighborhood Association wrote to County Exec Parisi to ask for better enforcement of this procedure. The association’s letter noted that 54% of air traffic continued to fly over populated areas of Madison. This showed the procedure sending traffic away from populated areas was being ignored by the

airport. For the last five years the airport has stopped holding its twice per year public meetings to review the air traffic patterns and the history of noise complaints. This had been the only opportunity to review if air traffic had successfully been directed to the north, and number of complaints and airport response.

Since so many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary, the draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.

#### Establish New Airport Affected Area

The current 1991 NCP developed an “Airport Affected Area” with boundaries well outside the predicted 65 dB DNL noise contour. This area was established to protect compatible land uses like industrial, commercial and recreational, and avoid rezoning to incompatible land uses like residential. The current area is shown in Figure 3-1 of the 2024 report. It was expected that Dane County and the City of Madison would adopt and enforce this Airport Affected Area. State law suggests this area be 3 miles from the boundary of the airport but the 1991 NCP used the 60 DNL noise. Like many noise abatement measures in the 1991 NCP, the Airport Affected Area was ignored. It was not adopted by the City of Madison or promoted by airport management. The city may in fact have violated this part of the 1991 NCP by changing zoning in this area from commercial, industrial, agricultural and recreational to incompatible uses like residential. Recent examples may include the construction of low-income apartments on the site of the former industrial site of the Bimbo bakery on East Washington Avenue and on the former agricultural site of the Raemisch Farm on Packers Avenue just west of the airport.

The draft NCP is proposing a new Airport Affected Area. The current area was never accepted and implemented by the City of Madison. The new area extends much further than the current area. This is shown in Figure 3-2 of the 2024 report. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison adopt the new Airport Affected Area. This new area should be incorporated into the City’s Comprehensive Plan.<sup>1</sup>

#### Evaluation Compliance with the New Airport Affected Area

The purpose of the Airport Affected Area was to maintain existing compatible land uses. Of course, it won’t matter unless it is actually adopted and enforced by Madison. It also won’t matter if it allows incompatible land uses, especially additional low-income housing to be constructed.

The draft NCP should be updated to include a review of changes in land use within the Airport Affected Area first proposed in 1991 to determine if Dane County or the City of Madison changed any to incompatible land uses.

#### Enforce the NCP for New Developments

Section 3.1.7 discusses amended local land use plans to reflect the noise compatibility plan. This relies on the City of Madison and Dane County to incorporate the NCP into future development

<sup>1</sup> <https://www.cityofmadison.com/dpced/planning/comprehensive-plan/3894/>

plans. The county airport should not rely on the City of Madison or Dane County to verify future development complies with the noise abatement goals of the NCP.

The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.

#### End Use of Aviation Easements

Section 3.1.4 recommends the continued use of aviation easements. It says: “The noise and aviation 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.”

Aviation easements as a one-time payment to land owners provide no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.

#### Clarify the Program to Purchase of Homes within 70 dB DNL

Under Section 3.1.10, the airport would continue to the program to purchase homes inside the 70 Ldn, LU-10: Establish sales assistance or purchase assurance program for homes impacted by noise above 70 Ldn. Under Section 3.2.2, the county recommends the potential acquisition of residential properties within the 70 DNL and higher contours as a corrective mitigation measure to make the properties compatible. This is now considered LU-2: Continue voluntary land acquisition inside the 70 DNL noise contour. The county may acquire 23 housing units. Under Section 3.3.4, Home Sales Assistance Program, it says: “A home sales assistance program was implemented as part of LU-10 in the existing NCP. The airport does not desire to continue this measure due to the logistics of implementation and estimated cost associated with these types of programs.” This is confusing since the county first says it will acquire 23 housing units, but then says it will discontinue the home sales assistance program.

The home sales assistance program should be continued and should be expanded to include all housing units within 65 dB DNL noise contour. Other airports have relocated homes inside the lower 65 dB DNL.

The 65 dB DNL noise contour is based on assumptions used for the noise modeling. Noise contour lines are not fixed reliable boundaries. Aircraft may or may not follow the recommended flight paths used for the noise modeling. To account for the lack of certainty in the noise contour, the home sales assistance program should be extended to all housing units within ¼ mile beyond the boundaries of the predicted 65 dB DNL.

The NCP is not clear about the airport purchase of homes within the 70 dB DNL noise contour. This program should be implemented. Due to the inability of the 65 dB DNL standard to protect the health of surrounding residents, the home purchase option should be offered to all residents within 65 dB DNL. Since the prediction of this standard is dependent on uncontrollable flight patterns, this option should be extended to all residents within ¼ mile of the predicted 65 dB DNL noise contour.

### Airport Rejects Noise Abatement to Save Itself Money

Noise abatement measures are being rejected to reduce costs for the airport. Without these measures, noise exposure will increase and the operating costs of the airport will continue to be passed on to surrounding residents. Under Section 3.3.3, the airport rejects the purchase of the mobile home park located 500 feet from the main runway. Under Section 3.3.4, the airport rejects the home sales assistance program. Under Section 3.3.5, the airport rejects the installation of noise insulation on residential structures and schools, and says it: "does not believe that this measure would be most beneficial for residents."

The airport proposes to rely on new flight paths to avoid noise exposure in populated areas of Madison. However, the current noise abatement plan already relies on flight paths and has shown to be inadequate. The airport has no control over the behavior of the flight controllers or aircraft pilots. Just like the current noise abatement plan, the airport has no measures in place to verify the new flight path measures are followed.

It is no secret the county airport has unlimited funds for the expansion of its facilities. This past year, an \$85 million terminal expansion was built. All the noise abatement measures rejected by the county airport, have been successfully implemented by other airports, including the Burlington airport where the F-35 fighter jets were also deployed. There is no practical reason they cannot be implemented in Madison except to save the county airport money. The county airport has a long history of avoiding its responsibility to protect surrounding residents from excessive noise exposure. When the last Part 150 plan was updated in 1991, airport noise was greater and the 65 dB DNL noise extended further into Madison. At that time, the airport failed to relocate residents or provide noise insulation to homes and schools. Instead of providing actual noise mitigation measures, the county airport relied on inexpensive noise avigation easements.

For this current NCP, the airport should make up for its past failures to protect surrounding residents. It should not again pass its operating costs onto the surrounding community by failing to address noise exposure. The airport should extend its noise abatement funds to as many people as possible. It should purchase and relocate the residents of the mobile home park. The airport should purchase homes and relocate any residents within the 65 dB DNL noise contour. It should provide noise insulation to all the homes and schools within this noise contour which cannot be voluntarily relocated.

We know the 65 dB DNL noise standard is outdated and will not protect surrounding residents from the many impacts of noise exposure. We know the 65 dB DNL noise contour is simply a prediction. To address the use of an outdated noise standard and inadequate prediction, noise abatement measures should be extended to residents and schools beyond the 65 dB DNL who are inside the newly created Airport Affected Area.

### Extend the Sales Assistance to 60 dB DNL Noise Contour

As discussed under Section 3.1.10, the current NCP recommended that Dane County provide sales assistance or purchase assurance program for single-family homes within the 70 Ldn contour, based on a combination of the 1995 baseline and noise abatement plan contours. Under the current NCP there were 305 eligible homes, and 198 chose the avigation easement option and 13 parcels chose to have assistance with the sale of their home. There were 94 parcels that did not participate in the program.

Under Section 3.2.2 LU-2 recommends that the county airport continue voluntary land acquisition inside the 70 DNL noise contour.

It is not clear why 70 Ldn contour was chosen for the threshold for the purchase of single-family homes. Most airports including the Burlington Airport where a squadron of F-35 jets were also deployed use the 65 dB DNL contour. The Minneapolis Airport uses a threshold of 60 dB DNL.

Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.

#### Provide Sound Insulation to Schools within the Airport Affected Area

Section 3.1.11 discusses the failure of the county airport to implement the noise abatement procedure in the current NCP where sound insulation would be provided to two schools, Holy Cross Lutheran School on Milwaukee Avenue and Lowell Elementary School on Maple Avenue.

Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.

#### Install a Noise Monitoring System

Under Section 4.3.2 of the 2024 NCP, the county airport rejects the installation of a noise monitoring system as too costly. It is an embarrassment that neighborhoods surrounding the airport must install and operate a noise monitoring system to determine our actual noise exposure while the county airport relies on computer modeling and unverified noise abatement strategies. Like other airports, including the Burlington Airport which also hosts an F-35 fighter jet squadron, the county airport should install and operate a noise monitoring network. If the county airport can fund numerous expansions including the recent \$85 million terminal, it can fund a noise monitoring system. These monitors would determine current and future noise exposure. They will verify the effectiveness of the abatement measures in the new NCP. As noise standards change in the future, these monitors will determine if further noise reductions are necessary. The county airport should meet with neighborhood representatives to determine the location of the noise monitors and procedures for reporting the results.

The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise causing building and body shaking vibrations, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.

#### Review of Actual Noise Monitor Measurements

On December 7, 2023, we alerted the airport that a neighborhood noise monitoring system had collected measurements for the past two years. The email subject was: "Monitoring Shows Actual Noise Levels are Far Greater than Predicted in Dane County Airport Part 150 Noise Modeling

Report". We compared the peak noise levels predicted by the Air Force in its Environmental Impact Statement for the F-35 fighter jets with those actually measured around the airport. Based on this comparison, we concluded that: 1) the F-35 fighter jets are far noisier than assumed by either the county airport and Air Force; 2) estimated noise levels by the county airport and Air Force are too low; and, 3) the 65 dB DNL noise contours drawn by the county airport and Air Force are too close to the airport and Truax Field such that more north and east side residents should qualify for noise abatement funds.

Unless the county airport wants to base its Part 150 noise abatement plans on faulty noise predictions, we suggested the airport will need to: 1) review noise monitoring data from the neighborhood network, or install and operate its own monitors to collect actual noise levels; 2) determine the correct noise levels of the F-35 fighter jets; 3) update its noise modeling provided in the Part 150 Noise Exposure Map Report; and, 4) redraw the noise exposure maps which are being used to determine who will qualify for noise abatement.

The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has 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.

#### Mobile Home Park Residents Should be Protected

Under Section 3.2.1.5, the draft NCP states: "ensure future low-income and other residential developments are not built within the 65 DNL noise contour or adjacent to the Airport".

Under Section 3.3.3 (Acquire the mobile home park and relocate the residents), it says the "county does not recommend acquisition of the mobile home park due to the local housing shortage as described by the land use planning municipalities represented on the TAC. Note that mobile dwelling units are not eligible for mitigation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes."

The mobile home park lies inside the 65 dB DNL if not the 70 dB DNL. When the 1991 NCP was adopted, the park was likely exposed to even higher noise levels but no relief was provided to the residents. The neighborhood noise monitoring network shows high noise exposure in the mobile home park. The continued presence of the mobile home park shows the airport's continued promotion of environmental racism and environmental injustice. The failure to protect the residents of the mobile home park is an example of the failure of the county airport and its 2024 NCP.

The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.

#### Provide Regular Updates to the NCP

Section 4.1 Existing Program Management Measures summarizes current NCP requirements including updates to noise contours, updates to the NCP and responses to complaints. Since

adoption of the 1991 NCP, airport management has ignored these requirements or implemented them poorly. There have been no meetings of the noise abatement committee and review of noise complaints for five years.

The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.

The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint should be published on a regular basis both on the county airport web site but also in a report to local media.

The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.

#### Improve the Effectiveness of the Noise Advisory Committee

Section 4.2.1 recommends that the noise advisory committee be re-established to assist the Airport with implementation, promotion, monitoring and reporting of the recommended NCP measures. If this committee is an important part of the airport's noise abatement procedures, it is unfortunate that airport management decided to stop its regular meetings for the past five years. Citizen input would have assured the draft NCP addressed the concerns of the surrounding community.

It is good that the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise effects on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.

#### Delay the NCP Until WANG Completes Its Public Outreach Program

Last month, the Wisconsin Department of Military Affairs hosted listening sessions in response to community concerns about the basing of F-35 fighter jets at Truax Field. Senator Baldwin helped obtain a \$780,000 grant for community outreach, education and information collection to support noise mitigation. The proposed schedule includes stakeholder surveys, community focus groups, educational outreach, story maps and a community summit. This program is referred to as the "Madison F35 Community Connection Project".

The listening sessions and the Connection Project are providing a unique opportunity for Madison residents to voice their concerns about the F-35 fighter jets and make suggestions for reducing the noise impacts. The public outreach and listening sessions have been far superior to the open house format favored by the county airport which suppresses open discussion among residents. It is unfortunate that the Connection Project is occurring so late in the decision-making process for deploying a squadron of F-35 fighter jets to Madison.

Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.

### Obtain a New Mission for WANG 115<sup>th</sup> Fighter Wing

This new NCP was prompted by the Air Force deployment of a squadron of F-35 fighter jets to the WANG 115<sup>th</sup> Fighter Wing at Truax Field adjacent to the county airport. Based on measurements by the neighborhood noise monitoring network, the F-35 fighter jets are far louder than the prior F-16 jets. The F-35 jet noise includes low frequencies which shake buildings and vibrate the human body. These low frequencies are not considered by typical dB “A-scale” used for noise modeling or measured by typical noise monitors.

Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115<sup>th</sup> Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115<sup>th</sup> 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 115<sup>th</sup> Fighter Wing.

### Evaluate Relocation of the County Airport

The county airport has been in Madison for nearly 100 years. During this time, many things have changed. Madison and Dane County are the fastest growing areas in Wisconsin. The airport consumes 7% of the land area of Madison, eliminating opportunities for urban growth. We've learned the airport discharged PFAS into our groundwater and Yahara Chain of Lakes, shutting down Municipal Well 15 and making local fish poisonous. There will be 3,000 people living in neighborhoods considered ‘incompatible for residential use’ due to the unhealthy noise from commercial flights and the new F-35 fighter jets. We continue to promote environmental injustice and racism by expanding adjacent housing for low-income and minority families. We've started to fight global warming, but still host the airport in our city, a poster child for global warming, since airplanes are the least efficient form of travel and have 3 times more impact than ground-based emissions. Lastly, those fees paid by affluent passengers are not progressively shared but can only be spent on expansions like that recent new \$85 million terminal.

The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes.

### Include All Public Comments in Final NCP

Appendix F: Public Comments of the draft NCP states: “Public comments will be included in this appendix after the public review period.” Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.

### Explain FAA Complaint and Appeal Procedures

The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.

*On behalf of Safe Skies Clean Water Wisconsin*

Steven Klafka, P.E., BCEE, Environmental Engineer

## **Julia M. Nagy**

---

**From:** Airport Part150 Study <part150study@msnairport.com>  
**Sent:** Thursday, March 7, 2024 2:13 PM  
**To:** MSN Part 150  
**Subject:** FW: Safe Skies Comments on Draft Part 150 Noise Compatibility Program - Dane County Regional Airport  
**Attachments:** Safe Skies Comments on Draft Noise Compatibility Program - FINAL - 6march24.pdf

[EXTERNAL]

**From:** Steven Klafka <sklafka@wingraengineering.com>  
**Sent:** Wednesday, March 6, 2024 9:40 AM  
**To:** Jones, Kimberly <Jones.kimberly@msnairport.com>  
**Cc:** Airport Information <airinfo@msnairport.com>; #County Board Recipients <County\_Board\_Recipients@countyofdane.com>; Madison Common Council <allalders@cityofmadison.com>; Satya Rhodes-Conway <mayor@cityofmadison.com>; Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>; Airport Part150 Study <part150study@msnairport.com>; County Executive Joe Parisi <parisi@countyofdane>; Sen.Agard@legis.wisconsin.gov; Bartell, Deb (FAA) <deb.bartell@faa.gov>; Beauchamp, Bobb (FAA) <Bobb.Beauchamp@faa.gov>; Safe Skies Coordinators <sscoordinators@googlegroups.com>; Leslie Westmont <Leslie.Westmont@widma.gov>; David Beurle <david@future-iq.com>; Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>  
**Subject:** Safe Skies Comments on Draft Part 150 Noise Compatibility Program - Dane County Regional Airport

Kimberly Jones, Director, Dane County Regional Airport

Thank you for providing an opportunity to review the draft report for the [Part 150 Noise Compatibility Program](#) (NCP) dated February 2024 for the Dane County Airport. On behalf of [Safe Skies Clean Water Wisconsin](#), I am providing the following comments which we hope you will address before finalizing the report.

Below is an introduction and summary of our comments and recommended improvements to the draft NCP. Further discussion and explanation are provided in the attached memorandum.

*On behalf of Safe Skies Clean Water Wisconsin*

Steven Klafka, P.E., BCEE, Environmental Engineer

### **Introduction**

The draft NCP is long on promises, and short on delivery. It repeats many of the failures of the current NCP prepared in 1991. Without significant changes to the draft NCP, Madison residents cannot expect significant reduction in noise exposure from commercial and military aircraft using the Dane County Airport and Truax Field.

The draft NCP, like the current NCP prepared in 1991, assesses noise impacts using unreliable computer modeling to predict compliance with the 50-year old daily average FAA standard of 65 dB DNL. It fails to consider impacts at lower noise levels, or the instantaneous ear-splitting noise of the F-35 fighter jets.

The draft NCP relies on voluntary changes to flight patterns with no verification these changes will be followed. The current NCP has already failed to implement similar flight patterns. To save the airport money, the draft NCP eschews actual noise abatement measures used by other airports like home purchase, resident relocation, and installation of home and building noise insulation. The draft NCP does not even recommend purchase of the mobile home park adjacent to the main runway.

To avoid the construction of incompatible land uses, the draft NCP proposes a new and larger Airport Affected Area. However, the airport will not verify that the county and City of Madison will actually adopt and implement this area for future planning. The airport will continue to pass the buck and take no active role in the elimination or cessation of low-income housing near the airport.

The draft NCP does not evaluate the most effective noise abatement measures available to the county. These include relocation of the nearly 100-year old county airport out of Madison, and finding a new, more compatible mission for the 115th Fighter Wing of the Wisconsin Air National Guard that does not require F-35 fighter jets flying over Madison.

### **Summary of Comments and Recommendations**

1. The draft NCP should be updated to include a disclaimer which summarizes all the shortcomings of the enclosed noise analysis. These include the use of an outdated noise standard, predictions of noise exposure based on unverifiable flight patterns, no confirmation that noise measures will actually be followed, and avoidance of county airport expenditures for actual noise abatement measures such as relocation or noise insulation.
2. The draft NCP was prepared by advocates for the airport and development. It is based on an outdated FAA noise standard, relies on voluntary cooperation of airport users, provides no means to verify plan effectiveness, and offers no actual relief to those most impacted by airport noise. If the protection of Madison residents is the goal, the draft NCP report should be rejected and we should re-start its preparation.
3. The open house hosted by the airport on February 20th, does not meet the requirements for a public hearing as stated in the draft NCP. The public comment period on the draft NCP should be extended to allow the airport to host an actual public hearing and meet with impacted environmental justice communities.
4. Many of the noise abatement measures in the current 1991 NCP were not implemented and many of the new measures in the draft NCP are voluntary. The draft NCP should be updated to include an evaluation of compliance every six months. Since airport management does not have the skills or commitment, these evaluations should be conducted by an independent contractor. A public report should be released with each new evaluation and reviewed with the Noise Advisory Committee, if it is reactivated.
5. The draft NCP proposes a new Airport Affected Area to avoid the construction of incompatible land uses. The current Area adopted in 1991 was never accepted and implemented by the City of Madison. It appears nowhere in the City's Comprehensive Plan. As a result, incompatible land uses have already been constructed. The new Area is shown in Figure 3-2 of the draft report, and is a positive step since this new Area extends much further than the current area. However, it is also sad that we must sacrifice so much land to accommodate the presence of the 100-year old airport. The draft NCP should be updated to require the airport to verify that Dane County and the City of Madison actually adopt and implement the new Airport Affected Area. This new area should be incorporated into the City's Comprehensive Plan.

6. The draft NCP should be updated to require the airport to review all future developments within the Airport Affected Area and verify the development is compatible with the goal to reduce noise exposure.
7. Avigation easements as promoted in the current NCP, provide a one-time payment to land owners with no protection from noise exposure. The draft NCP should be updated to replace these easements with the offer to purchase properties and pay for relocation of residents.
8. Since the current FAA standard of 65 dB DNL is outdated and inadequate to protect surrounding residents from excessive noise exposure, the sales assistance program in the NCP should be extended to single family homes within the 60 dB DNL noise contour similar to the threshold used by the Minneapolis-St. Paul International Airport.
9. Since the adoption of the current NCP, we have learned that exposure to aircraft noise reduces the educational performance of students at noise levels well below the 65 dB DNL noise contour used by the airport. The draft NCP should be updated to provide sound insulation, air conditioning and air conditioning operating costs to all schools located within the new boundaries of the Airport Affected Area.
10. The draft NCP rejects the operation of a noise monitoring system due to cost. The airport has no shortage of funds. It should install a noise monitoring system as other airports have done to measure actual noise exposure and determine the effectiveness of any noise abatement measures. Since the F-35 fighter jets generate noise which vibrates buildings and the bodies of people, the monitors should measure both the standard A-Scale based on our hearing range but also the C-Scale which measures the vibration frequencies.
11. The draft NCP does not include any actual noise monitoring conducted by the airport. In our December 7, 2023 email to you, we summarized two years of actual noise measurements collected by the neighborhood monitoring network. The measurements suggest the airport has under-estimated the peak noise levels of the F-35 fighter jets and the noise contours in the draft NCP are placed too close to the airport. Prior to finalizing the NCP, the airport should review our measurements, and make necessary changes to the noise predictions.
12. The draft NCP provides no relief for the residents of the Oak Park Terrace mobile home park adjacent to the main runway of the airport. This is a prime example of the airport's unwillingness to protect surrounding residents and the airport's continued promotion of environmental racism and injustice. The draft NCP should be updated to propose finding new homes for the residents of the mobile home park and purchase this property for a more suitable land use.
13. The draft NCP should be updated to establish a regular schedule to update the noise contours and the NCP itself. Since airport management has ignored these requirements in the current NCP, an independent consultant should be hired to verify compliance.
14. The draft NCP should be updated to require that a summary of noise complaints including the response to each complaint. This summary should be published on a regular basis both on the county airport web site but also in a report to local media.
15. The draft NCP should be updated to require outreach to the community to solicit suggestions for improving the complaint submission and response procedures.
16. It is good the Noise Advisory Committee may be reactivated after a five-year absence. To be more productive, this committee should include representatives with knowledge of noise impacts on public health and education, and an independent contractor familiar with the NCP who can report on the continued compliance and effectiveness of the NCP with recommendations for improvements.

17. Due to the wealth of information and community feedback that will be obtained from the current WANG Madison F35 Connection Project, we hope the county airport will delay the completion of the draft NCP and postpone its submission to FAA for approval. There may be concerns and noise abatement options discussed during the Connection Project that have not yet been considered by the airport. Any shortcomings in the new NCP will adversely affect the health and well-being of current and future Madison residents.

18. Our community would avoid the costs and impacts of increased aircraft noise if a new mission were found for the 115th Fighter Wing similar to the Air National Guard units in other states like Iowa and Ohio. There are over 40 missions available to the 115th Fighter Wing that do not require the use of the F-35 fighter jets. This noise abatement option was not evaluated by the draft NCP. It should be updated to evaluate the benefits and procedures for requesting a new mission for the 115th Fighter Wing.

19. The county airport has been located in Madison for nearly 100 years. The current NCP was prepared in 1991. Rather than once again attempt to reduce the noise impacts of the county airport, the draft NCP should include an evaluation of the feasibility of relocating the county airport. Examples like Austin and Denver can be evaluated to show how the former airport site can be developed to provide urban infill. New locations can be identified that don't expose thousands of people to unhealthy noise, consume valuable urban land, or continue to contaminate our drinking water and Yahara Chain of Lakes with PFAS.

20. Appendix F: Public Comments of the draft NCP states: "Public comments will be included in this appendix after the public review period." Besides comments on the draft NCP, this appendix should provide copies of comments submitted earlier in the Part 150 process including the noise exposure map. Many of these comments relate to the content of the NCP. This will assure a complete record of public comments is provided.

21. The draft NCP should be updated to explain FAA procedures for the public to challenge the legality and effectiveness of the final NCP. This would include procedures such as filing a complaint or a petition for administrative review.

Further discussion and explanation are provided in the attached memorandum.

\*\*\*

--

Steven Klafka, P.E., BCEE  
Environmental Engineer  
Safe Skies Clean Water Wisconsin  
  
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Madison, WI 53704  
(608) 213-4473  
[www.safeskiescleanwaterwi.org/](http://www.safeskiescleanwaterwi.org/)

DANE COUNTY REGIONAL AIRPORT  
NOISE COMPATIBILITY PLANNING STUDY  
PUBLIC ORAL COMMENT

Thursday, February 20, 2024

5:30 - 7:30 p.m.

Taken at:

Dane County Regional Airport Lobby  
between Terminal Doors 1 & 2

1 STEPHAN WHITE: My name is Stephan  
2 White, I'm at (608)669-4623.

3 My comment, basically that I am  
4 against the F-35 being based here, and for that to  
5 be elsewhere. Why can't they put it someplace  
6 else? The F-35 isn't part of like -- I don't  
7 consider this to be a useful part of the -- this  
8 shouldn't part of a domestic airport or planning  
9 around a domestic airport, so.

10 Yeah, that's about it. It is what  
11 it is. That's it. I am just strongly against the  
12 F-35, wish it wasn't here, would like it to go  
13 away.

14 RICHARD SOLETSKI: Richard Soletski,  
15 S-O-L-E-T-S-K-I. And the number -- my phone  
16 number is (608)770-1478. And e-mail is  
17 dpenguinii@hotmail.com.

18 Well, I'm really disappointed.  
19 This is -- what I learned tonight was totally  
20 contrary to what I was told at previous open  
21 houses; that the study is done, and then the FAA  
22 has time to look at it. I understood that. But  
23 then they're going to try some things, try  
24 rearranging where the planes fly, and for a couple  
25 years, and then they will see if that works. And

1 in the meantime, the people living near the  
2 airport are, you know, they can just suck it.

3 So I think we're just kind of, you  
4 know, my understanding from talking to a  
5 consultant the last time was 2024 would be the  
6 time when there would be a plan made for helping  
7 the people under the flight paths. Where -- I  
8 live on the second road away from the airport, and  
9 the noise is intolerable when the F-35s go over;  
10 they're more noisy than the F-16s were. And the  
11 reason I know that is there's a private group  
12 opposing this, and they have installed monitors in  
13 the neighborhood. And when I do hear a  
14 particularly noisy plane, when I check that  
15 monitor, it's 116 decibels and the F-16s were 106  
16 when they fly over. And so the thought that we  
17 have to live another two, three, four, five, you  
18 know, they can stretch this out as long as they  
19 want. I'm 68, so, you know, they can just stretch  
20 it out until I croak.

21 And I -- just the nonchalance of  
22 everybody. You know, they're getting paid out  
23 there. We have to live here. And the F-35s  
24 weren't there when I bought my house 30 years ago.  
25 All the traffic from the airport, you know, the

1 daily flights to DC and San Francisco and  
2 Los Angeles and New York, they weren't there when  
3 I bought the airport {sic}. It is definitely  
4 noisier than that.

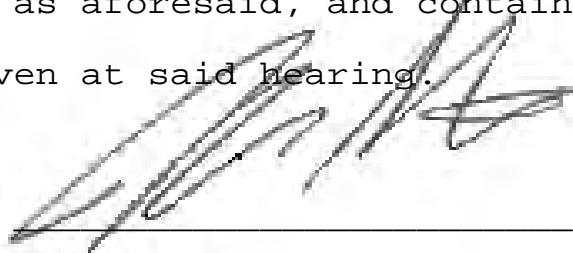
5 And then besides that, we get the  
6 spiel that during weather conditions they have to  
7 fly over the residential areas because they're  
8 flying into the wind. And the last two summers  
9 there's been a noticeable uptick of that. And I  
10 understand that, that's physics, but they're not  
11 going to do anything. They're not going to help  
12 us with if we wanted improved windows or  
13 insulation or even a buyout because it's not the  
14 same neighborhood as it was before. And I am just  
15 really disappointed in that. That's it.

(End of oral comments.)

1 REPORTER CERTIFICATE

2 Jennifer A. Seastrom, Certified

3 Shorthand Reporter and Notary Public of the State of  
4 Wisconsin, being first duly sworn says that she is a  
5 court reporter doing business in the State of  
6 Wisconsin; and that she reported in shorthand the  
7 proceedings of said hearing, and that the foregoing  
8 is a true and correct transcript of her shorthand  
9 notes so taken as aforesaid, and contains the  
10 proceedings given at said hearing.

11   
12 \_\_\_\_\_  
13 Jennifer Seastrom  
14 Notary Public  
15 Certified Shorthand Reporter

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1	B	D	flight 3:7 flights 4:1 fly 2:24 3:16 4:7 flying 4:8 foregoing 5:7 four 3:17 Francisco 4:1
106 3:15 116 3:15	based 2:4 basically 2:3 besides 4:5 bought 3:24 4:3 business 5:5 buyout 4:13	daily 4:1 DC 4:1 decibels 3:15 definitely 4:3 disappointed 2:18 4:15 doing 5:5 domestic 2:8,9 dpenguinii@ hotmail.com. 2:17	
2	C	duly 5:4	
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intolerable 3:9		plane 3:14	second 3:8
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	name 2:1	planning 2:8	shorthand 5:3,6,8,14
	neighborhood 3:13 4:14	previous 2:20	sic 4:3
	noise 3:9	private 3:11	Soletski 2:14
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Jennifer 5:2,13	noisy 3:10,14	Public 5:3,13	spiel 4:6
	nonchalance 3:21	put 2:5	State 5:3,5
K	Notary 5:3,13		Stephan 2:1
kind 3:3	notes 5:9	R	stretch 3:18,19
know 3:2,4,11,18, 19,22,25	noticeable 4:9	rearranging 2:24	strongly 2:11
	number 2:15,16	reason 3:11	study 2:21
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learned 2:19	O	reporter 5:1,3,5,14	summers 4:8
live 3:8,17,23	open 2:20	residential 4:7	sworn 5:4
living 3:1	opposing 3:12	Richard 2:14	
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	paid 3:22		
M	part 2:6,7,8		
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<b>thought</b> 3:16	<b>windows</b> 4:12
<b>three</b> 3:17	<b>Wisconsin</b> 5:4,6
<b>time</b> 2:22 3:5,6	<b>works</b> 2:25
<b>told</b> 2:20	<hr/>
<b>tonight</b> 2:19	<b>Y</b>
<b>totally</b> 2:19	<b>Yeah</b> 2:10
<b>traffic</b> 3:25	<b>years</b> 2:25 3:24
<b>transcript</b> 5:8	<b>York</b> 4:2
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<b>want</b> 3:19	
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<b>wind</b> 4:8	

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## Copies of Public Comments Received (2025)

hmmmh

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hmmmh



## 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.

I grew up under a flight path, and knowingly bought a house under another one a decade + ago. I love Truax, its 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.

Name: Derek McRoberts

Organization: none

Street Address: 2437 Upham St

City: Madison

State: WI Zip: 53704

Tel: 609-438-6445

Email: dkmcroberts@gmail.com

Please email completed comment forms by November 24, 2025 to:  
**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



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.

1) 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.

2) Noticing that possible future land acquisitions targets Cherokee Marsh and Token Creek Parks. Please limit future expansion to developed lands rather than ~~acquiring~~ natural areas already conserved. We could all use more greenspace!

Name: Josephine Pradella

Organization:

Street Address: 1713 Sheridan Dr. City: Madison State: WI Zip: 53704

Tel:

Email:

*josie.pradella@gmail.com*

Please email completed comment forms by November 24, 2025 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**



## 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.

Do we qualify

Name: DAVE KRIVANEK Organization: \_\_\_\_\_  
Street Address: 6093 Danielle Rd City: DeForest State: WI Zip: 53532  
Tel: 608-513-9283 Email: KrivaneKdave@yahoo.com

Please email completed comment forms by November 24, 2025 to:

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



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

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- 1) Tonight's brief review of the maps & plans leaves me hopeless. Virtually nothing is planned for relief of residents at the Southern end of the 65th perimeter.
- 2) Currently: noise from commercial airplanes & The F-35s is extreme loud, disruptive to daily life. Neighbors feel the increase in "regular" air traffic - and louder traffic - and the attendant stress.
- 3) Regarding the F-35s: The noise level is torture. I have been doubled over in pain & covering my ears when outside. I have had to stop & rest of my bicycle, to prevent a fall because the sound level & vibration upsets my equilibrium. Indoors, phone conversations must pause - and the person on the other end of the call asks what's going on because they can hear the planes.

Name: Also hear the planes. Organization:

Street Address: Eastlawn ct City: Madison State: WI Zip: 53704

Tel: Email:

Please email completed comment forms by November 24, 2025 to:

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

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- 4) Helicopter flights drown out indoor TV, radio, phone calls, and cause my house to vibrate.
- 5) Separate the F-35s from other flights into separate areas.

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The F35 noise over my house is unacceptable. If 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 succession are also unacceptable.

The study areas should show the F35s 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 F35 accidents.\*

Name: Linda Hall

Organization: —

Street Address: 1834 Rutherford St

City: Madison

State: WI

Zip: 53704

Tel: 608-692-1882

Email: lhall34@gmail.com

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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\* Nah, if one crashes we're all done for ~~it~~ from the PFFs  
and the nuclear weapons.



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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 & 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.

Name: Cathy Couture

Organization: Hawthorne NFA

Street Address: 805 Jacobson Ave City: Madison State: WI Zip: 53714

Tel: 608/445-8668

Email: McSee@aol.com

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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In addition to supporting noise compatibility plan, I have a few thoughts:

- ① 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 when out of town.
- ② 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.
- ③ Community Education - I would request a more robust FAQ on the 115th -

Name: Marina Kelly

Organization: None - Neighbor

Street Address: 29 Waubesa St City: Madison State: WI Zip: 53704

Tel: (608) 333-5734 Email: marinayronne@gmail.com

Please email completed comment forms by November 24, 2025 to:

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

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**THANK YOU FOR YOUR PARTICIPATION**

website + the Dane Co Regional Airport website.

#### ④ Quantity of Jets + commercial flights

We live on the commercial flight path.

I'm wondering what options there are  
(for spacing at jet departures/arrival)  
in coordination w/ other aircraft noise.

#### ⑤ Public Education Campaign

People don't know b'z making noise  
complaint is useful - + when.

Short Piffs' msnsound.com has  
rest time noise data. It would  
be great to have a more robust  
version of this incredible  
citizen science effort where  
neighbors could easily track  
rest time noise so they could  
report anything w/ of the ordinary

Final Request: To the Can you please publish  
115<sup>th</sup> a weekly schedule of flights



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I currently work near the Milwaukee St / Hwy 51 intersection. The noise from the F-35s is often so loud I can not 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...

Name:

Organization:

Street Address:

City: Madison State:  Zip: 53704

Tel:

Email:

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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I love the airport noise.

I think you should provide coffee + doughnuts

and it would make other people love airport noise too.

Name: \_\_\_\_\_

### Organization:

Street Address:

City:

State:

Zip:

Teli

Email:

Please email completed comment forms by November 24, 2025 to:  
**part150study@msnairport.com**

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- 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
- I wish I didn't buy my house because of the airport
- Planes are flying lower over my house. I am not sure why. The FedEx is super low! Even on clear days they are low.
- Airport noise is the number 1 reason I don't want to invest
- There are more flights early in the morning and late at night. I wish this would stop
- Anything that can be done to reduce noise

Name: Lauren Lambert Organization: self is very much appreciated  
Street Address: 305 Bryan St City: Madison State: WI Zip: 53714  
Tel: 608/957 3822 Email: lenton.lambert@gmail.com

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

Thank you for the open house and helping to reduce noise.  
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I work on Kinsman & my wife works @ home by Fair Rock & Milwaukee. The noise levels (instantaneous) while brief are well over 90 dB measured with the other 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.

We are noticing mental health issues and nervous system issues when surprised by these bursts of extreme sound.

- What can be done to help?

Name: Jason Parkhorn Organization: \_\_\_\_\_  
Street Address: 2960 Union City: Madison State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Tel: \_\_\_\_\_ Email: jason974603@gmail.com

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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- 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.
- Residential properties that received prior easements for noise abatement should in no way be excluded from future noise mitigation measures. The decible levels have increased significantly due to increase traffic, presence of F-35, and the overall goals of ~~increasing~~ expanding to international flights and additional domestic flight options.

Name: Sarah Bradley

Organization:

Street Address: 713 North Lawn City: Madison State: WI Zip: 53704

Tel: Email: [Sarah\\_b444@yahoo.com](mailto:sarah_b444@yahoo.com)

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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- I purchased a condo over ten years ago and inquired what the noise levels were being so close to the airport. 3910 Hietter 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 & future areas of concern. Not sure of what level dishes rattle at but they didn't when I moved in and now they do.
  - Disappointed there was not a presentation
- Also concerned that The River Food Pantry is currently building a new facility right by the Oak Park trailer court, which is land the airport would purchase and not have developed.

Name: Monica Wahlberg

### Organization:

Street Address: 3910 ~~Highway~~ Rd

City: Madison

State: WV Zip: 53704

Tel:

Email: [mchwinagin@yahoo.com](mailto:mchwinagin@yahoo.com)

Please email completed comment forms by November 24, 2025 to:

part150study@msnairport.com

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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 F35 flights.

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. 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/holding when they approach. We see parents dropping to their knees to cover their children's ear, putting their own hearing in danger. Get some practical info out please.

Name: Phyllis Mische

Organization:

Street Address: 3354 Ridgeway Ave City: Madison State: WI Zip: 53704

Tel: 608-249-3465

Email: micketwo@att.net

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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Dane County Regional Airport

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Please provide homeowners with more guidance about: 1) what amelioration options might be available to them if there is a pre-existing easement on their ~~old~~ 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.)

Name: Keisha Lindsey Organization: N/A  
Street Address: 513 Powers Ave City: Madison State: WI Zip: 53714  
Tel: 312-731-6722 Email: keishanjeri72e@hotmail.com

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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To Reduce the Noise in the Residence

will there be sound Insulation

Provided ? If so when will it

be started.

Name: TASHI TSETEN

Organization:

Street Address: 3204 QUINCY AVE. City: MADISON State: WI Zip: 53704

Tel: 608-304-7953 Email: TENTASH92@YAHOO.COM

7953

Please email completed comment forms by November 24, 2025 to:

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

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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-35. 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-15 were bad enough. F-35's are a pity to this beautiful city.

Name: Kristin Bartel

### Organization:

Street Address: 2618 East Lawn Ct. City: Madison

State: WI Zip: 53704

Tel: (608) 495-4200

Email: knistin-bartel@yahoo.com

Please email completed comment forms by November 24, 2025 to:  
[part150study@msnairport.com](mailto:part150study@msnairport.com)

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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 relaxing in the natural areas.

Name: Linda Hall Organization: —  
Street Address: 1834 Rutledge City: Madison State: WI zip: 53704  
Tel: (608-692-1882) Email: lhall34@gmail.com

Please email completed comment forms by November 24, 2025 to:

part150study@msnairport.com

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THANK YOU FOR YOUR PARTICIPATION

3033 WEBB AVENUE #5  
madison, Wisconsin  
53714-1575

MILWAUKEE WI 530

12 NOV 2025 PM 3 L



RECEIVED

Dane County REGIONAL Airport  
4000 International Lane  
Madison, Wisconsin 53704

DANE COUNTY  
REGIONAL AIRPORT

53704-312015

## Part 150. NOISE STUDY

November 10, 2025

Part 150 STUDY (NOISE)

Dane County Regional Airport

I live less then 1/2 mile from Airport take off & landing site; for homeland, national; search & rescue, expedite, detainment & deportations. These procedures are impulsive. Some craft has noise. That does not raise a concern. If it did, I am aware "I" 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.

Jaimie L. Drews (female Childs Perkins,

Jaimie L. Perkins, Perkins-Drews-Drews-Perkins)  
3033 Webb Avenue Apartment 5  
Madison, Wisconsin 53714-1575 U.S.A.

November 10, 2025

(concerns)

Columbia Energy Center

Alient Energy Center

Wisconsin Public Service

MGE (Madison Gas & Electric)

co-owners to the

Kenosha (Paris Solar

(County)

battery Park) WEC energy group

co-owners is not Nation/State insured lot Assign

ees.

I, Jamie L. Drews, did not see site or  
consent any development (Local, storm,  
Lot 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  
Quarentene YES } & RESCUE

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~~ 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  
(GOTHIC OCCULT) "The Mummy"

Sunnyside could be reference  
as (GOTHIC Horror movie) motel, hotel,  
Asylum/Other

To many Missing Persons, Cadavers,  
Embryos, movie/science hidden body parts

should never be tampered, harmed or disrupted from Search & Rescue Local | State | military | Nation International | Inter Stellar, Interior Surgeons | officers units.

This is criminal anywhere

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

Janice Lynn Davis-Perkins



## Cleaner Energy

### New Solar and Battery Storage Projects to Serve Customers

MGE received approval in May to build the Sunnyside Solar Energy Center, a 20-megawatt (MW) solar array and 40-MW battery storage system to be built in Fitchburg. The project will provide locally generated solar energy to MGE's distribution system serving customers.

The 20 MW of solar capacity are expected to generate enough energy to power about 6,000 households. The 40 MW of four-hour battery storage would provide electricity during times when energy demand is greatest and when renewable capacity is insufficient to meet all customer needs.

The solar array is expected to begin serving customers by the end of 2026, and the battery storage system is expected in 2027.

#### Large-scale battery storage now online

In June, Wisconsin's first large-scale battery storage installation came online. MGE owns 11 MW of the 110-MW battery storage at the Paris Solar-Battery Park. MGE also owns 20 MW of solar capacity at the facility. The 200-MW solar array in Kenosha County came online in December 2024. MGE's share of the solar output is expected to generate enough electricity to power



Paris Solar-Battery Park. Photo courtesy of WEC Energy Group.

about 6,000 homes. These renewable energy projects are part of several in various stages of development.

Visit [mge.com/netzero](http://mge.com/netzero) to learn more about MGE's ongoing clean energy transition as we work toward net-zero carbon electricity.



## Community Grid

### Explore EVs with MGE

If you're shopping for an electric vehicle (EV), MGE has resources to help.

#### Explore My EV

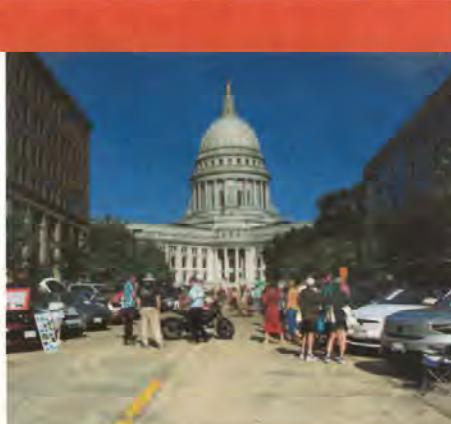
MGE's Explore My EV is a free online tool that considers several factors, such as your daily commute, electricity costs, vehicle costs, maintenance costs and driving range, to help you choose an EV that's right for your lifestyle.

Learn more and start exploring the benefits of EVs at [mge.com/ExploreMyEV](http://mge.com/ExploreMyEV).

#### Community events

Get your EV questions answered! MGE participates in several community events where you can explore EVs in person, look "under the hood" and chat with our EV ambassadors. Find us at these upcoming events in Madison:

- Sept. 13: Northside Festival, Warner Park
- Sept. 20: Madison EV Expo, Capitol Square
- Oct. 28: Transportation & Innovation Expo, Monona Terrace Community & Convention Center



Madison EV Expo on the Capitol Square.

#### There's a lot to love about EVs

Learn about available vehicle models, costs, charging, benefits and more at [mge.com/LovEV](http://mge.com/LovEV).

Visit [mge.com/e2050news](http://mge.com/e2050news) to learn more.



 Energy Use

## Back-to-School Energy-Saving Tips for a Smart, Cozy Home

As backpacks get packed and school bells start ringing, it's also time to get your home ready for the cooler months ahead. Here are some smart energy-saving tips to help your home make the grade this fall.

### Homework for your heating system

- Schedule a furnace checkup**—A quick tune-up ensures your HVAC system is running efficiently all season long.
- Replace or clean filters**—Just like fresh school supplies, clean filters help everything run smoother. Extra credit: Replace furnace and heat pump filters once a month or as needed.
- Seal up drafts**—Use weather stripping or caulk to keep warm air in and cold air out.

### Smart thermostat = smarter home

- Lower the thermostat**—Give your heating system a study break by reducing the temperature by 7 to 10 degrees for 8 hours a day. You could reduce your energy use by up to 10% a year!
- Use a programmable or smart thermostat**—Set it and forget it for low-effort energy savings. Extra credit: Explore thermostat deals at [focusonenergymarketplace.com](https://focusonenergymarketplace.com).

### Let in the sunshine

- Open window coverings during the day**—Natural sunlight will help warm your space, allowing your heating system to take a short recess.
- Close them at night**—Keep the warmth in after the sun sets.

### Bright ideas for lighting

- Switch to LED bulbs**—They last longer and use less energy, earning an A+ on energy efficiency.
- Use timers or motion sensors**—Great for outdoor lights and late-night study sessions.

### Cut the waste

- Unplug unused electronics**—Chargers, game consoles and other devices still use power when they're off. Extra credit: Smart power strips make it even easier to reduce standby power.

### Laundry and hot water tips

- Wash clothes in cold water**—It's just as effective and saves energy. Extra credit: Air dry when you can to save even more.
- Set your water heater to 120°F**—Safe, efficient and just right for busy school mornings.

Visit [mge.com/save](https://mge.com/save) for more seasonal energy-savings tips.


 Innovation

### State Regulators Approve New Energy Storage Project

The innovative Columbia Energy Storage Project, a partnership between the co-owners of the Columbia Energy Center, received approval from State regulators in June.

The Columbia Energy Storage Project is the first long-duration energy storage system of its kind to be developed in the United States. The 18-megawatt project is designed to improve grid stability and deliver enough electricity to power approximately 18,000



*Image courtesy: Energy Dome, Alliant Energy*

homes for 10 hours on a single charge. The added reliability and dispatchability on the grid will help the partner utilities meet peak demand and further enable MGE's ongoing clean energy transition.

The project will be built south of Portage in the town of Pacific, near the current Columbia Energy Center, which is co-owned by Alliant Energy, Wisconsin Public Service and MGE. MGE is a minority owner of the power plant. Construction is expected to begin in 2026 and be completed by the end of 2027.

Puede leer estos artículos en español en [mge.com/e2050noticias](https://mge.com/e2050noticias).

 Working Together

### FOCUS ON ENERGY Delivers Energy Savings

Focus on Energy is Wisconsin utilities' statewide energy efficiency and renewable resource program funded by the state's investor-owned energy utilities and participating municipal and electric cooperative utilities.

In 2024, Focus on Energy offered financial incentives and technical assistance to help eligible Wisconsin residents and businesses reduce their energy waste. According to an independent evaluation of 2024 programs, Focus on Energy delivered \$4.17 in benefits to Wisconsin residents and businesses for every \$1 spent, resulting in economic benefits, reduced energy costs and reduced emissions. In addition, the overall customer satisfaction rating for 2024 was 9.4 on a 10-point scale.



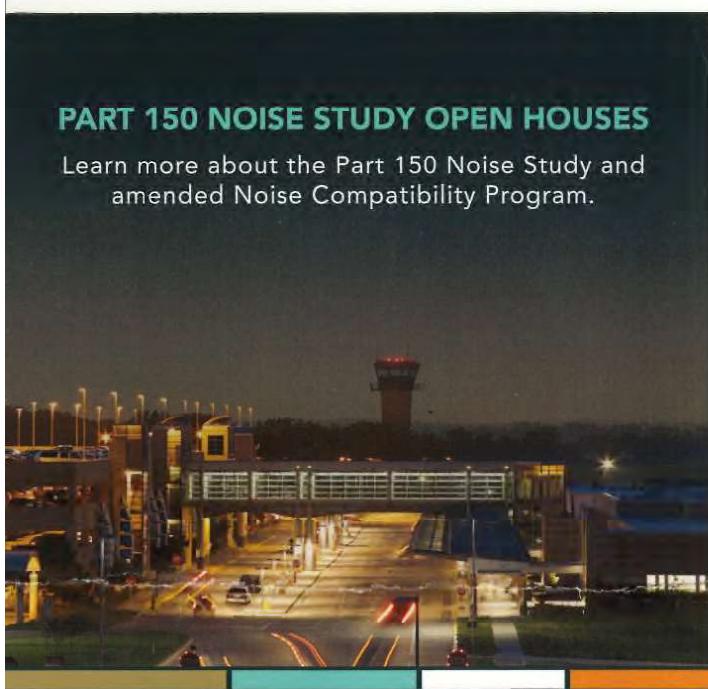
Learn more about Focus on Energy and explore resources at [focusonenergy.com](https://focusonenergy.com).

Connect with MGE on social media.



## PART 150 NOISE STUDY OPEN HOUSES

Learn more about the Part 150 Noise Study and amended Noise Compatibility Program.



- › [MSNAirport.com](http://MSNAirport.com)
- › 4000 International Lane – Madison, WI
- › [Part150study@msnairport.com](mailto:Part150study@msnairport.com)

**Dane County Regional Airport**  
4000 International Lane  
Madison, WI 53704

PRST STD  
US POSTAGE  
PAID  
MADISON, WI  
PERMIT #1331

\*\*\*\*\*ECRWSS\*\*C001  
RESIDENT  
3033 WEBB AVE APT 5  
MADISON, WI 53714-1575

T5 P1  
8954



## DEAR AIRPORT NEIGHBOR,

Learn more about the Dane County Regional Airport's Part 150 Study and amended Noise Compatibility Program and provide your feedback by attending any of the open houses offered below. Parking is free at all venues.

**11/6/2025**

- › Thursday, November 6th at 6:30PM
- › Dane County Regional Airport | 4000 International Lane, Madison
- › Airport lobby between Terminal Doors 1 and 2

**11/7/2025**

- › Friday, November 7th at 10:00AM
- › Dane County Regional Airport | 4000 International Lane, Madison
- › Airport lobby between Terminal Doors 1 and 2

**11/8/2025**

- › Saturday, November 8th at 9:30AM
- › Madison College | 1701 Wright Street, Madison
- › Welcome Center/Atrium (enter from Wright Street)

MSNAirport.com | 4000 International Lane – Madison, WI | Part150study@msnairport.com

**Archived:** Thursday, November 20, 2025 3:36:46 PM

**From:** Kap Mueller

**Mail received time:** Thu, 13 Nov 2025 17:06:48 +0000

**Subject:** Feedback on Amended Airport Noise Abatement Plan

---

Hello,

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.

My concerns with the new plan are as follows:

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.
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. The Oak Park Terrace community consists primarily of low-income renters in a mobile home park who have limited housing options and face significant barriers to relocation. 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 and diligent work on this important problem.

Thank you,

Kap Mueller

**Archived:** Thursday, November 20, 2025 3:36:25 PM

**From:** Eric Leventhal

**Mail received time:** Thu, 13 Nov 2025 20:59:18 +0000

**Subject:** Comment on the airport's Noise Compatibility Plan

---

Hello,

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.

My

concerns with the new plan are as follows:

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.

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 and diligent work on this important problem.

Thank  
you,  
Eric

--

**Eric Leventhal**

Mobile: 440-533-5500

**Archived:** Thursday, November 20, 2025 3:36:03 PM

**From:** [Aaron Greenblatt](#)

**Mail received time:** Fri, 14 Nov 2025 04:11:15 +0000

**Subject:** Part 150 Study Comment

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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.

Thank you for your consideration.

Aaron Greenblatt  
186 Ohio Ave  
Madison, WI 53704  
[green3q@gmail.com](mailto:green3q@gmail.com)  
ph: 608-772-1761

**From:** Maria Delestre

**Mail received time:** Sat, 15 Nov 2025 12:41:39 +0000

**Subject:** Noise Compatibility Program - Comment

**Archived:** Thursday, November 20, 2025 3:34:48 PM

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Dear Dane County Regional Airport and Part 150 Study Team,

I am writing to submit a public comment on the ongoing airport noise study.

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.

Thank you,  
Maria

**Archived:** Thursday, November 20, 2025 3:34:26 PM

**From:** Timothy W Coursen

**Mail received time:** Mon, 17 Nov 2025 01:19:47 +0000

**Subject:** Comments on Military Aircraft Noise

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To Whom it May Concern,

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.

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.

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.

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.

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.

Thank you for considering my comments.

Sincerely,

Timothy W Coursen  
Resident of Madison's East Side

**Archived:** Thursday, November 20, 2025 2:14:42 PM

**From:** Kathleen Howe

**Mail received time:** Fri, 7 Nov 2025 15:55:26 +0000

**Subject:** Unbearable F-35 noise

---

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?

NO.

Kathleen Howe

**From:** Chris Schatz

**Mail received time:** Tue, 4 Nov 2025 16:52:57 +0000

**Subject:** Study and Plan Must Address F-35s

**Archived:** Thursday, November 20, 2025 2:16:19 PM

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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 B= EFORE making this change that supports this as acceptable? I am unimpressed= that any residents' concerns were taken into account, as acoustic trauma a= nd 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 can= not 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.

Sincerely,  
Chris Schatz, DVM  
2429 Hoard St.  
Madison, WI 53704

**Archived:** Thursday, November 20, 2025 3:17:18 PM

**From:** Michelle Wirth

**Mail received time:** Fri, 7 Nov 2025 21:07:37 +0000

**Subject:** Questions and comments for 14CFR Part 150 Noise study

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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.

Questions:

1. 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?
2. 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?
3. 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?
4. 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)?

Comments:

1. 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.
2. Similarly for the Airport's plans and timelines. This will help us know what to expect for the future.
3. 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.
4. 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. 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.

5. 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.
6. 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.
7. 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.
8. 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:
  1. 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."
  2. 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.
  3. 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.

9. 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.
10. 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.

Thank you for considering my comments.

Michelle Wirth, Ph.D.  
186 Ohio Ave  
Madison, WI 53704

**Archived:** Thursday, November 20, 2025 3:17:44 PM

**From:** Ellena Keener

**Mail received time:** Mon, 10 Nov 2025 13:53:04 +0000

**Subject:** Public\_Input\_Regarding\_F-35\_Impacts\_and\_Noise\_Compatibility\_Program\_=96\_East\_Madison?=

---

Dear Dane County Regional Airport Team,

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. 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.

While the amendment's additions are welcome, I would also ask to consider:

1. expand LU-6 to cover all heavily impacted homes, not just those within the DNL contour.
2. Broaden NA-1 to reroute flights over fewer residential areas, not only schools.
3. 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.
4. Conduct and publish air-quality and health impact analyses from afterburner use.

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.

**Archived:** Thursday, November 20, 2025 3:18:01 PM

**From:** Jess Draws

**Mail received time:** Mon, 10 Nov 2025 21:55:07 +0000

**Subject:** Public Comment on MSN Part 150 NCP Draft

---

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.

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.

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.

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.
- 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.
- 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.
- 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.

Here are my requests for stronger action.

1. 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.
2. Restrict low-altitude and high-thrust take-offs or other operations over dense residential areas (higher altitudes, reduced thrust, noise-optimized climb-out).
3. 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.

4. 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.
5. 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.
6. **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.

Thank you for your attention, and I look forward to seeing how the NCP addresses these concerns.

Sincerely,  
Jess Draws  
1630 Fordem Ave, Madison 53704

**From:** Debra Claire

**Mail received time:** Tue, 11 Nov 2025 16:17:01 +0000

**Subject:** Plea for jet relocation

**Archived:** Thursday, November 20, 2025 3:18:31 PM

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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 c= onduct 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.

Debra Claire  
Sent from my iPad

**Archived:** Thursday, November 20, 2025 3:19:48 PM

**From:** Amy Bethel

**Mail received time:** Sat, 8 Nov 2025 22:21:43 +0000

**Subject:** Part 150 study

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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.

Amy S. Bethel

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**From:** Anita Hecht  
**Mail received time:** Sat, 8 Nov 2025 21:35:49 +0000  
**Subject:** Part 150 Study comment  
**Archived:** Thursday, November 20, 2025 3:20:10 PM

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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-35=s. 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.

Sincerely,  
Anita Hecht  
Madison WI 53703  
608.658.1102

**From:** "[lisalw@tds.net](mailto:lisalw@tds.net)"

**Mail received time:** Sun, 9 Nov 2025 15:26:20 +0000

**Subject:** Part 150 Noise Study Feedback

**Archived:** Thursday, November 20, 2025 3:20:41 PM

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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,  
Lisa Wilber

**Archived:** Thursday, November 20, 2025 3:21:08 PM

**From:** Rose Arcand

**Mail received time:** Tue, 11 Nov 2025 01:24:25 +0000

**Subject:**

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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

**Archived:** Thursday, November 20, 2025 3:21:29 PM

**From:** Holly

**Mail received time:** Sun, 9 Nov 2025 12:50:37 +0000

**Subject:** NCP

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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,

Holly Buchholz

**From:** Rebecca Bock  
**Mail received time:** Sun, 9 Nov 2025 14:18:54 +0000  
**Subject:** NCP feedback  
**Archived:** Thursday, November 20, 2025 3:21:48 PM

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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.  
Rebecca Bock  
1450 Morrison St  
Madison