

Appendix D-2 Stakeholder Consultation

This appendix includes:

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- Numbered Received Public Comments

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**Dane County Regional Airport (MSN)
Title 14 CFR Part 150 Airport Noise Compatibility Planning Study
2022 Noise Exposure Map Update
Responses to Public Comments Received**

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Steve	Klafka	Madison	Email	1.1	Public meetings	The open house was held at the airport. It was not accessible to most residents impacted by the airport noise. I hope the next open house is held in a more public location, perhaps at several locations in impacted neighborhoods. These could include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.	MSN is central to all of its surrounding communities experiencing high noise exposure from aircraft operations. MSN provided free parking for those attending the meeting. MSN will consider your suggestions for the planning of future meetings.
Steve	Klafka	Madison	Email	1.2	DNL/threshold	The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.	The FAA requires the use of the DNL metric and a 65 dB threshold for land use compatibility assessment in accordance with Title 14 of the Code of Federal Regulation Part 150. The FAA guidelines indicate that all land uses are compatible with aircraft noise exposure less than 65 dB DNL. The FAA acknowledges that noise or unwanted sound is known to have several adverse effects on humans, such as communication interference, sleep disturbance, physiological responses, and annoyance. The FAA continues to research these topics to inform their aircraft noise policy. A Federal Register notice published in 2021 summarizes the latest research findings: https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-research-efforts-request-for-input-on-research-activities . Additional information is available on the FAA website, https://www.faa.gov/regulations_policies/policy_guidance/noise .
Steve	Klafka	Madison	Email	1.3	DNL/threshold	The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The Minneapolis-St. Paul International Airport uses 60 dB DNL to determine who is eligible for noise abatement. Using a lower threshold will provide noise abatement for more Madison residents including those who received no noise protection during the last Part 150 study. Using lower noise levels would inform the community about the thousands of people exposed to airport noise on the north and east sides of Madison.	See response to Comment 1.2. Phase 2 of the Part 150 study at MSN (the Noise Compatibility Program), which will begin in 2023, will assess measures to reduce non-compatible land use and to deter the introduction of non-compatible land use.
Steve	Klafka	Madison	Email	1.4	DNL/threshold	The Part 150 study should predict peak noise levels, especially at sensitive locations like schools and daycare centers. In its EIS for the F-35 jets, the Air Force determined peak noise levels. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage.	See response to Comment 1.2.
Steve	Klafka	Madison	Email	1.5	Environmental justice	The Part 150 study should not only consider land use but address environmental justice and determine the income and race makeup of impacted areas. In its EIS for the F-35 jets, the Air Force determined the composition of impacted residents.	Title 14 of the Code of Federal Regulations Part 150 is specific to land use compatibility planning around airports.
Steve	Klafka	Madison	Email	1.6	Noise Abatement/Mitigation	Despite its objections to the incoming F-35 fighter jets, the city just approved new low-income apartments next to Hawthorne Elementary School. These apartments are within the Air Force predicted 65 db DNL noise contour and the location of the 112 decibel peak noise level measured yesterday. These apartments will bring more children and more noise exposure to those least able to defend themselves. Please look out for our children and improve the airport noise abatement study so it reflects actual noise exposure.	In accordance with Part 150 requirements, the NCP update (Phase 2 of this project) will review the existing NCP measures as recommended in the original Part 150 in 1993, determine which of those measures to keep as is, modify for continuation, or remove. In addition, the Airport will consider any new measures for which will fall under three primary categories: (1) noise abatement to address noise at the source, e.g., aircraft, (2) land use to mitigate existing incompatible land uses and deter introduction of new incompatible land uses, and (3) program management to implement measures, monitor compliance and periodically update the Part 150. Phase 2 of the Part 150 study at MSN (the Noise Compatibility Program), which will begin in 2023, will assess measures to reduce non-compatible land use and to deter the introduction of non-compatible land use. New and revised land uses are the sole responsibility of the local jurisdictions. Neither the FAA nor the Airport can impose restrictions on land uses. We will forward this comment to incorporate into Phase 2 - the Noise Compatibility Program.
Steve	Klafka	Madison	Email Attachment - safeskiesclearwaterwi.org	1.7	Noise Abatement/Mitigation	In response to the F-35 fighter jets, the Burlington International Airport adopted their Noise Mitigation Implementation Plan in 2021. Will the county airport noise study evaluate the Burlington plan to help improve our noise abatement plan for the F-35 jets proposed for Truax Field? The Burlington noise plan will involve 2,600 residential units and have a budget of \$163.5 million. It will spend \$5 million each year so will take 32.7 years to complete. Can we expect the county airport noise abatement plan will take as long? The Burlington noise plan estimates \$50,000 for single family home noise insulation; \$339,000 to purchase land parcels; \$341,000 to purchase single family homes; and \$59,000 for sales assistance for single family parcels. Can we expect similar costs for the county airport noise study?	See response to Comment 1.6.

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Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.8	DNL/threshold	What noise standards will be used? The 65 dB DNL noise standard was used by Air Force to prepare its EIS for the F-35 fighter jets. Will the county airport noise study use the same standard?	See response to Comment 1.2.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.9	DNL/threshold	The 65 dB DNL noise standard was developed over 50 years ago. It is based on annoyance and doesn't address physical or mental health effects, or decline in educational performance. The FAA is reviewing the adequacy of this standard. We've learned much more about the adverse effects of noise exposure. Will the county airport noise study provide a review of current knowledge about the effects of noise	See response to Comment 1.2.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.10	DNL/threshold	The 65 dB DNL noise standard was developed over 50 years ago. Other airports use a lower standard. For example, the Twin Cities airport uses 60 dB DNL to determine people eligible for noise mitigation. Would the county airport consider using a lower noise level for its study?	See response to Comment 1.2.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.11	DNL/threshold	The Air Force EIS for the F-35 fighter jets estimated noise impacts using the 65 dB DNL which is a daily average. The EIS also included peak noise levels at sensitive locations like schools. Will the county airport noise study also estimate peak noise levels at sensitive locations	See response to Comment 1.2.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.12	Noise Levels	There are 60,000 people living within 3 miles of the county airport who are currently impacted by aircraft noise at 120 dB or higher. Will the county airport noise study estimate noise levels experience by these people?	Aircraft noise exposure is determined through the development of the NEM per Title 14 of the Code of Federal Regulations Part 150. Per FAA guidelines, the NEM will include noise exposure contours of 65, 70 and 75 dB DNL and assess land use compatibility within those 5-dB contour intervals.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.13	Noise Abatement/Mitigation	What noise abatement options will be provided?	See response to Comment 1.6
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.14	Noise Abatement/Mitigation	Will the county airport noise study provide people the option of relocating from the noise impact area similar to the option provided by the Burlington noise abatement plan?	See response to Comment 1.6
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.15	Noise Abatement/Mitigation	The Wisconsin State Journal reported that there are nearly 450 Madison residences which are subject to avigation easements previously arranged by the county airport. These easements provide no protection safeskiescleanwaterwi.org Page 2 from noise exposure. Will the new county airport noise study eliminate these easements and replace with better options like relocation or noise insulation?	See response to Comment 1.6.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.16	Noise Abatement/Mitigation	Will the county airport noise study evaluate different flight paths for the F-35 fighter jet training to avoid routes over schools and populated neighborhoods?	See response to Comment 1.6.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.17	Noise Abatement/Mitigation	Will the county airport noise study evaluate different schedules for the F-35 fighter jet training to avoid times when children are traveling to and from school or outside for recess?	See response to Comment 1.6.
Steve	Klafka	Madison	Email Attachment - safeskiescleanwaterwi.org	1.18	Environmental justice	How will environmental justice be addressed? The EIS prepared by the Air Force for the F-35 fighter jets proposed for Truax Field concluded that: "There would be significant disproportionate impacts to low-income and minority populations as well as children. The increase in noise exposure to the south of the airport would disproportionately impact low-income areas and the increase in noise exposure to the east of the airport would disproportionately impact a low-income minority population". Comments from the City of Madison on the EIS showed there were significant numbers of low-income and families of color outside the 65 dB DNL predicted in the EIS. An Environmental Justice Complaint has been filed with USEPA in which the county airport is named as responsible for environmental injustice and racism. Governor Evers recently announced the formation of an Office of Environmental Justice. How will the county airport noise study address environmental justice in surrounding neighborhoods?	See response to comment 1.5.

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Steve	Klafka	Madison	Email Attachment - safeskiesclea nwaterwi.org	1.19	Part 150 Study	Why has it been 30 years since the last noise study was conducted by the county airport?	Historically, the airport has successfully implemented noise abatement and use measures related to land use compatibility planning. MSN continues to work with communities surrounding the airport to address their noise concerns. The airport devotes resources to monitoring and responding to noise complaints. Prior to the COVID-19 pandemic, which temporarily halted many in-person meetings, the airport regularly held a semi-annual noise meeting with the community and stakeholders. With the addition of the F-35A to Dane County Regional Airport, MSN is undertaking this study to develop an accurate NEM that reflects current and future airport operations including the impending F-35A operations, to communicate noise exposure levels to the surrounding communities, and collaboratively develop noise abatement, land use, and program management measures through an NCP.
Steve	Klafka	Madison	Email Attachment - safeskiesclea nwaterwi.org	1.20	Airport Relocation	The county airport has been in its current location for 80 years. Madison needs land for new residential housing. Can the county airport noise study evaluate the option of relocating outside of the city?	Airport relocation is not included in a Part 150 study per Title 14 of the Code of Federal Regulations.
Steve	Klafka	Madison	Email Attachment - safeskiesclea nwaterwi.org	1.21	Access Restriction	The noise abatement plan in Burlington will cost \$163.5 million. The noise abatement program for Madison will cost tens of millions of dollars. Thousands of residents will be exposed to excessive noise levels. The Air Force and Air National Guard will not provide any funds for noise abatement. Why didn't the county airport oppose the beddown of the F-35 fighter jets at Truax Field?	According to federal grant assurances included in specific grants received by the Airport, the Airport is not able to restrict the use of the Airport without a comprehensive noise and access restriction study under Part 161 of Title 14 of the Code of Federal Regulations. Phase 2 of the Part 150 study will evaluate whether any such restriction is required to obtain land use compatibility.
Steve	Klafka	Madison	Email Attachment - safeskiesclea nwaterwi.org	1.22	Modeling assumptions	Will the assumptions used for noise modeling including the number and routes of aircraft be presented to the public in an understandable fashion?	The noise modeling input assumptions are contained in Chapter 5 of the NEM. Appendix C contains additional noise modeling input information.
Steve	Klafka	Madison	Email Attachment - safeskiesclea nwaterwi.org	1.23	Noise Monitors	How many noise monitors will be installed as part of the county airport noise study? Will the public have input into the location of noise monitors used for the study?	Part 150 does not require the use of noise monitors. Part 150 requires the use of the FAA's noise model, which is the Aviation Environmental Design Tool, to determine the noise exposure contours provided in the NEM. In addition, the FAA required the use of NoiseMAP, the DoD noise model to determine the noise exposure from the F-35A aircraft and that the results be added to the AEDT results.
Laura	Vogel	Madison	Email	2.1	Public meetings	Communication is the key and numerous public meetings (in a variety of locations, at different days / times) will encourage more people to get involved.	See response to Comment 1.1. The Airport will exceed Part 150 requirements for public meetings. The April 26th meeting was the first of three public meetings. The second was held November 14, 2022, and the third likely in late 2023, which will include a public hearing on the County-recommended Noise Compatibility Program measures to address the non-compatible land uses identified in the Noise Exposure Map.
Laura	Vogel	Madison	Email	2.2	DNL/threshold	Based on my brief research, it appears the 65 dB DNL noise level is outdated. Large airports, such as Minneapolis / St. Paul, uses 60 dB DNL to determine who is eligible for noise abatement.	See response to Comment 1.2.
Laura	Vogel	Madison	Email	2.3	EIS's basing decision	Remember - noise abatement / insulation does not protect those outside. The reason we live in Dane County Wisconsin is because we love to spend time in our parks, lakes, green spaces and enjoy all that nature has to offer. This is difficult, if not impossible, with F-35 fighter jets flying overhead. Perhaps it is time to consider whether siting F-35s in a densely populated urban area is appropriate for the health and well being of the community as a whole	The Department of Defense (DoD) made the decision to base the F-35A aircraft at MSN and completed an Environmental Impact Statement to determine the potential impacts of that decision. The Part 150 cannot consider relocating the F-35A aircraft as a potential noise compatibility program measure as that decision is not the County's nor the FAA's to make. However, the Part 150 may consider, in Phase 2, measures to mitigate the incompatible land uses from MSN aircraft operations including those of the F-35A aircraft.
Laura	Vogel	Madison	Email	2.4	Children's learning	The group I am referring to is our children; they will be significantly impacted by the F-35s and deserve to be heard. Did you know that there are numerous schools and daycares situated within several miles of the airport? The increase in noise will add additional stress, sleep disturbance and a disruption in their educational performance. Did you know that many classrooms do not have functioning windows and lack air conditioning? As a result, windows are open (weather permitting) during a large portion of the school day. Further, children and staff are outside multiple times each day for recess, sports and other activities. The excessive noise from the siting of the F-35s at Truax Field would have a significant negative impact on this vulnerable group within our community. These are our children, grandchildren and future leaders; they deserve better living conditions.	See response to Comment 1.2. Schools and daycares have been identified during the production of the Noise Exposure Map. Those noise-sensitive facilities identified within the 65 dB DNL contour are potentially eligible for noise mitigation if recommended as a measure in the Noise Compatibility Program, which is Phase 2 of this study.
Melina	Not provided	Wisconsin	Email	3.1	EIS's basing decision	The proposed F-35 fighter jet squadron will come with dramatic noise impacts. The Air Force should cancel their F-35 plans, & Gov. Tony Evers should find a new mission for the Wisconsin Air National Guard, or County Executive Joe Parisi should close or relocate the 80-year old gas guzzling airport to a safer, less urban location.	See response to Comment 2.3.
Melina	Not provided	Wisconsin	Email	3.2	DNL/threshold	We need a modern noise study that evaluates the aircraft noise impacts on all of the 60,000 north and east side residents that live within 3 miles of the airport. We want to know the peak noise levels that our families and neighbors will be exposed to. We want a robust noise abatement program!	See responses to Comments 1.2 and 1.6.

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Christine	Esche	Madison	Email	4.1	Public meetings	The single open house held on April 26th at the airport was inadequate. The open house format held solely at the airport is not informative and doesn't allow for the public to ask questions which everyone can hear. There should be more public meetings held as soon as possible which are accessible to most residents impacted by the airport noise. The meetings should be held in more public locations, in impacted neighborhoods at community centers located throughout the north and east sides of Madison. These locations should include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.	See response to Comments 1.1 and 2.1.
Christine	Esche	Madison	Email	4.2	DNL/threshold	The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of aircraft noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.	See responses to Comment 1.2.
Christine	Esche	Madison	Email	4.3	DNL/threshold	The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the proposed study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The Minneapolis-St. Paul International Airport uses 60 dB DNL to determine who is eligible for noise abatement. The county airport study should use a lower threshold than the 65 dB DNL to provide noise abatement for more Madison. Using lower noise levels would inform the community about the full extent of airport noise impacts and the thousands of people exposed to airport noise on the north and east sides of Madison.	See responses to Comment 1.2.
Christine	Esche	Madison	Email	4.4	DNL/threshold	The Part 150 study should predict peak noise levels, the noise we actually hear, especially at sensitive locations like schools and daycare centers. In its 2020 EIS for the F-35 jets, the Air Force determined peak noise levels. The county airport can do the same. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage. We need to know the harm that will be caused by the peak noise levels of the F-35 fighter jets.	See responses to Comment 1.2.
Christine	Esche	Madison	Email	4.5	Environmental justice	The Part 150 study should not only consider land use but address environmental justice. The study should determine the income and race makeup of impacted areas. In its 2020 EIS for the F-35 jets, the Air Force determined the composition of impacted residents. The county airport can do the same.	See response to Comment 1.5.
Barbara	Olson	Madison	Email	5.1	Children's learning	Schools: The study should estimate noise impacts on all schools on the north and east sides of Madison. It should estimate PEAK noise levels at those schools, and not rely on Daily Average levels which are not the highest noises children will hear. The study should estimate the impacts on educational performance and children's health using the most recent metrics and actual measured noise from F35s, and not 50-year-old annoyance studies. In his recent letter to Vermont public officials, Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from their F-35 fighter jets on children including: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.	See response to Comments 1.2 and 2.4.
Barbara	Olson	Madison	Email	5.2	Noise Monitors	A tracking and monitoring system similar to those at the Burlington Airport should be installed at area schools to assess actual noise exposure. We cannot rely on computer modeling.	See response to Comment 1.23.
Barbara	Olson	Madison	Email	5.3	DNL/threshold	Scope of and input to study: The study should use lower decibel levels such as 60 decibels (used by the Minneapolis-St. Paul International Airport) and 55 decibels (required by the State of Oregon). Doing this would include more people that live on the north & east sides who are impacted by aircraft noise and reveal the full extent of neighborhood impacts.	See response to Comment 1.2.
Barbara	Olson	Madison	Email	5.4	Public meetings	Also, there should be meetings with impacted neighborhoods and school populations. A few open houses at the airport are completely insufficient.	See responses to Comment 1.1.
Barbara	Olson	Madison	Email	5.5	Noise Abatement/Mitigation	Noise Abatement: We MUST provide funding for noise abatement measures at all schools on the north and east sides of Madison. At this time, there will be no noise abatement for area schools.	See response to Comment 1.6.
Shawn	Schey	Madison	Email	6.1	Noise Abatement/Mitigation	Any discussion of "noise abatement measures" such as treatments for windows is useless. Window baffling - even rooftop insulation - is no solution. And people don't only inhabit buildings. They inhabit the outdoors - their yards, their porches, streets, and parks. Imagine a hike in Cherokee Woods if there are F-35s!	See response to Comment 1.6.
Shawn	Schey	Madison	Email	6.2	DNL/threshold	The study should estimate peak noise levels at all schools on the north and east sides of Madison. At this time, it will only predict daily average (DNL) noise levels, not the peak noise levels we actually hear.	See response to Comment 1.2.

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Shawn	Schey	Madison	Email	6.3	Children's learning	The study should estimate the impacts on educational performance and children's health. At this time, the study will use the FAA's 50-year old daily average noise standard of 65 decibels DNL which is based on outdated annoyance studies. In his recent letter to Vermont public officials, Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from their F-35 fighter jets on children including: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.	See response to Comment 2.4.
Shawn	Schey	Madison	Email	6.4	Public meetings	The study should include meetings with impacted neighborhoods and schools. At this time, only a few open houses at the airport will be used in educate the public on the procedures and results.	See response to Comments 1.1 and 2.1.
Shawn	Schey	Madison	Email	6.5	Noise monitors	The study should include a flight tracking system and noise monitors, similar to those at the Burlington Airport, installed at area schools to assess actual noise exposure. At this time, the study will predict noise levels through computer modeling with no plans to measure actual noise levels.	See response to Comment 1.23.
Ashley	Hartman Annis	Ho-chunk	Email	7.1	Children's learning	The study should estimate noise impacts on all schools on the north and east sides of Madison. Why aren't schools being included in the study?	See response to Comment 2.4.
Ashley	Hartman Annis	Ho-chunk	Email	7.2	DNL/threshold	The study should estimate peak noise levels at all schools on the north and east sides of Madison.	See response to Comment 1.2.
Ashley	Hartman Annis	Ho-chunk	Email	7.3	Children's learning	The study should estimate the impacts on educational performance and children's health. In his recent letter to Vermont public officials, Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from their F-35 fighter jets on children including: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.	See response to Comment 2.4.
Ashley	Hartman Annis	Ho-chunk	Email	7.4	DNL/threshold	The study should estimate impacts at lower levels than 65 decibels DNL. Predicting lower levels such as 60 decibels (used by the Minneapolis-St. Paul International Airport) and 55 decibels (required by the State of Oregon) will include more households and children that live on the north and east sides of Madison who are impacted by aircraft noise. It will inform the public of the full extent of neighborhoods impacted by county airport noise.	See response to Comment 1.2.
Ashley	Hartman Annis	Ho-chunk	Email	7.5	Noise Abatement/Mitigation	The study should provide funding for noise abatement measures at all schools on the north and east sides of Madison.	See response to Comment 1.6.
Ashley	Hartman Annis	Ho-chunk	Email	7.6	Public meetings	The study should include meetings with impacted neighborhoods and schools.	See response to Comment 1.1.
Ashley	Hartman Annis	Ho-chunk	Email	7.7	Noise Monitors	The study should include a flight tracking system and noise monitors, similar to those at the Burlington Airport, installed at area schools to assess actual noise exposure.	See response to Comment 1.23.
Megan	Walela	Madison	Email	8.1	Public meetings	Is there an upcoming meeting on noise at DCRA and Truax Field on Monday, 11/14 from 6-8pm? If so, is there an agenda for the meeting and/or a listserv that I could be added to?	<p>The second open house on the Dane County Airport Part 150 noise study occurred on November 14, 2022, 6pm - 8pm at the Airport Terminal Lobby between Doors 1 and 2. If members of the public weren't able to attend the open house in person, they have several opportunities to review the draft Noise Exposure Map report and submit feedback during that same 30-day period ending December 12, 2022:</p> <ul style="list-style-type: none"> • physical copy of the report will be available for review at the Lakeview branch of the Madison Public Library • physical copy will be available for review at the airport • digital copy will be available for review on the airport's Part 150 website [https://www.msairport.com/about/ecomentality/Part-150-Study] <p>Additionally, to ensure members of the public who live closest to the airport are contacted, the airport sent postcards to over 9,600 residences in communities immediately surrounding the airport. The postcard contains information about the open house, as well as a QR code that links to the Part 150 website and a digital copy of the draft Noise Exposure Map report for review.</p>
Steve	Klafka	Madison	Email	9.1	Public meetings	<p>The second open house on the Dane County Airport Part 150 noise study is scheduled for November 14, 2022, 6pm - 8pm at the Airport Terminal Lobby between Doors 1 and 2.</p> <p>For those who are unable to attend the open house in person, especially the low-income and families of color who receive most of the noise impacts of airport operations, will the meeting be live streamed on Zoom or other online app?</p>	See response to Comment 8.1.

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Linda	Lehnertz	Madison	Email	10.1	Documentation Availability	Next Monday is a public meeting on the NEM. The NEM is not posted on the project website. I would like a copy of the NEM that will be presented at Monday's meeting.	The NEM document was made available during the public comment period. A hard copy was provided at the MSN office at 4000 International Lane during normal business hours. A hard copy was provided at the Madison Public Library-Lakeview at 2845 North Sherman Avenue. The document was also available on the Airport's website at: https://www.msnaairport.com/about/ecomentality/Part-150-Study . In addition one hard copy was available at the second public house along with QR codes to scan that directed the scanner to the Airport's website.
Chris	Schatz	Madison	Email	11.1	EIS's basing decision	Is this hearing an opportunity to undo the F-35 debacle that has been thrust upon us? The F-16 noise was already excessive and unwelcome. It really seems zero consideration to impact on residents of the surrounding neighborhoods has been taken. Fyi, they do make Truax Field a much worse neighbor than Mitchell Field was, when I lived in Bay View neighborhood of Milwaukee. Will sell and move once practical.	See response to Comment 2.3.
Anne	Tigan	Madison	Email	12.1	Public meetings; Children's learning	<p>Hello,</p> <p>Thank you for providing the display at the DCRA last evening, 11/14/22, 6-8 pm. The study staff were helpful and I learned things I came to learn, and more.</p> <p>By way of comment, I would like much more clarification on one aspect of the model used to determine decibel levels of noise as exemplified on the slides. The model monitors or registers the aircraft in the air, etc., a day-night level, an average. But what was not presented on the slides was a model which monitors or registers DAY TIME ONLY Decibel levels so that it is clear to the public how our school children, especially, are affected DURING THE DAY and the decibel level that they are subjected to as they go about their tasks of learning and playing, at schools and at homes in flight paths. I was told by study staff that there are other models that they use to determine these levels and that they will be applied at a later stage when DCRA et al will determine noise remediation methods.</p> <p>Please inform the public who care for our school children (we know the ANG and DOD do not give a hoot for Madison area school children) how and when these determinations—day time db levels-- will be made, the results and application going forward.</p> <p>Also, it was a welcoming space at the display last evening and I thank the DCRA for the study.</p> <p>I was especially grateful for the kind greetings to me from Lowell and Kim, DCRA staff.</p>	Daytime only noise exposure is not required at this phase of the study. Schools identified within the 65 dB DNL contour are potentially eligible for noise mitigation. Prior to a school receiving acoustical treatments as part of a sound insulation program, the interior school-day noise equivalent level will be assessed to ensure the treatments reduce the school-day noise equivalent level to 45 dB or below.
Sara	Scott	Madison	Comment Form	13.1	Nighttime operations	Lots of issues at Paly. Thanks for bringing the plans out for us to see. It's going to be loud please keep flight at a low after 10pm so far no problems at night	See response to Comment 1.6.
Martha	Pings	Madison	Comment Form	14.1	Public comments	We have 90+ year old homes here. Saying the airport has primacy is false. Citizens have been gathering noise level data throughout the year. These observations should be reported. Noise complaint calls/emails are not pinpointed/not appear to be in use.	The FAA requires Part 150 studies solely rely on computer modeling for the Noise Exposure Map with FAA-approved noise models. The Airport collects and manages noise complaints. See response to Comment 1.19.
Martha	Pings	Madison	Comment Form	14.2	DNL/threshold	We need to be smarter about our acceptance of noise levels—simply saying "Oh well, this is how the feds do it" is insensitive to the on-the-ground experience and health impact of each 65dB+ event.	See response to Comment 1.2.
Martha	Pings	Madison	Comment Form	14.3	Noise Abatement/Mitigation	Once again, the ANG is hiding from meaningful public input and response. The ANG is able to use Runway 21 for "departure scrambles" which is least impactful to residential areas. Why not use this ALL the time?	See response to Comment 1.6.
Steve	Books	Madison	Comment Form	15.1	Aviation Forecast	On page 22 of the Appendices to the Noise Exposure Map Update #312360 Nov. 22, the detailed forecast data for military operations #'s shows remaining the same for the years 2022, 2027. When will the military operations numbers be updated? The calendar year 2021 were used. However, the WI Air National Guard has stated that there will be more flights with the F-35 aircraft than there was with the F-16s. How many more military operations will take place? Thanks.	The ANG was deployed more than a typical year in 2021, which resulted in fewer operations than in a normal year. The ANG is expecting to have fewer F-35A aircraft available than the F-16 fleet at MSN prior to the drawdown in 2022. However, the F-35A is expected to be a more reliable aircraft resulting in more operations per aircraft than with the aging F-16 fleet at MSN. In the end, the ANG is estimating the same number of F-35A operations as with the F-16 fleet. Therefore, we modeled the typical number of F-16 operations from a recent five years for the F-35A operations in 2027.
Steve	Books	Madison	Comment Form	15.2	Board Presentation	Can the study results for each step of the process be presented to the Dane County Board in-person to inform all of the Dane County Board Supervisors?	The Dane County Board of Supervisors receives regular updates about the airport, including the Part 150 noise study, and they have the ability to request additional information as they see fit. The public has access to both draft and final reports of this study by way of the open houses and the airport's Part 150 webpage: [https://www.msnaairport.com/about/ecomentality/Part-150-Study]
Steve	Books	Madison	Comment Form	15.3	Noise Abatement/Mitigation	Are building codes for sound proofing or extra building insulation going to be implemented? Will the costs for moving out an existing elementary schools be included in the total costs scenario?	See response to Comment 1.6.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Unidentified	Unidentified	Madison	Comment Form	16.1	Draft NEM	On page B-40 and various other pages: "2.2.LU-2: Define "airport affected area" for purposes of implementing Wisconsin Act 136 Wisconsin Act 136, Wis. Stat. 66.31, has three key provisions". First, citing something as Wisconsin Act 136 is almost worthless as there has been an Act 136 for every 2-year session of the Wisconsin Legislature since the late 1970s or early 1980s. Before that there was Chapter 136 for every session of the Wisconsin Legislature since statehood. You must include the year to have an accurate citation. You appear to be referring to 1985 Wisconsin Act 136. Second: Chapter 66 of the Wisconsin Statutes was revised and renumbered by 1999 Wisconsin Act 150. Old Wisconsin Statute Section 66.31 is not Section 66.1009.	Year of Act to be provided in the documentation as a footnote.
Unidentified	Unidentified	Madison	Comment Form	16.2	Noise Abatement/Mitigation	66.1009 Agreement to establish an airport affected area. Any country, town, city, or village may establish by written agreement with an airport, as defined in s.62.23 (6) (am) 1.a.: (1) The area which will be subject to ss 59.69 (4g) and (5) € 2. and 5m., 60.61 (2) (e) and (4) (c) 1. and 3. and 62.23 (7) (d) 2. and 2m respectively, except that no part of the area may be more than 3 miles from the boundaries of the airport. (2) Any requirement related to permitting land use in an airport affected area, as defined in s. 62.23 (6) (am) 1. b., which does not conform to the zoning plan or map under s.59.69 (4g), 60.61 (2) (e) or 62.23 (6) (am) 2. A city, village, town or county may enact such requirement by ordinance. History: 1985 a. 136; 1995 a. 201; 1999 a. 150 s. 365; Stats. 1999 s. 66.1009; 2017 a. 243. NOTE: Section 1 of 85 Act 136 is entitled "Findings and purpose".	See response to Comment 1.6.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.1	Draft NEM	Dear Ms. Jones and County Executive Parisi: On behalf of the residents of Madison, Wisconsin that comprise Safe Skies Clean Water Wisconsin, we are submitting comments on the draft November 2022 Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations Part 150, Dane County Regional Airport, prepared by HMMH of Burlington, Massachusetts. Since 2018, Safe Skies has organized residents of Madison and other organizations concerned about the Air Force decision to deploy a squadron of F-35A fighter jets to the Wisconsin Air National Guard at Truax Field adjacent to the Dane County Regional Airport (DCRA).	Noted.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.2	EIS's basing decision	In 2020, the Air Force and Wisconsin Air National Guard completed their Environmental Impact Statement (EIS) and finalized their irresponsible and racist decision to beddown the F-35 fighter jets in Madison. Based on environmental impacts and overwhelming public opposition, Madison was the worse choice for these jets. Of the 6,419 comments submitted on the draft EIS for five potential sites, 89% were submitted regarding Truax. Numerous local organizations, including the Madison Common Council and School Board, opposed the beddown. Ms. Jones was an outspoken supporter of the deployment to Truax Field and Mr. Parisi kept a very low profile and didn't clearly express support or opposition. The EIS concluded that Truax was one of two sites where "there will be disproportionate impacts to low income and minority populations, as well as children", yet you continue to support the construction of low-income housing near DCRA. It is sad that in their decision to bring the F-35 fighter jets to Madison, the Air Force and Wisconsin Air National Guard never considered the collateral damage to city residents.	See response to Comment 2.3.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.3	DNL/threshold; Public meetings	Despite a \$1.7 billion price tag for these nuclear-capable jets, no funds will be provided for noise abatement. Instead, the Air Force and the Wisconsin Air National Guard are relying on the DCRA to update its Noise Exposure Map and develop a Noise Compatibility Program to minimize the noise impacts. DCRA recently released its draft Noise Exposure Map for public comments. There are two significant problems with the draft noise study and map: 1) lack of public participation, and 2) use of outdated noise standards.	See response to Comments 1.2, 1.1 and 2.1.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.4	Public meetings; Environmental Justice	The lack of public outreach conducted by DCRA for this noise study has thus far has been disappointing. DCRA and Truax Field are surrounded by low-income and families of color that experience the highest noise exposure. There are 60,000 people living within 3 miles of DCRA, the distance in which DCRA regulates construction. The study area for the new map extended 6.5 miles from DCRA. There has been little effort to involve residents actually impacted by aircraft noise. Two open houses held at the airport were inaccessible to many people. The open house format did not allow residents to learn about the questions and comments of their neighbors. There was no outreach to neighborhood associations, community centers, schools, day care centers, and other sensitive receptors in the study area. Ignoring environmental justice policies, no effort was made to involve the low-income and families of color that would be most impacted by the noise of the incoming fighter jets. As DCRA director and county executive, you've failed to reach out to public to learn how they are impacted by the operations of the airport. We hope for the remainder of Part 150 process DCRA takes public involvement seriously to inform the residents of Madison and other nearby communities.	See response to Comments 1.1, 1.5 and 2.1.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.5	DNL/threshold	The draft Noise Exposure Map shows areas in Madison predicted to exceed the 65 decibel DNL noise level. This is an outdated 50-year-old federal noise standard which uses daily average noise levels, not the peak, ear-shattering noise residents and their children actually hear. Even the FAA recently concluded in its Neighborhood Environmental Survey that the 65-decibel standard is no longer accurate or useful and 50 decibels would be more accurate. The draft NEM ignored requests from the Madison teacher's union and neighborhood associations to estimate peak noise levels and include all schools on the east and north sides of Madison. The draft NEM ignores modern scientific studies showing that aircraft noise reduces school performance, impairs physical and mental health and increases neighborhood violence. Even the Air Force in its EIS estimated peak noise levels at sensitive locations. We see the obvious lack of public health experts on the Technical Advisory Committee. The draft noise study and map do not clearly inform Madison residents about the impacts of noise exposure due to the aircraft operations of DCRA and the incoming F-35 fighter jets. DCRA and Dane County have the funds and authority to request that its consultant HMMH predict lower daily noise levels than the 65 dB DNL, and provide instantaneous noise levels at sensitive locations. We hope DCRA and Dane County will update the noise study to accurately assess its impacts on area residents, our children and our neighborhoods.	See responses to Comments 1.2 and 2.1.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.6	Draft NEM	For your consideration, we have prepared the enclosed detailed comments and recommendations for improving the noise study, exposure map, and development of noise abatement options. Should you or other DCRA staff have questions, please contact me at (608) 213-4473 or steven.klafka@gmail.com Sincerely, On behalf of Safe Skies Clean Water Wisconsin Steven Klafka, P.E., BCEE, Environmental Engineer Allen Ruff, Harry Richardson, Kären (Minnie) Miskimen, Tom Boswell, Vicki Berenson, Steve Klafka, Trish Haza, Lance Green, Tom Berman, Oona Mackesey-Green, Jodi Wortsman, Barbara Smith, Hannah Lee, Ed Blume, Steve Books, Carolyn Gantner, Jane Hammatt Kavaloski, Kristen Billings, Ken Sabroff, Diane Morris, Anne Tigan, Carolyn Gantner and Celeste Robins	Noted.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.7	Public meetings	The Part 150 process should be improved to reach out to residents, especially low-income and families of color, living within 3 miles of the DCRA. The lack of public outreach conducted by DCRA for this noise study has thus far has been disappointing. DCRA and Truax Field are surrounded by low-income and families of color that experience the highest noise exposure. There are 60,000 people living within 3 miles of DCRA. The study area for the new map extended 6.5 miles from DCRA. There has been little effort to involve residents actually impacted by aircraft noise. Two open houses held at the airport were inaccessible to many people. The open house format did not allow residents to learn about the questions and comments of their neighbors. There was no outreach to neighborhood associations, community centers, schools, day care centers, and other sensitive receptors in the study area. Ignoring environmental justice policies, no effort was made to involve the low-income and families of color that would be most impacted by the noise of the incoming fighter jets.	See responses to Comments 1.1 and 2.1.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.8	Public meetings	Here are a few suggestions for improving public participation: • Contact impacted institutions including schools, churches, day care centers and businesses within 3 miles of DCRA. • Hold public meetings in impacted neighborhoods within 3 miles of DCRA. • Improve the open house format by including time for a public presentation by the DCRA staff and a question/answer session so attendees can hear comments. • Reach out to the low-income and families of color within 3 miles of DCRA. We hope for the remainder of Part 150 process DCRA takes public involvement seriously to inform the residents of Madison and other nearby communities	See responses to Comments 1.1, and 2.1.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.9	DNL/threshold	The NEM should be updated to account for the results of the FAA Neighborhood Environmental Survey which shows the annoyance-based noise standard should be reduced from 65 to 50 dB DNL. Noise levels below the 65 dB DNL should be estimated. The FAA recently concluded in its Neighborhood Environmental Survey that the 65-decibel standard is no longer accurate or useful. Below are figures from the Survey comparing the basis for the original 65 dB DNL and current survey results.1 If 10% public annoyance is unacceptable, then the noise modeling should extend to 50 dB DNL or lower.	See responses to Comment 1.2.

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Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.10	Environmental justice	The NEM should be updated to incorporate federal environmental justice policies unless it is the policy of DCRA and Dane County to promote environmental justice and racism. Executive Order 12898 states that: "To the greatest extent practicable and permitted by law...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations". In its final EIS for the F-35A fighter jets, the Air Force acknowledged that "there will be disproportionate impacts to low income and minority populations, as well as children." In its comments on the draft EIS, the Mayor of Madison warned the Air Force of environmental justice impacts of the F-35A fighter jets. She noted the presence of low-income and families of color both within the predicted 65 dB DNL, but also immediately outside this noise contour. Figures 1 and 2 taken from the City of Madison staff analysis of the draft EIS show the poverty rate and percent persons of color within and just outside the EIS noise contours associated with the proposed F-35A squadron.3	See response to Comment 1.5.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.10a	Environmental justice	Madison's Community Development Authority (CDA) governs the city's 857 public and multifamily housing units. The focus of this housing is to "provide decent and safe rental housing for eligible low-income families, the elderly, and persons with disabilities". There are multiple CDA properties, as well as many low-income housing units, within or very near to the 65 dB DNL contour presented in the draft EIS. In particular, the Truax Park Apartments and the Webb-Rethke townhomes are located on the border of the 65 dB DNL contour. Head of household demographics at Truax and Webb-Rethke are 70% persons of color, 100% low income, 45% disabled and 14% elderly. While the draft EIS states that 551 people will be impacted by the 65-70 dB DNL contour. The population at these two properties alone is 600 residents. The CDA has commented on the draft EIS and asked that it consider CDA properties, particularly the Truax Park apartments and the Webb-Rethke townhomes.4 Despite the obvious environmental justice impacts of the incoming F-35 fighter jets, there is no mention of low-income and minority populations in the draft NEM.	See response to Comment 1.5.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.11	Noise Abatement/Mitigation	When DCRA begins development of its Noise Compatibility Program to minimize the noise impacts it should establish a policy to oppose the development of low-income housing near DCRA. While Madison warned the Air Force of environmental justice impacts, the city continues to propose the construction of additional low-income housing near DCRA. There has been no opposition from DCRA and Dane County of this promotion of environmental injustice and racism	See responses to Comment 1.6.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.12	Children's learning	Expand the Area Evaluated by the NEM To better evaluate noise impacts within the urban areas, the NEM should be updated to show the number of households, people, schools, day care centers, and other sensitive receptors within 3 miles. DRCA and Truax Field are unique since they are located in an urban area. Dane County and Madison are the fastest growing areas in Wisconsin. While DRCA is over 80 years old, the population has grown so there are 60,000 people living within 3 miles of Truax Field, all who will be impacted by the proposed F-35A squadron. The NEM does not adequately identify all the children and elderly that would be impacted by the F-35A jets, or does it evaluate the many potential health risks. To more accurately evaluate the impacts of Truax Field, the NEM should expand the analysis to include current and anticipated noise levels at all public and private pre-schools, schools, daycare facilities, nursing homes and community centers on the east and north-sides of Madison. These will include, but not be limited to, the following: Lake View Elementary School, Gompers Elementary School, Lindberg Elementary School, Mendota Elementary School, Emerson Elementary School, Lowell Elementary School, Kennedy Elementary School, Marquette Elementary School, Lapham Elementary School, Black Hawk Middle School, Sherman Middle School, Whitehorse Middle School, O'Keeffe Middle School, Shabazz High School, East High School, Isthmus Montessori Academy	See response to Comment 2.4.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.13	DNL/threshold	Expand DNL Noise Levels Evaluated by Noise Modeling Since the 65 dB DNL noise standard is over 50 years old, the NEM should be updated to reflect standards used by other airports and organizations and better inform surrounding residents of the noise impacts. The 65 dB DNL noise standard used for the noise modeling in the EIS is over 50 years old. Earlier comments have cited the recent FAA Neighborhood Environmental Survey which shows the annoyance-based noise standard should be reduced from 65 to 50 dB DNL. As many Madison residents can attest, the 65 dB DNL used by DCRA is misleading and inadequate to protect the surrounding urban population. To better evaluate the impacts of sites within urban areas, the EIS should expand the noise analysis beyond the 65 dB DNL to show areas included in the 60 and 55 dB DNL. For example, the Minneapolis St. Paul International Airport updates its noise contours annually out to 60 dB DNL and provides noise mitigation to homes within this noise contour.6 The State of Oregon requires airports to evaluate noise impacts out to the 55 dB DNL and include this area in the Airport Noise Impact Boundary.	See responses to Comment 1.2.

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Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.13a	DNL/threshold	A 2001 technical paper on noise standards concluded that the Federal Aviation Administration (FAA) and Department of Defense (DOD) policies are based on the 65 dB DNL was developed in the early 1970's, while most of the agencies and boards, standard setting bodies, and international organizations have established their policies after 1995. The World Health Organization (WHO) recommendations are based on over 25 years more worldwide research into noise effects than the earlier FAA and DOD policies. Nearly all agencies and boards, standards setting bodies, and international organizations with oversight of noise producing sources use a DNL criterion value of 55 dB as the threshold for defining noise impact in urban residential areas. WHO considers DNL 55 dB as causing serious annoyance and creating an unhealthy environment, and DNL 50 dB as creating moderate annoyance. The 65 dB DNL noise contour excludes numerous low-income and minority populations. These include the CDA Truax housing, CDA Webb-Rethke townhomes and other housing near Worthington Park, and near the intersection of Packers Avenue and Northport Drive. While these areas will experience virtually identical noise exposure as residents who live on the contour line, they will not be eligible for sound mitigation funding. These low-income neighborhoods should be included in the noise analysis to provide a more accurate evaluation of project impacts. Figure 3 taken from the City of Madison staff analysis of the draft EIS shows the assisted low-income housing units just outside the EIS noise contours associated with the proposed F-35A squadron.	See responses to Comments 1.2.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.14	DNL/threshold	Provide Instantaneous Noise Level Contours The NEM should be updated to provide instantaneous noise levels the public can expect to hear, rather than the daily average DNL based on daily average air traffic. The use of 24-hour average DNL noise contours does not explain the noise impacts on a short-term basis. Residents are very familiar with the short-term interference with our lives due to passing aircraft including the existing F16 jets. The NEM should provide short-term noise contours which show instantaneous maximum noise levels. This would explain the noise levels exposure by residents on the east and north sides of Madison.	See response to Comment 1.2.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.15	Modeling assumptions	Noise Modeling Assumptions The assumptions used for the NEM should be verified once the F-35 fighter jets begin operations. The predicted noise impacts are dependent on the assumptions concerning flight paths, fighter jet noise levels and afterburner usage. These assumptions need to be verified after the F-35 fighter jets arrive. If there are significant changes to the current assumptions, the NEM should be updated based on accurate assumptions.	MSN may update this NEM in the future, after the F-35 is fully operational.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.16	Modeling assumptions	Correction to Fighter Jet Flight Paths The NEM should be updated to provide the correct flight paths for fighter jet training. Public comments on the draft NEM suggest the Wisconsin Air National Guard have not provided accurate flight paths for fighter jet training. Area residents and neighbor association web sites and Facebook pages can be consulted to learn the flight paths that have been previously used.	The modeled flight tracks for most of the military aircraft in the NEM are based on interviews conducted with the Air National Guard. The modeled flight tracks for the civilian operations are based on analysis of radar data. The FAA cannot provide radar data for the military aircraft.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.17	Health effects	Health Effects of Noise Exposure The NEM should be updated to predict the noise impacts on physical and mental health of surrounding residents including their children. As previously noted, the 65 dB DNL noise standard used for the noise modeling in the EIS is over 50 years old. It does not account for the impacts of noise including stress, sleep disturbance, and reduction in the educational performance of children. The NEM should describe the effects of noise on physical and mental health, and compare these noise levels to those produced by the proposed F-35A fighter jets. The noise levels which result in the following known noise effects should be identified and compared with those expected from the F-35A fighter jets at Truax Field: a) Damage to the eardrum and cochlea hair cells of children b) Sleep disturbance c) Immune strength d) Autonomic reactions including heart rate and blood pressure increases e) Release of adrenaline and cortisol f) Fight or flight response g) Stress Loud noise is a trigger for people with Post Traumatic Stress Disorder (PTSD) who have experienced or witnessed a traumatic event such as a natural disaster, a serious accident, a terrorist act, war/combat, rape or other violent personal assault. 10 PTSD affects approximately five percent of U.S. adults. The NEM should be updated to identify the noise levels which will trigger PTSD and estimate the number of people likely to be impacted by the F-35A fighter jets at Truax Field. There is a low-income housing complex for homeless veterans, many of whom have PTSD, located near Truax Field.	See responses to Comments 1.2.

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Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.18	Children's learning	<p>Noise Impacts on Learning and Education</p> <p>The NEM should be updated to identify the impacts on educational performance at all schools on the east and north sides of Madison.</p> <p>In its report on burdens due to environmental noise, the World Health Organization found that: 1) 50 % of children exposed to 65 decibels will develop noise induced cognitive impairment, 2) over 20 studies have shown negative effects of noise on reading and memory in children, and 3) noise exposure during critical periods of learning at school could potentially impair development and have a lifelong effect on educational attainment.11 The NEM should be updated to clearly state that the 65 dB DNL noise standard used to evaluate noise impacts will not protect children.</p> <p>Truax Field is located in an urban area with numerous schools. The noise analysis should be updated to identify the noise levels which have been shown to interfere with short and long-term educational performance. These levels should be compared with those expected from the F-35A fighter jets at each of the schools identified in these comments.</p>	See responses to Comments 1.2 and 2.4.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.19	Children's learning	<p>Noise Impacts on Children with Emotional Disabilities</p> <p>The NEM should be updated to reflect physical and mental health impacts on children with emotional disabilities.</p> <p>The Richardson School is on airport property and approximately a half mile west of the main DCRA runway. It is expected to receive the highest noise impacts of any school. It provides alternative education for special needs children with the following disabilities and disorders:</p> <ul style="list-style-type: none"> •Autism spectrum disorders •Intellectual disabilities •Emotional/behavioral disabilities •Orthopedic impairments •Developmental delays •Learning disabilities •Traumatic brain injuries <p>The noise analysis should be updated to identify the noise levels which have been shown to cause mental and physical health effects such as:</p> <ul style="list-style-type: none"> a)•Damage to the eardrum and cochlea hair cells of children b)•Sleep disturbance c)•Immune strength d)•Autonomic reactions including heart rate and blood pressure increases e)•Release of adrenaline and cortisol f)•Fight or flight response g)•Stress h)•Interfere with short and long-term educational performance of children with special needs. <p>These levels should be compared these with those expected from the F-35A fighter jets.</p>	See response to Comment 2.4
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.20	Health effects; Children's learning	<p>Obtain Medical Expertise to Evaluate Noise Impacts</p> <p>The NEM should be updated to incorporate comments from staff trained in the physical and mental health impacts of noise exposure.</p> <p>The draft NEM was prepared using the outdated noise standard of 65 dB DNL. There are numerous health effects, especially to children, that will occur at this average noise level and as a result of exposure to short-term high noise levels. None of the NEM preparation staff were medically trained personnel who would have the expertise needed to accurately evaluate the noise impacts.</p> <p>In her October 31, 2019 letter to the editor of the Capital Times in Madison, Dr. Elizabeth Neary, a pediatrician, stated:</p> <p>"I have dedicated my life to caring for children, which is why I am alarmed by the proposal to base F-35 military jets in our community.</p> <p>The Air Force concluded in its draft Environmental Impact Statement that locating the F-35s at the Truax Air National Guard Base would have a disparate negative impact on children, people of color and low-income individuals who live in dense populations in and around the Dane County Regional Airport. Approximately a dozen K-12 schools and 15 child day care centers are in and around the areas where the most intense noise is predicted.</p> <p>From my own experience and research, I believe that many of Madison's children will be harmed by the intense noise generated by these military jets that have no need for placement in a dense residential community. The early years of a child's life are critical for the development of hearing. According to the Office of Disease Prevention at the National Institutes of Health, children's ear canals continue to develop during the early years of life, and loud noises during this stage of development can permanently damage their hearing.</p>	See response to Comments 1.2 and 2.4.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.20a	Children's learning	<p>The noise created by the F-35s is an impulse sound — a brief, very loud noise. Impulse noise causes more severe hearing loss than steady state noise. The body has a reflex mechanism which protects the ear when exposed to loud, continuous noise. The reflex is slow, and thus does not provide protection to the ear against sudden impulsive sounds. Hence, the average day-night noise exposure (DNL) measured over a 24-hour period in the draft EIS does not measure the true impact of noise on children.</p> <p>Health impacts of noise pollution include overproduction of stress hormones, interruption of sleep, ringing in the ear, negative effects on mental health, increased blood pressure and impacts on cardiovascular disease.</p> <p>For children, the impacts are far greater. Heightened noise interruptions can lead to delayed speech development, reduced attention, impaired concentration, long-term memory issues and decreased math and reading comprehension. The EIS includes a section on the impact of noise on children, citing studies that have found a linear relation between chronic aircraft noise exposure and impaired reading comprehension and recognition memory.</p>	The noise generated by the F-35 is not characterized as impulse noise, like a car door slam or firing of a gun. It is similar in character to the noise generated by the F-16 aircraft it is replacing. See response to Comment 2.4.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.20b	Children's learning	<p>With about a dozen K-12 schools and approximately 15 day care facilities surrounding Truax Field, this proposal poses potential long-lasting damaging impacts on the children that live within our community. According to the City of Madison's 2018 Neighborhood Indicators Project, the kids who live in the Truax neighborhood are struggling even before they enter school, with only 48% of them considered to be "kindergarten ready."</p> <p>One of the schools closest to the predicted intense noise is Hawthorne Elementary, where most children are low-income and of color. In a city struggling to overcome persistent racial disparities, flying an intensely noisy aircraft over their elementary school more frequently will only exacerbate these disparities.</p> <p>If we truly care about the children in our community, we should act to protect them by adamantly opposing the placement of F-35 military jets in Madison."</p> <p>The draft NEM should be updated with the assistance of medically trained staff to fully evaluate the anticipated noise impacts on children living near Truax Field.</p>	See response to Comments 1.2, 1.21 and 2.4.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.22	Violence	<p>Noise Impacts and Violence</p> <p>The NEM should be updated to estimate the increase in violence and assaults due to increases in noise exposure. The neighborhoods surrounding Truax Field already have a disproportionate amount of assaults within Madison.¹² Research suggests that a 1 decibel increase in noise levels increases the assault rate by 2.6%.¹³ The draft NEM should be updated to:</p> <ul style="list-style-type: none"> a) provide a summary of current crime rates in the neighborhoods surrounding Truax, b) estimate how noise from the F-35A squadron will increase crime rates c) estimate the cost to victims d) estimate the need for additional law enforcement to mitigate this increase in violence <p>Based on the increase in noise and the associated assault rate, a map should be provided showing the anticipated change in crime in neighborhoods surrounding DRCA and Truax Field due to the incoming F-35A squadron.</p>	See response to Comment 1.5.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.23	Pets	<p>Noise Impacts on Pets</p> <p>The NEM should be updated to explain the anticipated noise impacts on pets of surrounding residents. During public meetings to discuss the draft EIS prepared by the Air Force for the F-35 fighter jets, numerous residents have voiced concerns about pets, primarily dogs, which panic due to the loud noise when the current F-16 fighter jets pass overhead. The draft NEM should be updated to explain how dogs are affected by loud noises. It should be updated to identify current and anticipated frequency in which noise from fighter jets will cause dogs to panic within a 3-miles area around Truax Field.</p>	See response to Comment 1.5.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.24	Vibration	<p>Vibrations Impacts on People and Structures</p> <p>The NEM should be updated to explain the predicted vibration impacts of noise on people and structures. Besides the noise that people hear, there are the vibrations and shaking of their bodies and homes. While there are already vibration impacts from the current F-16 fighter jets and helicopters, the vibration impacts are expected to worsen with the incoming F-35 fighter jets.</p> <p>In 2021, Safe Skies reported the results of its F-16 Noise Survey and received the following comments from local residents concerning the vibrations from current F-16 fighter jets:14</p> <ul style="list-style-type: none"> •I have been having a peaceful afternoon in the garden when the jets fly over and shake the ground. •My home is not within the noise zone area that authorities claim are and will be most affected by the military jets, yet many times my house shakes and I cannot hold a conversation outside OR INSIDE MY HOME due to the aircraft noise. •Our windows rattle and there have been several occasions where the entire house shakes and once when I worried the large window in the front of my house was going to break when the jets were flying low. •The current fighter jets often shake the walls of my home, and I have to wait for them if I am on the phone or in a meeting because of the noise. •The jets sometimes shake my dining room chandelier and the glasses in the cupboards. My kids cover their ears and my dog runs for cover. •Sometimes it's so loud the walls seem to shake and it hurts my ears. •There are times when pictures on my walls shake and the windows rattle when military planes fly over my home. 	See responses to Comments 1.2 and 1.5.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.24a	Vibration	<p>Regarding the vibration impacts of the incoming F-35 fighter jets, here is the experience of residents in Vermont as documented by a reporter for the Madison newspaper Isthmus: 15</p> <p>Jean Saysani lives in Winooski, just north of the Burlington airport, and on one of the F-35 flight paths. More than 7,000 people live within Winooski's 1.5 square miles and 40 percent of the city is in the F-35 noise exposure zone, an area deemed incompatible for residential use by the federal government and eligible for mitigation.</p> <p>Saysani first heard an F-35 when four flew into Burlington in June for an unscheduled landing. "It feels like a buzz in your soul. It's not just your ears. It shakes your organs," says Saysani. "You can read about decibels and afterburners. But it's all pretty worthless until you feel it for yourself."</p> <p>also:</p> <p>Gary Deforge, who has lived within sight of the Burlington runway for 20 years, says noise from the military jets is disruptive.</p> <p>"Especially when they take off three, four in a row. Whole house shakes," says Deforge, who was burning wood in a fire pit when Isthmus stopped by his home. "Can't hear anything if you're on the phone until they're gone."</p>	See responses to Comments 1.2 and 1.5.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.25	Property values	<p>Property Value Reduction due to Noise Levels</p> <p>The NEM should be updated to predict the reduction in property values due to the increase in noise.</p> <p>There is a documented reduction in property values due to an increase in aircraft noise. Research suggests a 0.6 to 2.3 percent decrease in property value per decibel increase of cumulative noise exposure." 16 The NEM should be updated to determine the current property values within 3 miles of Truax Field and estimate the reduction in values due to the increase in noise levels from the proposed F-35A fighter jets.</p>	See response to Comment 1.5
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.26	Noise Abatement/Mitigation	<p>DRCA History Providing Noise Mitigation</p> <p>The NEM should be updated to explain the history of noise mitigation strategies implemented by DCRA. The last noise evaluation conducted by the county airport was in 1996.17 At that time, over 2,000 households were found to be living within the 65 dB DNL but received little if any noise mitigation.18 There are hundreds of homes that have received "avigation easements" which provided no relief from noise. The NEM and Noise Compatibility Program should provide a history of the noise abatement strategies of DCRA so we can compare with options available to residents today.</p>	See response to Comments 1.6 and 1.19.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.27	Noise Monitors	<p>Noise Monitoring</p> <p>The NEM and Noise Compatibility Program should provide noise monitoring to determine the actual noise exposure of residents.</p> <p>The EIS noise analysis is based on modeling and is speculative. Noise monitoring would provide accurate measurements to assess short and long-term noise exposure. Examples of noise monitoring systems in use at other airports should be provided.</p>	See response to Comment 1.23.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.28	Noise Abatement/Mitigation	<p>20. Address the F-16 Fighter Jet Impacts Described by Madison Residents</p> <p>The NEM and Noise Compatibility Program should explain how they will resolve the noise complaints they were submitted by Madison area residents in response to Fighter Jet Noise Survey conducted by Safe Skies in 2020 and 2021. In 2021, Safe Skies Clean Water Wisconsin released the results of its Fighter Jet Noise Survey.19 At that time, over 500 Madison residents responded to the on-line survey to explain how their lives and businesses are affected by noise from current Air National Guard F-16 fighter jet training flights based at Truax Field.</p> <p>The loud, shaking roar of the fighter jets passing over the rooftops of city neighborhoods generated heartfelt responses from a wide variety of people living and working beneath the flight paths. Responses were submitted by grandparents, teachers, therapists, musicians and many people who now working at home during the COVID-19 pandemic.</p> <p>Here are excerpts from their responses:</p> <p>"kids cover their ears, everything I'm doing comes to a halt, I have to stop conversations, have to stop teaching, scares the little kids, detrimental to my health, my entire body tenses up and my heart starts racing, feel afraid of the jets, dog went crazy barking, my house shakes, windows rattle, utterly jarring, I can't even hear with my noise-canceling headphones, mute out of meetings, negative impact on my income and career, have to stop talking and pause conversations, wakes me up and disturbs my sleep, people comment on how loud they are, impossible to make out dialog, suffers from PTSD, always startled and distressed, "You learn to live with this?", impossible to just continue any activity, reminds me of every innocent soul killed in a bombing in my home country, should be at least 25 miles away from any residential area, pausing conversation awkwardly for at least 20 seconds sometimes longer, set off the baby monitor, stop in the middle of important recording sessions, plug my ears to prevent hearing damage, grandchild holds her hands over her ears, shake my dining room chandelier and the glasses in the cupboards, causing broken windows and items falling off shelves, annoyed, not some patriotic presence, part of the terror of war"</p>	See response to Comment 1.6.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.29	Noise Abatement/Mitigation	<p>Address the F-35 Fighter Jet Impacts Described by Burlington Residents</p> <p>The NEM and Noise Compatibility Program should explain how they will resolve the noise complaints they were submitted by Burlington, Vermont area residents describing the effects of the F-35 fighter jets which have already been deployed to the community.</p> <p>The Cancel the F-35 web site reviewed complaints submitted in Burlington, Vermont after the F-35 fighter jets had arrived. It said:</p> <p>More than 1,650 submissions to four F-35 Report and Complaint Form surveys since March 2020 have gathered the facts showing that the F-35 training flights amidst densely populated cities cause pain, injury, distress, trauma, and suffering on a mass scale. Here is one of the graphs from the Summer 2020 survey:</p>	See response to Comment 1.6.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.29a	Noise Abatement/Mitigation	<p>In 2020, the VTDigger, a Burlington newspaper, reported about the experience of local residents after one year of F-35 fighter jet operation in its article, Panic attacks. Ringing ears. Shaking walls. Happy 1-year anniversary to the F-35s.</p> <p>Here are impacts reported by area residents:</p> <p>¶The ringing in Amanda Lavertu's ears didn't exist until the F-35A Lightning II aircraft arrived. "It's been loud. Very loud," Lavertu said, who lives near the Winooski traffic circle. When the jets fly over, they shake the walls of her shower. They petrify her older dog, who she said sinks to his belly and crawls toward cover when the jets roar over. He'll hide under the kitchen table or in a nearby closet.</p> <p>¶Megan Brazell, who lives in Burlington's Old North End, said being outside when the jets fly over has become unbearable for her. "They're so loud, they trigger a physical response. Because I do have a panic disorder, and I have anxiety attacks or panic attacks. And they give me panic attacks," Brazell said. "The first time, I thought I was going to have a seizure. I was freaking out." "It makes my insides rattle," she said. Brazell said the other day she tried to go to North Beach to practice meditation and yoga to help ease her anxiety. But the sudden and unpredictable roar of the jets broke her peace. "They're so loud," she said. "And there's no escaping."</p> <p>¶Jeanne Keller, who lives on Bilodeau Parkway in Burlington with her husband, said the jets have "seriously degraded the quality of our lives." "The first problem is the sound. When they take off and land, it is qualitatively different than the sound of the F-16. It is a much deeper, more resonant sound," Keller said. Previously, Burlington International Airport housed a fleet of F-16 jets. Keller, who has lived in her home for over 30 years, said the sound difference between the two jets is clearly noticeable.</p> <p>The NEM and and Noise Compatibility Program should explain how they will resolve these types of complaints from people who are currently experiencing the noise and vibrations of the F-35 fighter jets.</p>	See response to Comment 1.6.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.30	Noise Abatement/Mitigation	<p>Noise Abatement Options include New Mission for WANG</p> <p>As a noise abatement option, the NEM and Noise Compatibility Program should evaluate changing the mission of the 115th Fighter Wing at Truax Field from training fighter jet pilots to one of the other 44 missions available to Air National Guard bases.</p> <p>Similar to ANG bases in Iowa and Ohio, the mission of the Wisconsin Air National Guard could be changed to one that did not involve training fighter jet pilots so there would be no need for the F-35 fighter jets and the resulting NEM and Noise Compatibility Program.</p>	See responses to Comment 1.6.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.31	Public comments	<p>Address Comments Submitted on NEM Prior to Public Comment Period</p> <p>Comments that were submitted to DCRA prior to the public comment period on the NEM should be addressed. Prior to the official public comment period, DCRA received comments from the Madison teachers union, several neighborhood associations and community associations. The improvements to the NEM requested in these comments were not incorporated in the draft NEM. These comments should be addressed as part of the official public comment period.</p> <p>The letter, sent by leaders of Madison Teachers Inc, or MTI, was addressed to County Executive Joe Parisi. On top of calling for a larger study on the noise impacts of the F-35s, the letter also calls for noise measuring and abatement measures for area schools. The letter points to several studies that show a link between airport noise and decreased learning in school children. One study, from a pediatrician in Vermont, found that children who live near F-35 jets see decreased reading skills and attention spans, and increased risk for anxiety, depression, and aggressive behaviors. Jeff Knight is the Executive Director of MTI. He said on WORT Radio, "We ended up doing some research, and there is some research that that kind of noise pollution can interfere with learning. (Our) request was that be included in any study on that noise from the jets. There's another study that has to be done, and they want that study to include, and we agree, our board of directors voted on this as well, some consideration of the schools and how they will be impacted."</p>	See response to Comment 2.4. Dane County received a letter from Madison Teachers Inc. in September 2022 and it is included as comment number Z1 in this Appendix. Dane County included comments received through the provided channels (see Chapter 7 of the NEM) during the Part 150 project through the closing of the comment period on December 12, 2022. Any comments received after December 12, 2022 will be included in the Noise Compatibility Program document, which is Phase 2 of the MSN Part 150 Update.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.31a	Noise Abatement/Mitigation	<p>MTI is asking County Executive Parisi and the DCRA to take the many schools that sit within five miles of the Dane County Regional Airport into consideration when they update their Noise Compatibility Plan. These measures include extending the study area from three miles around the airport to five miles, studying the noise impact on all schools on the northeast side of Madison, and studying if low-income families and families of color would be disproportionately subjected to the noise. Their letter asked for noise abatement measures to be included for area schools, a flight tracking system of both commercial and Air National Guard planes so that they can see what planes are flying over schools, and to install noise monitoring systems in the schools near the airport. These noise monitoring systems would allow the schools to accurately monitor noise levels within the schools. MTI also asked for all schools on the northeast side to have noise abatement improvements made at the schools such as having air conditioning systems in place. Knight said: "The part about air conditioning is that, if you don't have schools that can be sealed up when the weather is hot, the noise is going to be louder. That by itself is an abatement measure. We would like to have that considered as part of any plan going forward." Knight said that he just hopes that the county takes their concerns into consideration. "It's that taking a step back and looking to see if there is evidence that this could impact our schools, and if there is evidence that this could impact schools with kids from low-income families and families of color. If that's not taken into consideration, that's just another form of environmental racism."</p>	See responses to Comments 1.6 and 2.4.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.32	EIS's basing decision	<p>Recognize Public Opposition to the F-35 Fighter Jet Deployment</p> <p>The NEM and Noise Compatibility Program should provide a history of public opposition to the incoming F-35 fighter jets to help explain that the NEM and Noise Compatibility Program would not be necessary if the Air Force did not select DCRA and Truax Field for the squadron of F-35 fighter jets.</p> <p>It is important to document the public opposition to these jets in Madison. Of the 6,419 comments submitted on the draft EIS for five potential sites, 89% were submitted regarding Truax.</p> <p>Examples of public opposition include the following:</p>	See response to Comment 2.3.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.32a	EIS's basing decision	<p>Madison Common Council Opposition</p> <p>On September 19, 2019, the Madison Common Council adopted a resolution which concluded with the following statement: "BE IT FURTHER RESOLVED, that the Madison Common Council requests that the Air National Guard reconsiders the selection of Truax Field as a preferred location until and unless the findings of the EIS are shown to misrepresent the significant environmental impacts to those living, working, and visiting the north and east sides of Madison." On April 3, 2020, after the Air Force did not change its evaluation of impacts on residents in the Final EIS, the Madison Common Council adopted a new resolution opposing the deployment of the F-25 fighter jets to Truax Field. This stated:</p>	Noted.

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Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.32b	EIS's basing decision	Responding to the Final Environmental Impact Statement (EIS) for the Air National Guard F-35A Operational Beddown. WHEREAS, on September 17, 2019 the Madison Common Council adopted RES-19-00588, "Responding to the Draft Environmental Impact Statement (EIS) for the Air National Guard F-35A Operational Beddown"; and, WHEREAS, in that resolution, the Madison Common Council requested that "the Air National Guard (ANG) reconsiders the selection of Truax Field as a preferred location until and unless the findings of the EIS are shown to misrepresent the significant environmental impacts to those living, working, and visiting the north and east sides of Madison"; and, WHEREAS, the Final EIS released on February 18, 2020, confirms the significant environmental impacts identified in the Draft EIS, including substantially reduced quality and quantity of current affordable housing stock, decreased value of the property tax base, reduced opportunities for Transit-Oriented Development, ongoing soil, ground and surface water PFAS contamination violations by the ANG, significant adverse health effects that disproportionately affect children, residents who are low income and people of color; and, WHEREAS, these impacts are contrary to the City of Madison's values of equity, sustainability, health and adaptability as codified in our Comprehensive Plan adopted in 2018, the City's Racial Equity and Social Justice Initiative, and undermine multiple long-term goals of City policy makers, NOW THEREFORE BE IT RESOLVED, that based on the significant adverse impacts identified in the Final EIS to multiple neighborhoods in and around the north and east sides of Madison, the Madison Common Council opposes the selection of Truax Field in Madison, WI as a preferred location for the 5th Operational Beddown and requests that the Secretary of the US Air Force not move forward with a beddown of F-35A jets at Truax Field, and to remove Truax Field from future consideration; and, BE IT FINALLY RESOLVED, that the City of Madison Clerk forwards this resolution to the Secretary of the Air Force, US Senators Tammy Baldwin and Ron Johnson, Congressman Mark Pocan, Wisconsin Governor Tony Evers, Wisconsin Senators Miller, Risser, Erpenbach, Wisconsin Assembly Representatives Sargent, Taylor, Hesselbein, Anderson, Subeck, Stubbs and Hebl, the Dane County Board & County Executive Parisi, and Dane County Airport Commission & Director.	See responses to Comments 1.5 and 2.3.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.32c	Environmental justice	Dane County Board of Supervisors Opposition On September 19, 2019, 15 members of the Dane County Board of Supervisors signed a letter for submission to Matthew Donovan, Acting Secretary of the Air Force. It had the following closing statement:25 "Supporting policies and practices that increase inequities is in direct conflict with the Dane County Board's strong commitment to equity. Therefore, we, the undersigned members of the Dane County Board of Supervisors, oppose the location of the proposed squadron of F-35A fighter jets at Truax Field."	See response to Comment 1.5.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.32d	Environmental justice; Children's learning	Madison Metropolitan School District Board of Education Opposition On September 23, 2019, the Madison Metropolitan School District Board of Education adopted a resolution opposing the F-35A fighter jets at Truax Field. The resolution concluded with the following statements: WHEREAS, the draft EIS acknowledges the proposed action will have a disproportionate impact on people of color, and a City of Madison analysis further acknowledges that there are concentrations of poverty and people of color just outside the 65 decibel contour; NOW, THEREFORE BE IT RESOLVED that the MMSD Board of Education concludes that the issues identified in the draft EIS will negatively impact learning in our schools, reduce the property tax base, decrease school enrollment in the affected area, and disproportionately affect children and families of color and people with low incomes; and, BE IT FINALLY RESOLVED that the MMSD Board of Education requests that the Air National Guard reconsider Truax Field as a preferred location for the F-35A Operational Beddown unless the draft EIS is found to significantly misrepresent negative impacts on learning, children and the community.	See responses to Comments 1.5 and 2.4.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.32e	EIS's basing decision	Northside Planning Council Opposition The Northside Planning Council represents neighborhoods on Madison's northside adjacent to Dane County Regional Airport and Truax Field. It adopted a statement opposing the beddown of the F-35A fighter jet squadron at Truax Field. The statement includes the following comments: "This proposal is projected to create only 64 jobs, while making 132 homes uninhabitable, gutting property values, disrupting the education and development of our children and leaving thousands of people needing to move or bear what the military calls unlivable noise conditions... We call on our elected leaders to have the moral courage to speak out and join us in protecting the well-being of our local economy, environment and, most importantly, our community."	See response to Comment 2.3.

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Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.33f	EIS's basing decision	<p>SASY Neighborhood Association Opposition</p> <p>On September 10, 2019, the Schenk-Atwood-Starkweather-Yahara Neighborhood Association sent a letter to city and county officials opposing the beddown of the F-35A fighter jets at Truax Field. SASYNA represents the neighborhoods south of the Dane County Regional Airport and Truax Field. In its letter, the neighborhood association makes the following statement:</p> <p>"Our voice joins a powerful chorus of opposition. Article after article is appearing online and in print in opposition to siting the planes at the Truax base. Many of us have pored through the Environmental Impact Statement (EIS) over the past month. Were the public opinion outcry not enough, the EIS fills in the unsavory details that provide an empirical backing for all that opposition: significant noise impacts, outsized impact on low income and minority populations, and the rendering of some land as "incompatible" with housing. You know the details. It is impossible to read this and not conclude that some of the other proposed locations would be superior in the sense that a base location would negatively impact far fewer people. To welcome the F-35As to Madison is to invite further hardship on more people than ever before."</p>	See response to Comment 2.3.
Safe Skies Clean Water Wisconsin	Safe Skies Clean Water Wisconsin	Madison	Email	17.33g	EIS's basing decision	<p>Emerson East Neighborhood Opposition</p> <p>On October 30, 2019, the Emerson East Neighborhood Association sent comments on the draft EIS. Emerson represents neighborhoods located west of Truax Field. They noted that their association is dedicated to improving our area as a place to live, work and recreate, with an emphasis on social and environmental sustainability.</p> <p>In their comments they stated:</p> <p>"Our neighborhood association recently voted unanimously to oppose the siting of F-35A fighter jets in Madison, Wisconsin. All the available information, including our current experiences with F-16 flights, indicates that the impact of the F-35s on our neighborhood and others on Madison's northeast side would be significant and negative."</p> <p>Their reasons for opposing the F-35s include: the disproportionate impact on low-income households and communities of color; the disproportionate impact on children; limited, poor or no options for sound mitigation; the disproportionate impact on affordable housing; the likely reduction in home values; and, the need to address PFAS water contamination. They concluded:</p> <p>"Therefore, the Emerson East Neighborhood Association urges the U.S. Air Force to remove Madison from its list of potential host sites for the F-35A fighter jets."</p>	See response to Comment 2.3.
Nathan	Delano	Windsor	Email	18.1	Public meetings	I'd like to subscribe to project update notifications. I live in Windsor and the flight paths over my home are very noticeable. I'd like to stay informed with the project and be able to participate or provide timely feedback. Please advise.	The MSN Part 150 Study website is found at https://www.msnaairport.com/about/ecomenality/Part-150-Study . All Study related information and resources are posted on this site. Public comments during the comment period can be submitted in writing at the public open house or through the project email address (part150study@msnaairport.com) anytime throughout the project duration. The final NEM will present all public comments received.
Steven	Klafka	Madison	Email	19.1	EIS's basing decision	<p>In 2020, the Air Force and Wisconsin Air National Guard made the irresponsible and racist decision to deploy a squadron of F-35 fighter jets at Truax Field.</p> <p>Based on environmental impacts and overwhelming public opposition, Madison was the worse choice for these jets. Collateral damage to city residents was never a consideration. Legal challenges continue, yet the unwanted fighter jets are expected to arrive next year. Despite a \$1.7 billion price tag, no funds will be provided for noise abatement. Instead, the Air Force and the National Guard are relying on the Dane County Airport to conduct impact studies and provide noise abatement measures to city residents, especially the low-income and families of color we force to live next to the airport.</p>	See response to Comment 2.3.
Steven	Klafka	Madison	Email	19.2	DNL/threshold	The county recently began the so-called Part 150 Noise Study. Comments on the first phase are due Dec. 10. Sadly, the airport, with the blessing of County Exec Joe Parisi, continues its anti-environmental policies. Noise impacts are based an outdated 50-year-old federal noise standard which uses daily average noise levels, not the peak, ear-shattering noise residents and their children actually hear. The airport and Parisi rejected requests from the Madison teacher's union and neighborhood associations to determine peak noise levels and include all schools on the east and north sides of Madison.	See response to Comment 1.2.
Steven	Klafka	Madison	Email	19.3	Environmental justice; Children's learning	The airport rejected modern scientific studies showing that aircraft noise reduces school performance, impairs physical and mental health and increases neighborhood violence. The city is participating in this noise study, but the mayor has not advocated for city residents or our children. In fact, with her recent expansion of low-income housing next to the airport, the mayor is instead promoting environmental injustice and racism. It's time to step up and ask the airport, Parisi and our mayor to protect Madison residents. Learn more here.	See response to Comment 1.2, 1.6 and 2.3.
Jim	Larson	Madison	Email	20.1	Property values	I have read many of the publications that have come out of MSN's Part 150 Study but have not found the answer to a particular question. How will residents inside the 2027 DNL 65 db boundary be compensated for their loss of reasonable peace?	See response to Comment 1.6.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Madison Teachers Inc.		Madison	Letter	21.1	Environmental justice; Children's learning	As you know, MTI represents nearly 2,700 teachers and professional educators dedicated to the care and education of the children in our community. As the Dane County Regional Airport updates its Part 150 noise plan, we think it is essential that it address the impact to children, especially those from low-income areas or families of color living with the noise created by airport operations, including current and proposed fighter jet training by the Wisconsin Air National Guard	See response to Comment 1.2, 1.5, 1.6 and 2.4.
Madison Teachers Inc.		Madison	Letter	21.2	EIS's basing decision	It is our understanding that last spring the county airport began updating this plan which is necessary to address the impacts of the noise from the incoming F-35 jets at Truax Field. We are concerned that the decision to station these more powerful jets in Madison did not adequately consider opposing voices, including resolutions by the Madison Common Council, our School Board and numerous other public organizations.	See response to Comment 2.3.
Madison Teachers Inc.		Madison	Letter	21.3	Environmental justice	The Air Force decision also ignored the findings of the project Environmental Impact Statement (EIS) which showed that Truax was one of two sites where "there will be disproportionate impacts to low income and minority populations, as well as children." The EIS showed that Truax would experience the greatest environmental impacts of all sites under consideration, and it did not include the noise and safety impacts on roughly 60,000 residents living within 3 miles of Truax. We are concerned this project will further promote environmental injustice and environmental racism in our community.	See response to Comment 1.5.
Madison Teachers Inc.		Madison	Letter	21.4	Noise Abatement/Mitigation	There has not been enough public involvement in the noise study procedures and there is concern that the county airport will only do the bare minimum required to meet federal FAA requirements. For example, if the study only considers the daily average noise level it will not provide meaningful information to help understand negative impacts to our community from peak noise levels. We are seeking a more robust study to be conducted which helps understand noise impacts on children, teachers, and schools near the county airport and its flight paths.	See response to Comments 1.2 and 1.6.
Madison Teachers Inc.		Madison	Letter	21.5	Children's learning	We request that the following improvements be made to the study: The study should estimate noise impacts on all schools on the north and east sides of Madison. At this time, it is our understanding that no schools are to be included in the study.	See response to Comments 1.2 and 2.4.
Madison Teachers Inc.		Madison	Letter	21.6	DNL/threshold	The study should estimate peak noise levels at all schools on the north and east sides of Madison. At this time, it will only predict daily average noise levels, not the peak noise levels we actually hear. Even the Air Force EIS evaluated peak noise levels at select locations.	See response to Comment 1.2.
Madison Teachers Inc.		Madison	Letter	21.7	Children's learning	The study should estimate the impacts on educational performance and children's health. Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from F-35 fighter jets on children which included: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.	See response to Comment 2.4.
Madison Teachers Inc.		Madison	Letter	21.8	Study Area	Extend the study area at least 5 miles from the center of the airport.	See response to Comment 1.12.
Madison Teachers Inc.		Madison	Letter	21.9	DNL/threshold	The study should estimate impacts at lower levels than 65 decibels. Predicting at lower levels will include more households and children that live on the north and east sides of Madison who are exposed to airport noise (e.g. 60 db is used by the Minneapolis-St. Paul International Airport, and 55 db is required by the State of Oregon).	See response to Comment 1.2.
Madison Teachers Inc.		Madison	Letter	21.10	Environmental justice	The study should identify the number of low-income and families of color living in neighborhoods that surround the airport to assess their noise impact levels. Even the Air Force EIS identified environmental justice impacts by assessing the number of low-income and families of color directly affected by jet noise.	See response to Comment 1.5.
Madison Teachers Inc.		Madison	Letter	21.11	Public meetings	The study should provide a transparent process including meetings with impacted neighborhoods and schools to explain the study procedures and results. At this time, only one open house at the airport has been conducted and only one more is anticipated	See response to Comments 1.2 and 2.1.
Madison Teachers Inc.		Madison	Letter	21.12	Noise Abatement/Mitigation	After noise impacts are estimated and it comes time to evaluate noise abatement measures, we have the following requests: Provide improvements at all schools on the north and east sides of Madison including funding for air conditioning systems and their operating costs. At this time, there is no noise abatement plan for area schools as part of this project.	See response to Comments 1.6 and 2.4.
Madison Teachers Inc.		Madison	Letter	21.13	Noise Abatement/Mitigation	Implement a flight tracking system to identify the flight paths of commercial and Air National Guard planes so any significant impacts on our schools can be identified.	See response to Comment 1.6.
Madison Teachers Inc.		Madison	Letter	21.14	Noise Abatement/Mitigation	Install a noise monitoring system, similar to that for the Burlington Airport, which includes area schools, so we can assess actual noise exposure. At this time, the study will predict noise levels through computer modeling with no plans to measure actual noise levels.	See response to Comments 1.6 and 1.23.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Mark	Giese	Racine	Email	22.1	Noise Abatement/Mitigation	<p>In anticipation of the deployment of a squadron of F-35 fighter jets to Truax Field, the Dane County Airport is updating its Part 150 Noise Abatement Plan. The county airport will model noise impacts in Madison neighborhoods and identify noise abatement options for city residents.</p> <p>Madison residents have lived with the burden of the county airport and Air National Guard fighter jet training for too long. Madison residents deserve a modern noise study that evaluates the aircraft noise impacts on all of the 60,000 north and east side residents that live within 3 miles of the airport. We want to know the peak noise levels that our families and neighbors will be exposed to. We want a robust noise abatement program including property purchases; resident and business relocation; and, home, school and business insulation. The county airport should not rely on aviation easements as it has done in the past. It's time for the county airport and Air National Guard to mitigate the impacts they have on Madison neighborhoods.</p>	See response to Comments 1.12 and 1.6.
Mark	Giese	Racine	Email	22.2	Public meetings	<p>The single open house held on April 26th at the airport was inadequate. The open house format held solely at the airport is not informative and doesn't allow for the public to ask questions which everyone can hear. There should be more public meetings held as soon as possible which are accessible to most residents impacted by the airport noise. The meetings should be held in more public locations, in impacted neighborhoods at community centers located throughout the north and east sides of Madison. These locations should include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.</p>	See response to Comments 1.1 and 2.1.
Mark	Giese	Racine	Email	22.3	DNL/Threshold	<p>The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of aircraft noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.</p>	See response to Comment 1.2.
Mark	Giese	Racine	Email	22.4	DNL/Threshold	<p>The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the proposed study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The Minneapolis-St. Paul International Airport uses 60 dB DNL to determine who is eligible for noise abatement. The county airport study should use a lower threshold than the 65 dB DNL to provide noise abatement for more Madison. Using lower noise levels would inform the community about the full extent of airport noise impacts and the thousands of people exposed to airport noise on the north and east sides of Madison.</p>	See response to Comments 1.2 and 1.3.
Mark	Giese	Racine	Email	22.5	DNL/Threshold	<p>The Part 150 study should predict peak noise levels, the noise we actually hear, especially at sensitive locations like schools and daycare centers. In its 2020 EIS for the F-35 jets, the Air Force determined peak noise levels. The county airport can do the same. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage. We need to know the harm that will be caused by the peak noise levels of the F-35 fighter jets.</p>	See response to Comment 1.2.
Mark	Giese	Racine	Email	22.6	Environmental Justice	<p>The Part 150 study should not only consider land use but address environmental justice. The study should determine the income and race makeup of impacted areas. In its 2020 EIS for the F-35 jets, the Air Force determined the composition of impacted residents. The county airport can do the same.</p>	See response to Comment 1.5.
Shel	Gross	Madison	Email	23.1	Noise Abatement/Mitigation	<p>I share the concerns about the Part 150 Noise Study proposed for the airport identified by the Safe Skies/Clean Water Coalition. With the anticipated arrival of F35 fighter jets we need to ensure that we identify those individuals and families will be negatively impacted by noise levels at the airport and the abatement necessary to prevent ill effects.</p>	See response to Comment 1.6.
Shel	Gross	Madison	Email	23.2	Public meetings	<p>The single open house held on April 26th at the airport was inadequate. The open house format held solely at the airport is not informative and doesn't allow for the public to ask questions which everyone can hear. There should be more public meetings held as soon as possible which are accessible to most residents impacted by the airport noise. The meetings should be held in more public locations, in impacted neighborhoods at community centers located throughout the north and east sides of Madison. These locations should include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.</p>	See response to Comments 1.1 and 2.1.
Shel	Gross	Madison	Email	23.3	DNL/Threshold	<p>The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of aircraft noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.</p>	See response to Comment 1.2.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Shel	Gross	Madison	Email	23.4	DNL/Threshold	The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the proposed study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The Minneapolis-St. Paul International Airport uses 60 dB DNL to determine who is eligible for noise abatement. The county airport study should use a lower threshold than the 65 dB DNL to provide noise abatement formore Madison. Using lower noise levels would inform the community about the full extent of airport noise impacts and the thousands of people exposed to airport noise on the north and east sides of Madison.	See response to Comment 1.2. and 1.3.
Shel	Gross	Madison	Email	23.5	DNL/Threshold	The Part 150 study should predict peak noise levels, the noise we actually hear, especially at sensitive locations like schools and daycare centers. In its 2020 EIS for the F-35 jets, the Air Force determined peak noise levels. The county airport can do the same. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage. We need to know the harm that will be caused by the peak noise levels of the F-35 fighter jets.	See response to Comment 1.2.
Shel	Gross	Madison	Email	23.6	Environmental Justice	The Part 150 study should not only consider land use but address environmental justice. The study should determine the income and race makeup of impacted areas. In its 2020 EIS for the F-35 jets, the Air Force determined the composition of impacted residents. The county airport can do the same.	See response to Comment 1.5.
James	Koloen	Madison	Email	24.1	Noise Levels	When I moved into the Eken Park neighborhood in the mid 1980's, approximately a mile and a half from the airport, there was a squadron of A-10 Warthogs stationed at Dane County Regional Airport. They didn't even have afterburners. Back then Bridges golf course was a corn field and there was a Shopko next to it. MATC had a single building and there was no Starkweather Creek bike path to take you there. Today there's no Shopko and there's no corn field, MATC is now Madison College and the bike path along Starkweather Creek is one fairly quick way to get there. Many things have changed since the 1980's, including the noise level of military jets stationed at the airport.	Noted.
James	Koloen	Madison	Email	24.2	Noise Levels	The Sound Pressure Level (SPL) for F-16s during takeoff is at least 98 decibels, while the F-35's are estimated to be at least 115 decibels, which is more than twice as loud. The F-35 on take-off in terms of sound is somewhere between a jackhammer and a rock concert. For the F-16, the noise level is similar to that generated while riding a motorcycle or snowmobile. For some down to earth comparisons: a 256 watt auto subwoofer in the car in the lane next to yours at the stop light generates 110 decibels.	Noted.
James	Koloen	Madison	Email	24.3	EIS's basing decision	The commercial airliners that fly into and out of the airport do not utilize afterburners and are not nearly as loud as the military jets on take-offs or landings from where I live, although, they too can make conversation difficult. In the end, however, the problem of noise and pollution is a political issue. I am extremely disappointed in Senator Baldwin's support for this travesty. I have known her since she was a page in the State Assembly and have supported her throughout her political career; it is almost inconceivable that she is the person most responsible for make every day life in my neighborhood more difficult. She has said previously in response to one of my contacts with her office, that the addition of the squadron will lead to more economic activity. Recently, the Madison City Council voted against a new, large scale 64 acre housing development proposal because the increased noise levels predicted for the F-35 fighter wing would make it unsuitable for human habitation. It seems to me that this development would have generated much more economic activity than a squadron of airplanes. Again it is politics that takes precedent over economic activity. At some point, someone with sense and integrity and the political power to do something about it must stand up against the siting of the F-35 squadron. Since Senator Baldwin is the prime mover for locating a neighborhood destroying fighter squadron, it is obvious to me that politics plays as great an influence, if not more so, than the environmental and human health concerns of the senator's constituents.	See response to comment 2.3.
Jeff	Knight	Madison	Email	25.1	Part 150 Study	Dear County Executive Parisi, Linked below is a letter from Madison Teachers Inc. (MTI) regarding the Part 150 Noise Abatement Study by the Dane County Airport before it hosts the F-35 fighter jets. MTI Letter to County Exec Parisi on Airport Noise Study A hard copy will be mailed separately to County Executive Parisi as well. Do not hesitate to contact me with any questions regarding this matter.	The letter was received and reviewed as Comment number 21.
Daniel	Zimmerman	Madison	Letter	26.1	Part 150 Study	Dear Mr. Parisi: You received a letter from Madison Teachers, Inc. (MTI) regarding the Dane County Regional Airport Part 150 Noise Abatement Study. During the October 11, 2022 meeting of the Eastmorland Community Association, members and directors present during the meeting voted unanimously to support the issues and concepts in the MTI letter, as well as changes to the study (e.g., inclusion of schools in the study) and recommended steps to address airport noise.	The letter was received and reviewed as Comment number 21.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Daniel	Zimmerman	Madison	Letter	26.2	Part 150 Study	It should be noted that our neighborhood is in the flight path for most takeoffs and landings at the airport. In addition, Schenk Elementary School and Whitehorse Middle School are located within the boundaries of our neighborhood.	Noted.
Daniel	Zimmerman	Madison	Email	26.3	Part 150 Study	Mr. Parisi --- You received a letter from Madison Teachers, Inc. (MTI) regarding the Dane County Regional Airport Part 150 Noise Abatement Study. During the October 11, 2022 meeting of the Eastmorland Community Association, members and directors present during the meeting voted unanimously to support the issues and concepts in the MTI letter, as well as changes to the study (e.g., inclusion of schools in the study) and recommended steps to address airport noise. Please see the attached letter for the full content. If you have any questions regarding the letter, please send me an email or call me at the number below. Thank you. May you have the hindsight to know where you've been, the foresight to know where you're going, and the insight to know when you're going too far.	The letter was received and reviewed as Comment number 21.
Tashi	Samdup	Madison	Email	27.1	Noise complaints	I think DOT requires airlines to acknowledge public complaints and address the problem to the concerned Airport authorities.	Refer to the Dane County Regional Airport website for existing aircraft noise abatement and noise complaint information: https://www.msnaairport.com/about/economy/noise-abatement . Additional general noise complaint information can be found at the FAA website: https://www.faa.gov/noise/inquiries
Tashi	Samdup	Madison	Email	27.2	Health Effects	My family and I are on Independence Lane which is very close to the Airport. The main issue is air and noise pollution which may lead to cardiac arrest and even cause hypertension and heart attack. The byproduct of engines may also lead to respiratory failure causing cough, tightness of chest and throat irritation. Emissions from the aircraft contain soot that may cause lung cancer. It also does not let me sleep after my graveyard shift is complete.	See responses to Comment 1.2.
Tashi	Samdup	Madison	Email	27.3	Property values	Airport noise definitely upside down the property value around our area. I Hope Airport authorities will look into this matter and resolve this issue.	See response to Comment 1.5.
Neil	Anderson	Madison	Email	28.1	Public Comments	Hi, Attached is my completed comment form from the recent noise study open house. I hope my input is taken seriously as I, my family, and immediate community live with the noise of the airport daily and it also affects my life daily. I am looking forward to positive changes implemented through careful consideration of this study that will improve the quality of life for me and everyone else that lives in the area. Thanks, Neil	Comment received and reviewed as Comment numbers 28.2-28.4.
Neil	Anderson	Madison	Comment Form	28.2	Noise Levels	Generally speaking for me the commercial and passenger plane noise is relatively predictable and livable. In contrast the military jet & helicopter noise is unpredictable and often extreme and unlivable/ acceptable. I would go further to say both feel unsafe and unlawful at times.	See response to Comment 1.12.
Neil	Anderson	Madison	Comment Form	28.3	Vibration	Examples of this would be military helicopters frequently flying so low over my home that the house shakes in a way that I worry for my window glass and house structure.	See responses to Comments 1.2 and 1.5.
Neil	Anderson	Madison	Comment Form	28.4	Health Effects	The military jets also occasionally fly so low over my home creating an unreal amount of noise to such that once while woken from sleep I thought a plane was crashing in my yard. These kinds of events are unexpectedly traumatizing to my family. I asked my elementary (Lakeview School) student son how many times the military jets interrupted class. "More than I can count..." he said.	See response to Comments 1.2 and 2.4.
Marsha	Cannon	Madison	Email	29.1	Public comments	Please note: The attached pdf file contains the message below. RE: Dane County Regional Airport Noise Compatibility Part 150 Planning Study Figure 6-2. Forecast Condition (2027) Noise Exposure Map Vol. 1 of the Nov. 9, 2022 Draft Report, Page 6-5 At the "Public Open House 2" held Nov. 14, 2022 in the Dane County Regional Airport lobby, I pointed out an error in the forecast land use map referenced above. This message is to put my comments on record.	Comment received and reviewed as Comment numbers 29.2 and 29.3.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Marsha	Cannon	Madison	Email	29.2	Land use	<p>The 63-acre Raemisch Farm located between 4000-4150 Packers Ave. & 4201 North Sherman Ave. appears on the 2027 forecast map as undeveloped agricultural farmland. However, on Sept. 6, 2022 the Madison Common Council rezoned the property to include both commercial and residential development. As stated in the Madison City Planning Division Staff Report of August 29, 2022:</p> <p>The proposal for the "Raemisch Farm Development" subdivision calls for the 63.6-acre subject site to be platted with 76 lots for detached single-family residences within the TR-C3 single-family zoning district. In addition, eight commercial, mixed-use, or multi-family lots will be created with TR-V2, TR-U1, and CC-T zoning. The plat also includes a lot for urban agriculture (10.2 ac), and three outlots for a public park (3.53 ac), private park (1.55 ac), and stormwater management (3.05 ac). Phase 1 construction is anticipated from April 2023 through April 2024; the applicant has indicated future phases will follow.</p> <p>Due to concerns related to potential high noise levels raised by the past and present area alderpersons during the consideration of the previous plats on this site, the applicant has included a note on the plat to the effect that no residential development will be constructed on the lots proposed to be zoned CC-T (Lots 1 & 3, on the eastern edge of the plat) before January 1, 2027.</p> <p>Staff estimates that a full buildout of this plat would include between 600 and 1,300 housing units.</p> <p>The full Staff Report is posted at: https://madison.legistar.com/View.ashx?M=F&ID=11169575&GUID=AB86D371-908A-4228-B2C9-F7D553B2BEA8:</p>	Refer to section 6.1, Noise Exposure Map (NEM) Figures, of the Final NEM document. Figure 6-1 and Figure 6-2 present the NEM for existing (2022) and five-year forecast conditions (2027), respectively. Based on public comments received, the forecast conditions NEM was overlaid on a base map that shows generalized future land use based on City of Madison data. Existing land use data is parcel based while future land use data is generalized.
Marsha	Cannon	Madison	Email	29.3	Noise Abatement/Mitigation	<p>The note on the plat (see 3rd paragraph above) is directly related to the 65-decibel contour portrayed in the August 2019 draft Environmental Impact Statement. This contour intrudes onto the eastern side of the Raemisch plat, as indicated by a green line on the map below. The developer's Phase 1 is planned for the eastern edge of the property, (shown in blue on the map and zoned CC-T, which allows residential units) to be built east of the estimated 65-decibel contour. No sound-related constraints appear evident for residential development west of the 65-decibel contour, although I have heard that the developer is seeking to establish a Tax Incremental Financing District to access taxpayer funding for sound insulation of residential properties. Sound insulation is desirable because of anticipated extremely-loud noise from F-35 fighter jets due to arrive at Truax Field in Spring 2023.</p>	See response to Comment 1.6.
Marsha	Cannon	Madison	Email	29.3	Land use	<p>In summary, I believe your 2027 Forecast Conditions map should accurately show all development expected to take place at the Raemisch Farm tract.</p>	See response to Comment 29.2.
Anthony	Mohr	Madison	Email	30.1	Noise Levels	<p>I am submitting this email in hopes that it will lead to a reduction in noise created by aircraft in general, but more specifically, military jet noise. As a home owner at 106 Corry St, Madison, WI 53704 I can attest to fighter jet noise so loud that I have to plug my ears as they fly over.</p>	See response to comment 1.12.
Anthony	Mohr	Madison	Email	30.2	Vibration	<p>Low flight approaches make my windows and walls vibrate.</p>	See responses to Comments 1.2 and 1.5.
Anthony	Mohr	Madison	Email	30.3	EIS's basing decision	<p>I'm nervous to what increase in noise the F35 will bring, and upset that the military in general is allowed to fly and practice over a busy and growing city.</p>	See response to Comment 2.3.
Anthony	Mohr	Madison	Email	30.4	Environmental Impacts	<p>I would also like to address my concerns for the pollution that military waste creates and its continued affect our water shed.</p>	See response to Comment 1.5
Anthony	Mohr	Madison	Email	30.5	Noise Abatement/Mitigation	<p>Please use these comments to help residents and homeowners affected by this excessive noise find a solution or overall removal of military flight noise.</p> <p>In a state and city that uses "Forward" as its motto, I urge you to take a new approach to making our neighborhoods a peaceful and enjoyable place to live.</p>	See response to Comment 1.6.
Kara	Luedtke	Madison	Email	31.1	Environmental Impacts, EIS's basing decision	<p>As a homeowner on Corry St in Madison, I am writing to express my concern over military jet noise and air pollution. I do not understand the reasons for bringing F35s to Madison. Having a commuter airport is wonderful for a growing city like ours, but we are not equipped for military jets.</p>	See response to Comments 1.5 and 2.3.
Kara	Luedtke	Madison	Email	31.2	Health Effects	<p>Further, I believe it is important to consider the people even closer to the airport and the impacts the increasing noise has on them. The inequalities of noise pollution are something to be seriously concerned about.</p>	See response to Comment 1.6.
Kara	Luedtke	Madison	Email	31.3	Property values	<p>Finally, as our property taxes and home values skyrocket, it becomes difficult to justify paying so much to live in a place where you feel attacked by sound in your own home.</p>	Noted.
Scott	Pigg	Madison	Email	32.1	Part 150 Study	<p>Thank you for the opportunity to comment on the draft version of this long-overdue update to the noise exposure map (NEM) for the Dane County Regional Airport (DCRA).</p> <p>My detailed comments on the study are in the attached PDF document and should be included in any tracking of public comments on this study.</p>	Noted. Attachment reviewed as Comment 32.2.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Scott	Pigg	Madison	Email	32.2	Modeling assumptions	<p>In short, I am concerned that the modeled operation of military fighter aircraft in the study is particularly uncertain and inaccurate in certain respects. This is important because empirical noise monitoring at locations near the airport show that military fighter operations are extremely loud and thus the dominant source of the aircraft-noise acoustic energy that is the basis for the Day Night Average Sound Level (DNL). Uncertainty and inaccuracies related to military fighter operations have the potential to result in an inaccurate NEM that deprives deserving households, schools, places of worship and businesses of future noise-mitigation funding and efforts.</p> <p>The draft study should be amended to correct inaccuracies and to include a sensitivity analysis of uncertainty regarding military-fighter operations so that future updates can more accurately depict noise exposure levels in the area around the airport.</p> <p>Thank you for the opportunity to comment on the draft version of this long-overdue update to the noise exposure map (NEM) for the Dane County Regional Airport (DCRA).</p> <p>As a homeowner to the south of the airport—and as the operator of a private network of noise monitoring stations in the vicinity of DCRA—I believe that the modeling leading to the draft NEM contains uncertain and flawed assumptions regarding the operation of military fighter aircraft associated with the 115th Fighter Wing of the Wisconsin Air National Guard (WIANG). This is problematic because ongoing monitoring data show that noise from military fighter aircraft is the dominant determinant of Day-Night Average Sound Levels (DNL) for locations within a few miles of the DCRA. Since the area immediately to the south of the airport is densely populated with residential housing, errors associated with determining the critical 65-dB DNL contour could unfairly deprive thousands of households of the ability to receive noise mitigation under future Noise Compatibility Program efforts. At minimum, the study should be amended to correct certain modeling inaccuracies and to include a sensitivity analysis of the effect of varying key modeling assumptions regarding military-fighter operations.</p> <p>The key elements of my critique of the draft Part 150 study are as follows:</p>	<p>See response to Comments 1.5, 1.23, 2.3, and 17.16. Refer to Section 5, Development of Noise Exposure Contours, of the Final NEM document. Each subsection describes the data sources for the NoiseMap military noise modeling inputs. Data for the NMAP modeling was based on the modeling from the USAF F-35 EIS, including updates based on data provided by the Air and Army National Guard. The FAA requires DNL noise exposure contours to be developed through modeling software rather than actual noise measurements. The input into the modeling software is far more comprehensive than could possibly be obtained from field measurements, and modeling is the only practical way of determining the noise that will be experienced at all the geographic points that are represented in the noise contours. Modeling is necessary to forecast the noise that is expected in the future as it is impossible to use noise monitors to measure future operating conditions because they have not occurred yet. The computer-based noise models include comprehensive databases of measured sound levels for each of the aircraft types in the models. Additionally, the modeled tracks are intended to represent the annual average flight paths; individual aircraft events will have slight variations from modeled mean paths based on daily wind/weather.</p>
Scott	Pigg	Madison	Email	32.2	Modeling assumptions	<p>The NEM modeling is based on uncertain assumptions about military-fighter operations and flight paths —The study report makes much of the extensive processing of radar-track and other empirical data associated with civilian aircraft operations in and around the DCRA. But because radar-track data that the consultants received was scrubbed of most military traffic, the study consultants had to rely on general assumptions about military fighter operations based on interviews with WIANG personnel. Setting aside the potential for bias associated with this kind of self-reporting, at minimum this makes the impact of military-fighter operations on the NEM considerably more uncertain than that of civilian operations. This is significant because actual noise-monitoring data show that military fighter operations are the dominant source of aircraft acoustic energy for some locations in the vicinity of the airport — Since December of 2000, I have operated a network of a dozen noise monitoring stations in the vicinity of the DCRA, along with an ADS-B receiver to track positions of civilian aircraft (see mnsound.com). The system continuously logs A-weighted noise levels and aircraft positions at one-second intervals. The combination of noise-monitoring data and ADS-B position data allows for ready algorithmic identification of most civilian aircraft noise events, particularly those associated with commercial jet operations. WIANG fighter operations do not transmit ADS-B position data, but most departures and arrivals produce unmistakably loud noise signatures that allow these operations to be identified manually and classified by runway used (see Figures 1 and 2).</p>	<p>Response is contained above.</p>

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Scott	Pigg	Madison	Email	32.2	Modeling assumptions	<p>Analysis of these data is on-going, but empirical data for the period from June through December 2021 show that although military fighter operations represent less than 2 percent of more than 40,000 identified aircraft noise events, they are so loud (Table 1) that the acoustic energy they generate dominates the determination of the aircraft-related Day Night Sound Level (DNL) for locations near the airport (Figure 3). It is therefore critical that military fighter operations be accurately depicted in assessing aircraft-noise DNL contours for the DCRA. However, in at least two respects, the modeling assumptions appear to inaccurately represent fighter aircraft operations in and out of the DCRA — First, while the report assumes a 70/30 split between north (Runway 36) and south (Runway 18) military fighter operations, the empirically identified military fighter noise events and departure/arrival direction suggest that a 60/40 split is more appropriate. This may not seem like a large difference, but the extreme decibel levels associated with these aircraft means that a significant portion of the total acoustic energy used in determining aircraft-noise DNL contours is currently incorrectly modeled as occurring over relatively unpopulated areas to the north of the airport instead of over the densely populated areas to the south. Second, as a long-time resident of a home located about 2 nm south and 0.5 nm west of the Runway 36 threshold, I assert that the assumed flight tracks (36A9, 36A10 and 36A11) for overhead arrivals of military fighters from the south are inaccurately “tighter” than what is typically followed by these aircraft. I have routinely observed the trailing aircraft of arriving multi-ship formations of F-16 fighters fly well to the south before passing directly over my house on final approach to Runway 36 (Figure 4). This modeling inaccuracy also incorrectly reduces the estimated noise exposure in densely populated residential areas on the Madison isthmus near the Yahara river.</p> <p>At minimum, the current noise-modeling study should correct the inaccuracies noted above and amend the study with a sensitivity analysis to show the effect that altering key assumptions about military-fighter operations have on the resulting NEM contours, especially the 65-dB contour that is a key determinant of the geographic scope of potential future noise-mitigation efforts. The FAA and the DCRA should then use the results of the sensitivity analysis to improve empirical tracking of military-fighter operations so that future noise-map modeling efforts can be made more accurate, and so that noise mitigation efforts can better be targeted to the homes, schools, places of worship and businesses most in need of relief.</p>	Response is contained above.
Lisa	Schreibersdorf	Madison	Email	33.1	Children's learning	<p>I am writing with concerns about the limited information being included in the study. I myself live under the flight path and experience the ways in which averages do not adequately capture the effects of flight noise. I second these requests by Madison teachers :</p> <p>We request that the following improvements be made to the study: The study should estimate noise impacts on all schools on the north and east sides of Madison. At this time, it is our understanding that no schools are to be included in the study.</p>	See responses to Comment 1.2 and 2.4.
Lisa	Schreibersdorf	Madison	Email	33.2	DNL/threshold	<p>The study should estimate peak noise levels at all schools on the north and east sides of Madison. At this time, it will only predict daily average noise levels, not the peak noise levels we actually hear. Even the Air Force EIS evaluated peak noise levels at select locations.</p>	See response to Comment 1.2.
Lisa	Schreibersdorf	Madison	Email	33.3	Health effects; Children's learning	<p>The study should estimate the impacts on educational performance and children's health. Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from F-35 fighter jets on children which included: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.1</p>	See response to Comments 1.2 and 2.4.
Lisa	Schreibersdorf	Madison	Email	33.4	Study Area	<p>Extend the study area at least 5 miles from the center of the airport.</p>	See response to Comment 1.12.
Lisa	Schreibersdorf	Madison	Email	33.5	DNL/threshold	<p>The study should estimate impacts at lower levels than 65 decibels. Predicting at lower levels will include more households and children that live on the north and east sides of Madison who are exposed to airport noise (e.g. 60 db is used by the Minneapolis-St. Paul International Airport, and 55 db is required by the State of Oregon).</p>	See response to Comment 1.2.
Lisa	Schreibersdorf	Madison	Email	33.6	Environmental Justice	<p>The study should identify the number of low-income and families of color living in neighborhoods that surround the airport to assess their noise impact levels. Even the Air Force EIS identified environmental justice impacts by assessing the number of low-income and families of color directly affected by jet noise.</p>	See response to Comment 1.5.
Lisa	Schreibersdorf	Madison	Email	33.7	Public meetings	<p>The study should provide a transparent process including meetings with impacted neighborhoods and schools to explain the study procedures and results. At this time, only one open house at the airport has been conducted and only one more is anticipated.</p>	See response to Comments 1.2 and 2.1.
Lisa	Schreibersdorf	Madison	Email	33.8	Noise Abatement/Mitigation	<p>After noise impacts are estimated and it comes time to evaluate noise abatement measures, we have the following requests: Provide improvements at all schools on the north and east sides of Madison including funding for air conditioning systems and their operating costs. At this time, there is no noise abatement plan for area schools as part of this project.</p>	See response to Comments 1.6 and 2.4.
Lisa	Schreibersdorf	Madison	Email	33.9	Noise Abatement/Mitigation	<p>Implement a flight tracking system to identify the flight paths of commercial and Air National Guard planes so any significant impacts on our schools can be identified.</p>	See response to Comment 1.6.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Lisa	Schreibersdorf	Madison	Email	33.10	Noise Abatement/Mitigation	Install a noise monitoring system, similar to that for the Burlington Airport, which includes area schools, so we can assess actual noise exposure. At this time, the study will predict noise levels through computer modeling with no plans to measure actual noise levels.	See response to Comments 1.6 and 1.23.
Peter	Cannon	Madison	Email	34.1	Modeling assumptions	Comments on the Part 150 Study I have three issues with the Noise Exposure Map Update presented at the November 15, 2022 open house at the Dane County Regional Airport. First, I find nothing in the Noise Compatibility Planning Study that explains the source of data used to model noise from military aircraft. Regardless of the source, it seems logical that the U.S. Department of Defense would understate performance data on military equipment, for obvious national security reasons. So why would anyone assume that the noise data used to model noise from F-16 and F-35 fighter jets is accurate? In the real world, observers living near locations where F-35s are already based report that the F-35s are much louder than the Air Force says. Because military aircraft are louder than civilian aircraft, understating the noise from military aircraft leads to a model that understates noise exposure. Yet public policymakers are forced to rely on understated noise levels when making decisions that will affect Madison residents. If the noise from military aircraft is louder than estimated in the model, people will be subjected to the health risks associated with noise far outside the noise contours presented in the Noise Compatibility Planning Study.	See response to Comment 32.2.
Peter	Cannon	Madison	Email	34.2	DNL/threshold	Second, all the modeling that has been done is based on Day-Night Average Sound Level (DNL)s. While DNL captures one level of the noise problem, it ignores two vitally important problems. (1) Exposure to children in schools is grossly understated. Children are not sitting in a classroom day and night. They are there for part of a day. To measure impact on Lake View Elementary or Sherman Middle Schools or any other schools or day care operations near the airport, the average noise should be calculated for the time in which the schools are in use, not at 6 p.m. or 1 a.m. A day-night average significantly understates noise exposure at schools. (2) The models completely ignore peak noise levels. While day-night averages may be the best measure of health impacts, they do not measure the nuisance impact of loud noise. The F-16s routinely hit between 70 and 75 dB inside my condo – a mile from the runway – with the windows closed. I lose 30 seconds or more of a conference call or Zoom meeting when an F-16 goes by. That may seem an inconsequential amount of time but consider the impact on learning at Lake View Elementary when a class of 1st Graders clasp their hands over their ears, with eyes closed, as a fighter jet screams overhead. Imagine the impact on a small business when a price quote or incoming order is misunderstood because of excessive noise.	See response to Comment 1.2.
Peter	Cannon	Madison	Email	34.3	Modeling assumptions	Third, I call attention to Figure 5-7, NMAP Modeled Fixed-wing Circuit Flight Tracks. I assume since the data is NMAP modeled that it is for military aircraft. I don't know where HMMH got the data used for Figure 5-7, but it's not correct. The map in the November 2022 "Noise Exposure Map Update" Figure 5-7 shows the circuit tracks going north and south along Runway 36-18. But my observations from years of living on the near east side of Madison do not match that flight path. For 30 years, I lived on Sidney Street (2 blocks west of Tenney Park) and the F-16 fighters routinely flew to the west of my house when doing circuit flights. While visiting friends in Maple Bluff I have more than once observed F-16s to the west of their house. Dining on Tip Top Tavern's outdoor patio at North Street and Commercial, I have observed F-16s to the west. My current home is at the corner of Wheeler Road and North Sherman Avenue. When the F-16s are flying circuit routes they go west of my home. All four locations mentioned above are significantly west of the track shown in Figure 5-7. I am sure that if HMMH had asked air traffic controllers or residents of the area HMMH would find agreement with me, not the map shown in Figure 5-7. How can the Noise Exposure Maps be accurate if the underlying data is not accurate? I do not know how the Dane County Regional Airport or Dane County citizens can believe anything else in the study when there is such an obvious mismatch between reality and material presented in the study.	See response to Comment 32.2.
Peter	Cannon	Madison	Email	34.4	Part 150 Study	I'm sure this Update cost a lot of FAA money, but that funding has been wasted because, while the study might meet the requirements of law, it fails to provide the information necessary to make good public policy decisions. Madison deserves much better.	Noted.
Peter	Cannon	Madison	Email	34.5	Part 150 Study	P.S. Citation Error: On page B-40 and various other pages: "2.2 LU-2: Define "airport affected area" for purposes of implementing Wisconsin Act 136 Wisconsin Act 136, Wis. Stat. 66.31, has three key provisions". The report appears to be referring to 1985 Wisconsin Act 136 and to Section 66.1009, Wisconsin Statutes (renumbered from 66.31 to 66.1009 by 1999 Wisconsin Act 150). I did not check to see if Section 66.1009 has been amended since it was created.	See response to Comment 16.1 and 16.2.

Commenter First Name	Commenter Last Name	Commenter City	Comment Medium	Comment ID No.	Comment Topic(s)	Comment	Response to Comment
Peter	Cannon	Madison	Email	34.6	Public comments	<p>Mr. Riechers:</p> <p>On looking at the final Dane County Regional Airport Part 150 Update I find that the comments I submitted on November 16, 2022 were not included in Appendix D-2.</p> <p>This is particularly odd because it's obvious that someone read my comments as a confusing citation to 1985 Wisconsin Act 136 was partially corrected. (It would have been nice if Footnote 19 on Page 4-3 had included the current statute citation (Section 66.1009, Wisconsin Statutes) so that someone could read it without finding the 1985 session laws.) It's clear that whoever corrected it didn't really understand my comment (and couldn't be bothered to find someone who would).</p> <p>I find my missing comment and poorly corrected citation are a clear indication that the entire update was to check off a requirement and get on with the project, that no one really cared about citizen comments. Being a good neighbor takes more than starting a report by saying "Dane County is committed to being a good neighbor".</p> <p>I'm very disappointed in the Airport and the consultants you hired to conduct the update.</p>	Due to an information technology (IT) issue, some public comments were not reviewed by the Part 150 study team until alerted to the issue by this comment. Upon investigation, the comments were recovered and Appendix D-2 and Chapter 7 were updated to reflect all public comments.

Julia M. Nagy

From: Timothy P. Middleton
Sent: Thursday, May 5, 2022 4:47 PM
To: Julia M. Nagy; Eugene M. Reindel
Cc: Brandon L. Robinette; Diane Carter; Brianna Whiteman; Chris Reis; Kate Andrus; Ryk Dunkelberg; Ryan Hayes
Subject: FW: Questions and Comments on Part 150 Noise Study for Dane County Airport
Attachments: Questions for County Airport Part 150 Noise Study Open House - FINAL - 26april22.pdf

See attached for information.

Timothy Middleton, C.M.

Senior Consultant



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☎ 781.229.0707 x3157 | 📠 339.234.2816

tmiddleton@hmmh.com

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Thursday, May 5, 2022 1:43 PM
To: Dane County Airport Noise Study <part150study@msnairport.com>
Cc: Timothy P. Middleton <tmiddleton@hmmh.com>; Riechers.Michael@msnairport.com; Madison Common Council <allalders@cityofmadison.com>; Dane County Board of Supervisors <county_board_recipients@countyofdane.com>; County Executive Joe Parisi <parisi.joseph@countyofdane>; Satya Rhodes-Conway <mayor@cityofmadison.com>; Malicki, Matthew - DOT <Matthew.Malicki@dot.wi.gov>; Hong, Francesca <Francesca.Hong@legis.wisconsin.gov>; Sen.Agard@legis.wi.gov; Rep.Baldeh@legis.wisconsin.gov
Subject: Questions and Comments on Part 150 Noise Study for Dane County Airport

Comment 1

[EXTERNAL]

Thank you for holding the April 26th open house at the Dane County Airport to introduce the [Part 150 noise study](#). This study will be conducted in response to the squadron of F-35 fighter jets proposed for Truax Field. Results will determine which residents qualify for noise abatement.

The open house format was not suitable to get responses to my questions. These are attached and hope they can still be addressed.

A few comments on the study procedures:

1. The open house was held at the airport. It was not accessible to most residents impacted by the airport noise. I hope the next open house is held in a more public location, perhaps at several locations in impacted neighborhoods. These could include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.
2. The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of noise. The Part 150 noise study should evaluate more impacts than just

annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.

3. The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The [Minneapolis-St. Paul International Airport uses 60 dB DNL](#) to determine who is eligible for noise abatement. Using a lower threshold will provide noise abatement for more Madison residents including those who received no noise protection during the last Part 150 study. Using lower noise levels would inform the community about the thousands of people exposed to airport noise on the north and east sides of Madison.
4. The Part 150 study should predict peak noise levels, especially at sensitive locations like schools and daycare centers. In its EIS for the F-35 jets, the Air Force determined peak noise levels. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage.
5. The Part 150 study should not only consider land use but address environmental justice and determine the income and race makeup of impacted areas. In its EIS for the F-35 jets, the Air Force determined the composition of impacted residents.

Thanks for involving the public in this study.

Steven Klafka

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Steven Klafka, P.E., BCEE
Environmental Engineer
Wingra Engineering, S.C.
508 Elmside Boulevard
Madison, WI 53704
www.wingraengineering.com
Since 1991

Emily Lopez

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Wednesday, July 20, 2022 7:54 AM
To: Dane County Airport Noise Study
Cc: Timothy P. Middleton; Riechers.Michael@msnairport.com; Madison Common Council; Dane County Board of Supervisors; County Executive Joe Parisi; Satya Rhodes-Conway; Malicki, Matthew - DOT; Hong, Francesca; Sen.Agard@legis.wi.gov; Rep.Baldeh@legis.wisconsin.gov; MMSD School Board
Subject: Questions and Comments on Part 150 Noise Study for Dane County Airport

Comment 1

[EXTERNAL]

CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure

It's been over two months and there has been no response to my suggestions for improving the county airport Part 150 noise abatement study.

Yesterday, neighborhood noise monitors measured 112 decibels due to fighter jet training. Loud enough for hearing damage. The airport's proposed use of a daily average noise level of 65 dB DNL will not account for these peak noise levels residents actually hear.

Despite its objections to the incoming F-35 fighter jets, the city just approved new low-income apartments next to Hawthorne Elementary School. These apartments are within the Air Force predicted 65 db DNL noise contour and the location of the 112 decibel peak noise level measured yesterday. These apartments will bring more children and more noise exposure to those least able to defend themselves. Please look out for our children and improve the airport noise abatement study so it reflects actual noise exposure.

[Madison City Council approves \\$70 million low-cost housing project for the East Side](#)

Dean Mosiman | Wisconsin State Journal

Steve Klafka

On 5/5/2022 3:42 PM, Steven Klafka wrote:

Thank you for holding the April 26th open house at the Dane County Airport to introduce the [Part 150 noise study](#). This study will be conducted in response to the squadron of F-35 fighter jets proposed for Truax Field. Results will determine which residents qualify for noise abatement.

The open house format was not suitable to get responses to my questions. These are attached and hope they can still be addressed.

A few comments on the study procedures:

1. The open house was held at the airport. It was not accessible to most residents impacted by the airport noise. I hope the next open house is held in a more public location, perhaps at several locations in impacted neighborhoods. These could include low-income neighborhoods like those

around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.

2. The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.
3. The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The [Minneapolis-St. Paul International Airport uses 60 dB DNL](#) to determine who is eligible for noise abatement. Using a lower threshold will provide noise abatement for more Madison residents including those who received no noise protection during the last Part 150 study. Using lower noise levels would inform the community about the thousands of people exposed to airport noise on the north and east sides of Madison.
4. The Part 150 study should predict peak noise levels, especially at sensitive locations like schools and daycare centers. In its EIS for the F-35 jets, the Air Force determined peak noise levels. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage.
5. The Part 150 study should not only consider land use but address environmental justice and determine the income and race makeup of impacted areas. In its EIS for the F-35 jets, the Air Force determined the composition of impacted residents.

Thanks for involving the public in this study.

Steven Klafka

--
Steven Klafka, P.E., BCEE
Environmental Engineer
Wingra Engineering, S.C.
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Madison, WI 53704
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Since 1991

Dane County Airport

Questions for Part 150 Noise Study Open House on April 26, 2022

Comment 1

Burlington, Vermont has already completed their noise study

In response to the F-35 fighter jets, the Burlington International Airport adopted their Noise Mitigation Implementation Plan in 2021. Will the county airport noise study evaluate the Burlington plan to help improve our noise abatement plan for the F-35 jets proposed for Truax Field?

The Burlington noise plan will involve 2,600 residential units and have a budget of \$163.5 million. It will spend \$5 million each year so will take 32.7 years to complete. Can we expect the county airport noise abatement plan will take as long?

The Burlington noise plan estimates \$50,000 for single family home noise insulation; \$339,000 to purchase land parcels; \$341,000 to purchase single family homes; and \$59,000 for sales assistance for single family parcels. Can we expect similar costs for the county airport noise study?

What noise standards will be used?

The 65 dB DNL noise standard was used by Air Force to prepare its EIS for the F-35 fighter jets. Will the county airport noise study use the same standard?

The 65 dB DNL noise standard was developed over 50 years ago. It is based on annoyance and doesn't address physical or mental health effects, or decline in educational performance. The FAA is reviewing the adequacy of this standard. We've learned much more about the adverse effects of noise exposure. Will the county airport noise study provide a review of current knowledge about the effects of noise?

The 65 dB DNL noise standard was developed over 50 years ago. Other airports use a lower standard. For example, the Twin Cities airport uses 60 dB DNL to determine people eligible for noise mitigation. Would the county airport consider using a lower noise level for its study?

The Air Force EIS for the F-35 fighter jets estimated noise impacts using the 65 dB DNL which is a daily average. The EIS also included peak noise levels at sensitive locations like schools. Will the county airport noise study also estimate peak noise levels at sensitive locations?

There are 60,000 people living within 3 miles of the county airport who are currently impacted by aircraft noise at 120 dB or higher. Will the county airport noise study estimate noise levels experience by these people?

What noise abatement options will be provided?

Will the county airport noise study provide people the option of relocating from the noise impact area similar to the option provided by the Burlington noise abatement plan?

The Wisconsin State Journal reported that there are nearly 450 Madison residences which are subject to aviation easements previously arranged by the county airport. These easements provide no protection

from noise exposure. Will the new county airport noise study eliminate these easements and replace with better options like relocation or noise insulation?

Will the county airport noise study evaluate different flight paths for the F-35 fighter jet training to avoid routes over schools and populated neighborhoods?

Will the county airport noise study evaluate different schedules for the F-35 fighter jet training to avoid times when children are traveling to and from school or outside for recess?

How will environmental justice be addressed?

The EIS prepared by the Air Force for the F-35 fighter jets proposed for Truax Field concluded that:

“There would be significant disproportionate impacts to low-income and minority populations as well as children. The increase in noise exposure to the south of the airport would disproportionately impact low-income areas and the increase in noise exposure to the east of the airport would disproportionately impact a low-income minority population”.

Comments from the City of Madison on the EIS showed there were significant numbers of low-income and families of color outside the 65 dB DNL predicted in the EIS.

An Environmental Justice Complaint has been filed with USEPA in which the county airport is named as responsible for environmental injustice and racism.

Governor Evers recently announced the formation of an Office of Environmental Justice.

How will the county airport noise study address environmental justice in surrounding neighborhoods?

General questions

Why has it been 30 years since the last noise study was conducted by the county airport?

The county airport has been in its current location for 80 years. Madison needs land for new residential housing. Can the county airport noise study evaluate the option of relocating outside of the city?

The noise abatement plan in Burlington will cost \$163.5 million. The noise abatement program for Madison will cost tens of millions of dollars. Thousands of residents will be exposed to excessive noise levels. The Air Force and Air National Guard will not provide any funds for noise abatement. Why didn't the county airport oppose the beddown of the F-35 fighter jets at Truax Field?

Will the assumptions used for noise modeling including the number and routes of aircraft be presented to the public in an understandable fashion?

How many noise monitors will be installed as part of the county airport noise study?

Will the public have input into the location of noise monitors used for the study?

Julia M. Nagy

From: Julia M. Nagy
Sent: Tuesday, June 21, 2022 5:08 PM
To: MSN Part 150
Subject: FW: Dane County Airport: 30 year noise abatement plan

FYI

Julia Nagy
Senior Consultant



www.hmmh.com

M 339.234.2946

jnagy@hmmh.com

From: Laura V <lauralvits@gmail.com>
Sent: Tuesday, June 21, 2022 12:08 PM
Subject: Fwd: Dane County Airport: 30 year noise abatement plan

[EXTERNAL]

Comment 2

----- Forwarded message -----

From: Laura V <lauralvits@gmail.com>
Date: Tue, Jun 21, 2022 at 12:03 PM
Subject: Dane County Airport: 30 year noise abatement plan
To:

Good morning,

I want to thank you in advance for undertaking the very important project of updating the airport noise abatement plan. Given the increased activity at the airport and in particular the future deployment of F-35 fighter jets to Truax Field, updating the noise abatement plan is extremely critical.

A few things to consider as you undertake this project:

- Communication is the key and numerous public meetings (in a variety of locations, at different days / times) will encourage more people to get involved.
- Based on my brief research, it appears the 65 dB DNL noise level is outdated. Large airports, such as Minneapolis / St. Paul, uses 60 dB DNL to determine who is eligible for noise abatement.
- Remember - noise abatement / insulation does not protect those outside. The reason we live in Dane County Wisconsin is because we love to spend time in our parks, lakes, green spaces and enjoy all that nature has to offer. This is difficult, if not impossible, with F-35 fighter jets flying overhead. Perhaps it is time to consider whether siting F-35s in a densely populated urban area is appropriate for the health and well being of the community as a whole.

You are our elected representatives, and the voice for the families that live on the north and east sides of Madison; you are in a position to do something about the excessive noise levels that the community will face if the F-35s are sited at Truax Field. Thank you for taking this noise abatement plan seriously, and making Madison a better place to live. Most importantly, thank you for your service to the community.

Regards,

Laura Vogel
(608) 244-7187

Julia M. Nagy

From: Julia M. Nagy
Sent: Thursday, June 23, 2022 9:33 AM
To: MSN Part 150
Subject: FW: Dane County Airport: 30 year noise abatement plan

Julia Nagy
Senior Consultant



www.hmmh.com

M 339.234.2946

jnagy@hmmh.com

From: Laura V <lauralvits@gmail.com>
Sent: Wednesday, June 22, 2022 3:46 PM
Subject: Fwd: Dane County Airport: 30 year noise abatement plan

[EXTERNAL]

Comment 2

Hello,

In reviewing the email I sent you yesterday (see below) I realized that one of my bullet points was inadvertently omitted from the email; because the omission pertains to such a vulnerable group of individuals I felt it only prudent to amend my previous email. The group I am referring to is our children; they will be significantly impacted by the F-35s and deserve to be heard.

Did you know that there are numerous schools and daycares situated within several miles of the airport? The increase in noise will add additional stress, sleep disturbance and a disruption in their educational performance. Did you know that many classrooms do not have functioning windows and lack air conditioning? As a result, windows are open (weather permitting) during a large portion of the school day. Further, children and staff are outside multiple times each day for recess, sports and other activities.

The excessive noise from the siting of the F-35s at Truax Field would have a significant negative impact on this vulnerable group within our community. These are our children, grandchildren and future leaders; they deserve better living conditions.

You are in a position to make a positive impact on the lives of our children. Thank you again for your diligence in updating the noise abatement plan.

Regards,

Laura Vogel

Julia M. Nagy

From: Melina of Wisconsin, EEUU <melina@uwalumni.com>
Sent: Monday, May 30, 2022 8:21 PM
To: Dane County Noise Study; Timothy P. Middleton; Michael Riechers; Madison Common Council; Dane County Board of Supervisors; Satya Rhodes-Conway; County Executive Joe Parisi; Governor Evers
Cc: Safe Skies Clean Water Wisconsin
Subject: DC Noise Study -alert 🗨️

[EXTERNAL]

CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure

Comment 3

The proposed F-35 fighter jet squadron will come with dramatic noise impacts. *The Air Force should cancel their F-35 plans, & Gov. Tony Evers should find a new mission for the Wisconsin Air National Guard, or County Executive Joe Parisi should close or relocate the 80-year old gas-guzzling airport to a safer, less urban location.* 🗨️

The county airport is updating its 30-year noise abatement plan. Your involvement in the "Part 150" noise study will help make Madison a more healthy and desirable place to live. (use "Dane County Noise Part 150 Study" email address, above) We need a modern noise study that evaluates the aircraft noise impacts on all of the 60,000 north and east side residents that live within 3 miles of the airport. We want to know the peak noise levels that our families and neighbors will be exposed to. We want a robust noise abatement program!

Julia M. Nagy

From: Timothy P. Middleton
Sent: Friday, May 20, 2022 2:19 PM
To: Julia M. Nagy; Eugene M. Reindel; MSN Part 150
Subject: FW: Noise Abatement Plan

Timothy Middleton, C.M.
Senior Consultant

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O 781.229.0707 x3157 | M 339.234.2816
tmiddleton@hmmh.com

-----Original Message-----

From: Christine Esche <christineesche@gmail.com>
Sent: Friday, May 20, 2022 9:55 AM
To: Dane County Noise Study <part150study@msnairport.com>; Timothy P. Middleton <tmiddleton@hmmh.com>; Michael Riechers <Riechers.Michael@msnairport.com>; Madison Common Council <allalders@cityofmadison.com>; Dane County Board of Supervisors <county_board_recipients@countyofdane.com>; Satya Rhodes-Conway <mayor@cityofmadison.com>; County Executive Joe Parisi <parisi@countyofdane.com>; Governor Evers <govinfo@wisconsin.gov>
Subject: Noise Abatement Plan

[EXTERNAL]

Comment 4

Hello, my name is Christine, and I am a teacher and homeowner on the Madison's east side. I would like to continue living here (I bought my home to be my forever-home), but as I consider having children, I am greatly worried about the emotional and health impacts of the incoming F-35 jets. This is why I'm reaching out to you in earnest today.

Dane County Airport is updating its Part 150 Noise Abatement Plan in anticipation of the F-35 fighter jets in Truax Field. The airport will model noise impacts in Madison and identify noise abatement options for city residents.

Madison residents deserve a modern noise study that evaluates the aircraft noise impacts on all residents that live within 3 miles of the airport. We want to know the peak noise levels that our families and neighbors will be exposed to. We want a robust noise abatement program including property purchases; resident and business relocation; and, home, school and business insulation. The county airport should not rely on avigation easements as it has done in the past. It's time for the county airport and Air National Guard to mitigate the impacts they have on Madison neighborhoods.

Here are suggested improvements to the proposed Part 150 Noise Study:

1. The single open house held on April 26th at the airport was inadequate. The open house format held solely at the airport is not informative and doesn't allow for the public to ask questions which everyone can hear. There should be more public meetings held as soon as possible which are accessible to most residents impacted by the airport noise. The meetings should be held in more public locations, in impacted neighborhoods at community centers located throughout the north and east sides of Madison. These locations should include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.

2. The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard. This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of aircraft noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.
3. The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB. There are 60,000 people living within 3 miles of the airport. While the proposed study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The Minneapolis-St. Paul International Airport uses 60 dB DNL to determine who is eligible for noise abatement. The county airport study should use a lower threshold than the 65 dB DNL to provide noise abatement for more Madison. Using lower noise levels would inform the community about the full extent of airport noise impacts and the thousands of people exposed to airport noise on the north and east sides of Madison.
4. The Part 150 study should predict peak noise levels, the noise we actually hear, especially at sensitive locations like schools and daycare centers. In its 2020 EIS for the F-35 jets, the Air Force determined peak noise levels. The county airport can do the same. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage. We need to know the harm that will be caused by the peak noise levels of the F-35 fighter jets.
5. The Part 150 study should not only consider land use but address environmental justice. The study should determine the income and race makeup of impacted areas. In its 2020 EIS for the F-35 jets, the Air Force determined the composition of impacted residents. The county airport can do the same.

The county airport and Air National Guard should use the Part 150 Noise Study to clearly inform Madison residents about the impacts of aircraft noise on our children, families, and neighbors. The county airport and Air National Guard should mitigate the noise impacts on Madison residents.

Thank you,
Christine Esche

Emily Lopez

From: Barbara Olson <barbieolson@yahoo.com>
Sent: Monday, August 1, 2022 10:45 AM
To: Satya Rhodes-Conway; Madison Common Council; County Executive Joe Parisi; Dane Supervisors; Airport Director Kimberly Jones; Airport Part150 Study
Subject: Fw: [Safe Skies Clean Water WI] County Airport Noise Abatement Study - Summer 2022 Part 150 Newsletter

[EXTERNAL]

Comment 5

Dear Mayor Rhodes-Conway and other officials,

The county airport has published a [Summer 2022 Part 150 Newsletter](#) which describes the status of the noise abatement study to accommodate noise from the incoming F-35 fighter jets.

It has come to my attention that the study is lacking in the following areas, and I urge you to do whatever you can to remedy this shortfall. (A better solution, of course, would be to NOT station these planes here at all.)

(1) **Schools:** The study should estimate noise impacts on all schools on the north and east sides of Madison. It should estimate PEAK noise levels at those schools, and not rely on Daily Average levels which are not the highest noises children will hear.

Also, the study should estimate the impacts on educational performance and children's health using the most recent metrics and actual measured noise from F35s, and not 50-year-old annoyance studies. In his recent letter to Vermont public officials, Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of **noise from their F-35 fighter jets** on children including: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.

Lastly, a tracking and monitoring system similar to those at the [Burlington Airport](#) should be installed at area schools to assess actual noise exposure. We cannot rely on computer modeling.

(2) **Scope of and input to study:** The study should use lower decibel levels such as 60 decibels (used by the [Minneapolis-St. Paul International Airport](#)) and 55 decibels (required by the [State of Oregon](#)). Doing this would include more people that live on the north & east sides

who are impacted by aircraft noise and reveal the full extent of neighborhood impacts. Also, there should be meetings with impacted neighborhoods and school populations. A few open houses at the airport are completely insufficient.

(3) Noise Abatement: We MUST provide funding for noise abatement measures at all schools on the north and east sides of Madison. At this time, there will be no noise abatement for area schools.

Thank you for your attention to this matter. The people on the north and east sides cannot afford for you to get this one wrong.

Barbara Olson
221 Glacier Drive
Madison, WI 53705

Emily Lopez

From: Shawn Schey <shawnschey@yahoo.com>
Sent: Monday, August 1, 2022 11:03 AM
To: part150study@msnairport.com; parisi@countyofdane.com; mayor@cityofmadison.com; allalders@cityofmadison.com; county_board_recipients@countyofdane.com
Subject: Noise Abatement Study for F-35s

[EXTERNAL]

Comment 6

Dear Elected Officials:

I urge you to reconsider the impact study that is going to be done on noise at the airport. It falls far short of measuring the potential adverse impacts on our city's populace.

Any discussion of "noise abatement measures" such as treatments for windows is useless. Window baffling - even rooftop insulation - is no solution. And people don't only inhabit buildings. They inhabit the outdoors - their yards, their porches, streets, and parks. Imagine a hike in Cherokee Woods if there are F-35s!

Back to the study:

- The study should estimate peak noise levels at all schools on the north and east sides of Madison. At this time, it will only predict daily average (DNL) noise levels, not the peak noise levels we actually hear.
- The study should estimate the impacts on educational performance and children's health. At this time, the study will use the FAA's 50-year old daily average noise standard of 65 decibels DNL which is based on outdated annoyance studies. In his recent letter to Vermont public officials, Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from their F-35 fighter jets on children including: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.
- The study should include meetings with impacted neighborhoods and schools. At this time, only a few open houses at the airport will be used in educate the public on the procedures and results.
- The study should include a flight tracking system and noise monitors, similar to those at the [Burlington Airport](#), installed at area schools to assess actual noise exposure. At this time, the study will predict noise levels through computer modeling with no plans to measure actual noise levels.

Please do what you can to save our community from this dreadful and life-defying endeavor to bring the F35's to Madison. They do not belong in a heavily- populated urban environment.

Shawn Schey
878 Woodrow St
Madison WI 53711

Emily Lopez

From: Ashley Hartman Annis <ashley.hartman.annis@gmail.com>
Sent: Tuesday, August 2, 2022 1:56 PM
To: Satya Rhodes-Conway; Madison Common Council; County Executive Joe Parisi; Dane Supervisors; Airport Director Kimberly Jones; Airport Part150 Study
Subject: Improve the Part 150 study

[EXTERNAL]

Comment 7

Thanks so much for taking the time to read through these important adjustments that need to be made to the Part 150 study. The health & wellbeing of the people of Madison are counting on YOU to do this important work. As representatives of our city and people in positions of power, YOU need to use your position to keep the people (and especially the children) of our city safe.

- The study should estimate noise impacts on all schools on the north and east sides of Madison. **Why aren't schools being included in the study?**
- The study should estimate peak noise levels at all schools on the north and east sides of Madison.
- The study should estimate the impacts on educational performance and children's health. In his recent letter to Vermont public officials, Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from their F-35 fighter jets on children including: **decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.**
- The study should estimate impacts at lower levels than 65 decibels DNL. Predicting lower levels such as 60 decibels (used by the [Minneapolis-St. Paul International Airport](#)) and 55 decibels (required by the [State of Oregon](#)) will include more households and children that live on the north and east sides of Madison who are impacted by aircraft noise. It will inform the public of the full extent of neighborhoods impacted by county airport noise.
- The study should provide funding for noise abatement measures at all schools on the north and east sides of Madison.
- The study should include meetings with impacted neighborhoods and schools.
- The study should include a flight tracking system and noise monitors, similar to those at the [Burlington Airport](#), installed at area schools to assess actual noise exposure.

ashley hartman annis
she / they [pronouns](#)
located on ho-chunk [land](#)
[ashleyhartmanannis.com](#)

Emily Lopez

From: Megan Walela <mwalela@whpc.com>
Sent: Thursday, November 3, 2022 7:34 AM
To: part150study@msnairport.com
Subject: Confirming meeting on noise on 11/14

[EXTERNAL]

Comment 8

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Hi there – Is there an upcoming meeting on noise at DCRA and Truax Field on Monday, 11/14 from 6-8pm? If so, is there an agenda for the meeting and/or a listserv that I could be added to?

Thanks so much,
Megan



Megan S. Walela, Development Project Manager

Wisconsin Housing Preservation Corp.

150 East Gilman Street, Suite 1500

Madison, WI 53703

608.620.9435

mwalela@whpc.com

Emily Lopez

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Friday, November 4, 2022 7:42 AM
To: Airport Information; part150study@msnairport.com; Timothy P. Middleton; Riechers.Michael@msnairport.com
Cc: Bartell, Deb (FAA); Bonnie Melahn; Ryan K; EENA Chair; Tom Moen; Beth Sweeney; Bill Grove; "Michelle Martin - Sherman NA; Hilton Jones - Mayfair Park NA; Kerry McAllen; Tom Running; Omar Poler; Jeff Knight
Subject: Live Stream Availability of November 14th County Airport Part 150 Noise Abatement Meeting

[EXTERNAL]

Comment 9

!-----|
This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.
!-----!

The second open house on the Dane County Airport Part 150 noise study is scheduled for November 14, 2022, 6pm - 8pm at the Airport Terminal Lobby between Doors 1 and 2.

For those who are unable to attend the open house in person, especially the low-income and families of color who receive most of the noise impacts of airport operations, will the meeting be live streamed on Zoom or other online app?

Thanks.

Steven Klafka

--
Steven Klafka, P.E., BCEE
Environmental Engineer
Wingra Engineering, S.C.
508 Elmside Boulevard
Madison, WI 53704
[https://urldefense.com/v3/__http://www.wingraengineering.com__;!!KVv9bpTLRIQ!LvucGGWRkA8xvZOA4yTKKJ7NqZY M8py7Qrz9t8QraJOKV3gxFgfNBAuComO_oQl-tgvFsZnVrLYHR35IbP5qvXJf1nhB1F-6\\$](https://urldefense.com/v3/__http://www.wingraengineering.com__;!!KVv9bpTLRIQ!LvucGGWRkA8xvZOA4yTKKJ7NqZY M8py7Qrz9t8QraJOKV3gxFgfNBAuComO_oQl-tgvFsZnVrLYHR35IbP5qvXJf1nhB1F-6$)
Since 1991

Emily Lopez

From: Airport Part150 Study <part150study@msnairport.com>
Sent: Wednesday, November 9, 2022 7:55 AM
To: Linda
Cc: Airport Part150 Study
Subject: RE: NEM copy

Comment 10

[EXTERNAL]

Good morning Linda,

The draft Noise Exposure Map report has not yet been published. It's scheduled to get published at the end of this week, which will start the 30-day public comment period, per the FAA's Part 150 process.

Once published, the document will be available in several locations and formats:

- Physical copies of the document will be available for review at:
 - The airport's Part 150 open house on Monday (11/14) from 6p-8p between Terminal Doors 1 and 2
 - The airport throughout the 30-day public comment period
 - The Lakeview Branch of Madison's Public Library throughout the 30-day public comment period
- Digital copies of the document will be available for review at:
 - The airport's Part 150 website [<https://www.msnairport.com/about/ecomentality/Part-150-Study>]
 - The Lakeview branch of Madison's Public Library throughout the 30-day public comment period

Thank you for your inquiry. Please continue to contact us with any questions regarding the airport's Part 150 study.
-DCRA's Part 150 study team

Dane County Regional Airport
4000 International Lane
Madison, WI 53704

From: Linda <lehnertz.l@att.net>
Sent: Wednesday, November 9, 2022 9:37 AM
To: Airport Part150 Study <part150study@msnairport.com>
Subject: NEM copy

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Next Monday is a public meeting on the NEM. The NEM is not posted on the project website. I would like a copy of the NEM that will be presented at Monday's meeting.

Thank you,
Linda Lehnertz

Emily Lopez

From: Chris Schatz <christopherlschatz@yahoo.com>
Sent: Thursday, November 10, 2022 9:50 AM
To: part150study
Subject: Citizen concerns

[EXTERNAL]

Comment 11

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.

Is this hearing an opportunity to undo the F-35 debacle that has been thrust upon us? The F-16 noise was already excessive and unwelcome. It really seems zero consideration to impact on residents of the surrounding neighborhoods has been taken.

Sincerely,
Chris Schatz
Emerson-East resident

Emily Lopez

From: Chris Schatz <christopherlschatz@yahoo.com>
Sent: Thursday, November 10, 2022 3:05 PM
To: Airport Part150 Study
Subject: Re: Citizen concerns

[EXTERNAL]

Comment 11

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.

Fyi, they do make Truax Field a much worse neighbor than Mitchell Field was, when I lived in Bay View neighborhood of Milwaukee. Will sell and move once practical.

On Nov 10, 2022 at 3:45 PM, Airport Part150 Study <part150study@msnairport.com> wrote:

Good afternoon Chris,

The Part 150 noise study is being conducted on behalf of the Dane County Regional Airport. The study encompasses the noise impact from known and forecasted aviation operations, including privately planes, commercial aircraft, and military aircraft.

Since the placement of the F-35 at Truax was a Department of Defense decision, Dane County's noise study open house would not be an appropriate or effective venue to express concerns over the F-35's placement.

Thank you for your inquiry. Please continue to contact us with any questions regarding the airport's Part 150 study.
-DCRA's Part 150 study team

Dane County Regional Airport
4000 International Lane
Madison, WI 53704

From: Chris Schatz <christopherlschatz@yahoo.com>
Sent: Thursday, November 10, 2022 11:50 AM
To: Airport Part150 Study <part150study@msnairport.com>
Subject: Citizen concerns

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Is this hearing an opportunity to undo the F-35 debacle that has been thrust upon us? The F-16 noise was already excessive and unwelcome. It really seems zero consideration to impact on residents of the surrounding neighborhoods has been taken.

Sincerely,
Chris Schatz
Emerson-East resident

Sent Securely via TLS from County of Dane by **Proofpoint**

Emily Lopez

From: Anne Tigan <tigan225@icloud.com>
Sent: Tuesday, November 15, 2022 11:40 AM
To: part150study@msnairport.com
Subject: Comment re 14 CFR Part 150 NC Planning Study for DCRA

[EXTERNAL]

Comment 12

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Hello,

Thank you for providing the display at the DCRA last evening, 11/14/22, 6-8 pm. The study staff were helpful and I learned things I came to learn, and more.

By way of comment, I would like much more clarification on one aspect of the model used to determine decibel levels of noise as exemplified on the slides.

The model monitors or registers the aircraft in the air, etc., a day-night level, an average. But what was not presented on the slides was a model which monitors or registers DAY TIME ONLY

Decibel levels so that it is clear to the public how our school children, especially, are affected DURING THE DAY and the decibel level that they are subjected to as they go about their tasks of learning and playing, at schools and at homes in flight paths. I was told by study staff that there are other models that they use to determine these levels and that they will be applied at a later stage when DCRA et al will determine noise remediation methods.

Please inform the public who care for our school children (we know the ANG and DOD do not give a hoot for Madison area school children) how and when these determinations—day time db levels-- will be made, the results and application going forward.

Also, it was a welcoming space at the display last evening and I thank the DCRA for the study.

I was especially grateful for the kind greetings to me from Lowell and Kim, DCRA staff.

Be well,
Anne Tigan
Madison, WI



Comment 13

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

Comment Form

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

lots of issues at paly. thanks
for bringing the plans out for
us to see. It going to be loud
please keep Flight at a low
after 10pm so far no problems
at night

Name: Sara Scott Organization:
Street Address: 500 N. Fair Oaks City: Madison State: Zip:
Tel: 608 598 7614 Email: sara3m:le924@hotmail.com

Please email completed comment forms to:

part150study@msnairport.com



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

THANK YOU FOR YOUR PARTICIPATION



Comment 14

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

Comment Form

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

- We have 90+ yr old homes here. Saying the airport has primacy is false.
- Citizens have been gathering noise level data throughout the year. These observations should be incorporated.
- noise complaint calls/emails are not pinpointed and appear to be in use.
- We need to be smarter about our acceptance of noise levels. - simply saying, "Oh well, this is how the feds do it" is insensitive to the on-the-ground experience and health impact of each 65 db+ event.
- once again, the ANG is hiding from meaningful public input and response.
- the ANG is able to use runway 21 for "departure scrambles" which is least impactful to residential areas. Why not use this ALL the time?

Name: Martha Pings Organization: _____
 Street Address: 218 Oak St City: Madison State: _____ Zip: 53704
 Tel: _____ Email: wi218@ameritech.net

Please email completed comment forms to:

part150study@msnairport.com

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

THANK YOU FOR YOUR PARTICIPATION



Comment 15

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

Comment Form

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

On page 22 of the Appendices to the noise exposure map Update # 312360 Nov. 22, the detailed forecast data for military operations #1 shows remaining the same for the years 2022, 2027.

When will the military operations numbers be updated? The calendar year 2021 numbers were used. However, the WI Air National Guard has stated that there will be more flights with the F-35 aircraft than there was with the F-16s. How many more military operations will take place?

Thanks.

Name:	Steve Books	Organization:	
Street Address:	625 Spruce St.	City:	Madison
		State:	WI
		Zip:	53715
Tel:	608-358-7906	Email:	Books240@aol.com

Please email completed comment forms to:
part150study@msnairport.com

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

THANK YOU FOR YOUR PARTICIPATION

Comment 16

On page B-40 and various other pages:

“2.2 LU-2: Define “airport affected area” for purposes of implementing Wisconsin Act 136 Wisconsin Act 136, Wis. Stat. 66.31, has three key provisions”

First, citing something as Wisconsin Act 136 is almost worthless as there has been an Act 136 for every 2-year session of the Wisconsin Legislature since the late 1970s or early 1980s. Before that there was a Chapter 136 for every session of the Wisconsin Legislature since statehood. You must include the year to have an accurate citation.

You appear to be referring to 1985 Wisconsin Act 136.

Second: Chapter 66 of the Wisconsin Statutes was revised and renumbered by 1999 Wisconsin Act 150. Old Wisconsin Statute Section 66.31 is now Section 66.1009.

66.1009 Agreement to establish an airport affected area. Any county, town, city or village may establish by written agreement with an airport, as defined in s. 62.23 (6) (am) 1. a.:

(1) The area which will be subject to ss. 59.69 (4g) and (5) (e) 2. and 5m., 60.61 (2) (e) and (4) (c) 1. and 3. and 62.23 (7) (d) 2. and 2m. respectively, except that no part of the area may be more than 3 miles from the boundaries of the airport.

(2) Any requirement related to permitting land use in an airport affected area, as defined in s. 62.23 (6) (am) 1. b., which does not conform to the zoning plan or map under s. 59.69 (4g), 60.61 (2) (e) or 62.23 (6) (am) 2. A city, village, town or county may enact such requirement by ordinance.

History: 1985 a. 136; 1995 a. 201; 1999 a. 150 s. 365; Stats. 1999 s. 66.1009; 2017 a. 243.

NOTE: Section 1 of 85 Act 136 is entitled “Findings and purpose”.

Safe Skies Clean Water Wisconsin

508 Elmside Boulevard, Madison, WI 53704

www.safeskiescleanwaterwi.org

Comment 17

December 9, 2022

Ms. Kimberly Jones, Airport Director
Mr. Joseph Parisi, County Executive
Dane County Regional Airport
4000 International Lane, Madison, WI 53704
<mailto:part150study@msnairport.com>

Subject: Submission of Comments
Draft Noise Exposure Map
Dane County Regional Airport

Dear Ms. Jones and County Executive Parisi:

On behalf of the residents of Madison, Wisconsin that comprise Safe Skies Clean Water Wisconsin, we are submitting comments on the draft November 2022 *Noise Exposure Map Update, Pursuant to Title 14 of the Code of Federal Regulations Part 150, Dane County Regional Airport*, prepared by HMMH of Burlington, Massachusetts.

Since 2018, Safe Skies has organized residents of Madison and other organizations concerned about the Air Force decision to deploy a squadron of F-35A fighter jets to the Wisconsin Air National Guard at Truax Field adjacent to the Dane County Regional Airport (DCRA).

In 2020, the Air Force and Wisconsin Air National Guard completed their Environmental Impact Statement (EIS) and finalized their irresponsible and racist decision to beddown the F-35 fighter jets in Madison. Based on environmental impacts and overwhelming public opposition, Madison was the worse choice for these jets. Of the 6,419 comments submitted on the draft EIS for five potential sites, 89% were submitted regarding Truax. Numerous local organizations, including the Madison Common Council and School Board, opposed the beddown. Ms. Jones was an outspoken supporter of the deployment to Truax Field and Mr. Parisi kept a very low profile and didn't clearly express support or opposition. The EIS concluded that Truax was one of two sites where "there will be disproportionate impacts to low income and minority populations, as well as children", yet you continue to support the construction of low-income housing near DCRA. It is sad that in their decision to bring the F-35 fighter

jets to Madison, the Air Force and Wisconsin Air National Guard never considered the collateral damage to city residents.

Despite a \$1.7 billion price tag for these nuclear-capable jets, no funds will be provided for noise abatement. Instead, the Air Force and the Wisconsin Air National Guard are relying on the DCRA to update its Noise Exposure Map and develop a Noise Compatibility Program to minimize the noise impacts.

DCRA recently released its draft Noise Exposure Map for public comments. There are two significant problems with the draft noise study and map: 1) lack of public participation, and 2) use of outdated noise standards.

The lack of public outreach conducted by DCRA for this noise study has thus far has been disappointing. DCRA and Truax Field are surrounded by low-income and families of color that experience the highest noise exposure. There are 60,000 people living within 3 miles of DCRA, the distance in which DCRA regulates construction. The study area for the new map extended 6.5 miles from DCRA. There has been little effort to involve residents actually impacted by aircraft noise. Two open houses held at the airport were inaccessible to many people. The open house format did not allow residents to learn about the questions and comments of their neighbors. There was no outreach to neighborhood associations, community centers, schools, day care centers, and other sensitive receptors in the study area. Ignoring environmental justice policies, no effort was made to involve the low-income and families of color that would be most impacted by the noise of the incoming fighter jets. As DCRA director and county executive, you've failed to reach out to public to learn how they are impacted by the operations of the airport. We hope for the remainder of Part 150 process DCRA takes public involvement seriously to inform the residents of Madison and other nearby communities.

The draft Noise Exposure Map shows areas in Madison predicted to exceed the 65 decibel DNL noise level. This is an outdated 50-year-old federal noise standard which uses daily average noise levels, not the peak, ear-shattering noise residents and their children actually hear. Even the FAA recently concluded in its Neighborhood Environmental Survey that the 65-decibel standard is no longer accurate or useful and 50 decibels would be more accurate. The draft NEM ignored requests from the Madison teacher's union and neighborhood associations to estimate peak noise levels and include all schools on the east and north sides of Madison. The draft NEM ignores modern scientific studies showing that aircraft noise reduces school performance, impairs physical and mental health and increases neighborhood violence. Even the Air Force in its EIS estimated peak noise levels at sensitive locations. We see the obvious lack of public health experts on the Technical Advisory Committee. The draft noise study and map do not clearly inform Madison residents about the impacts of noise exposure due to the aircraft operations of DCRA and the incoming F-35 fighter jets. DCRA and Dane County have the funds and authority to request that its consultant HMMH predict lower daily noise

levels than the 65 dB DNL, and provide instantaneous noise levels at sensitive locations. We hope DRCA and Dane County will update the noise study to accurately assess its impacts on area residents, our children and our neighborhoods.

For your consideration, we have prepared the enclosed detailed comments and recommendations for improving the noise study, exposure map, and development of noise abatement options.

Should you or other DCRA staff have questions, please contact me at (608) 213-4473 or steven.klafka@gmail.com

Sincerely,

On behalf of Safe Skies Clean Water Wisconsin

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

Allen Ruff, Harry Richardson, Kären (Minnie) Miskimen, Tom Boswell, Vicki Berenson, Steve Klafka, Trish Haza, Lance Green, Tom Berman, Oona Mackesey-Green, Jodi Wortsman, Barbara Smith, Hannah Lee, Ed Blume, Steve Books, Carolyn Gantner, Jane Hammatt Kavaloski, Kristen Billings, Ken Sabroff, Diane Morris, Anne Tigan, Carolyn Gantner and Celeste Robins.

**Safe Skies Clean Water Wisconsin
Comments on Draft Noise Exposure Map
Dane County Regional Airport
December 9, 2022**

Contents

1. Lack of Public Participation.....	5
2. FAA has shown the 65 dB DNL is Outdated.....	5
3. Existing Environmental Justice Should be Addressed	6
4. Future Environmental Justice Should be Addressed.....	7
5. Expand the Area Evaluated by the NEM	10
6. Expand DNL Noise Levels Evaluated by Noise Modeling.....	10
7. Provide Instantaneous Noise Level Contours.....	13
8. Noise Modeling Assumptions	13
9. Correction to Fighter Jet Flight Paths	13
10. Health Effects of Noise Exposure.....	13
11. Noise Impacts on Learning and Education	14
12. Noise Impacts on Children with Emotional Disabilities.....	14
13. Obtain Medical Expertise to Evaluate Noise Impacts.....	15
14. Noise Impacts and Violence.....	17
15. Noise Impacts on Pets.....	17
16. Vibrations Impacts on People and Structures	18
17. Property Value Reduction due to Noise Levels	19
18. DRCA History Providing Noise Mitigation.....	19
19. Noise Monitoring	20
20. Address the F-16 Fighter Jet Impacts Described by Madison Residents.....	20
21. Address the F-35 Fighter Jet Impacts Described by Burlington Residents.....	21
22. Noise Abatement Options include New Mission for WANG	22
23. Address Comments Submitted on NEM Prior to Public Comment Period.....	23
24. Recognize Public Opposition to the F-35 Fighter Jet Deployment.....	24

1. Lack of Public Participation

The Part 150 process should be improved to reach out to residents, especially low-income and families of color, living within 3 miles of the DCRA.

The lack of public outreach conducted by DCRA for this noise study has thus far has been disappointing. DCRA and Truax Field are surrounded by low-income and families of color that experience the highest noise exposure. There are 60,000 people living within 3 miles of DCRA. The study area for the new map extended 6.5 miles from DCRA. There has been little effort to involve residents actually impacted by aircraft noise. Two open houses held at the airport were inaccessible to many people. The open house format did not allow residents to learn about the questions and comments of their neighbors. There was no outreach to neighborhood associations, community centers, schools, day care centers, and other sensitive receptors in the study area. Ignoring environmental justice policies, no effort was made to involved the low-income and families of color that would be most impacted by the noise of the incoming fighter jets.

Here are a few suggestions for improving public participation:

- Contact impacted institutions including schools, churches, day care centers and businesses within 3 miles of DCRA.
- Hold public meetings in impacted neighborhoods within 3 miles of DCRA.
- Improve the open house format by including time for a public presentation by the DCRA staff and a question/answer session so attendees can hear comments.
- Reach out to the low-income and families of color within 3 miles of DCRA.

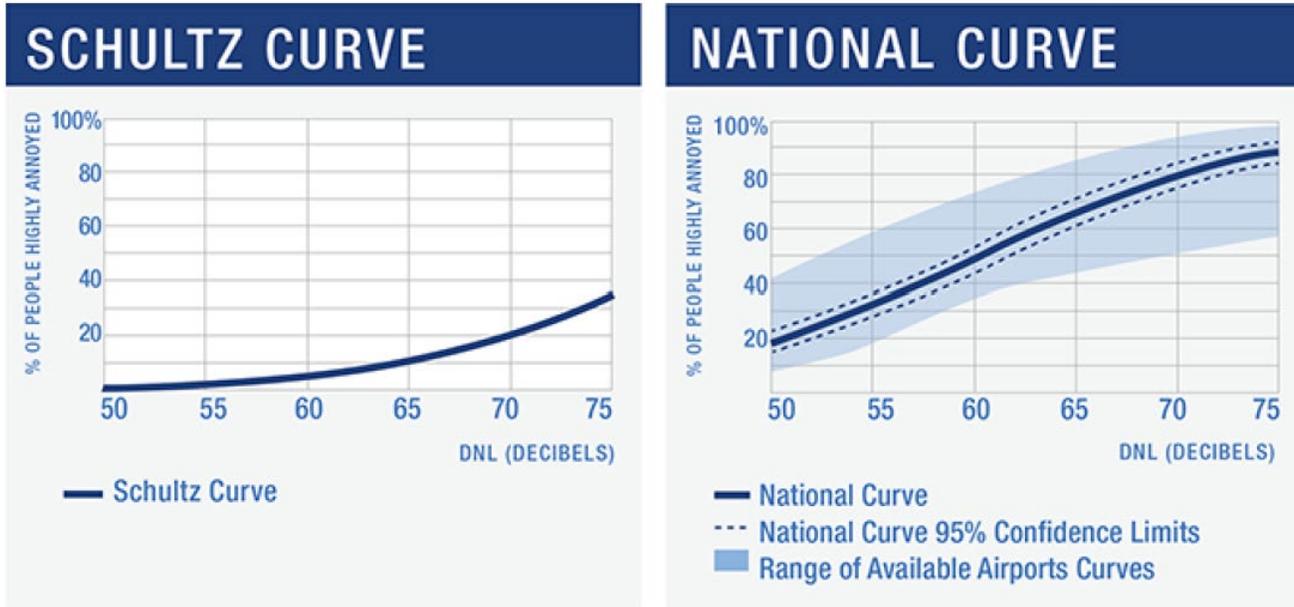
We hope for the remainder of Part 150 process DCRA takes public involvement seriously to inform the residents of Madison and other nearby communities.

2. FAA has shown the 65 dB DNL is Outdated

The NEM should be updated to account for the results of the FAA Neighborhood Environmental Survey which shows the annoyance-based noise standard should be reduced from 65 to 50 dB DNL.

Noise levels below the 65 dB DNL should be estimated. The FAA recently concluded in its Neighborhood Environmental Survey that the 65-decibel standard is no longer accurate or useful. Below are figures from the Survey comparing the basis for the original 65 dB DNL and current survey results.¹ If 10% public annoyance is unacceptable, then the noise modeling should extend to 50 dB DNL or lower.

¹ https://www.faa.gov/regulations_policies/policy_guidance/noise/survey



3. Existing Environmental Justice Should be Addressed

The NEM should be updated to incorporate federal environmental justice policies unless it is the policy of DCRA and Dane County to promote environmental justice and racism.

Executive Order 12898 states that:

“To the greatest extent practicable and permitted by law...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations”.²

In its final EIS for the F-35A fighter jets, the Air Force acknowledged that “there will be disproportionate impacts to low income and minority populations, as well as children.” In its comments on the draft EIS, the Mayor of Madison warned the Air Force of environmental justice impacts of the F-35A fighter jets. She noted the presence of low-income and families of color both within the predicted 65 dB DNL, but also immediately outside this noise contour.

² <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

Figures 1 and 2 taken from the City of Madison staff analysis of the draft EIS show the poverty rate and percent persons of color within and just outside the EIS noise contours associated with the proposed F-35A squadron.³

Madison's Community Development Authority (CDA) governs the city's 857 public and multifamily housing units. The focus of this housing is to "provide decent and safe rental housing for eligible low-income families, the elderly, and persons with disabilities". There are multiple CDA properties, as well as many low-income housing units, within or very near to the 65 dB DNL contour presented in the draft EIS. In particular, the Truax Park Apartments and the Webb-Rethke townhomes are located on the border of the 65 dB DNL contour. Head of household demographics at Truax and Webb-Rethke are 70% persons of color, 100% low income, 45% disabled and 14% elderly. While the draft EIS states that 551 people will be impacted by the 65-70 dB DNL contour. The population at these two properties alone is 600 residents. The CDA has commented on the draft EIS and asked that it consider CDA properties, particularly the Truax Park apartments and the Webb-Rethke townhomes.⁴

Despite the obvious environmental justice impacts of the incoming F-35 fighter jets, there is no mention of low-income and minority populations in the draft NEM.

4. Future Environmental Justice Should be Addressed

When DCRA begins development of its Noise Compatibility Program to minimize the noise impacts it should establish a policy to oppose the development of low-income housing near DCRA.

While Madison warned the Air Force of environmental justice impacts, the city continues to propose the construction of additional low-income housing near DCRA. There has been no opposition from DCRA and Dane County of this promotion of environmental injustice and racism.

³ City of Madison, Department of Planning & Community & Economic Development, F35 EIS Staff Analysis, September 10, 2019.

⁴ Draft CDA Statement on proposed Air National Guard F-35A Operational Beddown, October 16, 2019, <https://madison.legistar.com/View.ashx?M=F&ID=7764631&GUID=DBDB1205-3D82-413E-ADDD-43F0EFA767FA>

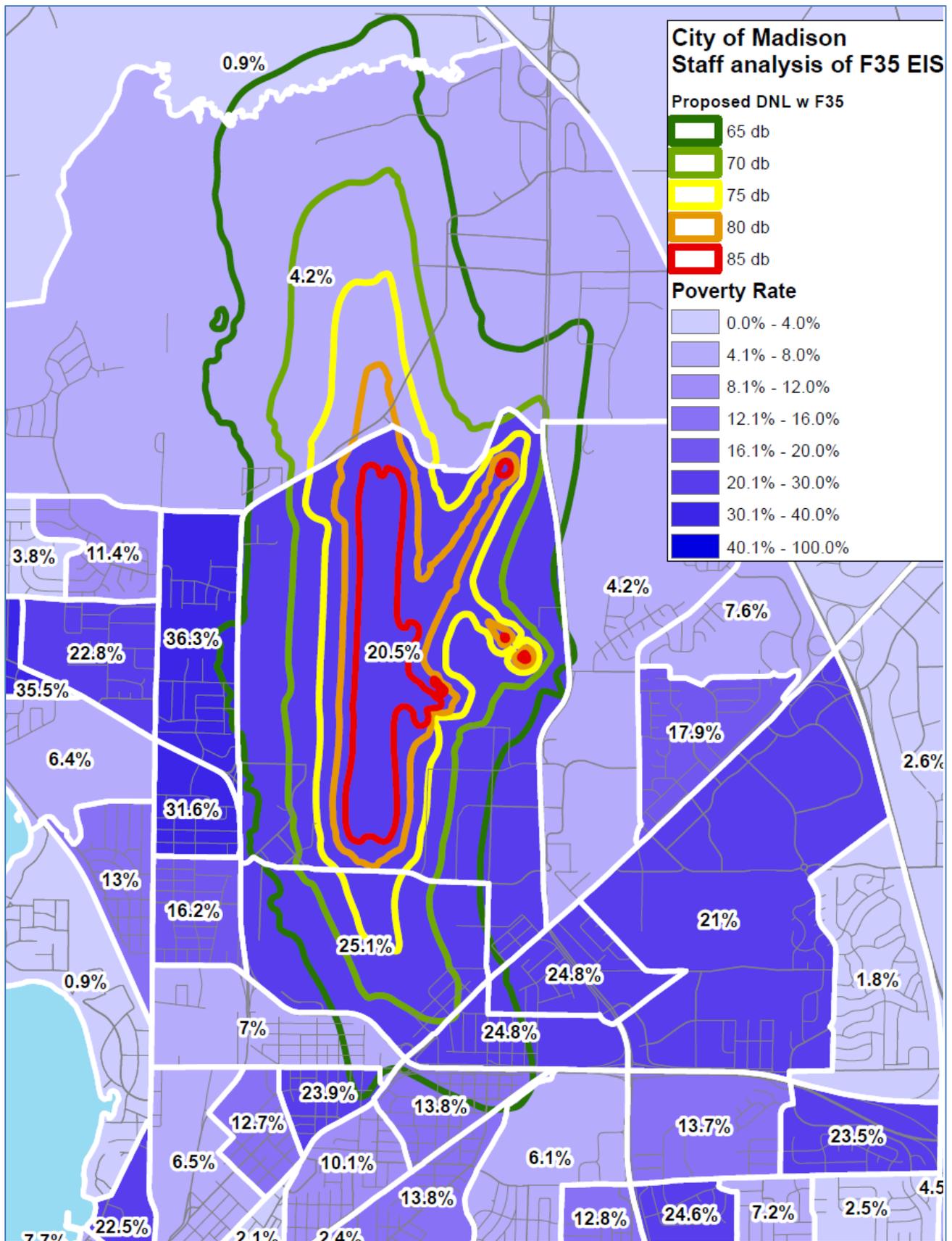


Figure 1 - City of Madison Staff Analysis of Poverty Rate and F-35 Noise Contours

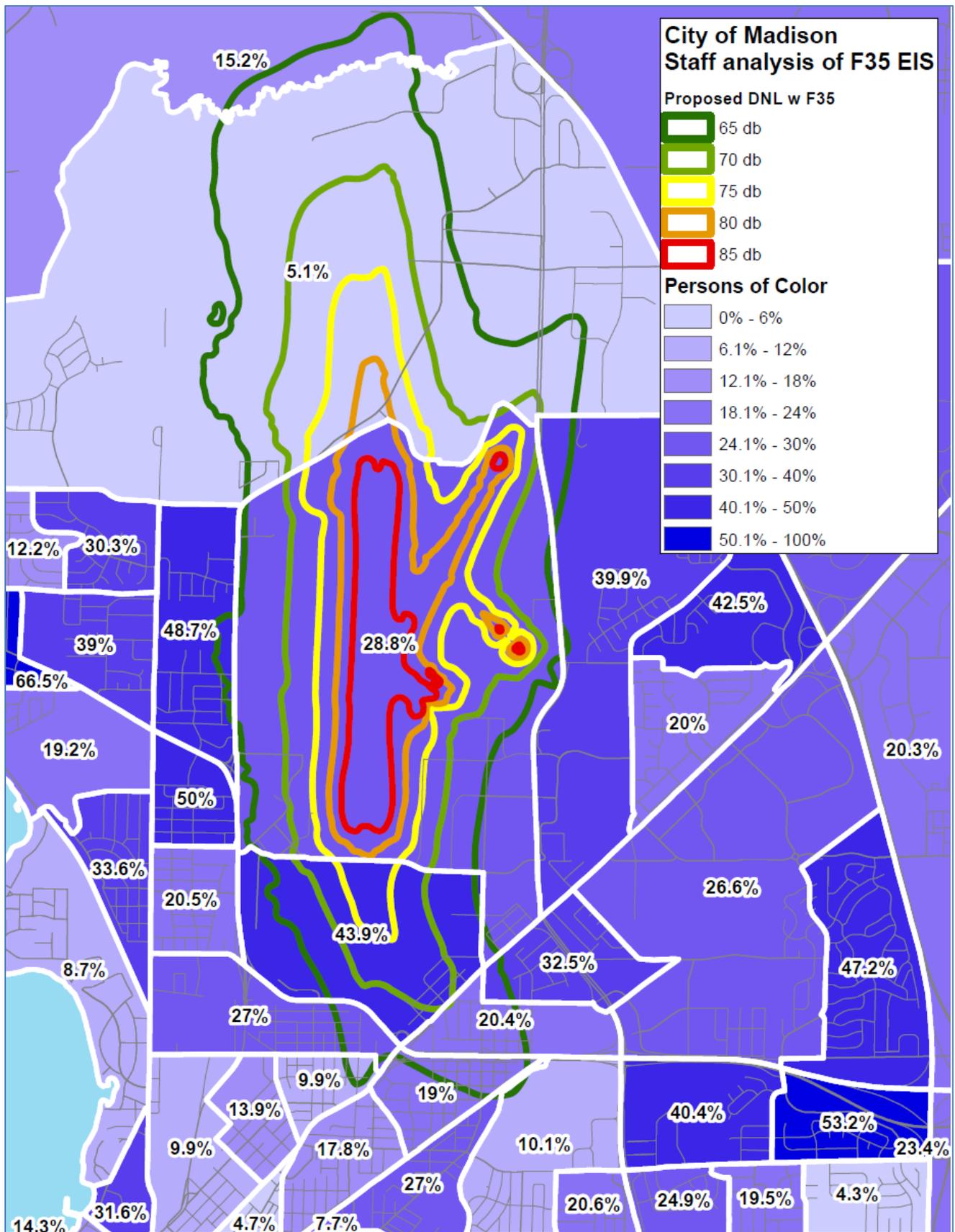


Figure 2 - City of Madison Staff Analysis of Persons of Color and F-35 Noise Contours

5. Expand the Area Evaluated by the NEM

To better evaluate noise impacts within the urban areas, the NEM should be updated to show the number of households, people, schools, day care centers, and other sensitive receptors within 3 miles.

DRCA and Truax Field are unique since they are located in an urban area. Dane County and Madison are the fastest growing areas in Wisconsin. While DRCA is over 80 years old, the population has grown so there are 60,000 people living within 3 miles of Truax Field, all who will be impacted by the proposed F-35A squadron.

The NEM does not adequately identify all the children and elderly that would be impacted by the F-35A jets, or does it evaluate the many potential health risks. To more accurately evaluate the impacts of Truax Field, the NEM should expand the analysis to include current and anticipated noise levels at all public and private pre-schools, schools, daycare facilities, nursing homes and community centers on the east and north-sides of Madison. These will include, but not be limited to, the following:

- Lake View Elementary School
- Gompers Elementary School
- Lindberg Elementary School
- Mendota Elementary School
- Emerson Elementary School
- Lowell Elementary School
- Kennedy Elementary School
- Marquette Elementary School
- Lapham Elementary School
- Black Hawk Middle School
- Sherman Middle School
- Whitehorse Middle School
- O’Keeffe Middle School
- Shabazz High School
- East High School
- Isthmus Montessori Academy

6. Expand DNL Noise Levels Evaluated by Noise Modeling

Since the 65 dB DNL noise standard is over 50 years old, the NEM should be updated to reflect standards used by other airports and organizations and better inform surrounding residents of the noise impacts.

The 65 dB DNL noise standard used for the noise modeling in the EIS is over 50 years old.⁵ Earlier comments have cited the recent FAA Neighborhood Environmental Survey which shows the annoyance-based noise standard should be reduced from 65 to 50 dB DNL.

As many Madison residents can attest, the 65 dB DNL used by DCRA is misleading and inadequate to protect the surrounding urban population. To better evaluate the impacts of sites within urban areas, the EIS should expand the noise analysis beyond the 65 dB DNL to show areas included in the 60 and 55 dB DNL. For example, the Minneapolis St. Paul International Airport updates its noise contours annually out to 60 dB DNL and provides noise mitigation to homes within this noise contour.⁶ The State of Oregon requires airports to evaluate noise impacts out to the 55 dB DNL and include this area in the Airport Noise Impact Boundary.⁷

A 2001 technical paper on noise standards concluded that the Federal Aviation Administration (FAA) and Department of Defense (DOD) policies are based on the 65 dB DNL was developed in the early 1970's, while most of the agencies and boards, standard setting bodies, and international organizations have established their policies after 1995.⁸ The World Health Organization (WHO) recommendations are based on over 25 years more worldwide research into noise effects than the earlier FAA and DOD policies. Nearly all agencies and boards, standards setting bodies, and international organizations with oversight of noise producing sources use a DNL criterion value of 55 dB as the threshold for defining noise impact in urban residential areas. WHO considers DNL 55 dB as causing serious annoyance and creating an unhealthy environment, and DNL 50 dB as creating moderate annoyance.

The 65 dB DNL noise contour excludes numerous low-income and minority populations. These include the CDA Truax housing, CDA Webb-Rethke townhomes and other housing near Worthington Park, and near the intersection of Packers Avenue and Northport Drive.⁹ While these areas will experience virtually identical noise exposure as residents who live on the contour line, they will not be eligible for sound mitigation funding. These low-income neighborhoods should be included in the noise analysis to provide a more accurate evaluation of project impacts. Figure 3 taken from the City of Madison staff analysis of the draft EIS shows the assisted low-income housing units just outside the EIS noise contours associated with the proposed F-35A squadron.

⁵ From Whence Came Ldn / DNL 65?, N. Miller, 2010, <https://hmmh.com/resources/news-insights/blog/from-whence-came-ldn-dnl-65/>

⁶ Minneapolis St. Paul International Airport (MSP) 2018 Annual Noise Contour Report, <https://www.macnoise.com/noise-mitigation-program/msp-annual-noise-contour-analysis-reports>

⁷ Airport Land Use Compatibility Guidebook January, 2003.

⁸ Schomer and Associates, A White Paper: Assessment of Noise Annoyance, April 22, 2001

⁹ City of Madison, Department of Planning & Community & Economic Development, F35 EIS Staff Analysis, September 10, 2019.

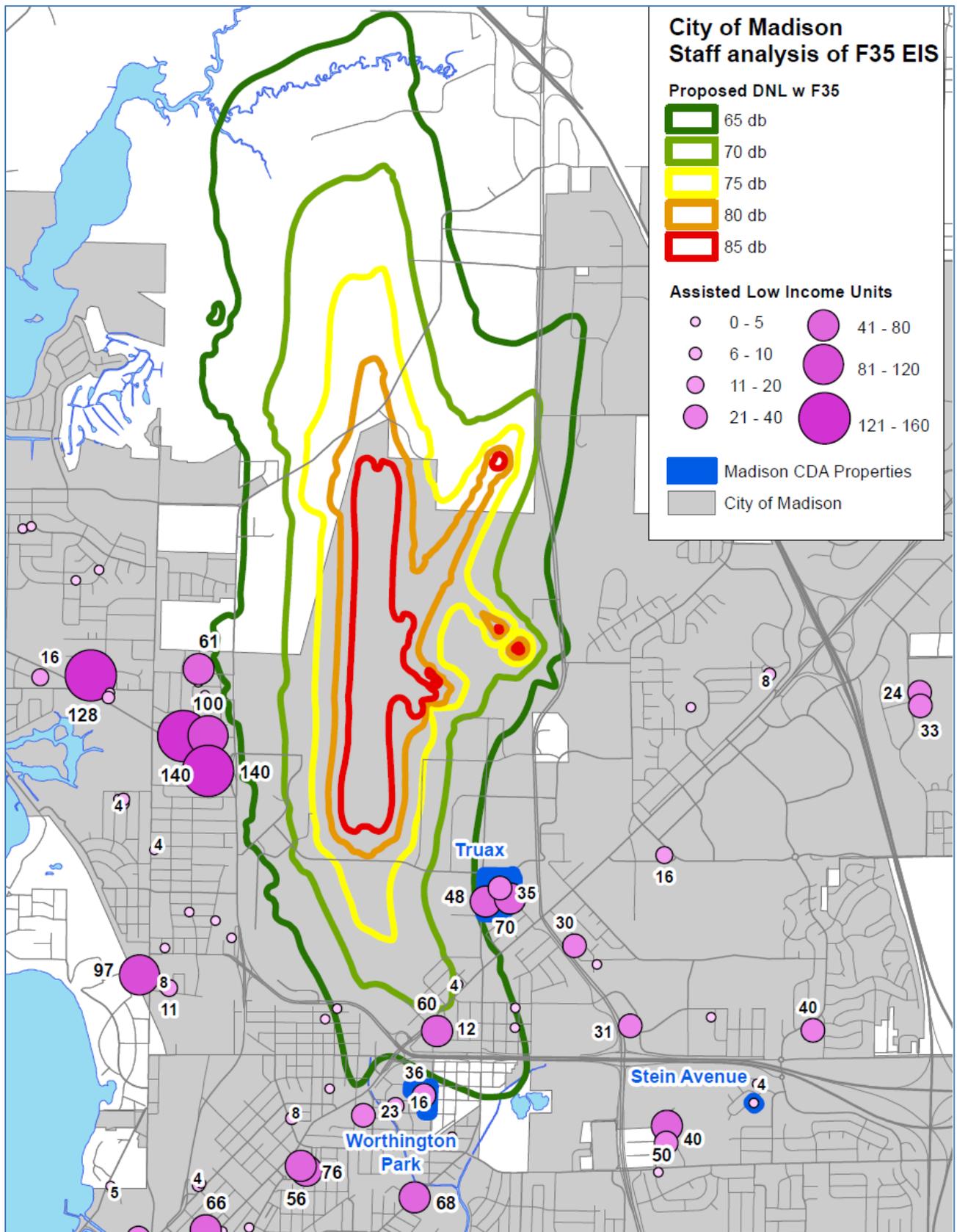


Figure 3 - City of Madison Staff Analysis of Assisted Low-Income Housing and F-35 Noise Contours

7. Provide Instantaneous Noise Level Contours

The NEM should be updated to provide instantaneous noise levels the public can expect to hear, rather than the daily average DNL based on daily average air traffic.

The use of 24-hour average DNL noise contours does not explain the noise impacts on a short-term basis. Residents are very familiar with the short-term interference with our lives due to passing aircraft including the existing F16 jets. The NEM should provide short-term noise contours which show instantaneous maximum noise levels. This would explain the noise levels exposure by residents on the east and north sides of Madison.

8. Noise Modeling Assumptions

The assumptions used for the NEM should be verified once the F-35 fighter jets begin operations.

The predicted noise impacts are dependent on the assumptions concerning flight paths, fighter jet noise levels and afterburner usage. These assumptions need to be verified after the F-35 fighter jets arrive. If there are significant changes to the current assumptions, the NEM should be updated based on accurate assumptions.

9. Correction to Fighter Jet Flight Paths

The NEM should be updated to provide the correct flight paths for fighter jet training.

Public comments on the draft NEM suggest the Wisconsin Air National Guard have not provided accurate flight paths for fighter jet training. Area residents and neighborhood association web sites and Facebook pages can be consulted to learn the flight paths that have been previously used.

10. Health Effects of Noise Exposure

The NEM should be updated to predict the noise impacts on physical and mental health of surrounding residents including their children.

As previously noted, the 65 dB DNL noise standard used for the noise modeling in the EIS is over 50 years old. It does not account for the impacts of noise including stress, sleep disturbance, and reduction in the educational performance of children. The NEM should describe the effects of noise on physical and mental health, and compare these noise levels to those produced by the proposed F-35A fighter jets. The noise levels which result in the following known noise effects should be identified and compared with those expected from the F-35A fighter jets at Truax Field:

- a) Damage to the eardrum and cochlea hair cells of children
- b) Sleep disturbance
- c) Immune strength
- d) Autonomic reactions including heart rate and blood pressure increases
- e) Release of adrenaline and cortisol
- f) Fight or flight response
- g) Stress

Loud noise is a trigger for people with Post Traumatic Stress Disorder (PTSD) who have experienced or witnessed a traumatic event such as a natural disaster, a serious accident, a terrorist act, war/combat, rape or other violent personal assault.¹⁰ PTSD affects approximately five percent of U.S. adults. The NEM should be updated to identify the noise levels which will trigger PTSD and estimate the number of people likely to be impacted by the F-35A fighter jets at Truax Field. There is a low-income housing complex for homeless veterans, many of whom have PTSD, located near Truax Field.

11. Noise Impacts on Learning and Education

The NEM should be updated to identify the impacts on educational performance at all schools on the east and north sides of Madison.

In its report on burdens due to environmental noise, the World Health Organization found that: 1) 50 % of children exposed to 65 decibels will develop noise induced cognitive impairment, 2) over 20 studies have shown negative effects of noise on reading and memory in children, and 3) noise exposure during critical periods of learning at school could potentially impair development and have a lifelong effect on educational attainment.¹¹ The NEM should be updated to clearly state that the 65 dB DNL noise standard used to evaluate noise impacts will not protect children.

Truax Field is located in an urban area with numerous schools. The noise analysis should be updated to identify the noise levels which have been shown to interfere with short and long-term educational performance. These levels should be compared with those expected from the F-35A fighter jets at each of the schools identified in these comments.

12. Noise Impacts on Children with Emotional Disabilities

The NEM should be updated to reflect physical and mental health impacts on children with emotional disabilities.

¹⁰ American What Is Posttraumatic Stress Disorder?

¹¹ World Health Organization, Burden of disease from environmental noise - Quantification of healthy life years lost in Europe, 2011, https://www.who.int/quantifying_ehimpacts/publications/e94888/en/

The Richardson School is on airport property and approximately a half mile west of the main DCRA runway. It is expected to receive the highest noise impacts of any school. It provides alternative education for special needs children with the following disabilities and disorders:

- Autism spectrum disorders
- Intellectual disabilities
- Emotional/behavioral disabilities
- Orthopedic impairments
- Developmental delays
- Learning disabilities
- Traumatic brain injuries

The noise analysis should be updated to identify the noise levels which have been shown to cause mental and physical health effects such as:

- a) Damage to the eardrum and cochlea hair cells of children
- b) Sleep disturbance
- c) Immune strength
- d) Autonomic reactions including heart rate and blood pressure increases
- e) Release of adrenaline and cortisol
- f) Fight or flight response
- g) Stress
- h) Interfere with short and long-term educational performance of children with special needs.

These levels should be compared these with those expected from the F-35A fighter jets.

13. Obtain Medical Expertise to Evaluate Noise Impacts

The NEM should be updated to incorporate comments from staff trained in the physical and mental health impacts of noise exposure.

The draft NEM was prepared using the outdated noise standard of 65 dB DNL. There are numerous health effects, especially to children, that will occur at this average noise level and as a result of exposure to short-term high noise levels. None of the NEM preparation staff were medically trained personnel who would have the expertise needed to accurately evaluate the noise impacts.

In her October 31, 2019 letter to the editor of the Capital Times in Madison, Dr. Elizabeth Neary, a pediatrician, stated:

"I have dedicated my life to caring for children, which is why I am alarmed by the proposal to base F-35 military jets in our community.

The Air Force concluded in its draft Environmental Impact Statement that locating the F-35s at the Truax Air National Guard Base would have a disparate negative impact on children, people of color and low-income individuals who live in dense populations in and around the Dane County Regional Airport. Approximately a dozen K-12 schools and 15 child day care centers are in and around the areas where the most intense noise is predicted.

From my own experience and research, I believe that many of Madison's children will be harmed by the intense noise generated by these military jets that have no need for placement in a dense residential community. The early years of a child's life are critical for the development of hearing. According to the Office of Disease Prevention at the National Institutes of Health, children's ear canals continue to develop during the early years of life, and loud noises during this stage of development can permanently damage their hearing.

The noise created by the F-35s is an impulse sound — a brief, very loud noise. Impulse noise causes more severe hearing loss than steady state noise. The body has a reflex mechanism which protects the ear when exposed to loud, continuous noise. The reflex is slow, and thus does not provide protection to the ear against sudden impulsive sounds. Hence, the average day-night noise exposure (DNL) measured over a 24-hour period in the draft EIS does not measure the true impact of noise on children.

Health impacts of noise pollution include overproduction of stress hormones, interruption of sleep, ringing in the ear, negative effects on mental health, increased blood pressure and impacts on cardiovascular disease.

For children, the impacts are far greater. Heightened noise interruptions can lead to delayed speech development, reduced attention, impaired concentration, long-term memory issues and decreased math and reading comprehension. The EIS includes a section on the impact of noise on children, citing studies that have found a linear relation between chronic aircraft noise exposure and impaired reading comprehension and recognition memory.

With about a dozen K-12 schools and approximately 15 day care facilities surrounding Truax Field, this proposal poses potential long-lasting damaging impacts on the children that live within our community. According to the City of Madison's 2018 Neighborhood Indicators Project, the kids who live in the Truax neighborhood are struggling even before they enter school, with only 48% of them considered to be "kindergarten ready."

One of the schools closest to the predicted intense noise is Hawthorne Elementary, where most children are low-income and of color. In a city struggling to overcome persistent racial disparities, flying an intensely noisy aircraft over their elementary school more frequently will only exacerbate these disparities.

If we truly care about the children in our community, we should act to protect them by adamantly opposing the placement of F-35 military jets in Madison.”

The draft NEM should be updated with the assistance of medically trained staff to fully evaluate the anticipated noise impacts on children living near Truax Field.

14. Noise Impacts and Violence

The NEM should be updated to estimate the increase in violence and assaults due to increases in noise exposure.

The neighborhoods surrounding Truax Field already have a disproportionate amount of assaults within Madison.¹² Research suggests that a 1 decibel increase in noise levels increases the assault rate by 2.6%.¹³ The draft NEM should be updated to:

- a) provide a summary of current crime rates in the neighborhoods surrounding Truax,
- b) estimate how noise from the F-35A squadron will increase crime rates
- c) estimate the cost to victims
- d) estimate the need for additional law enforcement to mitigate this increase in violence

Based on the increase in noise and the associated assault rate, a map should be provided showing the anticipated change in crime in neighborhoods surrounding DRCA and Truax Field due to the incoming F-35A squadron.

15. Noise Impacts on Pets

The NEM should be updated to explain the anticipated noise impacts on pets of surrounding residents.

During public meetings to discuss the draft EIS prepared by the Air Force for the F-35 fighter jets, numerous residents have voiced concerns about pets, primarily dogs, which panic due to the loud noise when the current F-16 fighter jets pass overhead. The draft NEM should be updated to explain how dogs are affected by loud noises. It should be updated to identify current and anticipated

¹² <https://communitycrimemap.com/?address=Madison,%20WI>

¹³ Noise Pollution and Violence, Timo Heer, <http://www.lse.ac.uk/GranthamInstitute/event/noise-pollution-and-violence-timo-hener/>

frequency in which noise from fighter jets will cause dogs to panic within a 3-miles area around Truax Field.

16. Vibrations Impacts on People and Structures

The NEM should be updated to explain the predicted vibration impacts of noise on people and structures.

Besides the noise that people hear, there are the vibrations and shaking of their bodies and homes. While there are already vibration impacts from the current F-16 fighter jets and helicopters, the vibration impacts are expected to worsen with the incoming F-35 fighter jets.

In 2021, Safe Skies reported the results of its F-16 Noise Survey and received the following comments from local residents concerning the vibrations from current F-16 fighter jets:¹⁴

- *I have been having a peaceful afternoon in the garden when the jets fly over and shake the ground.*
- *My home is not within the noise zone area that authorities claim are and will be most affected by the military jets, yet many times my house shakes and I cannot hold a conversation outside OR INSIDE MY HOME due to the aircraft noise.*
- *Our windows rattle and there have been several occasions where the entire house shakes and once when I worried the large window in the front of my house was going to break when the jets were flying low.*
- *The current fighter jets often shake the walls of my home, and I have to wait for them if I am on the phone or in a meeting because of the noise.*
- *The jets sometimes shake my dining room chandelier and the glasses in the cupboards. My kids cover their ears and my dog runs for cover.*
- *Sometimes it's so loud the walls seem to shake and it hurts my ears.*
- *There are times when pictures on my walls shake and the windows rattle when military planes fly over my home.*

¹⁴ <https://www.safeskiescleanwaterwi.org/f-16-noise-survey-results/>

Regarding the vibration impacts of the incoming F-35 fighter jets, here is the experience of residents in Vermont as documented by a reporter for the Madison newspaper Isthmus: ¹⁵

Jean Saysani lives in Winooski, just north of the Burlington airport, and on one of the F-35 flight paths. More than 7,000 people live within Winooski's 1.5 square miles and 40 percent of the city is in the F-35 noise exposure zone, an area deemed incompatible for residential use by the federal government and eligible for mitigation.

Saysani first heard an F-35 when four flew into Burlington in June for an unscheduled landing. "It feels like a buzz in your soul. It's not just your ears. It shakes your organs," says Saysani. "You can read about decibels and afterburners. But it's all pretty worthless until you feel it for yourself."

also:

Gary Deforge, who has lived within sight of the Burlington runway for 20 years, says noise from the military jets is disruptive.

"Especially when they take off three, four in a row. Whole house shakes," says Deforge, who was burning wood in a fire pit when Isthmus stopped by his home. "Can't hear anything if you're on the phone until they're gone."

17. Property Value Reduction due to Noise Levels

The NEM should be updated to predict the reduction in property values due to the increase in noise.

There is a documented reduction in property values due to an increase in aircraft noise. Research suggests a 0.6 to 2.3 percent decrease in property value per decibel increase of cumulative noise exposure." ¹⁶ The NEM should be updated to determine the current property values within 3 miles of Truax Field and estimate the reduction in values due to the increase in noise levels from the proposed F-35A fighter jets.

18. DRCA History Providing Noise Mitigation

The NEM should be updated to explain the history of noise mitigation strategies implemented by DCRA.

¹⁵ <https://isthmus.com/news/cover-story/burlington-opposed-f-35s-but-got-them-anyway/>

¹⁶ <http://socnw.org/pdf/Effects%20of%20noise%20on%20property%20values%20summary.pdf>

The last noise evaluation conducted by the county airport was in 1996.¹⁷ At that time, over 2,000 households were found to be living within the 65 dB DNL but received little if any noise mitigation.¹⁸ There are hundreds of homes that have received “avigation easements” which provided no relief from noise. The NEM and Noise Compatibility Program should provide a history of the noise abatement strategies of DCRA so we can compare with options available to residents today.

19. Noise Monitoring

The NEM and Noise Compatibility Program should provide noise monitoring to determine the actual noise exposure of residents.

The EIS noise analysis is based on modeling and is speculative. Noise monitoring would provide accurate measurements to assess short and long-term noise exposure. Examples of noise monitoring systems in use at other airports should be provided.

20. Address the F-16 Fighter Jet Impacts Described by Madison Residents

The NEM and Noise Compatibility Program should explain how they will resolve the noise complaints they were submitted by Madison area residents in response to Fighter Jet Noise Survey conducted by Safe Skies in 2020 and 2021.

In 2021, Safe Skies Clean Water Wisconsin released the results of its Fighter Jet Noise Survey.¹⁹ At that time, over 500 Madison residents responded to the on-line survey to explain how their lives and businesses are affected by noise from current Air National Guard F-16 fighter jet training flights based at Truax Field.

The loud, shaking roar of the fighter jets passing over the rooftops of city neighborhoods generated heartfelt responses from a wide variety of people living and working beneath the flight paths. Responses were submitted by grandparents, teachers, therapists, musicians and many people who now working at home during the COVID-19 pandemic.

Here are excerpts from their responses:

“kids cover their ears, everything I’m doing comes to a halt, I have to stop conversations, have to stop teaching, scares the little kids, detrimental to my health, my entire body tenses up and my heart starts racing, feel afraid of the jets, dog went crazy barking, my house shakes, windows rattle, utterly jarring, I

¹⁷ Federal Aviation Administration, Record of Decision, Dane County Regional Airport, Madison, Wisconsin, June 1996, http://www.faa.gov/airports/environmental/records_decision/media/rod_madison.pdf

¹⁸ <https://sasyna.org/wp-content/uploads/attachments/letter-to-joe-parisi-with-airport-noise-control-recommendations-8-oct-12.pdf>

¹⁹ <https://www.safeskiescleanwaterwi.org/fighter-jet-noise-disrupts-lives-children-and-working-from-home/>

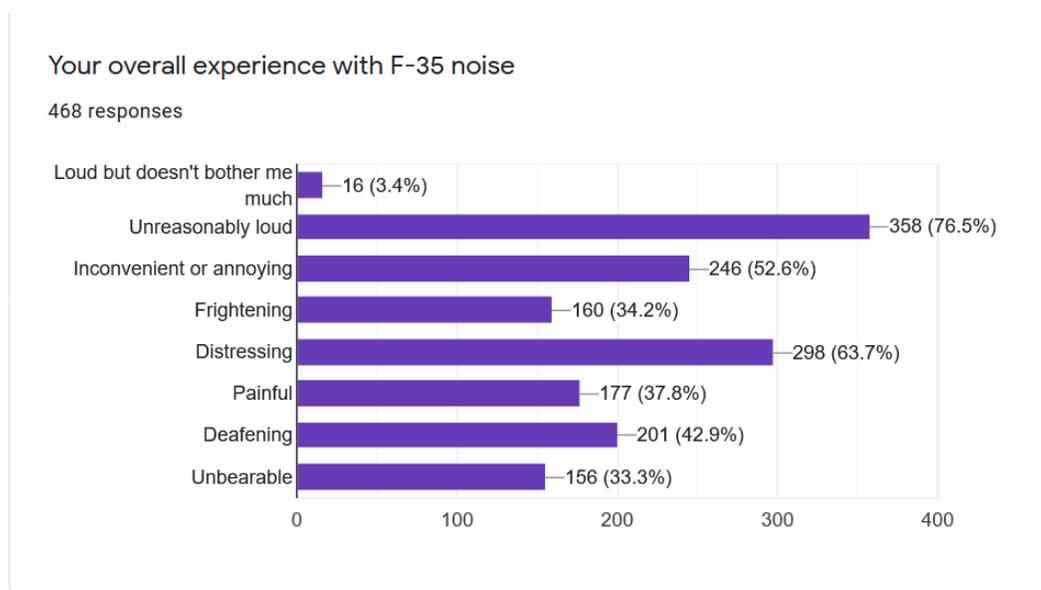
can't even hear with my noise-canceling headphones, mute out of meetings, negative impact on my income and career, have to stop talking and pause conversations, wakes me up and disturbs my sleep, people comment on how loud they are, impossible to make out dialog, suffers from PTSD, always startled and distressed, "You learn to live with this?", impossible to just continue any activity, reminds me of every innocent soul killed in a bombing in my home country, should be at least 25 miles away from any residential area, pausing conversation awkwardly for at least 20 seconds sometimes longer, set off the baby monitor, stop in the middle of important recording sessions, plug my ears to prevent hearing damage, grandchild holds her hands over her ears, shake my dining room chandelier and the glasses in the cupboards, causing broken windows and items falling off shelves, annoyed, not some patriotic presence, part of the terror of war"

21. Address the F-35 Fighter Jet Impacts Described by Burlington Residents

The NEM and Noise Compatibility Program should explain how they will resolve the noise complaints they were submitted by Burlington, Vermont area residents describing the effects of the F-35 fighter jets which have already been deployed to the community.

The Cancel the F-35 web site reviewed complaints submitted in Burlington, Vermont after the F-35 fighter jets had arrived. It said:

More than 1,650 submissions to four F-35 Report and Complaint Form surveys since March 2020 have gathered the facts showing that the F-35 training flights amidst densely populated cities cause pain, injury, distress, trauma, and suffering on a mass scale. Here is one of the graphs from the Summer 2020 survey:²⁰



²⁰ <https://cancelf35.substack.com/p/facts-show-pain-injury-and-distress>

In 2020, the VTDigger, a Burlington newspaper, reported about the experience of local residents after one year of F-35 fighter jet operation in its article, *Panic attacks. Ringing ears. Shaking walls. Happy 1-year anniversary to the F-35s.*²¹

Here are impacts reported by area residents:

- *The ringing in Amanda Lavertu’s ears didn’t exist until the F-35A Lightning II aircraft arrived. “It’s been loud. Very loud,” Lavertu said, who lives near the Winooski traffic circle. When the jets fly over, they shake the walls of her shower. They petrify her older dog, who she said sinks to his belly and crawls toward cover when the jets roar over. He’ll hide under the kitchen table or in a nearby closet.*
- *Megan Brazeil, who lives in Burlington’s Old North End, said being outside when the jets fly over has become unbearable for her. “They’re so loud, they trigger a physical response. Because I do have a panic disorder, and I have anxiety attacks or panic attacks. And they give me panic attacks,” Brazeil said. “The first time, I thought I was going to have a seizure. I was freaking out.” “It makes my insides rattle,” she said. Brazeil said the other day she tried to go to North Beach to practice meditation and yoga to help ease her anxiety. But the sudden and unpredictable roar of the jets broke her peace. “They’re so loud,” she said. “And there’s no escaping.”*
- *Jeanne Keller, who lives on Bilodeau Parkway in Burlington with her husband, said the jets have “seriously degraded the quality of our lives.” “The first problem is the sound. When they take off and land, it is qualitatively different than the sound of the F-16. It is a much deeper, more resonant sound,” Keller said. Previously, Burlington International Airport housed a fleet of F-16 jets. Keller, who has lived in her home for over 30 years, said the sound difference between the two jets is clearly noticeable.*

The NEM and and Noise Compatibility Program should explain how they will resolve these types of complaints from people who are currently experiencing the noise and vibrations of the F-35 fighter jets.

22. Noise Abatement Options include New Mission for WANG

*As a noise abatement option, the NEM and Noise Compatibility Program should evaluate changing the mission of the 115th Fighter Wing at Truax Field from training fighter jet pilots to one of the other 44 missions available to Air National Guard bases.*²²

²¹ <https://vtdigger.org/2020/09/27/panic-attacks-ringing-ears-shaking-walls-happy-1-year-anniversary-to-the-f-35s/>

²² <https://www.goang.com/discover-ang/missions.html>

Similar to ANG bases in Iowa and Ohio, the mission of the Wisconsin Air National Guard could be changed to one that did not involve training fighter jet pilots so there would be no need for the F-35 fighter jets and the resulting NEM and Noise Compatibility Program.

23. Address Comments Submitted on NEM Prior to Public Comment Period

Comments that were submitted to DCRA prior to the public comment period on the NEM should be addressed.

Prior to the official public comment period, DCRA received comments from the Madison teachers union, several neighborhood associations and community associations. The improvements to the NEM requested in these comments were not incorporated in the draft NEM. These comments should be addressed as part of the official public comment period.

[The letter, sent by leaders of Madison Teachers Inc, or MTI](#), was addressed to County Executive Joe Parisi. On top of calling for a larger study on the noise impacts of the F-35s, the letter also calls for noise measuring and abatement measures for area schools. The letter points to several studies that show a link between airport noise and decreased learning in school children. One study, [from a pediatrician in Vermont](#), found that children who live near F-35 jets see decreased reading skills and attention spans, and increased risk for anxiety, depression, and aggressive behaviors. Jeff Knight is the Executive Director of MTI. He said on WORT Radio, “We ended up doing some research, and there is some research that that kind of noise pollution can interfere with learning. (Our) request was that be included in any study on that noise from the jets. There’s another study that has to be done, and they want that study to include, and we agree, our board of directors voted on this as well, some consideration of the schools and how they will be impacted.”²³

MTI is asking County Executive Parisi and the DCRA to take the many schools that sit within five miles of the Dane County Regional Airport into consideration when they update their Noise Compatibility Plan. These measures include extending the study area from three miles around the airport to five miles, studying the noise impact on all schools on the northeast side of Madison, and studying if low-income families and families of color would be disproportionately subjected to the noise. Their letter asked for noise abatement measures to be included for area schools, a flight tracking system of both commercial and Air National Guard planes so that they can see what planes are flying over schools, and to install noise monitoring systems in the schools near the airport. These noise monitoring systems would allow the schools to accurately monitor noise levels within the schools. MTI also asked for all schools on the northeast side to have noise abatement improvements made at the schools such as having air conditioning systems in place. Knight said: “The part about air conditioning is that, if you

²³ <https://www.wortfm.org/mti-calls-for-robust-noise-study-of-f-35s/>

don't have schools that can be sealed up when the weather is hot, the noise is going to be louder. That by itself is an abatement measure. We would like to have that considered as part of any plan going forward." Knight said that he just hopes that the county takes their concerns into consideration. "It's that taking a step back and looking to see if there is evidence that this could impact our schools, and if there is evidence that this could impact schools with kids from low-income families and families of color. If that's not taken into consideration, that's just another form of environmental racism,"

24. Recognize Public Opposition to the F-35 Fighter Jet Deployment

The NEM and Noise Compatibility Program should provide a history of public opposition to the incoming F-35 fighter jets to help explain that the NEM and Noise Compatibility Program would not be necessary if the Air Force did not select DCRA and Truax Field for the squadron of F-35 fighter jets.

It is important to document the public opposition to these jets in Madison. Of the 6,419 comments submitted on the draft EIS for five potential sites, 89% were submitted regarding Truax.

Examples of public opposition include the following:

Madison Common Council Opposition

On September 19, 2019, the Madison Common Council adopted a resolution which concluded with the following statement:²⁴

"BE IT FURTHER RESOLVED, that the Madison Common Council requests that the Air National Guard reconsiders the selection of Truax Field as a preferred location until and unless the findings of the EIS are shown to misrepresent the significant environmental impacts to those living, working, and visiting the north and east sides of Madison."

On April 3, 2020, after the Air Force did not change its evaluation of impacts on residents in the Final EIS, the Madison Common Council adopted a new resolution opposing the deployment of the F-25 fighter jets to Truax Field. This stated:

Responding to the Final Environmental Impact Statement (EIS) for the Air National Guard F-35A Operational Beddown.

WHEREAS, on September 17, 2019 the Madison Common Council adopted RES-19-00588, "Responding to the Draft Environmental Impact Statement (EIS) for the Air National Guard F-35A Operational Beddown"; and,

²⁴ <https://madison.legistar.com/View.ashx?M=F&ID=7719760&GUID=A53F3230-1F25-42E7-93DC-69AB5E12D8E6>

WHEREAS, in that resolution, the Madison Common Council requested that “the Air National Guard (ANG) reconsiders the selection of Truax Field as a preferred location until and unless the findings of the EIS are shown to misrepresent the significant environmental impacts to those living, working, and visiting the north and east sides of Madison”; and,

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

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

NOW THEREFORE BE IT RESOLVED, that based on the significant adverse impacts identified in the Final EIS to multiple neighborhoods in and around the north and east sides of Madison, the Madison Common Council opposes the selection of Truax Field in Madison, WI as a preferred location for the 5th Operational Beddown and requests that the Secretary of the US Air Force not move forward with a beddown of F-35A jets at Truax Field, and to remove Truax Field from future consideration; and,

BE IT FINALLY RESOLVED, that the City of Madison Clerk forwards this resolution to the Secretary of the Air Force, US Senators Tammy Baldwin and Ron Johnson, Congressman Mark Pocan, Wisconsin Governor Tony Evers, Wisconsin Senators Miller, Risser, Erpenbach, Wisconsin Assembly Representatives Sargent, Taylor, Hesselbein, Anderson, Subeck, Stubbs and Hebl, the Dane County Board & County Executive Parisi, and Dane County Airport Commission & Director.

Dane County Board of Supervisors Opposition

On September 19, 2019, 15 members of the Dane County Board of Supervisors signed a letter for submission to Matthew Donovan, Acting Secretary of the Air Force. It had the following closing statement:²⁵

“Supporting policies and practices that increase inequities is in direct conflict with the Dane County Board’s strong commitment to equity. Therefore, we, the undersigned members of the Dane County Board of Supervisors, oppose the location of the proposed squadron of F-35A fighter jets at Truax Field.”

²⁵ https://drive.google.com/file/d/1cvGmaky9lpxxD-lcBDfG0pMlalnfw0_JE/view?usp=sharing

Madison Metropolitan School District Board of Education Opposition

On September 23, 2019, the Madison Metropolitan School District Board of Education adopted a resolution opposing the F-35A fighter jets at Truax Field. The resolution concluded with the following statements:²⁶

WHEREAS, the draft EIS acknowledges the proposed action will have a disproportionate impact on people of color, and a City of Madison analysis further acknowledges that there are concentrations of poverty and people of color just outside the 65 decibel contour;

NOW, THEREFORE BE IT RESOLVED that the MMSD Board of Education concludes that the issues identified in the draft EIS will negatively impact learning in our schools, reduce the property tax base, decrease school enrollment in the affected area, and disproportionately affect children and families of color and people with low incomes; and,

BE IT FINALLY RESOLVED that the MMSD Board of Education requests that the Air National Guard reconsider Truax Field as a preferred location for the F-35A Operational Beddown unless the draft EIS is found to significantly misrepresent negative impacts on learning, children and the community.

Northside Planning Council Opposition

The Northside Planning Council represents neighborhoods on Madison's northside adjacent to Dane County Regional Airport and Truax Field. It adopted a statement opposing the beddown of the F-35A fighter jet squadron at Truax Field.²⁷ The statement includes the following comments:

"This proposal is projected to create only 64 jobs, while making 132 homes uninhabitable, gutting property values, disrupting the education and development of our children and leaving thousands of people needing to move or bear what the military calls unlivable noise conditions... We call on our elected leaders to have the moral courage to speak out and join us in protecting the well-being of our local economy, environment and, most importantly, our community."

SASY Neighborhood Association Opposition

On September 10, 2019, the Schenk-Atwood-Starkweather-Yahara Neighborhood Association sent a letter to city and county officials opposing the beddown of the F-35A fighter jets at Truax Field. SASYNA

²⁶ [https://go.boarddocs.com/wi/mmsd/Board.nsf/files/BG7K3Q4FEB29/\\$file/BOE%20resolution%20on%20F-35s%20at%20Truax-Final.pdf](https://go.boarddocs.com/wi/mmsd/Board.nsf/files/BG7K3Q4FEB29/$file/BOE%20resolution%20on%20F-35s%20at%20Truax-Final.pdf)

²⁷ <https://northsideplanningcouncil.org/f35s/>

represents the neighborhoods south of the Dane County Regional Airport and Truax Field. In its letter, the neighborhood association makes the following statement:

“Our voice joins a powerful chorus of opposition. Article after article is appearing online and in print in opposition to siting the planes at the Truax base. Many of us have pored through the Environmental Impact Statement (EIS) over the past month. Were the public opinion outcry not enough, the EIS fills in the unsavory details that provide an empirical backing for all that opposition: significant noise impacts, outsized impact on low income and minority populations, and the rendering of some land as “incompatible” with housing. You know the details. It is impossible to read this and not conclude that some of the other proposed locations would be superior in the sense that a base location would negatively impact far fewer people. To welcome the F-35As to Madison is to invite further hardship on more people than ever before.”

Emerson East Neighborhood Opposition

On October 30, 2019, the Emerson East Neighborhood Association sent comments on the draft EIS. Emerson represents neighborhoods located west of Truax Field. They noted that their association is dedicated to improving our area as a place to live, work and recreate, with an emphasis on social and environmental sustainability.

In their comments they stated:

“Our neighborhood association recently voted unanimously to oppose the siting of F-35A fighter jets in Madison, Wisconsin. All the available information, including our current experiences with F-16 flights, indicates that the impact of the F-35s on our neighborhood and others on Madison’s northeast side would be significant and negative.”

Their reasons for opposing the F-35s include: the disproportionate impact on low-income households and communities of color; the disproportionate impact on children; limited, poor or no options for sound mitigation; the disproportionate impact on affordable housing; the likely reduction in home values; and, the need to address PFAS water contamination.

They concluded:

“Therefore, the Emerson East Neighborhood Association urges the U.S. Air Force to remove Madison from its list of potential host sites for the F-35A fighter jets.”

Julia M. Nagy

From: Nathan DeLano <delanofive@gmail.com>
Sent: Sunday, August 7, 2022 2:51 PM
To: part150study@msnairport.com
Subject: Subscribing to Notifications

[EXTERNAL]

Comment 18

Hello!

I'd like to subscribe to project update notifications. I live in Windsor and the flight paths over my home are very noticeable. I'd like to stay informed with the project and be able to participate or provide timely feedback. Please advise.

Be well,
Nathan

Julia M. Nagy

From: Steven Klafka <sklafka@wingraengineering.com>
Sent: Tuesday, November 29, 2022 11:27 AM
To: Safe Skies Coordinators; Safe Skies Google Group
Cc: Satya Rhodes-Conway; County Executive Joe Parisi; Dane County Airport Noise Study; Malicki, Matthew - DOT; Hong, Francesca; Sen.Agard@legis.wi.gov; Rep.Baldeh@legis.wisconsin.gov; Riechers.Michael@msnairport.com; Timothy P. Middleton; Dane County Board of Supervisors; Madison Common Council; MMSD School Board
Subject: Letter to Capital Times Editor - Weigh in to reduce the impact of F-35 deployment

[EXTERNAL]

Comment 19

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

November 29, 2022

[Weigh in to reduce the impact of F-35 deployment](#)

In 2020, the Air Force and Wisconsin Air National Guard made the irresponsible and racist decision to deploy a squadron of F-35 fighter jets at Truax Field.

Based on environmental impacts and overwhelming public opposition, Madison was the worse choice for these jets. Collateral damage to city residents was never a consideration. Legal challenges continue, yet the unwanted fighter jets are expected to arrive next year. Despite a \$1.7 billion price tag, no funds will be provided for noise abatement. Instead, the Air Force and the National Guard are relying on the Dane County Airport to conduct impact studies and provide noise abatement measures to city residents, especially the low-income and families of color we force to live next to the airport.

The county recently began the so-called Part 150 Noise Study. Comments on the first phase are due Dec. 10. Sadly, the airport, with the blessing of County Exec Joe Parisi, continues its anti-environmental policies. Noise impacts are based on an outdated 50-year-old federal noise standard which uses daily average noise levels, not the peak, ear-shattering noise residents and their children actually hear. The airport and Parisi rejected requests from the Madison teacher's union and neighborhood associations to determine peak noise levels and include all schools on the east and north sides of Madison.

The airport rejected modern scientific studies showing that aircraft noise reduces school performance, impairs physical and mental health and increases neighborhood violence. The city is participating in this noise study, but the mayor has not advocated for city residents or our children. In fact, with her recent expansion of low-income housing next to the airport, the mayor is instead promoting environmental injustice and racism.

It's time to step up and ask the airport, Parisi and our mayor to protect Madison residents. Learn more [here](#).

Steven Klafka
Madison

Useful email addresses:

Satya Rhodes-Conway <mayor@cityofmadison.com>

County Executive Joe Parisi <parisi.joseph@countyofdane>

Dane County Airport Noise Study <part150study@msnairport.com>

--
Steven Klafka, P.E., BCEE
Environmental Engineer
Wingra Engineering, S.C.
508 Elmside Boulevard
Madison, WI 53704

Julia M. Nagy

From: Riechers, Michael <Riechers.Michael@msnairport.com>
Sent: Thursday, December 1, 2022 10:48 AM
To: Jim Larson
Subject: RE: Noise Abatement

Comment 20

[EXTERNAL]

Hi Jim,

That will be decided during the second phase of the Part 150 study. Broadly, phase one defines the area most affected (65 DNL) by aircraft noise, phase two determines what we do about it.

The second phase is quite in-depth. It will involve a careful consideration and analysis of procedural changes (where aircraft fly, how high, implementation of checkpoints, etc.), as well as remediation options.

Thank you for reaching out – please let me know if you have any additional questions.

Michael

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

From: Jim Larson <larson0@protonmail.com>
Sent: Wednesday, November 30, 2022 7:38 PM
To: Riechers, Michael <Riechers.Michael@msnairport.com>
Subject: Noise Abatement

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Michael,

I have read many of the publications that have come out of MSN's Part 150 Study but have not found the answer to a particular question. How will residents inside the 2027 DNL 65 db boundary be compensated for their loss of reasonable peace?

Thank you,
Jim Larson



Madison Teachers Inc.

33 Nob Hill Road
Madison, Wisconsin 53713-2195
(608) 257-0491 Fax- (608) 257-0491

Jeff Knight, Executive Director



Comment 21

September 27, 2022

Dane County Executive Joe Parisi
City County Building, Room 421
210 Martin Luther King Jr. Blvd.
Madison, WI 53703

Subject: MTI Request for Improvements
Dane County Regional Airport Part 150 Noise Abatement Study

Dear County Executive Parisi:

As you know, MTI represents nearly 2,700 teachers and professional educators dedicated to the care and education of the children in our community. As the Dane County Regional Airport updates its Part 150 noise plan, we think it is essential that it address the impact to children, especially those from low-income areas or families of color living with the noise created by airport operations, including current and proposed fighter jet training by the Wisconsin Air National Guard.

It is our understanding that last spring the county airport began updating this plan which is necessary to address the impacts of the noise from the incoming F-35 jets at Truax Field. We are concerned that the decision to station these more powerful jets in Madison did not adequately consider opposing voices, including resolutions by the Madison Common Council, our School Board and numerous other public organizations.

The Air Force decision also ignored the findings of the project Environmental Impact Statement (EIS) which showed that Truax was one of two sites where *"there will be disproportionate impacts to low income and minority populations, as well as children."* The EIS showed that Truax would experience the greatest environmental impacts of all sites under consideration, and it did not include the noise and safety impacts on roughly 60,000 residents living within 3 miles of Truax. We are concerned this project will further promote environmental injustice and environmental racism in our community.

There has not been enough public involvement in the noise study procedures and there is concern that the county airport will only do the *bare minimum required* to meet federal FAA requirements. For example, if the study only considers the daily *average* noise level it will not provide meaningful information to help understand negative impacts to our community from peak noise levels. ***We are seeking a more robust study to be conducted which helps understand noise impacts on children, teachers, and schools near the county airport and its flight paths.***

We request that the following improvements be made to the study:

- The study should estimate noise impacts on all schools on the north and east sides of Madison. At this time, it is our understanding that no schools are to be included in the study.
- The study should estimate peak noise levels at all schools on the north and east sides of Madison. At this time, it will only predict daily average noise levels, not the peak noise levels we actually hear. Even the Air Force EIS evaluated peak noise levels at select locations.



- The study should estimate the impacts on educational performance and children's health. Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from F-35 fighter jets on children which included: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.¹
- Extend the study area at least 5 miles from the center of the airport.
- The study should estimate impacts at lower levels than 65 decibels. Predicting at lower levels will include more households and children that live on the north and east sides of Madison who are exposed to airport noise (e.g. 60 db is used by the Minneapolis-St. Paul International Airport, and 55 db is required by the State of Oregon).
- The study should identify the number of low-income and families of color living in neighborhoods that surround the airport to assess their noise impact levels. Even the Air Force EIS identified environmental justice impacts by assessing the number of low-income and families of color directly affected by jet noise.
- The study should provide a transparent process including meetings with impacted neighborhoods and schools to explain the study procedures and results. At this time, only one open house at the airport has been conducted and only one more is anticipated.

After noise impacts are estimated and it comes time to evaluate noise abatement measures, we have the following requests:

- Provide improvements at all schools on the north and east sides of Madison including funding for air conditioning systems and their operating costs. At this time, there is no noise abatement plan for area schools as part of this project.
- Implement a flight tracking system to identify the flight paths of commercial and Air National Guard planes so any significant impacts on our schools can be identified.
- Install a noise monitoring system, similar to that for the Burlington Airport, which includes area schools, so we can assess actual noise exposure. At this time, the study will predict noise levels through computer modeling with *no plans to measure actual noise levels*.

We know you share our appreciation for our children, teachers and schools which is why we ask that you advocate a thorough and informative noise study and abatement plan for the Part150 study. Those who will be most negatively impacted by the noise pollution caused by the F-35 jets will be families of color, especially those in economic distress, living and going to school near the airport.

Thank you in advance for using your position and resources to help protect our children.

Sincerely,

Madison Teachers Inc.

Jeff Knight	Michael Jones
Executive Director	President

cc: Madison Mayor Satya Rhodes-Conway
 Madison Common Council
 Dane County Supervisors
 Airport Director Kimberly Jones
 Airport Part150 Study
 Madison School Board

Julia M. Nagy

From: m.mk@juno.com
Sent: Wednesday, May 25, 2022 11:23 PM
To: Airport Part150 Study; Timothy P. Middleton; Riechers, Michael; allalders@cityofmadison.com; #County Board Recipients; mayor@cityofmadison.com; Parisi, Joseph; govinfo@wisconsin.gov
Subject: Please use the Part 150 Noise Study to clearly inform Madison residents about the impacts of aircraft noise

CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure

Comment 22

In anticipation of the deployment of a squadron of F-35 fighter jets to Truax Field, the Dane County Airport is updating its Part 150 Noise Abatement Plan. The county airport will model noise impacts in Madison neighborhoods and identify noise abatement options for city residents.

Madison residents have lived with the burden of the county airport and Air National Guard fighter jet training for too long. Madison residents deserve a modern noise study that evaluates the aircraft noise impacts on all of the 60,000 north and east side residents that live within 3 miles of the airport. We want to know the peak noise levels that our families and neighbors will be exposed to. We want a robust noise abatement program including property purchases; resident and business relocation; and, home, school and business insulation. The county airport should not rely on avigation easements as it has done in the past. It's time for the county airport and Air National Guard to mitigate the impacts they have on Madison neighborhoods.

Here are suggested improvements to the proposed Part 150 Noise Study:

1. The single open house held on April 26th at the airport was inadequate. The open house format held solely at the airport is not informative and doesn't allow for the public to ask questions which everyone can hear. **There should be more public meetings held as soon as possible** which are accessible to most residents impacted by the airport noise. The meetings should be held in more public locations, in impacted neighborhoods at community centers located throughout the north and east sides of Madison. These locations should include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.
2. **The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard.** This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of aircraft noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.
3. **The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB.** There are 60,000 people living within 3 miles of the airport. While the proposed study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The [Minneapolis-St. Paul International Airport uses 60 dB DNL](#) to determine who is eligible

for noise abatement. The county airport study should use a lower threshold than the 65 dB DNL to provide noise abatement for more Madison. Using lower noise levels would inform the community about the full extent of airport noise impacts and the thousands of people exposed to airport noise on the north and east sides of Madison.

4. **The Part 150 study should predict peak noise levels, the noise we actually hear**, especially at sensitive locations like schools and daycare centers. In its 2020 EIS for the F-35 jets, the Air Force determined peak noise levels. The county airport can do the same. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage. We need to know the harm that will be caused by the peak noise levels of the F-35 fighter jets.
5. **The Part 150 study should not only consider land use but address environmental justice.** The study should determine the income and race makeup of impacted areas. In its 2020 EIS for the F-35 jets, the Air Force determined the composition of impacted residents. The county airport can do the same.

The county airport and Air National Guard should use the Part 150 Noise Study to clearly inform Madison residents about the impacts of aircraft noise on our children, families and neighbors. The county airport and Air National Guard should mitigate the noise impacts on Madison residents. Please use the opportunity of the Part 150 Noise Study to help relieve the burden the county airport and Air National Guard place on Madison residents.

Thank you.

Sincerely,

Mark M Giese

1520 Bryn Mawr Ave

Racine, WI 53403

Julia M. Nagy

From: Shel Gross <shelgross3@gmail.com>
Sent: Tuesday, May 31, 2022 5:44 PM
To: shelgross3@gmail.com
Subject: Part 150 Noise Study

CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure

Comment 23

I share the concerns about the Part 150 Noise Study proposed for the airport identified by the Safe Skies/Clean Water Coalition . With the anticipated arrival of F35 fighter jets we need to ensure that we identify those individuals and families will be negatively impacted by noise levels at the airport and the abatement necessary to prevent ill effects.

Here are suggested improvements to the proposed Part 150 Noise Study:

1. The single open house held on April 26th at the airport was inadequate. The open house format held solely at the airport is not informative and doesn't allow for the public to ask questions which everyone can hear. **There should be more public meetings held as soon as possible** which are accessible to most residents impacted by the airport noise. The meetings should be held in more public locations, in impacted neighborhoods at community centers located throughout the north and east sides of Madison. These locations should include low-income neighborhoods like those around the East Madison Community Center, Oak Park Terrace Mobile Home Park and Salvation Army.
2. **The Part 150 noise study should not rely on the outdated daily average 65 dB DNL noise standard.** This standard was developed over 50 years ago. It is based on annoyance and doesn't account for mental and physical health impacts, or educational impacts of aircraft noise. The Part 150 noise study should evaluate more impacts than just annoyance. It should summarize the known thresholds for noise impacts and compare predictions with these thresholds.
3. **The Part 150 noise modeling should predict noise levels below the daily average 65 dB DNL noise level including 60 and 55 dB.** There are 60,000 people living within 3 miles of the airport. While the proposed study area extends 7 miles south of the airport, most of these people will not be included in the study. In its EIS for the F-35 fighter jets, the Air Force predicted the 65 dB DNL will extend 1.5 miles from the airport and include 2,766 people. The [Minneapolis-St. Paul International Airport uses 60 dB DNL](#) to determine who is eligible for noise abatement. The county airport study should use a lower threshold than the 65 dB DNL to provide noise abatement for more Madison. Using lower noise levels would inform the community about the full extent of airport noise impacts and the thousands of people exposed to airport noise on the north and east sides of Madison.
4. **The Part 150 study should predict peak noise levels, the noise we actually hear,** especially at sensitive locations like schools and daycare centers. In its 2020 EIS for the F-35 jets, the Air Force determined peak noise levels. The county airport can do the same. The existing fighter jets already generate peak noise levels of 120 dB, high enough to cause hearing damage. We need to know the harm that will be caused by the peak noise levels of the F-35 fighter jets.
5. **The Part 150 study should not only consider land use but address environmental justice.** The study should determine the income and race makeup of impacted areas. In its 2020 EIS for the F-35 jets, the Air Force determined the composition of impacted residents. The county airport can do the same.

Thank you for your consideration of these concerns.

Shel Gross
145 Jackson St.
Madison WI 53704

Julia M. Nagy

From: James Koloen <thedatafarm@sbcglobal.net>
Sent: Wednesday, June 29, 2022 2:35 PM
To: Airport Part150 Study
Subject: F35 noise complaint

CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure

Comment 24

When I moved into the Eken Park neighborhood in the mid 1980's, approximately a mile and a half from the airport, there was a squadron of A-10 Warthogs stationed at Dane County Regional Airport. They didn't even have afterburners. Back then Bridges golf course was a corn field and there was a Shopko next to it. MATC had a single building and there was no Starkweather Creek bike path to take you there. Today there's no Shopko and there's no corn field, MATC is now Madison College and the bike path along Starkweather Creek is one fairly quick way to get there. Many things have changed since the 1980's, including the noise level of military jets stationed at the airport.

The Sound Pressure Level (SPL) for F-16s during takeoff is at least 98 decibels, while the F-35's are estimated to be at least 115 decibels, which is more than twice as loud. The F-35 on take-off in terms of sound is somewhere between a jackhammer and a rock concert. For the F-16, the noise level is similar to that generated while riding a motorcycle or snowmobile. For some down to earth comparisons: a 256 watt auto subwoofer in the car in the lane next to yours at the stop light generates 110 decibels.

The commercial airliners that fly into and out of the airport do not utilize afterburners and are not nearly as loud as the military jets on take-offs or landings from where I live, although, they too can make conversation difficult. In the end, however, the problem of noise and pollution is a political issue.

I am extremely disappointed in Senator Baldwin's support for this travesty. I have known her since she was a page in the State Assembly and have supported her throughout her political career; it is almost inconceivable that she is the person most responsible for make every day life in my neighborhood more difficult. She has said previously in response to one of my contacts with her office, that the addition of the squadron will lead to more economic activity.

Recently, the Madison City Council voted against a new, large scale 64 acre housing development proposal because the increased noise levels predicted for the F-35 fighter wing would make it unsuitable for human habitation. It seems to me that this development would have generated much more economic activity than a squadron of airplanes. Again it is politics that takes precedent over economic activity.

At some point, someone with sense and integrity and the political power to do something about it must stand up against the siting of the F-35 squadron. Since Senator Baldwin is the prime mover for locating a neighborhood destroying fighter squadron, it is obvious to me that politics plays as great an influence, if not more so, than the environmental and human health concerns of the senator's constituents.

Thank you.

James Koloen

2526 Commercial Ave

Madison WI 53704

thedatafarm@sbcglobal.net

Julia M. Nagy

From: Jeff Knight <knightj@madisonteachers.org>
Sent: Tuesday, September 27, 2022 4:48 PM
To: Parisi, Joseph
Cc: mayor@cityofmadison.com; #County Board Recipients; allalders@cityofmadison.com; Jones.kimbery@msnairport.com; Airport Part150 Study; board@madison.k12.wi.us; Michael Jones
Subject: Part 150 Noise Abatement Study Regarding Children and Schools

Comment 25

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Dear County Executive Parisi,

Linked below is a letter from Madison Teachers Inc. (MTI) regarding the Part 150 Noise Abatement Study by the Dane County Airport before it hosts the F-35 fighter jets.

[MTI Letter to County Exec Parisi on Airport Noise Study](#)

A hard copy will be mailed separately to County Executive Parisi as well.

Do not hesitate to contact me with any questions regarding this matter.

Respectfully,

Jeff Knight
Executive Director
Madison Teachers Inc.

Julia M. Nagy

From: Dan Zimmerman <zimmerman_dan@hotmail.com>
Sent: Thursday, October 13, 2022 2:39 PM
To: Parisi, Joseph
Cc: Airport Part150 Study; Jones.kimbery@msnairport.com; Timothy P. Middleton; Riechers, Michael; allalders@cityofmadison.com; #County Board Recipients; mayor@cityofmadison.com; govinfo@wisconsin.gov
Subject: Noise Study letter
Attachments: noise study letter to Joe Parisi.docx

Comment 26

This Message Is From an External Sender

This message came from outside your organization.

Mr. Parisi --- You received a letter from Madison Teachers, Inc. (MTI) regarding the Dane County Regional Airport Part 150 Noise Abatement Study. During the October 11, 2022 meeting of the Eastmorland Community Association, members and directors present during the meeting voted unanimously to support the issues and concepts in the MTI letter, as well as changes to the study (e.g., inclusion of schools in the study) and recommended steps to address airport noise.

Please see the attached letter for the full content. If you have any questions regarding the letter, please send me an email or call me at the number below.

Thank you.

May you have the hindsight to know where you've been,
the foresight to know where you're going,
and the insight to know when you're going too far.

Dan Zimmerman
608-241-1158

Comment 26

Eastmorland Community Association
PO Box 14584
Madison, WI 53708-4584

Joe Parisi, Dane County Executive
City County Building, Room 421
210 Martin Luther King Jr. Blvd.
Madison, WI 53703
parisi@countyofdane.com

October 13, 2022

Dear Mr. Parisi:

You received a letter from Madison Teachers, Inc. (MTI) regarding the Dane County Regional Airport Part 150 Noise Abatement Study. During the October 11, 2022 meeting of the Eastmorland Community Association, members and directors present during the meeting voted unanimously to support the issues and concepts in the MTI letter, as well as changes to the study (e.g., inclusion of schools in the study) and recommended steps to address airport noise.

It should be noted that our neighborhood is in the flight path for most takeoffs and landings at the airport. In addition, Schenk Elementary School and Whitehorse Middle School are located within the boundaries of our neighborhood.

Sincerely,



Daniel Zimmerman
Treasurer, ECA

cc: Dane County Noise Study – part150study@msnairport.com
Airport Director Kimberly Jones – Jones.kimbery@msnairport.com
Tim Middleton – tmiddleton@hmmh.com
Michael Riechers – Riechers.Michael@msnairport.com
Madison Common Council – allalders@cityofmadison.com
Dane County Board of Supervisors – county_board_recipients@countyofdane.com
Satya Rhodes-Conway – mayor@cityofmadison.com
Governor Evers – govinfo@wisconsin.gov

Julia M. Nagy

From: Agu Tenpa <atenpa29@gmail.com>
Sent: Thursday, November 10, 2022 8:11 PM
To: Airport Part150 Study
Subject: Dane County Regional Airport

Comment 27

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

I think DOT requires airlines to acknowledge public complaints and address the problem to the concerned Airport authorities.

My family and I are on Independence Lane which is very close to the Airport. The main issue is air and noise pollution which may lead to cardiac arrest and even cause hypertension and heart attack. The byproduct of engines may also lead to respiratory failure causing cough, tightness of chest and throat irritation. Emissions from the aircraft contain soot that may cause lung cancer. It also does not let me sleep after my graveyard shift is complete.

Airport noise definitely upside down the property value around our area.

I Hope Airport authorities will look into this matter and resolve this issue.

Thanking you,

Sincerely,

Tashi Samdup.

Julia M. Nagy

From: Neil Anderson <neilanderson05@gmail.com>
Sent: Friday, November 18, 2022 1:42 PM
To: Airport Part150 Study
Subject: Completed comment form attached
Attachments: Anderson comment.pdf

Comment 28

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Hi,

Attached is my completed comment form from the recent noise study open house. I hope my input is taken seriously as I, my family, and immediate community live with the noise of the airport daily and it also affects my life daily. I am looking forward to positive changes implemented through careful consideration of this study that will improve the quality of life for me and everyone else that lives in the area.

Thanks,

Neil

Julia M. Nagy

From: Marsha Cannon <mpcannon76@gmail.com>
Sent: Sunday, November 27, 2022 4:11 PM
To: Airport Part150 Study
Cc: mayor@cityofmadison.com; All Alders City of Madison; #County Board Recipients; cdjenkins@madison.k12.wi.us; board@madison.k12.wi.us; Sen.Agard@legis.wisconsin.gov; Rep.Baldeh; govinfo@wisconsin.gov; Jones, Kimberly
Subject: Comments on Part 150, Dane County Regional Airport Noise Compatibility Planning Study
Attachments: Part 150 Map_Raemisch_Nov14 Open House Comments.pdf

Comment 29

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Please note: The attached pdf file contains the message below.

RE: Dane County Regional Airport Noise Compatibility Part 150 Planning Study
Figure 6-2. Forecast Condition (2027) Noise Exposure Map
Vol. 1 of the Nov. 9, 2022 Draft Report, Page 6-5

At the “Public Open House 2” held Nov. 14, 2022 in the Dane County Regional Airport lobby, I pointed out an error in the forecast land use map referenced above. This message is to put my comments on record.

The 63-acre Raemisch Farm located between 4000-4150 Packers Ave. & 4201 North Sherman Ave. appears on the 2027 forecast map as undeveloped agricultural farmland. However, on Sept. 6, 2022 the Madison Common Council rezoned the property to include both commercial and residential development. As stated in the Madison City Planning Division Staff Report of August 29, 2022:

The proposal for the “Raemisch Farm Development” subdivision calls for the 63.6-acre subject site to be platted with 76 lots for detached single-family residences within the TR-C3 single-family zoning district. In addition, eight commercial, mixed-use, or multi-family lots will be created with TR-V2, TR-U1, and CC-T zoning. The plat also includes a lot for urban agriculture (10.2 ac), and three outlots for a public park (3.53 ac), private park (1.55 ac), and stormwater management (3.05 ac)

Phase 1 construction is anticipated from April 2023 through April 2024; the applicant has indicated future phases will follow.

Due to concerns related to potential high noise levels raised by the past and present area alderpersons during the consideration of the previous plats on this site, the applicant has included a note on the plat to the effect that no residential development will be constructed on the lots proposed to be zoned CC-T (Lots 1 & 3, on the eastern edge of the plat) before January 1, 2027.

Staff estimates that a full buildout of this plat would include between 600 and 1,300 housing units.

The full Staff Report is posted at:

<https://madison.legistar.com/View.ashx?M=F&ID=11169575&GUID=AB86D371-908A-4228-B2C9-F7D553B2BEA8>:

The note on the plat (see 3rd paragraph above) is directly related to the 65-decibel contour portrayed in the August 2019 draft Environmental Impact Statement. This contour intrudes onto the eastern side of the Raemisch plat, as indicated by a green line on the map below.

The developer's Phase 1 is planned for the eastern edge of the property, (shown in blue on the map and zoned CC-T, which allows residential units) to be built east of the estimated 65-decibel contour.

No sound-related constraints appear evident for residential development west of the 65-decibel contour, although I have heard that the developer is seeking to establish a Tax Incremental Financing District to access taxpayer funding for sound insulation of residential properties. Sound insulation is desirable because of anticipated extremely-loud noise from F-35 fighter jets due to arrive at Truax Field in Spring 2023.

In summary, I believe your 2027 Forecast Conditions map should accurately show all development expected to take place at the Raemisch Farm tract.



Marsha Cannon
5 Cherokee Cir. Unit 202
Madison, WI 53704
608.251.1276 (land line, no text)
608.692.1276 (Pete's cell)

Comment 29

DATE: November 27, 2022

TO: <part150study@msnairport.com>

FROM: Marsha Cannon <mpcannon76@gmail.com>
5 Cherokee Circle, Unit #202 (608) 251-1276 / land line
Madison, WI 53704

RE: Dane County Regional Airport Noise Compatibility Part 150 Planning Study
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Julia M. Nagy

From: Anthony Mohr <fattonyhelp@gmail.com>
Sent: Saturday, December 10, 2022 10:06 AM
To: Airport Part150 Study
Subject: Noise in the neighborhood.

Comment 30

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

I am submitting this email in hopes that it will lead to a reduction in noise created by aircraft in general, but more specifically, military jet noise. As a home owner at 106 Corry St, Madison, WI 53704 I can attest to fighter jet noise so loud that I have to plug my ears as they fly over. Low flight approaches make my windows and walls vibrate. I'm nervous to what increase in noise the F35 will bring, and upset that the military in general is allowed to fly and practice over a busy and growing city. I would also like to address my concerns for the pollution that military waste creates and its continued affect our water shed.

Please use these comments to help residents and homeowners affected by this excessive noise find a solution or overall removal of military flight noise.

In a state and city that uses "Forward" as its motto, I urge you to take a new approach to making our neighborhoods a peaceful and enjoyable place to live.

Kind regards,
Tony Mohr

Julia M. Nagy

From: Kara Luedtke <karaluedtke@gmail.com>
Sent: Saturday, December 10, 2022 10:17 AM
To: Airport Part150 Study
Subject: Airport Noise

Comment 31

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Greetings,

As a homeowner on Corry St in Madison, I am writing to express my concern over military jet noise and air pollution. I do not understand the reasons for bringing F35s to Madison. Having a commuter airport is wonderful for a growing city like ours, but we are not equipped for military jets.

Further, I believe it is important to consider the people even closer to the airport and the impacts the increasing noise has on them. The inequalities of noise pollution are something to be seriously concerned about.

Finally, as our property taxes and home values skyrocket, it becomes difficult to justify paying so much to live in a place where you feel attacked by sound in your own home.

Thank you,
Kara Luedtke
106 Corry St

Comment 32

Comments on draft “Noise Exposure Map Update Pursuant to Title 14 of the Code of Federal Regulations Part 150 — Dane County Regional Airport”

(HMMH Report No. 312360)

Prepared by

Scott Pigg

414 Russell St, Madison WI 53704

December 10, 2022

Thank you for the opportunity to comment on the draft version of this long-overdue update to the noise exposure map (NEM) for the Dane County Regional Airport (DCRA).

As a homeowner to the south of the airport—and as the operator of a private network of noise monitoring stations in the vicinity of DCRA—I believe that the modeling leading to the draft NEM contains uncertain and flawed assumptions regarding the operation of military fighter aircraft associated with the 115th Fighter Wing of the Wisconsin Air National Guard (Wiang). This is problematic because ongoing monitoring data show that noise from military fighter aircraft is the dominant determinant of Day-Night Average Sound Levels (DNL) for locations within a few miles of the DCRA. Since the area immediately to the south of the airport is densely populated with residential housing, errors associated with determining the critical 65-dB DNL contour could unfairly deprive thousands of households of the ability to receive noise mitigation under future Noise Compatibility Program efforts.

At minimum, the study should be amended to correct certain modeling inaccuracies and to include a sensitivity analysis of the effect of varying key modeling assumptions regarding military-fighter operations.

The key elements of my critique of the draft Part 150 study are as follows:

- **The NEM modeling is based on uncertain assumptions about military-fighter operations and flight paths** —The study report makes much of the extensive processing of radar-track and other empirical data associated with *civilian* aircraft operations in and around the DCRA. But because radar-track data that the consultants received was scrubbed of most military traffic, the study consultants had to rely on general assumptions about military fighter operations based on interviews with Wiang personnel. Setting aside the potential for bias associated with this kind of self-reporting, at minimum this makes the impact of military-fighter operations on the NEM considerably more uncertain than that of civilian operations. This is significant because...
- **...Actual noise-monitoring data show that military fighter operations are the dominant source of aircraft acoustic energy for some locations in the vicinity of the airport** — Since December of 2000, I have operated a network of a dozen noise monitoring stations in the vicinity of the DCRA, along with an ADS-B receiver to track positions of civilian aircraft (see msnsound.com). The system continuously logs A-weighted noise levels and aircraft positions at one-second intervals. The combination of noise-monitoring data and ADS-B position data allows for ready algorithmic identification of most civilian aircraft noise events, particularly those associated with commercial jet operations. Wiang fighter operations do not transmit ADS-B position data, but

most departures and arrivals produce unmistakably loud noise signatures that allow these operations to be identified manually and classified by runway used (see Figures 1 and 2).

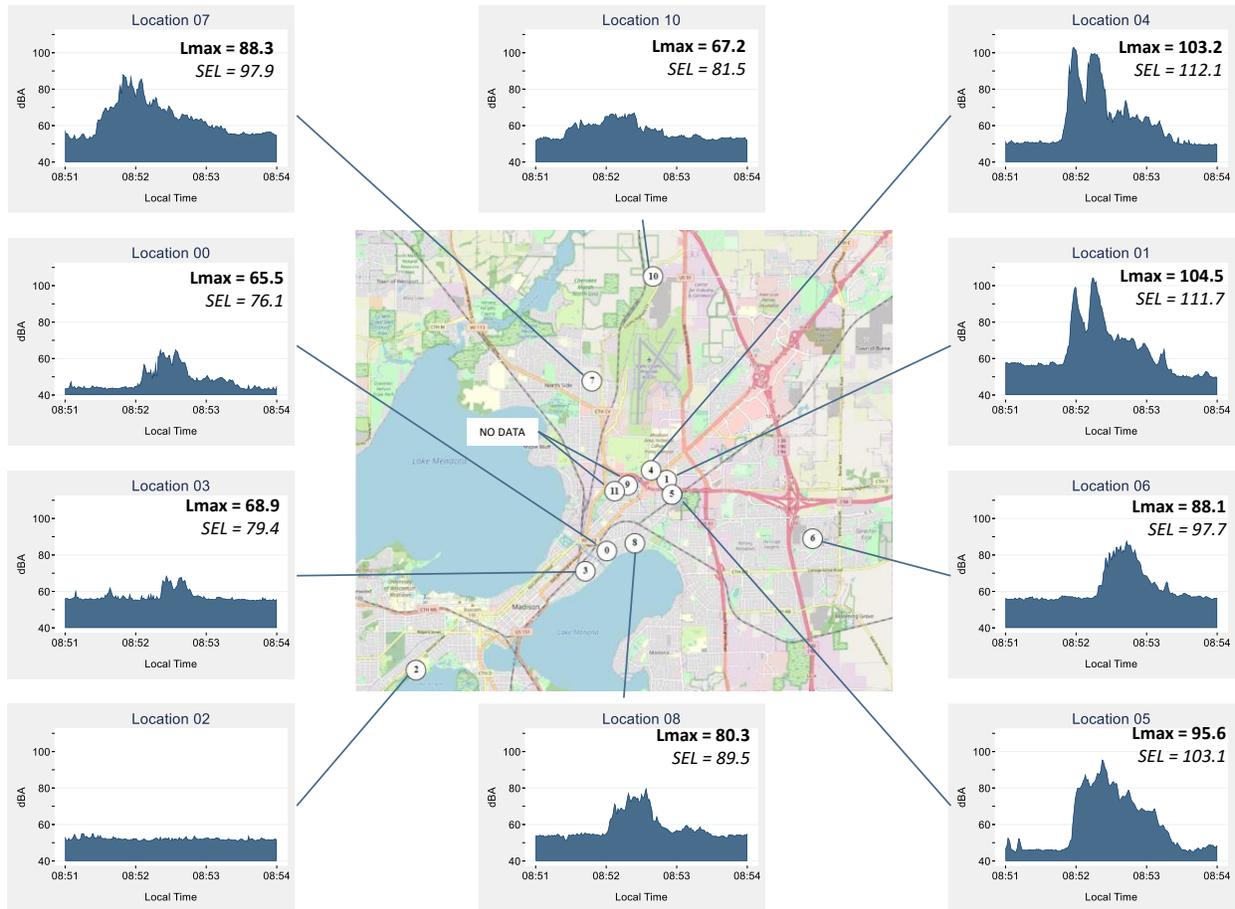
Analysis of these data is on-going, but empirical data for the period from June through December 2021 show that although military fighter operations represent less than 2 percent of more than 40,000 identified aircraft noise events, they are so loud (Table 1) that the acoustic energy they generate dominates the determination of the aircraft-related Day-Night Sound Level (DNL) for locations near the airport (Figure 3). It is therefore critical that military fighter operations be accurately depicted in assessing aircraft-noise DNL contours for the DCRA. However...

- **...In at least two respects, the modeling assumptions appear to inaccurately represent fighter aircraft operations in and out of the DCRA** — First, while the report assumes a 70/30 split between north (Runway 36) and south (Runway 18) military fighter operations, the empirically identified military fighter noise events and departure/arrival direction suggest that a 60/40 split is more appropriate. This may not seem like a large difference, but the extreme decibel levels associated with these aircraft means that a significant portion of the total acoustic energy used in determining aircraft-noise DNL contours is currently incorrectly modeled as occurring over relatively unpopulated areas to the north of the airport instead of over the densely populated areas to the south.

Second, as a long-time resident of a home located about 2 nm south and 0.5 nm west of the Runway 36 threshold, I assert that the assumed flight tracks (36A9, 36A10 and 36A11) for overhead arrivals of military fighters from the south are inaccurately “tighter” than what is typically followed by these aircraft. I have routinely observed the trailing aircraft of arriving multi-ship formations of F-16 fighters fly well to the south before passing directly over my house on final approach to Runway 36 (Figure 4). This modeling inaccuracy also incorrectly reduces the estimated noise exposure in densely populated residential areas on the Madison isthmus near the Yahara river.

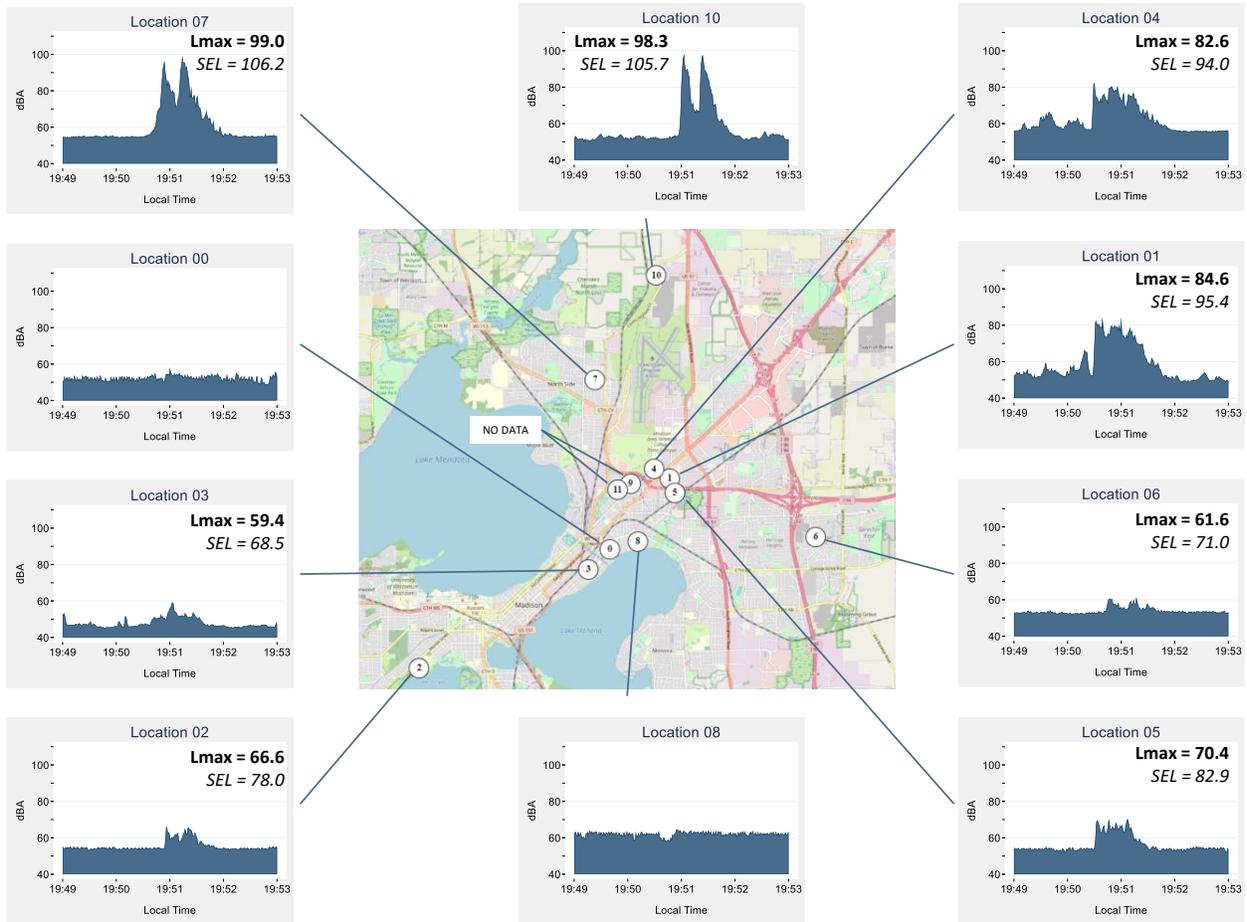
At minimum, the current noise-modeling study should correct the inaccuracies noted above and amend the study with a sensitivity analysis to show the effect that altering key assumptions about military-fighter operations have on the resulting NEM contours, especially the 65-dB contour that is a key determinant of the geographic scope of potential future noise-mitigation efforts. The FAA and the DCRA should then use the results of the sensitivity analysis to improve empirical tracking of military-fighter operations so that future noise-map modeling efforts can be made more accurate, and so that noise mitigation efforts can better be targeted to the homes, schools, places of worship and businesses most in need of relief.

Figure 1. Noise levels associated with a typical two-ship F-16 departure to the south (August 5, 2021). Per a standing military NOTAM, south-departing fighter aircraft turn to the east, resulting in characteristic 90 to 115+ dBA peak noise levels (Lmax) at monitoring locations to the south and east of the airport, particularly at Locations 01, 04 and 05.



Lmax — maximum one-second dBA reading
 SEL — Sound Exposure Level (1-second dBA representation of total acoustic energy for the noise event)

Figure 2. Noise levels for a typical two-ship F-16 departure to the north (September 21, 2021). North departures show characteristic high decibel levels at Locations 07 and 10 and detectable but lesser noise levels at locations to the south of the airport.



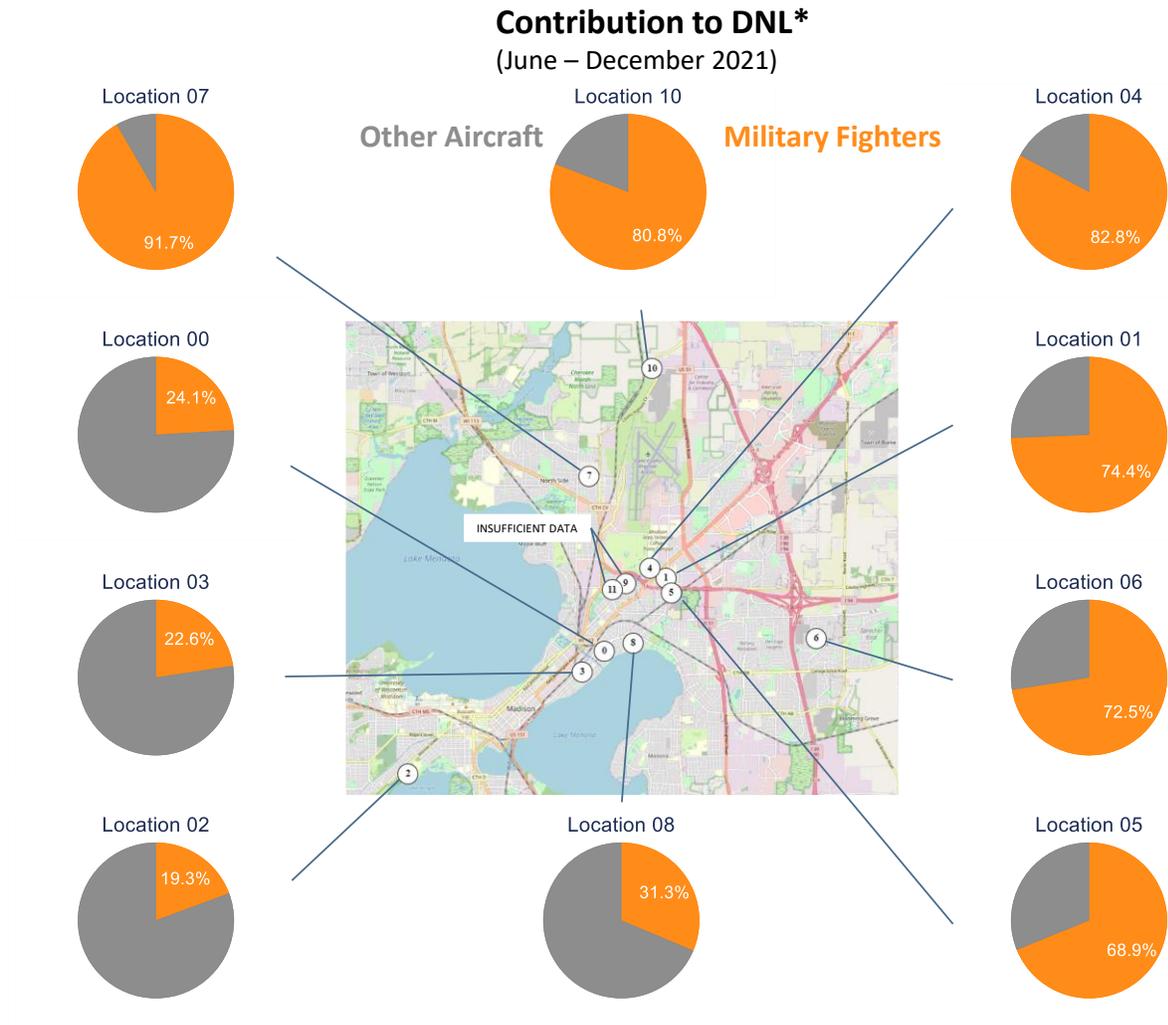
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Event ID	Date/Time (local)	Flight Operation	Rwy	Monitoring location ID	Lmax (dBA)	Max impulse (dBA)	SEL (dBA)
298	09/27/2021 14:51	Arrival	36	08	119.0	122.3	123.8
24600	06/07/2021 10:29	Arrival	18	04	114.2	116.1	119.1
493	08/10/2021 14:02	Departure	18	04	114.1	116.9	118.3
297	09/27/2021 14:37	Arrival	36	08	113.1	118.2	118.7
359	09/29/2021 15:04	Departure	18	04	113.1	115.3	118.5
530	08/11/2021 09:55	Departure	18	04	111.3	114.9	117.0
344	09/29/2021 11:26	Departure	18	04	111.2	115.2	116.7
201	08/05/2021 10:53	Departure	18	01	110.6	112.4	113.3
1026	08/17/2021 14:16	Departure	18	04	110.6	117.3	114.5
160	09/20/2021 16:05	Departure	18	04	110.5	115.7	115.7
422	08/09/2021 14:32	Departure	18	08	110.3	112.6	114.3
594	08/12/2021 09:53	Departure	18	10	110.2	111.7	116.5
16100	06/05/2021 09:46	Departure	18	04	109.9	114.3	115.2
595	08/12/2021 10:04	Departure	18	04	109.6	112.7	116.1
1000	08/17/2021 09:49	Departure	18	04	109.5	112.0	117.9
202	08/05/2021 11:05	Departure	18	04	109.4	112.7	115.5
1069	08/18/2021 09:42	Departure	36	10	109.2	111.3	118.5
199	10/13/2021 13:58	Departure	18	04	109.2	113.3	114.2
940	08/16/2021 14:41	Departure	18	04	109.0	111.6	115.3
198	10/13/2021 13:12	Departure	18	04	109.0	114.1	112.8

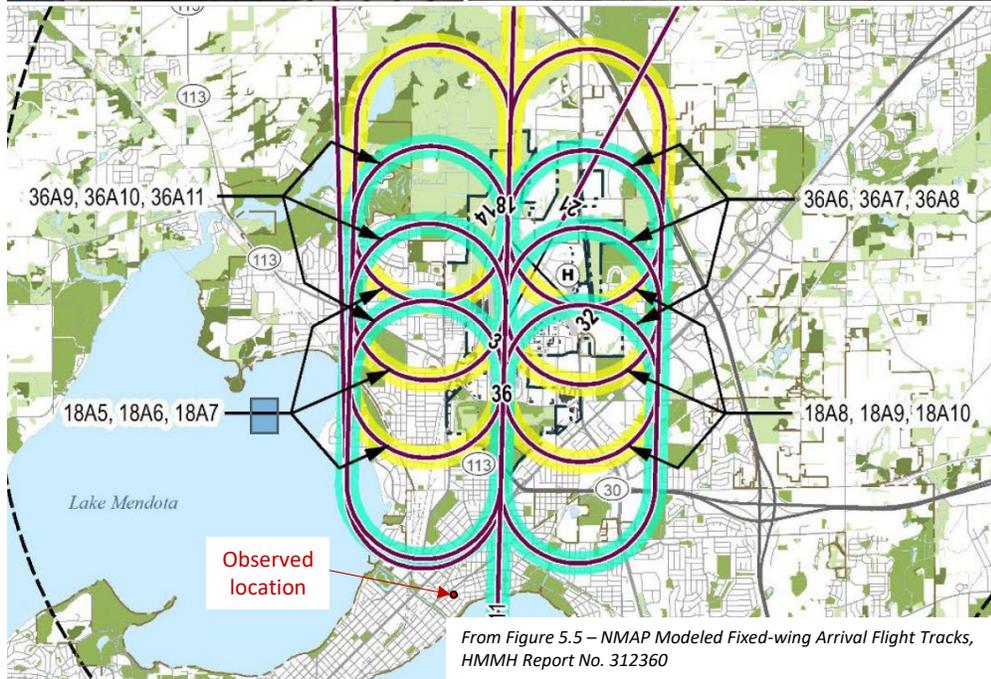
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Figure 3. Military fighter noise contribution to overall aircraft-noise DNL, from empirical data for 41,181 identified aircraft noise events, of which 590 (1.4%) were military-fighter operations.



*Proportion of total aircraft-noise acoustic energy, with 10dB penalty for night-time events

Figure 4. An F-16 aircraft on overhead approach to Runway 36 on August 1, 2022 at 2:59 PM. The trailing aircraft for multi-ship military-fighter overhead arrivals routinely fly at least 0.5 nm further south than the flight tracks assumed in the modeling study.



Julia M. Nagy

From: Scott Pigg <scottkpigg@gmail.com>
Sent: Saturday, December 10, 2022 1:56 PM
To: Airport Part150 Study
Subject: Comments on Noise Exposure Map Update study (HMMH Report No. 312360)
Attachments: DCRA_NEM_update_comments_spigg.pdf

Comment 32

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Thank you for the opportunity to comment on the draft version of this long-overdue update to the noise exposure map (NEM) for the Dane County Regional Airport (DCRA).

My detailed comments on the study are in the attached PDF document and should be included in any tracking of public comments on this study. In short, I am concerned that the modeled operation of military fighter aircraft in the study is particularly uncertain and inaccurate in certain respects. This is important because empirical noise monitoring at locations near the airport show that military fighter operations are extremely loud and thus the dominant source of the aircraft-noise acoustic energy that is the basis for the Day Night Average Sound Level (DNL). Uncertainty and inaccuracies related to military fighter operations have the potential to result in an inaccurate NEM that deprives deserving households, schools, places of worship and businesses of future noise-mitigation funding and efforts.

The draft study should be amended to correct inaccuracies and to include a sensitivity analysis of uncertainty regarding military-fighter operations so that future updates can more accurately depict noise exposure levels in the area around the airport.

Scott Pigg
414 Russell St
Madison, WI 53704

Comments on draft “Noise Exposure Map Update Pursuant to Title 14 of the Code of Federal Regulations Part 150 — Dane County Regional Airport”

(HMMH Report No. 312360)

Prepared by

Scott Pigg

414 Russell St, Madison WI 53704

December 10, 2022

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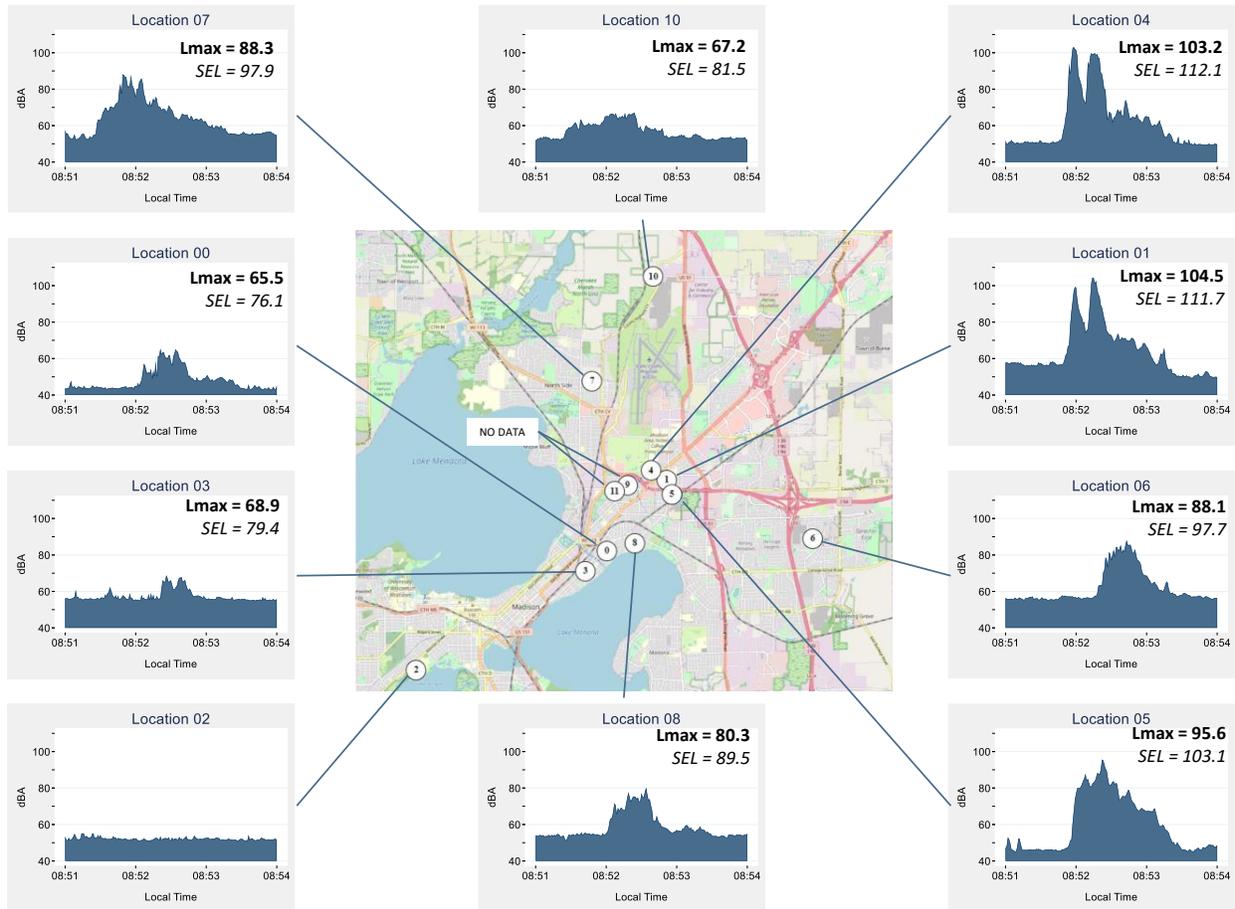
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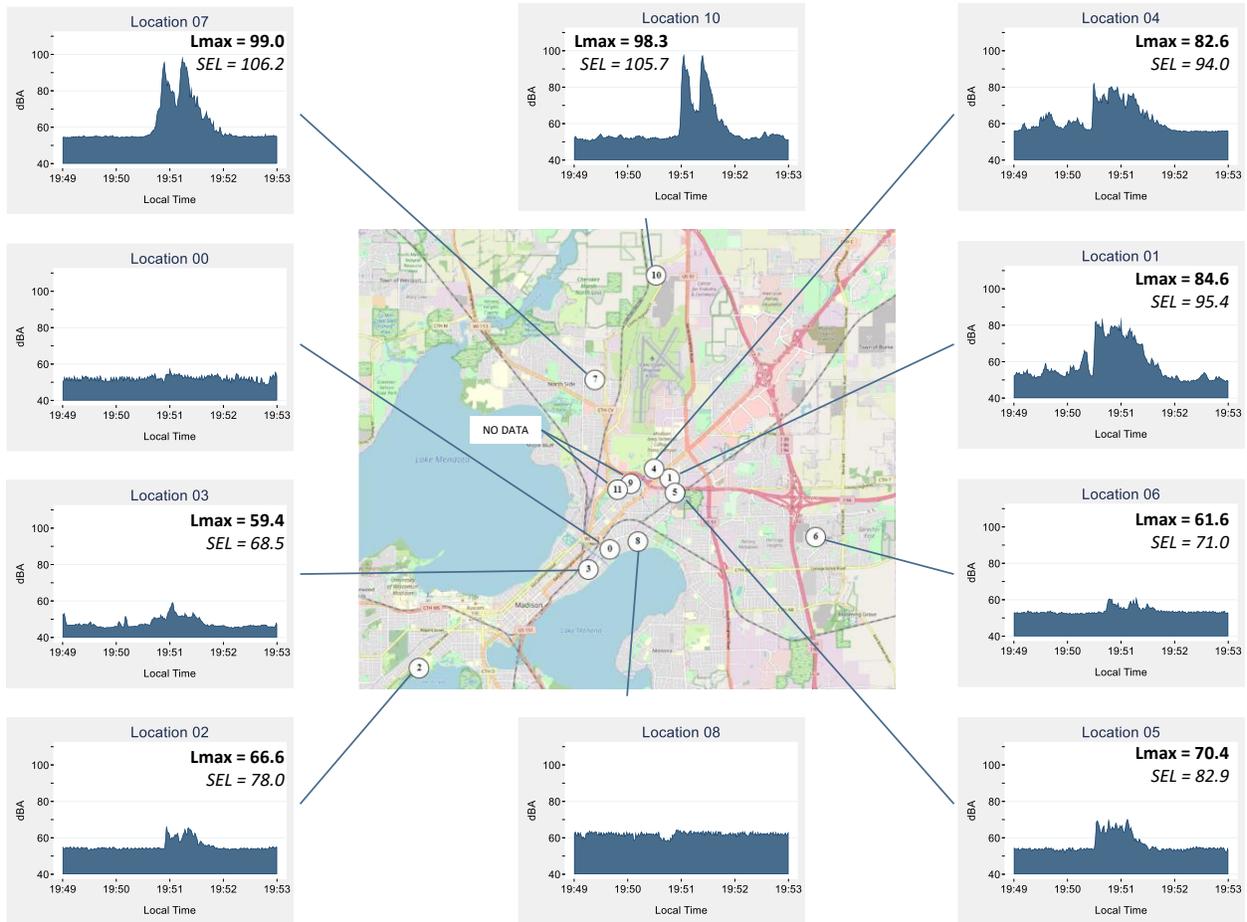
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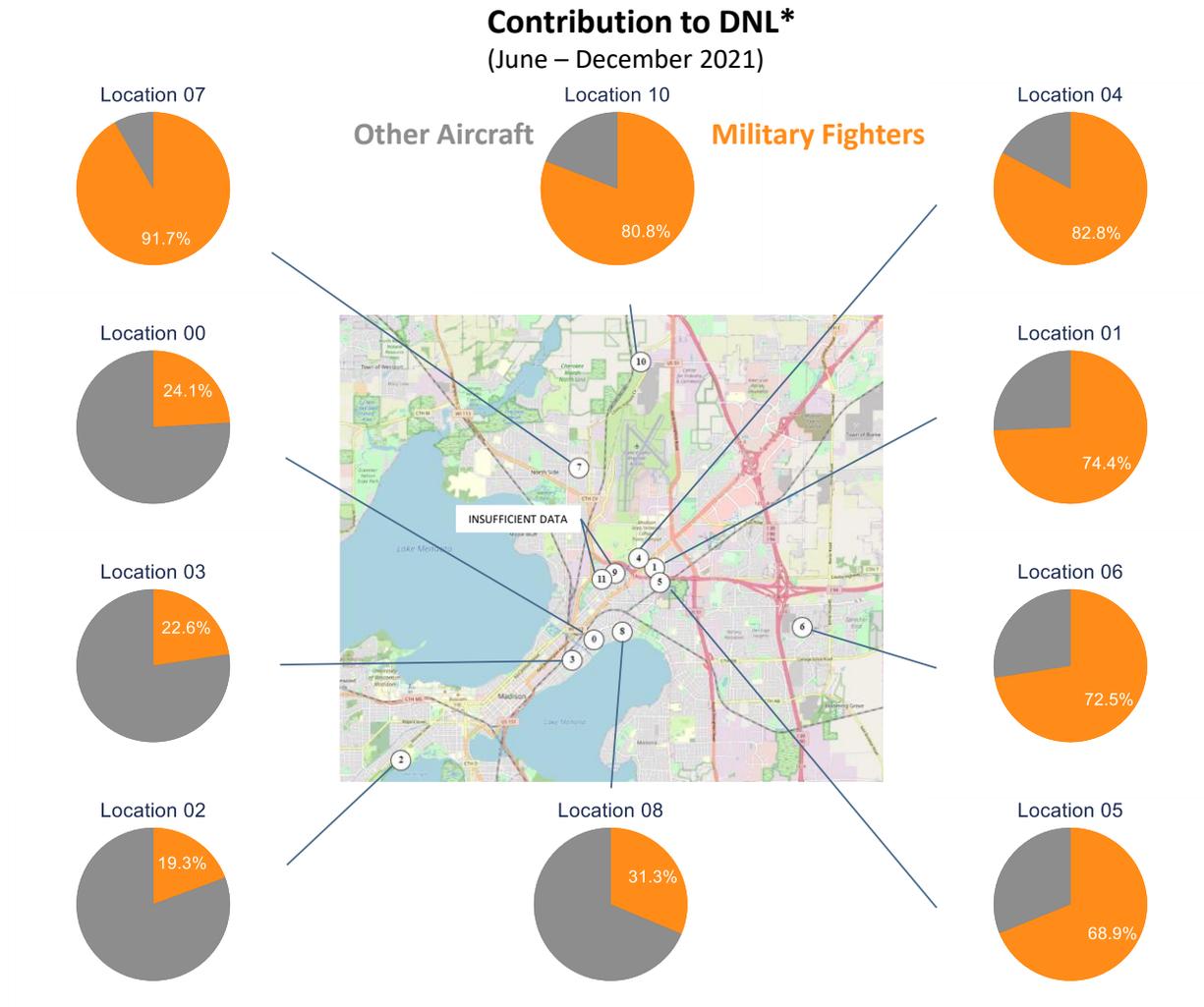
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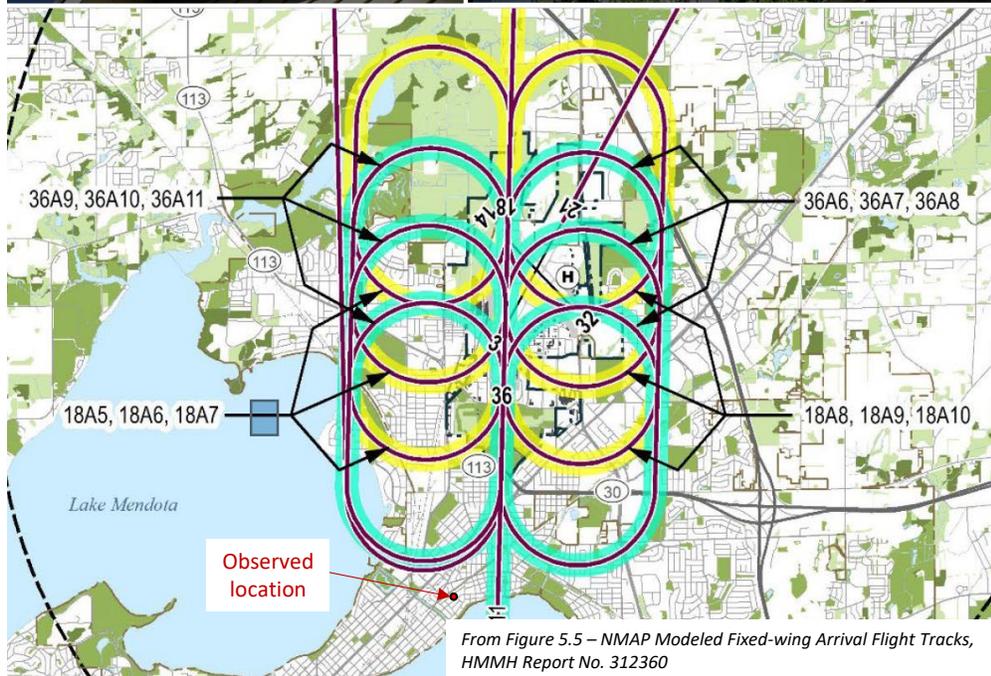
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SEL = Sound Exposure Level (dB representation of event total acoustic energy)

Figure 3. Military fighter noise contribution to overall aircraft-noise DNL, from empirical data for 41,181 identified aircraft noise events, of which 590 (1.4%) were military-fighter operations.



*Proportion of total aircraft-noise acoustic energy, with 10dB penalty for night-time events

Figure 4. An F-16 aircraft on overhead approach to Runway 36 on August 1, 2022 at 2:59 PM. The trailing aircraft for multi-ship military-fighter overhead arrivals routinely fly at least 0.5 nm further south than the flight tracks assumed in the modeling study.



Julia M. Nagy

From: Lisa Schreibersdorf <l.schreibersdorf@gmail.com>
Sent: Sunday, December 11, 2022 1:06 AM
To: Airport Part150 Study
Subject: Public feedback

Comment 33

This Message Is From an Untrusted Sender

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I am writing with concerns about the limited information being included in the study. I myself live under the flight path and experience the ways in which averages do not adequately capture the effects of flight noise. I second these requests by Madison teachers :

We request that the following improvements be made to the study:

- The study should estimate noise impacts on all schools on the north and east sides of Madison. At this time, it is our understanding that no schools are to be included in the study.
- The study should estimate peak noise levels at all schools on the north and east sides of Madison. At this time, it will only predict daily average noise levels, not the peak noise levels we actually hear. Even the Air Force EIS evaluated peak noise levels at select locations.
- The study should estimate the impacts on educational performance and children's health. Peter Bingham, Professor of Neurology and Chief of the Pediatric Neurology Division at the University of Vermont Medical Center, explained the effects of noise from F-35 fighter jets on children which included: decreased reading skills; increased risk of mortality due to heart attack; increased anxiety and depression; increased attention problems; and, increased aggressive behavior.¹
- Extend the study area at least 5 miles from the center of the airport.
- The study should estimate impacts at lower levels than 65 decibels. Predicting at lower levels will include more households and children that live on the north and east sides of Madison who are exposed to airport noise (e.g. 60 db is used by the Minneapolis-St. Paul International Airport, and 55 db is required by the State of Oregon).
- The study should identify the number of low-income and families of color living in neighborhoods that surround the airport to assess their noise impact levels. Even the Air Force EIS identified environmental justice impacts by assessing the number of low-income and families of color directly affected by jet noise.
- The study should provide a transparent process including meetings with impacted neighborhoods and schools to explain the study procedures and results. At this time, only one open house at the airport has been conducted and only one more is anticipated.

After noise impacts are estimated and it comes time to evaluate noise abatement measures, we have the following requests:

- Provide improvements at all schools on the north and east sides of Madison including funding for air conditioning systems and their operating costs. At this time, there is no noise abatement plan for area schools as part of this project.
- Implement a flight tracking system to identify the flight paths of commercial and Air National Guard planes so any significant impacts on our schools can be identified.
- Install a noise monitoring system, similar to that for the Burlington Airport, which includes area schools, so we can assess actual noise exposure. At this time, the study will predict noise levels through computer modeling with no plans to measure actual noise levels.

Lisa Schreibersdorf

2701 Willard Avenue

Madison WI 53704

Comment 34

Comments on the Part 150 Study

I have three issues with the Noise Exposure Map Update presented at the November 15, 2022 open house at the Dane County Regional Airport.

First, I find nothing in the Noise Compatibility Planning Study that explains the source of data used to model noise from military aircraft.

Regardless of the source, it seems logical that the U.S. Department of Defense would understate performance data on military equipment, for obvious national security reasons. So why would anyone assume that the noise data used to model noise from F-16 and F-35 fighter jets is accurate?

In the real world, observers living near locations where F-35s are already based report that the F-35s are much louder than the Air Force says. Because military aircraft are louder than civilian aircraft, understating the noise from military aircraft leads to a model that understates noise exposure. Yet public policymakers are forced to rely on understated noise levels when making decisions that will affect Madison residents. If the noise from military aircraft is louder than estimated in the model, people will be subjected to the health risks associated with noise far outside the noise contours presented in the Noise Compatibility Planning Study.

Commented [PC1]: Not sure what "Update" refers to?

Second, all the modeling that has been done is based on Day-Night Average Sound Level (DNL)s.

While DNL captures one level of the noise problem, it ignores two vitally important problems.

(1) Exposure to children in schools is grossly understated. Children are not sitting in a classroom day and night. They are there for part of a day. To measure impact on Lake View Elementary or Sherman Middle Schools or any other schools or day care operations near the airport, the average noise should be calculated for the time in which the schools are in use, not at 6 p.m. or 1 a.m. A day-night average significantly understates noise exposure at schools.

(2) The models completely ignore peak noise levels. While day-night averages may be the best measure of health impacts, they do not measure the nuisance impact of loud noise. The F-16s routinely hit between 70 and 75 dB inside my condo – a mile from the runway -- with the windows closed. I lose 30 seconds or more of a conference call or Zoom meeting when an F-16 goes by. That may seem an inconsequential amount of time but consider the impact on learning at Lake View Elementary when a class of 1st Graders clasp their hands over their ears, with eyes closed, as a fighter jet screams overhead. Imagine the impact on a small business when a price quote or incoming order is misunderstood because of excessive noise.

Third, I call attention to Figure 5-7, NMAP Modeled Fixed-wing Circuit Flight Tracks.

I assume since the data is NMAP modeled that it is for *military* aircraft. I don't know where HMMH got the data used for Figure 5-7, but it's not correct. The map in the November 2022 "Noise Exposure Map Update" Figure 5-7 shows the circuit tracks going north and south along Runway 36-18. But my observations from years of living on the near east side of Madison do not match that flight path. For 30 years, I lived on Sidney Street (2 blocks west of Tenney Park) and the F-16 fighters routinely flew to the west of my house when doing circuit flights. While visiting friends in Maple Bluff I have more than once observed F-16s to the west of their house.

Dining on Tip Top Tavern's outdoor patio at North Street and Commercial, I have observed F-16s to the west. My current home is at the corner of Wheeler Road and North Sherman Avenue. When the F-16s are flying circuit routes they go west of my home. All four locations mentioned above are significantly west of the track shown in Figure 5-7. I am sure that if HMMH had asked air traffic controllers or residents of the area HMMH would find agreement with me, not the map shown in Figure 5-7.

How can the Noise Exposure Maps be accurate if the underlying data is not accurate? I do not know how the Dane County Regional Airport or Dane County citizens can believe anything else in the study when there is such an obvious mismatch between reality and material presented in the study.

I'm sure this Update cost a lot of FAA money, but that funding has been wasted because, while the study might meet the requirements of law, it fails to provide the information necessary to make good public policy decisions. Madison deserves much better.

P.S. Citation Error: On page B-40 and various other pages: "2.2 LU-2: Define "airport affected area" for purposes of implementing Wisconsin Act 136 Wisconsin Act 136, Wis. Stat. 66.31, has three key provisions".

The report appears to be referring to 1985 Wisconsin Act 136 and to Section 66.1009, Wisconsin Statutes (renumbered from 66.31 to 66.1009 by 1999 Wisconsin Act 150). I did not check to see if Section 66.1009 has been amended since it was created.

Peter Cannon
5 Cherokee Circle, Unit 202
Madison, WI 53704
608-251-1276

Julia M. Nagy

From: Peter Cannon <apcannon@gmail.com>
Sent: Monday, January 9, 2023 1:03 PM
To: Riechers, Michael; Airport Part150 Study; mayor@cityofmadison.com; #County Board Recipients; Jones.kimbery@msnairport.com; Sen.Agard@legis.wisconsin.gov; Rep.Baldeh@legis.wisconsin.gov
Subject: Fwd: Comments on the Part 150 Study
Attachments: Cannon_comments_Part_150_study.pdf

Comment 34

This Message Is From an Untrusted Sender

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Mr. Riechers:

On looking at the final Dane County Regional Airport Part 150 Update I find that the comments I submitted on November 16, 2022 were not included in Appendix D-2.

This is particularly odd because it's obvious that someone read my comments as a confusing citation to 1985 Wisconsin Act 136 was partially corrected. (It would have been nice if Footnote 19 on Page 4-3 had included the current statute citation (Section 66.1009, Wisconsin Statutes) so that someone could read it without finding the 1985 session laws.) It's clear that whoever corrected it didn't really understand my comment (and couldn't be bothered to find someone who would).

I find my missing comment and poorly corrected citation are a clear indication that the entire update was to check off a requirement and get on with the project, that no one really cared about citizen comments. Being a good neighbor takes more than starting a report by saying "Dane County is committed to being a good neighbor".

I'm very disappointed in the Airport and the consultants you hired to conduct the update.

Peter Cannon
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Madison, WI 53704
608-251-1276

----- Forwarded message -----

From: **Peter Cannon** <apcannon@gmail.com>
Date: Wed, Nov 16, 2022 at 7:03 PM
Subject: Comments on the Part 150 Study
To: <part150study@msnairport.com>
Cc: <mayor@cityofmadison.com>, <allalders@cityofmadison.com>, <county_board_recipients@countyofdane.com>, <Jones.kimbery@msnairport.com>, <cdjenkins@madison.k12.wi.us>, <board@madison.k12.wi.us>, <Sen.Agard@legis.wisconsin.gov>, <Rep.Baldeh@legis.wisconsin.gov>, <govinfo@wisconsin.gov>

Comments on the Part 150 Study

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