

MINUTES
AIRPORT COMMISSION
NOISE ABATEMENT AND TECHNICAL ADVISORY SUBCOMMITTEE
Thursday, April 28, 2011
5:30 p.m.
Robert B. Skuldt Conference Room

Subcommittee Members Present: Rusk, Haight, O'Brien

Technical Advisory Members Present: Col. Peterson, 115 FW WI ANG
Lt. Col. Kensick, 115 FW WI ANG
Dan Hoke, FAA

Staff Present: Livingston, Jensen, Butcher, Wright, Juffer
Other Officials: Supv. Sargent, Supv. Schmidt, Brig Gen
Brandemuehl

Guests Present: Anne Rodgers-Rhyme, Twink Jan-McMahon,
Melanie Foxcroft, Tim Wong, Mary Jo Walters,
Colin Maitland

I. Introductions.

Chair Rusk called the meeting to order at 5:30 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.

Chair Rusk opened the floor for public comments. Several members of the audience expressed concern about their observance of noise over the last six months.

III.-VI. Review of Noise Abatement Procedures, Complaint Activity, Review Noise Audit Results, and Review of Noise Contours.

Director of Operations and Safety, Tim Butcher, presented a review of the airport's noise abatement procedures and noise complaint activity for the past six months reporting a total of 20 noise complaints from 13 callers. Total aircraft movements are down by 13% as compared to the same time period last year. A review of the noise audit results indicated a 99.73% compliance rate. There were 20 noise complaints as compared to 19 noise complaints from the same reporting period last year.

Some members of the audience had questions on the military procedures for takeoff and arrivals in the Madison area. Brig Gen Brandemuehl provided information on the Air National Guard's (ANG) procedures to mitigate noise.

The review of the noise presentation was followed with a question/answer session with the audience. The questions and answers below are incorporated as part of these minutes.

Questions/Answers Following Power Point Presentation

Question: *When F-16 aircraft are taking off to the south, with afterburners, what is the decibel level subjected to east Madison?*

Answer: *The 2008 updated Noise Exposure Maps (NEM) for Dane County Regional Airport (DCRA) incorporated the Integrated Noise Model (INM) with F-16 afterburner departures to produce noise contours.*

The INM is an approved methodology for developing NEMs at airports. This program is developed by the FAA and is the standard model for computer analysis of aircraft noise. The INM produces Day/Night Average Sound Level (DNL) contours, which represent the average noise exposure over a 24-hour period.

(The DNL is an a-weighted decibel scale. There is not a direct decibel level with the DNL Matrix.)

The Airport will work with the ANG to provide further data.

Question: *Are there Federal standards for decibel levels equating to health concerns? What is the decibel level acceptance per household? Sometimes the level interferes with daily activities, could damage hearing, and could scare animals. Averages are not peak noise. I think afterburners over a neighborhood is unacceptable.*

Answer: *FAA requires airports to use industry standard DNL NEMs. Airport staff will try to provide what decibel level is subjected to the Milwaukee Street area during a single event, F-16 (afterburner) departure to the south.*

The FAA policy guidance for noise abatement and mitigation is measured from the NEM. Accepted methodology for aviation include the DNL contours. The 65 DNL contour is the Federal criteria level for noise mediation. Currently, the 65 DNL is on airport property. The data assumptions for the INM include F-16 departures in afterburner.

Question: *How often do F-16's take off to the south?*

Answer: *The Air National Guard (ANG) departs to the north and arrives from the north 92 to 93% of the time, and depart to the south and arrive from the south 7 to 8% of the time. The ANG is able to achieve this high percentage of compliance due, in part, to the F-16's ability to accommodate a 10 knot tailwind component, as opposed to the airline's ability to accommodate only a 5 knot tailwind component. This data has been tracked by ANG for the past 20 years.*

Question: *When does the Guard fly?*

Answer: *Normally, the flight operations are Monday through Friday, with 6-8 aircraft departing around 8:50am and 12:50pm. Due to training requirements, there are infrequent times when evening and nighttime flying operations take place. The ANG understands the impact of flying at night and keeps it at a minimum.*

Question: *On the Airport website there is no mention of a military presence at the Airport. Can you update the info or put up a link? How long has the military been at the Airport?*

Answer: *DCRA does provide a link to the military operations on the airfield. The Air National Guard began flying at DCRA in 1948.*

Question: *Who is the military at the Airport?*

Answer: *The Air National Guard 115th Fighter Wing, with 20 based aircraft and approximately 1200 employees. The Army Guard 147th Aviation Battalion is also based at DCRA and fly the UH-60 Blackhawk helicopter.*

There are also transient military operations at DCRA. These are military aircraft that may be flying from one base to another and have to stop in Madison for fuel. Not all military operations at DCRA are based at MSN. The pilots of these transient operations are required to confirm they have acknowledged they know MSN has noise abatement procedures in effect.

Question: *What is the military flying purpose?*

Answer: *The 115th Fighter Wing's schedule is designed to maintain pilot proficiency. Not all pilots are full time military pilots. There are approximately 30-32 pilots who average 6-8 flights per month. These requirements are standard Air Force requirements.*

Question: *I live in Monona, directly under the approach path. Why is it some days the aircraft are louder than others?*

Answer: *Aircraft arriving at DCRA from the south usually fly a 3-degree approach path. The navigational marker in Monona is where aircraft are to be 1900' above ground level. The most significant contributor to fluctuations of aircraft noise would be meteorological conditions (i.e. cloud cover, wind, temperature).*

Comment: *I would like to thank the Airport staff and persons at this meeting. I would encourage more communications with neighbors. It will benefit everyone. I again encourage more communications and thanks for the forum.*

DCRA Response: *The Airport's Director of Operations and Public Safety, Tim Butcher, offered to attend neighborhood group meetings. DCRA also has a Director of Marketing and Communications, Brent McHenry, who is available for questions or concerns.*

Comment: *I received an email from Marsha Rummel and was requested to represent her tonight at this meeting. She did not have any concerns at this time.*

Comment: *I like to this forum and look forward to further development of communications among the military, airport and neighbors.*

- VII. Report of Chair.
Chair Rusk thanked the FAA, 115FW, and airport staff for their efforts in reducing aircraft noise. Chair Rusk also thanked the guests for their inputs.
- VIII. Communications of Staff.
None.
- IX. Old Business.
None.
- X. New Business.
Supervisor Sargent thanked all who attended. She advised north side residents appreciate a notice when afterhour's deployments take place. Communications of infrequent aircraft operations among the military, Airport, and neighborhood's is encouraged.
- XI. Adjournment.
Chair Rusk adjourned the meeting at 6:40 p.m.

Respectfully submitted,

Paul Rusk, Chair
Noise Abatement Subcommittee