

## APPENDIX A: DEPARTMENT OF THE INTERIOR AIRPORTS ACT

Department of the Interior Airports Act, March 18, 1950. *United States Code*, Title 16, Chapter 1, Subchapter I, § 7a-7e.

7a. Airports in national parks, monuments and recreation areas; construction, etc. The Secretary of the Interior (hereinafter called the "Secretary") is authorized to plan, acquire, establish, construct, enlarge, improve, maintain, equip, operate, regulate, and protect airports in the continental United States in, or in close proximity to, national parks, national monuments, and national recreation areas, when such airports are determined by him to be necessary to the proper performance of the functions of the Department of the Interior: Provided, That no such airport shall be acquired, established, or constructed by the Secretary unless such airport is included in the then current revision of the national airport plan formulated by the Secretary of Transportation pursuant to the provisions of the Federal Airport Act: Provided further, That the operation and maintenance of such airports shall be in accordance with the standards, rules, or regulations prescribed by the Secretary of Transportation.

Source: (Mar. 18, 1950, ch. 72, Sec. 1, 64 Stat. 27; Pub. L. 85-726, title XIV, Sec. 1402(e), Aug. 23, 1958, 72 Stat. 807; Pub. L. 91-258, title I, Sec. 52(b)(1), May 21, 1970, 84 Stat. 235.)

7b. Acquisition of lands for airport use; contracts for operation and maintenance. In order to carry out the purposes of sections 7a to 7e of this title, the Secretary is authorized to acquire necessary lands and interests in or over lands; to contract for the construction, improvement, operation, and maintenance of airports and incidental facilities; to enter into agreements with other public agencies providing for the construction, operation, or maintenance of airports by such other public agencies or jointly by the Secretary and such other public agencies upon mutually satisfactory terms; and to enter into such other agreements and take such other action with respect to such airports as may be necessary to carry out the purposes of said sections: Provided, That nothing in said sections shall be held to authorize the Secretary to acquire any land, or interest in or over land, by purchase, condemnation, grant, or lease without first obtaining the consent of the Governor of the State, and the consent of the State political subdivision in which such land is located: And provided further, That the authorization herein granted shall not exceed \$3,500,000.

Source: (Mar. 18, 1950, ch. 72, Sec. 2, 64 Stat. 28; Pub. L. 89-763, Nov. 5, 1966, 80 Stat. 1313.)

7c. Authorization to sponsor airport projects; use of funds. In order to carry out the purposes of sections 7a to 7e of this title, the Secretary is authorized to sponsor projects under the Federal Airport Act either independently or jointly with other public agencies, and to use, for payment of the sponsor's share of the project costs of such projects, any funds that may be contributed or otherwise made available to him for such purpose (receipt of which funds and their use for such purposes is authorized) or may be appropriated or otherwise specifically authorized therefore.

Source: (Mar. 18, 1950, ch. 72, Sec. 3, 64 Stat. 28.)

7d. Jurisdiction over airports; public operation. All airports under the jurisdiction of the Secretary, unless otherwise specifically provided by law, shall be operated as public airports, available for public use on fair and reasonable terms and without unjust discrimination.

Source: (Mar. 18, 1950, ch. 72, Sec. 4, 64 Stat. 28.)

7e. Definitions. The terms "airport", "project", "project costs", "public agency", and "sponsor", as used in sections 7a to 7e of this title, shall have the respective meanings prescribed in the Federal Airport Act.

Source: (Mar. 18, 1950, ch. 72, Sec. 5, 64 Stat. 28.)

**APPENDIX B: 1983 USE AGREEMENT BETWEEN THE UNITED STATES  
DEPARTMENT OF THE INTERIOR AND THE JACKSON HOLE AIRPORT BOARD,  
INCLUDING AMENDMENTS**

AGREEMENT BETWEEN THE  
UNITED STATES DEPARTMENT OF THE INTERIOR  
AND THE  
JACKSON HOLE AIRPORT BOARD

This agreement is entered into pursuant to the Act of March 18, 1950, 16 U.S.C. 7a-7e, by the United States of America acting through the Department of the Interior (Department) as represented by the Secretary of the Interior, and the Jackson Hole Airport Board (Board) which is an organization created under the laws of the State of Wyoming by Resolution of the Board of County Commissioners of Teton County, Wyoming and Ordinance of the Town of Jackson, Wyoming.

The Board has operated, and is presently operating an airport in Grand Teton National Park under permits with the U.S. Department of the Interior, National Park Service, presently scheduled to expire on April 25, 1995. 1/

The Secretary of the Interior has determined that the continued operation of such airport is necessary to the proper performance of the functions of the Department and that no feasible and prudent alternatives thereto exist. It is, therefore, the desire of the parties that this agreement be executed to extend the term of the present permit to provide a mechanism to facilitate the qualification for Federal Aviation Administration grants-in-aid and for appropriate amortization of improvement costs, to make necessary changes in the terms thereof, and to set forth more precisely the mutual obligations and responsibilities of the parties.

1/ Special Use Permits Nos. 14-10-217-146, April 29, 1955 and 1450-9-9022, August 1, 1979.

## TERMS AND CONDITIONS

### 1. TERM OF AGREEMENT.

(a) Term. This agreement shall be effective upon the date of the last signature hereto and for a primary term of 30 years thereafter; provided, that at the end of the 10th year of said 30-year term and at the end of each 10-year period thereafter the Board shall have an option to renew this agreement for an additional 10-year term if the Board has substantially and satisfactorily complied with all of the essential terms and conditions of this agreement. The term of this agreement, as extended, shall not exceed 50 years.

(b) Extensions and Modifications. Further extensions, amendments or modifications may be negotiated by the parties on mutually satisfactory terms. Furthermore, upon expiration of the agreement the Parties agree to negotiate in good faith a mutually satisfactory extension of the agreement.

### 2. DESCRIPTION OF LAND.

During the term of this agreement the Board is authorized to use the following described land in Grand Teton National Park, to wit:

Beginning at the SW corner of the NW 1/4, NW 1/4, Section 23, T. 42N., R. 116W., 6th Principal Meridian, running northward along the section line to the NW corner of the SW 1/4, Section 14. Then northwest to a point 280 feet south and 310 feet west of the NW corner of the SW 1/4, NW 1/4, Section 14; thence NE to the NW corner of the SW 1/4, NW 1/4, Section 14. Then NE to the NE corner NW 1/4, NW 1/4, Section 14, and then NE to a point 500 feet north and 250 feet east of the SW corner of the NW 1/4, NE 1/4, Section 11. Then in an easterly direction to a point 550 feet east of the SW corner of the NE 1/4, NE 1/4, Section 11; thence southward to the NW corner SW 1/4, NE 1/4, Section 14; then along the 1/4 section line to the center 1/4 corner of Section 14. Then southwesterly to the NE

corner, NW 1/4, NW 1/4, Section 23, and then south to the SE corner, NW 1/4, NW 1/4, Section 23, and then west to the point of beginning.

Said area contains + 533 acres for the purpose of operating a public airport facility pursuant to the Act of March 18, 1950, as amended, supra.

In addition to those lands legally described above, additional lands, approximately 4.37 acres, are hereby assigned for the purpose of allowing the Airport Board to use and maintain the access road from U.S. Highway 26/89 that serves the airport. The extent of this additional land shall be 30 feet on each side of the center line for the sole purpose of maintenance and operation of the existing access road, which is approximately .6 mile in length. Maximum paving width on any future repaving shall not exceed a total of 24 feet. In advance of any reconstruction of the road, plans shall be reviewed by the National Park Service in accordance with section 7 of this agreement.

### 3. PAYMENTS.

In consideration of the permission to use the land described above and the other terms and conditions herein specified, the Board shall perform snow removal services for the airport access road and parking lots and maintain the access road as set forth in Section 7(e) of this agreement (which services were formerly performed by the Department), and pay to the United States the sum of one percent of the first \$200,000 of Operating Receipts of the Board (excluding grants and revolving funds, as listed in Attachment A) and one-and-one-half percent of any Operating Receipts of the Board exceeding \$200,000. "Operating Receipts" as used in this subparagraph means those funds received by the Board as the result of operations carried on at the airport and do not include federal, state or local grants, loan receipts, revolving funds, interest income or receipts from the Town of Jackson or Teton County, Wyoming. This fee shall be payable within sixty (60) days following the close of the Board's fiscal year and shall be paid to the Superintendent of Grand Teton National Park.

An interest charge will be assessed on overdue amounts for each 30 day period, or portion thereof, that payment is delayed. The percent of interest charged will be based on the current value of funds to the United States Treasury which is published quarterly in the Treasury Fiscal Requirements Manual.

#### 4. REGULATIONS AND AIRPORT OPERATION.

(a) General. In the operation of the airport, the Board shall comply with all applicable Federal rules and regulations. The Board will be notified and afforded an opportunity to comment on any regulations proposed by the Department affecting airport operations.

(b) Management Responsibility. The Board is deemed the operator of the airport as defined in the applicable Department of Transportation regulations, and, as such, is solely responsible for the operation, management, utilization and maintenance thereof. The Board shall consult with the Department on such matters as may significantly affect the proper performance of the functions of the Department.

(c) Federal Aviation Administration Regulations. Airport operations must comply with the regulations of the Federal Aviation Administration governing operations of airports of this class and size.

(d) Federal Aviation Administration Special Use Permits. Special Use Permits issued to the Federal Aviation Administration for ILS/DME Clear Zones, Localizer Facility Sites, TVCR, RCAG and VASI facilities and related facilities, some within and other outside the established Airport boundary, as specified in the attached map (Attachment B), take precedence over other airport uses.

(e) Noise Control Plan. The Board's existing noise control plan will remain in effect, except as specifically modified by this agreement. Within twenty (20) months of the effective date of this agreement, the Board shall complete a revised plan based upon Federal Aviation Administration regulations, FAR Part 150, (14 C.F.R. Part 150) which utilizes the latest in noise mitigation technology and procedures. The revised plan will be developed in a comprehensive study to consider all of the relevant environmental, economic, and operational considerations.

The primary objective of the revised plan shall be to ensure that future airport operations are controlled in such a manner that aircraft noise exposure will remain compatible with the purposes of Grand Teton National Park and will result in no significant increase in cumulative or single event noise impacts on noise sensitive areas of the Park. See Attachments C (Figure 1) and D (Figure 2). The revised plan shall also seek to ensure

that airport operations are conducted in such a manner that aircraft noise exposure will be reasonably compatible with other adjacent land uses.

The Board shall implement all measures contained in the revised plan, as approved by the Department of Transportation, as soon as is practicable thereafter, but no later than two (2) years from the effective date of this agreement. The Board, on a continuous basis thereafter, will review and amend the plan to incorporate new prudent and feasible technological advances which would allow further reduction in noise impacts on Grand Teton National Park, and such amendments shall be implemented by the Board as soon as is practicable following approval by the Department of Transportation.

The Board will take all reasonable measures to notify aircraft operators to avoid noise sensitive areas of Grand Teton National Park. The Board will maintain records of complaints of aircraft violating the FAA airspace advisory of 2,000 feet above ground level over Grand Teton National Park and notify the appropriate FAA Flight Standards Office of all such complaints. Further, to the extent feasible, the Board will limit airport approaches from and departures to the north, and encourage pilots taking off to or approaching from the north to maintain a course east of U.S. Highway 26/89 north of Moose.

(f) Cumulative Noise Standards. The cumulative noise standards specified below will be enforced as soon as practicable after the effective date of the agreement, but no later than two (2) years. Failure to enforce these noise standards shall be a material breach of the agreement. Compliance with the noise standards will be determined through the collection of noise measurement data over the periods identified and locations specified in this agreement.

(1) Acoustical energy associated with airport operations shall not exceed a level of 45 dB (Ldn), as determined by calculations set out below, based on measurement of single event noise levels, west of a line drawn between the southwest corner of Section 3, Township 42 North, Range 116 West, and the northeast corner of Section 30, Township 44 North, Range 115 West, and no further north than the north section line of Sections 26, 27, 28, and 29, Township 44 North, Range 115 West. Monitoring station(s) shall be located approximately along the line described above in this paragraph.

Determinations of the 45 dB (Ldn) levels will be made using the following methods and calculation procedures:

a. Noise Metrics/Noise Measurement Equipment: Single event noise levels shall be measured using a Type 1 Precision Integrating Sound Level Meter (PISLM) or equivalent system capable of displaying:

1. Sound Exposure Level (SEL), the single event acoustical dose (also expressed LAE).
2. Maximum A-Weighted Sound Level (dBA), measured using SLOW dynamic response, (also expressed as LASm).
3. All measurement equipment and measurement practices shall comply with International Electrotechnical Commission Publication 651 (IEC-651).

b. Data Reporting: For each single event aircraft noise measurement it is necessary to provide the following:

1. Aircraft type, air carrier identification
2. Type of operation (landing or takeoff)
3. dBA
4. SEL
5. Graphic Level Time History (optional)
6. Time of maximum dBA occurrence
7. Airport reported wind, direction and speed temperature.

c. Determination of Statistical Average Sound Levels for Aircraft Type.

1. For each aircraft type within the airport mix determine a mean SEL and dBA value along with standard deviation for both approach and departure operational modes. These mean values must in each case reflect a statistical population of events which in turn reflect the yearly average airport operational characteristics including low wind (i.e., less than 10 knots), average temperature, and representative trip length.

2. For each determination of average sound exposure level (SEL) it is necessary to acquire a population sample size necessary to achieve a 90% confidence interval of + 1.5 dB.



(2) Further, airport operations will not generate a 55 Ldn noise contour which extends beyond the boundary of the noise sensitive areas of the park as set forth in Attachments C (Figure 1) and D (Figure 2), which has been established based on the environmental resource needs of the park.

The 55 Ldn contour will be determined from the FAA Integrated Noise Model, Version 3.8, using the most current airport operations, including aircraft operation, flight tracks and time of operation. The noise contour shall then be validated using a measured estimate of the yearly average Ldn. The estimate shall be based on a sample of measured 24-hour Ldn values for not less than ten (10) days, each day characterized by nominal yearly-average operational characteristics. The estimate shall be reported along with the 90% confidence interval (CI). If the 90% CI exceeds 1.5 dB, the sample size shall be increased until a 90% CI of 1.5 dB is attained. Noise data shall be measured using appropriate acoustical engineering methodology as defined in American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) publications, and at location(s) agreed to by the Airport Board and the National Park Service.

(g) Single Event Noise Standard. No aircraft will be permitted to operate at the Jackson Hole Airport which has a single event noise level which exceeds 92 on the dBA scale on approach.

The single event noise standard specified above will be enforced as soon as practicable after the effective date of the agreement, but no later than 6 months. Failure to enforce this noise standard shall be a material breach of the agreement.

Compliance with the single event noise standard above will be determined by reference to Federal Aviation Administration Advisory Circular 36-3B, or the version of that document currently in effect. No adjustments for gross weight will be allowed. Aircraft types and models which are not listed in Advisory Circular 36-3B will be allowed to operate if the FAA determines that the aircraft type and model would meet the noise limits stated below if it were tested according to FAA procedures and the operator obtains approval from the Airport Board certifying that operation of the aircraft is compatible with conditions for operation of the airport.

(h) Commercial Scenic, Charter, and Training Flights. The Board agrees that it will insert in all subcontracts involving aircraft operations, and take reasonable measures to enforce, a provision prohibiting the origination of commercial scenic or charter flights, as well as aircraft training operations, over noise sensitive areas of the park, (see Attachments C (Figure 1) and D (Figure 2)), except when instrument operations are required to or

from the north by weather conditions or for instrument flight training, or are desirable for night time operations and except when required to utilize Victor (VOR-Federal) airways; provided, however, the above-instrument operations not specifically required by weather conditions must be conducted under Instrument Flight Rules (IFR) and cleared through FAA Air Traffic Control, and Victor airways must be intercepted outside the noise sensitive areas of the park at the minimum en route altitude prescribed for the airway and aircraft must maintain at least that altitude over the noise sensitive areas of the park.

#### 5. REVOCATION.

In the event the Board shall be in default due to its failure to perform any of the terms and conditions set forth in this agreement, the Department shall be entitled to terminate this agreement. The agreement may not be terminated without giving the Board an opportunity for a hearing on the merits as to the alleged default and without providing the Board a reasonable period within which to cure the alleged default. This reasonable period shall be such time as will be sufficient to provide the Board with an opportunity to cure the alleged default and, shall, in any event, not be less than ninety (90) days.

#### 6. ASSIGNMENT.

This agreement may not be assigned or transferred without the written consent of the Department, provided, however, this provision shall not be construed to prevent assignments for the purpose of obtaining financing, transfers by operation of law, or to successor governmental authorities.

#### 7. IMPROVEMENTS.

(a) General Construction. The Board may construct or install upon the lands included in this agreement such buildings, structures, or other improvements and build or construct such roads as are necessary and desirable for the operations permitted hereunder in the development subzone as marked on Attachment B. In addition, the Board may construct additional aircraft parking in the area marked on the attached map. The Board may not, however, do any of the following:

- (1) Install any improvements other than navigational and safety aids west of the existing runway.
- (2) Construct or permit the operation of any commercial overnight lodging accommodation facilities.

- (3) Construct or permit the operation of any industrial or other facilities unrelated to direct airport operations.
- (4) Construct any facilities (other than a control tower) at an elevation height in excess of the existing buildings.

All such structures or improvements will be compatible in architectural style and appearance with existing structures. The Board will be solely responsible for securing funds and carrying out any construction project. The Board will notify the Department of any proposed construction when and if preliminary or conceptual plans are developed. In addition, the Board will provide the Department with copies of proposed, detailed plans and specifications at least 150 days prior to planned initiation of construction and the Department will provide the Board with its written comments, if any, within 60 days thereafter.

The Board agrees to immediately cease all construction activities and notify the Department if any significant scientific, prehistorical, historical, or archeological data is being or may be irrevocably lost or destroyed as the result of such construction. Once construction has been discontinued, the Board agrees it will not be resumed prior to approval from the Department.

(b) Runway Extension. This agreement does not authorize the extension of the runway, which can only be accomplished by amendment to the agreement.

(c) Signs. All signs constructed or authorized by the Board shall be compatible with signs utilized by the National Park Service in Grand Teton National Park.

(d) Removal. Upon termination or revocation of this permit, the Board may remove any such building, structure, or improvement and if removed, shall restore the site thereof to as nearly a natural condition as possible. Any buildings, structures or improvements as have not been removed by the Board within six months following the revocation or termination of this permit shall become the property of the United States without compensation therefor. The Board agrees to remove any terminal facility on the land at its cost within six months after termination or expiration of this permit, if requested to do so by the National Park Service.

(e) Maintenance. The Board will physically maintain and repair all facilities used in the operation, including grounds maintenance and all necessary housekeeping activities associated with the operation, in a safe, sanitary, and sightly condition. Snow removal on the runways, taxiways, parking ramps, public parking lots, and roads including the access road, shall be the responsibility of the Board. Maintenance of the access road will be the responsibility of the Board. In order that a high standard of physical appearance, operations, repair and maintenance will be assured, appropriate annual inspections will be carried out jointly by the Department and the Board to determine such maintenance and repair needs.

The Board shall, at all times, keep the airport on the lands covered by this agreement equipped and maintained in accordance with the requirements of the Federal Aviation Administration or such other governmental agency or official as may have lawful jurisdiction and authority thereover.

## 8. INSURANCE.

(a) Insurance on Improvements. The Board shall carry or cause subcontractors and lessees to carry insurance on buildings and improvements against losses by fire or other hazards in an amount satisfactory to the Board. Amounts shall be subject to approval by the Department for facilities constructed with Department funds. In the event of loss, in whole or in part, of any such buildings or improvements as may be insured pursuant to the provisions hereof, such insurance shall be applied toward either (1) the replacement, rehabilitation, or repair of such building or improvements; or (2) the Board may elect to not rebuild and shall thereupon use the proceeds to remove any debris and restore the site; or (3) the construction of other buildings or improvements.

(b) Indemnity Insurance. The Board shall indemnify and hold the government harmless for any and all losses, damages, or liability on account of personal injury, death, or property damage, or claims for personal injury, death, or property damage of any nature whatsoever and by whosoever made, arising out of the activities of the Board, its employees, subcontractors, lessees, or agents.

For the purpose of fulfilling its obligations under this paragraph, the Board will provide the Department with written notice that the Board has obtained insurance, and the Board shall thereafter provide the Department written notice of any material change affecting the insurance program effected by the Board. The Board shall annually provide the Department with certificates of

insurance or other similar documents sufficient to evidence compliance with this section. The amounts of the insurance shall be equal to or greater than what is usually carried by prudent operators of similar airports.

#### 9. SERVICES AND RATES.

(a) Business Activities. The business activities as shown on Attachment E providing services to the public by virtue of subcontracts, all of which activities have in the past and are presently being carried on, are authorized. The Board may provide other goods and services at the airport which are customary and usual for airports of this class and size and which are, to the maximum extent practicable, compatible with the purposes of Grand Teton National Park. When instituted, such activities shall be listed by the Board by written notice to the Department.

(b) Rates and Prices. Pursuant to 16 U.S.C. 7d all rates and prices charged by the Board and its subcontractors and licensees to the public shall be fair and reasonable. Reasonableness shall be judged primarily by comparison with those current for airports of comparable character under similar conditions, with due consideration for length of seasons, availability and costs of labor and materials, a reasonable rate of return on capital invested, and other factors affecting pricing at the Jackson Hole Airport. The Board shall advise the Department in writing of any proposed additional business activities or implementation of any proposed rates prior to institution of such activities or implementation of changes in previous rates, and such activities will also be subject to the provisions of section 7 of this agreement.

#### 10. NON-DISCRIMINATION.

See Attachment F.

#### 11. PUBLIC SAFETY.

(a) Law Enforcement. The board shall be responsible for general airport security and for the prevention of or the investigation of criminal activity on the airport grounds; however, the Department shall be notified immediately of such crimes as burglary, larceny, assault rape or homicide, or any other felony.

(b) Fire and Rescue. The Board shall be responsible for the prevention and suppression of fires which occur on airport grounds including those resulting from aircraft accidents during the hours in which scheduled air carrier (FAR Part 121) operations are in

progress. The Board shall also respond as quickly as possible to fires occurring at all other hours. The Board shall also ensure that a crash truck and sufficient personnel are available to man the crash truck and are trained in the suppression of aircraft fires and the rescue of victims of aircraft crashes. The Department shall be notified of any personal injury accident or fatalities, all fires, and all aircraft accidents.

12. COOPERATION.

The parties agree to confer with each other on a continuing basis during the term of this Agreement relative to any changed circumstances, including, without limitation, any technological advances which are available on a commercially reasonable basis relative to operations at the Jackson Hole Airport and to negotiate in good faith to adopt any reasonable amendment to this Agreement in recognition of any such developments.

13. MISCELLANEOUS PROVISIONS.

(a) Water Rights. The Board will obtain all water rights necessary or proper for use in connection with this agreement. At the end of the term of this agreement or upon revocation, the Board shall assign all water rights obtained to the Department.

(b) Visitor Information Services. The Department through the National Park Service reserves the right to institute information and interpretive activities in the terminal building as deemed desirable in recognition that the Jackson Hole Airport is a visitor entrance to Grand Teton National Park.

(c) Right of Entry. Representatives of the Department shall have the right, at any time, to enter upon any lands, buildings, or structures included within this agreement for any purposes deemed reasonably necessary for the administration of the area and the Government services therein, but not so as to conflict with Federal Aviation Administration security regulations, nor unreasonably interfere with the Board's use of such lands or the improvements thereon.

(d) Payment and Notices of Actions. Payments by the Board and all correspondence hereunder between the parties, including informational notices of proposed actions by either party shall be sent by certified mail, return receipt requested, addressed to the appropriate party at the addresses hereinafter indicated or at such other address as may be hereafter designated in writing by either

the parties: President, Jackson Hole Airport Board, P.O. Box 159, Jackson Wyoming, 83001; and Superintendent, Grand Teton National Park, Moose, Wyoming 83012.

(e) Officials Not to Benefit. No member of or delegate to Congress, or resident commissioner, shall be admitted to any share or part of this agreement, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

(f) Termination of Existing Permit. Upon the effective date of this agreement, Special Use Permit No. 1460-9-9022, August 1, 1979, is terminated, by agreement of the parties, in its entirety.

(g) Financial Report. The Board shall submit, not later than sixty (60) days after the close of its fiscal year, a copy of their financial report for the preceding year. The Department shall have the right to examine the Board's records to verify all such reports.

ATTEST:

JACKSON HOLE AIRPORT BOARD

John W. Richards  
Secretary

By: E. L. Jensen  
President

April 27, 1983  
Date

April 27, 1983  
Date

THE UNITED STATES OF AMERICA

By: James G. Watt  
Secretary of the Interior

Malcolm Wilby → A. Simpson  
U.S. Senator (Wyo)

Dick Cheney

JACKSON HOLE AIRPORT BOARD BUDGET RECEIPTS.

SUBJECT TO FEE'S

The following are specific types of receipts which the parties agree are subject to the fee:

1. Rental for the use of any building or improvement located at the Jackson Hole Airport.
2. Landing fees charged for aircraft utilizing Jackson Hole Airport.
3. License fees received from any fixed base operator.
4. License fees received from auto rental agencies.
5. Rental received from food establishments.
6. Gas tax refund to the extent not redistributed to local governments.

The following are specific types of receipts which the parties agree are not subject to the fee:

- (a) Reimbursements received by the Board for providing security and maintenance services.
- (b) Gas tax refunds redistributed to local governments.
- (c) Grants or gifts received by the Board.
- (d) Receipts from third parties for the use of the airport photo copy machine on an actual expense basis.
- (e) Interest income on investment funds.
- (f) Appropriations from the Town of Jackson, Teton County and the State of Wyoming
- (g) Loan receipts.

**BUSINESS ACTIVITIES: JACKSON HOLE AIRPORT**

The following are the types of activities permitted at the Jackson Hole Airport:

1. FAR Part 121 air carriers, commercial, commuter, air taxi and charter services.
2. Auto Rental Agencies.
3. The following services, alone or in conjunction with a Fixed Base Operator operation:
  - a) Flight and Ground School
  - b) Charter Service
  - c) Scenic Flights
  - d) Air Ambulance Service
  - e) Hangar Space
  - f) Fuel and Storage
  - g) Service and maintenance facilities for aircraft engine, airframe and avionics.
  - h) Soaring
  - i) Aerial Spraying
  - j) Other operations or activities specifically listed in the September 8, 1977 Airport Use Agreement between the Board and the Fixed Base Operator.
4. Cafe with liquor and malt beverage service
5. Vending machines
6. Airport terminal facilities
7. Automotive parking lot
8. Indoor advertising and courtesy phone system
9. Sundries

## NON-DISCRIMINATION

### United States Department of the Interior

The following provisions constitute Condition in accordance with Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967.

Nondiscrimination. If use of the land covered by the agreement will involve the employment by the Board of a person or persons, the Board agrees as follows:

(1) The Board will not discriminate against any employee or applicant for employment because of race, creed, color, ancestry, or national origin. The Board will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color, ancestry, or national origin. Such action shall include but not be limited to the following: Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination, rated of pay or other forms of compensation; and selection for training, including apprenticeship. The Board agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Department setting forth the provisions of this nondiscrimination clause.

(2) The Board will, in all solicitations or advertisements for employees placed by or on behalf of the Board, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The Board will send to each labor union or representative of workers with which it had a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Department, advising the labor union or workers' representative of the Board's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The Board will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and amended by Executive Order No. 11375 of October 13, 1967, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The Board will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by the Department and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the Board's noncompliance with the nondiscrimination clauses of this agreement or with any of such rules, regulations, or orders, this agreement may be cancelled, terminated or suspended in whole or in part and the Board may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, and other sanctions may be imposed and remedies involved as provided in Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The Board will include the provisions of paragraph (1) through (7) in every subcontract or purchase order unless executed by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 284 of Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, so that such provisions will be binding upon each subcontractor or vendor. The Board will take such action with respect to any subcontract or purchase order as the Department may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the Board becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Department, the Board may request the United States to enter into such litigation to protect the interests of the United States.

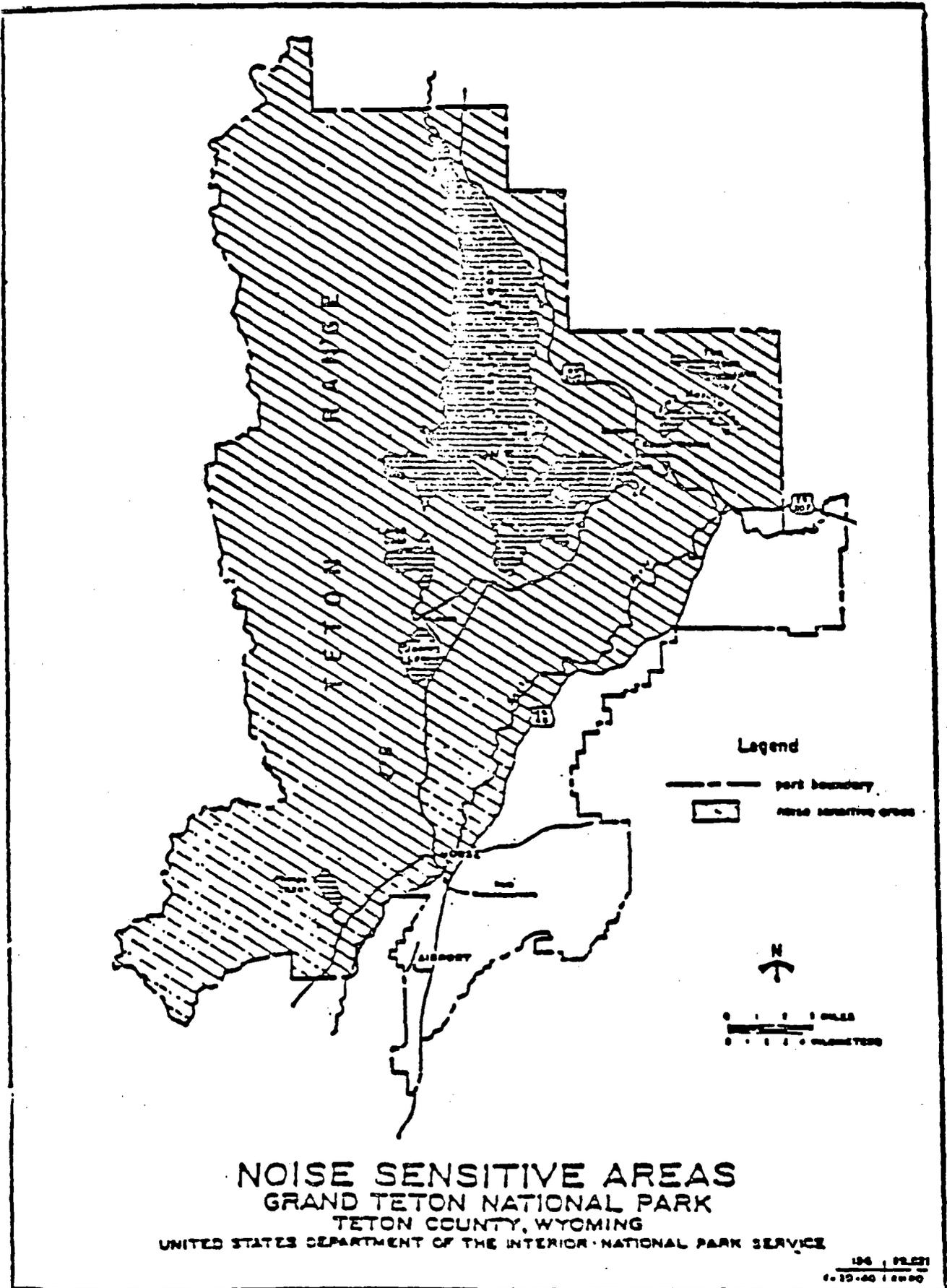
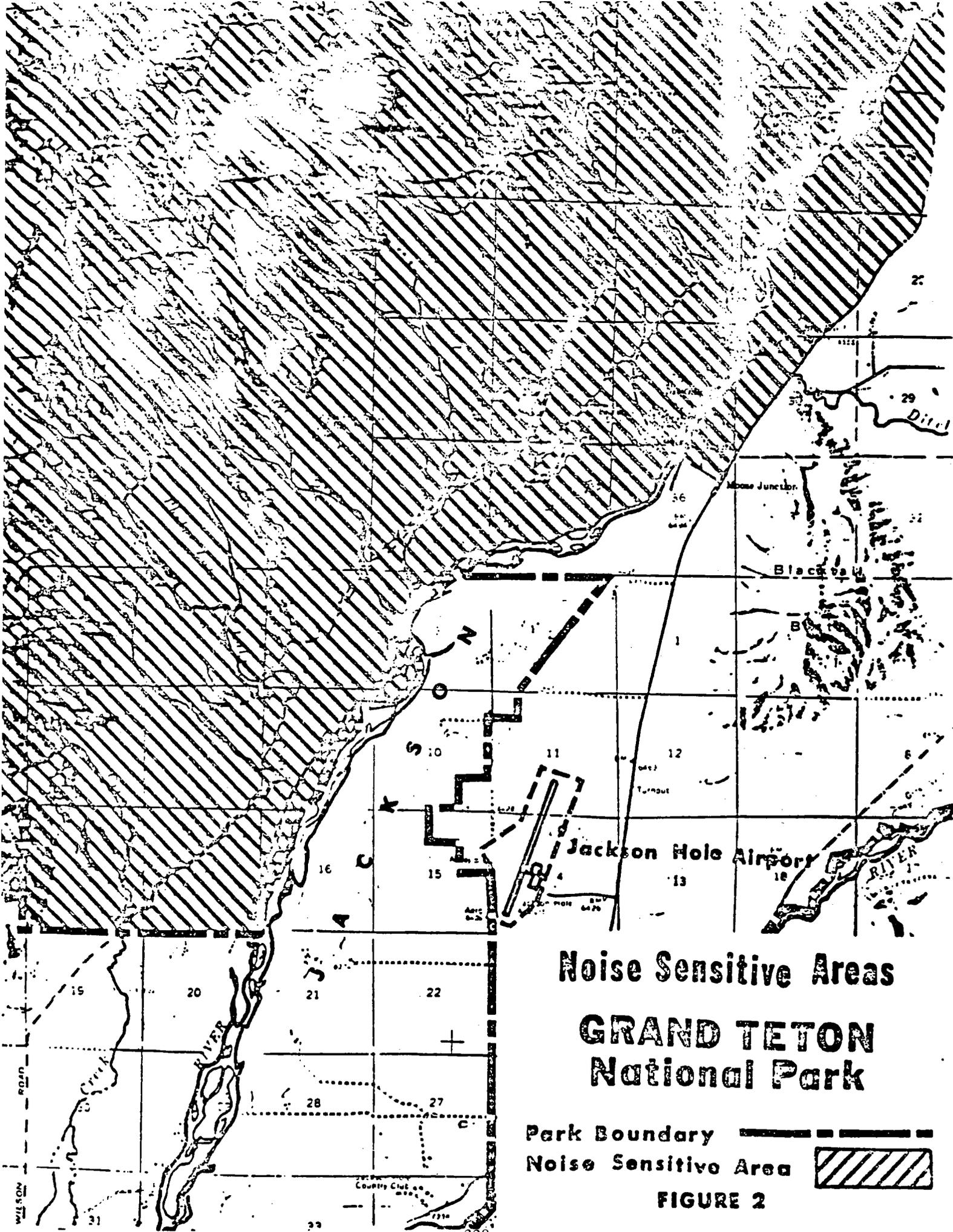


FIGURE 1.



## Noise Sensitive Areas

# GRAND TETON National Park

Park Boundary 

Noise Sensitive Area 

FIGURE 2



AMENDMENT TO THE  
"AGREEMENT BETWEEN THE  
UNITED STATES DEPARTMENT OF THE INTERIOR  
AND THE  
JACKSON HOLE AIRPORT BOARD,"  
DATED APRIL 27, 1983

This amendment is entered into pursuant to Section 1(b) and Section 12 of the subject agreement.

first sentence in the  
The ~~third~~ paragraph of Section 4(e) of the subject agreement is hereby amended to read as follows: *E.A. Lm.*

"The Board shall implement all measures contained in the revised plan as soon as is practicable, but no later than two (2) years from the effective date of this agreement. The Board shall take reasonable, timely, and diligent actions to secure Department of Transportation approval by November 14, 1985, that the revised plan is in accordance with FAR Part 150; shall timely amend said plan if necessary to obtain Department of Transportation approval; and shall implement any such amended revised plan as soon as is practicable after receiving approval, but no later than thirty (30) days thereafter."

Further, Section 5 of the subject agreement is hereby amended to read as follows:

"In the event the Board shall be in default due to its failure to perform any of the terms and conditions set forth in this agreement, the Department shall be entitled to terminate this agreement. The agreement may not be terminated without giving the Board an opportunity for a hearing on the merits as to the alleged default and without providing the Board a reasonable period within which to cure the default. This reasonable period shall be such time as will be sufficient to provide the Board with an opportunity to cure the default and shall be thirty (30) days from receipt of notice of default, or in the case of a default in the requirements of Section 4(f) of this agreement, ninety (90) days from receipt of notice of default; unless the Board shall demonstrate in writing and the Department shall concur, such concurrence not to be unreasonably withheld, that a longer period is necessary to provide the Board with an opportunity to cure the default."

ATTEST:

*John W. Richards*  
Secretary

July 29, 1985

Date

JACKSON HOLE AIRPORT BOARD

By: *[Signature]*  
President

July 29, 1985

Date

UNITED STATES DEPARTMENT OF THE INTERIOR

By: *Lorraine Mintz*  
Regional Director, Rocky Mountain Region  
National Park Service

July 29, 1985

Date

**SECOND AMENDMENT  
TO THE  
AGREEMENT BETWEEN  
THE UNITED STATES DEPARTMENT OF THE INTERIOR  
AND THE JACKSON HOLE AIRPORT BOARD**

This Second Amendment to the Agreement Between the United States Department of the Interior and the Jackson Hole Airport Board is entered into effective the 30<sup>th</sup> day of July, 2003 by and between the Jackson Hole Airport Board, a body corporate organized under the laws of the State of Wyoming (the "Board") and the United States of America, acting through the Department of the Interior (the "Department").

**WHEREAS**, the Act of March 18, 1950, 16 U.S.C. § 7a-7e authorizes the Secretary of the Interior to enter into agreements with public agencies, such as the Board, for the improvement, operation and maintenance of airports within national parks;

**WHEREAS**, pursuant to said Act, the Department and the Board entered into an Agreement dated April 27, 1983, as amended July 29, 1985 (the "Agreement"), for the operation of the Jackson Hole Airport within Grand Teton National Park;

**WHEREAS**, the Department proposes to construct a helicopter facility on the Airport at a location outside the development subzone, and the Board desires to facilitate such construction, under mutually agreeable terms; and

**WHEREAS**, the Department has complied with the requirements of the National Environmental Policy Act with respect to its proposed construction of a helicopter facility at such location on the Airport.

**NOW THEREFORE**, for valuable consideration the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

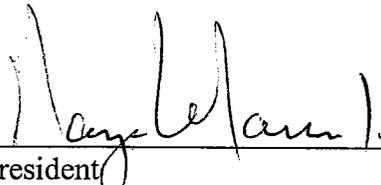
1. The Agreement is amended by adding a new Section 7(f) as follows:
  - (f) Department Helicopter Facility. Notwithstanding anything to the contrary herein, the parties agree that the Department may construct, operate and maintain a helicopter facility (the "Helibase") at a location generally depicted on the annexed **Attachment G**. The construction, operation and maintenance of the Helibase shall be contingent upon and subject to the terms of a separate agreement to be negotiated and executed by the parties.

2. The Agreement is further amended by adding a new Subsection 4(i) as follows:

(i) Exemption for Certain Operations Necessary for Public Health and Safety. Notwithstanding anything in this Section 4 to the contrary, in recognition that the helicopter operations from the Helibase authorized in Section 7(f) of this Agreement are conducted for purposes of public health and safety, and/or in direct furtherance of the mission of federal resource management agencies, the Board is relieved of its obligation under Paragraph 4(e) above, to notify operators of aircraft originating from the Helibase to avoid noise sensitive areas of Grand Teton National Park, or to take efforts to limit the approaches and departure routes of such aircraft, and such aircraft operations shall be exempt from the single event limit, and shall not count against the cumulative noise limits of Subsections 4(f) and (g) above.

3. Other than as set forth in Paragraph 1 above, the Agreement shall not be otherwise amended, but shall remain in full force and effect in accordance with its terms.

JACKSON HOLE AIRPORT BOARD

By:   
President  
Date: 07/30/03

ATTEST:

Michelle Buschow  
For Secretary  
Date: 7/30/03

UNITED STATES DEPARTMENT OF THE INTERIOR

By:   
Regional Director, Intermountain  
Region, National Park Service  
Date: 7/21/03

**APPENDIX C: CURRENT JACKSON HOLE AIRPORT NOISE ABATEMENT PLAN**

Jackson Hole Airport  
Revised Noise Abatement Plan  
14 March 1985

**The plan ensures that future operations:**

- 1 are controlled in such a manner that Airport noise exposure will remain compatible with the purposes of Grand Teton National Park
- 2 will ensure that no significant increase in cumulative or single event noise impacts on the noise sensitive areas of the park
- 3 are conducted in such a manner that noise exposure will be reasonably compatible with other adjacent land uses.

**Maximum Noise Level Limit**

Single event noise level cannot exceed 92 dBA on approach

**Cumulative Noise Standard**

55 DNL around airport

< 45 DNL at noise sensitive boundary of park

Annual monitoring program

**Aircraft Operating Procedures**

Preferential Departure Runway 18 (now 19)

- 1 Scheduled air carriers are required by contract to comply with this noise abatement procedure
- 2 Airport personnel monitors compliance. If aircraft fails to follow requested noise abatement procedure airport personnel will investigate (p. 5)
- 3 At the end of each month the aircraft compliance information is compiled and distributed to each airline involved. (*The park should also receive this info*)
- 4 Airlines are requested to send Board names of crew for positive reinforcement.

Preferential Approach Runway 36 (now 10)

Pilots are asked to maintain course east of US Highway 26 north of Moose

Pilots are asked to use noise abatement procedures for their particular aircraft

Pilots are asked to completely avoid overflight of noise sensitive areas of park

Pilots are asked to stay above 3000 AGL and east of the Snake River while over park

**Operations Specifications of Commercial Carriers (p. 7)** referring to Frontier and Western, but noting it should apply to all future airlines

- 1 Service scheduled only between 7am and 9:30pm
- 2 Airlines must use, when feasible, established noise abatement procedures

### **Requirements for Aeronautical Contractors**

Prohibiting the origination of commercial scenic or charter flights, as well as aircraft training operations, over noise sensitive areas of the park.

### **Noise Complaint/Inquiry Report System (p. 9)**

Detailed procedures to investigate noise complaints

Statistics will be kept month-to-month and at least annually will be made available to the general public through local news media or direct mailings.

### **Educational Efforts**

#### **Local**

- 1 Conspicuously placed signs at each end of the taxiway and near the air operations areas exit explaining noise abatement procedures (NAP)
- 2 Arriving pilots are provided a handout with NAP
- 3 All local pilots are reminded of NAP via direct mailings or through news media
- 4 Fixed Base Operator reminds arriving and departing aircraft of NAP

#### **National**

- 1 Flight information publishers (including FAA Airman's Manual, Airline Flight Procedures Manual, and Jeppesen Airways Manual) are sent the Airport's noise abatement information.
- 2 Letters sent to business and corporations that frequently use the airport
- 3 News releases are periodically sent to local and national publications

### **Plan Supplement A; Land Use Control Recommendations (p.12)**

Detailed summary of recommendations

### **Noise Abatement Plan Attachments**

#### **Noise Abatement Rule**

definitions,

base aircraft equivalency measurements,

commercial carrier allocations of average daily departures (ADD)

reporting

enforcement.

#### **Appendix A**

Noise Measurement Equipment

Data Reporting

### **Figure 2 Noise Sensitive Areas of Park**

All of park west of Snake River north to Moose then west of Hwy 26/89.

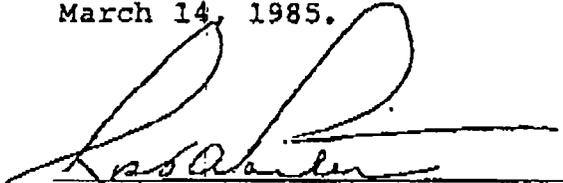
AGREEMENT BETWEEN THE  
UNITED STATES DEPARTMENT OF THE INTERIOR  
AND THE  
JACKSON HOLE AIRPORT BOARD

This agreement is entered into pursuant to the Act of March 18,  
1950. 16 U.S.C. 7a-7e. by the United States of America acting

JACKSON HOLE AIRPORT

REVISED NOISE ABATEMENT PLAN

Adopted by the Jackson Hole Airport Board by resolution on  
March 14, 1985.

  
\_\_\_\_\_  
President

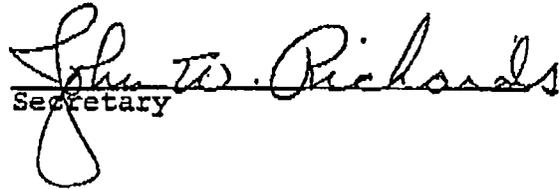
  
\_\_\_\_\_  
Secretary

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ATTACHMENTS:

1. Town of Jackson Ordinance # 309
2. Airport Noise Abatement Rule - March 14, 1985
3. Aircraft Operator Information Checklist
4. Letter of Information - Single Event Standard
5. Quick Reference File Card
6. Town of Jackson - Summons and Complaint
7. Warning - Single Event Standard
8. Letter of Explanation - Single Event Standard
9. Airline Operations Log Sheet
10. Noise Abatement Departure Report
11. Noise Sensitive Area Map
12. NAP Procedure Handout
13. Jeppesen Airways Chart
14. Airport Incident Report Form
15. Noise Report - Follow-up

MAR 14 1985

INTRODUCTION:

This Revised Noise Abatement Plan ("Plan"), is based on FAR Part 150 and complies with the requirements of the Airport Use Agreement between the Jackson Hole Airport Board ("Board") and the United States Department of the Interior of April 27, 1983 (the "Agreement"). The Agreement requires the Board to implement all measures contained in this Plan, as approved by the United States Department of Transportation, as soon as is practicable, but no later than April 27, 1985.

This Plan, which includes a Noise Abatement Rule:

- (1) will ensure that future operations at the Jackson Hole Airport ("Airport") are controlled in such a manner that Airport noise exposure will remain compatible with the purposes of Grand Teton National Park (the "Park");
- (2) will ensure that future Airport operations will result in no significant increase in cumulative or single event noise impacts on noise sensitive areas of the Park;
- (3) will ensure that Airport operations are conducted in such a manner that aircraft noise exposure will be reasonably compatible with other adjacent land uses;
- (4) will achieve optimum accommodation of both Airport users and Airport neighbors within acceptable safety, economic and environmental parameters;
- (5) will not create an undue burden on interstate and foreign commerce, and will not relate to rates, routes or service of any air carrier;
- (6) is consistent with the Board's assurances to the Federal Aviation Administration ("FAA") that the Airport will be available for public use on fair and reasonable terms and without unjust discrimination, and that no exclusive right for the use of the Airport shall be granted.

1. MAXIMUM NOISE LEVEL LIMIT

The Maximum Noise Level Limit ("MNLL") is a single event noise standard which assures that aircraft operations do not result in a significant increase in single event noise impacts on noise sensitive areas of the Park or on residential areas in the vicinity of the Airport.

A. Standard. No aircraft will be permitted to operate at the Airport which has a single event noise level which exceeds 92 on the dBA scale on approach.

B. Measurement. Compliance with the MNLL above will be determined by reference to FAA Advisory Circular 36-3C, or the version of that document currently in effect. No adjustments for gross weight will be allowed. Aircraft types and models which are not listed in Advisory Circular 36-3C will be allowed to operate if the FAA determines that the aircraft type and model would meet the MNLL if it were tested according to the FAA procedures and the operator obtains approval from the Board certifying that operation of the aircraft is compatible with conditions for operation at the Airport.

C. Enforcement. The MNLL shall be enforced in accordance with (1) Town of Jackson Ordinance 309 (see Attachment #1) which amends Section 5 of the Town of Jackson Ordinance 175 and Section 12.16.210 of the Municipal Code of the Town of Jackson; and (2) the Airport Noise Abatement Rule, adopted on March 14, 1985 (see Attachment #2).

(1) If a pilot or a representative of an aircraft contacts the Airport, an AIRCRAFT OPERATOR INFORMATION CHECKLIST (Attachment #3) will be completed. If it is determined that the aircraft would be in violation of the MNLL, the person contacting the Airport and the owner of the aircraft will be sent a Letter of Information (see Attachment #4). This letter will be sent by certified mail with a return receipt requested. A Quick Reference File Card (see Attachment #5) will be filled out and kept as a permanent record. When the return receipt arrives, it shall be attached to this Quick Reference File Card.

(2) If it is determined that an aircraft which has landed at the Airport is in violation of the MNLL and the aircraft owner or pilot has had prior notification from the Airport that the aircraft is in violation of the MNLL, then the pilot or representative of the aircraft will be served a Town of Jackson Summons and Complaint (see Attachment #6) following the appropriate procedures for this document. A Quick Reference File Card will be completed and kept as a permanent record.

(3) If it is determined that an aircraft which has landed at the Airport is in violation of the MNLL and the pilot, owner or representative of this aircraft has never had prior notification

1000 1 1 1000

from the Airport that the aircraft is in violation, Airport Safety Officers, at their discretion, may issue a Warning with an attached Letter of Explanation (see Attachments #7 and #8) instead of the Summons and Complaint. The pilot, owner or representative of the aircraft will be asked to sign the completed Warning, and a copy of the Warning with the attached letter of explanation will be issued to the party. A Quick Reference File Card will be completed and kept as a permanent record along with the Warning.

(4) A copy of the Warning or Summons and Complaint, along with the Letter of Information, will be sent to the registered owner of the aircraft if they are not originally served. A brief cover letter will be included to explain the circumstances and to instruct that the aircraft not land at the Airport again.

## 2. CUMULATIVE NOISE STANDARD

The cumulative noise standard assures that aircraft operations do not result in a significant increase in cumulative noise impacts on noise sensitive areas of the Park. It also seeks to limit aircraft noise exposure on adjacent land uses.

A. Standard. The Agreement establishes cumulative, or average noise standards for airport operations. The Board adopts the standards and agrees to ensure that Airport operators do not result in their violation. The standards are expressed in Ldn, an annual day-night average measurement of noise exposure, which includes a 10 dBA penalty for nighttime operations. The Airport's 55 Ldn contour may never enter the noise sensitive areas of the Park. Aircraft noise may not exceed 45 Ldn as measured along the geographic line established to protect the noise sensitive area of the Park (see Attachment #11).

B. Access Plan. The Board's Noise Abatement Rule of March 14, 1985 (see Attachment #2) considers the Boeing 737-200 a "Base Class" aircraft and establishes a limitation on its operations. No more than 6.5 daily departures (averaged annually) and 6.85 daily departures (averaged each calendar quarter) may operate at the Airport. If an aircraft is quieter than the "Base Class" aircraft, it may operate in greater numbers based on an "equivalency" formula. The limitation applies to all scheduled commercial aircraft having published noise levels above 86 dBA on approach, and above 74.5 dBA on departure. Noise levels will be determined by use of FAA Advisory Circular 36-3C or its most recent edition. If airlines propose to schedule flights in excess of the limitation, slots will be allocated among the airlines based on criteria set forth in the Noise Abatement Rule.

C. Noise Monitoring. Compliance with the cumulative noise standards will be determined through the collection of noise measurement data over the periods identified and locations specified in the Agreement. The National Park Service ("NPS") has monitoring equipment and plans to monitor single event aircraft noise events along the geographic line specified in the Agreement, where airport operations shall not exceed a level of 45 dB (Ldn). They also plan to monitor noise levels in other points of the Park which are noise sensitive.

The Board has completed a comprehensive monitoring program, based on FAR Part 150, and plans to update that program at the end of five years, unless there is a prior significant change in aircraft types or numbers, in which case the study will be updated at an earlier date. The Board will also initiate an annual program to monitor noise levels to determine the need to update the Ldn contours and measure the effectiveness of this Plan.

### 3. AIRCRAFT OPERATING PROCEDURES

Aircraft operating procedures seek to ensure that aircraft operations are safely conducted to mitigate aircraft noise impacts on the Park and adjacent land uses.

A. Preferential Departure Runway - 45° Left Traffic Pattern Exit. Departures to the south using Runway 18 are preferred. Pilots are requested to use a 45° left traffic pattern exit in VFR conditions to reduce noise impact on the residential areas southwest of the Airport. This procedure will result in a left turn prior to reaching the golf course area.

#### B. Air Carrier Compliance.

(1) Scheduled air carriers are required by contract with the Board to comply with this noise abatement procedure.

(2) All scheduled departures of airlines using aircraft that are non-exempt in accordance with the Access Plan of the Noise Abatement Rule (see Attachment #2) are monitored by Airport personnel. If an aircraft fails to follow the requested noise abatement procedure, Airport personnel will investigate to determine the reason for the deviation (i.e., IFR, traffic, other instrument meteorological conditions (IMC), north wind, etc.) and record all relevant operating information on the Airline Operations Log Sheet (see Attachment #9). If no valid safety reason is apparent, it will be noted on the Log Sheet and a Noise Abatement Departure Report (see Attachment #10) will be completed and routed to the appropriate airline personnel or to Airport management for routing to the airlines. Responses from the airlines are recorded on the Log.

(3) At the end of each month, the above information is compiled to determine compliance with this requested noise abatement procedure. These monthly reports are distributed to each airline involved.

(4) Airlines are requested to send the Board the names of the crews who fly each trip into the Airport. These records are compared to our reports, and letters are sent to pilots who have shown an extra effort in abiding by this noise abatement procedure. This positive approach has been a beneficial way to increase pilot compliance and awareness of the noise sensitive nature of the area surrounding the Airport.

C. Preferred Approach Procedure. Aircraft operators are asked to plan their arrival and departure routing from and to the south of the Airport, avoiding the noise sensitive areas of the Park. Since the wind is predominantly out of the south to southwest, aircraft usually approach from the north. Pilots approaching from the north are asked to maintain a course east of U. S. Highway 26/89 north of Moose when weather and safety will allow.

D. VFR Departure Route to Idaho Falls. The Board supports Western Airlines' ("Western") intention to utilize the following noise abatement procedure during VFR departures on Runway 18 to mitigate the noise impact on noise sensitive areas west of the Airport:

"Climb on runway heading to 6,700' MSL; initiate a left climbing turn to arrive over JAC VOR at 14,000' MSL. Depart JAC VOR on the 205° radial to 8 DME; initiate a right turn to intercept the JAC 248° radial then direct to IDA."

E. Aircraft Abatement Procedures. All aircraft operators are asked to use noise abatement procedures for their particular aircraft, including lower flap settings on approach as long as safety is not compromised.

F. Overflights. All aircraft operators are asked to completely avoid overflight of the noise sensitive areas of the Park. (See Attachment #11). ILS Approaches and Traffic Pattern requirements are excepted.

G. Minimum Altitude. When it is necessary to overfly the Park, all aircraft operators are asked to stay 3,000 AGL and to stay east of the Snake River.

4. OPERATIONS SPECIFICATIONS OF COMMERCIAL CARRIERS

The FAA made permanent the amendment to Frontier Airlines' ("Frontier") operations specifications permitting regularly scheduled Boeing 737 jet service at the Airport on January 31, 1983. The amendment was subject to the conditions stated below. When Western subsequently began service on June 1, 1983, the amendment to its operations specifications included the same conditions. The Board supports these conditions and will request that FAA include them if they find it necessary to amend the operations specifications of any airline with similar aircraft that may choose to operate into the Airport in the future. The Board actively monitors the operations of Western and Frontier and will report any deviation from the amended operations specifications to the FAA. The conditions are as follows:

A. The service may be scheduled only between the hours of 7:00 a.m. and 9:30 p.m.

B. The airlines must use 737's which are equipped with quiet nacelles and which meet the stage two noise limits set forth in FAR Part 36 (14 CFR Part 36).

C. The airlines must use, to the maximum extent feasible, established procedures for abatement of aircraft noise during landings and takeoffs.

## 5. REQUIREMENTS FOR AERONAUTICAL CONTRACTORS

The Board inserts in all contracts involving aircraft operations, and takes reasonable measures to enforce, provisions requesting all contractors to follow noise abatement procedures consistent with safety and the operating limitations of their aircraft. The Board also requires contractors to abide by all present or future Airport rules and regulations, and applicable Ordinances of the Town of Jackson.

A. Commercial Scenic, Charter, and Training Flights. The Board will insert in all contracts involving aircraft operations, and take reasonable measures to enforce, a provision prohibiting the origination of commercial scenic or charter flights, as well as aircraft training operations, over noise sensitive areas of the Park (see Attachment #12). An exception will be provided for periods when instrument operations are required to or from the north by weather conditions or for instrument flight training, or are desirable for nighttime operations and except when required to utilize Victor (VOR-Federal) airways. Provided, however, that the above instrument operations not specifically required by weather conditions must be conducted under Instrument Flight Rules (IFR) and cleared through FAA Air Traffic Control, and Victor airways must be intercepted outside the noise sensitive areas of the Park at the minimum en route altitude prescribed for the airway. The aircraft must maintain at least that altitude over the noise sensitive areas of the Park.

6. NOISE COMPLAINT/INQUIRY REPORT SYSTEM

A. Noise Complaint System. The Board encourages inquiries about aircraft operating procedure. This will lead to quieter aircraft operation and to a better educated public. When Airport personnel receive an inquiry or complaint about an aircraft operating procedure which may be a deviation from requested noise abatement procedures or Airport rules, the report will be investigated and classified as follows:

(1) Justified Procedure. Deviation from requested noise abatement procedure for safety reason:

EXAMPLES:

(a) Weather Related - IFR conditions, wind factor, etc.

(b) Air Traffic - Aircraft in immediate vicinity of aircraft operation that required deviation from noise abatement procedure in behalf of safety.

(c) Aircraft Operating Capability - heavy weight load, high density altitude, etc.

(2) Unjustified Procedure. Unable to ascertain acceptable reason for not abiding by any given section of this Noise Abatement Plan.

EXAMPLES:

(a) Aircraft operation was aware of the requested procedures, noise abatement rules, or City Ordinance 309, and intentionally violated these standards.

(b) No safety reason is immediately determined for procedure and explanation from a flight crew or aircraft representative is not adequate to justify the deviation.

(3) Unfounded Report. Investigation fails to produce enough evidence or information about incident to ascertain the reason for the deviation of this Plan.

EXAMPLE:

(a) Reporting party saw a low flying aircraft over the Park and could not acquire enough information about the identity of the aircraft or its specific location for follow-up action to be taken.

All inquiries or complaints about aircraft operating procedures will be logged and assigned an Airport Incident and a Noise Report number.

Airport personnel will include all available pertinent information about the incident including the location and identity of the aircraft and weather and operational conditions at the time of the reported incident (see Attachments 14 and 15).

If it is determined that an aircraft has violated the 2,000 ft. AGL requirement specified in FAA Advisory Circular No. 91-36C, and Airport personnel are able to acquire sufficient information to identify the aircraft, and provide a reasonable assurance that the aircraft was below 2,000 ft. AGL, the report will be sent to the FAA Flight Standards District Office in Salt Lake City for its consideration.

B. Aeronautical Contractors. If it is determined that a contractor has used an aircraft operating procedure which is classified as unjustified, and therefore may constitute a possible breach of its contracts with the Board, the following guidelines will be used:

(1) Written notice of the alleged noise abatement violation will be sent to the contractor.

(2) It will be requested to respond in writing within one week after receiving the notice.

(3) If the charge cannot be answered to the satisfaction of the Airport Manager, the Manager will take further action as necessary, lawful and appropriate in furtherance of the purposes of this Plan.

C. Feedback System. At the end of each investigation, a copy of all reports or another form of written response will be sent to the person who inquired or complained. A copy of these reports and/or written responses will also be sent to the Park Superintendent if the complaint involves the noise sensitive areas of the Park, or any other time deemed appropriate. These reports will include how the Airport classified the report, the reasons for that classification, action taken by the Airport, and what resulted from that action.

Statistics on this reporting system as well as other applicable sections of the Plan will be kept on a month-to-month basis. At least annually, these statistics will be made available to the general public through local news media or through direct mailing.

## 7. EDUCATIONAL EFFORTS

Educational efforts are an effective tool in implementing the Plan. These efforts inform Airport users of our rules, regulations and noise abatement procedures so that they will voluntarily comply with the Plan.

### A. Local.

(1) At each end of the parallel taxiway and on the fence near the air operations area exits are conspicuously placed signs informing departing and arriving pilots of noise abatement procedure.

(2) Arriving pilots are provided with a handout outlining noise abatement procedures when they register at the Fixed Base Operator. (See Attachment #12.)

(3) All locally based pilots are periodically reminded of the noise abatement plan via direct mailings or through news media.

(4) The Fixed Base Operator reminds arriving and departing aircraft of noise abatement procedures via the airport advisory service UNICOM (122.8 Mhz).

(5) Any Airport user who requests information is sent an information letter and noise abatement handout.

(6) There is an ongoing dialogue with the air carriers to keep them informed and to encourage cooperation.

### B. National.

(1) Flight information publishers are sent the Airport's noise abatement information and are asked to publish the information in their documents. These include the FAA Airman's Manual, Airline Flight Procedures Manual, and the Jeppesen Airways Manual (see Attachment #13).

(2) Letters are periodically sent to business and corporations that frequently use the Airport. The letters explain noise abatement procedures and regulations.

(3) In an effort to reach as many potential Airport users as possible, news releases are periodically prepared and sent to local news media as well as national and state aviation publications, including the Wyoming Aeronautics Commissions quarterly newsletter, AERO, Plane and Pilot, Flying, Professional Pilot, AOPA, and Business and Commercial Aviation.

PLAN SUPPLEMENT "A" : LAND USE CONTROL RECOMMENDATIONS TO TETON COUNTY

Land use control is not within the jurisdiction of the Board. This section is therefore a Supplement to the Plan.

Upon completion of its FAR Part 150 program, the Board will actively work with the Teton County Planning Commission and the County Commissioners to assist them in developing land use controls recommended by the Board. These recommendations will result in a reduction of noncompatible land uses, as defined in the guidelines of FAR Part 150, located within the 65 Ldn contour. These recommendations, along with the measures defined in this Plan, seek to ensure reasonable compatibility with the Airport's adjacent land uses.

Along with the mitigating measures in this Plan, the Board will recommend new land use controls to Teton County in accordance with FAR Part 150.

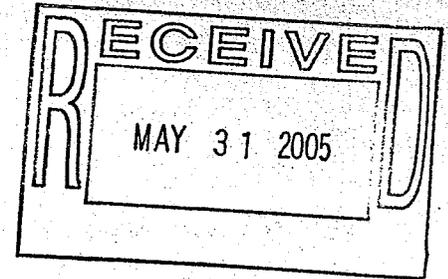
Summary of Land Use Control Recommendations

1. The area south of the Airport should be included in the development and implementation of Transferable Development Rights ("TDR's") as soon as possible.
2. During the development of the TDR concept, unplatted areas south of the Airport should be downzoned to a density of one unit per six acres.
3. Subdivision regulations should be amended to require the dedication of noise easements for all new development within the Ldn 65 contour.
4. The building code should be amended to require noise level reductions of 25 and 30 dB for new construction of single family residences within the 65 Ldn and 70 Ldn contours, respectively.
5. A joint Board/Teton County accoustical survey will be recommended to be performed on appropriate existing houses to determine the degree and feasibility of sound attenuation necessary to achieve the desired noise reduction.
6. Subsequent to all of the above recommendations, and contingent upon funding, cost effectiveness and other relevant circumstances, the following possibilities will be explored: sound attenuation of existing homes, purchase of noise easements or purchase of real estate.

**APPENDIX D: CORRESPONDENCE**



# JACKSON HOLE AIRPORT BOARD



April 25, 2005

Mary G. Scott, Superintendent  
Grand Teton National Park  
P.O. Box 170  
Moose, WY 83012

Re: Agreement Between the United States Department of the Interior and the Jackson Hole Airport Board (the "Agreement")

Dear Superintendent Scott:

By this letter, the Jackson Hole Airport Board (the "Board") respectfully requests an amendment to the Agreement, under which it currently operates the Jackson Hole Airport (the "Airport") within Grand Teton National Park. Under the requested amendment, the Board would be permitted to exercise two additional 10-year options to renew the term of the Agreement. The text of the proposed amendment is enclosed for your consideration.

## **Background for the Board's Request**

The Airport was established at its present location in the 1930's, and since 1941, has been served by commercial airlines. In 1950, Congress authorized the Secretary of the Interior to enter into agreements with public agencies, providing for the operation and maintenance of airports within units of the National Park System.

Under this statute, the Agreement was entered into by the Secretary of the Interior on April 26, 1983. The Agreement contains noise limitations that are more stringent than those required at any other commercial airport in the United States. These include 45 and 55 LDN cumulative noise contours, and a single event noise standard not exceeding 92 DBA on approach. In addition, the Board is required to adopt a noise abatement plan, ensuring that future airport operations are controlled in such a manner that aircraft noise exposures will remain compatible with the purposes of Grand Teton National Park, will result in no significant increases in cumulative or single event noise impacts on noise sensitive areas of the Park, and will incorporate new and prudent technological advances to further reduce noise. Pursuant to this requirement, and with Congressional support, the Board has recently prohibited the operation of Stage 2 aircraft weighing under 75,000 pounds.

OPERATING UNDER AUTHORITY OF TOWN OF JACKSON AND COUNTY OF TETON

P.O. Box 159 Jackson, Wyoming 83001 (307) 733-7695 FAX (307) 733-9270

George Larson - Airport Director

Mary G. Scott, Superintendent

Grand Teton National Park

Re: Proposed Amendment to Agreement Between the United States Department of the Interior  
and the Jackson Hole Airport Board, dated April 27, 1983

April 25, 2005

Page 2

As a result of the Board's enforcement of these noise provisions, and the economics associated with new generation aircraft, noise levels in Grand Teton National Park and other areas surrounding the Airport are now substantially below the levels experienced in 1983.

With the exception of navigation aids, the Agreement also restricts the construction of airport buildings to a relatively small development sub-zone. It also limits the purposes for which structures may be built, restricts their size, and regulates their appearance. The amendment proposed by the Board would not authorize the construction of any building or other improvement which is not already authorized by the Agreement, or in any manner different than authorized by the Agreement.

Environmental impacts associated with the Agreement have already been subject to NEPA review. Prior to entering into the Agreement, the Department prepared an augmented Environmental Assessment ("EA"). The Department's action was upheld by the United States District Court for the District of Wyoming, in *Sierra Club v. Department of the Interior*, Civ. No. 83-406 (Oct. 5, 1983).

The Airport and its operations have been subject to NEPA analysis on several other occasions, both before and after the date of the Agreement. The Department of the Interior prepared an EIS on airport improvements in 1974. In 1981, FAA prepared an EIS on proposed commercial jet service to the Airport, the adequacy of which was upheld in *Sierra Club v. Department of Transportation*, 753 F.2d 120 (D.C. Cir. 1985). Finally, in 1997, in connection with the placement of paved safety areas at the two runway ends, FAA prepared an EA, to the level of an EIS, in consultation with the Department of the Interior. In sum, we believe the Jackson Hole Airport, at its existing location and with its current and future building authority and noise limits, has already been the subject of more intense NEPA scrutiny than any other facility of its type in the United States.

### **The Board's Requested Amendment**

The Agreement now contains a series of 10 year options, capped at a total term of 50-years. The Board hereby proposes a simple amendment, which would extend that cap to 70-years, thus permitting the Board to exercise two additional 10-year options, if it remains in compliance with the terms and conditions of the Agreement.

This request is motivated by a desire to facilitate the Airport's qualification for FAA grants in-aid, and for appropriate amortization of the Board's improvement costs, including those for beneficial navigation and noise abatement equipment. FAA regulations, which were in effect in 1983 and remain effective today, generally limit such aid to airports which either own airport lands, or have an agreement with a public entity for the use of such lands having a term of not less than 20 years. Because the Board's capital improvement plans have a 5-year horizon, the Airport will begin to be adversely affected in 2008 if additional term options are not granted

Mary G. Scott, Superintendent

Grand Teton National Park

Re: Proposed Amendment to Agreement Between the United States Department of the Interior  
and the Jackson Hole Airport Board, dated April 27, 1983

April 25, 2005

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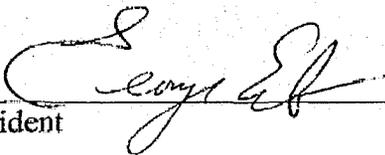
The Board proposes no other changes to the Agreement. No new or different construction would be authorized by the proposed amendment. The noise limitations of the Agreement would remain in effect, including the requirement that the Board implement new and prudent technology to further reduce noise impacts on the Park in the future.

The Board thanks the Department in advance for its consideration, and looks forward to working with you regarding this request.

Very truly yours,

JACKSON HOLE AIRPORT BOARD

By: \_\_\_\_\_  
President



L3215(GRTE)

**JUN 07 2005**

Mr. George Erb  
President, Jackson Hole Airport Board  
P.O. Box 159  
Jackson, WY 83001

Dear George:

Thank you for your recent letter requesting an amendment to the Use Agreement between the Jackson Hole Airport Board and the Department of the Interior. As stated in your letter, the proposed amendment would provide two additional 10-year options to renew the term of the Agreement, effectively authorizing operation of the airport until the year 2053.

We recognize the importance of such an amendment in light of the fact that the airport's eligibility for federal funding may be jeopardized by 2013 if the agreement is not extended. We also understand that the airport's ability to compete for funds could become compromised even earlier because funding cycles typically extend back several years from the year in which funds are actually provided.

With that in mind, we are committed to ensuring that the compliance work required under the National Environmental Policy Act (NEPA) to support such an amendment is completed in an expeditious manner. We anticipate public scoping to begin this summer and will use the information obtained in that process to determine the appropriate NEPA pathway, either an environmental assessment or if necessary an environmental impact statement.

Because of the special expertise that the Jackson Hole Airport Board has regarding operation of the airport, we invite the Board to participate as a cooperating agency in the NEPA process. We believe the Board has valuable expertise relating to airport operations that will help the NPS make a better informed decision. We will also be extending such an invitation to the Federal Aviation Administration. If it would be helpful, we would be glad to meet with the Board, perhaps at an upcoming Board meeting, and provide information on the NEPA process and the role of cooperating agencies. We would appreciate your response by no later than July 15.

If you have any questions, please do not hesitate to contact me or Management Assistant Gary Pollock at 739-3410.

Sincerely,



Mary Gibson Scott  
Superintendent

GPollock:tsh:6/7/05



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# JACKSON HOLE AIRPORT BOARD

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June 14, 2005

Mary G. Scott, Superintendent  
Grand Teton National Park  
P.O. Box 170  
Moose, WY 83012

Re: Agreement Between the United States Department of the Interior and the Jackson Hole Airport Board (the "Agreement")

Dear Mary:

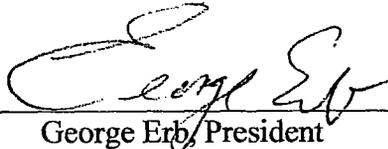
At its meeting of June 15, 2005, the Jackson Hole Airport Board reviewed your letter of June 7, 2005, and the invitation it contained to participate as a cooperating agency with the National Park Service, regarding NEPA review of the Board's request for an amendment to the Agreement.

The Board thanks you for the invitation, and would be pleased to cooperate. As and when the National Park Service requests, and to the extent our resources permit, the Board is committed to cooperating and giving significant assistance in the NEPA process.

Sincerely,

JACKSON HOLE AIRPORT BOARD

By: \_\_\_\_\_

  
George Erb, President

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION 8**  
999 18<sup>TH</sup> STREET - SUITE 300  
DENVER, CO 80202-2466  
Phone 800-227-8917  
<http://www.epa.gov/region08>

JAN 30 2006

Ref: 8EPR-N

Superintendent Office  
Attention: Airport EA  
P.O. Drawer 170  
Moose, Wyoming 83012-0170

RE: Scoping comments on Jackson Hole Airport  
Environmental Assessment

To whom it may concern:

The EPA is submitting comments on the Notice of Intent to prepare an Environmental Assessment for the Jackson Hole Airport Use Agreement Extension, Grand Teton National Park. Our scoping comments are in accordance with our authorities under the National Environmental Policy Act (NEPA), 42 U.S.C. 4231, and Section 309 of the Clean Air Act. EPA's scoping comments are intended to ensure a comprehensive assessment of the project's environmental impacts, adequate public disclosure, and an informed decision-making process. We understand that you are well versed in these areas, but offer a scoping letter in the hope that our scoping comments assure that you are aware of our concerns early in the process.

The National Park Service (NPS) is considering extending the current use agreement for Jackson Hole Airport for two additional 10-year terms, which would extend the lease through 2053. It is also considering updating the agreement if it is found inconsistent with current National Park Service mission and management objectives.

Our scoping comments fall into four categories: the extent of impacts; whether the range of alternatives is sufficient; whether the use agreement is up to date on air quality and soundscape information and standards; and information on groundwater impacts.

***Extent of Impacts***

The purpose of this proposed action is to extend the use agreement for the airport to assure that the airport remains eligible for FAA funding. The impacts of keeping an airport open on national park land could be significant and controversial. Given the controversy that existed surrounding the initial use agreement for this airport, we recommend the NPS consider carefully whether there are significant impacts to Park resources associated with the location and operation of this airport. Should the NPS choose to begin with an Environmental Assessment of this project, it is important to recognize that the decision must either demonstrate a finding of no



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significant impact or review the project in an Environmental Impact Statement. In the past, EPA was deeply involved with this project, and found the impacts to be significant enough to refer the project to the Council on Environmental Quality as an environmentally unsatisfactory action. We welcome an opportunity to review our concerns from that original EIS with the NPS planning team for this project to assure that they are no longer concerns.

As you know, NEPA requires full disclosure of the impacts of a federal action. It is not clear from the NOI or the scoping brochure what changes to the use agreement are contemplated, and whether those will result in significant impacts. Those need to be laid out clearly for public disclosure and comment.

### ***Range of Alternatives***

We understand that alternative locations for an airport were analyzed years ago, and that reasonable alternative locations were not found, and in fact this may be the best alternative from an environmental perspective, but that should be stated or analyzed if it has not already been analyzed elsewhere in the environmental document. The NPS may wish to explore a land swap of private in-holdings on BLM or other Federal land (other than Park land, which we understand has restrictions) if in fact that might reduce the environmental impacts of an airport in a National Park.

We understand that there is no expansion planned for this extension of the use agreement; that any expansion that might take place would be within the existing development subzone, and that any expansion there may have to be analyzed under NEPA. If expansion outside the existing development sub zone is requested, that would be a change to the use agreement. We are not clear on how a change like that would be reviewed by the public. Would that be subject to NEPA? Growth-related changes, if they occur, would require analysis of the indirect impacts of the growth as a result of the airport expansion.

### ***Air Quality and NPS Soundscape Standards***

We recommend that the Jackson Hole Airport Use Agreement be assessed according to current NPS Resource Management Policies (e.g., 4.7.1 Air Quality; 4.9 Soundscape Management; and 8.2.3 Use of Motorized Equipment). This is particularly important if these policies have changed since the original use agreement. It may be appropriate to consider additional mitigation should the current use be found inconsistent with these policies. Further, it is possible that with increased population, auto and air traffic, and energy development in the area that air quality may have changed since the original use agreement. If air quality or related values like visibility are found to be trending downward, the NPS may wish to consider whether additional mitigation is available through the Use Agreement to reduce air quality effects and to provide the best possible air quality through management of activities within the Park.

We would anticipate there may be data regarding the noise (soundscape) impacts from airport operations. Noise data from NPS and FAA should be included in the NEPA document to allow an assessment of whether there are significant effects to natural soundscapes that could be mitigated.

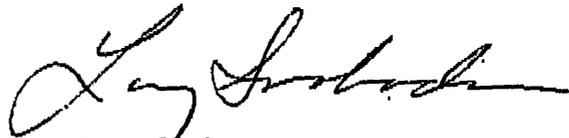
If any assumptions used in the original analysis of this Use Agreement have changed, this NEPA document should specifically reference those changes and accurately reflect current conditions.

***Ground water Impacts***

This NEPA document should include a summary of any monitoring data associated with the airport's operational effects on the Park resources. Groundwater contamination issues (i.e., fuel and de-icer spills or leaks) are often associated with airport operations. This NEPA document should disclose the results of any airport-related ground water monitoring. If no ground-water monitoring has been done, we recommend a monitoring program be included in the use agreement, along with a plan for what will happen should contamination be detected.

Thank you for your time considering our concerns. Again, our main concern at this point is with a decision to proceed with an environmental assessment in view of the fact that the previous EIS was the subject of a CEQ referral by EPA. We request a meeting with you to discuss these issues. Please contact me at 303 312-6004 to set up a meeting. In the meantime, if you have any questions on these comments, please contact Deborah Lebow at 303 312-6223 or Phil Strobel at 303 312-6704.

Sincerely,



Larry Svoboda  
Director, NEPA Program



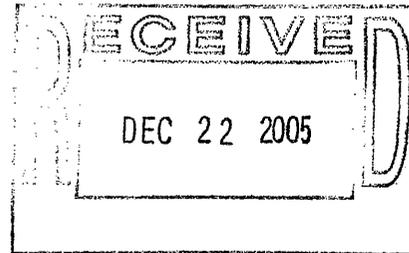
# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
4000 Airport Parkway  
Cheyenne, Wyoming 82001

DEC 19 2005

In Reply Refer To:  
ES-61411/W.25/WY9962



### Memorandum

*MP 12/27/05*

To: Mary Gibson Scott, Superintendent, Grand Teton National Park, Moose, Wyoming

From: Brian T. Kelly, Field Supervisor, U.S. Fish and Wildlife Service, Cheyenne, Wyoming

Subject: Jackson Hole Airport Use Agreement

Thank you for your letter and scoping notice dated Nov. 23, 2005, received by our office on Nov. 25, for the Jackson Hole Airport Use Agreement. The scoping notice is for a proposal to extend the current Jackson Hole Airport use agreement for two additional 10-year terms. Although airport operations are authorized to occur in Grand Teton National Park (Park) until April 27, 2033, as per the 50-year use agreement between the Jackson Hole Airport Board the Department of the Interior, the airport will no longer be eligible for Airport Improvement Program funds from the Federal Aviation Administration (FAA) after 2013. The proposed extension will ensure that the airport will remain eligible for funding beyond 2013.

The Jackson Hole Airport is within the Park on 533 acres under the administrative jurisdiction of the National Park Service. There will be no change in the current development footprint as a result of extending the use agreement. Three alternatives have been identified in your scoping notice:

- Alternative 1: No action;
- Alternative 2: Extend the agreement for an additional two 10-year terms; and
- Alternative 3: Extend the agreement for an additional two 10-year terms with minor modifications as mutually agreed to by the National Park Service and the Airport Board.

In your letter you have requested the U.S. Fish and Wildlife Service (Service) provide comments on the scoping notice pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 *et seq.*), and provide a list of species for consideration in your environmental analysis.

### Federal Agency Responsibilities

In response to your request to review the proposed action, we are providing you with comments on (1) NEPA responsibilities, (2) threatened, endangered and candidate species, and (3) migratory birds. The Service provides recommendations for protective measures for threatened and endangered species in accordance with the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Protective measures for migratory birds are provided in accordance with the Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703 and the Bald and Golden Eagle Protection Act (BGEPA), 16 U.S.C. 668. Other fish and wildlife resources are considered under the Fish and Wildlife Coordination Act and the Fish and Wildlife Act of 1956, as amended, 70 Stat. 1119, 16 U.S.C. 742a-742j.

The lead Federal agency or their designated non-federal representative is responsible for review of proposed activities to determine whether listed or proposed species will be affected. If it is determined that the proposed activities may affect a listed or proposed species, consultation pursuant to section 7 is required. In accordance with section 7 of the Act, we have determined that the following threatened or endangered species may potentially occur within the permit area. We would appreciate receiving information as to the status of each of these species within the permit area as well as your determination of effects from this project.

<b>SPECIES</b>	<b>STATUS</b>	<b>HABITAT</b>
Bald eagle ( <i>Haliaeetus leucocephalus</i> )	Threatened	Found throughout state
Black-footed ferret ( <i>Mustela nigripes</i> )	Endangered	Prairie dog towns
Grizzly bear ( <i>Ursus arctos horribilis</i> )	Threatened	Montane forests
Gray wolf ( <i>Canis lupus</i> )	Experimental	Greater Yellowstone ecosystem
Canada lynx ( <i>Lynx canadensis</i> )	Threatened	Montane forests

**Bald eagle:** While habitat loss still remains a threat to the bald eagle's full recovery, most experts agree that its recovery to date is encouraging. Adult eagles establish life-long pair bonds and build huge nests in the tops of large trees near rivers, lakes, marshes, or other wetland areas. During winter, bald eagles gather at night to roost in large mature trees, usually in secluded locations that offer protection from harsh weather. Bald eagles often return to use the same nest and winter roost year after year. Because bald eagles are particularly sensitive to human disturbance at their nests and communal roosts, protective buffers should be implemented around these areas [U.S. Bureau of Land Management (BLM) 2003, Buehler et al. 1991, Greater Yellowstone Bald Eagle Working Group (GYBEWG) 1996, Montana Bald Eagle Working Group (MBEWG) 1994, Stalmaster and Newman 1978, U.S. Fish and Wildlife Service (USFWS) 1986].

In Wyoming, general bald eagle nest buffer recommendations include restricting activities within 1 mile of bald eagle nests in open country year round (BLM and USFWS 2002, 2003). In more heavily forested or mountainous areas, where the line-of-sight distance from the nest is shorter, this buffer distance could potentially be reduced (see Stalmaster and Newman 1978, USFWS 1986). The nesting season occurs from February 1 to August 15 and bald eagle nest buffers should receive maximum protection during this time period. Also, for some activities (construction, seismic exploration, blasting, and timber harvest), a limited disturbance home range buffer may be required to extend outward into potential foraging habitat for 2.5 miles from the nest (GYBEWG 1996). We recommend that you contact the Service to determine the potential impact of your activity to nesting bald eagles if your project will cause disturbance within one of these nest buffer areas.

A communal roost is defined as an area where six or more eagles spend the night within 100 meters (328 feet) of each other (GYBEWG 1996). For bald eagle communal winter roosts, we recommend that disturbance be restricted within 1 mile of known communal winter roosts during the period of November 1 to April 1 (BLM and USFWS 2002, 2003). Additionally, we recommend that ground disturbing activities be prohibited within 0.5 mile of active roost sites year round.

Disturbance sensitivity of roosting and nesting bald eagles may vary between individual eagles, topography, and intensity of activities. The buffers and timing stipulations, as described above, are normally implemented unless site-specific information indicates otherwise. Modification of buffer sizes may be permitted where biologically supported and in coordination with the Service.

**Black-footed ferret:** Black-footed ferrets may be affected if prairie dog towns are impacted. Please be aware that black-footed ferret surveys are no longer recommended in white-tailed prairie dog towns in your area. However, we encourage the Park to protect prairie dog towns for their value to the prairie ecosystem and the myriad of species that rely on them. We further encourage you to analyze potentially disturbed prairie dog towns for their value to future black-footed ferret reintroduction.

**Grizzly bear:** The grizzly bear has a wide range of habitat tolerance. Contiguous, relatively undisturbed mountainous habitat having a high level of topographic and vegetative diversity characterizes most areas where the species remains. Habitat loss and direct and indirect human-caused mortality is related to the decline in numbers. We strongly encourage the enforcement of food storage and garbage disposal stipulations. In addition, contractor should be aware of, and provide to their employees and subcontractors, information on the protected status of the grizzly bear and on appropriate personal safety measures and behavior in grizzly bear habitat. Project activities may occur during the denning season (November to March) to avoid disturbance to grizzly bears. We recommend that your actions comply with the Interagency Grizzly Bear Guidelines (1986) and the Final Conservation Strategy for the Grizzly Bear in the Yellowstone Ecosystem (2003).

**Gray wolf:** All wolves within Wyoming are now considered part of the nonessential experimental population. Although such wolves remain listed and protected under the Act, additional flexibility is provided for their management under the provisions of the final rule and

special regulations promulgated for the nonessential experimental population on November 22, 1994 (59 FR 60252). Requirements for interagency consultation under section 7 of the Act differ based on the land ownership and/or management responsibility where the animals occur. On any unit of National Park System or National Wildlife Refuge System lands, wolves that are part of the experimental population are considered a threatened species and the full provisions of section 7 apply. Thus, the Service and any other action agency is prohibited from authorizing, funding or carrying out an action within a National Park or National Wildlife Refuge that is likely to jeopardize the continued existence of the gray wolf. Formal section 7 consultation is required if a Federal action within these areas "may affect" the gray wolf.

Wolves are dependant on movements of big game populations and may occur in large ungulate migration, wintering, or parturition areas. During project activities wolves may change their use of the project areas based upon changes to big game population numbers and changes in movement of herds. Project planning should consider impacts to big game populations, including wintering grounds and migration corridors.

**Canada lynx:** The Service published a Final Rule in the Federal Register on March 24, 2000 (65 FR 16052) listing the Canada lynx (*Lynx canadensis*) in the contiguous United States as threatened. Historically, lynx were observed in every mountain range in the state. Concentrations of observations occur in western Wyoming in the Wyoming and Salt River ranges and continuing north through the Tetons and Absaroka ranges in and around Yellowstone National Park. Numerous records have also come from the west slope of the Wind River Range, with fewer observations in the Bighorn and Uinta mountains (Reeve et al. 1986). In Wyoming, the lynx lives in subalpine/coniferous forests of mixed age and structural classes. Mature forests with downed logs and windfalls provide cover for denning sites, escape, and protection from severe weather. Early to mid-successional forest with high stem densities of conifer saplings provide optimal habitat for the lynx's primary prey, the snowshoe hare. Snowshoe hare reach their highest densities in regenerating forests that provide visual cover from predators and thermal cover (Wolff 1980, Litvaitis et al. 1985). It is likely that winter, when food is less abundant and less nutritious and energy demands are higher, is the limiting season for snowshoe hares (Pietz and Tester 1983). To most benefit lynx, habitats should retain an overstory for concealment and forested connectivity between feeding, security, and denning habitats.

The Service has identified significant threats to the lynx including (1) loss and/or modification of habitat; (2) past commercial harvest (trapping), which is partially responsible for the extremely small lynx population; (3) inadequate regulatory mechanisms to protect lynx and their habitat; and (4) other factors such as increased human access into suitable habitat and human-induced changes in habitat allowing other species (e.g., bobcats and coyotes) to move into lynx habitat and compete with them. Examples of human alteration of forests include loss of and conversion of forested habitats through urbanization, ski area and other developments; fragmentation that leads to isolation of forested habitats by highways or other major construction; and certain timber harvesting practices and fire suppression measures.

### **Migratory Birds**

The MBTA, enacted in 1918, prohibits the taking of any migratory birds, their parts, nests, or eggs except as permitted by regulations and does not require intent to be proven. Section 703 of the MBTA states, "Unless and except as permitted by regulations ... it shall be unlawful at any

time, by any means or in any manner, to ... take, capture, kill, attempt to take, capture, or kill, or possess ... any migratory bird, any part, nest, or eggs of any such bird..." The BGEPA, prohibits knowingly taking, or taking with wanton disregard for the consequences of an activity, any bald or golden eagles or their body parts, nests, or eggs, which includes collection, molestation, disturbance, or killing.

In order to promote the conservation of migratory bird populations and their habitats, the Service recommends the Park implement those strategies outlined within the Memorandum of Understanding directed by the President of the U.S. under the Executive Order 13186, where possible.

#### **Raptor-Proofing Additions or Improvements to Facilities**

Two primary causes of raptor mortality are electrocutions and collisions with power lines. If any part of this project will involve construction of new power lines or modification of existing lines, the Service urges the Park to take strong precautionary measures to protect raptors by raptor-proofing the power lines. CFR 7 part 1724.52, allows for deviations from construction standards for raptor protection provided that structures are designed and constructed in accordance with *Suggested Practices for Raptor Protection on Power Lines. The State of the Art in 1996*, published by the Edison Electric Institute/Raptor Research Foundation. Such structures must meet the National Electrical Safety Code and applicable State and local regulations. Authority for these measures resides with Section 9 of the Act, the MBTA and the BGEPA.

#### **Greater Sage-Grouse**

The Service has determined that the greater sage-grouse (*Centrocercus urophasianus*) is unwarranted for listing at this time. However, the Service continues to have concerns regarding sage-grouse population status, trends and threats, as well as concerns for other sagebrush obligates. We understand that greater sage-grouse frequent the airport property in the Park, and have been struck by aircraft (S. Patla, Wyoming Game and Fish Department, pers. commun.). The following information is provided for your use in the evaluation of proposed actions and their potential effects to the sage-grouse. We also encourage the Park to consider all measures that will reduce the potential of bird (all species) and aircraft collisions.

Greater sage-grouse are dependent on sagebrush habitats year-round. Habitat loss and degradation, as well as loss of population connectivity have been identified as important factors contributing to the decline of greater sage-grouse populations rangewide (Braun 1998, Wisdom et al. 2002). Therefore, any activities that result in loss or degradation of sagebrush habitats that are important to this species should be closely evaluated for their impacts to sage-grouse. If important breeding habitat (leks, nesting or brood rearing habitat) is present in the project area, the Service recommends no project-related disturbance March 1 through June 30, annually. Minimization of disturbance during lek activity, nesting, and brood rearing is critical to sage-grouse persistence within these areas. Likewise, if important winter habitats are present, we recommend no project-related disturbance November 15 through March 14.

We recommend you contact the Wyoming Game and Fish Department to identify important greater sage-grouse habitats within the project area, and appropriate mitigative measures to minimize potential impacts from the proposed project. The Service recommends surveys and mapping of important greater sage-grouse habitats where local information is not available. The

results of these surveys should be used in project planning, to minimize potential impacts to this species. No project activities that may exacerbate habitat loss or degradation should be permitted in important habitats.

Thank you for your efforts to ensure the conservation of threatened and endangered species in Wyoming. If you have any questions regarding this letter or your responsibilities under the Act, please contact Pat Deibert at the letterhead address, or by calling (307) 772-2374, ext. 26.

Sincerely,



Brian T. Kelly  
Field Supervisor  
Wyoming Field Office

cc: FAA, Manager, Denver ADO, Denver, CO (C. Sparks)  
FWS, NEPA Coordinator, Regional Office, Denver, CO (C. Young-Dubovsky)  
WGFD, Statewide Habitat Protection Coordinator, Cheyenne, WY (V. Stelter)  
WGFD, Non-Game Coordinator, Lander, WY (B. Oakleaf)

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# WYOMING GAME AND FISH DEPARTMENT

Dave Freudenthal, Governor



Terry Cleveland, Director

*"Conserving Wildlife - Serving People"*

January 6, 2006

WER 358  
Grand Teton National Park  
Jackson Hole Airport Use Agreement Extension  
Scoping Notice  
Teton County

Mary Gibson Scott  
Superintendent  
Grand Teton National Park  
P. O. Drawer 170  
Moose, WY 83012  
Attn: Airport EA

Dear Ms. Scott:

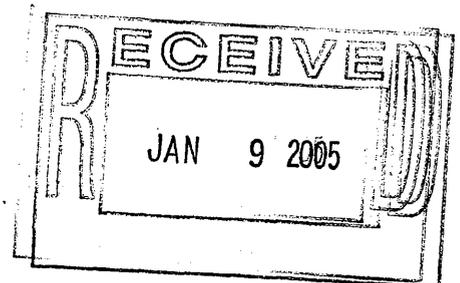
The staff of the Wyoming Game and Fish Department has reviewed the Scoping Notice for the Jackson Hole Airport Use Agreement Extension and Environmental Assessment. We offer the following comments.

### **Terrestrial Considerations:**

We support Alternative 3, to extend the use agreement with minor modifications. We request that the new agreement include a clause requiring the Board to notify our Department when wildlife conflicts occur. For example, this past summer a sage grouse went through the turbine of a commercial jet during take-off. Our personnel happened to be at the airport when the incident took place. It is important that conflicts with wildlife be reported so that appropriate mitigation measures can be designed and implemented to reduce impacts to wildlife and improving public safety.

### **Aquatic Considerations:**

We have no aquatic concerns pertaining to this Scoping Notice.



Mary Gibson Scott  
January 5, 2006  
Page 2 – WER 358

Thank you for the opportunity to comment.

Sincerely,



*fm* BILL WICHERS  
DEPUTY DIRECTOR

BW:VS:gbe  
cc: USFWS

**APPENDIX E: PROPOSED TEXT OF AMENDMENT NO. 3 FOR ALTERNATIVE 2**

**THIRD AMENDMENT  
TO THE  
AGREEMENT BETWEEN  
THE UNITED STATES DEPARTMENT OF THE INTERIOR  
AND THE JACKSON HOLE AIRPORT BOARD**

This Third Amendment to the Agreement Between the United States Department of the Interior and the Jackson Hole Airport Board is entered into effective the \_\_\_\_ day of \_\_\_\_\_, 2007 by and between the Jackson Hole Airport Board, a body corporate organized under the laws of the State of Wyoming (the “Board”) and the United States of America, acting through the Department of the Interior (the “Department”).

**WHEREAS**, the Jackson Hole Airport (the “Airport”) was established at its present location in the 1930’s, has been served by commercial airlines since 1941, and is the only feasible air carrier airport site in Teton County;

**WHEREAS**, the Act of March 18, 1950, 16 U.S.C. §§7a-7e authorizes the Secretary of the Interior to enter into agreements with public agencies, such as the Board, for the improvement, operation and maintenance of airports within national parks;

**WHEREAS**, pursuant to said Act, the Department and the Board entered into an Agreement dated April 27, 1983, as amended July 29, 1985 (the “Agreement”), for the operation of the Jackson Hole Airport within Grand Teton National Park (the “Park”);

**WHEREAS**, the Agreement provides for a term of 30 years, and grants the Board two 10-year options to renew, which options have been exercised by the Board;

**WHEREAS**, to facilitate its qualification for Federal Aviation Administration Grants In-Aid and for appropriate amortization of costs of improvement, including navigation and noise abatement aids, the Board has requested that it be granted two additional 10-year options to renew the Agreement term; and

**WHEREAS**, the Board is in material compliance with the terms and conditions of the Agreement, and the Department has complied with the requirements of the National Environmental Policy Act with respect to the proposed options.

**NOW THEREFORE**, for valuable consideration the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. The last sentence of Paragraph 1(a) of the Agreement is amended by striking the word “50” and substituting “70” in lieu thereof.
2. Other than as set forth in Paragraph 1 above, the Agreement shall not be otherwise amended, but shall remain in full force and effect in accordance with its terms.

UNITED STATES DEPARTMENT OF  
THE INTERIOR

By: \_\_\_\_\_  
Regional Director, Intermountain  
Region, National Park Service

Date: \_\_\_\_\_

JACKSON HOLE AIRPORT BOARD

By: \_\_\_\_\_  
President

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Secretary

Date: \_\_\_\_\_

**APPENDIX F: INTEGRATED NOISE MODEL (INM) 6.2 METHODS AND RESULTS**

## MODELING METHODS AND ASSUMPTIONS USED FOR EVALUATING AIRCRAFT SOUND IMPACTS AT GRAND TETON NATIONAL PARK

The Federal Aviation Administration's Integrated Noise Model (INM) version 6.2a was used to evaluate aircraft sound associated with the existing operation of the Jackson Hole Airport (airport), and impacts on the natural soundscape in Grand Teton National Park that would result from each alternative. Version 6.2 of INM includes the ability to assess aircraft sound audibility in areas such as national parks where natural soundscapes are a growing concern.

### Data Inputs

The data inputs that were used to model the sound associated with aircraft using the airport are described below.

**Airport Flight Operations.** A list of aircraft types that fly into and out of the airport was developed. Data included aircraft type, departures, arrivals, number of daytime operations, nighttime operations, and flight length of departing flights (stage length). Daily averages of these factors on an average-annual basis were developed from the Federal Aviation Administration's records of actual operations at the Jackson Hole Airport from October 2004 through September 2005.

The months of July, August and September were defined as the peak season for airport use. Daily averages during the peak season were developed for the same factors described in the preceding paragraph based on the 2005 airport-use records.

In August 2007, the Boyd Group (2007a and 2007b) provided an updated forecast of aircraft operations and aircraft types for the periods 2010, 2015, 2020, and 2025 for the Jackson Hole Airport. The forecast addressed commercial, regional, business, and general aviation categories. These forecasts were used as the basis for modeling aircraft sound profiles and emissions in 2015 and 2025.

**Flight Tracks.** Flight tracks are the aerial paths used by the aircraft that fly into and out of the airport. Arrivals, departures, and touch-and-go patterns were developed geographically from interviews with air traffic control tower staff. Each aircraft operating on a flight track also has an associated arrival and departure profile that is used within the INM model to define the altitude of the aircraft along the flight track.

Thirteen arrival tracks, seven departure tracks, and two touch-and-go tracks were used to model the airport operations. Touch-and-go tracks are oval-shaped patterns consisting of a takeoff and landing operation, and are primarily used for training or aircraft testing purposes.

In 2007, the Federal Aviation Administration approved a new departing aircraft track that will route planes that takeoff from the airport toward the south over less populated areas. This new flight track was incorporated in the modeling.

**Ambient Sound Levels.** Aircraft sound audibility is a function of the background or ambient sound levels within an environment. An extensive number of long-term ambient sound measurements had been collected throughout the park by the National Park Service for more than a year in 2005 and 2006. From these extensive measurements, ambient data sets were prepared by the National Park Service for all-year average ambient sound and for peak-season ambient sound. These data sets were approved by the Federal Aviation Administration. The John A. Volpe National Transportation Sys-

tems Center, which is part of the U.S. Department of Transportation's Research and Innovative Technology Administration, prepared an ambient binary file from the NPS measurement data that was used to enable the audibility metrics within INM.

**Surrounding Terrain Features.** Topographical terrain data for the airport, the surrounding land areas, and all of the park was obtained from the U.S. Geological Survey data distribution system. Medium resolution data were downloaded from the Internet and used within INM to determine the distance of aircraft from ground positions.

The INM can also use terrain data to compute the sound reduction caused by topographical features that block the line-of-sight to aircraft when viewed from certain positions on the ground. However, because of the extremely long computation time required when this option is selected in the INM, the block-line-of-sight option was used only on the percent-time audible computations.

**Meteorological Data.** Nominal meteorological data were used for the airport area, including a temperature of 55 degrees Fahrenheit, a barometric pressure of 20.92 inches of mercury, and a standard headwind of 8 knots. These were considered appropriate for the airport vicinity and were used for all sound metric computations.

## Model Products

Four sound metrics were selected by the National Park Service to analyze natural soundscape impacts that would result from the alternatives. Each sound metric was based on a 15-hour day from 7 A.M. to 10 P.M. that accurately reflected operations that result from the voluntary curfew and the absence of tower staffing and runway maintenance after the last scheduled passenger flight of the evening. Descriptions of these sound metrics are as follows:

**Percent of Time Audible (%TAUD(15)).** This metric indicates the percent of time that aircraft sound is audible at a ground location within the park. This metric is cumulative of all aircraft operations occurring during the daytime period. Actual peak-season and year-round ambient sound measurements were used in the INM respectively with the peak-season flight operations and average-annual operations to compute the percent audibility. If the percent-time audible value is multiplied times the number of minutes in 15 hours (900), it provides the actual time in minutes that aircraft sound is audible at a ground location.

**Maximum A-Weighted Noise Level (LAMAX(15)).** This metric indicates the highest sound level that would occur at a ground location caused by any aircraft during an approach or departure operation. The maximum sound level is caused at a moment in time by a single aircraft, but may occur multiple times throughout the day from various aircraft or multiple operations of the same type of aircraft. This metric is not cumulative and, therefore, is the same during the peak-season and average-annual operations and during operations in 2015 and 2025. The only model cases where the maximum sound level would change was for Alternative 1 where the types of aircraft using the airport were restricted to general aviation.

**Time Above 60 dBA (TALA60(15)).** This metric shows the cumulative number of minutes in which aircraft sound is greater than 60 dBA. Because this metric is cumulative, peak-season operations at the airport generate higher values than the average-annual operation, and alternatives with more operations generate higher values than alternatives with fewer operations.

**Day-Night Average Sound Level (variously abbreviated as DNL or Ldn).** This metric is an energy-averaged sound level that represents the total sound exposure over a specified period of time.

Typically, a 24-hour period is used. However, the 15 hours between 7 A.M. and 10 P.M. were used for this analysis to more accurately represent the operations of the Jackson Hole Airport, where night operations are controlled by a voluntary curfew. The day-night average sound level normally is calculated to include a nighttime penalty; however, a penalty was not used here because the 15-hour day that represents operations at this airport does not include night operations.

The sound metrics described above were computed for 657 modeling points inside and outside Grand Teton National Park. The points, all of which are the section corners from the U.S. Geological Survey topographic maps of the area, are 1 mile apart. The locations of the modeling points were provided in Figure 4 in Chapter 3 of the environmental impact statement.

- A total of 489 modeling points are inside the park boundary. All four sound metrics were modeled for each of the points in the park.
- Another 170 modeling points were established for points outside the park within a 10-mile radius of the runway center point. Only the maximum sound level (L<sub>max</sub>), time above 60 dBA, and day-night average sound (DNL) were modeled for points outside the park.

Results for the 659 points were summarized as tables that are available on the NPS' Internet site at <http://parkplanning.nps.gov> or [www.nps.gov/grte/parkmgmt/planning.htm](http://www.nps.gov/grte/parkmgmt/planning.htm). The INM produced quantitative values for the following conditions:

- Existing airport operating conditions (using 2005 as the baseline) for both average-annual and peak-season conditions.
- Alternative 1 for 2015 and 2025 for average-annual and peak-season conditions.
- Alternative 2 for 2015 and 2025 for average-annual and peak-season conditions.

For the modeling points in the park, the sound metrics derived from the INM were compared to natural soundscape impact threshold criteria for each of the park's management zones (through zone, valley zone, and mountain wilderness zone) to estimate the effects of aircraft sound emissions under both average-annual and peak-season conditions.

FIGURE F-1: 2005 DAY-NIGHT AVERAGE SOUND LEVEL (DBA)  
FOR AVERAGE-ANNUAL CONDITION

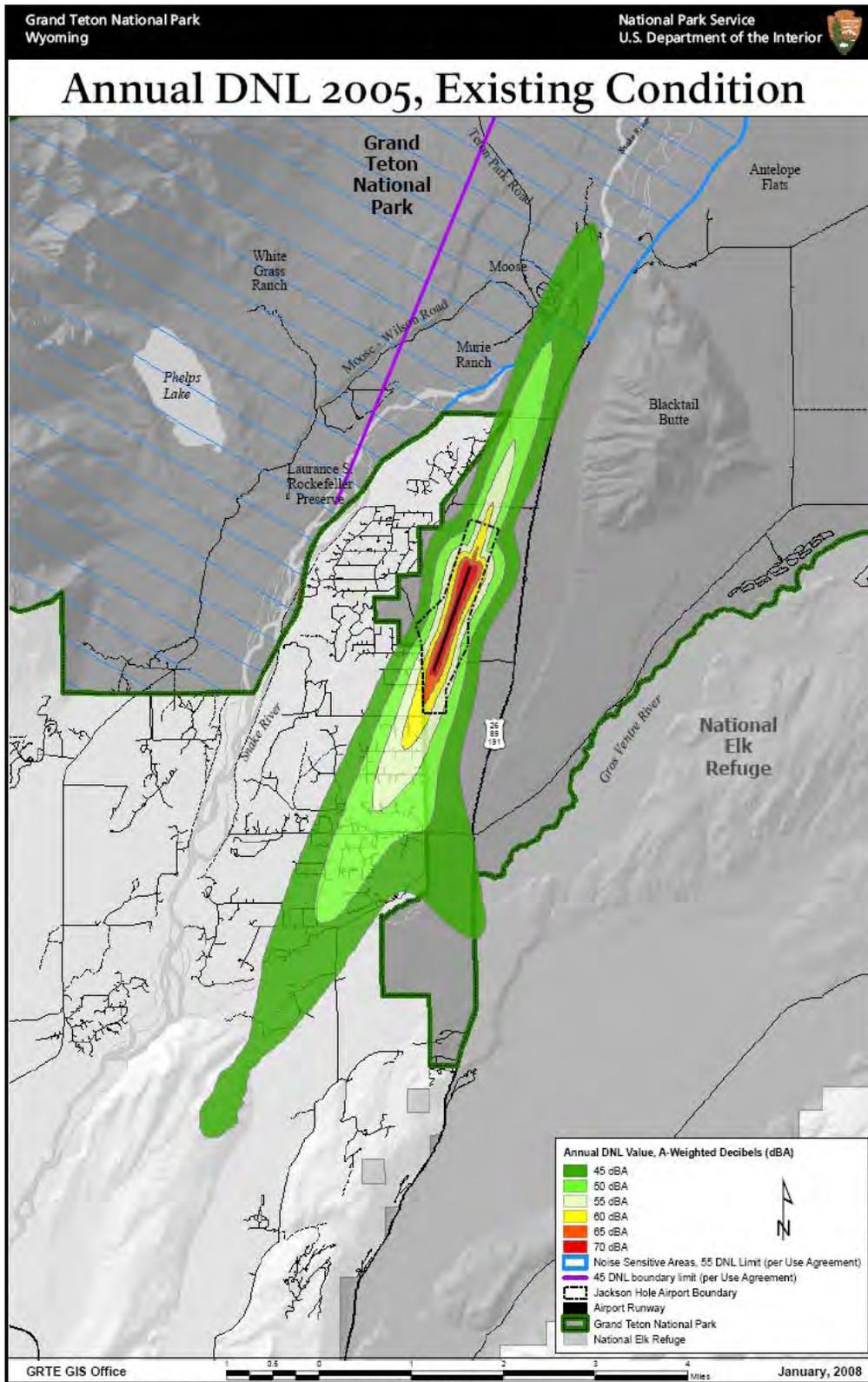


FIGURE F-2: 2005 DAY-NIGHT AVERAGE SOUND LEVEL (DBA) FOR PEAK-SEASON CONDITION

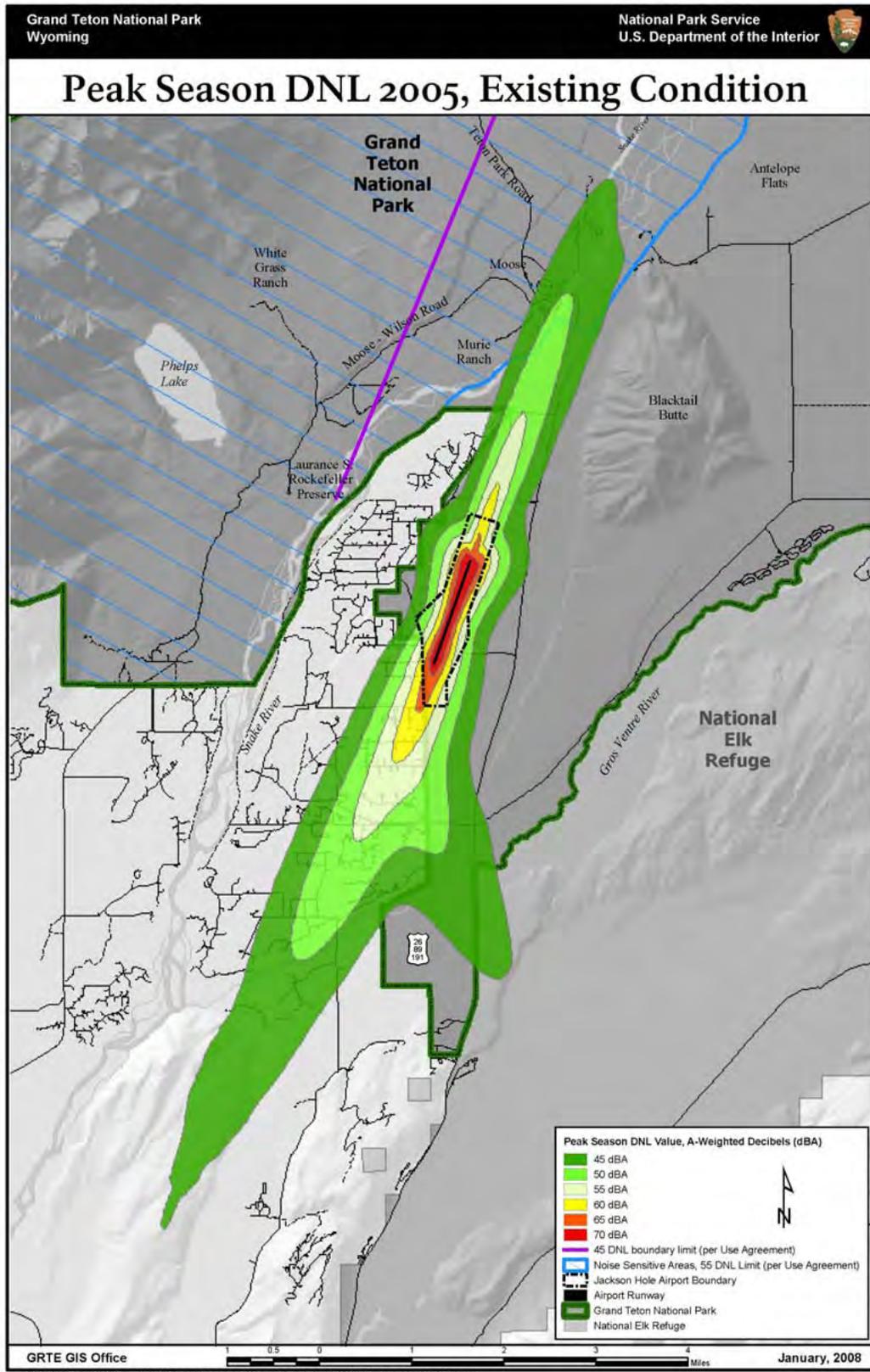
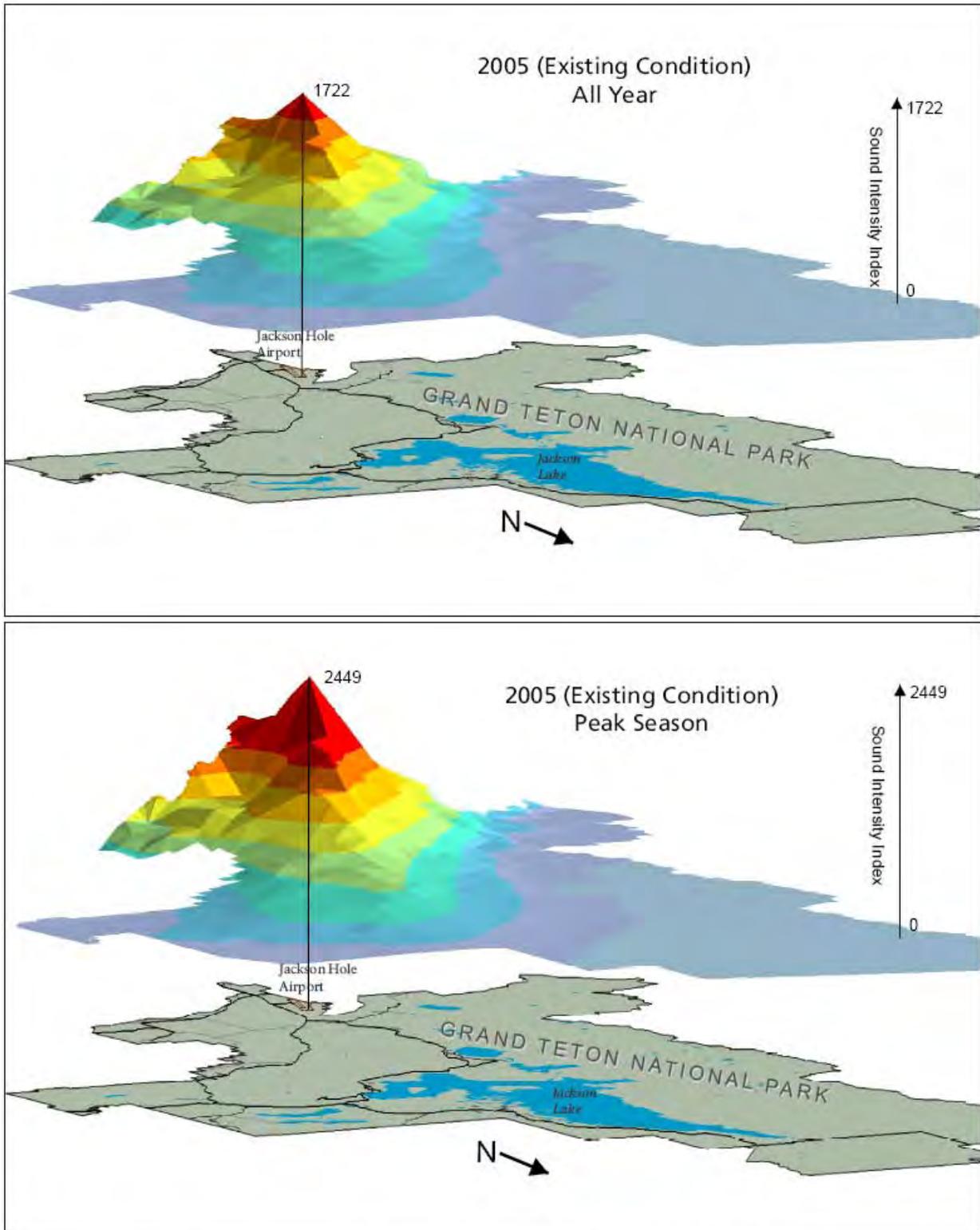


FIGURE F-3: 2005 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL AND PEAK-SEASON CONDITIONS FOR GRAND TETON NATIONAL PARK



Sound Intensity Index: Three-Dimensional Surfaces

FIGURE F-3A: 2005 SOUND INTENSITY INDEX CONDITIONS FOR AVERAGE-ANNUAL CONDITIONS FOR GRAND TETON NATIONAL PARK

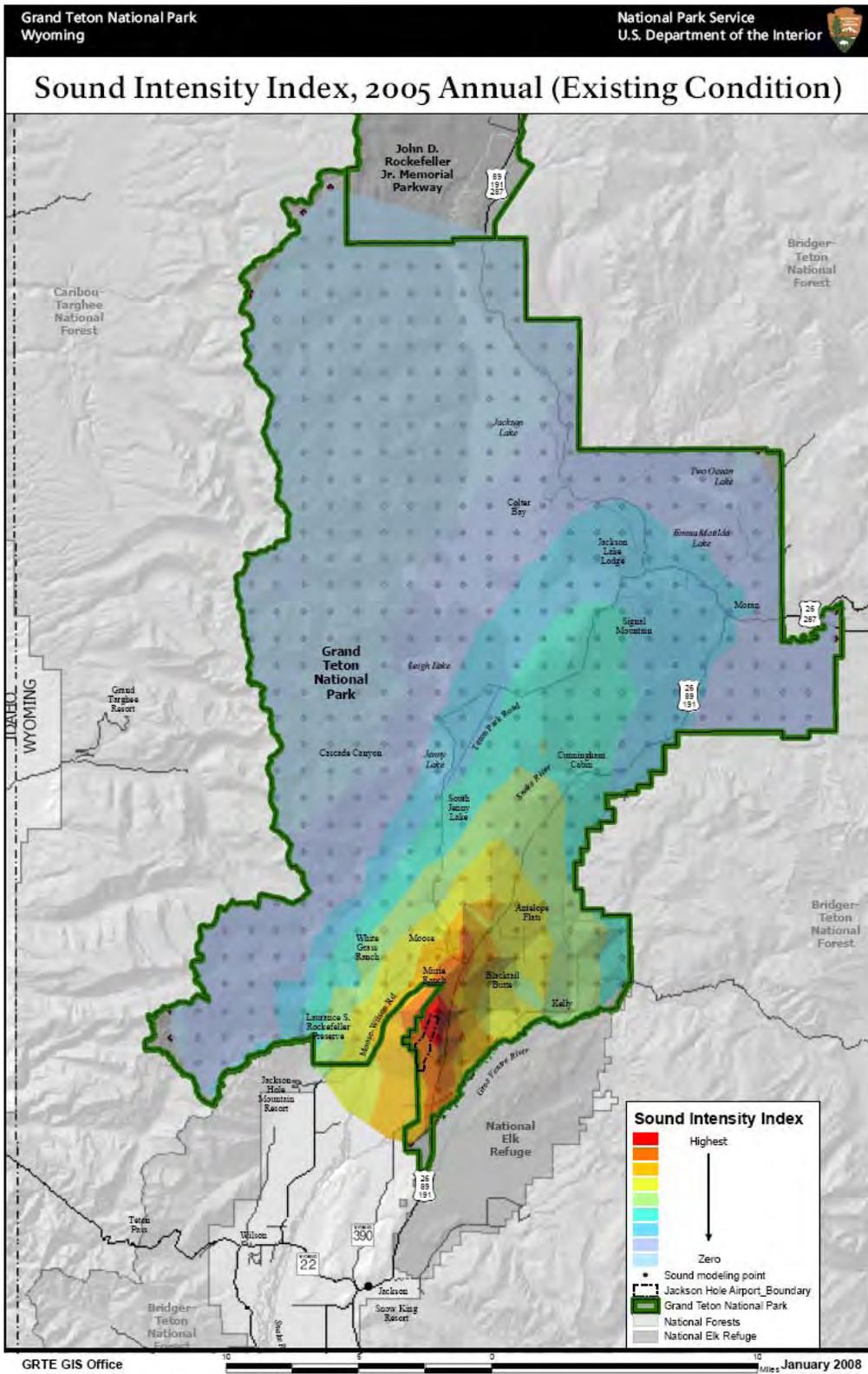


FIGURE F-3B: 2005 SOUND INTENSITY INDEX CONDITIONS FOR PEAK-SEASON CONDITIONS FOR GRAND TETON NATIONAL PARK

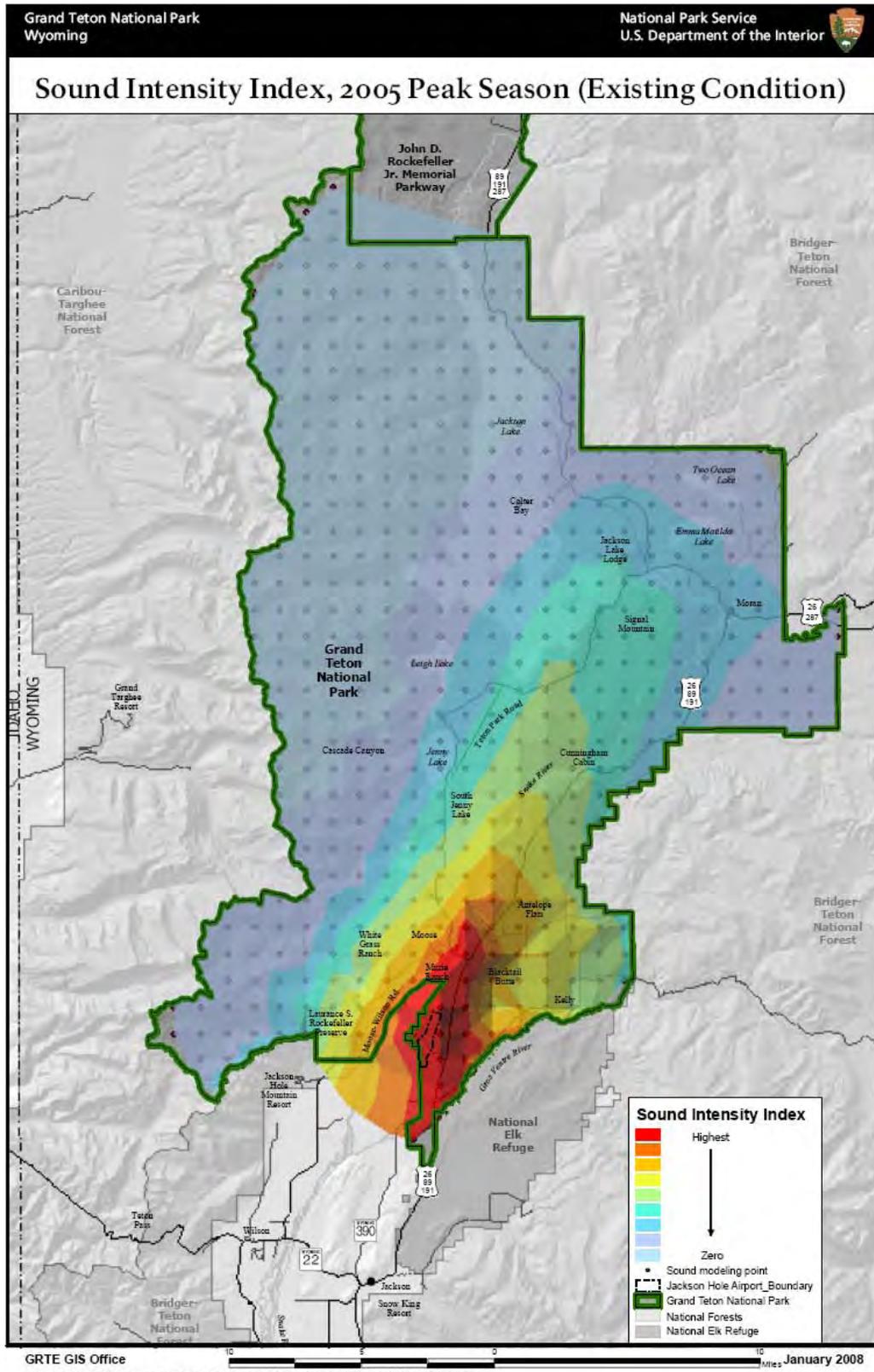


FIGURE F-4: 2015 ALTERNATIVE 1 DAY-NIGHT AVERAGE SOUND LEVEL (dBA)  
FOR AVERAGE-ANNUAL CONDITION

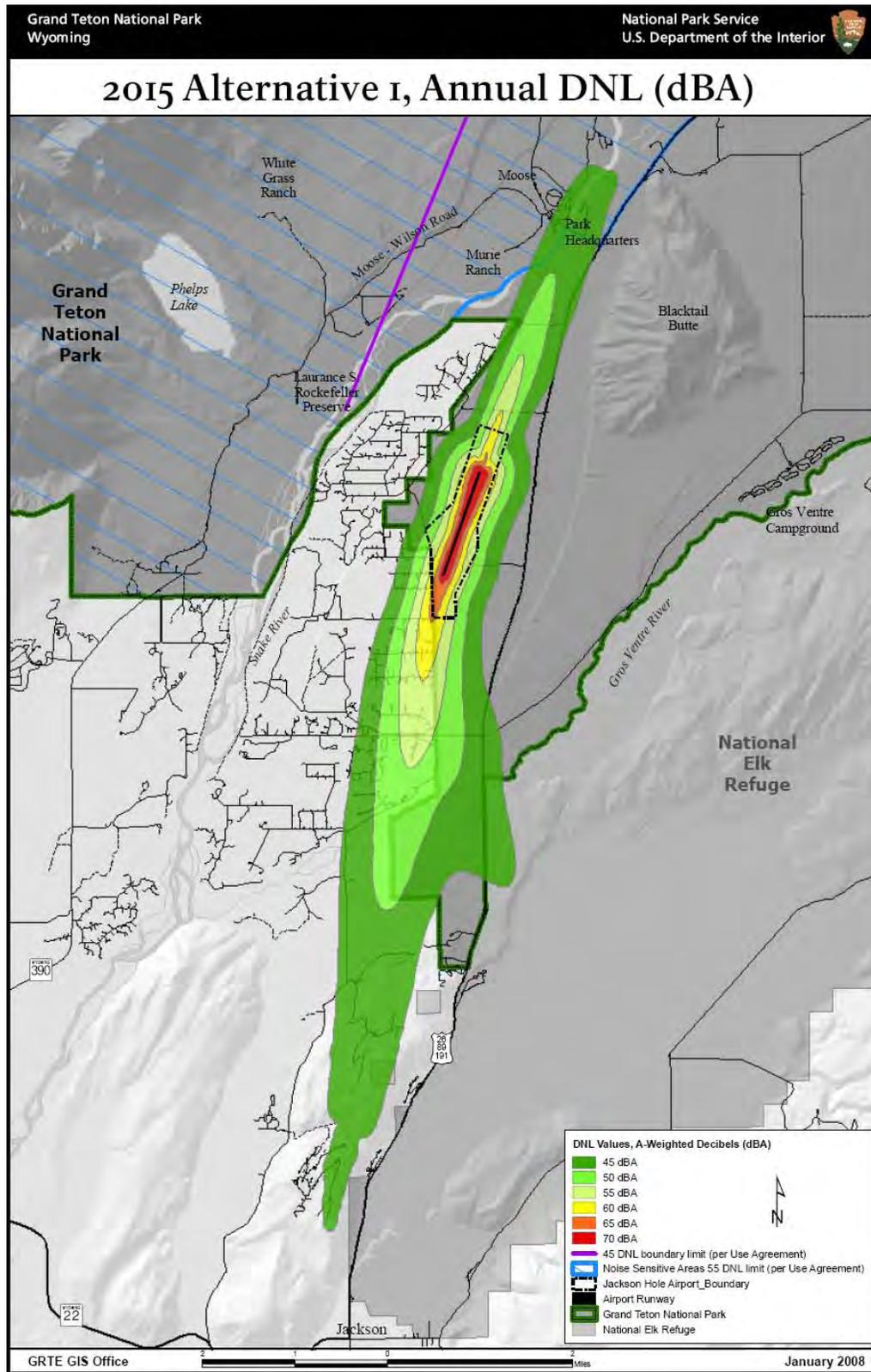


FIGURE F-5: 2015 ALTERNATIVE 1 DAY-NIGHT AVERAGE SOUND LEVEL (dBA)  
FOR PEAK-SEASON CONDITION

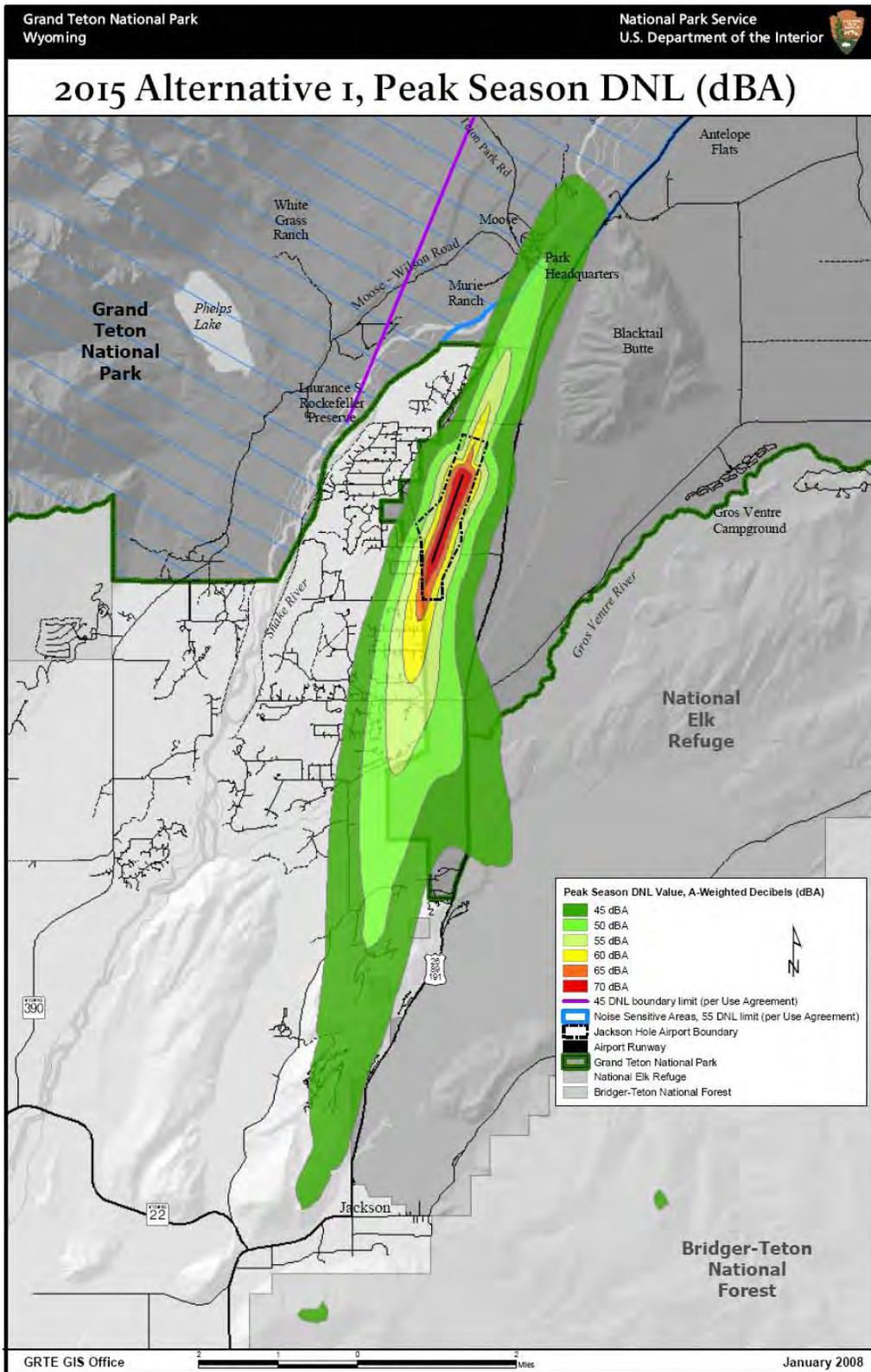


FIGURE F-6: 2025 ALTERNATIVE 1 DAY-NIGHT AVERAGE SOUND LEVEL (dBA)  
FOR AVERAGE-ANNUAL CONDITION

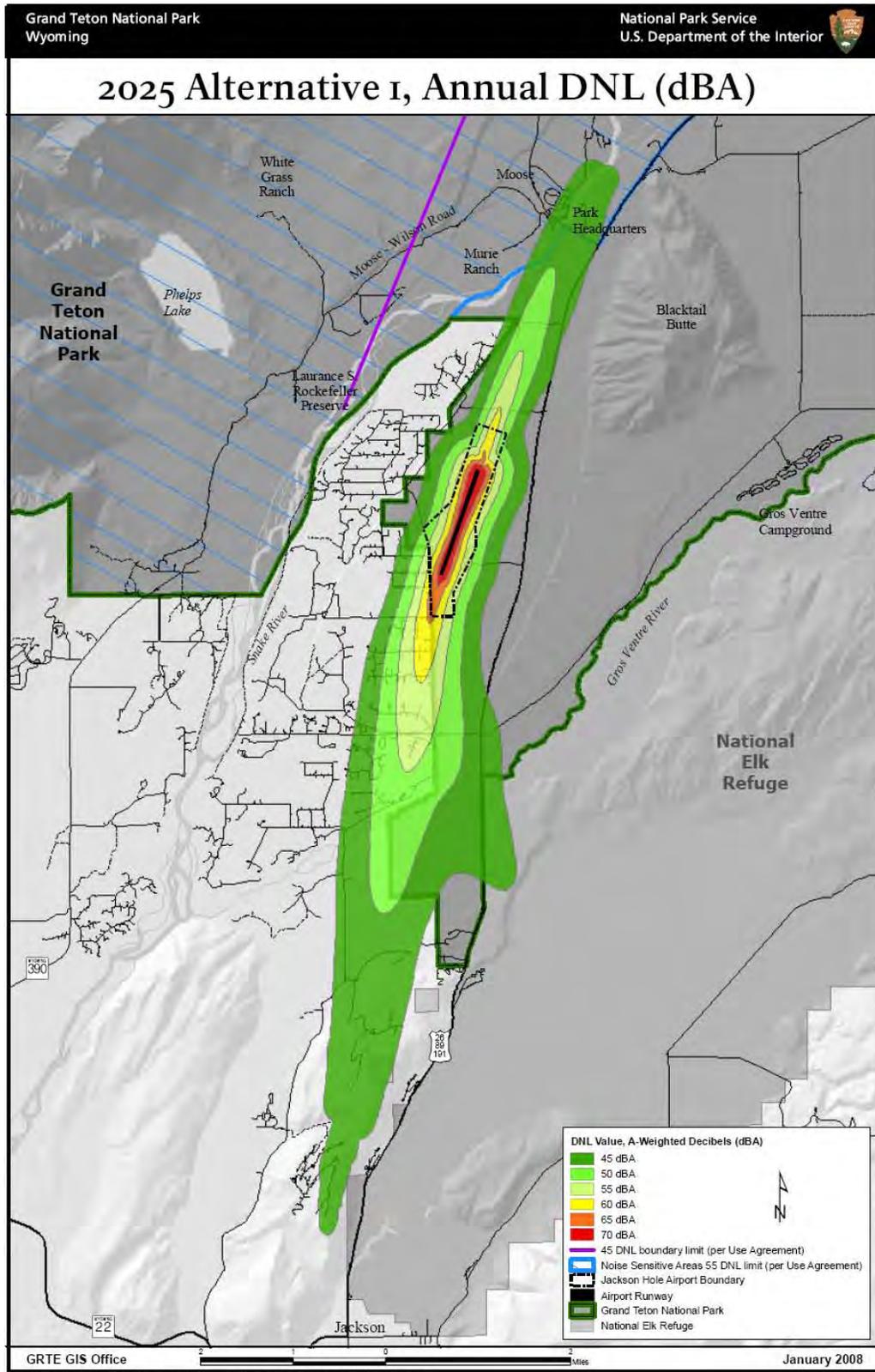


FIGURE F-7: 2025 ALTERNATIVE 1 DAY-NIGHT AVERAGE SOUND LEVEL (dBA)  
FOR PEAK-SEASON CONDITION

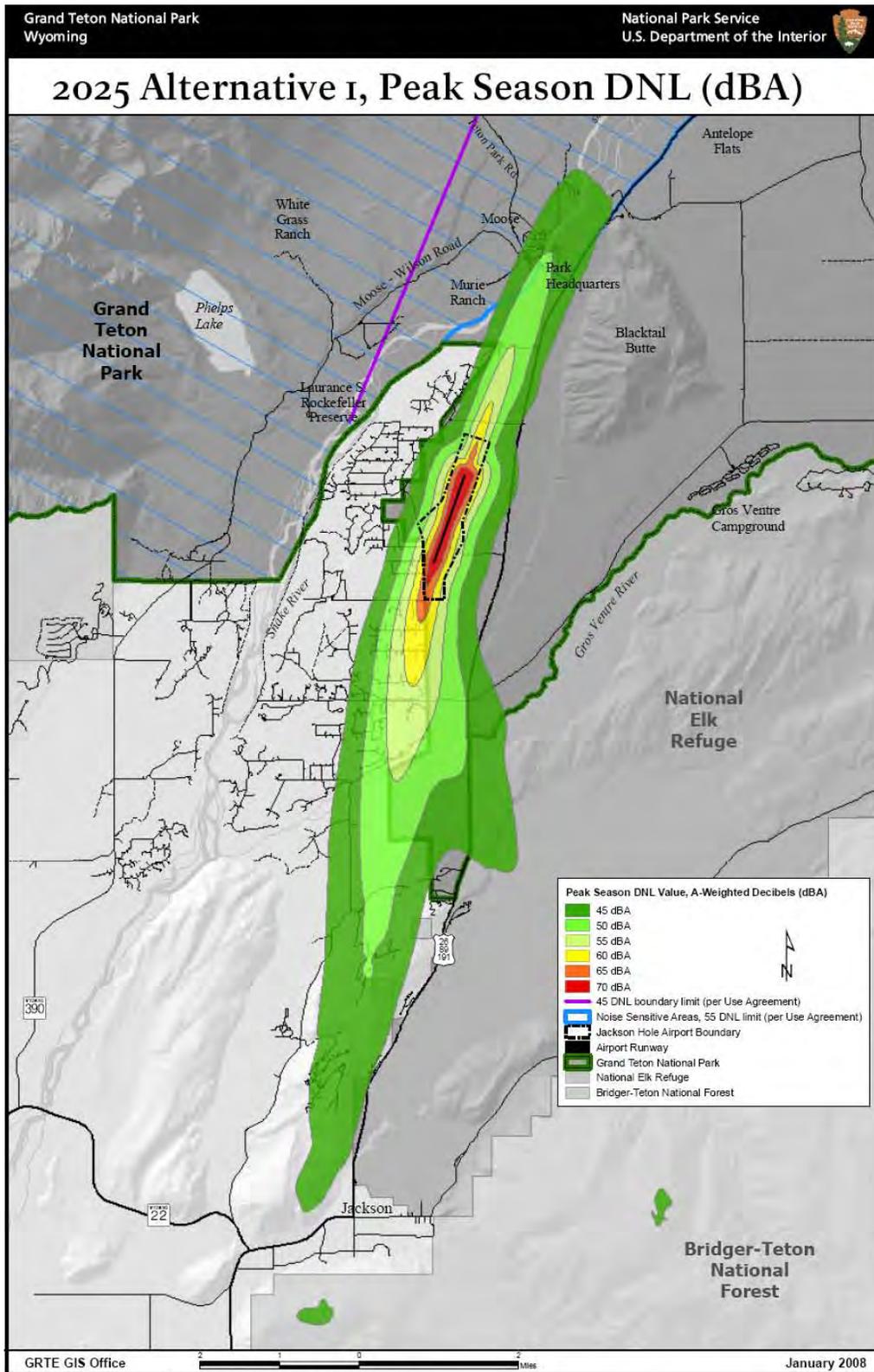
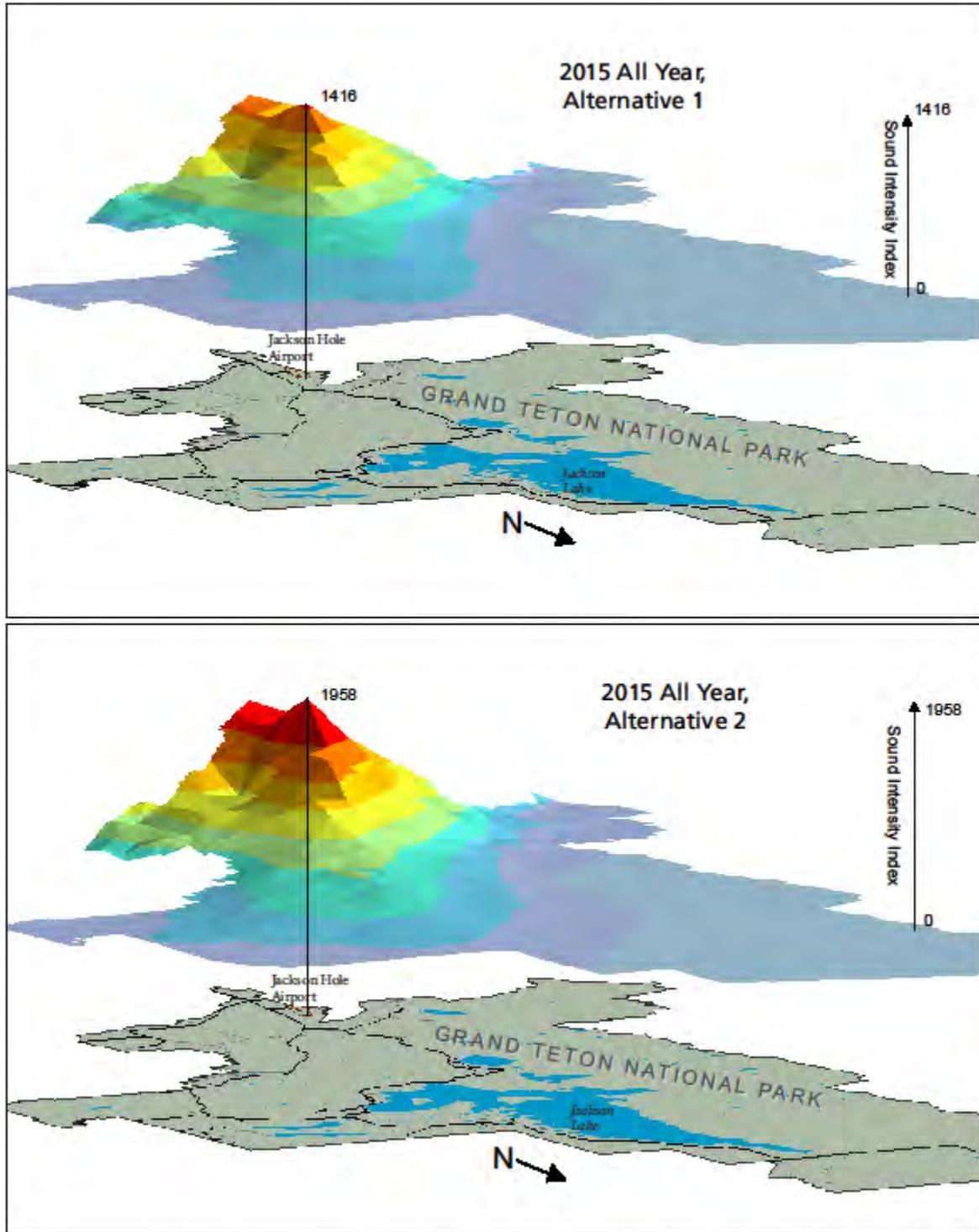


FIGURE F-8: 2015 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL CONDITIONS



Sound Intensity Index: Three-Dimensional Surfaces

FIGURE F-8A: 2015 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL CONDITIONS FOR ALTERNATIVE 1

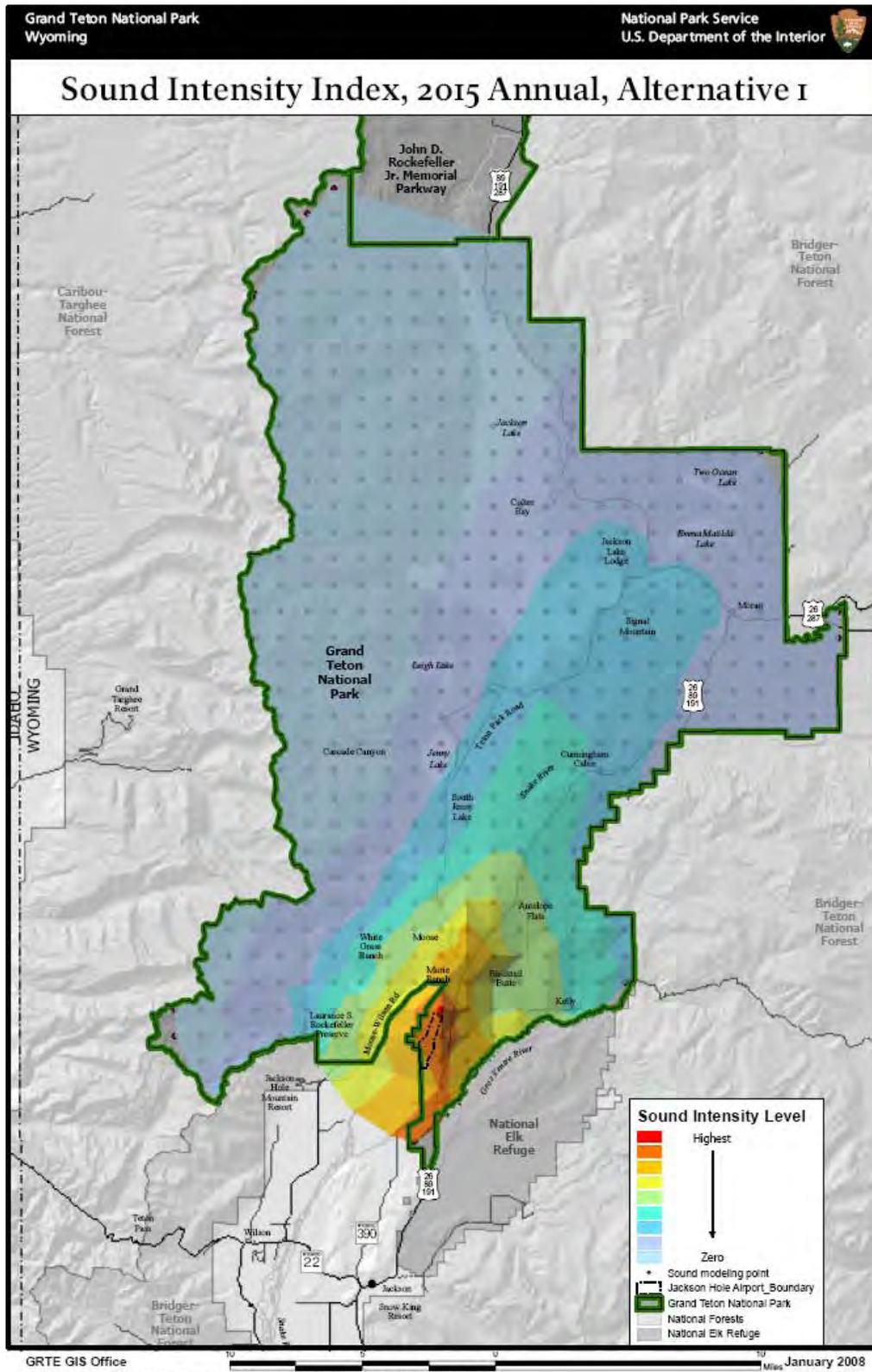


FIGURE F-8B: 2015 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL CONDITIONS FOR ALTERNATIVE 2

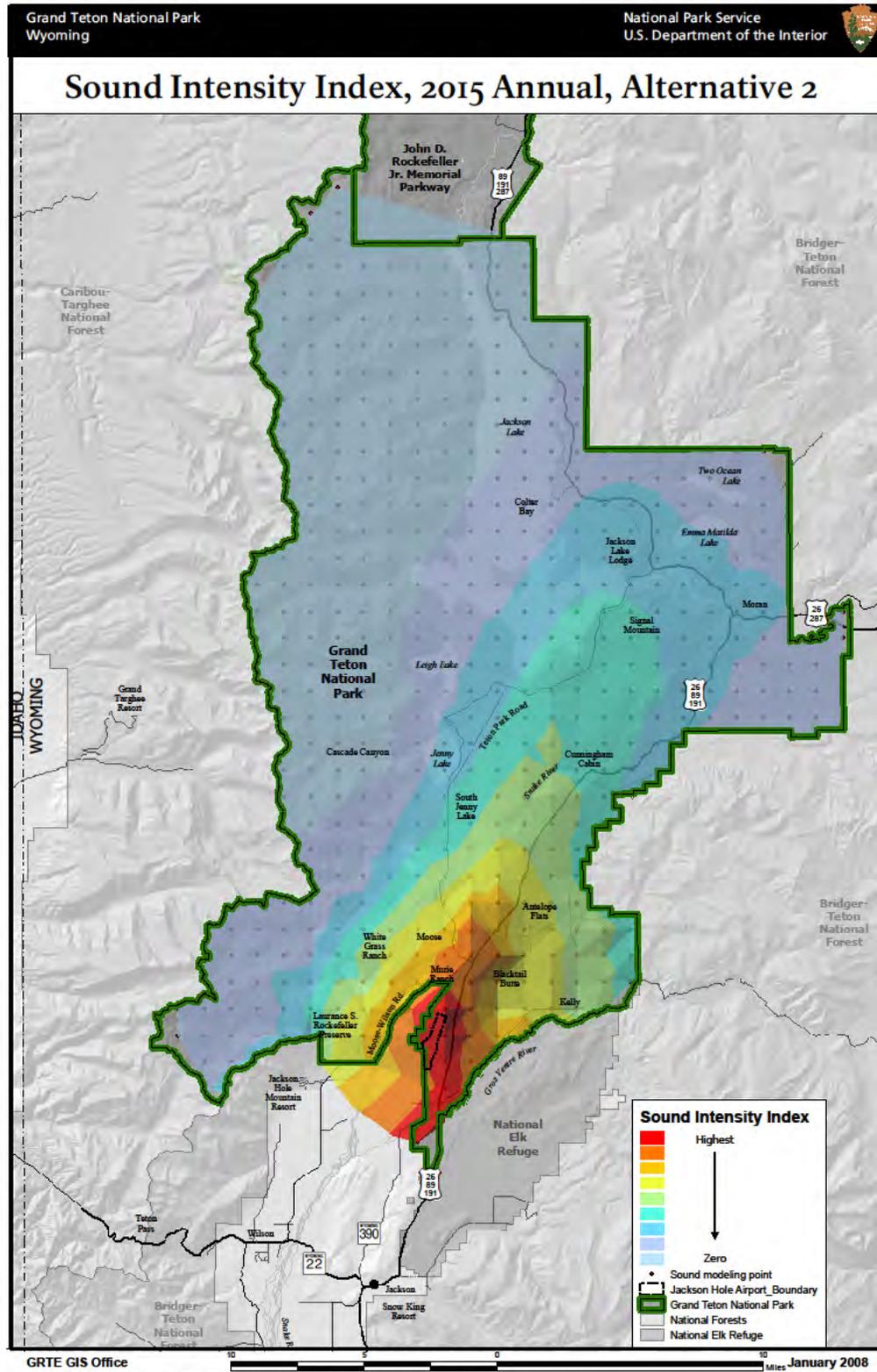
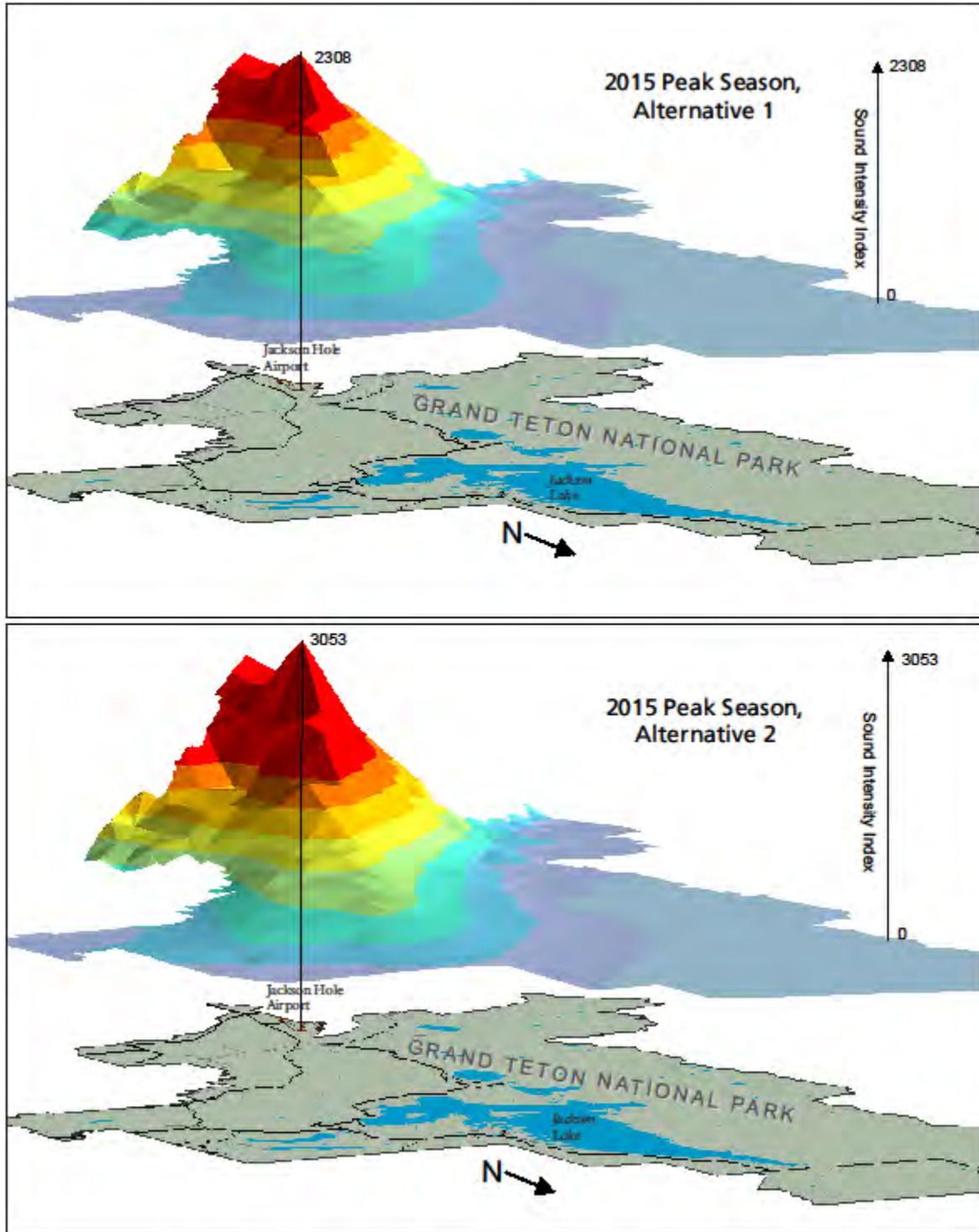


FIGURE F-9: 2015 SOUND INTENSITY INDEX FOR PEAK-SEASON CONDITIONS



Sound Intensity Index: Three-Dimensional Surfaces

FIGURE F-9A: 2015 SOUND INTENSITY INDEX FOR PEAK-SEASON CONDITIONS FOR ALTERNATIVE 1

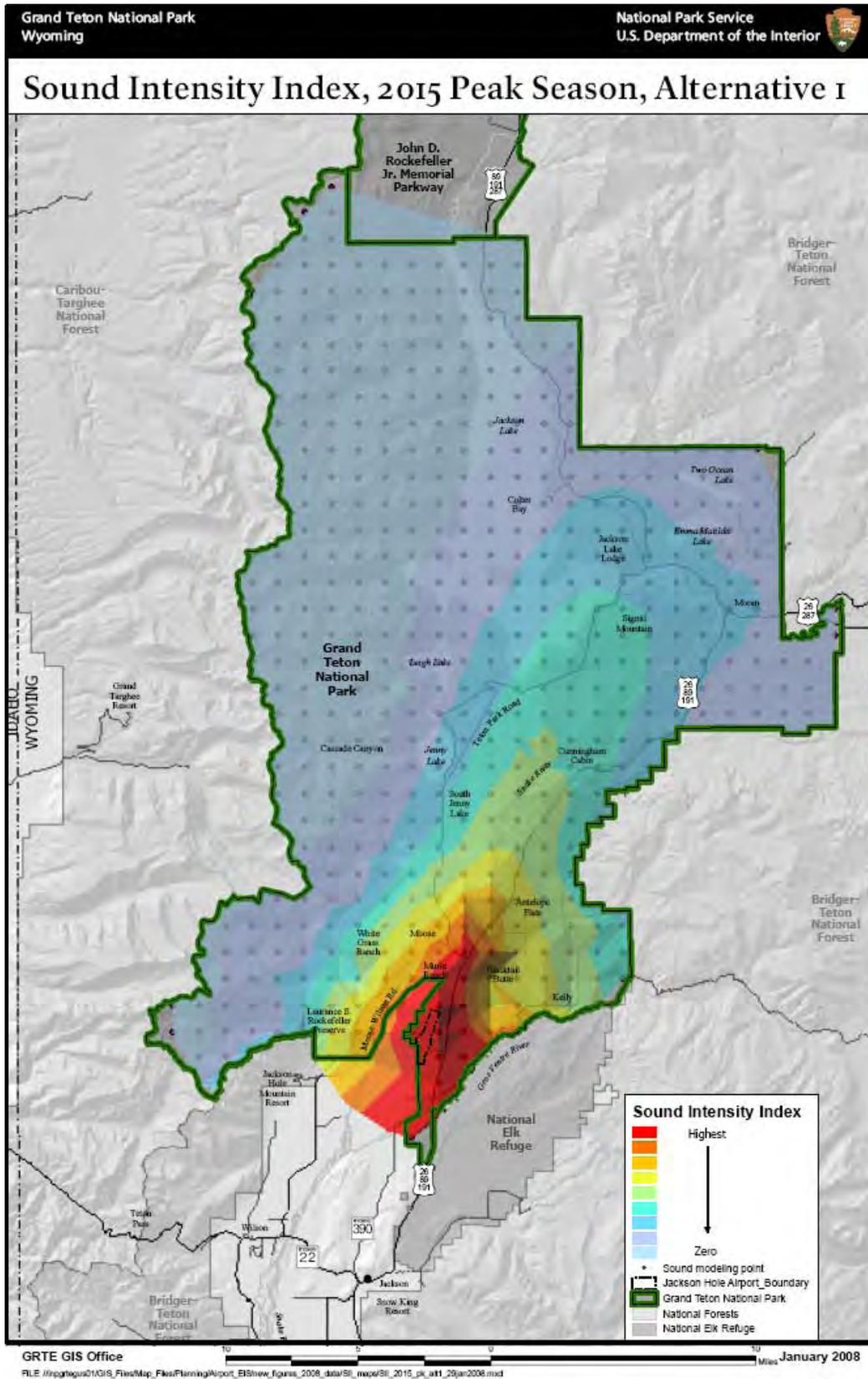


FIGURE F-9B: 2015 SOUND INTENSITY INDEX FOR PEAK-SEASON CONDITIONS FOR ALTERNATIVE 2

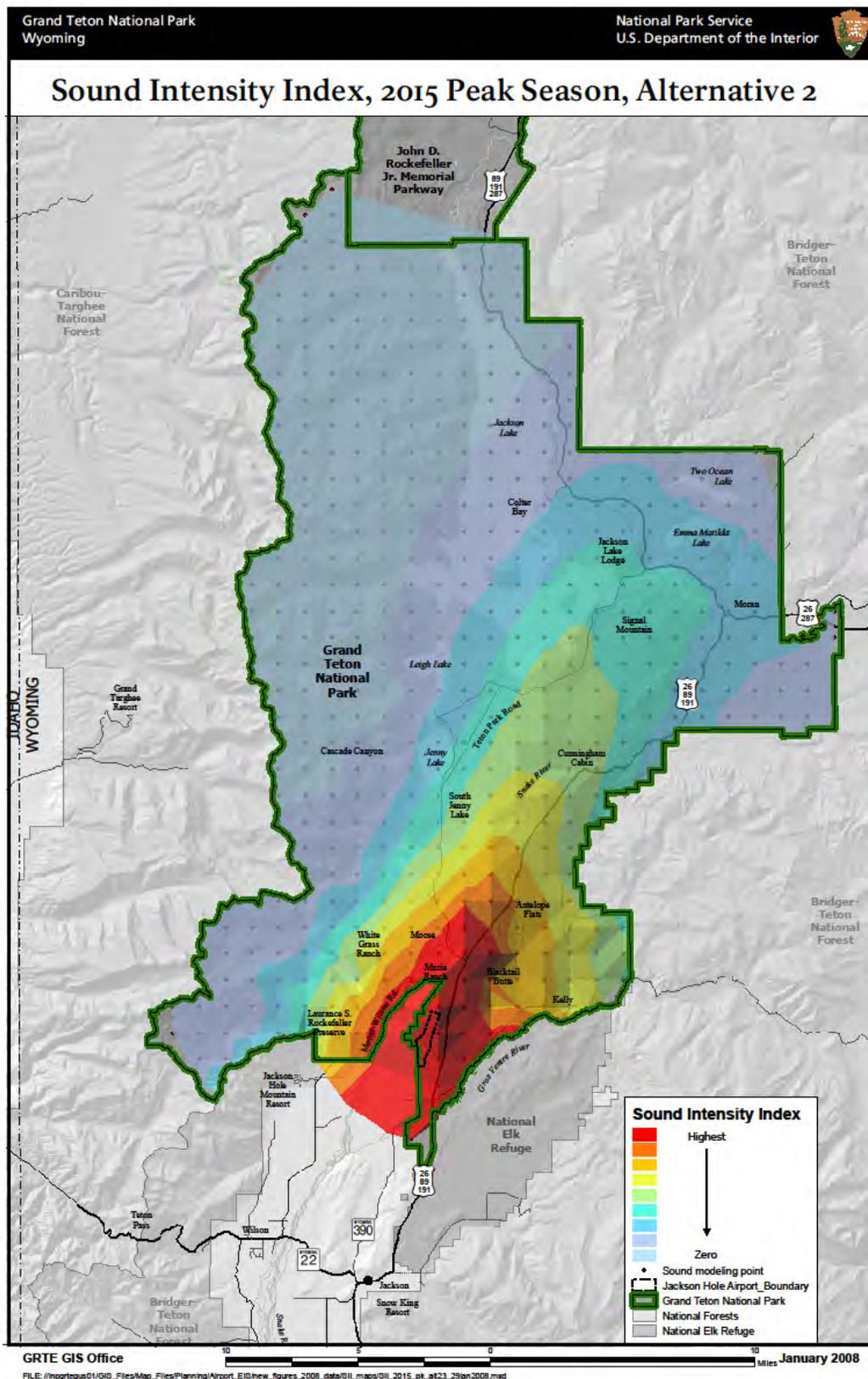
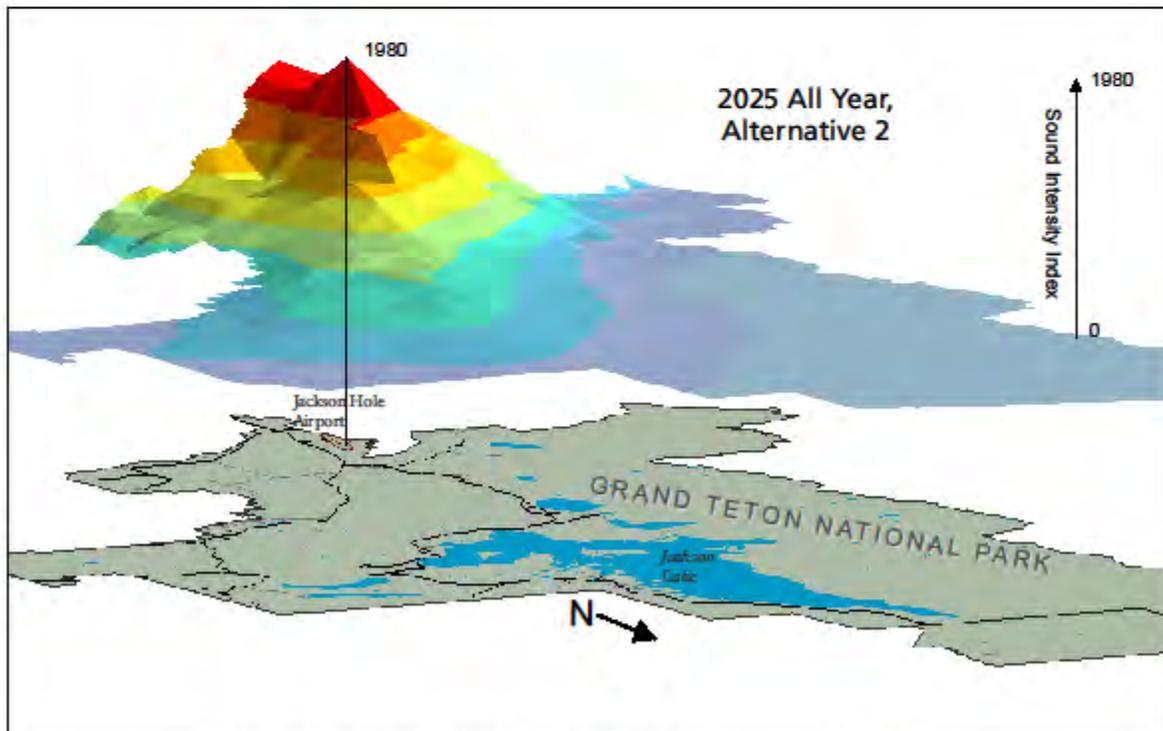
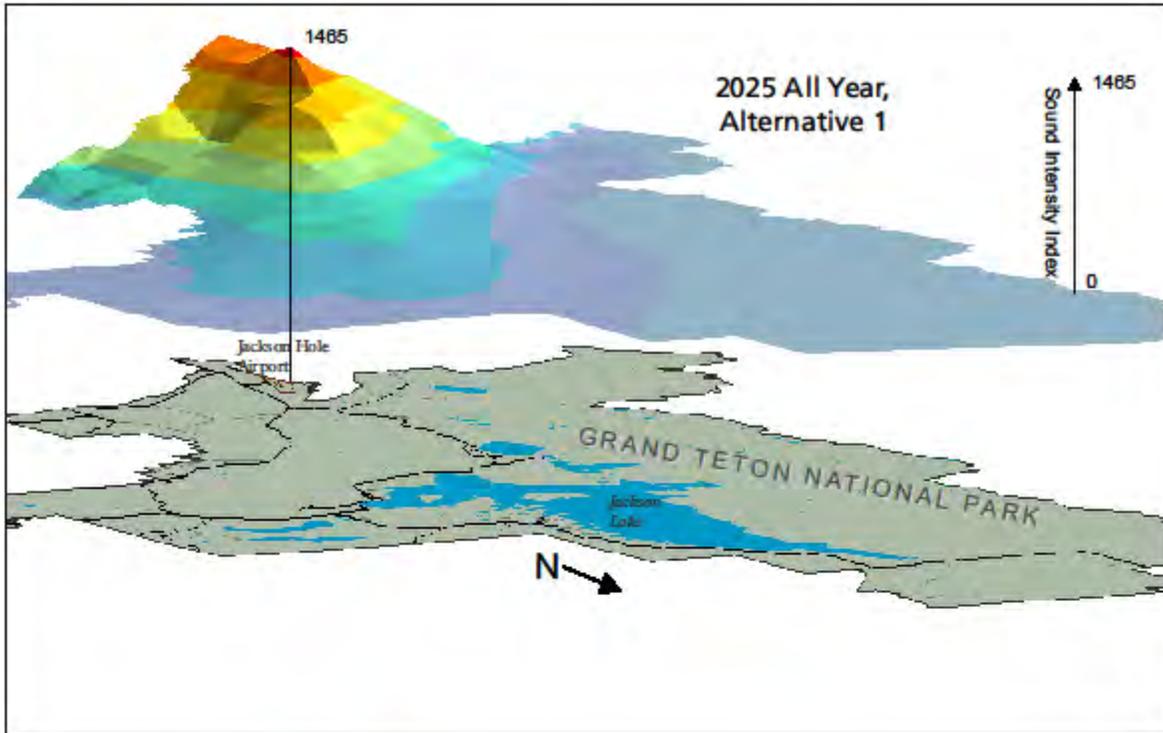


FIGURE F-10: 2025 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL CONDITIONS



Sound Intensity Index: Three-Dimensional Surfaces

FIGURE F-10A: 2025 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL CONDITIONS FOR ALTERNATIVE 1

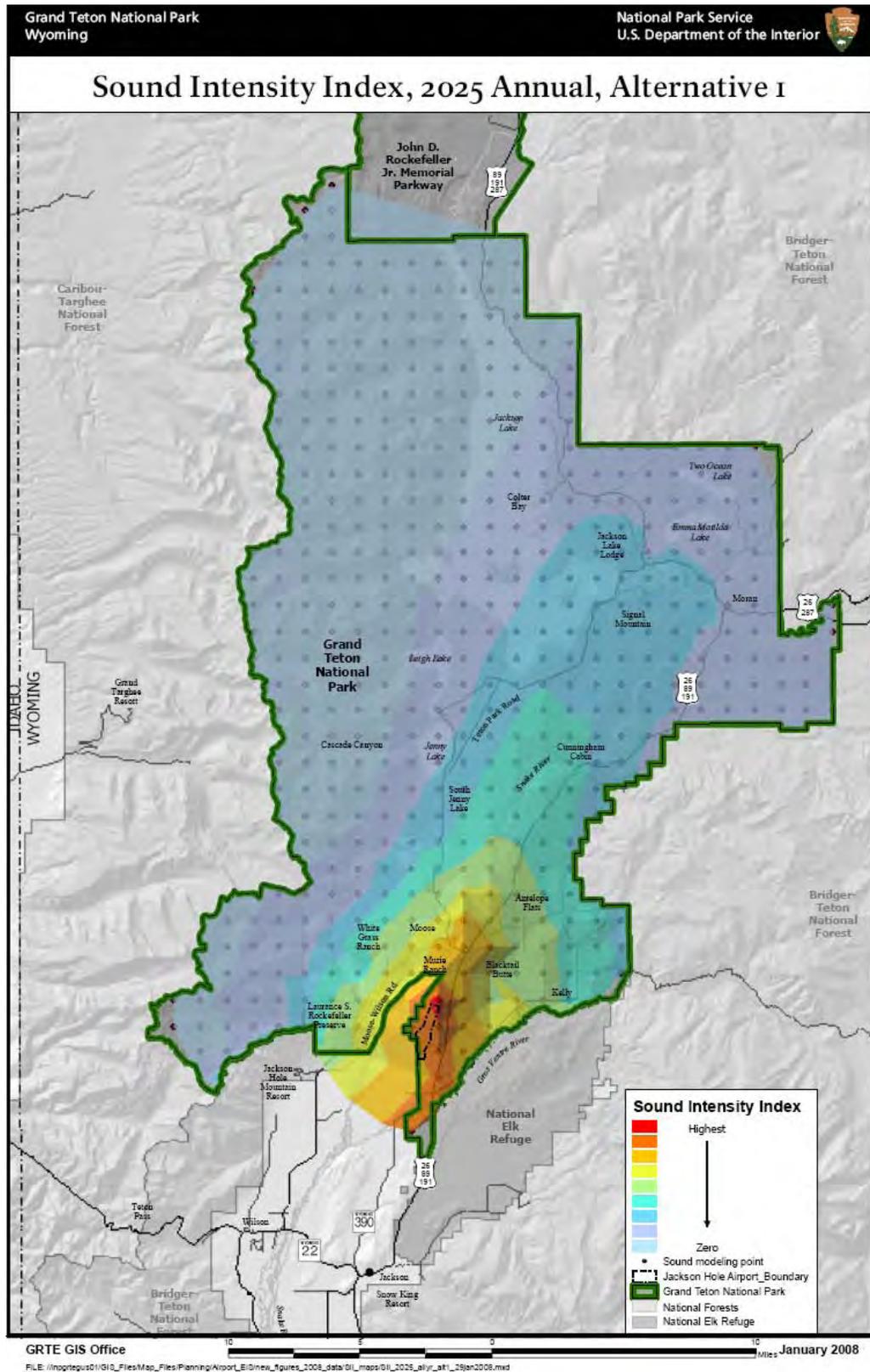


FIGURE F-10B: 2025 SOUND INTENSITY INDEX FOR AVERAGE-ANNUAL CONDITIONS FOR ALTERNATIVE 2

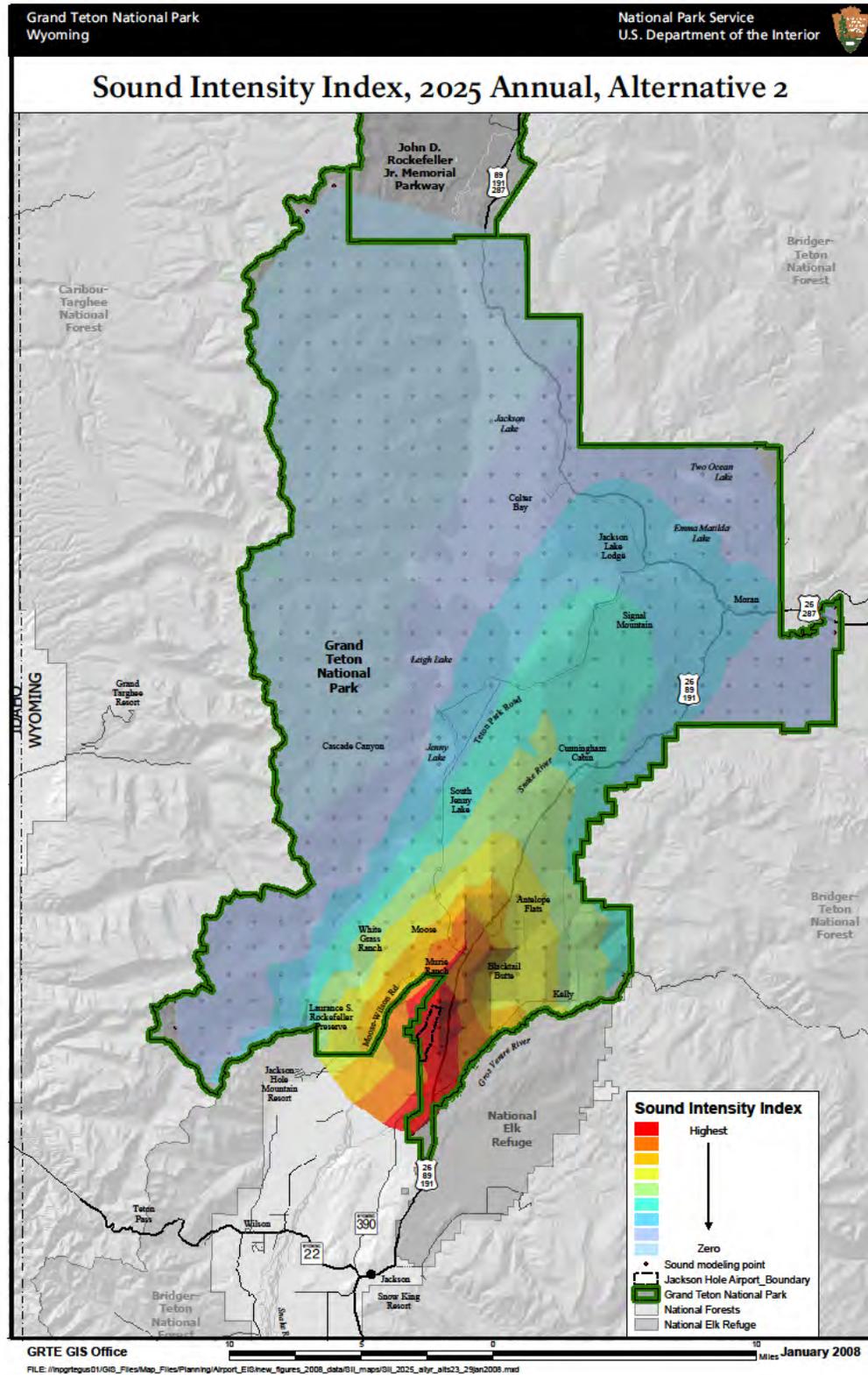
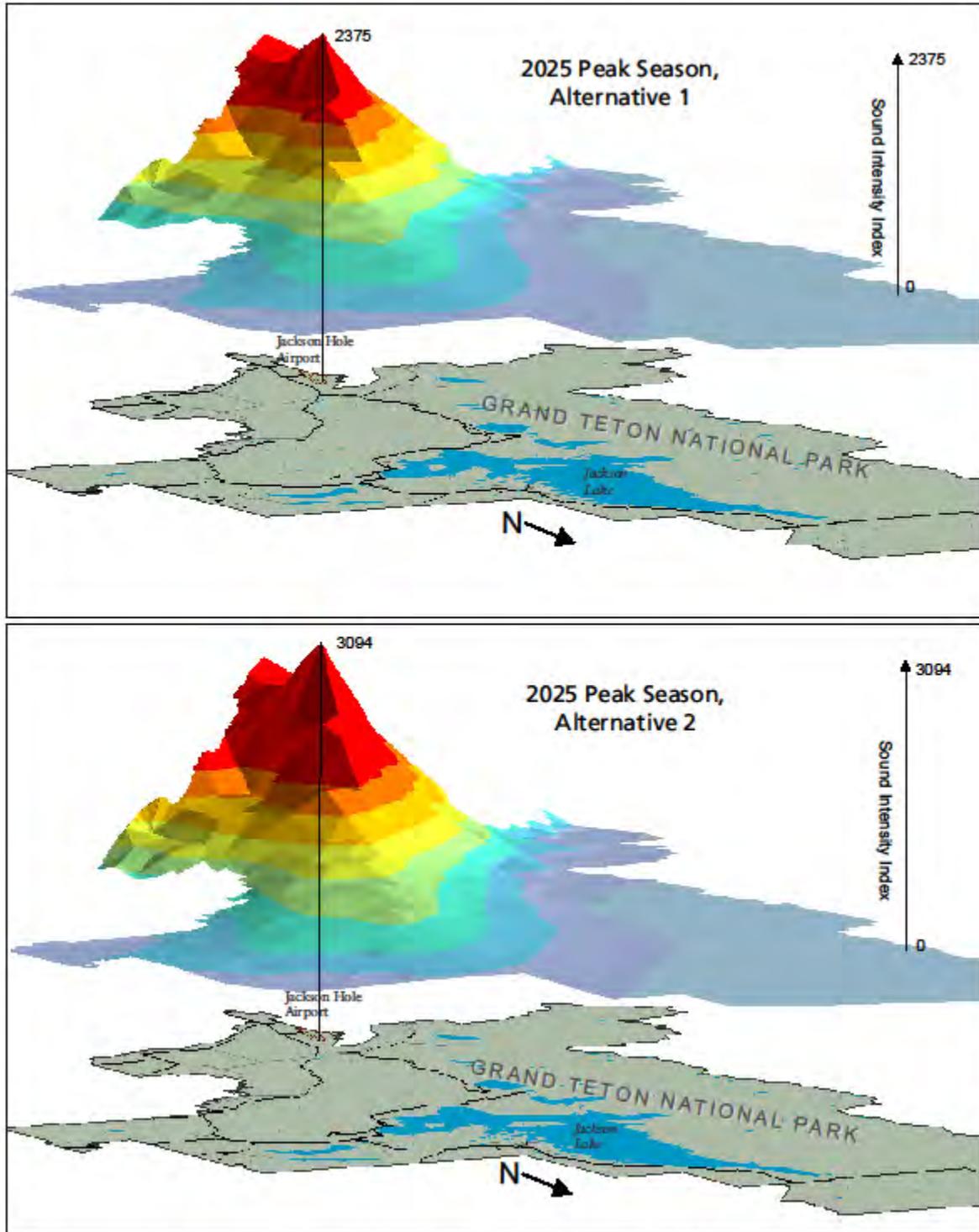


FIGURE F-11: 2025 SOUND INTENSITY INDEX FOR PEAK-SEASON CONDITIONS



Sound Intensity Index: Three-Dimensional Surfaces

FIGURE F-11A: 2025 SOUND INTENSITY INDEX FOR PEAK-SEASON CONDITIONS FOR ALTERNATIVE 1

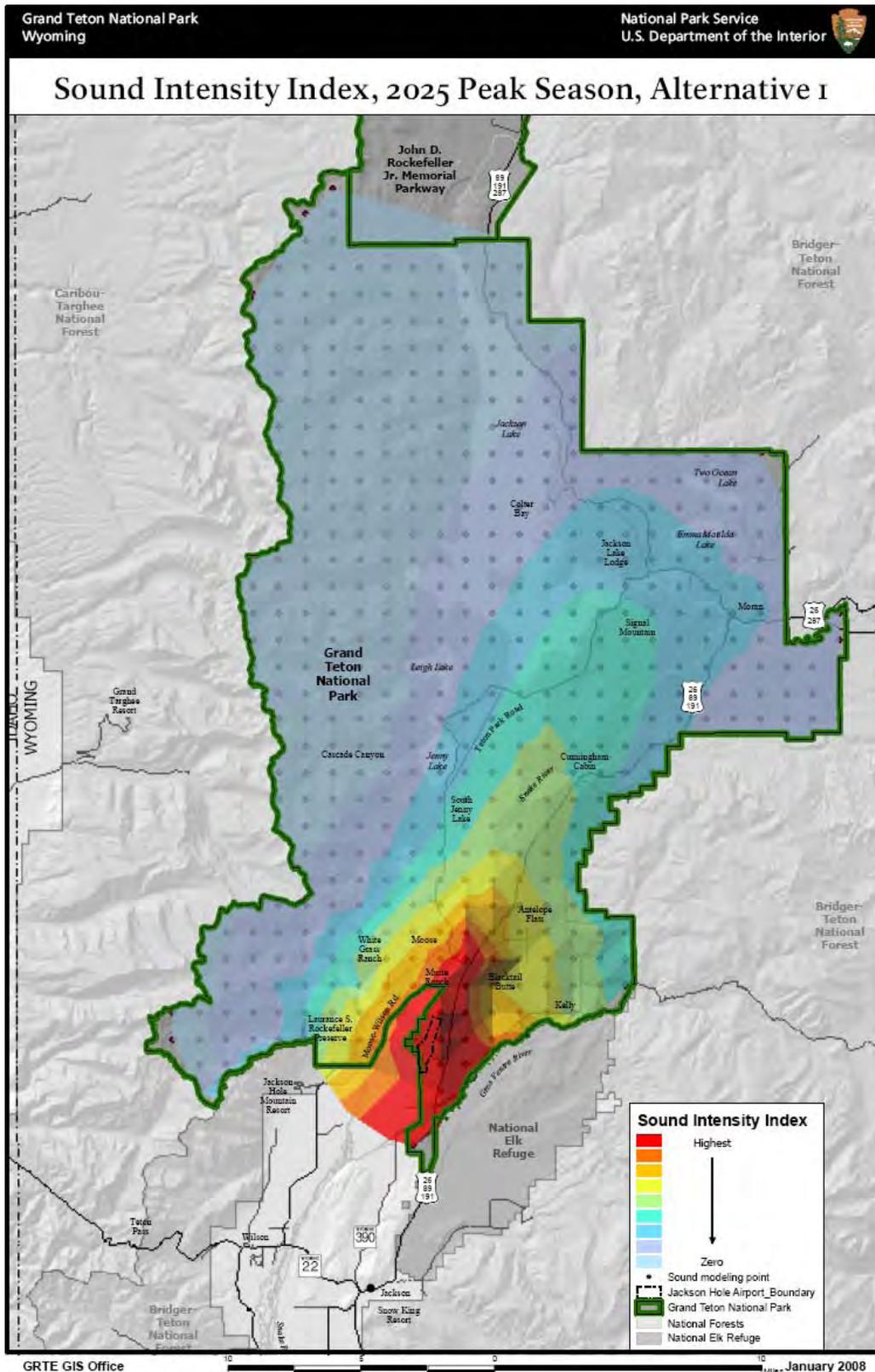


FIGURE F-11B: 2025 SOUND INTENSITY INDEX FOR PEAK-SEASON CONDITIONS FOR ALTERNATIVE 2

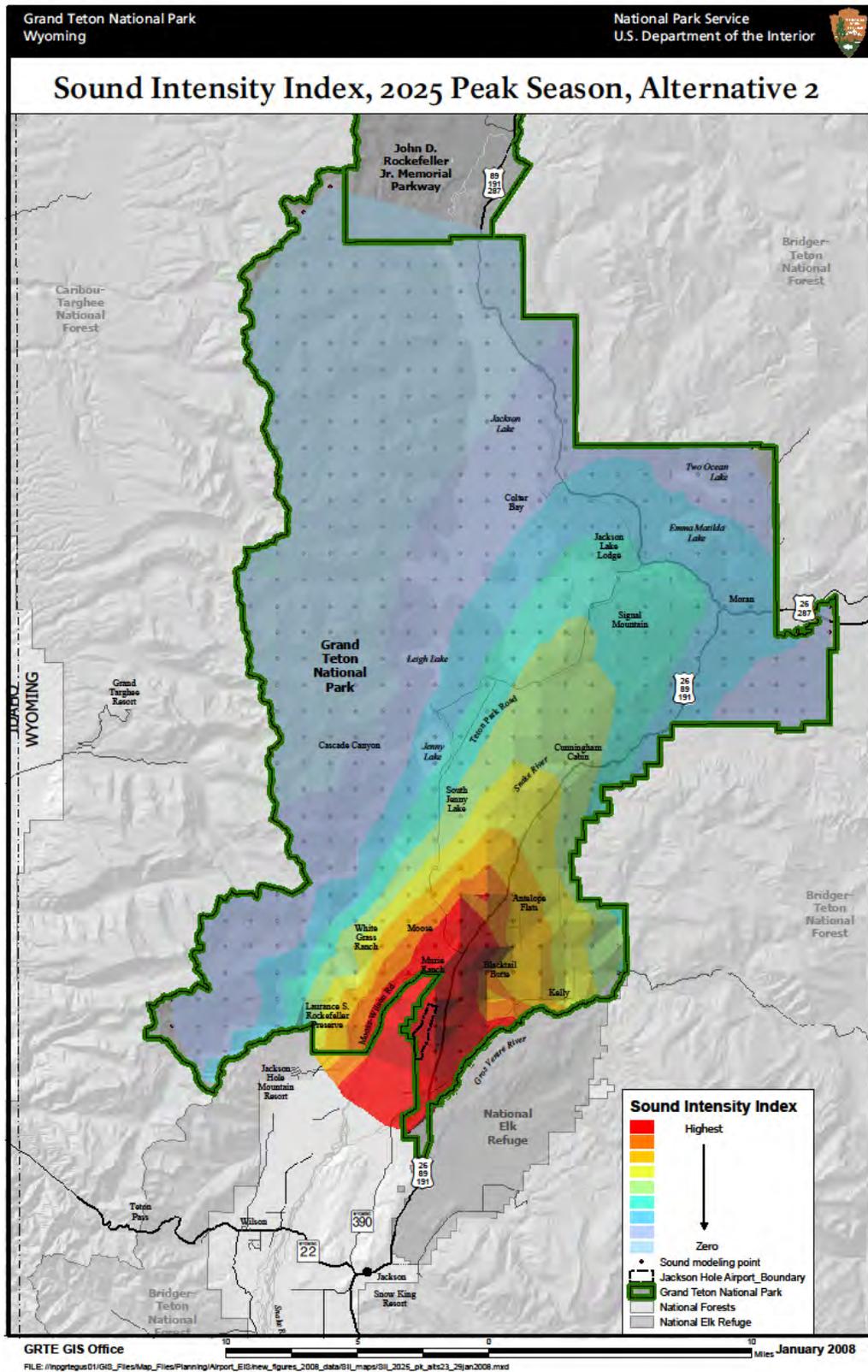


FIGURE F-12: 2015 ALTERNATIVE 2 DAY-NIGHT AVERAGE SOUND LEVEL (DBA) FOR AVERAGE-ANNUAL CONDITION

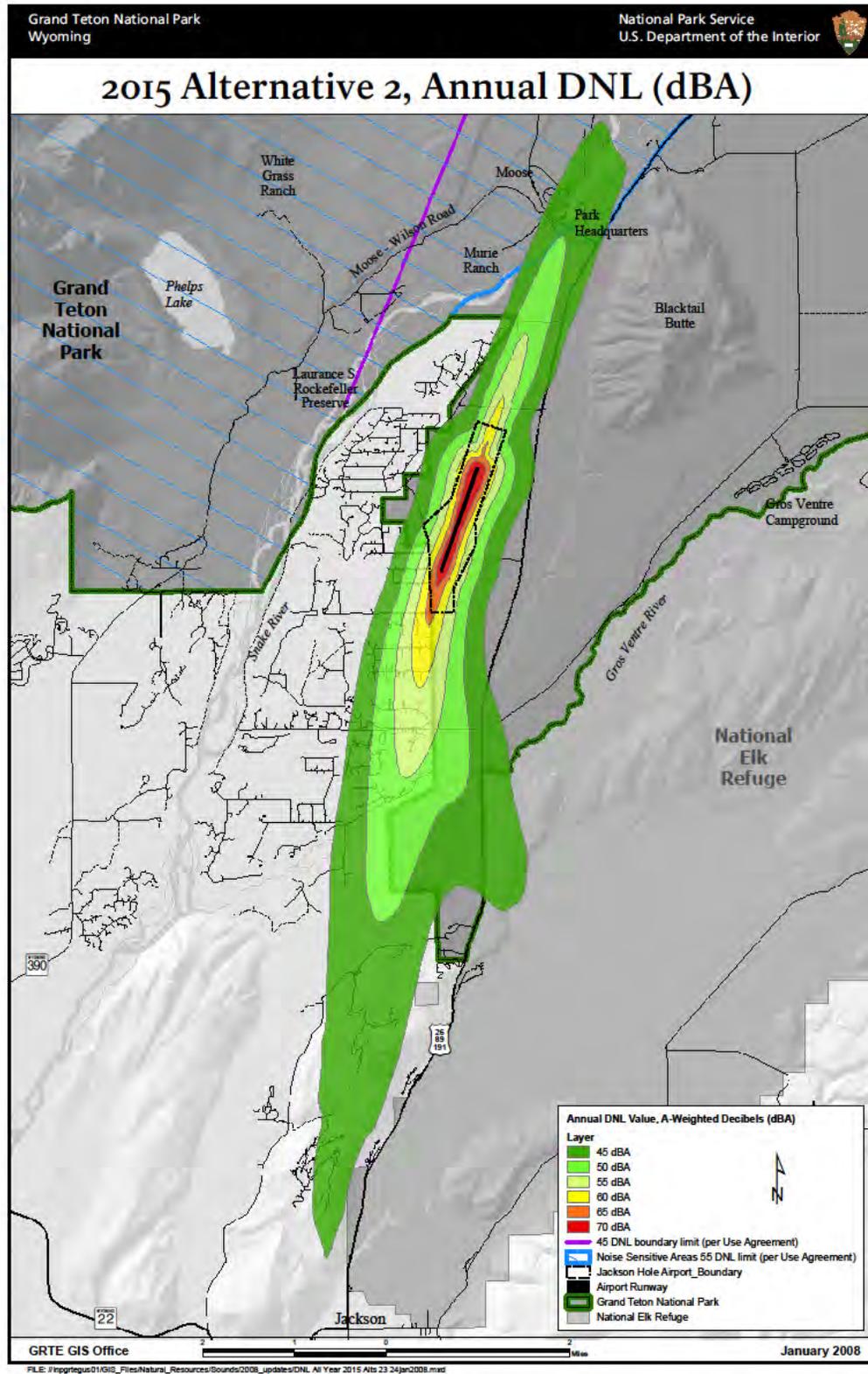


FIGURE F-13: 2015 ALTERNATIVE 2 DAY-NIGHT AVERAGE SOUND LEVEL (DBA) FOR PEAK-SEASON CONDITION

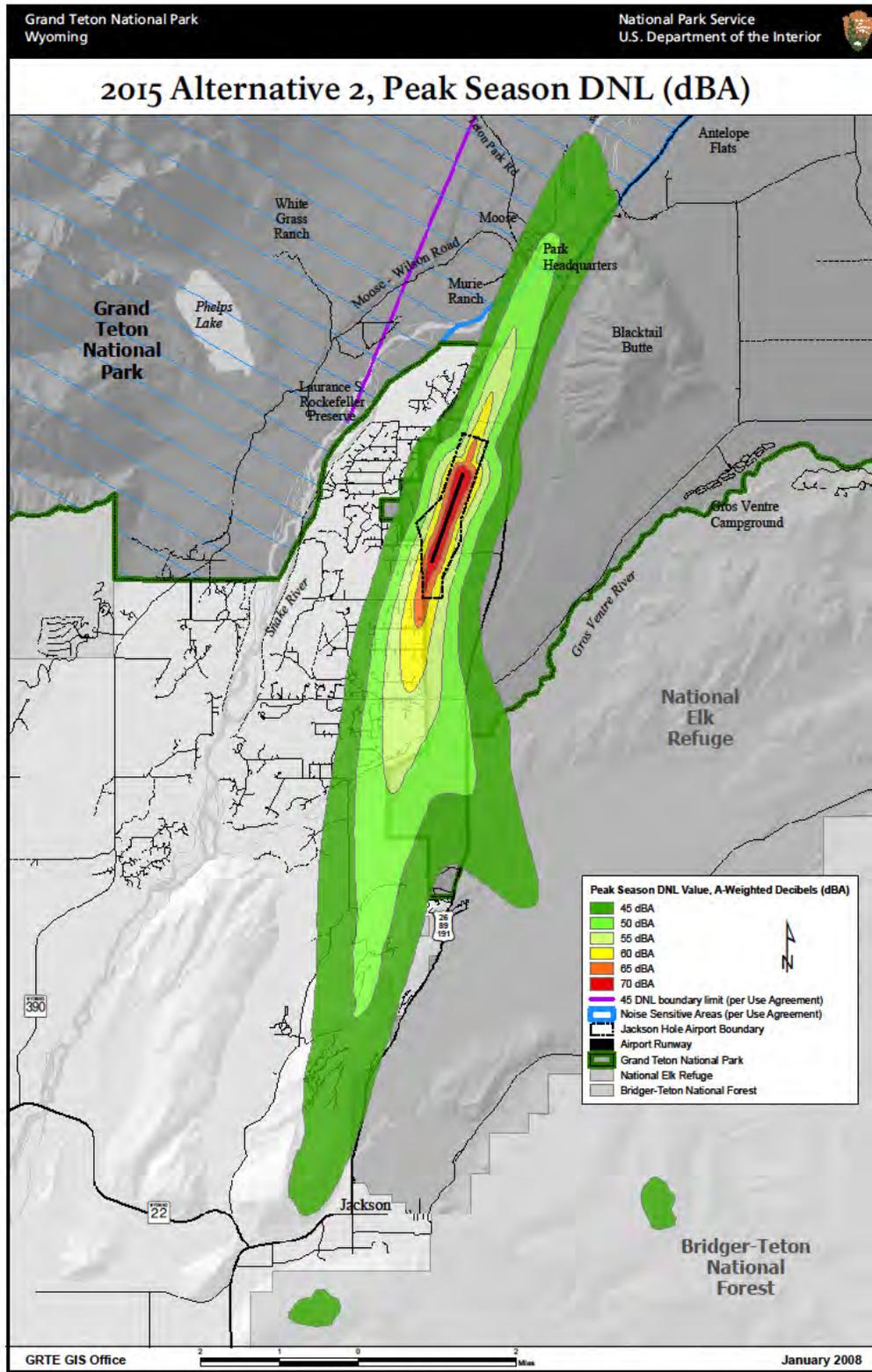


FIGURE F-14: 2025 ALTERNATIVE 2 DAY-NIGHT AVERAGE SOUND LEVEL (DBA) FOR AVERAGE-ANNUAL CONDITION

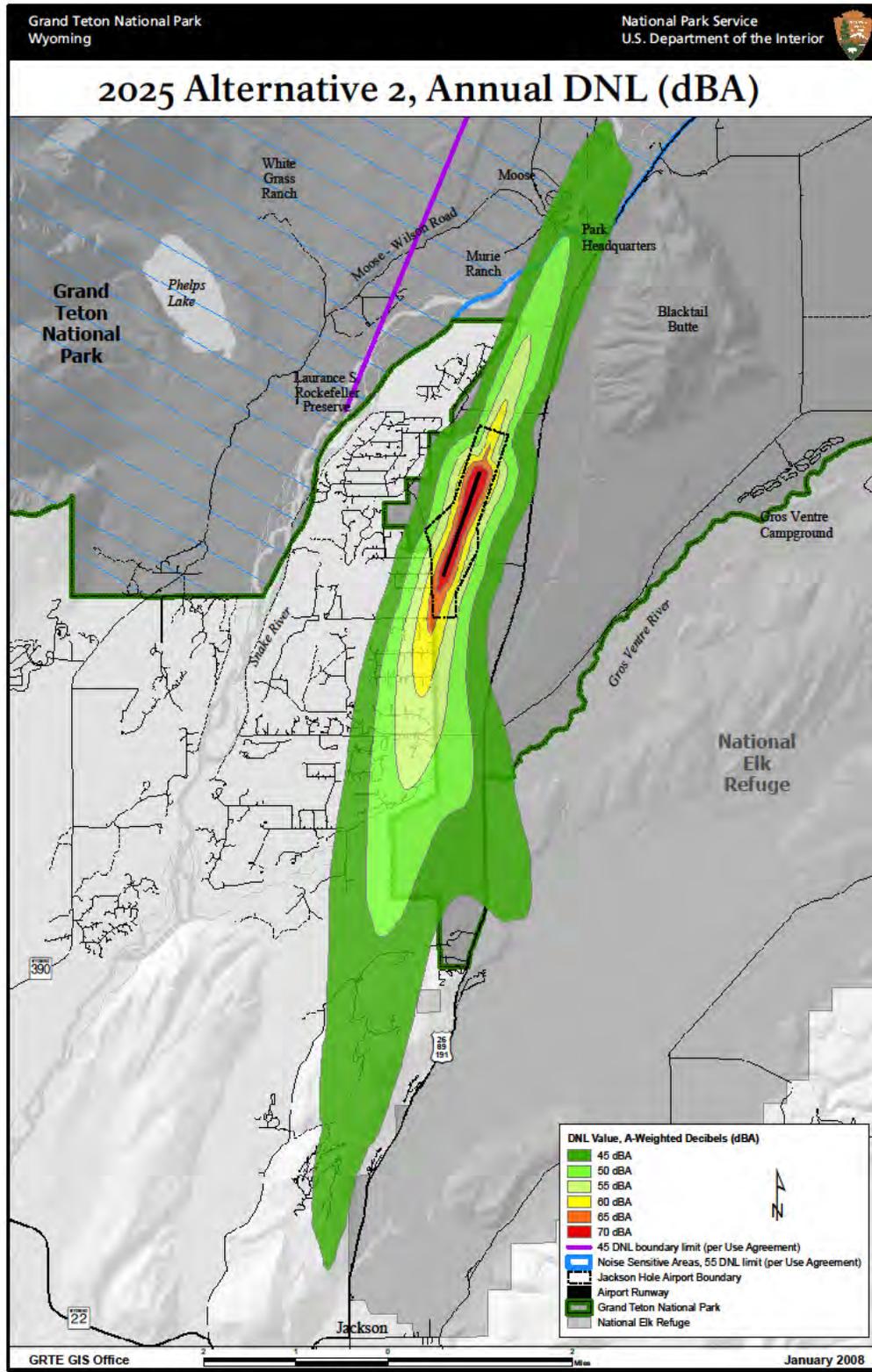
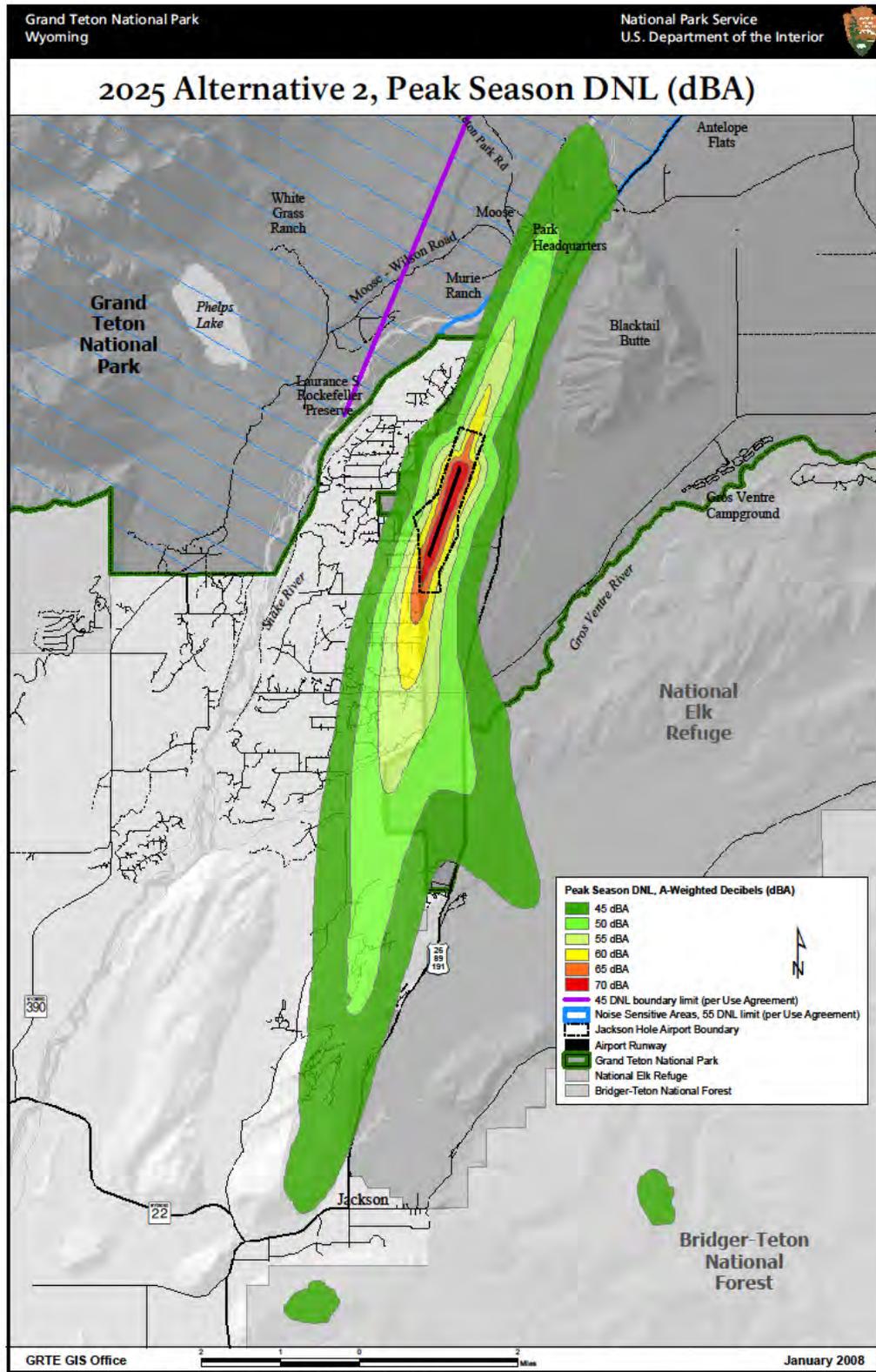


FIGURE F-15: 2025 ALTERNATIVE 2 DAY-NIGHT AVERAGE SOUND LEVEL (DBA) FOR PEAK-SEASON CONDITION





As the nation's principal conservation agency, the Department of the Interior has the responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.



**National Park Service**  
**U.S. Department of the Interior**  
**Grand Teton National Park**  
Superintendent  
P.O. Drawer 170  
Moose, WY 83012

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