



**Jackson Hole Airport  
Part 150 Noise Compatibility Study Update  
Study Input Committee Meeting  
June 11, 2014 10:00 a.m.**

**MEETING SUMMARY**

**Staff, Committee Members and Consultants Present**

Ray Bishop	Jackson Hole Airport Director
Jeanne Kirkpatrick	Jackson Hole Airport Assistant Director
Mike Dobens	Jackson Hole Airport Tower Manager
Jeff Brown	Jackson Hole Aviation
Shan Burson	National Park Service – Grand Teton National Park
Rick Braun	Citizen member
Kandice Krull	Federal Aviation Administration – by phone
John Mahoney	State of Wyoming - WYDOT
Shawn Means	Town of Jackson
Glenn Morse	United Airlines – by phone
Gary Pollock	National Park Service – Grand Teton National Park
Wayne Vandegraaff	Federal Aviation Administration
Ryk Dunkelberg	Mead & Hunt
Kate Andrus	Mead & Hunt
Paul Dunholter	BridgeNet International
Mary Vigilante	Synergy Consultants
Helen Dixon	Dixon & Company

**Meeting Summary**

The first meeting of the Jackson Hole Airport Part 150 Noise Compatibility Study Update Input Committee was held at the Jackson Hole Airport on June 11, 2014. The agenda for the meeting was as follows:

- Introductions
- Explanation of a FAR Part 150 Study Update
- Noise Metrics
- Questions/Comments

**Introductions**

Mr. Bishop made a few opening remarks stating that he will be retiring this fall and wished the Committee a successful Part 150 Noise Compatibility Study Update. He mentioned that the Committee should look at reasonable expectations since they already have a great noise program in place. Mr. Dunkelberg asked those in attendance to go around the table and introduce themselves. Kandice Krull and Glenn Morse participated by phone.

Mr. Dunkelberg gave a power point presentation that discussed the following topics. He stated that the Study Input Committee will meet approximately nine times over the next eighteen months to two years to work on recommendations for identifying and possibly reducing aircraft noise at Jackson Hole Airport.

**Who is Involved in the Part 150 Study Update?**

The following entities are involved in this Study:

- Airport Management
- Federal Aviation Administration
- National Park Service
- Aircraft Operators – commercial and private
- Airlines
- Study Input Committee
- Airport Tenants
- Surrounding Neighborhoods
- Surrounding Jurisdictions
- Airport Users
- Other Interested Parties
- Consultant Team

**Purpose of the Part 150 Study Update**

Mr. Dunkelberg stated that the Jackson Hole Airport FAR (Federal Aviation Regulation) Part 150 Noise Compatibility Study Update is an update to previous studies that have been completed going back as far as the 1980's. As with previous Part 150 Study's, this is a voluntary noise exposure and land use compatibility study that generally has a five year planning horizon and identifies and evaluates existing and future aircraft noise and land use at Jackson Hole Airport. The Study consists of two distinct but complementary elements: Aircraft Noise Exposure Maps (NEMs) and a Noise Compatibility Program (NCP).

Previous Noise Exposure Maps were last completed in 2003 and the Noise Compatibility Program was approved in 2004. That previous program allowed the Airport to comply with the terms of the Use Agreement and to receive federal funding to implement:

- Aircraft noise limit on approach; 92dBA
- Airport access plan to limit cumulative noise levels
- Web-based noise monitoring system with permanent noise monitors in the park.
- Ban on Stage 2 aircraft under 75,000 pounds (old and noisy business jets)
- Limitation on park overflights
- Voluntary curfew

Jackson Hole Airport is updating its previous FAR Part 150 Noise Compatibility Study to meet the requirements of the Use Agreement with the Department of the Interior under which the Airport operates. In order for the Airport to receive federal funding, it must

have current Noise Exposure Maps. The existing maps are now eleven years old. Since the Noise Exposure Maps were completed in 2003, there have been:

- Changes in aircraft fleet mix
- Changes in aircraft activity levels
- Updates to the noise model used for previous analysis
- New technology (NEXTGEN)

#### **Airport Sponsor Constraints/Opportunities**

Mr. Dunkelberg discussed and defined the role of the Airport Sponsor as follows:

- The Airport Sponsor must provide access to all airport users and cannot discriminate against any user, but can pass reasonable noise rules/regulations that do not affect access to the airport.
- The Federal Aviation Administration limits the Sponsor's ability to implement noise controls through the following measures:
  - Control of the aircraft in flight
  - Limited control of funding for noise mitigation
  - Control of noise emissions "at the source"
  - Limits airport Sponsor's implementation of noise restrictions
  - FAR Part 161 sets limits on this authority; however, Jackson Hole Airport has some unique circumstances such as Vision 100 – Century of Aviation Reauthorization Act (2003) which supersedes Part 161 and gives Jackson Hole Airport the authority to ban Stage 2 aircraft under 75,000 pounds.
  - Incorporation of specific noise criteria for Grand Teton National Park based on the Use Agreement with the Department of the Interior.
  - The use of supplemental noise metrics including Single Event Maximums, Time Above Ambient, Number of Events Above Ambient and Time Audible are also unique to Jackson Hole Airport.

#### **Study Input Committee Protocol**

Mr. Dunkelberg explained the following processes and procedures to be followed by the Study Input Committee:

- The Committee will act as a major resource for the Airport Staff and Consultant team in developing alternatives for the study and ultimately, recommendations for action.
- Whenever possible the Study Input Committee will attempt to reach consensus. The group will not vote on issues, as all views, not just the majority, will be considered.
- The decision making body is the Jackson Hole Airport Board.
- Members will recognize the legitimacy, interests, and opinions of others.
- When making public statements, members will not speak for the committee or for any other member.
- Committee citizen members must reside in the community they were appointed to represent.

- Members of the general public will be able to speak at the close of Committee business.

### **FAR Part 150 Study Elements**

The following elements are part of the FAR Part 150 Study Update:

- Study Mobilization
- Inventory of Existing Conditions
- Forecasts of Aviation Activity
- Existing Noise Exposure Contour
- Future Baseline Noise Contour
- Existing and Predicted Future Baseline Noise Intrusions
- Future Noise Compatibility Alternatives
- Future Land Use Alternatives
- Noise Exposure Maps
- Noise Compatibility Program
- FAA Approval

### **Steps in the Part 150 Study Update Process**

The following steps will be followed in the FAR Part 150 Study Update evaluation and analysis process:

- Inventory of Existing Conditions
- Noise Monitoring
- Generate Existing and Future Base Case Noise Contours
- Noise/Land Use Effects – Develop Feasible Alternatives
- Evaluate Feasible Alternatives
- Combine and Narrow Feasible Alternatives
- Recommend Alternatives for Implementation
- Prioritize Recommendations
- Develop Noise Exposure Maps
- Develop Noise Compatibility Study Program
- Public Hearing and Adoption
- Submit Program to Federal Aviation Administration
- Federal Aviation Administration Accepts Noise Exposure Maps
- Federal Aviation Administration Approves Noise Compatibility Study

### **Questions and Comments**

*Question:* Who monitors aircraft operations at Jackson Hole Airport?

*Answer:* The Airport monitors these operations and submits monthly and annual reports to the National Park Service on both arrivals and departures.

*Question:* Is there a noise restriction on departures at Jackson Hole Airport?

*Answer:* No. Just on approaches.

*Question:* Is there a noise limitation on park overflights?

*Answer:* Previous lease agreements with based aircraft include a provision that states they are not allowed to fly over the park.

*Comment:* Shan Burson requested copies of the above lease agreements.

*Comment:* Mr. Pollock stated that the general public has the misconception that the Airport (not the FAA) has the right to control aircraft in flight over the Airport. He stated that this misconception results in numerous calls to the Airport and the National Park Service to ban certain aircraft or apply certain noise and access restrictions.

*Question:* How many Part 161's have been approved by the FAA?

*Answer:* There has been one Part 161 Study approved (Naples, Florida) since 2001. Several are currently in process, but it is very difficult to get them passed.

*Comment:* Mr. VanDeGraaff stated that one of the negative effects of NEXTGEN technology is that it concentrates noise because aircraft flight is so accurate and the location of the sensors might be deceptive. Mr. Dunholter stated that those variances would be taken into consideration and documented.

*Question:* When will the Public Hearing take place?

*Answer:* It is anticipated to be held within the next 18 to 24 months.

*Comment:* Mr. Dunholter stated that the time audible metric is very important to the National Park Service. Mr. Pollock concurred.

Mr. Dunkelberg stated that the next meeting of the Study Input Committee will be held in the fall of this year.

The meeting ended at 11:15 a.m.