

**MINUTES**  
**DANE COUNTY AIRPORT COMMISSION**  
**NOISE ABATEMENT AND TECHNICAL ADVISORY SUBCOMMITTEE**  
**Wednesday, November 2, 2011 at 5:30 p.m.**  
**Robert B. Skuldt Conference Room**

Subcommittee Members Present: Rusk

Technical Advisory Members Present: Col. Erik Peterson, 115 FW ANG  
Ricky Young, FAA  
Lt. Col. Steve Kensick, 115 FW ANG  
CW4 John Tomblin, 147 AVN BT ARNG

Staff Present: Livingston, Jensen, Butcher, Wright, McHenry, Davis  
Other Officials: Sally Probasco, Chair, Airport Commission  
Supv. Melissa Sargent, District 18

Guests Present: Brig. Gen. Joe Brandemuehl, 115 FW ANG  
Col. Pat Volk, 115 FW ANG  
Melanie Foxcroft, SASY Neighborhood  
Rachel Fazel  
Colin Maitland, AOPA/Capitol City Flyers  
Victoria Straughn  
Dean Morse  
Elizabeth Covington  
Mary Jo Walters  
Tim Wong  
Corey Campbell, Delta Airlines  
Olga Cnare, Delta Airlines

- I. Introductions.  
Chair Rusk called the meeting to order at 5:35 p.m. and introduced committee members, staff and Technical Advisory members. Chair Rusk also had guests introduce themselves.
- II. Public Comments On Items Not On This Agenda.  
None.
- III.-V. Review of Noise Abatement Procedures, Review of Noise Complaint Activity. Review of Noise Audit Results.  
Noise Abatement and Environmental Compliance Officer, Lowell Wright, presented a review of the Noise Abatement Program and Noise Complaint Activity for the past six months. 86 complaints from 32 callers, total aircraft movements were down 14.3% as compared to the past six months. Noise audit review results indicate 99.93% compliance rate. 86 complaints as compared to 122 noise complaints from the same reporting period last year.
- VI. Communication of Staff Including Any Items From Last Meeting.  
None.

VII. Discussion of Noise Related Concerns and Audience Questions.

**Questions/Answers Following Power Point Presentation**

**Question:** A question was asked regarding the 50% increase in the projected UH-60 Blackhawk helicopter operations in comparison to the last reporting period.

**Answer:** During the last reporting period, the 147<sup>th</sup> AVN BT was deployed to Iraq and has since returned home. Flying operations will return to the same number of routine training flights as prior to their deployment.

**Question:** A question was asked regarding the decibel levels generated by the UH-60 Blackhawk helicopters.

**Answer:** The decibel level in the cockpit is approximately 108 db. At an altitude of 1500 feet AGL, the db level on the ground is approximately 55 db which equates to normal conversation.

**Question:** What is the normal flying schedule for the 147<sup>th</sup> AVN BT flying the UH-60 Blackhawk?

**Answer:** Maximum of four (4) helicopters flying three (3) times a day during the work week.

**Question:** Normal Flight schedule for the 115 FW flying F-16s.

**Answer:** Four to six aircraft flying twice a day. First set of flights take off at approximately 9:00 a.m. landing around 10:30 a.m., second set takes off at approximately 1:00 p.m. landing at around 2:30 p.m.

**Question:** What does the military pay the airport under the lease agreement?

**Answer:** The military does lease some property from the airport for \$1.00 and owns several parcels as well. The lease agreement expires in 2050.

**Question:** Referencing a recent F-16 crash in Central Wisconsin, what is the risk to neighborhoods near the Airport of an F-16 crash?

**Answer:** The F-16 that crashed in Central Wisconsin was due to an engine failure. The aircraft is equipped with an emergency power unit to provide the pilot control of the aircraft in the event of an engine failure. The glide ratio of an F-16 is one mile per 1,00 feet of altitude. Typically, the F-16s enter the airport's airspace in the overhead pattern to land at 1,500 feet AGL and should be able to glide to the runway if the engine failed near the airport.

**Question:** The airlines seem to be flying directly over Hudson Avenue more than normal instead of offsetting their final approach.

**Answer.** This could be due to air traffic control reasons in conjunction with the Madison Air Traffic Control Tower de-conflicting aircraft activity at Morey Airport in Middleton, Blackhawk Airport to the

east and possibly parachute jumping activity to the northeast. Other factors would be aircraft being cleared for a visual approach to the Airport versus staying on the Instrument Landing System (ILS) approach which guides aircraft over the Hudson Avenue area.

VIII. Old Business  
None.

IX. New Business.  
None.

X. Adjournment.  
The meeting adjourned at 7:05 p.m.

Respectfully submitted,

Paul Rusk, Chair  
Noise Abatement Subcommittee