

**Jackson Hole Airport
Part 150 Noise Compatibility Study Update
Study Input Committee Meeting
October 16, 2014 10:00 a.m.**

MEETING SUMMMARY

Staff, Committee Members and Consultants Present

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| Jim Elwood | Jackson Hole Airport Director |
| Jeanne Kirkpatrick | Jackson Hole Airport Assistant Director |
| Craig Logan | Jackson Hole Airport Director of Operations |
| 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 – by phone |
| Chris Dippel | National Elk Refuge |
| Kandice Krull | Federal Aviation Administration – by phone |
| Shawn Means | Town of Jackson – by phone |
| Gary Pollock | National Park Service – Grand Teton National Park |
| Wayne Vandegraaff | Federal Aviation Administration – by phone |
| Ryk Dunkelberg | Mead & Hunt |
| Kate Andrus | Mead & Hunt |
| Paul Dunholter | BridgeNet International |

Meeting Summary

The second meeting of the Jackson Hole Airport Part 150 Noise Compatibility Study Update Input Committee was held at the Jackson Hole Airport on October 16, 2014. The agenda for the meeting was as follows:

- Introductions
- Brief Refresher of FAR Part 150 and the Study
- Refresher on Noise Metrics and unique elements
- Summary of Preliminary Noise Monitoring Results
- Next Steps
- Questions/Comments

Introductions

Mr. Elwood made a few opening remarks welcoming the committee and asked those in attendance to go around the table and introduce themselves. Mr. Dunkelberg gave an introduction to the agenda and then handed over to Ms. Andrus who gave a brief refresher on the Part 150 Study purpose and process.

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. We are currently completing the noise monitoring portion of the Study.

- 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

She then handed off the presentation to Mr. Dunholter to discuss the preliminary noise monitoring findings.

Noise Monitoring Preliminary Results

Mr. Dunholter explained that they have completed two rounds of seasonal noise monitoring (winter and summer) in addition to the data that they have from the permanent noise monitoring sites for the Airport and noise monitors from Shan from the Park Service. He described the noise monitoring sites, including the temporary and permanent noise monitoring locations, as well as the noise monitors that are owned by the park that will provide data for this study.

He then went over the flight tracks of the typical departure and arrival procedures for the Airport, explaining in detail the new NextGen Arrival procedure, as compared to the ILS approach and the visual arrivals.

He also discussed how the noise monitoring would help to validate the noise model and explained the different noise metrics that will be used in the study.

Next Steps

Mr. Dunholter then described the next steps, including completion of the forecasts and completion of the noise monitoring data analysis. After coordination with the FAA on the forecasts, the draft existing (2014) and future 5-year contours will be run, in time for the next Study Input Committee Meeting. The team anticipates that this meeting will occur sometime late January/February.

Questions and Comments

Question: Could you please clarify the percent use of the new NextGen arrival procedure and how it might affect the noise levels in the park?

Answer: Mr. Dunholter clarified that arrivals on Runway 19 typically occur 60% of the time, and of that 60% of the time, 80% of the jets are using the new NextGen procedure. The benefits of the procedure include a later turn, which brings the noise further south. Additionally, the procedure allows the aircraft to fly higher longer, which generally reduces the noise on the ground. While it is used a large percentage of the time, it is important to note that it is still an approach over the park.

Question: How are you going to determine the ambient noise level? It can vary quite a bit especially seasonally.

Answer: Due to wind and other factors in this area, the ambient noise level can be vary variable. We will use our normal method of using the L50 with no wind. We will create an ambient map for all the sites seasonally to take into account the changes in ambient level based on seasons.

Comment: We are having a discussion with Delta on a GLS approach. If it shows enough promise, that might be in the mix. It is uncertain at this point whether United has the equipment needed to fly this approach.

Question: Are there other NextGen procedures that we could look at (maybe flying something similar to the visual approach procedure?)

Answer: Yes. That might be an option we could look at, that could involve approaching with a tighter turn, avoiding more of the park area.

Question: Can ground noise be examined in the study?

Answer: Yes. Aircraft ground noise can be examined in the study, but FAR Part 150 Regulations do not allow for non-aircraft noise (such as snow removal equipment) be analyzed as part of this process. Mr. Elwood also noted that the Board recently approved funds to allow ground power at all the commercial gates, to allow for the reduced use of Auxiliary Power Units (APUs), which can help reduce ground noise.

Question: Can require scenic flight operators to have an ADBS tracking system on board so we can prove if they are following the Air Tour Management Act requirements?

Answer: This is something we will look into further.