

**Jackson Hole Airport
Part 150 Noise Compatibility Study Update
Study Input Committee Meeting
February 17th, 2015 9:30 a.m.**

MEETING SUMMARY

Staff, Committee Members and Consultants Present

Jim Elwood	Jackson Hole Airport Director
Jeanne Kirkpatrick	Jackson Hole Airport Assistant Director
Shan Burson	National Park Service – Grand Teton National Park
Rick Braun	Citizen member – by phone
Steve Kallin	National Elk Refuge
Kandice Krull	Federal Aviation Administration – by phone
Gary Pollock	National Park Service – Grand Teton National Park
Wayne Vandegraaff	Federal Aviation Administration – by phone
Glen Morse	United Airlines – by phone
Michael Huber	SkyWest – by phone
Ryk Dunkelberg	Mead & Hunt
Kate Andrus	Mead & Hunt
Paul Dunholter	BridgeNet International

Meeting Summary

The third meeting of the Jackson Hole Airport Part 150 Noise Compatibility Study Update Input Committee was held at the Jackson Hole Airport on February 17, 2015. The agenda for the meeting was as follows:

- Introductions
- Brief Refresher of FAR Part 150 and the Study
- Forecast
- Refresher on Noise Metrics
- Summary of Noise Monitoring Results
- Summary of Draft Noise Modeling 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 gave a brief refresher on the Part 150 Study purpose and process. He then gave an overview of the existing 2014 operations and the future forecast operations for 2020.

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

Noise Monitoring 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 then went over the noise metrics that will be used in this study and described that although many metrics will be used, the 65 DNL noise contour is the metric used by the FAA in a Part 150 Study to determine noise compatibility. He continued through describing the raw data, ambient noise levels, Lmax, DNL, Time Above, Time Above Ambient Level, Number of Events Above Ambient, and Audibility.

He then went into the results of the monitoring and showed examples of the flight track data used for the modeling and the existing and future operations for the baseline noise contours (Existing – 2014, Future – 2020).

He concluded with introducing the interactive website that will house the data described here and how it can help us to brainstorm alternatives in the next phase of the Study.

Next Steps

Mr. Dunholter then described the next steps, including completion of the interactive website and starting the preliminary alternatives discussion, which will occur sometime in May.

Discussion: The SIC discussed the potential for options to change the approach procedure further to the south, closer to Black Tail Butte. This option was shown to be an interesting one that will need to be modeled to see if there is a noise reduction. There was concern over just shifting noise to a different area of the park with the NextGen approaches. The concentration of the flight paths over a single area needs to be taken into consideration.