Appendix Six

RESPONSE TO COMMENTS

From: Kim Berry [kberry@mitchellairport.com]
Sent: Wednesday, October 31, 2007 9:08 AM
To: Ryk Dunkelberg
Subject: p150 comments

From: Debbie Salmon [mailto:debsalmon@sbcglobal.net]
Sent: Wednesday, October 31, 2007 12:18 AM
To: info@mitchellairport.com
Subject: My Comments

I've been to your meetings and have been told point-blank that there was no hope of our home being included in your project. I realize I have to accept your decision but will take this final opportunity to express my disappointment. I feel invited to do so after reading your last newsletter.

Our house is excluded from your plan by about 100 feet or so. Yet, airplanes go right over our house, with the following results:

- **Our windows just about rattled right out of the frames, and we had to replace them this year, to the tune of $14,000**
- **We tried and had to give up on satellite TV, because every time a plane went overhead, our TV blacked out**
- **When the humidity is just right, we can see the exhaust/fumes falling from planes overhead, and know that we will never open our windows again for "fresh" air**
- **We can NEVER sit out on our patio with friends and family and finish a topic of conversation without having to pause and wait for the deafening noise of a plane -- or several planes in a row -- to pass.**

If you were to park in front of our house as planes were going overhead, you couldn't possibly justify saying that our house does not meet the requirements as proven by your computerized tests and expect us to believe it.

You may say that we surely knew all of this before we bought our house, but the answer would be "absolutely not." We were led to believe that we were part of your plan, and, regardless of that fact, had no idea how much the air traffic would affect our lives. You can't drive past a house with a "For Sale" sign in front and be fully aware of something like that.

If anyone has read this, thank you for your time.

Debbie Salmon
6044 South 21st Street
Milwaukee, WI 53221
282-8505 (home)
296-8521 (work)

From: Kim Berry [kberry@mitchellairport.com]
Sent: Tuesday, October 30, 2007 3:33 PM
To: Ryk Dunkelberg
Subject: FW: complaint letter

From: PR [mailto:pr@mitchellairport.com]
Sent: Tuesday, October 30, 2007 3:28 PM
To: Kim Berry
Subject: FW: complaint letter

From: Roncudahy@aol.com [mailto:Roncudahy@aol.com]
Sent: Tuesday, October 30, 2007 2:23 PM
To: info@mitchellairport.com
Subject: complaint letter

October 27, 2007

Dear AIRPORT PERSONNEL and/or TO WHOM IT MAY CONCERN

I am writing this letter to register my complaint regarding air traffic concerns in my area.

I have made numerous complaints and telephone calls about the air-planes flying (at times very low) over my house and violating my air space.

I was unable to attend the recent Public Information Workshop held Oct. 18th at the Best Western Hotel because of previous commitments of which I had to be in Cincinnati, Ohio.

The airplanes fly over our property on most days. Mainly incoming flights which at times are as early as 4:30 A.M. which wake me up and am unable to get back to sleep when there is a constant amount of air traffic of incoming flights.

Besides the loud noises from the airplanes, there must be other health concerns regarding other types of air pollution.

I received information from airport personnel showing the computer generated incoming and outgoing flight tracks of the airplanes on two different mailings and these are absolutely incorrect. The planes definitely fly over my property and many of my neighbors versus the mailing shown.

I requested numerous times to speak with Kim Barry and Scott Schuh regarding some of my concerns and all I get is there voice mailbox which states that they will return my call. I am still waiting for telephone communication from them. I receive a generic letter semi-monthly from Scott Schuh in which he writes, "If our research shows that an aircraft has deviated from these procedures for reasons other than safety or weather, we will follow up with the appropriate aircraft operator", this sure seems like a lot of B.S.

If not considered to be included in the HOPP Program I may consider taking other types of action against your facilities if airplanes continue to violate my air space.

A VERY DISGUSTED Airport Neighbor,

Ronald H. Marks
3762 E. Somers Ave.
Cudahy, Wisc. 53110

October 28, 2007

General Mitchell International Airport
Attn: FAR Part 150 Study Update
5300 S. Howell Avenue
Milwaukee, WI 53207-6156

Dear Milwaukee County Supervisors:

We are writing this letter in response to the boundaries of the Part 150 Noise Study. After looking at the map and living directly under the flight path of the airplanes, we would like you to extend the most eastern recommended sound insulation area one entire block east to Lake Drive in Cudahy. The people that live on the 3900 blocks of Pulaski to Somers Avenues have just as much noise interference as those on the 3800 blocks.

First off, our windows also shake and rattle as large planes go over. Secondly, we often must silence and interrupt our conversations whether on the phone or in person, between 15-30 seconds as planes descend or ascend from Mitchell Field. Lastly, we have to crank up the volume on our televisions just so we can hear our programs. The sound is sometimes loud enough to miss entire sequences even with the increased volume. I invite you to watch your favorite evening programs only to have crucial words eliminated by the 10-15 seconds of roaring noise repeated every 7-10 minutes for an hour or more sometimes on a daily basis.

Please consider expanding your recommendation for sound insulation to the 3900 blocks from Pulaski Avenue to Somers Avenue in Cudahy.

Sincerely,

Weinie Glejf
3929 E. Somers Avenue

David K Peerenboom
3935 E. Somers Ave

Dale Montalto
3951 E. Somers Ave.

Mark G. Domkowski
3957 E. Somers.

Glen Putney
3925 E Somers Ave

LAWRENCE FELLIN
3651 EAST CARPENTER AVENUE
CUDAHY, WI 53110
414 769-0506

FACSIMILE TRANSMITTAL COVERSHEET

DATE: OCTOBER 31, 2007 TIME: PM

TO: KIM BERRY

COMPANY: FAR PART 150 NOISE COMPATIBILITY STUDY
GENERAL MITCHELL INTERNATIONAL AIRPORT

FAX #: 747-4525

FROM: LAWRENCE FELLIN/STEPHANIE KIEL

OF PAGES: 2 (Including this coversheet)

COMMENTS: RE: STUDY ON AIRPORT NOISE

WEDNESDAY
OCTOBER 31st, 2007

LAWRENCE FELLIN
3651 EAST CARPENTER AVENUE
CUDAHY, WI 53110

RE: FAR PART 150 NOISE COMPATIBILITY STUDY

GENERAL MITCHELL INTERNATIONAL AIRPORT
ATTN: FAR PART 150 STUDY UPDATE
5300 S. HOWELL AVENUE
MILWAUKEE, WI 53207-6156

TO WHOM IT MAY CONCERN:

SINCE I WAS NOT ABLE TO ATTEND THE PUBLIC INFORMATION MEETING CONCERNING AIRPORT NOISE IN RESIDENTIAL AREAS SURROUNDING THE AIRPORT, I AM WRITING TO REQUEST INFORMATION ON MY ELIGIBILITY AND TO COMMENT ON MY SITUATION.

I CURRENTLY OWN A DUPLEX ON THE SOUTH SIDE OF CARPENTER AVENUE, (3651 EAST) AND HAVE OWNED THIS PROPERTY SINCE APPROXIMATELY 1995. I HAVE BEEN A LIFELONG RESIDENT OF CUDAHY FOR 48 YEARS.

IN MY OPINION THE NOISE LEVEL FROM PLANES ON MY BLOCK IS VERY NOTICABLE AND UNSETTLING AS THE PLANES FLY LOW AND ALMOST DIRECTLY OVERHEAD AS THEY APPROACH TO LAND. DURING THE SUMMER MONTHS WHEN THE AIRPORT IS BUSY AND MY NEIGHBORS AND I ARE OUTSIDE, IT BECOMES VERY ANNOYING AND ALSO DISTURBS OUR HOUSEHOLD'S ATTEMPT TO RELAX AND REST IN THE EVENING.

I RESPECTFULLY ASK TO BE CONSIDERED FOR SOME TYPE OF NOISE REDUCTION AND WOULD LIKE ANY INFORMATION ON WHAT IS BEING DONE, & WHAT OPTIONS I MIGHT HAVE FOR NOISE IMPROVEMENTS ON MY HOME OR AIRPORT PLANS FOR LESS TRAFFIC IN MY AREA.

I LOOK FORWARD TO HEARING FROM YOU REGARDING THESE CONCERNS.

THANK YOU FOR YOUR ATTENTION TO THIS IMPORTANT MATTER THAT IS OF CONCERN TO MY NEIGHBORHOOD AND OUR COMMUNITY.

REGARDS,

Lawrence Fellin

LAWRENCE FELLIN

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
(FAR) PART 150 NOISE COMPATIBILITY STUDY
4rd PUBLIC INFORMATION WORKSHOP / PUBLIC HEARING
October 18, 2007

COMMENT SHEET

Name: James Baker

Address: 4640 S. Quincy Ave., Milwaukee, WI 53207

Phone: 744-0283

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below:

As an interested party, I must insist that noise exposure maps being submitted to the FAA be based on current conditions at GMIA. In addition, the five year projection noise exposure map should be for the year 2112, not 2009 [per FAR 150.21(a)].

It is my sincere desire that those reviewing the documents that make up this Noise Compatibility Study be especially vigilant when doing so. Attached are a few examples that need to be examined.

(Use reverse side if needed)

Milwaukee County's General Mitchell International Airport
(FAR) Part 150 Noise Compatibility Study
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

A Terminal Area Forecast of 3%/yr was used, but 2004 had a 17% higher passenger count. 2005 was about 9% greater than 2004. 2006 appears to be slightly above 2005's count. The net gain in passenger count is much larger than the 3% TAF. Higher passenger counts usually translate into more aircraft operations. Historical operations and passenger counts bear this out. The Consultants noise contour predictions therefore do not follow historical patterns, makes unrealistic assumptions, and uses what appears to be errenous data as evidenced by the examples below:

EXAMPLE 1: One of the portable noise monitoring sites was located at 4401 S. Lenox. One days' worth of noise data was collected. It showed that a total of 55 operations took place during the entire 24-hour period of June 4, 2003. Scheduled "air carrier" operations for 2003 were 177,756 – that's over 480 per day (this does not include military, cargo, or GA operations). The runway of main concern for 4401 S. Lenox is 1L/19R, which happens to be the preferential runway and the "noise abatement runway." After 10 p.m. and until 6 a.m. most all operations are switched to these runways. The 10 decibel nighttime penality should come into play here, since according to the "Fleet Mix Detail" (Working Paper D, Table D7 on page 26) more operations take place at night (320) than during the day (303). Whether planes are on a north or south heading, when taking off they will be heard at this site. The possible exception would be a landing from the south onto 1L if reverse thrust wasn't used.

EXAMPLE 2: When comparing the measured Ldn at the Lenox St. monitor (M01) and the measured Ldn at the Oklahoma Ave. monitor (NMS05) we can see an obvious disparity. Lenox St. is approximately 1500 feet west of the centerline of runway 1L/19R and recorded an Ldn of 62dB while the Oklahoma Ave. site, almost 2 miles from the runway end, recorded a much louder Ldn of 66 dB.

By looking at the shape and size of the noise contour at its northern boundaries, adjustments were apparently made. The louder site 2 miles away was not within the 65 Ldn contour, but the site 1,500 feet away was on its edge. Adjustments cannot be made to the collected data because then the data itself would be rendered useless. The adjustments had to have been made to the INM input – thus affecting the output – that is the shape, size, and location of the noise contours.

In Working Paper D, page 47 it is stated: "Field noise measurement allowed adjustment to be made to the INM model to more accurately reflect actual fleet and meteorological conditions in Milwaukee." And elsewhere in the documents: ". . . the primary purpose of the measurements was not to measure DNL, but to measure the single event noise levels that can be used to validate the INM modeling." It is obvious that the INM output did not match the measured DNL. If it had, the Oklahoma Ave. site with a measured DNL of 66 dB would be included in the 65 Ldn contour. It is not. This is difficult to fathom.

EXAMPLE 3: Another irregularity was found for the Lenox St. site. The Consultants had monitored a single noise event from a Boeing 717 taking off on runway 1L. The event was recorded as it passed the Lenox St. location which is approximately 1500 feet west of the extended centerline of runway 1L. An illustration was included in "Working Paper 3, Section 1, page 45" depicting a Midwest Airlines Boeing 717 (FAA Noise ID BR715) taking off on runway 1L and registering 67.1 dBA as it passed site M01. When comparing FAA's NDP database to the information shown on the illustration we find an obvious, and very serious understatement of noise at this site. In addition, for this same operation, I have recorded noise levels of 74-80+ dBA at a distance of 2500 feet west of runway 1L. If readings from this site are in error, then others are probably in error as well.

The Consultant's prediction shows about a 6% decline in air carrier operations between 2005-2009 and, in the same period, an over 200% increase in general aviation ("air taxi") aircraft operations. Air carrier planes are the largest and the loudest operating at the airport. A sizable amount of these planes are hush-kitted DC9's and MD80's (over 90 per day). General aviation aircraft are generally smaller and less noisy. Also, larger planes must follow established flight paths into and out of the airport. Smaller planes, as I have been told, can be scattered all over as soon as they are airborne. This, in effect, spreads the noise over a much larger area. By the very nature of noise averaging, the noise from these smaller planes wouldn't be a factor. The Consultant's 2009 noise level prediction, and consequent generation of noise contours, is apparently based on the assumption that many smaller planes will be spread out over a larger area. This speculation would, of course, reduce the future noise contour. I have not found any evidence to support this assumption.

The FAA's Area Equivalent Method may be used to determine (in square miles) the 65 DNL area. It may be used before and after the INM analysis. According to the FAA's AEM Users Guide: AEM is most often used prior to INM analysis to determine if the INM is required for the specified type of changes, but it can also be used after initial INM evaluation in certain circumstances to refine analysis.

If the AEM was run it must have provided reason to proceed with the more expensive INM analysis. Indeed, this must have been the case because when running the AEM with the data from "Fleet Mix Detail" (Working Paper D, Table D7, page 26) the result is an area of 13.3 square miles (8,483 acres) within 65 DNL. Somehow that area was pared down to just 2,620 acres with no apparent changes to the fleet mix.

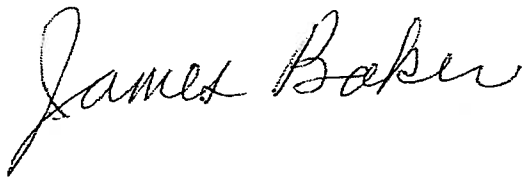
CONCLUSION:

By closely examining the results of the Working Documents I have found a few examples that need a more thorough explanation. Those examples can only cause a reasonable person to believe that this study is flawed and should not be considered by Milwaukee County government as a representative example of existing and future airport noise levels. Approval of this study as it stands to date would be, in my estimation, not only a travesty, but an injustice.

The previous Part 150 study (approved by the FAA in 1995) had proved to under-estimate noise levels in the northern, heavily populated side of the airport. I had written to the FAA and County Supervisors to inform them that actual conditions did not coincide with the predictions made. I believe I am seeing the same mistakes being repeated. For example, in 2006 there were approximately 35,000 more commercial operations than in 1995, yet the noise contour being presented to the public shows a smaller area. Fewer homes would be eligible for noise mitigation relief.

In addition, Milwaukee County only saw fit to provide relief to the 70 Ldn contour plus a 1.5 Ldn "buffer" (68.5 Ldn total). People in this area have been denied relief from the impact of airport noise for too long. It would appear that this study, as presented, would deny relief again.

At the beginning of this process I had stated that all I wanted was a fair and accurate assessment of airport noise levels in our community. From all that I have seen to date, this study has failed to do that.



October 27, 2007

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I was unable to attend the recent Public Information Workshop held Oct. 18th at the Best Western Hotel because of previous commitments of which I had to be in Cincinnati, Ohio.

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A VERY DISGUSTED Airport Neighbor,

Ronald H. Marks

Ronald H. Marks
3762 E. Somers Ave.
Cudahy, Wisc. 53110

October 30, 2007

Kim Berry, Noise Program Manager
Gen. Mitchell Int'l Airport
5300 S. Howell Ave.
Milwaukee, WI 53207

Dear Ms. Berry:

My name is Diana Bagley and I'm the homeowner at 3476 S. Brust Avenue, Milwaukee, Wisconsin, 53207. When we met at the Public Information Workshop on October 18, 2007, it was brought to both of our attentions that my home was inaccurately represented as a "completed parcel" on the exhibits. The noise mitigation work hasn't been completed on my home, though it is eligible per the qualifications for the Sound Attenuation 1993 Program and the Proposed 2009 Sound Insulation Eligibility Boundary.

The previous owner of my home accepted $2,500.00 to opt out of the sound mitigation program in exchange for an Avigation Easement with the Airport. When we spoke on October 18, you mentioned that I should have the opportunity to "buy back into" the program, by paying back the money that the previous homeowner accepted when she opted out, plus any administrative costs associated with the process. This option is also detailed on your website, on page I.28 of Working Paper Seven.

In addition, MelissaKaye Shekoski, a Representative for Supervisor Nyklewicz's office, informed me that she contacted you directly regarding my situation earlier this month. She advised that I write you personally to officially state my interest in "buying back in" to the Part 150 Noise Mitigation Program. She also said that because my parcel is already in an eligible location for soundproofing, that my comment did not have to meet the October 31, 2007 deadline. However, I did send something over email on October 30.

In order to be eligible for the next round of soundproofing through the Part 150 Noise Mitigation Program, I would like to opt back into the program, and pay the associated costs with the opt in process.

I sincerely appreciate that the option to opt back in to the Part 150 Noise Mitigation Program is being offered to me, and am eager to work with both you and other Airport officials. Please let me know if there is any additional information I should provide in order to get the ball rolling. I can be reached via email at dbagley@hyc.com or by phone at (414) 630-0569.

Best regards,

Diana Bagley, Homeowner
3476 S. Brust Ave., Milwaukee, WI 53207

11/7/07
Noise Advisory Committee
Ryk Dunkelberg

As was suggested at the Noise advisory meeting last Tuesday, 10/30/07, I am formally submitting my proposal to review and change as necessary, the policy of using 1L19R as the designated night time noise abatement runway.
My purpose in doing this is to be thorough regarding the 150 update as well as equitable about sharing the noise load that I feel unfairly affects both the north side of the airport including Milwaukee and St. Francis and Oak Creek and South Milwaukee on the south end.
A few points to consider:
- When this procedure was instituted "back in the day", it was reasonable to assume that fewer people would be annoyed with night time noise considering the sparse population south of MKE in Oak Creek. However, current development has vastly altered this equation.
- Also, the increasing number of daily operations has magnified the effect of this noise.
- Couple this with newer planes banking and turning sooner over areas that are not sound insulated will certainly cause an increase of noise concerns from people who are now not as affected. Plus this negates the whole point of sound insulating if planes do not fly over these areas. I don't know about you, but I never signed an aviation easement so planes can go over my house.

I propose that during night time hours, weather conditions, type of aircraft and load, and safety should be the deciding factors when determining which runway should be used.

Bill Nowak
14th District Representative

MEMORANDUM

Date: **October 11, 2007**

From: **Ryk Dunkelberg**

To: **Airport Noise Advisory Committee**

Subject: **James Baker Noise Study Comment Sheet**

The attached comment sheet from Mr. James Baker dated June 27, 2007 was received by the General Mitchell International Airport (MKE) at the July 31, 2007 Airport Noise Advisory Committee. Explanations below address the concerns listed in Mr. Bakers comment sheet about information provided to the public at the workshop on June 27, 2007. Explanations are presented in sections that describe specific concerns.

I. Portable Noise Monitoring

The Part 150 Study Update (Study) consultant team created a noise monitoring program that involved portable noise monitoring equipment stationed at locations around the airport to supplement the permanent noise system at MKE. The following text is from Working Paper One, Section C, page C.27 of the FAA Part 150 Study Update for MKE. This document was originally published in September 2004.

> Purpose of Measurement Survey
> Measuring noise directly using calibrated and reliable monitoring devices augments computer modeling and offers several advantages over relying solely on computer modeling. While not specifically required by FAR Part 150, such programs are often very useful and productive. The noise measurement survey is an integral part of this Study; it serves to:
>
> • Identify aircraft noise levels specific to the local Milwaukee environment and unique conditions.
> • Validate the computer model using actual noise measurement data from aircraft operating at General Mitchell International Airport. Specific issues unique to the Airport include:
> o The hush-kit DC9 aircraft that operate at the airport
> o The MD80 aircraft that operate at the airport
> • Identify the aircraft and ambient noise level at representative locations around the community using a variety of noise metrics. These same locations can later be used to illustrate the changes in noise that may occur with future alternatives under consideration.
> • Give confidence to the community in the accuracy of the noise exposure contours.

> The primary goal of the measurement program for the General Mitchell International Airport Part 150 Noise Compatibility Study is the identification of the single event noise levels that can then be correlated to a variety of different aircraft types flying the different paths and procedures that are present in the Milwaukee area. Based upon this single event data and the annual operational flight data, it is then possible to calculate various different noise metrics of interest. These data can also be compared to the predicted single event noise levels incorporated within the FAA Integrated Noise Model (INM). The modeling assumptions can then be adjusted to more accurately reflect real-world conditions. With the verified noise model, it is then possible to ensure that the contours reflect real measurements and to prepare supplemental noise metrics. When it is not possible to have the contour exactly match the measurements, that difference is known.

Noise monitoring is not a requirement to complete the Study; 14CRF150 Appendix A, Part A, Section A150.1 "Purpose" describes noise monitoring in a Part 150 Study:

> Noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required by this part for the development of noise exposure maps or airport noise compatibility programs. Whenever noise monitoring is used, under this part, it should be accomplished in accordance with Sec. A150.5 of this appendix.

Noise monitoring conducted in the area around MKE was conducted to verify the noise model. The original noise monitoring was conducted in the summer of 2003. Additional monitoring was conducted in 2005 to verify the updated DNL noise contour was accurately capturing noise. The portable noise measurement data presents single event levels for recorded aircraft operations from the monitor and ambient noise levels. The noise monitoring is conducted to assess how aircraft specifically operate at MKE given topographic and meteorological features. Aircraft can perform differently at each airport; the portable noise monitoring can reveal how aircraft typically operate in the airport environs. Changes in the level of aircraft operations doesn't have a major impact on portable noise monitoring. What is important to capture are how aircraft operate on the runways. The same aircraft can operate differently depending on runway length and how it flies the published procedures for that runway.

The additional noise monitoring was conducted in 2005 since there had been major runway construction between the initial measurement period and 2005. Aircraft measurement data from the portable noise monitoring is not used as an input to the INM, therefore the daily DNL and the yearly average annual DNL cannot be compared. The DNL shown in the Working Paper for the portable noise monitoring sites is the DNL for the measurement time period, not a 12-month annual average. The DNL noise contours for this study were based on a 12-month period.

II. DNL Noise Contour Inputs

DNL noise contour results and measurement data from portable noise monitors compliment each other; neither can replace the other. DNL noise measurements are an average of noise over a 12-month period. This average takes into account each operation that occurred at the Airport, including large commercial jets down to small single engine general aviation aircraft. It includes aircraft operations that departed in each direction off every runway for a 24 hour period for 365 days. An average approximates an arithmetic mean, therefore there will be noise levels that take place that are higher and lower than the average. Single aircraft overflights can register higher than 65 dBA because it is higher than the average, which is to be expected; conversely there will be aircraft operations that register below 65 dBA.

The Integrated Noise Model (INM) is a publicly available noise program created and maintained by the FAA. This software program is not proprietary to the consultant team and can be ordered by the general public through the FAA website. Each consultant sets the parameters of the software to what it believes to be the most accurate for that airport. Using those parameters, the consultant generated the INM noise contours using the operations information from the tower and official FAA forecasts. Runway assignments for aircraft were generated from third-party radar data from Passur. This radar data provides information on aircraft runway assignment, time of day and operator. For each alternative, the parameters were changed, if necessary, to reflect changes to flight paths.

III. Forecast Data

The Study used the FAA's Terminal Area Forecast for future operations in the year 2009. This total is 234,466 annual operations. In comparison, for the existing year 2004, there were actually 214,467 annual operations.

The Study does not have final determination of which areas around the airport will receive sound insulation. The consultant team met with FAA officials and presented our suggested sound attenuation eligibility boundary. The ultimate boundary will be determined by the FAA.