

Taskforce Meeting #2

Southern Departure Procedure Taskforce

Date: March 24, 2022

Time: 9 a.m. – noon

Location: The Wort Hotel – Jackson Room – 50 Glenwood St. Jackson, WY

Agenda

History and Background

- FAA and Department of Interior Conditions
- General Use Agreement Conditions

How is noise evaluated?

- DNL - Cumulative Metrics
- Thresholds - FAA and Department of Interior
- Supplemental Single Event Metrics

Efforts since the Use Agreement with Department of Interior

How has noise changed?

Fly Quiet Program Highlights

Future: How does it link to Southern Departure Study/Taskforce?

Meeting Summary:

Valerie Brown, taskforce chairwoman and representative of the Airport Board, kicked off the meeting by explaining the purpose of the Common Ground meeting and clarifying lines of communication and responses to comments and questions. Bill Kane, facilitator, then outlined general meeting objectives.

The presentation was then turned over to Ryk Dunkelberg to introduce the history of the FAA and Department of Interior (DOI) conditions that apply to the Jackson Hole Airport. Ryk then discussed how noise is evaluated at all



airports. Distinctions were made between metrics and requirements that the FAA uses for impact analysis and land use compatibility (for residences), in comparison to the requirements of the Use Agreement (an Agreement between the Airport and DOI), which is specific to the Airport and conditions within certain areas in Grand Teton National Park.

After setting the stage with noise metrics and noise analysis requirements, Ryk then presented the voluntary measures implemented by the Airport Board over the years to address noise concerns. These include:

- GA Operations: **Voluntary** curfew restricting both late-night and early morning
- Commercial Operations: Contractual restrictions limiting scheduled late-night and early morning operations
- Partnership with FAA to develop new noise abatement flight procedures
- Noise monitoring/flight tracking system update
 - Track adherence to existing and future noise abatement procedures
 - Monitor Use Agreement compliance
 - Monitor metrics to enhance the system over time
 - Installation of BI-6 radar and local ADS-B surveillance to enhance flight track monitoring
- Development of Fly Quiet Program
- Conducted four (4) 14 CFR Part 150 Airport Noise Compatibility Studies
- Implementation of Fly Quiet Program
- Education for all users on Fly Quiet Program
- Tracked Fly Quiet data of over 400 users of the Airport
- Participated with FAA in the *implementation* of new arrival flight procedures from the north to reduce noise, per the Part 150 Study (initiated Dec 2, 2021)
- Installed additional noise monitors south of the Airport to obtain more detailed data on existing and potential new southern departures

The presentation was then turned over to Paul Dunholter to describe general noise trends at Jackson Hole Airport over time, including changes to aircraft



fleet, operations, and flight track evolution, the reasons for these changes, and the impact on noise. Paul then discussed the Fly Quiet Program which involves coordination with over 400 operators on voluntary Fly Quiet metrics.

The presentation concluded with a discussion on how all the noise-related issues and activities to date have led to the Southern Departure Procedure Study and Taskforce. Next steps include upcoming meetings where preliminary procedure concepts will be discussed. Members of the Taskforce requested that procedure concepts be distributed ahead of the meeting. They will be provided, if feasible, but it was noted that it was more important to keep the existing proposed meeting date based on FAA required deadline to submit any suggested procedures.

As always, comments and questions pertinent to the Southern Departure Procedure process will be summarized and included in the FAQ periodically during the process.

