



Dane County

Minutes - Final Unless Amended by Committee

Airport Commission - Noise Abatement Subcommittee

Consider:

Who benefits? Who is burdened?

Who does not have a voice at the table?

How can policymakers mitigate unintended consequences?

Wednesday, November 20, 2019

5:30 PM

Robert B. Skuldt Conference Room at the Airport

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A. Call To Order

Present 3 - WILLIAM HAIGHT, Chair PAUL RUSK, and MAUREEN McCARVILLE

B. Introductions

Subcommittee Chair Rusk called the meeting to order at 5:30pm

Airport staff in attendance: Jones; Jensen; Meyers; LeGore; Wright; Junik; Dorn; Ladell

Technical Advisor Group Members in Attendance: Larry Darling FAA-MSN, ATCT; Lucas Sivertson, Army Aviation; Doug Helvison; Army Aviation

Members of the Public as indicated on the sign-in sheet: Dennis O'Loughlin; Dan Coyne; Anne Tigan; Finn Ryan; Karen Miskimen, Tenney-Lapham Neighborhood; Monty Clifcorn; Cathy Clifcorn; Laurel Sampson, Northside and Andrea Ritlad, Atwood Neighborhood; Luke Newsome

Chair Rusk introduced himself, the members, staff and asked attendees to introduce themselves.

Rusk explained that the format of the meeting would be informal and that the meeting is held voluntarily to continue the good communication among all of the vested parties regarding noise at the Airport.

C. Review and Consideration of Minutes

1. [2019 MIN-077](#) AIRPORT NOISE SUBCOMMITTEE MINUTES APRIL 30 2019

Attachments: [2019 MIN-077](#)

The minutes were not acted on as they have already been reviewed and approved by the full Airport Commission on 6/19/2019.

D. Report on Items from Previous Meetings - None

E. Review of Noise Complaint Activity

[2019](#) NOISE COMPLAINT ACTIVITY REPORT NOVEMBER 20, 2019
[PRES-104](#)

Attachments: [2019 PRES-104 NOISE POWER POINT PRESENTATION](#)

Airport Noise Abatement/Environmental Officer, Lowell Wright presented a power point review of the Noise Complaint Activity from the 6 month period April, 2019 through September, 2019.

Air carrier movement remained unchanged; Military movement was down likely due to the Air National Guard being on deployment; and General Aviation was down likely due to construction.

Overall, annual Aircraft Operations are down even while passenger enplanements are at a record high due to the increase in air carrier operations and larger aircraft being used this year. Aircraft operations by type was shown on a graph over the last several years. Military and General Aviation have been pretty level, but the major air carrier movement is down, again, due to the larger aircraft that carry 60 or more passengers. The trend for smaller, regional planes is going back to the newer, larger, higher capacity, quieter, aircraft.

Complaints by Aircraft type do not include calls that go directly to the military and not the Airport's noise line. A member of the public asked why that was the case. Director Jones mentioned that there is a link from the Airport's Noise webpage directly to the military's. Jones added that the numbers could be skewed if they were over-reported, or reported twice, once to the Airport and once to the Military.

A graph with complaints by households showed the most were from Madison, one household in DeForest called 359 times. A total of 82 household complained during the last 6 month period.

F. Review of Noise Abatement Procedures

Noise Abatement Procedures were explained by Wright. Copies of the procedures were available to all at the meeting.

G. Discussion of Noise Related Concerns and Audience Questions

Please see Item I. Public Comment on Items not on the Agenda

H. Review of Noise Audit Results

Wright presented the review of Noise Abatement Compliance Audit.

He explained that the wind is a major factor on which direction an aircraft lands and that accounts for additional noise complaints.

He added that for a 6 month period there was construction that affected the direction of landings.

Wright presented the average hourly operations and noted that commercial carrier delays would be the only reason noise would be reported after 1am or 2am. Most departures and arrivals are complete by midnight and resume at 5am.

Information provided from the Madison Air Traffic Control Tower was graphed indicating landing and departures by runway.

Mr. Wright thanked all attendees and asked if there were any further questions.

Chair Rusk thanked everyone for their attendance at the meeting.

I. Public Comment on Items not on the Agenda

Discussion ensued on items not on the agenda. A citizen asked why there was no representation from the Air National Guard's (ANG) 115th Fighter Wing at this meeting to discuss the F35s potential beddown in Madison.

Director Jones replied she couldn't account for why they weren't in attendance tonight but that they continue to publicize irregular departures and deployments and other relevant activity, on their website and usually do attend these meetings.

Another citizen member asked how many houses would be eligible to participate in avigation easement program if the F35s come to Madison.

Jones replied that several homes could be affected but not to quote her as the studies are not complete and additional studies will be done prior to the final determination of noise/environmental impact. She added it is too early and steps will be put in place to address the issue. The final "recommendation of determination" is due sometime by February or March from the Secretary of the Air Force.

Another citizen asked by why are the F16s continuing to fly on school days.

Jones suggested that citizens continue to call Lowell Wright and the Airport's Noise Complaint phone line. She added that the guard takes note of such matters and usually addresses such concerns. Most recently the complaint of the loud, early morning Federal Express Aircraft has gotten better as a result of complaints. Some reports indicate that the F35s have a lower frequency noise than the F16s.

A citizen member brought up the fact that if we hold the land lease with the ANG, then why can't we control some of the negative activities that have been recently reported about them. Jones reported that the lease is very old, but that the Airport has always acted cooperatively with the ANG and that they are certainly held accountable and have to follow all laws and other standards and that they are not immune to accountability for their actions.

After a brief question and answer period, Jones concluded and announced the following:

There will be several meetings once a Part 150 Noise Study is done. In addition, once the final noise contour maps are complete, the situation will be revisited and a plan will be put in place. On the state level, a bill for mitigation funds has already been introduced.

Jones reminded the public of the positive activities by the Airport. The Airport is not on the tax rolls and is self-sufficient. We have a solar panel field pending and we currently use alternate fuel vehicles.

Lastly, we will wait to see the final report and continue to work cooperatively with the guard, Federal Aviation Administration and local and state government to mitigate noise and impact to the extent possible. The F35s wouldn't arrive until 2023 and therefore there will be time to plan.

Jones continued that citizens should continue to report noise incidents. As the process continues for the potential beddown of the F35s, the Airport's webpage and the ANG's webpage will be updated.

J. Such Other Business as Allowed by Law

There was no other business as allowed by law.

K. Adjournment

A motion was made by Cmsnr. Haight, seconded by Supervisor McCARVILLE to adjourn. Motion carried by a voice vote. The meeting adjourned at 6:18pm.

[2019](#) REGISTRATIONS/SIGN IN SHEET NOISE SUBCOMMITTEE 11 20 2019
[RPT-431](#)

Attachments: [REGISTRANTS & SIGN IN SHEET 11 20 2019 NOISE SUBCOMMITTEE](#)

Minutes respectfully submitted: Paul Rusk, Noise Abatement Subcommittee Chair
PR:cjl

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Airport Administrative Office - Christine Ladell (608) 246-3381 or Call WI Relay 7-1-1