

Archived: Thursday, November 20, 2025 3:22:23 PM

From: "Riechers, Michael"

Mail received time: Thu, 30 Oct 2025 19:59:16 +0000

Subject: FW: Dane County Airport Responses to Public Comments on Draft Noise Compatibility Plan (NCP)

Attachments:

Safe Skies Comments on Draft Noise Compatibility Program - FINAL - 6march24.pdf;

Begin forwarded message:

From: Steven Klafka <sklafka@wingraengineering.com>

Date: October 29, 2025 at 7:08:55 PM CDT

To: Safe Skies Coordinators <sscoordinators@googlegroups.com>, Safe Skies Google Group <no-f-35s-in-madison@googlegroups.com>

Cc: Madison Common Council <allalders@cityofmadison.com>, Satya Rhodes-Conway <mayor@cityofmadison.com>, #County Board Recipients <County_Board_Recipients@danecounty.gov>, "County, Executive" <County.Executive@danecounty.gov>

Subject: Dane County Airport Responses to Public Comments on Draft Noise Compatibility Plan (NCP)

?

Please note that the new 2025 version of the Noise Compatibility Plan (NCP) for the county airport now includes appendices. These have airport responses to public comments on the draft 2024 plan.

If you took time to submit comments on the draft 2024 airport, thank you. Please review their responses to your comments so you can update your comments on the new 2025 version of the plan during the upcoming open houses on November 6, 7 and 8 and public hearing on November 18th.

Here is a [link to the appendices](#). Note they are 449 pages long. There is a nice table summarizing comments and the airport response. I see the mayor's comments are included. Her primary concern is not reducing the noise impact on Madison residents but limits on future development due to airport restrictions.

It's important to note that the majority of the comments from Safe Skies on the 2024 noise abatement plan were rejected by the county airport and not included in the pending 2025 noise abatement plan. They did thankfully recognize our suggestion to move the mobile home park next to the main runway, and actually spend money on noise insulation for homes, businesses and schools. For your information, the Burlington, Vermont airport anticipates spending over \$200 million for home relocation and adding insulation to homes impacted by their F-35 fighter jets.

Noteworthy, the 2025 NCP does not change the proposed Airport Affected Area which is an enormous 34 square miles. The size of this area consumes much of the north and east sides of Madison. It is far larger than the area defined by the outdated 65 decibel threshold used by the airport to determine who qualifies for noise abatement. Most of residents, businesses and schools in this Airport Affected Area will receive no noise abatement.

Here is a summary of the Safe Skies comments on the 2024 noise abatement plan submitted on March 6, 2024. Most of these have not been addressed by the proposed 2025 plan to be discussed in the upcoming open houses and public hearing.

[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 and Treasurer
Safe Skies Clean Water Wisconsin

From: Duncan Smith

Mail received time: Sat, 8 Nov 2025 00:10:35 +0000

Subject: feedback

Archived: Thursday, November 20, 2025 3:22:42 PM

My overall concern is that choices made by those in power regarding airport noise are going to generally make living near the airport unpleasant and will negatively affect property values.

I'm concerned that the people who benefit most from the airport's proximity to the city center are not the people who have to deal with the negative consequences of that proximity. This dichotomy in benefit likely follows a dichotomy of wealth.

I'm concerned that average decibels is a wholly inadequate metric of the experience of noise. Daily (and nightly) activities are not disturbed by noise averages; they are disturbed by noise events. There's no way to convey to someone what an average sound level feels like, unless, perhaps it's put in terms of the number of events and how much those events disturb daily life.

I'm concerned that once the county acquires new aviation easements, any commitment to affected residents will vanish. It follows that this would happen given that earlier draft report showed that existence of an easement inside the 65 dB boundary automatically converted non-compatible to compatible.

I'm concerned that the Part150 study and its 65 dB boundary is only for predictions for 2027 and this does not include nor would be updated for Melissa Agard's endorsement of the airport becoming an international airport, which will lead to more flights (more noise) and larger planes (more noise). As per the previous point, it follows that nothing would be done about future noise increases as long as aviation easements are in place.

I'm concerned that Madison's expected growth and the airport's expected growth are incompatible.

I'm concerned that the existence of aviation easements on properties is difficult to find and will remain so.

I'm concerned that the discussion only seems to be about F35 jets and which direction they travel. There's no discussion about how to address the substantial noise from night time arrival of air carriers from the south. The draft report says night arrival will go from 1859 in 2022 to 3965 in 2027 (more than doubling) and that arriving from the south is the most common night time direction.

I'm concerned that reporting noise events has no effect on airport operations. It feels like it is only a formality.

Thank you for the opportunity to provide feedback.

Archived: Thursday, November 20, 2025 3:23:52 PM
From: Catherine Stephens
Mail received time: Wed, 12 Nov 2025 17:25:32 +0000
Subject: Feedback for jet noise issues in Madison WI

Date: November 12, 2025

RE: F35 jet noise affecting neighborhoods in Madison, Wisconsin

Hello,

We live on the near east side of Madison near Atwood Avenue, a densely populated urban neighborhood affected by high levels (90-100 decibels) of F35 jet noise.

November 7, we attended the open house at Dane County Regional Airport. We spoke with a number of airport staff and Melissa Agard, Dane County Executive. Catherine also attended the October 3rd airport noise abatement committee meeting, and shared comments with the group.

November 7th we viewed the revised and updated sound contour map that is part of the updated airport noise study. We understand that due to the DNL measurements and the procedures by which noise data is gathered, our neighborhood and other parts of the city impacted by the high level noise do not appear on the revised map. We would like to encourage the FAA to update the sound modeling and data collection process to be more relevant and accurate with regards to actual noise levels experienced in neighborhoods in the flight path of the F35 jets.

MSN Sound, a grassroots and citizen based effort drawing on sound meter devices provides actual decibel data when airplanes fly over Madison neighborhoods. We encourage the Airport and Truax base to continue to monitor MSNSound.com when jets take off and land.

Can Truax and the airport work with the community to update the FAQ page on the airport web site? For example, recap why the military F35 jets are based here in Madison.

Can Truax and the ANF send a notice about when the military jets will fly to alert neighborhoods about days and times when a high noise level is at play?

On high wind days, could Truax reduce the number of flights for the military jets? See attached image on November 5th over a 3 hours time frame.

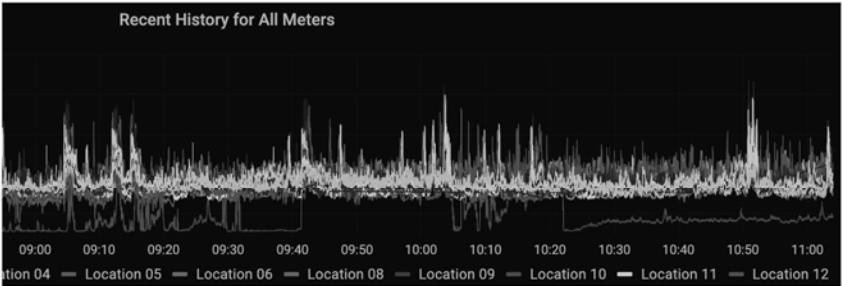
Thank you to airport leadership staff for proposing runway updates that would help relieve the 80,90,100 decibel noise impact for Madison urban areas, schools, community centers and homes. We understand this would bring about a very positive result for noise relief.

We appreciate your continued work and attention to the environmental impact of the F35 jets in Madison, Wis.

Respectfully,

Catherine Stephens
204 Division Street
Madison, Wisconsin
Cell: 608-347-0992

Larry Stephens
204 Division Street
Madison, Wisconsin
Cell: 608-347-4204



Archived: Thursday, November 20, 2025 3:24:24 PM
From: Jay Soundz
Mail received time: Sat, 25 Oct 2025 22:25:18 +0000
Subject: FAA Part 150 Noise Compatibility Proposal – Advanced Adaptive Louver Noise Suppression System

To: part150study@MSNairport.com
Subject: FAA Part 150 Noise Compatibility Proposal - Advanced Adaptive Louver Noise Suppression System

Hi,

This proposal presents an **advanced adaptive louver noise redirecting and suppression system** for runway noise mitigation in compliance with **FAA Part 150 - Airport Noise Compatibility Planning**. The system combines **dynamic acoustic redirection** with **sound absorption** to reduce community exposure while maintaining operational safety.

System Concept

- **Adaptive louver walls:** Installed along both sides behind the runway in **staggered modular sections**, approximately 30 feet per module, forming a wave-barrier pattern.
 - **Acoustic treatment:** Louvers incorporate **sound-absorptive materials** to dissipate shock waves that would otherwise reflect off the tarmac.
 - **Dynamic operation:** During takeoff, louvers tilt to **redirect jet noise upward and rearward**, while stationary positions continue to absorb residual sound energy.
 - **Targeted deployment:** Modules are installed in zones of highest acoustic impact, minimizing structural footprint and visual obstruction while maximizing mitigation.
-

Operational Integration

- **North-heading departures:** Aircraft are routed north for takeoff and circle back if a southbound trajectory is required. This avoids overflight of populated areas and complements the physical mitigation measures.
-

Implementation

- **Small-scale pilot testing:** Modules can be installed in select zones to validate performance and operational integration.
 - **Scalability:** Following validation, the system can be deployed across urban-affected airports to standardize noise reduction.
 - **FAA Compliance:** Aligns with Part 150 objectives, supporting noise reduction over sensitive land uses and complementing compatible land use planning.
-

Conclusion

The **advanced adaptive louver noise redirecting and suppression system**, combined with north-heading departure routing, provides a **highly effective, modular, and scalable solution** for airport noise management. It addresses both **physical and operational mitigation**, offering a next-generation approach for community-compatible airport operations.

Appreciate the opportunity.
Thank you for your attention.

Sincerely,
Mr. Jeff Schmelzkopf

702-934-0307

Archived: Thursday, November 20, 2025 3:24:48 PM

From: Jay Soundz

Mail received time: Sat, 25 Oct 2025 22:56:10 +0000

Subject: FAA Part 150 Noise Compatibility Proposal – Advanced Adaptive Louver Noise Suppression System

Following up on my earlier submission regarding the advanced adaptive louver noise suppression system, I wanted to provide additional technical context on system functionality, extended coverage, and implementation considerations.

To: part150study@MSNairport.com

Subject: FAA Part 150 Noise Compatibility Proposal - Advanced Adaptive Louver Noise Suppression System

Hi,

System Overview

The adaptive louver system is designed as a dynamic, modular noise management solution. When sound levels exceed a predetermined threshold, the panels automatically tilt between 31 and 51 degrees, both angles pointing upward, redirecting jet noise upward and rearward along the staggered modules. Each module activates sequentially as the aircraft passes, forming a wave-barrier pattern that maximizes absorption and deflection. After the aircraft clears the area, the louvers return to their resting position, minimizing visual and aerodynamic impact.

Extended Coverage

The system is fully scalable and can include roof-mounted panels using lightweight, sound-dampening materials similar to Dynamat or a microarray configuration of louvers. This captures reflected acoustic energy from hard surfaces such as terminal roofs, extending coverage in a three-dimensional mitigation strategy without requiring additional ground space.

Design and Implementation Considerations

Cross-disciplinary engineering includes sound engineers to model acoustics and mechanical engineers for tilt mechanisms, durability, and integration with runway operations. Small-scale prototyping with 3D-printed or pilot modules can validate sequencing, acoustic performance, and operational compatibility. Full-scale deployment would use modular panels that can be replaced individually if damaged. Maintenance includes heating or de-icing systems to prevent freezing, periodic inspection for wear or erosion, and lubrication to maintain optimal operation.

This approach ensures a flexible, high-performance, and maintainable system that can be implemented at urban-affected airports to provide both ground-level and rooftop acoustic mitigation while maintaining operational safety and FAA Part 150 compliance.

Appreciate the opportunity

Thank you for your attention.

Sincerely,

Mr. Jeff Schmelzkopf

702-934-0307

Archived: Thursday, November 20, 2025 3:25:06 PM

From: Cindy A Carter

Mail received time: Tue, 11 Nov 2025 16:01:10 +0000

Subject: F35s

Time to eliminate the F 35 traffic to Dane Cty Reg Airport. These noise makers serve NO purpose. We the people have rights!!! Cindy Carter

From: Dianne Fisher

Mail received time: Tue, 11 Nov 2025 21:33:12 +0000

Subject: F-35 noise

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

As a long time, east side Madison resident, I am writing to strongly support new flight paths, expansion and/or reconfiguration of the runways, sound insulation programs, and any other improvements to the Madison/Truax airport that would help decrease the loud noise and pollution from the F-35s. As the study indicates, these changes would lessen some of the negative impacts of these flights on our community.
Thank you for supporting the study's findings.

Dianne Fisher

Archived: Thursday, November 20, 2025 3:26:42 PM

From: James Thayer-Hart

Mail received time: Wed, 12 Nov 2025 18:17:38 +0000

Subject: F-35 noise

I live off Sherman Ave by Burrows Park . My home is on the flight path of runway 3. The F-35's returning from their daily assignments and using runway 3 for landing take tight turns over this area on approach. Since their flight is ending for the day, I don't see the need to come in for landings this close to the end of the runway. I feel they can land like a commercial jet by gliding in from five miles out instead oright over this part of the city. What's the rush in turning so close to the runway?

Archived: Thursday, November 20, 2025 3:27:07 PM

From: Steven Klafka

Mail received time: Wed, 29 Oct 2025 21:14:11 +0000

Subject: Comparison of 2024 and 2025 Noise Abatement Plans

The county airport has released its 2025 amended Noise Compatibility Program.

If available, could I please receive a copy of the 2024 Noise Compatibility Program (NCP) with 2025 changes identified?

--

Steven Klafka, P.E., BCEE
Environmental Engineer
Wingra Engineering
4118 Meyer Avenue
Madison, WI 53711
(608) 213-4473
www.wingraengineering.com
Since 1991

Archived: Thursday, November 20, 2025 3:28:21 PM

From: [Joe Kunesh](#)

Mail received time: Thu, 30 Oct 2025 12:20:25 +0000

Subject: Aircraft sounds

I live south of the airport. I like seeing and hearing airport traffic. Mostly I hear landings at my location. It is interesting to me. I really love hearing the military aircraft.

From: Jed Hohlbein <jedhoh@yahoo.com>
Sent: Thursday, November 13, 2025 9:22 AM
To: part150study@msnairport.com <part150study@msnairport.com>
Subject: Airport Noise

[EXTERNAL]

This Message Is From an External Sender

This message came from outside your organization.

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Hello,

I am writing to express my support for changing flight paths so that the F-35s take off to the north of Madison. I live in the Eastmoorland neighborhood and the F-35s are very disruptive when taking off in our direction. I work from home and the noise is so loud that I cannot hear my co-workers on calls. It also is somewhat painful unless I cover my ears. The vibrations from the jets taking off also rattle the windows of our house. We also live down the street from a school and imagine there is even more disruption for young children who are trying to learn.

Thank you for your consideration.
Jed Hohlbein

Archived: Thursday, November 20, 2025 4:10:38 PM

From: Joel Heiman

Mail received time: Mon, 17 Nov 2025 21:27:14 +0000

Subject: AIRPORT NOISE COMPATIBILITY PROGRAM COMMENTS

As a lifelong resident of Madison, east Madison to be precise, I would like to voice my support for all means to reduce or eliminate air traffic noise at MSN, most importantly, F35 noise.

I live in the Emerson East neighborhood right across the street from Emerson Elementary School. My mother grew up two blocks from my house and attended Emerson Elementary in the 1930s. Her father fought in World War I and received a Purple Heart. My father served in the Air Force in Korea. I am not anti-military.

When the F35s fly over our house at very low elevations, the flight path includes not just Emerson Elementary but also East High School. I thought schools are supposed to be protected from unhealthy noise levels. When F35s fly over, they rattle the windows on our house and when I'm outside I need to cover my ears. It's really loud. And it makes me wonder what damage this repeated auditory assault is doing to school children, especially when they're outdoors for recess. How can this be a good thing?

Please support real changes to eliminate this hazard from our public schools and neighborhoods. Changing flight paths and runway configurations might help. Relocating MSN to a more rural part of Dane County would be better. Relocating the F35s to another part of Wisconsin would be ideal.

Thank you for considering my comments.

Sincerely,

Joel Heiman
East Madison

Archived: Thursday, November 20, 2025 4:10:57 PM

From: [Kate Hewson](#)

Mail received time: Mon, 17 Nov 2025 21:06:00 +0000

Subject: I support the Part 150 study recommendations

As a long time resident of Madison's eastside, I am writing to encourage and strongly support the recommendations of the Part 150 study, including expansion and 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.

Kate Hewson

3815 Monona Drive

Madison WI 53714




Outlook

56 Corry St - Sector67

From Sector67 Team <team@sector67.org>

Date Mon 11/24/2025 6:07 PM

To Airport Part150 Study <part150study@msnairport.com>

 1 attachment (108 KB)

F35 Noise Impact - Sector67.pdf;

This Message Is From an External Sender

This message came from outside your organization.

Hello,

Please find the attached letter.

Thank you,

Chris

Chris Meyer
Director
Sector67

608-241-4605

<http://sector67.org>

56 Corry St
Madison, WI 53704

Sector67 Inc
56 Corry St
Madison, WI 53704
Phone: (608) 241-4605 | team@sector67.org



To Whom It May Concern,

I'm writing in response to the 14 CFR part 150 Noise Compatibility Planning Study regarding airport noise near Dane County Regional Airport. Our building at 56 Corry St and our previous address at 2100 Winnebago St Madison, WI are both impacted by airport noise.

When we purchased our building in 2017, moving from Winnebago St to Corry St, we were obviously aware and had been around airport noise for years. In reviewing historical building information during the purchase we found our building and others struck by gunfire from a burning National Guard F-51 aircraft in 1952 so our potential ties to the airport were well understood.

The F-16 overflights were notable but not overly disruptive to our use at either location. They didn't interfere with our members' use of our workspace or their ability to teleconference and use outdoor spaces for meetings, etc. The arrival of the F-35's has significantly increased the noise throughout our workshop and creates issues communicating outdoors and on phone calls during overflights as well as landings and takeoffs. The noise generated seems to depend a great deal on the approach, the pilot, and the atmospheric conditions so it doesn't seem like treating abatement as an all or nothing is reasonable - providing mitigation through runway extensions, modifying approaches, providing roof and window insulation, and communicating flight schedules would all go a long way to improving the situation on the ground.

Knowing that the airport is likely to continue to grow into the future, integrating larger mitigation structures in future expansions may make some improvement as well:

<https://www.smithsonianmag.com/innovation/crazy-land-art-deflects-noise-from-amsterdams-airport-180955398/>

There's a great deal of confusion around how noise is evaluated federally, but putting this into relatable terms: the vacuum cleaner in the closet is silent most of the time, but try convincing a dog or cat of the quiet placid nature of the vacuum when they've seen how loud it is when operating. I understand the engineering approach to averaging airport noise impacts to the community on an annual basis but the reality is when the F35's overfly our community they interfere with all activity until they've landed or departed - conversations stop, coordination stops, phone calls inside our building are all disrupted on every flight. It might be quiet on average according to the simulated noise projections from departure and arrival data but I can tell you living under the flight path the F35's have a significant impact outside of the mean.

Thank you for your consideration,

Chris Meyer
President
Sector67

Airport f35 noise

From liz zimmer <ezimmer2001@yahoo.com>

Date Mon 11/24/2025 4:49 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Hello,

My name is

liz zimmer ezimmer2001@yahoo.com. I have lived in my home for 25 years and while I live outside the 65 dB DNL contour, our neighborhood experiences substantial aircraft noise. We have documented an increase in the total number of flights landing and taking off over our house and we have experienced a sharp increase in peak noise level events since the F-35s were stationed with the Wisconsin Air National Guard in Madison. Before sharing my comments, I want to thank the MSN airport administration for rescinding the previous NCP and developing an amended one. Thank you, also, to the 115th for engaging in conversations with the airport and developing strategies aimed at reducing some of the noise generated by flight operations. Finally, thank you to my neighbors and the Madison residents who have shared their thoughtful questions, knowledge and experiences throughout the Part 150 noise study process. Below, please find my comments:

1.

NA-8, Section

2.2.8. Consider runway reconfiguration to address non-compatible land use to the south of the Airport.

I strongly support both of the reconfigurations recommended - i.e., a northerly shift of Runway 18/36 and the extension of Runway 3/21 to allow for additional **WIANG**

aircraft. I suggest moving this forward as soon as possible given the length of time it will take to accomplish (especially considering that there are multiple options for extending 18/36). Additionally, I request that the plan for shifting Runway 18/36 be publicized early and discussed widely in order to prepare people who might be impacted by the resultant shifts in aircraft noise levels.

2.

Section 2.3.4: Runway 18 departures turn southwest over the Oscar Meyer Station Railyard -

I am requesting a more thorough reconsideration of the scenario in which half of the south-departing F-35s turn to the west instead of the east. One of the two reasons given for not supporting this

measure was that the NCP "...seeks to ensure that noise is not simply shifted from one community to another, but rather that exposure to 65 DNL is reduced on a net-basis." [Section 3.3.1, p. 3-30]. This guiding principle leaves some areas with a higher burden

in relation to noise levels. I happen to live in one of the areas that is shouldering this burden. I am requesting a more thorough analysis of the Runway 18 departures to the southwest over the Oscar Meyer Railyard. This option would allow for a more equitable

distribution of the noise impacts rather than the concentrated impacts on the same neighborhoods.

3.

**Need for analysis of departure
AND
arrival patterns (NA-6, NA-7)**

I am in agreement with Scott Pigg's comment from the November 18th hearing regarding the need for noise analysis of arrival patterns, not just departures of the fighter jets. The msnsound.com data shows that F-35 arrivals regularly exceed 100 decibels in some neighborhoods and that arriving F-35s mainly use a military overhead break type of approach and the straight in approaches in some weather and traffic conditions. Additional analysis is needed to model the relative noise impacts of these two approach patterns. I am requesting that the Airport and 115th Fighter Wing extend analysis of the noise-abatement departure profiles (NADPs) for the F-35s (NA-7) and extend this analysis to consider alternative noise-abatement arrival profiles, as well.

4.

Section 3.2.4 – Oak Park Terrace

Section 3.2.4 recommends that the Airport consider the voluntary purchase of the Oak Park Terrace mobile-home park and provide relocation assistance if acquisition proceeds. While I understand that this may improve long-term noise compatibility, I urge the Airport to ensure this does not come at the expense of the current residents. To protect housing stability and financial security, I recommend revising this section to include the option for residents to collectively purchase the land or form a resident-owned cooperative and the possibility of below-market lot fees or other support to offset increased noise exposure. This approach could protect residents from displacement while preserving opportunities for improved noise compatibility. Short of this, I would ask that residents be involved in any discussions about what happens to the land following purchase. Dane County has a serious affordable housing crisis and mobile home parks allow low-income households to build equity instead of renting indefinitely, offering long-term financial stability. I urge the airport to avoid replacing one problem (of aircraft noise) with another (the loss of affordable housing).

5.

Limitations of DNL and the need for metrics that reflect community experience

I share the concern that many people who have taken part in this noise study process expressed re: the FAA's primary noise metric. The Day–Night Average Sound Level (DNL), does not represent how residents or wildlife actually experience aircraft noise. People do not react to a 24-hour average; they react to the number of flights, the timing of those flights, and the peak noise levels that affect health, sleep, learning and quality of life. I respectfully request that the Airport incorporate event-based noise metrics (such as Lmax, SEL, and counts of events above 60/65/70 dB) in future noise analysis and in public-facing materials.

6.

Requests for transparency and ongoing communication

To help residents plan and cope with noise and environmental impacts, I respectfully request:

a.

The publication of weekly F-35 flight schedules (recognizing operational limits but allowing residents some predictability).

- b. Public access to data showing the percentage of times the 115th Fighter Wing takes off to the north and arrives from the north. Although the study identifies NA-6 as “Implemented,” I have not seen public reporting on how often fighter jets actually arrive from the north, and depart to the north.
- c. Clearer, ongoing communication about actual operations versus the modeled hypotheses in the Part 150 Study.

7. **Monitoring implementation fidelity**

We will benefit from ongoing monitoring of any suggested measures, including those for commercial aircraft, the 115th Fighter Wing and for individual pilots. I’m particularly attuned to the measures that are non-binding in the recommendations (i.e. those that include the word “encourage”). How will the airport and broader Madison community know if these measures are being implemented? If they are not being implemented, we might work towards a higher level of uptake, but this requires access to robust data that is available to the public.

Thank you for considering these comments. I appreciate the Airport’s efforts to engage the community in this Part 150 Noise Study.

Thank you,

Liz Zimmer

[Sent from Yahoo Mail for iPhone](#)

Amended NCP comments

From Jonathan Beers <beers.jonathan55@gmail.com>
Date Sun 11/23/2025 7:38 PM
To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Our home at 534 Maywood Street, is about 2 miles South-southwest of the Dane County Regional Airport (DCRA). In 2021, Scott Pigg installed a meter to monitor aircraft noise outside our home. This was part of the citizen science project that Scott manages: msnsound.com

We appreciate Scott Pigg's field research via MSNSound.

Here are our comments on the 2025 Amended Noise Compatibility Program (NCP) draft (HMMH Report No. 312360, dated October 2025).

•

We support the amended NCP's recommendation (NA-8) to extend Runway 03/21 to better accommodate F-35 departures. This could reduce noise from

F-35 fighter jets departing to the south over residential neighborhoods. MSNSound has documented that F-35 departures regularly exceed 100 decibels in these

•

We support Recommendation NA-7. We suggest that the NCP also

analyze alternative noise-abatement arrival profiles as well. A different mix of arrival methods might reduce F-35 noise. It might also distribute the noise among more neighborhoods.

•

We support experimenting with allowing F-35s to turn to the southwest when departing. Another south departure path for the F-35s might share the disturbing noise more fairly among neighborhoods. We support this even though it would probably increase the noise at our home at 534 Maywood St.

•

We agree with the recommendation (LU-4) to buy the Oak Park Terrace

mobile home community if the owners are willing to sell. But, we disagree that the only other option would be to close the park.

Affordable housing is already scarce in Dane County. For residents of Oak Park Terrace, losing affordable housing is a bigger problem than aircraft noise. If the Or, DCRA could explore converting the park into a Resident-Owned Community (ROC). Converting mobile home parks to Resident-Owned Communities can pr

<https://conorth.coop/rocs/>

<https://www.nclc.org/resident-purchase-opportunity/>

https://rocosa.org/wp-content/uploads/2024/07/ABT-Policy-Brief_Manufactured-Housing.pdf

Jonathan Beers and Satiya Buell

534 Maywood St. 53704

P.S. Jonathan weatherized homes for Project Home, and for Madison Gas and Electric in the '80s and '90s. As a result, Jonathan was familiar with every mobile home park in Dane County, including Oak Park Terrace.

Attn: Mark Papko, Exec Director, DCRA

From Anne Tigan <tigan225@icloud.com>

Date Sun 11/23/2025 4:34 PM

To Airport Part150 Study <part150study@msnairport.com>

 1 attachment (145 KB)

WebPage.pdf;

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Dear Mr. Papko,

Thank you for taking time to talk to me after the Noise Compatibility Planning Study Meeting at the Dane County Regional Airport, Tuesday, Nov. 18. I will submit comments in a separate email, but wanted to forward to you reliable information on the effects of military jet noise on developing infants and children. The most accessible information can be found at safeskiescleanwaterwi.org.

The attached PDF is information and bibliography compiled by Physicians for Social Responsibility Wisconsin in 2019.

Health and Safety Concerns Regarding F-35 Fighter Jets in

Madison, Wisconsin

September 12, 2019

Physicians for Social Responsibility Wisconsin (PSR WI)

info@psrwisconsin.org

www.psr-wisconsin.org

[https://static1.squarespace.com/static/55b8f343e4b01341cb1a19e6/t/5d80fb954c34bc48addc766f/1568734102009/Health+Safety+F35-11+ref+++1\).pdf](https://static1.squarespace.com/static/55b8f343e4b01341cb1a19e6/t/5d80fb954c34bc48addc766f/1568734102009/Health+Safety+F35-11+ref+++1).pdf)

As a retired pediatric nurse, I focus my concern and advocacy on children in our community, who rely on informed and accountable adults in their world to protect

them. An infant is incapable of putting her hands over her ears to block out jet noise. Helplessness is real and affects children at play, outdoors or inside, or at their own work of learning in school, when the military jets scream overhead with no warning.

You are new to your job here at Dane County Regional Airport. I ask that you inform yourself on this critical issue and keep in mind the children of Madison and Dane County as you go about your business at the airport and beyond.

Regards,
Anne Tigan, RN
225 Dunning Street
Madison, WI 53704
tigan225@icloud.com

Health and Safety Concerns Regarding F-35 Fighter Jets in Madison, Wisconsin

September 12, 2019

Physicians for Social Responsibility Wisconsin (PSR WI)

info@psrwisconsin.org

www.psr-wisconsin.org

608-232-9945

Introduction

PSR Wisconsin is extremely concerned about the proposal to expand Truax Air Force Base for bedding of a squadron of F35A fighter jets. Expansion of the base and flight operations to accommodate the **F35 jets poses serious health and safety risks to the residents of Madison, Wisconsin. These jets can also be upgraded to carry nuclear weapons without the public's knowledge.**

Air Pollution

Numerous studies have documented links between air pollution and respiratory diseases, heart disease and stroke. <https://www.who.int/airpollution/ambient/health-impacts/en/>

Airplane exhaust plays a significant role in air pollution, especially in the vicinity of airports.

<https://www.sciencedaily.com/releases/2009/11/091118112423.htm>,

<https://pubs.acs.org/doi/10.1021/es900975f>

The levels of plane emissions of volatile organic compounds and ultrafine particles in neighborhoods near airports are similar to those measured at airport runways.

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The F35's consume more fuel on takeoff than other fighter jets because of the use of "after burner" engines for up to 50% of flight operations. <https://vtdigger.org/2019/08/29/docs-show-f-35-afterburners-use-may-be-higher-than-publicly-predicted/>

The more fuel that is used, the higher the levels of ultrafine particle and other emissions.

<https://pubs.acs.org/doi/abs/10.1021/es900975f>

Water and Soil Pollution

High levels of per- and polyfluoroalkyl substances (PFAS) have been found in the soil near Truax AFB and in the watershed of Starkweather Creek, due to PFAS containing firefighting foams used on the base. City well #15 was recently closed down due to PFAS contamination.

<https://www.cityofmadison.com/water/water-quality/water-quality-testing/perfluorinated-compounds>

Some studies in humans with PFAS have shown that PFAS can be transmitted through breast milk, can affect growth, learning and behavior of infants, can adversely affect the immune and endocrine system and increase the risk of cancer. <https://www.atsdr.cdc.gov/pfas/health-effects.html>

Neither the Department of Defense nor Air National Guard has made any effort so far to clean up this PFAS contamination or the two burn pits on the Truax base.

<https://cityofmadison.com/mayor/news/city-staff-memo-maps-on-f-35-environmental-impact-statement>

The F35's require a special stealth coating after each flight, which will pose further risks to the air, soil and water on and around Truax Air Force Base. <https://www.business today.in/opinion/columns/f-35-fighter-jet-stealth-aircraft-us-india-dogfight-indian-air-force-iaf-modi-govt-donald-trump/story/355414.html>

Health Effects of Noise

The Air Force's Draft Environmental Impact Statement (draft EIS) admits there will be a significant impact on noise levels due to the basing of F-35's at Truax. F 35s are 50-250% louder than our current F 16's. The number of takeoff/landings would increase by 27% (but up to 47% increase during the initial 2 years of training).

Basing the F 35's in Madison would impact more homes than at any of the other four proposed sites. The EIS estimated 1,318 households and 2,766 residents will be living inside the 65 db zone. Of these, one hundred thirty-two households with 292 residents will be living within the 70-75 dB zone and will likely need relocation. (4 EIS F-35A Volume 1 Part 2, **Chapter 4, page WI 32**)

Health effects include hearing loss for exposure > 70-80 dB, increases in blood pressure, heart rate and stress hormones that could increase risks of heart attacks, stroke and exacerbate symptoms of anxiety and post traumatic stress (PTSD).

Fetal exposure to excess noise can increase the risk of premature birth or low birth weight infants. Excessive noise exposure of infants, toddlers and young children places them at risk of delayed speech development and cognition as well as negative effects on attention, concentration, long term memory and reading and math comprehension.

Also, particularly vulnerable populations would be those with Autism, ADHD or sensory processing issues as well as differently abled persons and the elderly who cannot easily relocate.

Bibliography of 4 good articles about noise and health:

- 1) Viet SM, Dellarco M, Dearborn DG & Neitzel R. Assessment of noise exposure to children: considerations for the National Children's study. *Pregnancy Child Health*. 2014 October ; 1(1): . doi:10.4172/2376-127X.1000105. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4390126/pdf/nihms-660061.pdf>
- 2) What Do We Know about Noise Sensitivity in Autism? Marina Sarris, Interactive Autism Network at Kennedy Krieger Institute <https://iancommunity.org/ssc/noise-sensitivity-autism> Interactive Autism Network: Linking the Autism Community and Researchers

- 3) Noise: A Hazard for the Fetus and Newborn, American Academy of Pediatrics Committee on Environmental Health, PEDIATRICS Vol. 100 No. 4 October 1997 <http://socnw.org/pdf/noise%20effects%20on%20unborn.pdf>
- 4) Noise Exposure and Public Health, Willy Passchier-Vermeer and Wim F. Passchier, EnvironHealthPerspect108(suppl1):123-131(2000) <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1637786/pdf/envhper00310-0128.pdf>
- 5) From the current EPA on noise and children
 - A. For parents: Noise and Its Effects on Children https://www.epa.gov/sites/production/files/2015-07/documents/ochp_noise_fs_rev1.pdf
 - B. For elementary kids: Listen Up Play It Safe With Your Ears Play It Safe With Your Health https://www.epa.gov/sites/production/files/2015-07/documents/ochp_noise_elem_book.pdf

Risk of Fires and Crashes

Basing a weapon system like the F35 near a heavily populated area is unsafe. There have been several serious mishaps and two fires involving the F35's so far.

<https://vtdigger.org/2018/02/28/problems-plagued-f-35-since-proposed-20-years-ago/>

There have been two crashes, one related to a mechanical failure and one due to pilot error.

<https://www.japantimes.co.jp/news/2019/05/12/world/f-35s-first-crash-caused-manufacturing-defect-report/#.XXpsPpNKhfI>, <https://www.cnn.com/2019/06/10/asia/japan-f-35-fighter-crash-cause-hnk-intl/index.html>

Weapons expert Pierre Sprey estimated that a serious F-35 crash could create a 10-mile toxic radius.

<https://vtdigger.org/2018/02/28/problems-plagued-f-35-since-proposed-20-years-ago/>

The F-35's each carry 18,000 pounds of fuel. Their exterior is made up of composite materials like Kevlar and graphite. When such materials catch fire, they produce a toxic smoke and the fires are hard to extinguish. <https://vtdigger.org/2018/02/28/problems-plagued-f-35-since-proposed-20-years-ago/>

Nuclear Capability

The Madison City staff has been informed that "that if Truax is selected, the F35s arriving would not be nuclear capable and only units with a nuclear mission would be given the hardware necessary to carry nuclear weapons." But the mission of the F-35s can change and the military is not required to inform the public.

<https://vtdigger.org/2019/04/10/fact-check-activist-says-f-35s-bound-burlington-nuclear-mission-dont/>
<https://vtdigger.org/2019/04/23/rosanne-greco-f-35-nuclear-capability/>

Conclusion

As medical professionals, we are gravely concerned about both the environmental threats and the risks of serious accidents posed by the basing of F35 fighter jets at Truax. Do these fighter jets make us safer? Or would spending this money on health care, the environment or even cyber security be a better choice?



Outlook

City of Madison Draft NCP Comments

From Baumel, Christie <CBaumel@cityofmadison.com>

Date Mon 11/24/2025 8:07 AM

To Airport Part150 Study <part150study@msnairport.com>

Cc Papko, Mark <Papko.Mark@msnairport.com>; McAuliffe, Daniel <DMcAuliffe@cityofmadison.com>

 1 attachment (290 KB)

City of Madison NCP Comment Letter 11.24.25.pdf;

This Message Is From an External Sender

This message came from outside your organization.

Good morning,

On behalf of Mayor Rhodes-Conway, please see the attached comment letter. We appreciate the coordination to date and look forward to continuing it. Please feel free to reach out to me if you have any further questions.

Thank you,
Christie Baumel



Christie Baumel

(she/her/hers)

Deputy Mayor

City of Madison Office of the Mayor

Phone: (608) 266-4404 | Fax: (608) 267-8671

Web: www.cityofmadison.com



Office of the Mayor

Satya Rhodes-Conway, Mayor

City-County Building, Room 403
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
Phone: (608) 266-4611
Fax: (608) 267-8671
mayor@cityofmadison.com
www.cityofmadison.com

November 24, 2025

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

Dear Director Papko,

Thank you for the opportunity to comment on Dane County Regional Airport's (DCRA's) 2025 amended Noise Compatibility Program (NCP) draft.

The City of Madison has followed this work closely and has participated in the Technical Advisory Committee process that guided the NCP's development. The City provided detailed comments on the initial draft in March 2024, including remarks on nearly twenty of the recommendations. This letter will focus more specifically on our highest priority comments. Specific comments include the following.

Noise Abatement Measures:

Measure 2.2.8: NA-8: Consider runway reconfiguration to address noncompatible land use to the south of the Airport

The City is generally supportive of the noise abatement measures in this section that reduce the noise impact of takeoffs and landings on area residents. Additionally, the City supports Measure 2.2.8 to "Consider runway reconfiguration to address noncompatible land use to the south of the airport." We request that any changes to Highway 51 to accommodate an extension of Runway 3/21 be coordinated with the City to allow for a path to enable bicycle and pedestrian access along the highway, as well as a potential future traffic signal at the Highway 51 and Hanson Road intersection.

Land Use Measures:

Measure 3.2.1.1 – "Redefine 'airport affected area'"

I want to thank DCRA leadership for engaging with the City to discuss land use issues more

thoroughly. Recommendation 3.2.1 and Figure 3.2 of the draft NCP include a description and map of three zones of an “airport affected area,” as authorized by Wisconsin statute. State statute authorizes DCRA to object to zoning changes in the airport affected area, which would then require a 2/3 vote of the Madison Common Council to institute. As shared in our March 2024 comments, the City aims to strike a balance between the impacts residents experience from noise and the impacts they could feel to their housing affordability if housing construction in our fast-growing city were to be hindered in a large portion of the north and east sides of Madison. After some discussion, we understand that DCRA’s primary interest in the outer ring – Zone A - of Recommendation 3.2.1 and Figure 3.2 -- is to notify current and prospective property owners of the potential for airport-related noise. The City is in favor of notification for that purpose.

To more specifically achieve the intended goal without the risk of broader repercussions to housing affordability in Madison, I request that Zone A of Recommendation 3.2.1 and Figure 3.2 be labeled as an “airport notification area” and that the statutorily-defined “airport affected area” label apply to Zones B and C. I believe this change adds clarity to DCRA’s goals with each zone and reflects greater alignment with the City’s goals.

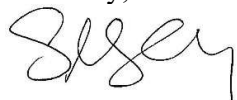
I also appreciate the amended NCP draft’s recognition of the City’s plans to connect housing and transit corridors to reduce the risk of future traffic gridlock in a growing city. To that end, the current draft NCP recognizes an exception in Zone B of Measure 3.2.1.1 along major transportation corridors. I am requesting this same language be added to Zone C. While there is little residential area within Zone C, the City’s primary tool to restrict residential construction would be to change zoning to a nonresidential use. However, making that change would make all the existing homes non-conforming uses in our zoning code, which risks further marginalizing homeowners already impacted by airport noise.

Measure 3.2.5: LU-5: Implement a sound insulation program to provide treatment to noise sensitive structures within the 65 – 70 DNL noise contour

I support the addition of this sound insulation program to the amended NCP draft. Sound insulation for homes within the 65 DNL noise contour is a common-sense solution, and one that residents have long anticipated. I appreciate DCRA recognizing its importance in this draft to increase protection for homes most impacted by flight-related noise.

I appreciate DCRA’s decision to extend community outreach and revise the previous NCP draft to further reflect and align with community priorities. Thank you for this opportunity for the City of Madison to comment on the amended draft. We look forward to continuing to coordinate with DCRA in the future.

Sincerely,



Satya Rhodes-Conway
Mayor

Comment on F-35 re-routing/noise abatement

From Catherine Capellaro <catcapellaro@gmail.com>

Date Mon 11/24/2025 5:07 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an External Sender

This message came from outside your organization.

My name is Catherine Capellaro, and I am, most of the time, overjoyed to live at 505 Christianson Avenue in Blooming Grove. The exception to that enjoyment is when our house is rattled, nerves jangled, and pets terrified when the F-35s roar over our heads. It is difficult to spend time outdoors or participate in phone/zoom meetings when they are flying.

I worry so much about the more vulnerable members of the community and the disproportionate effect this noise has on quality of life: veterans, children, pets, people with autism, and anyone who suffers from this level of noise.

I was a vocal opponent of the F-35s, as were many others, and felt a sharp sense of disappointment when they arrived and began to disturb the peace (F-16s were bad enough). I felt like our voices weren't heard, and the process was disempowering and disheartening.

So, I am grateful to have a chance to thank the MSN airport for rescinding the previous NCP and developing an amended one. I want to be a good neighbor to the 115th, and look forward to finding solutions that work for everyone.

I have the following comments.

1. NA-8, Section 2.2.8: Reconfiguring the runway with a transparent process.
2. Section 2.3.4: Runway 18 departures turn southwest over the Oscar Meyer Station Railyard. Please undertake a thorough analysis before rerouting and potentially harming the communities that will shoulder the burden.
3. Examine the arrival and departure patterns.
4. Although section 3.2.4 recommends the airport consider the voluntary purchase of the Oak Park Terrace mobile home park. I worry about displacing people from affordable housing without seriously considering other options.

Please continue to work with us to make sure that our neighborhoods are free of excessive noise and disturbance. We love it hear and we want to stay.

Catherine Capellaro
505 Christianson Ave.

Madison, WI. 53714
608-669-6126

Comments 14 CFR Part 150 Noise Compatibility Planning DCRA

From Anne Tigan <tigan225@icloud.com>

Date Sun 11/23/2025 5:54 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

To Whom It May Concern,

These comments are submitted following the meeting held at the Dane County Regional Airport on Tuesday, Nov. 18, 2025. As a retired pediatric nurse, my concern and advocacy are focused on the development of children in our community—at their own work of play and school. I mention here facts from the Physicians for Social Responsibility, part of their response in 2019 to the Air Force's draft EIS, wherein the Air Force admits "there will be a significant impact on noise levels due to the basing of F-35s at Truax."

Health Effects of Noise

"Health effects include hearing loss for exposure > 70-80 dB, increases in blood pressure, heart rate and stress hormones that could increase risks of heart attacks, stroke and exacerbate symptoms of anxiety and post traumatic stress (PTSD).

Fetal exposure to excess noise can increase the risk of premature birth or low birth weight infants.

Excessive noise exposure of infants, toddlers and young children places them at risk of delayed speech development and cognition as well as negative effects on attention, concentration, long term memory and reading and math comprehension.

Also, particularly vulnerable populations would be those with Autism, ADHD or sensory processing

issues as well as differently abled persons and the elderly who cannot easily relocate.”

Wisconsin PSR

I am concerned and alarmed that the 14 CFR Part 150 Noise Compatibility Planning is not informed by current science and international studies regarding the effects of noise on children. Children in our world rely on informed and responsible adults in their lives to protect them. An infant cannot put her own hands over her ears to protect them from noise. How do we remedy the real feelings of helplessness inflicted on developing children at play outdoors, on playgrounds, or in classrooms learning?

Please take time to inform your process with current studies and facts. Otherwise we all are culpable of heaping burdens hard to bear on small frames.

Regards,
Anne Tigan, RN
225 Dunning Street
Madison, WI 53704
608-244-2635

Health and Safety Concerns Regarding F-35 Fighter Jets in Madison, Wisconsin

September 12, 2019

Physicians for Social Responsibility Wisconsin (PSR WI)
info@psrwisconsin.org
www.psr-wisconsin.org
608-232-9945

Introduction

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High levels of per- and polyfluorinated substances (PFAS) have been found in the soil near Truax AFB and in the watershed of Starkweather Creek, due to PFAS containing firefighting foams used on the base. City well #15 was recently closed down due to PFAS contamination. <https://www.cityofmadison.com/water/water-quality/water-quality-testing/perfluorinated-compounds>

Health+Safety+F35-11+ref+++ (1)
PDF Document · 148 KB

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Bibliography of 4 good articles about noise and health:

- 1) Viet SM, Dellarco M, Dearborn DG & Neitzel R. Assessment of noise exposure to children: considerations for the National Children's study. *Pregnancy Child Health*. 2014 October ; 1(1): . doi:10.4172/2376-127X.1000105. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4390126/pdf/nihms-660061.pdf>
- 2) What Do We Know about Noise Sensitivity in Autism? Marina Sarris, Interactive Autism Network at Kennedy Krieger Institute <https://iancommunity.org/ssc/noise-sensitivity-autism> Interactive Autism Network: Linking the Autism Community and Researchers

- 3) Noise: A Hazard for the Fetus and Newborn, American Academy of Pediatrics Committee on Environmental Health, PEDIATRICS Vol. 100 No. 4 October 1997 <http://socnw.org/pdf/noise%20effects%20on%20unborn.pdf>
- 4) Noise Exposure and Public Health, Willy Passchier-Vermeer and Wim F. Passchier, EnvironHealthPerspect108(suppl1):123-131(2000) <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1637786/pdf/envhper00310-0128.pdf>
- 5) From the current EPA on noise and children
 - A. For parents: Noise and Its Effects on Children https://www.epa.gov/sites/production/files/2015-07/documents/ochp_noise_fs_rev1.pdf
 - B. For elementary kids: Listen Up Play It Safe With Your Ears Play It Safe With Your Health https://www.epa.gov/sites/production/files/2015-07/documents/ochp_noise_elem_book.pdf

Risk of Fires and Crashes

Basing a weapon system like the F35 near a heavily populated area is unsafe. There have been several serious mishaps and two fires involving the F35's so far.

<https://vtdigger.org/2018/02/28/problems-plagued-f-35-since-proposed-20-years-ago/>

There have been two crashes, one related to a mechanical failure and one due to pilot error.

<https://www.japantimes.co.jp/news/2019/05/12/world/f-35s-first-crash-caused-manufacturing-defect-report/#.XXpsPpNKhfI>, <https://www.cnn.com/2019/06/10/asia/japan-f-35-fighter-crash-cause-hnk-intl/index.html>

Weapons expert Pierre Sprey estimated that a serious F-35 crash could create a 10-mile toxic radius.

<https://vtdigger.org/2018/02/28/problems-plagued-f-35-since-proposed-20-years-ago/>

The F-35's each carry 18,000 pounds of fuel. Their exterior is made up of composite materials like Kevlar and graphite. When such materials catch fire, they produce a toxic smoke and the fires are hard to extinguish. <https://vtdigger.org/2018/02/28/problems-plagued-f-35-since-proposed-20-years-ago/>

Nuclear Capability

The Madison City staff has been informed that “that if Truax is selected, the F35s arriving would not be nuclear capable and only units with a nuclear mission would be given the hardware necessary to carry nuclear weapons.” But the mission of the F-35s can change and the military is not required to inform the public.

<https://vtdigger.org/2019/04/10/fact-check-activist-says-f-35s-bound-burlington-nuclear-mission-dont/>
<https://vtdigger.org/2019/04/23/rosanne-greco-f-35-nuclear-capability/>

Conclusion

As medical professionals, we are gravely concerned about both the environmental threats and the risks of serious accidents posed by the basing of F35 fighter jets at Truax. Do these fighter jets make us safer? Or would spending this money on health care, the environment or even cyber security be a better choice?

Comments on 2025 Draft NCP: Community Impact & Support for Southwest Departure Option

From Jeremy Nealis <jeremy.nealis@gmail.com>

Date Sun 11/23/2025 7:47 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

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To the Airport Management and Noise Compatibility Program Team,

I am writing to formally submit my comments regarding the October 2025 Draft Noise Compatibility Program (NCP) Report. I am a resident of the Eastmorland Neighborhood, located roughly 3 miles from the airport, and I am an active participant in the MSNsound citizen science project.

Data & Community Impact

As a contributor to the MSNsound effort, I monitor aircraft noise in my neighborhood. My own data logs confirm that F-35 departures regularly exceed 100 decibels at my residence. This is significantly more intense than standard airport traffic; these jets are consistently 20-30 decibels louder than commercial airliners flying comparable paths.

On a personal level, I am a father of small children. While they are generally able to sleep, the F-35 noise is distinctively disruptive. The daytime departures often interrupt their naps, and the night drills have woken them up or made it difficult to settle down for the night. Additionally, there are multiple schools in our immediate area, meaning this disruption extends to the learning environments of hundreds of children in our community.

Support for Alternative Southwest Departure (Section 2.3.4)

To better balance this burden, I strongly disagree with the draft report's recommendation not to pursue the southwest departure option. I urge you to approve the measure described in Section 2.3.4, which would allow F-35s to turn southwest over the Oscar Meyer railyard and Lake Mendota.

Relief for Residents: Currently, military aircraft are required to turn to a heading of 140 degrees or further east, creating a single departure path that concentrates noise over the same neighborhoods. Opening a southwest option would provide necessary relief by offering a second track rather than funneling all traffic over us.

Reduced Exposure: The report explicitly states that the southwest departure reduces both the acreage and the total population within the 65 DNL noise contour. It is illogical to reject a solution that objectively lowers the overall noise exposure for the city.

Feasibility: The draft report cites ATC limitations as a reason to reject this, but tracking data shows that non-military aircraft already successfully depart to the southwest. This suggests that a workable path for F-35s is possible through coordination with the FAA.

Please reconsider the final NCP recommendation to include this southwest departure option. We need a solution that helps spread the noise footprint rather than concentrating it on families and schools under the current single track.

Sincerely,
Jeremy Nealis
Eastmorland Neighborhood
Contributor, MSNsound Project

Comments on draft amended Noise Compatibility Program report

From Scott Pigg <scottkpigg@gmail.com>

Date Fri 11/21/2025 9:58 AM

To Airport Part150 Study <part150study@msnairport.com>

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I am a homeowner residing at 414 Russell Street, about 2.5 miles south of the Dane County Regional Airport (DCRA) and 0.5 miles west of the main runway centerline. I also manage a citizen-science effort (msnsound.com) to monitor aircraft and aircraft noise in the vicinity of the airport. Over the last five years, the MSNsound semi-automated system has recorded decibel levels at about 20 locations for hundreds of thousands of noise events for all types of aircraft.

I offer the comments below on the 2025 Amended Noise Compatibility Program (NCP) draft (HMMH Report No. 312360, dated October 2025) as a close observer and chronicler of aircraft noise events in neighborhoods surrounding the airport.

1. I fully support the amended NCP's recommendation (NA-8) to consider runway configuration, particularly the recommendation to extend the length of Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise associated with the local Air National Guard 115th fighter wing operations, which currently depart to the south over dense residential neighborhoods about 30 percent of the time. As the MSNsound effort has documented, fighter jet departures out of the DCRA regularly exceed 100 decibels in these neighborhoods, and are 20-30 decibels higher than typical commercial airliners on comparable flight paths.

2. I commend the Airport Sponsor, the consulting team and the 115th Fighter Wing on the analysis and adoption of alternative noise-abatement departure profiles (NADPs) for the F-35s (Recommendation NA-7) and recommend that the NCP extend this analysis to consider alternative noise-abatement arrival profiles as well. The MSNsound data show that F-35 arrivals regularly exceed 100 decibels in some neighborhoods and that arriving F-35s mainly use a military overhead-break type approach but also employ airliner-style straight-in approaches in some weather and traffic conditions. Additional analysis is needed to model the relative noise impacts of these two approach patterns and work out an appropriate mix of that both minimizes the overall exposure of residential areas to the particularly objectionable F-35 noise and seeks to spread the F-35 noise footprint more broadly.

3. I disagree with the amended NCP's recommendation not to pursue a noise abatement measure that would allow F-35s to turn to the southwest when departing to the south. Establishing an alternative south departure path for the F-35s would provide relief for

neighborhoods under the current single departure path. In contrast to commercial airliners, which fly a wide variety of departure headings, a standing military NOTAM requires south-departing military aircraft to turn to a heading of 140 degrees or further east to avoid overflying downtown Madison. This results in south-departing F-35s flying a single south departure path and repeatedly overflying the same neighborhoods day after day. The considered noise-abatement measure (Section 2.3.4) would provide an alternative southwest departure path for the F-35s that overflies the undeveloped Oscar Meyer railyard then over Lake Mendota. However, the report states that “although this measure reduces both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and therefore is not recommended”. I find it illogical not to recommend an option that reduces the overall residential noise exposure, and I believe it is desirable rather than objectionable to have more than one south-departure option to provide some relief to households under the current single south-departure track.

The amended NCP draft goes on to state that a southwest departure track would not comply with FAA Air Traffic Control Tower standard operating procedures because of a higher minimum vectoring altitude to the southwest due to tall antennas about 10 miles from the airport. However, MSNsound tracking of actual flight paths, as well as modeled flight tracks in the 2022 accepted Noise Exposure Map Update study show numerous non-military aircraft departures to the southwest. I do not find this to be a compelling argument against a recommendation for a southwest F-35 departure path and believe that a workable F-35 southwest departure path could be found through engagement with the FAA and the military.

4. I agree with the recommendation (LU-4) to monitor for voluntary acquisition of the Oak Park Terrace mobile home community, but I disagree with the language in the report implying that the only subsequent option would be to close the park. The amended NCP draft states that “in the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community” (Section 3.2.4). But Dane County has a serious affordable housing crisis, and mobile home parks are under threat nationwide from predatory private-equity practices. Instead of closing the park and replacing one problem (aircraft noise) with another (loss of affordable housing), the airport could take other actions upon acquisition to compensate residents for the high level of aircraft noise they are exposed to. This could include converting the park into a resident-owned community and providing for reduced rates for lot rental fees. The NCP should at least allow for the possibility of compensation alternatives beyond just closing the park and relocating residents.

Thank you for the opportunity to comment on this report.

Scott Pigg
414 Russell Street




Outlook

Comments on the 2025 NCP

From Dan York <dwYork25@gmail.com>

Date Mon 11/24/2025 11:54 AM

To Airport Part150 Study <part150study@msnairport.com>

 1 attachment (63 KB)

York_Bowman Comments on F35 NCP.pdf;

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We respectfully submit the attached comments on the October 2025 Draft Noise Compatibility Program Report for the Dane County Regional Airport.

Dan York and Margaret Bowman
802 N Fair Oaks Ave, Madison, WI 53714

Comments on the
October 2025 Draft Noise Compatibility Program Report
for the Dane County Regional Airport

Submitted by Margaret Bowman and Dan York

November 24, 2025

We are homeowners and long-time residents (34 years) at 802 N. Fair Oaks Avenue, a property just about a mile southeast of the airport. We are part of the citizen-science effort with one of its sound monitoring stations in our backyard, which regularly has recorded sound levels well above 100 db (some as high as 115 db). These occurrences are deafening – even physically painful -- and disruptive to our lives both inside and outside of our home. Consequently, anything that can be done to decrease our exposure to these noise levels will be most welcome.

We offer comments on two of the recommendations made on the 2025 Amended Noise Compatibility Program (NCP) draft (HMMH Report No. 312360, dated October 2025). We feel these would best address our desire to have less exposure to the noise created by the F-35A fighter jets.

- 1. We fully support the amended NCP's recommendation (NA-8) to consider runway configuration, particularly the recommendation to extend the length of Runway 03/21 to better accommodate F-35A departures.** This measure could significantly reduce our exposure to the high noise levels we regularly experience by shifting departing flights away from our dense residential area – an area where departures of F-35A jets occur about 30 percent of the time.
- 2. We strongly disagree with the amended NCP's recommendation not to pursue a noise abatement measure that would allow F-35s to turn to the southwest when departing to the south. Establishing an alternative south departure path for the F35s would provide some relief for our home and neighborhood under the current single departure path.** This alternative would reduce the number of direct fly-overs we experience in our North Fair Oaks neighborhood. The NCP's logic is inequitable and illogical. It states, "although this measure reduces both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and therefore is not recommended." Why should one neighborhood bear the brunt of the noise and attendant disruption caused by the F-35s? If the purported benefits of having the National Guard 115th fighter wing operations accrue to the entire City of Madison and surrounding areas in Dane County, then the very real costs of these operations should be borne more equitably across the city and county.

We are surprised and dismayed at something we did not find addressed in the study – that of peak sound measurements. Such incidents with measurements above 100 db are the real problem. The DNL values – an average of day and night sound levels – seem largely irrelevant to us. We encourage more effort to address this problem – well documented by the citizen-science effort.

Eastmorland

From Lauren Beard <lbeard501@gmail.com>

Date Mon 11/24/2025 1:34 PM

To Airport Part150 Study <part150study@msnairport.com>

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Hello,

I'm a resident on Harding Street. I am begging you to reroute F-35s. They are **deafening**. Please have some compassion for the people in these neighborhoods who have no way to silence the noise inside, and especially no way to silence the noise outside--I've been at the bus stop before when one flew over, and it HURT.

You owe it to Madison residents to at least explain why F-35s are flown in an extremely populous area instead of flying them in a rural, minimally disruptive space. If you lived in these areas, you wouldn't like it either.

Please care for the people of the city,
Lauren

F 35's

From Helena White <hspw@att.net>

Date Sat 11/22/2025 2:34 PM

To Airport Part150 Study <part150study@msnairport.com>

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Hi,

When F-35's fly over my house or in my neighbourhood it is so damn loud. You can't have a conversation outside, the noise stops you from being able to think.

I've had them fly right over my home by Winnebago

Street so close I could almost see the pilot! I felt like I was being buzzed while gardening in my back yard.

I hear overhead arrivals are the cause, so please stop doing overhead arrivals over Eastside or Northside homes.

People and animals live here and its not healthy for us to be exposed to so much noise.

Thank you,

Helena White

S. 4th Street, Madison

F35 Flight Path

From Corrisa Terrien <corrisa.terrien@gmail.com>

Date Mon 11/24/2025 2:28 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

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Hi there,

The noise from the military flights is insanely loud. I work from home and cannot maintain a work video call when a plane is over my house. Indoors. It is disruptive and feels completely unnecessary from my perspective. Sound studies have shown 100 decibels over my house!

I believe it would be more beneficial for the flight path to avoid the highly populated east side and instead fly into the rural parts of Dane county. I have also seen proposals outlining how an alternate SW departure could mitigate noise in the populated areas. I am begging you to consider this as these noises are extremely frequent and taxing.

Corrisa Terrien
Eastmorland Resident

F35 noise

From Andrew Rohn <andrewrohn@gmail.com>

Date Mon 11/24/2025 6:27 AM

To Airport Part150 Study <part150study@msnairport.com>

!-----|
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Hello,

I live at 505 Christianson avenue. The F35s fly very low over my neighborhood. There are generally two of them and they seem to make a tight loop and pass over again shortly after, so four deafening roars. If I'm outside I have to drop what I'm doing and plug my ears because it feels loud enough to do damage. One of my dogs (Lola) is left trembling. I hear the F35s could take off in a different direction if they chose to, and I strongly request they take off NOT over a densely populated neighborhood.

Thank you,
Andrew Rohn

Sent from my iPhone

F-35 noise

From Jennie Capellaro <jcapellaro@yahoo.com>

Date Mon 11/24/2025 8:08 AM

To Airport Part150 Study <part150study@msnairport.com>

!-----!
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!-----!

Hi, I am commenting as a resident affected by noise from the F-35s. I live in an area that is disproportionately affected. My address is 521 Christianson Avenue. In almost all respects, I love my neighborhood. I have friends and family that live nearby and it's a very tight knit and yet welcoming community. The noise pollution from the military jets is a concern to all of us in this neighborhood. Because our neighborhood is so negatively affected by the noise, many of us were active and trying to keep the F 35s out of Madison. (we had already experienced the F-16's and those were bad enough and we predicted—and we were correct—that the F 35s would be much worse in terms of noise.)

I am an avid gardener and love doing outdoor projects. I know there was talk at one point of soundproofing homes. While that is being discussed and looks like even that won't happen, soundproofing does nothing for people who want to enjoy the outdoors around their house. Many times I've had to plug my ears with hands dirty from the soil when the planes fly over and I'm in the middle of planting something or working in my garden.

While my genuine wish is that these F 35 were not sited in Madison at all, I see that Scott Pigg has highlighted a very reasonable way to mitigate the disruptive and damaging noise we endure from the jets. And that is simply for the jets to take off and land in a different direction from the more densely populated areas of Madison. I fear that the military decision-makers will say this is too complicated, there are bureaucratic reasons we can't do it, etc. I employ you to consider how severely the noise affects our quality of life in the neighborhoods the jets fly over. So, if there is any feasible way to make this change, even if it costs money, even if it's hard, even if it requires some changing of procedures, I beg you to do it if it can help us not suffer from the noise of the jets quite as much.

Please try to be good neighbors. It is true that I did not want the jets and I probably don't even want the military base here at all to be quite honest. But since you are here, and we are neighbors could you please for a moment truly consider what it means for us to live next to each other? Please imagine what it is to be in our shoes and please help us have a place to live where we aren't barraged by the disturbing sound of jets several times a day.

I have had a noise monitor in my yard for years now that Scott Pigg has generously maintained and gotten data from. He has placed many other monitors in affected areas and his data shows the noise is at very high decibel levels. I thank Scott for gathering this important data and for pointing out such common sense approach that could help alleviate suffering for homeowners while still maintaining the F-35's presence in Madison.

Thank you.

Jennie Capellaro
521 Christianson Ave

F35 Noise-Eastmorland Neighborhood

From Carolyn Mixon <carolynmixon77@gmail.com>

Date Mon 11/24/2025 7:19 AM

To Airport Part150 Study <part150study@msnairport.com>

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I live in the Eastmorland neighborhood and have been caring for my 18-month old granddaughter since she was 3 months old. The repeated flyovers by F35's have not only disrupted her sleep as a baby which reverberate through the house but have exposed her to multiple instances of prolonged harmful decibel levels on stroller walks and at Ontario and Olbrich Park playgrounds. Harmful decibel levels for babies are 70-80 decibels for prolonged periods with 100 decibels capable of causing permanent hearing damage within a few minutes. The data shows that our neighborhood is routinely exposed to 100 decibels generated by the F35's, and I can attest that this lasts for at least 10 minutes multiple times. There are numerous children in our neighborhood affected by this damaging noise level. Please change the flight patterns for these planes to the alternative SW route.

Regards,
Carolyn Mixon, M.A., CCC-SLP retired
3833 Anchor Dr.
Madison, WI 53714

F-35 Sound Levels and Alternate Departures

From Melissa Downs <melissa.downs3@gmail.com>

Date Mon 11/24/2025 7:57 PM

To Airport Part150 Study <part150study@msnairport.com>

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Hi,

My name is Melissa Downs and I live on Richard Street in the Eastmoreland Neighborhood. I am writing in support of the implementation of the Alternative Southwest Departure Path (Measure Section 2.3.4). I am concerned about the health of my neighbors and myself due to extreme noise levels from the F-35s. Exposure to 100 decibels of noise for just a few minutes permanently damages babies' and children's hearing. Commercial flights do not generate that level of noise over our neighborhoods. Data collected by the MSNsound effort confirms that F-35 departures flying over our neighborhood regularly exceed 100 decibels.

The Alternative Southwest Departure Path (Measure Section 2.3.4) would direct F-35s to turn southwest, overflying the undeveloped Oscar Meyer railyard and Lake Mendota. It spreads the noise burden rather than concentrating it over Madison families.

Please consider the implementation of this plan to help keep Madison families healthy and well.

Thank you,
Melissa Downs

F-35s

From Julian Rohn-Capellaro <jtrohncapellaro@gmail.com>

Date Mon 11/24/2025 6:08 PM

To Airport Part150 Study <part150study@msnairport.com>

!-----!
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!-----!

I am a resident at 505 Christianson ave.

I am emailing you to request that you do everything thing in your power to reduce the impact and frequency of the f-35 fighter jet flyovers.

The jets are loud enough to halt conversations in their tracks when inside and cause physical discomfort if you are outside, causing one to stop and cover their ears. It's extremely disturbing for all the residence in the neighborhood and can be traumatic for the pets as-well. There is no reason why they need to be flying over a densely populated area so often and doing multiple passes at such a low altitude.

F-35s

From Leo Cox <leo.jf.cox@gmail.com>

Date Mon 11/24/2025 8:22 PM

To Airport Part150 Study <part150study@msnairport.com>

!-----!
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Hello,

My name is Leo Cox and I live on Richard Street in the Eastmoreland Neighborhood. I am writing in support of the implementation of the Alternative Southwest Departure Path (Measure Section 2.3.4). I am just frankly tired of the noise levels from the F-35s. When they take off and land, I have to stop conversations in my yard, and I can't hear what people are saying on work calls in my house. They are loud enough that I can't really think while they're going over head and even as they throttle up on the runway. While I am incredibly grateful for the people who decide to serve with the National Guard, the noise levels from these jets is just really annoying. I don't know the science behind the health impacts (or if there are any), but I'd be really surprised if it didn't indicate negative outcomes.

The Alternative Southwest Departure Path (Measure Section 2.3.4) would direct F-35s to turn southwest, overflying the undeveloped Oscar Meyer railyard and Lake Mendota. It spreads the noise burden rather than concentrating it over Madison families.

Please consider the implementation of this plan.

Thank you,

Leo Cox




Outlook

Here are my comments

From Brett Hulsey <bretthulsey1@gmail.com>

Date Mon 11/24/2025 9:36 PM

To Airport Part150 Study <part150study@msnairport.com>

 1 attachment (557 KB)

Brett Hulsey's Comments on Dane County Regional Airport Noise Compatibility Study 11 24 25.pdf;

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Look forward to your response.

Brett

Brett Hulsey MNS

phone: 608-334-4994

Comments on the Dane County Regional Airport Noise Compatibility Planning Study
To the Dane County Airport Commission and Staff

By Brett Hulsey, MNS

November 24, 2025

Thank you for taking our thoughts into account on the Madison on the Noise Compatibility Planning Study. I appreciate your service to the County and our transportation future.

My name is Brett Hulsey and I live on the crest of the hill on 3214 Ridgeway Avenue off of east Washington Ave. and near Highway 30 about mile from the end of the runway at Dane County Regional Airport.

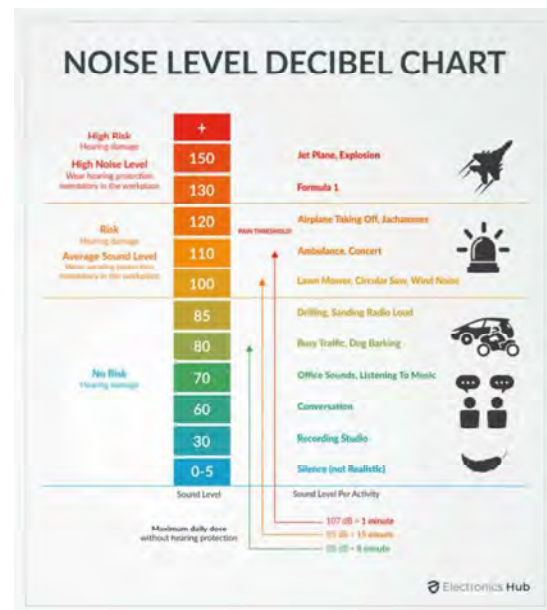
I am also a carpenter, general contractor and landlord at that site and have serious concerns about the safety of the two-year-old child living upstairs, my grandchildren, children in the neighborhood, my tenants and my own health and safety.

I also served on the Dane County Board from 1998-2012 and was chair of the Personnel and Finance and member of the Public Protect and Judiciary Committee. I served in the Legislature from 2011-2015 including the Transportation Committee.

I also advocated for the Clean Air Act Amendments of 1990 that addressed noise pollution when I worked at the Sierra Club. I have a Masters in Natural Science from the Univeristy of Oklahoma, studied Graduate Environmental Engineering and Resource Policy at Dartmouth's Thayer School of Engineering, and took environmental classes at UW-Madison.

Summary

While the Noise Plan does include some positive elements on flight paths and runway configuration, the plan fails to protect the thousands of Dane County residents in and near the flight path from dangerous noise levels that can cause hearing loss, lost sleep and the potential for death and fire from airplane crashed.



The F35 jet flights violates The Noise Control Act of 1972 signed by Republican President Richard Nixon that states:

“The Congress declares that it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare.”

The F35 jets also fail to meet the federal requirement of the Clean Air Act Amendments of 1990 which I helped pass when I work for the Sierra Club.

[42 U.S.C. United States Code, 2013 Edition](#), Title 42 - THE PUBLIC HEALTH AND WELFARE, CHAPTER 85 - AIR POLLUTION PREVENTION AND CONTROLSUBCHAPTER IV - NOISE POLLUTION

§7641. Noise abatement

Abatement of noise from Federal activities

“In any case where any Federal department or agency is carrying out or sponsoring any activity resulting in noise **which the Administrator determines amounts to a public nuisance or is otherwise objectionable such department or agency shall consult with the Administrator to determine possible means of abating such noise (emphasis added).**”

My friend Max Queen reminded me of all the F35 crashes. At the end of this document I have included a list of 16 crashed over the last 11 years from [Wikipedia](#). These jets are not safe and are falling from the sky like the fall leaves.

The F35 noise levels were measured at over 105 decibels (dB) near my house and a maximum of 120 dB creating a clear and present danger to me, my family, and thousands of the taxpaying American citizens in Dane County that the Air Force and National Guard pledged to serve and protect.

At the public hearing, the [Safe Skies Clean Water Wisconsin – No F-35s at Truax](#) representative who has monitors in place stated the piercing noise levels created by the F35 were measured at 120 decibels, more than 1000 times the safe limits of 85dB set by the Occupational Health and Safety Administration that I must abide by as a carpenter on a construction job.

The immediate solution to the problem is to move the noisy jet training maneuvers to the WI Air National Guard's Volk Field, a short six-minute flight.

We appreciate the small changes the WI Air National Guard has made to reduce the piercing noise of the F35 fighters that look like a fun plane to fly but are not safe to fly near my house and the homes of thousands of Dane County residents.

The fundamental problem is that local residents have found peak noise levels as high as 120 dB that are 1000 times too high for safety levels, as stated above.

The Occupational Safety and Health Administration reports:

“Exposure to **120 decibel noise** can lead to immediate discomfort and potential hearing damage. It is safe to be exposed to 120dB sound levels for no more than 7.5 minutes to avoid any permanent hearing loss...Sounds at 120dB can cause immediate harm to the delicate structures of the inner ear, resulting in permanent hearing loss if not adequately protected against.”

Here is a video of the F35 flyover of my house asking, “Why don’t they do touch and goes at Volk Field.” https://youtu.be/rEc__G-CqfA?si=ffPT1uml2Ay9anKL. My ears are still ringing 17 days later.

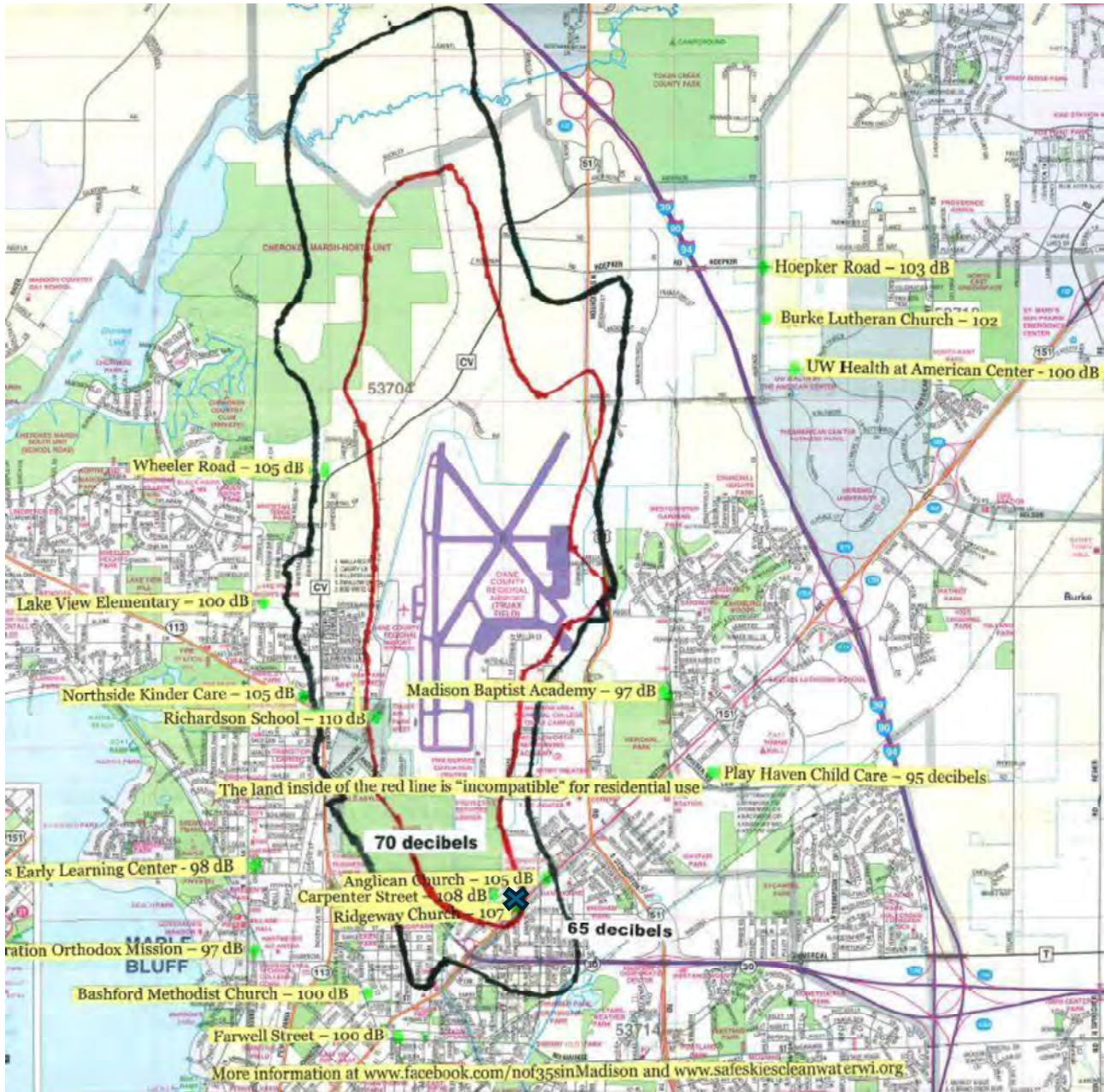
UW-Madison Master student Jack Plasterer, an Online GIS Master’s Student, wrote in his very well written [Capstone project](#):

“In 2020, Dane County Regional airport widely publicized a map that indicates the predicted noise patterns caused by all aircraft and measured in decibels (db). The map conveys a predicted DNL (Day Night Average Sound Level) in the area where the military jets arrive and depart. Domestic and military plane *acoustic noise levels* conveyed here does not convey maximum noise level created by the F-35 jets. The 2020 map uses time-averaged levels, which do not correspond to the 100+dB levels that we see when the jets actually fly over.

Now that the F-35s have arrived in Madison, [MSNSound](#) shows periodic readings much higher than National Institute Occupational Safety and Health (NIOSH) safe levels at 60-85db. According to the FAA, noise at this level is incompatible for residential housing. For more info about hearing loss and aircraft noise, see [this link from the Centers for Disease Control for more information](#).

Wisconsin is set to apply for millions in federal grant funding that can be used to buy noise mitigation materials, such as windows and drywall to dampen the sound. A total of \$5 million is specifically set aside for areas that recently received new fighter jets. This will not address the wide area affected across Madison’s North and East Side. [Madison Cap Times Feb 2024](#).

Madison School, Church, Community Center Noise Map



East Madison showing schools, churches and community centers

My house is marked the 107 dB 100 times higher than safe levels, according to OSHA. ❌

In addition to the study on general community impact, concern and attention has been focused on the effects of jet noise on children, particularly in a school setting and where

children play outside. This map indicates the buffer zone relative to the locations of nearby schools, highlighting elementary schools, preschools, and daycare centers.

The American Speech-Language-Hearing Association sheds more light on trends related to noise and health effects.”

Noise Decibel an Exponential Scale

Remember that the Decibel Scale (dB) used to measure noise is an exponential scale. I taught everything from 6th grade math to college physics. So 120 dB is 10 times more than 110 dB, which is ten times more than 100 dB, which is 10 times more than 90.

So $10 \times 10 \times 10 = 1000$, 120 dB times more than 90 dB.

As a general contractor and carpenter, I often work outdoors doing home repairs and have had ear drum damaging overflights that far exceed the OSHA standards I must follow in my construction workplaces.

A little background. My father was an Air National Guard Flight Surgeon during the Vietnam War at Tinker Air Force Base in Oklahoma City. I heard a lot of loud jets growing up.

Republican Senator Henry Bellmon appointed me to the Naval Academy where I wanted to fly jets off of aircraft carriers, become a Navy SEAL, a Marine Corps Recon Commander, or all of the above. Sadly, I could not attend because I had to care for my mother, brother and sister during my parents’ divorce.

I met Fred Aide of Hazel Green who was a Navy pilot in WWII and a Tailhook member, some of whom would say that anyone can land a jet on land, but I would never say that.

I trained to be a pilot at Max Westheimer Field that was the Naval Air Station in Norman, Oklahoma, and it was used for training combat pilots during World War II. It is located in the heart of Tornado Alley, an interesting place to learn to fly. In fact, our airfield was right next to the Severe Storms Prediction Center. I believe Elon Musk and President Trump wanted to shut that down. Doing so would be foolish for obvious reasons.

I also happen to be a candidate for governor of Wisconsin and won 51,300 votes in 2014 when I ran against Governor Scott Walker and millionaire Mary Burke, while only spending \$7,044. My attorney tells me that was the most efficient vote/\$ in U.S. history, but I have not checked that.

The point is I may be Commander in Chief of the Wisconsin Air National Guard in 14 months and don’t think they should be threatening the safety of those they are sworn to protect when there are easy solutions to the problem of unsafe airplane noise in Madison.

I believe the simple solution to this problem is to move the noisy F35 jet drills to [The Air National Guard's Volk Field](#) where they already host the [F-35 Enterprise International CDDAR Training Event at Volk Field: A New Era in Crash Recovery](#).

This Volk Air National Guard Base is 70 miles away from Madison, which [at an average speed of 806 miles an hour](#), would take the F35 jets 6 minutes to reach. They can get there quickly for the noisy touch and go landings and low level flights that are the noisiest drills at a site that does not threaten the safety, enjoyment, and property values of a hundred thousand of the Wisconsin citizens you are sworn to protect.

The nearest town to Volk Field is [Lone Rock, which had a population of 820 in 2020 in Richland County](#) and most of the surrounding area is rural farmland.

That area is in Richland County, which needs economic help from added airplane traffic and maintenance more than Dane County. The [St. Louis Federal Reserve Bank estimates that one in eight \(13%\)](#) people there live in poverty in 2023 versus [one in nine \(10.8%\) for Dane County](#). By the way, no one should live in poverty in the richest country in the history of the world, but that's a different topic.

Volk Field may need a north-south runway, but the Defense Department can make runway additions much faster than civilian airports.

For all these reasons, I think it makes sense to move the noisy maneuvers to Volk Field.

Thank you again for accepting our input and I look forward to hearing your decision to move the F35s.



List of accidents and incidents involving the Lockheed Martin F-35 Lightning II

A U.S. Air Force F-35A Lightning II in flight.

This list of accidents and incidents involving [Lockheed Martin F-35 Lightning II](#) aircraft includes events that resulted in loss of life, severe injuries, or damaged an aircraft beyond repair. The incidents have led both to concerns about safety^[1] and to analyses that indicate that the F-35 is relatively a safe military aircraft to fly.^[2]

2014 to 2019

2014

- On 23 June 2014, an F-35A's (tail number 10-5015) engine caught fire at [Eglin AFB](#). The pilot escaped unharmed, while the aircraft sustained an estimated US\$50 million in damage.^{[3][4]} The Air Force halted F-35 flights on 3 July^[5] and resumed them on 15 July with flight envelope restrictions.^[6] In June 2015, the USAF [Air Education and Training Command](#) (AETC)'s official report attributed the failure to the third-stage rotor of the engine's fan module, pieces of which cut through the fan case and upper fuselage. Pratt & Whitney applied an extended "rub-in" to increase the gap between the second stator and the third rotor integral arm seal, as well as design alterations to pre-trench the stator by early 2016.^[3]

2016

- On 23 September 2016, an Air Force F-35A (tail number 12-5052) was severely damaged in a fire on the flightline at [Mountain Home AFB](#) in Idaho. The airframe was stored until repairs were attempted. However, it was determined that the airframe was unrepairable due to the extensive fire damage. Later, the airframe was reassembled using spare parts to be used as an instructional airframe at Hill AFB.
- On 27 October 2016, a Marine Corp F-35B (tail number 168057) suffered an in-flight fire, forcing the pilot to make an emergency landing at [MCAS Beaufort, South Carolina](#). The cause of the fire was determined to be a faulty bracket issue which grazed electrical wiring near the hydraulic lines. This was an issue already known as a potential hazard by officials overseeing the F-35 program. Two years later it was determined that airframe was damaged beyond repair, but was stored pending use as an instructional airframe.

2018

- On 28 September 2018, the first F-35 crash occurred. A USMC F-35B (tail number 168719) crashed near [Marine Corps Air Station Beaufort, South Carolina](#), and the pilot ejected safely.^[7] The crash was attributed to a faulty fuel tube; all F-35s were grounded on 11 October pending a fleet-wide inspection of the tubes.^[8] The next day, most USAF and USN F-35s returned to flight status following the inspection.^[9]

2019

- On 9 April 2019, a JASDF F-35A (tail number 79-8705) attached to [Misawa Air Base](#) crashed east of the [Aomori Prefecture](#) during a training mission over the Pacific Ocean.^[10] Japan grounded its 12 F-35As during the investigation. The US and Japanese navies searched for the missing aircraft and pilot, finding debris soon afterward^[10] and recovered the pilot's remains in June.^[11] Though there was speculation that China or Russia might attempt to salvage the aircraft, the [Japanese Defense Ministry](#) reported that there had been no "reported activities" from either country.^[12] The pilot had radioed his intention to abort the drill before disappearing. Though the pilot was apparently conscious and responsive until 15 seconds before crashing, he sent no [distress signal](#) nor attempted any recovery maneuvers as he descended at a rapid rate. The accident report attributed the cause to the pilot's [spatial disorientation](#).^[10]

2020–present

2020

- On 19 May 2020, a USAF F-35A (tail number 12-5053) from the [58th Fighter Squadron](#) crashed while landing at Eglin AFB. The pilot ejected and was rescued in stable condition.^[13] The accident was attributed to a combination of pilot error induced by fatigue, a design issue with the oxygen system, the aircraft's complex and distracting nature, a malfunctioning head-mounted display, and an unresponsive [flight control system](#).^[14]
- On 29 September 2020, a USMC F-35B (tail number 169294) crashed in [Imperial County](#), California, after colliding with a Marine Corps [KC-130](#) during [air-to-air refuelling](#). The F-35B pilot was injured in the ejection, and the KC-130 crash-landed in a field without deploying its landing gear.^[15]

2021

- On 17 November 2021, a Royal Air Force [617 Squadron](#) F-35B (tail number ZM152) crashed during routine operations in the Mediterranean. The pilot was safely recovered to [HMS Queen Elizabeth](#).^{[16][17][18]} The wreckage, including all security sensitive equipment, was largely recovered with the

assistance of U.S. and Italian forces.^[19] The crash was determined to have been caused by an engine-blanking plug left in the intake.^[20]

2022

- On 4 January 2022, a South Korean Air Force F-35A (tail number 20-017) made a belly landing after all systems failed except the flight controls and the engine. The pilot heard a series of bangs during low-altitude flight, and various systems stopped working. The control tower suggested that the pilot eject, but he managed to land the plane without deploying the landing gear, walking away uninjured.^{[21][22]}
- On 24 January 2022, a USN F-35C (tail number 169304) with [VFA-147](#) suffered a [ramp strike](#) while landing on the [USS Carl Vinson \(CVN-70\)](#) and was lost overboard in the [South China Sea](#). Seven crew members were injured, while the pilot ejected safely and was recovered from the water. On 2 March 2022, the aircraft was recovered from a depth of about 12,400 ft (3,780 m) with the aid of a remotely operated vehicle ([ROV](#)) and DSCV *Picasso*, a deep-diving ship.^[23]
- On 19 October 2022, an F-35A (tail number 15-5197) crashed at the north end of the runway at [Hill Air Force Base](#) in Utah. The pilot safely ejected and was unharmed. The crash was caused by errors in the air data system from the wake turbulence of a preceding aircraft, which resulted in several rapid transitions between the primary and backup flight-conditions data sources. These rapid transitions caused the accumulation of reset values, leading the flight control laws to operate on inaccurate flight-conditions data, leading to departure from controlled flight.^[24]
- On 15 December 2022, an F-35B (tail number 170061) crashed during a failed vertical landing at [Naval Air Station Joint Reserve Base Fort Worth](#) in Texas. The government test pilot ejected on the ground and was not seriously injured. The aircraft was undergoing production test flying and had not yet been delivered by the manufacturer to the U.S. military.^{[25][26][27]}

2023

- On 17 September 2023, an F-35B (tail number 169591) crashed after the pilot ejected from his jet over [North Charleston, South Carolina](#) following a mishap during a training flight out of MCAS Beaufort. While the pilot was unharmed, the fighter was not located for about 30 hours.^{[28][29]} The fighter's wreckage was found on the evening of 18 September 2023.^[29]

2024

- On 28 May 2024, a developmental test F-35B (tail number 170067)^[30] crashed shortly after takeoff from [Kirtland Air Force Base](#) in New Mexico. The pilot ejected and was reportedly injured.^{[31][32]}

2025

- On 28 January 2025, an F-35A (tail number 19-5535) crashed at [Eielson Air Force Base](#) 20 miles south of Fairbanks in interior Alaska. The pilot was reported uninjured. On 26 August 2025 an Air Force investigation revealed that the pilot spent 50 minutes on a conference call with Lockheed Martin engineers starting soon after take-off. Freezing temperatures (-18C) had caused the hydraulic fluid to freeze and rupture the hydraulic lines including those to the landing gear. One third of the hydraulic systems in both the nose and the right main landing gear was found to have been contaminated with water. The US Air Force's accident investigation board concluded that a lack of oversight for the distribution of the hydraulic fluid, inadequate aircraft hydraulics servicing procedures, and the crew's decision-making, including the engineers on the call, all contributed to the crash. ^{[33][34]}
- On 30 July 2025, A US Navy F-35C fighter jet assigned to [Strike Fighter Squadron 125](#), known as the "*Rough Raiders*," crashed in [central California](#) near [Naval Air Station Lemoore](#), according to an US Navy press statement. The pilot ejected safely while the cause of the crash, which occurred around 6:30 pm, is being investigated. ^[35]

public comment on airport study.

From M Ingram <mrlcom2@gmail.com>

Date Mon 11/24/2025 2:17 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Thank you for the opportunity to make comments to the MSN Noise Compatibility Planning Study process.

I live at the corner of Oakridge Avenue and Dunning Street, under one of the frequently used approaches for commercial and now military jet traffic. I join other neighbors in this area trying to learn more about the noise impacts as they are experienced at a community level, and about alternatives. The citizen science project facilitated by Mr. Scott Pigg has been especially useful in allowing me access to data and to better participate in ongoing efforts to responsibly respond to what has been a profound noise impact on our lives. We need more data and information that supports a shared and open conversation about the sources and levels of noise.

In terms of feedback, one, I strongly support runway configuration and extension. As a resident of over a decade, I am amazed at the increase in commercial traffic alone. I cannot overemphasize how the frequency of noise disturbance in our neighborhood creates an already saturated condition such that decibels alone are not an accurate representation of impact.

I support the amended NCP's Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise associated with the local Air National Guard 115 th fighter wing, which currently depart to the south over dense residential neighborhoods about 30 percent of the time. We know that DCRA regularly exceeds 100 decibels in these neighborhoods, and peak at levels that are 20-30 decibels higher than typical commercial airliners on comparable flight paths. It is critical that relief for this burden is sought.

Two, F-35 arrivals regularly shut down all talking, listening, thinking -- whatever is going on -- in our neighborhood. I work at home and experience dread when I hear them coming because there is never just one, and not only can I not hear and talk for minutes at a time, but my windows rattle and I can feel the vibrations in my body. There is nothing subtle about their presence. Arriving F-35s mainly use a military overhead-break type approach but also employ airliner-style straight-in approaches in some weather and traffic conditions. The noise impacts of these two approach patterns don't make much difference in terms of their impact -- they need to be diversified, especially in the context of existing commercial traffic, to work out an appropriate mix of landing patterns that **minimizes the overall exposure of residential areas to the particularly objectionable F-35 noise and seeks to spread the F-35 noise footprint more broadly.**

Three, please reconsider your recommendation to not explore the possibility of F-35s to turn to the southwest when departing to the south. Your report states (2.3.4) that "although this measure reduces both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and therefore is not recommended". That makes no sense to me. As noted before, it is a matter of community building on the part of the airport to have more than one south-departure option to provide some relief to households under the current single south-departure track. To bring fighter jet traffic into what was already a burdensome situation requires opening up these options.

The amended NCP draft states that a southwest departure path is problematic due to tall antennas about 10 miles from the airport. I was quite interested to read Scott Pigg's observation that, MSNsound tracking of actual flight paths, as well as modeled flight tracks in the 2022 accepted Noise Exposure Map Update study show numerous non-military aircraft departures to the southwest. The recommendation needs to be changed to include the possibility of a southwest turn on departure for military jets.

Fourth, I encourage more creative thinking regarding the Oak Park Terrace mobile home community. This is an absolutely predictable outcome of bringing F-35 jets to a growing metropolitan area. Your proposal places a burden on the already vulnerable community of Oak Park, who will not easily find alternative housing. This is an extremely bad look for Dane County, and there is an opportunity here for the airport and the military to lead a creative and supportive planning process and a positive outcome. Instead of closing the park, the airport could take other actions including converting the park into a resident-owned community and protected reduced-rate lot rental fees.

Finally, I would like to see a conscious, public effort to manage noise with children in mind. Communication is key, to educate people about what is going on, so they can plan to be inside or not be putting children down for a nap. I strongly object to night flights, as well as weekends.

Sincerely,

Mrill Ingram

2151 Oakridge Avenue

Madison, WI 53704

public comment on the amended draft NCP

From DEBRA Ahrens <debahrens1@msn.com>

Date Mon 11/24/2025 1:41 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

I reviewed information available to the public re: Part 150 Noise Study; specifically how it relates to living in the Madison community in the area where F35s fly frequently.

Anecdotally, I have experienced pain in my ears when I am out walking when planes fly over the Eastmorland neighborhood. I use walking poles to maintain balance when I walk, and I have to drop the poles and cover my ears (fingers deep in ears to protect them) when they fly over. Without doing this I experience a great deal of pain. Animals demonstrate a great of disturbance; birds fly out of my yard, domestic pets show distress.

1) Data has been shared that support this need for such reactions.

- Peak Noise Levels: Data collected by the MSNsound effort confirms that F-35 departures flying over our neighborhood regularly exceed 100 decibels.
- Comparison: These fighter jet departures are approximately 20-30 decibels higher than typical commercial airliners flying on comparable paths.

2) Apparently, some of the problem can be attributed to a perceived need for a single flight path. The Single South Departure Path

- The noise concentration we experience is due to specific flight rules: A standing military NOTAM requires south-departing military aircraft to turn to a heading of 140 degrees or further east.
- The Result: This rule forces all south-departing F-35s to use a single flight path, causing them to repeatedly overfly the same residential neighborhoods day after day.

3) It has been suggested to use an Alternative
(Measure Section 2.3.4).

Southwest Departure Path

- The Route: This proposed path would direct F-35s to turn southwest, overflying the undeveloped Oscar Meyer railyard and Lake Mendota.

- The Objective Benefit: The measure is desirable because the airport's own analysis confirms that this alternative option reduces both the acreage and the total population within the 65 DNL noise contour. It spreads the noise burden rather than concentrating it.
- Addressing Concerns: While the airport draft cited concerns about minimum altitude due to tall antennas, our flight tracking data shows that non-military aircraft already successfully use a southwest departure. A workable path for F-35s is therefore highly likely.

If there is no consideration planned to move the F35s to an airport not located in a residential area, it is necessary to reduce the impact to the people who reside here.

Debra Ahrens
146 Walter St.
Madison, WI 53714
debahrens1@msn.com



Public Comments

From Laurie Lambert <lellenlambert@gmail.com>

Date Tue 11/18/2025 4:44 PM

To Airport Part150 Study <part150study@msnairport.com>

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You have not previously corresponded with this sender.

I think the solution to the airport noise is to move the airport.

Also, I am concerned about the comment that the County Executive wanting to make Dane County an international airport. I think this will increase the noise. I am against any changes to the airport that will increase the noise.

Laurie Lambert

Questions and Comments regarding Amended NCP - Nov 2025

From J M <jimm945@yahoo.com>

Date Mon 11/24/2025 4:53 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

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Hello, Thank you for taking my comments. I have lived in my house, which is located south of the airport directly on the path of Runway 18/36, for over 20 years. During this time, we have experienced an increase in the overall number of flights landing and taking off over our house and in adjacent areas. Perhaps, more significantly, we have been impacted by an increase in peak noise levels that register over 100 dba (as recorded by msnsound.com). Before sharing some specific comments, I want to thank the MSN airport administration (especially Mark Papko) for rescinding the previous NCP and developing an amended one. Thank you also to the 115th for engaging in conversations with the airport and developing strategies aimed at reducing some of the noise generated by WLANG flight operations. Finally, thank you to the residents who continue to share their knowledge and experiences through informal conversations and public comments. I have found these useful in guiding my own understandings and perspectives. Here are my comments and questions:

RE: NA-1: Develop noise abatement flight paths and encourage use of such flight paths to avoid aircraft overflying educational facilities to the south of the Airport

While I am in favor of this measure, it remains unstated what the airport is actively doing to move the FAA toward accepting these changes. Additionally, is there anything that other government bodies, elected officials and/or community members can do to help the airport advocate for these changes?

RE: NA-8: Consider runway reconfiguration to address non-compatible land use to the south of the Airport

I strongly support both of the reconfigurations recommended - i.e., a northerly shift of Runway 18/36 and the extension of Runway 3/21 to allow for additional WLANG aircraft. I would like to see this move forward as soon as possible given the length of time it will take to accomplish (especially considering that there are multiple options in the mix for extending 3/21). Additionally, the plan for shifting Runway 3/21 should be publicized early and discussed widely in order to prepare people who might be impacted down the road due to any resultant shifts in noise levels.

RE: LU-4: Monitor for voluntary land acquisition of the Oak Park Terrace mobile home community. Section 3.2.4.

Part of this measure reads: “In the event of an acquisition, the Airport Sponsor would provide relocation assistance to the displaced residents of Oak Park Terrace community in accordance with the Uniform Act and FAA Advisory Circular 150/5100-17 Chapters 4 through 7. The Uniform Act requires an adequate relocation assistance program that ensures the prompt and equitable relocation and reestablishment of persons displaced as a result of its Federally assisted airport projects.” [Page: 3-27]. It would be useful to see more detail about what “prompt and equitable relocation and establishment” looks like in the Madison-area housing market. Without these details it is hard to get behind this proposed land measure since it may address one of the airport’s goals, while creating problems for the impacted homeowners. Additionally, in light of the affordable housing shortage in Madison, the airport should explore options whereby the current residents (rather than solely the owner of the park) can be involved in any decisions about the future of the property.

RE: Monitoring the fidelity of implementation of measures that encourage particular behaviors from airlines, the 115th, and/or individual pilots.

What is the ongoing plan for collecting and analyzing data related to the measures that are non-binding (i.e., the numerous abatement measure recommendations that include the word “encourage”)? How will the airport and the broader community know if these measures are working? If they are not fully working, this data would be useful to guide strategies aimed at securing a higher level of uptake. If this data is already being collected, is it publicly available? If not, why not?

RE: Monitoring and sharing sound levels

Does the airport, city, or county monitor sound levels in the neighborhoods surrounding the airport on an ongoing basis? If not, why not? While it is not required by Part 150, it seems like developing a system of real-time monitors and data logs that anyone can access would be a relatively easy lift that would contribute to a better informed community and foster a culture of open data and transparency.

Re: 2.3.4 Runway 18 departures turn southwest over the Oscar Meyer Station Railyard -

One of the two reasons given for not supporting this measure was that the NCP “...seeks to ensure that noise is not simply shifted from one community to another, but rather that exposure to 65 DNL is reduced on a net-basis.” [Section 3.3.1, p. 3-30]. This guiding principle leaves some areas with a higher burden in relation to noise levels. If the convenience and economic benefits (\$500 million generated in 2012 according to sections 1.3.5) of having an airport (and the 115th) in Madison are shared by the entire community, shouldn’t some of the negative consequences also be spread out and shared? This seems especially relevant as the number of flights and sound levels have increased (in regard to the F-35s in particular).

RE: The annual-average Day-Night Average Sound Level (DNL) standard

This standard for creating noise contour maps, does not fully capture the impact of less frequent, but very high peak noise levels caused by single or clustered instances of fighter jets

arriving and departing. While I realize that the current standards are based on FAA rules, I am curious to know what steps, if any, the airport staff is making to advocate for changes to how the maps are created and what standards are being used - i.e., is the airport actively advocating for changes to the current standards?

RE: Communication about the 115th Fighter Wing flights

It would benefit the community to have a better sense of when flights will and will not be happening. I would like to see the airport work with the 115th to develop a more consistent and effective way of communicating flight schedules so that people in the area can plan accordingly. The current flight operations alters are helpful, but do not reflect all of the actual departures and arrivals.

Thanks for processing my comments.

Jim Mathews
29 Waubesa Street
Madison, WI 53704

Re: F35 noise

From Andrew Rohn <andrewrohn@gmail.com>

Date Mon 11/24/2025 5:11 PM

To Airport Part150 Study <part150study@msnairport.com>

!-----!
This Message Is From an Untrusted Sender
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!-----!

Hello,

I am re-sending this email with my complete info. My name is Andrew Rohn and I live at 505 Christianson Ave, Madison Wisconsin 53714. My email is andrewrohn@gmail.com See message below.

> On Nov 24, 2025, at 8:27 AM, Andrew Rohn <andrewrohn@gmail.com> wrote:

>

> Hello,

> I live at 505 Christianson avenue. The F35s fly very low over my neighborhood. There are generally two of them and they seem to make a tight loop and pass over again shortly after, so four deafening roars. If I'm outside I have to drop what I'm doing and plug my ears because it feels loud enough to do damage. One of my dogs (Lola) is left trembling. I hear the F35s could take off in a different direction if they chose to, and I strongly request they take off NOT over a densely populated neighborhood.

> Thank you,

> Andrew Rohn

>

> Sent from my iPhone

Re: public comment on airport study.

From ken agnew <gkagnewjr@gmail.com>

Date Mon 11/24/2025 6:17 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Thank you for the opportunity to make comments to the MSN Noise Compatibility Planning Study process.

I strongly support runway configuration and extension. I also support the amended NCP's Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise. In addition, arrival and departure patterns that minimize exposure of any single neighborhood and spread the noise footprint are badly needed. Neighborhoods that already carry a significant commercial traffic burden need to be taken into account. I appreciate anything you can continue to do to support an open and effective public participation process. Airport noise is a significant presence in the lives of thousands of people in this city and more needs to be done.

Ken Agnew
2151 Oakridge Avenue
Madison, WI 53704

On Mon, Nov 24, 2025 at 4:17 PM M Ingram <mrillcom2@gmail.com> wrote:

Thank you for the opportunity to make comments to the MSN Noise Compatibility Planning Study process.

I live at the corner of Oakridge Avenue and Dunning Street, under one of the frequently used approaches for commercial and now military jet traffic. I join other neighbors in this area trying to learn more about the noise impacts as they are experienced at a community level, and about alternatives. The citizen science project facilitated by Mr. Scott Pigg has been especially useful in allowing me access to data and to better participate in ongoing efforts to responsibly respond to what has been a profound noise impact on our lives. We need more data and information that supports a shared and open conversation about the sources and levels of noise.

In terms of feedback, one, I strongly support runway configuration and extension. As a resident of over a decade, I am amazed at the increase in commercial traffic alone. I cannot overemphasize how the frequency of noise disturbance in our neighborhood creates an already saturated condition such that decibels alone are not an accurate representation of impact.

I support the amended NCP's Runway 03/21 to better accommodate F-35A departures. This measure has the potential to significantly reduce residential exposure to noise from F-35A fighter jet noise associated with the local Air National Guard 115 th fighter wing, which currently depart to the south over dense residential neighborhoods about 30 percent of the time. We know that DCRA regularly exceeds 100 decibels in these neighborhoods, and peak at levels that are 20-30 decibels higher than typical commercial airliners on comparable flight paths. It is critical that relief for this burden is sought.

Two, F-35 arrivals regularly shut down all talking, listening, thinking -- whatever is going on -- in our neighborhood. I work at home and experience dread when I hear them coming because there is never just one, and not only can I not hear and talk for minutes at a time, but my windows rattle and I can feel the vibrations in my body. There is nothing subtle about their presence. Arriving F-35s mainly use a military overhead-break type approach but also employ airliner-style straight-in approaches in some weather and traffic conditions. The noise impacts of these two approach patterns don't make much difference in terms of their impact -- they need to be diversified, especially in the context of existing commercial traffic, to work out an appropriate mix of landing patterns that **minimizes the overall exposure of residential areas to the particularly objectionable F-35 noise and seeks to spread the F-35 noise footprint more broadly.**

Three, please reconsider your recommendation to not explore the possibility of F-35s to turn to the southwest when departing to the south. Your report states (2.3.4) that "although this measure reduces both acreage and population within the 65 DNL contour, it shifts noise from one residential neighborhood to another and therefore is not recommended". That makes no sense to me. As noted before, it is a matter of community building on the part of the airport to have more than one south-departure option to provide some relief to households under the current single south-departure track. To bring fighter jet traffic into what was already a burdensome situation requires opening up these options.

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Fourth, I encourage more creative thinking regarding the Oak Park Terrace mobile home community. This is an absolutely predictable outcome of bringing F-35 jets to a growing metropolitan area. Your proposal places a burden on the already vulnerable community of Oak Park, who will not easily find alternative housing. This is an extremely bad look for Dane County, and there is an opportunity here for the airport and the military to lead a creative and supportive planning process and a positive outcome. Instead of closing the park, the airport could take other actions including converting the park into a resident-owned community and protected reduced-rate lot rental fees.

Finally, I would like to see a conscious, public effort to manage noise with children in mind. Communication is key, to educate people about what is going on, so they can plan to be inside or not be putting children down for a nap. I strongly object to night flights, as well as weekends. Sincerely,

Mrill Ingram
2151 Oakridge Avenue
Madison, WI 53704

Reconsidering southeast departure route of f35s

From Jeff Schank <jeffschank1@gmail.com>

Date Mon 11/24/2025 2:50 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Hello,

My name is jeff schank and i live at 2826 milwaukee st, madison, wi 53704.

I live on the direct north/south runway line of the msn airport and am directly impacted by both souther departues and southern arrivals of the f-35 planes.

I host a sound meter that regularly measures sounds of over 100 decibels on both takeoff and landing. The departure is particularly jarring due to the full power nature of the plane engines.

Many neighbors in my area are severely impacted by the southeast departure route they currently take. Many familes with children live in the neighborhoods impacted by this southeast departure.

Beuase of this, I strongly recommend your team look into the considered southwest route over oscar meyer railyard. This proposed route would have significantly less families affected and would finish over lake mendota, thus affecting even less households.

I would love to chat with someone further about this as our home is severely affected by both takeoff and landing and would like to explore ways to reduce this burden.

Thank you,

Jeff

Support F-35 noise mitigation

From Angela Richardson <angelarichardson1000@gmail.com>

Date Mon 11/24/2025 4:11 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

My name is Angela Richardson, I live at 217 Dunning St, Madison, WI 53704 and have been here for 18 years. My email is angelarichardson1000@gmail.com

As an long time, east side Madison resident, I am writing to encourage and strongly support the expansion/reconfiguration of the runways, new flight paths, sound insulation programs, and other improvements to the Madison/Truax airport, to help mitigate the noise and other pollution caused by the F-35s. As the study indicates, these changes would alleviate some of the negative impacts of these flights on our community.

Thank you for supporting the study's findings.
Angela



Outlook

(No subject)

From Barticus <bartterrell@yahoo.com>

Date Tue 11/18/2025 2:39 PM

To Airport Part150 Study <part150study@msnairport.com>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Is there any kind of feel yet as far as any actual funding being available for home and business noise abatement?

Bart Terrell

3210 Quincy Ave. Madison, WI. 53704

[Yahoo Mail: Search, Organize, Conquer](#)

Noise compatibility program

From Jenn Jackson <jenniferjjackson@gmail.com>

Date Tue 11/25/2025 7:05 AM

To Airport Part150 Study <part150study@msnairport.com>

Hello, I see I've just missed the cut off for public comments regarding the Noise Compatibility Program. In the event you will still consider my input I want to voice my support for the implementation of the Alternative Southwest Departure Path. My understanding is that commercial airlines are able to successfully navigate this path which leads me to believe that military jets/pilots would be more than capable to do the same. Additionally, I understand that there would be fewer homes/residents impacted by the noise. I currently reside underneath the existing flight path and can attest that 3 to 4 rounds of touch and goes daily is a noise disturbance and while I do enjoy aviation and watching the jets, selfishly, I do not enjoy the unsolicited daily impact that they have on my life.
Jenn Jackson Sent from my iPhone

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DANE COUNTY REGIONAL AIRPORT
NOISE COMPATIBILITY PLANNING STUDY
PUBLIC ORAL COMMENT

* * * * *

TAKEN AT: Dane County Regional Airport

LOCATED AT: 4000 International Lane
Madison, Wisconsin

November 18, 2025

5:55 p.m. to 6:35 p.m.

* * * * *

PRESENT:

Jason Ilstrup - Commission Chair
Mark Papko - Airport Director
Ryan Falch
Michael Riechers
Christopher Reis, PE - Mead & Hunt
Eugene Reindel - Harris Miller Miller & Hanson,
Inc.
Julie Gallagher

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<p style="text-align: right;">Page 2</p> <p>1 PUBLIC COMMENT PORTION</p> <p>2 MS. GALLAGHER: Steve Brooks is the</p> <p>3 first one registered and he is here.</p> <p>4 COMMISSION CHAIRPERSON: All right.</p> <p>5 Mr. Brooks, please come on up. Five minutes.</p> <p>6 MR. BROOKS: Hello, yes. Hi. My name</p> <p>7 is Steve Brooks. I live in Madison. I am a</p> <p>8 member of Safe Skies Clean Water Wisconsin,</p> <p>9 Veterans for Peace Madison, Wisconsin, and a</p> <p>10 member of other environmental organizations.</p> <p>11 These organizations have been watching</p> <p>12 and monitoring activities of the Dane County</p> <p>13 Airport and Truax for not only noise violations</p> <p>14 but other environmental concerns such as PFAS.</p> <p>15 I am speaking today for myself only.</p> <p>16 I think the changes that we have been</p> <p>17 hearing about the sound study are great. It</p> <p>18 seems like you are for mainly normal airport</p> <p>19 operations, and I agree with that, and last time</p> <p>20 I was here for the regular meeting, I mentioned</p> <p>21 that, you know, if it wasn't for the F-35 -- if</p> <p>22 it wasn't for the F-35, you know, we'd probably</p> <p>23 as our community organizations wouldn't have too</p> <p>24 many issues with the airport besides the PFAS.</p> <p>25 But there is still a big elephant in the room.</p>	<p style="text-align: right;">Page 4</p> <p>1 Bill Proxmire around anymore to check on</p> <p>2 anything that would be considered a Golden</p> <p>3 Fleece, but most of us realize the F-35</p> <p>4 operation is a Golden Fleece.</p> <p>5 As far as F-35 noise concerns, it is my</p> <p>6 view that the F-35 jets must leave Madison and</p> <p>7 Dane County. The noise level is breaking the</p> <p>8 rule of disturbing the peace. Disturbing the</p> <p>9 peace is an offense such as a domestic argument</p> <p>10 that gets out of hand and turns into disorderly</p> <p>11 conduct. How is the regular occurring</p> <p>12 disturbing the peace of the F-35s allowed,</p> <p>13 getting off scot-free from a fine or a ticket</p> <p>14 and we have just been hearing it every time each</p> <p>15 and every F-35 takes off and lands.</p> <p>16 The Department of Military Affairs</p> <p>17 needs to pay a fine of \$1,000 each for each and</p> <p>18 every time an F-35 takes off and lands at Truax</p> <p>19 Field to Dane County and Madison. So what did</p> <p>20 we hear, about five or six planes goes off?</p> <p>21 6,000 bucks right there to the Dane County and</p> <p>22 City of Madison. They can split it, split the</p> <p>23 six grand.</p> <p>24 Other comments that I have is that I</p> <p>25 agree with the comments by Steve Klafka, the</p>
<p style="text-align: right;">Page 3</p> <p>1 As far as my comments today, I would</p> <p>2 mostly like to address the Wisconsin Department</p> <p>3 of Military Affairs for directing the farce,</p> <p>4 fraud, and abuse of local residents for not</p> <p>5 protecting Madison Dane County citizenry from</p> <p>6 U.S. constitutionally provided domestic</p> <p>7 tranquility from the F-35s that operate out of</p> <p>8 Truax Field with the 115th Wisconsin</p> <p>9 International Guard.</p> <p>10 Noise concerns have been stated since</p> <p>11 the announcement of the F-35s coming into Truax</p> <p>12 Field and only the City of Madison has at least</p> <p>13 passed a resolution seemingly in a nonactive</p> <p>14 fashion without even follow-up but at least they</p> <p>15 did it, but the Dane County Board has not passed</p> <p>16 a resolution.</p> <p>17 A huge new clubhouse hanger for the</p> <p>18 F-35s has been built with taxpayer money, yet no</p> <p>19 open house for local residents has been offered</p> <p>20 to see it. I heard that workers had to sign a</p> <p>21 secrecy agreement when they were building the</p> <p>22 facility. What is in the new hanger that is so</p> <p>23 secret? Are there gold-plated toilets in the</p> <p>24 new bathrooms?</p> <p>25 We don't have any Wisconsin Senator</p>	<p style="text-align: right;">Page 5</p> <p>1 engineer, has a summary of recommendations, a</p> <p>2 lot of them and I wholeheartedly agree with his</p> <p>3 No. 18 that states that a new mission for the</p> <p>4 115th should be found without any type of</p> <p>5 fighter jets.</p> <p>6 So, look, Dane County has, what? How</p> <p>7 many hospitals? We have four. We have the Vets</p> <p>8 Hospital, UW Hospital, Meriter, and St. Mary's,</p> <p>9 four hospitals in Madison. Why can't there be</p> <p>10 some type of change to the mission of the 115th</p> <p>11 regarding hospital stuff. Hello?</p> <p>12 Okay. So how do you ask people in</p> <p>13 charge of the F-35s to leave? You direct. And</p> <p>14 as this is an example, this is how you do it,</p> <p>15 you say, You, Pack up your things. Take your</p> <p>16 F-35s and get out. You stink.</p> <p>17 COMMISSION CHAIRPERSON: Thank you very</p> <p>18 much, Mr. Brooks. All right. Next public</p> <p>19 comment from online.</p> <p>20 MS. GALLAGHER: Gil Halstead.</p> <p>21 COMMISSION CHAIRPERSON: Halstead is</p> <p>22 online?</p> <p>23 MS. GALLAGHER: Yep.</p> <p>24 COMMISSION CHAIRPERSON: Hi, Gil</p> <p>25 Halstead. Can you hear us?</p>

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<p style="text-align: right;">Page 6</p> <p>1 MR. HALSTEAD: I am unmuted now? I</p> <p>2 could hear --</p> <p>3 COMMISSION CHAIRPERSON: Yes. And we</p> <p>4 can hear you, Mr. Halstead. You have</p> <p>5 five minutes. Five minutes, please.</p> <p>6 MR. HALSTEAD: So I have been looking</p> <p>7 at the I guess it's the Department 150 Draft NCP</p> <p>8 Amendment 2025. Is this at issue here or is</p> <p>9 that not something that's included? Because it</p> <p>10 was not gone over because that's what my comment</p> <p>11 refers to. 2.34 is part of the MSN 150 Draft</p> <p>12 NCP Amendment.</p> <p>13 MR. PAPKO: Yep. That's we are talking</p> <p>14 about and presenting today.</p> <p>15 MR. HALSTEAD: Okay. So Section 2.34</p> <p>16 considers the scenario where half of the south</p> <p>17 departing F-35s turn to the west instead of the</p> <p>18 east, but the recommendation in the report here</p> <p>19 is that although this would reduce both acreage</p> <p>20 and population within the 65 DNL contour, it</p> <p>21 shifts noise from one residential neighborhood</p> <p>22 to another and, therefore, is it not</p> <p>23 recommended.</p> <p>24 And I would like to suggest that it</p> <p>25 should be recommended because I would like to</p>	<p style="text-align: right;">Page 8</p> <p>1 pilots or the trainers could give us their take</p> <p>2 on what the positive impact is that these jets</p> <p>3 flying over our house several times per week or</p> <p>4 houses.</p> <p>5 I know what impact the commercial jets</p> <p>6 that also fly directly over my house are having</p> <p>7 on my neighborhood. I know that they are</p> <p>8 transporting people and goods to and from</p> <p>9 Madison, people who either live here or are</p> <p>10 visiting people who live here, and in many cases</p> <p>11 do some economic business here. But what are</p> <p>12 the F-35s doing for us here in Madison?</p> <p>13 I think I know the answer but I'd like</p> <p>14 to hear it explained and justified by the pilots</p> <p>15 and/or the trainers or officials at the 115th</p> <p>16 who are, from my perspective right now,</p> <p>17 unwelcome neighbors in the airspace above my</p> <p>18 house. I want them to convince me that I should</p> <p>19 welcome them or at least give me some good</p> <p>20 reason to tolerate them. And they are not -- I</p> <p>21 haven't heard that from anybody.</p> <p>22 I am concerned about mitigating the</p> <p>23 noise population pollution, but I am actually</p> <p>24 more interested in having a clear explanation</p> <p>25 for why these planes are here and how their</p>
<p style="text-align: right;">Page 7</p> <p>1 see the noise spread around more. I am in the</p> <p>2 flight path of those south departing and often</p> <p>3 north returning F-35s on a regular basis. And I</p> <p>4 find it hard to believe that they are really</p> <p>5 trying to leave in a different direction because</p> <p>6 it happens very, very regularly.</p> <p>7 I mean, I just heard in your discussion</p> <p>8 that they have to ask permission. Well, it</p> <p>9 doesn't seem to me it's granted very often. I</p> <p>10 am glad that there is a pilot that asks to do</p> <p>11 that, but I want the noise spread around more so</p> <p>12 that more people will feel like neighbors as I</p> <p>13 do to these jets and the pilots who fly them.</p> <p>14 I have tried to convince folks that if</p> <p>15 I were to make the pilots or the trainers</p> <p>16 available for interactive community discussions</p> <p>17 about the supposedly positive role they are</p> <p>18 planning here in the Madison community. We were</p> <p>19 told from the get-go when the F-35s -- when the</p> <p>20 decision was made to get them down here, that</p> <p>21 there would be a positive economic impact.</p> <p>22 Perhaps there has been; but when I have</p> <p>23 asked public officials about this, I have never</p> <p>24 gotten a straight answer about how much in terms</p> <p>25 of dollars for what. I think that perhaps the</p>	<p style="text-align: right;">Page 9</p> <p>1 presence positively affects me and the broader</p> <p>2 Madison Dane County community.</p> <p>3 I would think that both the airport and</p> <p>4 fighter wing would have want the community to</p> <p>5 have a clear picture of that. I don't expect</p> <p>6 that even if I get some explanation that it will</p> <p>7 satisfy me but at least there will have been</p> <p>8 some honest exchange.</p> <p>9 It seems clear to me that the jets</p> <p>10 could be training somewhere else and that the</p> <p>11 fighter wing could have a different mission as</p> <p>12 Steve Brooks mentioned. One that, for example,</p> <p>13 provides support for communities facing natural</p> <p>14 disasters instead of training pilots to fly</p> <p>15 planes that are specifically designed to create</p> <p>16 or at least threaten to create disasters in</p> <p>17 other parts of the world. Thank you for</p> <p>18 listening to me.</p> <p>19 COMMISSION CHAIRPERSON: Thank you very</p> <p>20 much, Mr. Halstead. We appreciate your</p> <p>21 comments. Next up, Julie.</p> <p>22 MS. GALLAGHER: That is actually all</p> <p>23 that I have as far as pre-registered.</p> <p>24 COMMISSION CHAIRPERSON: Perfect.</p> <p>25 Chris?</p>

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<p style="text-align: right;">Page 10</p> <p>1 MR. REIS: Yeah. There is two more 2 that registered when they came in. 3 COMMISSION CHAIRPERSON: Fantastic. 4 And the first person's name on that list is, 5 please? 6 MR. REIS: First person is Brett 7 Hulsey. 8 COMMISSION CHAIRPERSON: Thank you. 9 MR. HULSEY: It's great to be back to 10 Dane County Airport. It's been a while. I am 11 Brett Hulsey. I was on the County Board from 12 1998 to 2012, thought my debt was paid to 13 society, but I am here tonight and I actually 14 live at 3214 Ridgeway Avenue. And according to 15 your map on the inside of the high decibel area, 16 so... 17 I am also a carpenter and general 18 contractor and have hearing loss and am very 19 familiar with OSHA regulations because of that 20 but thanks for your service. I think my great 21 contribution to the airport was on the County 22 Board after 9/11, we worked to get the rental 23 cops out of the -- and get good union jobs for 24 people checking the luggage here because it's 25 always good if your security detail going into</p>	<p style="text-align: right;">Page 12</p> <p>1 spent \$7,044, so that's pretty good. But there 2 is a possibility in the next few months -- year 3 or so I will be a commander in chief for the 4 Wisconsin Army National Guard, so I am both as a 5 neighbor and I am very concerned. 6 I believe the most cost effective way 7 to solve this problem is to conduct the majority 8 of the jet flights at Volk Field. It does only 9 have an east/west runway. I think it would be 10 much easier for us to add a north/south there or 11 prevailing winds southwest/northeast. I am a 12 sailor, so I pay attention to prevailing winds 13 and pilot; but, and I did not finish my 14 training. I hope to do that one of these days, 15 to get a biplane to drive to my -- fly to my 16 campaign events but that's for that. 17 So Volk Field is 80 miles away. They 18 were doing touch-and-goes. I got video of it 19 last week. I was outside working on my house, 20 and I still have tinnitus. I had tinnitus from 21 unprotected shooting as a child. It is much 22 worse now after that overflight. 23 I have a two-year-old -- I rent the 24 upstairs. I have a two-year-old up there and 25 you should understand the way these standards</p>
<p style="text-align: right;">Page 11</p> <p>1 an airport has their shirt tucked in. That's an 2 indication of a higher degree, but thanks for 3 taking comments on this. 4 I live less than a mile from the end of 5 your zero north/south runway, and I have a lot 6 of video footage of planes going over. 7 Actually, I restored an 1849 farmhouse on 8 Milwaukee Street and I had to wear ear 9 protection while I was reroofing that because I 10 think those were F-19s then. 11 So I do have a little military 12 experience. My father was an Air National Guard 13 flight surgeon during the Vietnam War at Tinker. 14 I had employment in the Naval Academy on one of 15 the flight jets, carriers, being a Marine Recon 16 commander or a navy seal or all of the above if 17 possible, but I couldn't do that because I had 18 to take care of my mom during the divorce. 19 My pilot training was at North Base 20 with Max Westheimer Field, which is right in the 21 middle of tornado alley. So you should 22 appreciate your nice, calm winds here, so... 23 and I also happen to be a candidate for 24 governor. I only won 51,300 votes in 2014 25 against Scott Walker and Mary Burke but I only</p>	<p style="text-align: right;">Page 13</p> <p>1 are set they were set by the industry to be 2 comfortable for the industry. If you look at 3 Johns Hopkins, they have the levels much lower 4 than the FAA standards, and I would encourage 5 you to set the precautionary level of standard 6 for protecting the most people which is the 7 two-year-old upstairs. 8 And I also understand that your, what 9 is it, your 85 -- your boundaries are set on 10 average, not peak and a peak of 120 decibels is 11 almost gunshot level, so I always prided myself 12 on the Dane County Board for being smarter than 13 your average bear, and I think we can look at 14 that. 15 And the other thing is I brought this 16 up to the new director, and welcome by the way. 17 This looks like a fun first day at school. 18 MR. PAPKO: It's all fun. Every day is 19 fun. 20 MR. HULSEY: Yeah. So, but, and I 21 appreciate the great facility here and, but one 22 of the things when I worked at the Sierra Club, 23 we had these same kind of events in Denver with 24 Stapleton going back years, they had lawsuits, 25 they had encroachment around and the Sierra Club</p>

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<p style="text-align: right;">Page 14</p> <p>1 worked with them, and this pertains to your</p> <p>2 long-range plan, but to actually redevelop a new</p> <p>3 airport on a greenfield site and redevelop the</p> <p>4 area around Stapleton Airport. Am I at five</p> <p>5 minutes?</p> <p>6 COMMISSION CHAIRPERSON: You are at</p> <p>7 five minutes. Just wrap it up.</p> <p>8 MR. HULSEY: So just consider that.</p> <p>9 Thank you. I will present more comments. I</p> <p>10 also wrote a lot of health reports from the</p> <p>11 Sierra Club, so I will give you all the science</p> <p>12 behind the protecting children.</p> <p>13 COMMISSION CHAIRPERSON: We appreciate</p> <p>14 your comments. Appreciate your services for</p> <p>15 Dane County as well. I'm sorry? I didn't mean</p> <p>16 to cut you off.</p> <p>17 MR. HULSEY: I thought my debt was paid</p> <p>18 to society but maybe not.</p> <p>19 COMMISSION CHAIRPERSON: Thank you very</p> <p>20 much, Mr. Hulsey. Next?</p> <p>21 MR. REIS: Next speaker, Scott Pigg.</p> <p>22 COMMISSION CHAIRPERSON: You are fine</p> <p>23 right there.</p> <p>24 MR. PIGG: My name is Scott Pigg. I am</p> <p>25 a homeowner at 414 Russel Street which is about</p>	<p style="text-align: right;">Page 16</p> <p>1 up four comments. I am pretty sure I will be</p> <p>2 able to get it in within the five-minute window.</p> <p>3 First, I wholeheartedly support I think</p> <p>4 it was NA-8 about runway configuration that</p> <p>5 talks about potentially lengthening Runway 0321</p> <p>6 and realigning Runway 1836, especially the</p> <p>7 lengthening of Runway 0321 if, as Gene says,</p> <p>8 that would make it the dominant runway that the</p> <p>9 F-35s would use.</p> <p>10 I mean, I think we have -- and almost</p> <p>11 all the comments have been here about the F-35s</p> <p>12 because they are, by far, the most significant</p> <p>13 contributor to the objectionable aircraft noise</p> <p>14 around here, and I think everyone would agree</p> <p>15 that the No. 1 goal would be to reduce the F-35</p> <p>16 noise footprint over residential areas and go as</p> <p>17 far as we can with that.</p> <p>18 And then I think there should also be a</p> <p>19 second goal which is, you know, if they have to</p> <p>20 fly over residential areas, there should be a</p> <p>21 goal of spreading that footprint around so it's</p> <p>22 not the same homes that are repeatedly hit and</p> <p>23 lengthening 0321 would by far reduce the noise</p> <p>24 exposure over the areas to the south of the</p> <p>25 airport and it would, you know, to the extent</p>
<p style="text-align: right;">Page 15</p> <p>1 two and a half miles south of the airport and</p> <p>2 maybe a half mile west of the center line of the</p> <p>3 main 1836 runway. I am also -- I also manage a</p> <p>4 grass roots citizen science network of noise</p> <p>5 monitors that's intended to track aircraft and</p> <p>6 aircraft noise in the vicinity of the airport</p> <p>7 that, among other things, can tell us that since</p> <p>8 this meeting started, 9 of 35 departed to the</p> <p>9 north. They kind of half interrupted the</p> <p>10 meeting for part of it, and the one meter a</p> <p>11 couple miles north of here had a peak of</p> <p>12 104 decibels and over the Oak Park Terrace, it</p> <p>13 was mentioned earlier they hit 98 decibels.</p> <p>14 That 104 decibels is 20 decibels louder</p> <p>15 than the couple of commercial airliners</p> <p>16 departing after those F-35s which makes them, I</p> <p>17 don't know, what would you say, Gene? It's like</p> <p>18 two times louder for every 10 decibels so at</p> <p>19 least four times louder than a commercial</p> <p>20 airline.</p> <p>21 So all that is by way of saying that I</p> <p>22 consider myself a close observer of the aircraft</p> <p>23 and the aircraft noise and the area around the</p> <p>24 airport, not just in my neighborhood but by</p> <p>25 virtue of watching all those meters, so I offer</p>	<p style="text-align: right;">Page 17</p> <p>1 that sometimes they have to use the other</p> <p>2 runways, it helps spread that noise footprint</p> <p>3 around. So I am very much in support of</p> <p>4 those -- of that NA-8 recommendation.</p> <p>5 I'd also like to commend the airport</p> <p>6 and the consulting team and the 115th for the</p> <p>7 new analysis that looked at alternative noise</p> <p>8 departure profiles for the F-35s. I thought</p> <p>9 that was a great idea, and I am just very much</p> <p>10 encouraged if what I am hearing is true, that</p> <p>11 the 115th just went ahead and implemented the</p> <p>12 lowest noise -- the lowest noise profile.</p> <p>13 That's the kind of nimble engagement</p> <p>14 that we need and that you don't often see from</p> <p>15 the military and bureaucracies. I'd like -- My</p> <p>16 comment would be can we extend that to also do a</p> <p>17 similar analysis for arrival profiles for the</p> <p>18 F-35s? They seem to have two dominant patterns.</p> <p>19 One is a straight-in approach to a runway like a</p> <p>20 commercial airliner would do, a stabilized</p> <p>21 approach. The other one is an overhead break</p> <p>22 arrival pattern where they fly over the airport</p> <p>23 at a fairly high altitude and then they circle</p> <p>24 and descend and land.</p> <p>25 And those, I am told, have different</p>

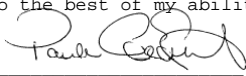
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<p style="text-align: right;">Page 18</p> <p>1 noise levels. I can tell you for a fact they 2 expose different households to jet noise. We 3 tend to get the worst noise when they are on a 4 Runway 36 overhead pattern, and what I would 5 like to see is I would like to see some similar 6 noise modeling analysis for those two arrival 7 patterns.</p> <p>8 And then some thinking and discussion 9 about related to that second goal that I stated 10 about spreading the noise footprint around about 11 what is the right balance between overheads and 12 straight-ins. You know, I can understand that 13 standard procedure for fighter jets is an 14 overhead arrival pattern. That doesn't need -- 15 it doesn't need to be exclusively one or the 16 other, but I'd like to see more analysis along 17 those lines.</p> <p>18 COMMISSION CHAIRPERSON: Your time is 19 coming to the end but certainly wrap up.</p> <p>20 MR. PIGG: I will. Okay. Two more. I 21 will second what Gil Halstead said, about the 22 non-recommendation for the west departure 23 profile because I think that, you know, if you 24 look at the commercial jets, when they depart to 25 the south, they fan out in all manner and I</p>	<p style="text-align: right;">Page 20</p> <p>1 consider adding to the plan alternatives like 2 acquiring the park, then turning it into a 3 residential-owned community and offering reduced 4 lot fees for, you know, people who choose to 5 live there so that's, you know, some 6 compensation for the noise.</p> <p>7 COMMISSION CHAIRPERSON: Thank you.</p> <p>8 Yes. Thank you very much, Mr. Pigg. We 9 appreciate your comments and for you being here 10 today.</p> <p>11 MR. REIS: And we have one more, Linda 12 Hall.</p> <p>13 COMMISSION CHAIRPERSON: Please come on 14 up. You have five minutes. Thank you for being 15 here. You have five minutes.</p> <p>16 MS. HALL: Hi. I am Linda Hall. I 17 live at 1834 Rutledge Street, and I came earlier 18 when -- to look at all the maps and see what the 19 plan is to mitigate the noise. I appreciate the 20 work that's been done on that. But I firmly 21 believe that your study area is not large 22 enough.</p> <p>23 My house isn't even close to being in 24 the study area and yet the noise is terribly 25 disruptive there. When I occasionally work from</p>
<p style="text-align: right;">Page 19</p> <p>1 think we should in the interest of spreading the 2 F-35 noise footprint around, there should be at 3 least two south departure profiles so it's not 4 the same houses that are being hit on the same 5 flight path every time they have to depart to 6 the south.</p> <p>7 There is something in the report that 8 said it's also not recommended because it's 9 against FAA standard operating procedures due to 10 the TV towers to the southwest of Madison. I 11 don't find that argument compelling, and so I 12 would like to see that recommendation revisited.</p> <p>13 And then, finally, I have one comment 14 on LU-4 which is the monitoring for voluntary 15 acquisition of the Oak Park mobile home park. I 16 am in support of the acquisition, but not if it 17 means closing the park and sending the residents 18 elsewhere.</p> <p>19 We already have a serious affordable 20 housing problem in Dane County. There is a 21 national problem with mobile home parks being 22 taken over by predatory private equity firms, 23 and so I would hate to see that park closed 24 down.</p> <p>25 I think that the airport should</p>	<p style="text-align: right;">Page 21</p> <p>1 home, I have a coworker who lives east of 2 Olbrich Park. When I hear the F-35s come over 3 her house, I know I have to put my headset on; 4 otherwise, it's going to interrupt the Zoom 5 meeting that I am in over at my house on 6 Rutledge Street.</p> <p>7 I also think that your study maps 8 average everything. It doesn't tell you 9 anything about what we are experiencing in terms 10 of the noise from the F-35s. It's very, very 11 disruptive. And even when you are in the house 12 with the windows closed, it's disruptive.</p> <p>13 And the schedules of the F-35 seems to 14 be changing to more annoying times, and I will 15 just end that since the pandemic, my 16 neighborhood has an outdoor happy hour on Friday 17 night and it's being disturbed by these F-35s 18 and not something that used to happen because I 19 also have other friends who work in the 20 neighborhood and their work is interrupted 21 during the day because of the noise of the 22 F-35s.</p> <p>23 So I urge you to do some more work and 24 find some more measures to fix the noise if you 25 can. I don't really think you can. I think we</p>

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<p style="text-align: right;">Page 22</p> <p>1 need the F-35s to go away. Thank you.</p> <p>2 COMMISSION CHAIRPERSON: That's all?</p> <p>3 MS. HALL: Yes.</p> <p>4 COMMISSION CHAIRPERSON: Thank you.</p> <p>5 Thank you for being here.</p> <p>6 MR. REIS: That's it that registered.</p> <p>7 COMMISSION CHAIRPERSON: Hearing no</p> <p>8 other public comments --</p> <p>9 MS. DAVIS: Yes. I'd like to talk.</p> <p>10 COMMISSION CHAIRPERSON: Yes, please.</p> <p>11 Come on up. Five minutes. Thank you for being</p> <p>12 here.</p> <p>13 MS. DAVIS: Sure. Thank you all. My</p> <p>14 name is Janet Davis, and I live over in the Eken</p> <p>15 Park neighborhood; and as much as what you hear</p> <p>16 right now, we often hear inside the house.</p> <p>17 You know, the thought of mitigation</p> <p>18 doesn't really help me because all summer long,</p> <p>19 I keep my windows open or if I can be outside, I</p> <p>20 am outside. So, you know, when I listen to the</p> <p>21 noise exposure, and I see the little maps, I</p> <p>22 just wonder do you folks live around here? Do</p> <p>23 you know? Do you have to listen to this?</p> <p>24 I moved here 26 years ago and the</p> <p>25 number of flights that have increased, you know,</p>	<p style="text-align: right;">Page 24</p> <p>1 it's costly. I just don't think the airport</p> <p>2 brings us enough benefit, so...</p> <p>3 COMMISSION CHAIRPERSON: Thank you for</p> <p>4 your comments. We appreciate you being here.</p> <p>5 MS. DAVIS: Thank you.</p> <p>6 COMMISSION CHAIRPERSON: Any other</p> <p>7 comments either online or in the room? Please.</p> <p>8 MS. LODGEN: Mine is really short. I</p> <p>9 just want to say that I agree with everyone here</p> <p>10 that spoke. I live at 2714 Sommers and it goes</p> <p>11 right over my house. We lived there long before</p> <p>12 even the F-16s and a very old house. Whether</p> <p>13 you are inside or out, it is very, very loud and</p> <p>14 so I appreciate everyone that spoke up and I</p> <p>15 agree with.</p> <p>16 COMMISSION CHAIRPERSON: Are you all</p> <p>17 right stating your name just so we have it for</p> <p>18 the record?</p> <p>19 MS. LODGEN: Lucie.</p> <p>20 COMMISSION CHAIRPERSON: Thank you very</p> <p>21 much. We appreciate that. Any other public</p> <p>22 comments? Okay. Thank you all for being here.</p> <p>23 The public comment period is open until</p> <p>24 November 24th.</p> <p>25 MR. PAPKO: Correct.</p>
<p style="text-align: right;">Page 23</p> <p>1 sometimes before 6:00 in the morning and</p> <p>2 sometimes after 10:30 at night and then the</p> <p>3 F-35s, they are positively piercing.</p> <p>4 So I think with the affordable housing,</p> <p>5 what we need to do is like Austin did and like</p> <p>6 Denver did, say this airport really doesn't</p> <p>7 belong in the middle of a city. I think the</p> <p>8 airport needs to move. I mean, I am all for</p> <p>9 just targeting the F-35s. I agree with Gil.</p> <p>10 You know, we have people that come in</p> <p>11 on the planes. We have products that come in on</p> <p>12 the planes, but the F-35s don't do anything for</p> <p>13 us and changing their mission would make my --</p> <p>14 make me feel different about them.</p> <p>15 But the entire -- the big answer -- and</p> <p>16 if you want to talk about 5 years, 10 years,</p> <p>17 15 years down, it's to move the airport and the</p> <p>18 number of houses that have gone up in the last</p> <p>19 two, three years within this airport are -- or</p> <p>20 apartments I should say, you know, people are</p> <p>21 steadily moving in and they are going to face</p> <p>22 the same thing we do.</p> <p>23 So, you know, let's see if I have much</p> <p>24 more to say than that? I think it really is --</p> <p>25 I think it's a simple solution, although I know</p>	<p style="text-align: right;">Page 25</p> <p>1 COMMISSION CHAIRPERSON: It can be</p> <p>2 written. We gave the e-mail. We have other</p> <p>3 websites available to be able to get those</p> <p>4 comments to us in written format, but I just</p> <p>5 want to say a personal thank you for all of you</p> <p>6 that were here either virtually or in the room</p> <p>7 tonight with your comments. We do appreciate</p> <p>8 it.</p> <p>9 Mark, is there anything else?</p> <p>10 MR. PAPKO: No. I'd just like to thank</p> <p>11 you for your participation. I mean, we truly</p> <p>12 encourage you guys to continue to make those</p> <p>13 comments. If you feel like you left something</p> <p>14 on the table, you have that opportunity for the</p> <p>15 next six days.</p> <p>16 All the information, all the</p> <p>17 presentations that we talked about and gave</p> <p>18 today will be available online. All the</p> <p>19 information is available already online, so you</p> <p>20 can see the full amended NCP with the various</p> <p>21 appendices and breakdown in more detail into all</p> <p>22 the different measures and mitigation efforts</p> <p>23 that we went over, so please go in and take a</p> <p>24 look. Thank you.</p> <p>25 If you haven't already grabbed -- make</p>

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<p>Page 26</p> <p>1 sure you grab the validated parking on the way</p> <p>2 out. Please go to the cashier lane with your</p> <p>3 parking ticket and that validation and we will</p> <p>4 make sure we get you guys out of here. Thank</p> <p>5 you.</p> <p>6 COMMISSION CHAIRPERSON: Thank you very</p> <p>7 much. This meeting is adjourned.</p> <p>8 (Whereupon, the</p> <p>9 above-referenced proceedings</p> <p>10 were adjourned as indicated</p> <p>11 herein at 6:35 p.m.)</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	
<p>Page 27</p> <p>1 CERTIFICATE</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6 This is to certify that I, PAULA ANN</p> <p>7 ERICKSON, CSR, RPR, CLR and Notary Public, do</p> <p>8 hereby certify that I reported in machine</p> <p>9 shorthand the public comment held at the Dane</p> <p>10 County Regional Airport, on November 18, 2025</p> <p>11 and that this transcript is a true and accurate</p> <p>12 transcription of my machine shorthand notes so</p> <p>13 taken to the best of my ability.</p> <p>14 </p> <p>15 PAULA ERICKSON, CSR, RPR</p> <p>16</p> <p>17 License No. 084-003899</p> <p>18</p> <p>19 Dated this 25th day</p> <p>20 of November 2025.</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	

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