



Grand Canyon National Park (GCNP) Baseline Noise Analysis Summary of Commercial Jet Overflights, August 8, 2005

In preparation for the Grand Canyon Working Group meeting, scheduled for January 31-February 2, 2006, this document presents a graphical summary of the ground tracks of the civil air transport overflights (“Commercial”) over GCNP for the top eight airports in terms of operations. The data source is the Enhanced Traffic Management System (ETMS) housed at the U.S Department of Transportation’s John A. Volpe National Transportation Systems Center (Volpe Center). Overflights captured for this analysis include all flights whose ground tracks intersect the GCNP within a rectangular block of airspace extending 20 nautical miles from the farthest edge of the GCNP boundary in each of the cardinal compass points on the peak day used (August 8, 2005, the day of the highest number of air tour and air tour related operations).

Initially, the top seven airports were selected for consistency with data presented in the Federal Interagency Committee on Aviation Noise (FICAN) report, “FICAN Findings and Recommendations on Tools for Modeling Aircraft Noise in National Parks.” After inspection of the current data, an eighth airport was added. The eight airports are Chicago O’Hare International Airport (ORD), Denver International Airport (DEN), John F. Kennedy International Airport in New York (JFK), McCarran International Airport (LAS), Los Angeles International Airport (LAX), Phoenix Sky Harbor International Airport (PHX), San Diego International Airport (SAN), and Salt Lake City International Airport (SLC).

Table 1 presents the percentage of operations associated with the top eight airports for civil air transport (“Commercial”) overflight activities. Figures 1 through 8 present both departure operations (in blue) and arrival operations (in red) for these operations.

Table 1. Summary of Commercial Overflights for Top 8 Contributing Airports for August 8, 2005

Airport	% of Daily Total
Chicago O’Hare International Airport (ORD)	6%
Denver International Airport (DEN)	9%
John F. Kennedy International Airport (JFK)	6%
McCarran International Airport (LAS)	44%
Los Angeles International Airport (LAX)	25%
Phoenix Sky Harbor International Airport (PHX)	14%
San Diego International Airport (SAN)	6%
Salt Lake City International Airport (SLC)	14%

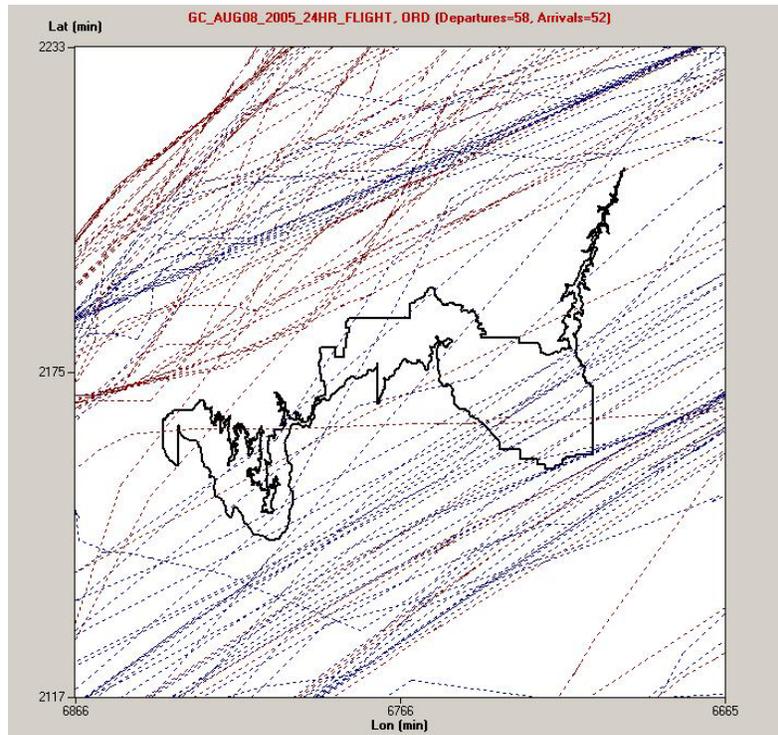


Figure 1. ORD Flights over GCNP
 (110 flights: 58 departures, 52 arrivals; 6% of total daily operations)

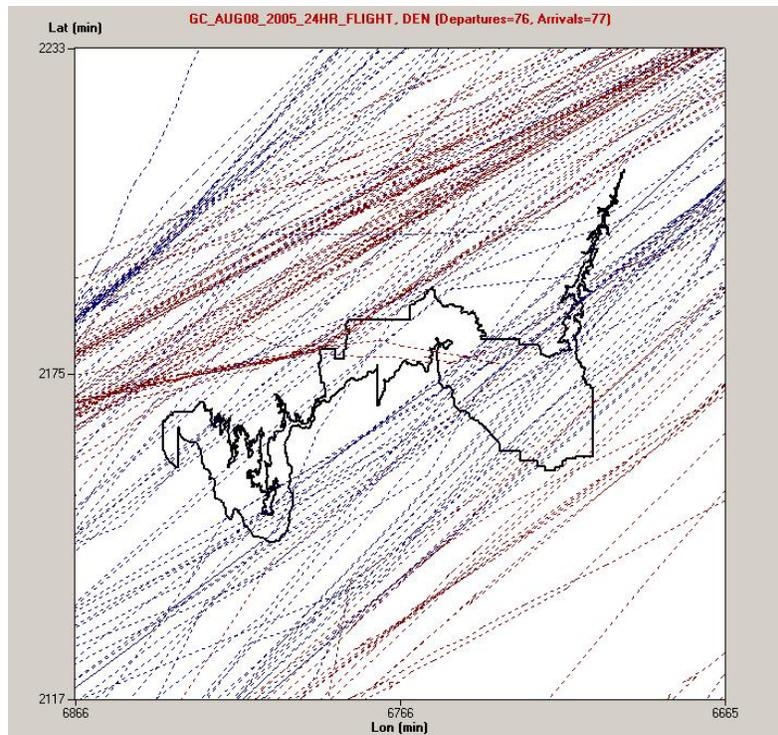


Figure 2. DEN Flights over GCNP
 (153 flights: 76 departures, 77 arrivals; 9% of total daily operations)

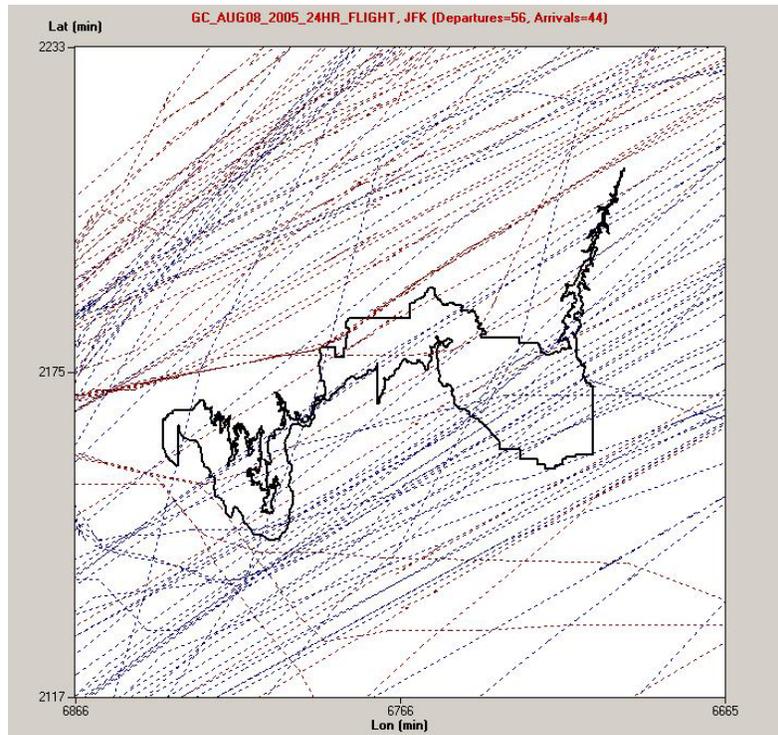


Figure 3. JFK Flights over GCNP
 (100 flights: 56 departures, 44 arrivals; 6% of total daily operations)

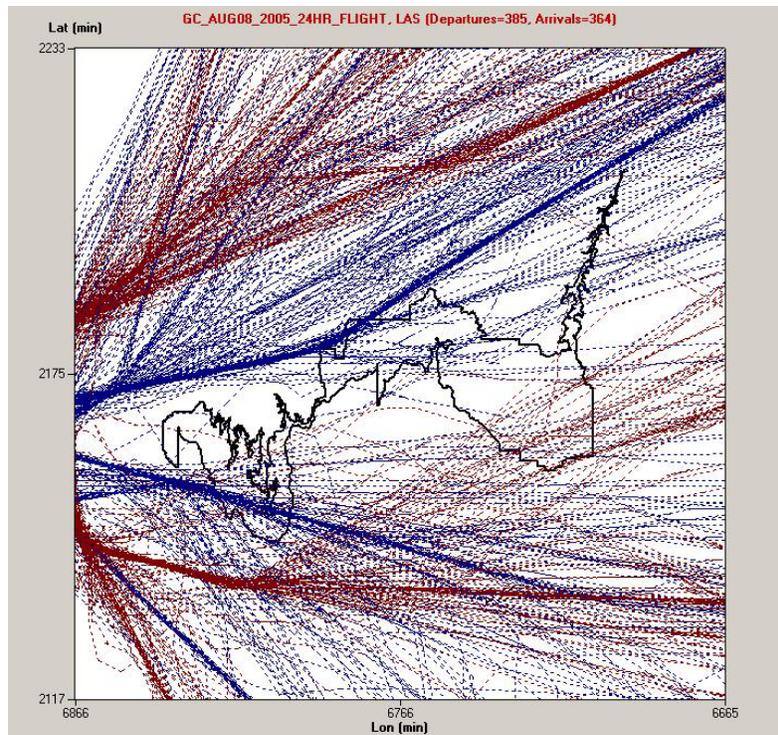


Figure 4. LAS Flights over GCNP
 (749 flights: 385 departures, 364 arrivals; 44% of total daily operations)

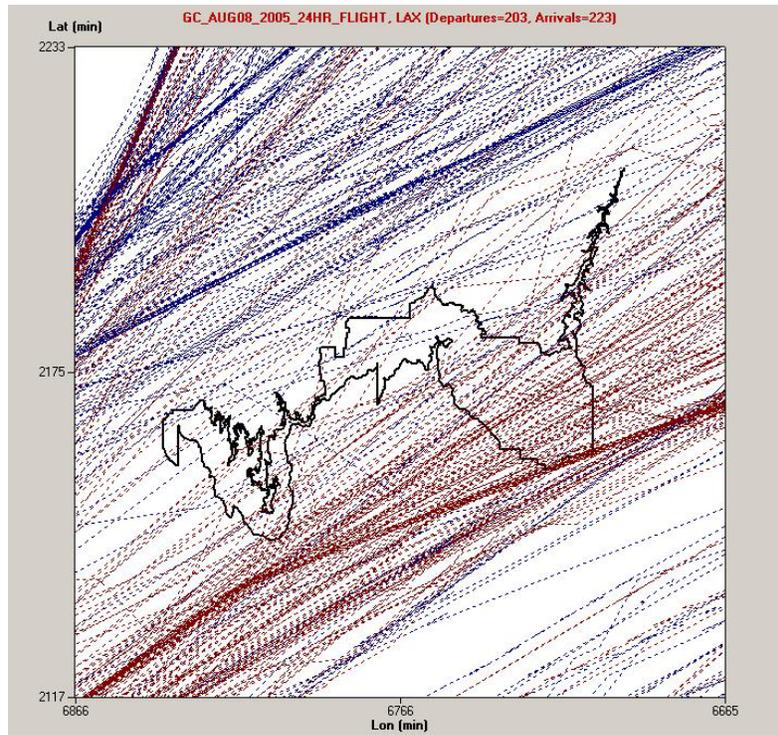


Figure 5. LAX Flights over GCNP
(426 flights: 203 departures, 223 arrivals; 25% of total daily operations)

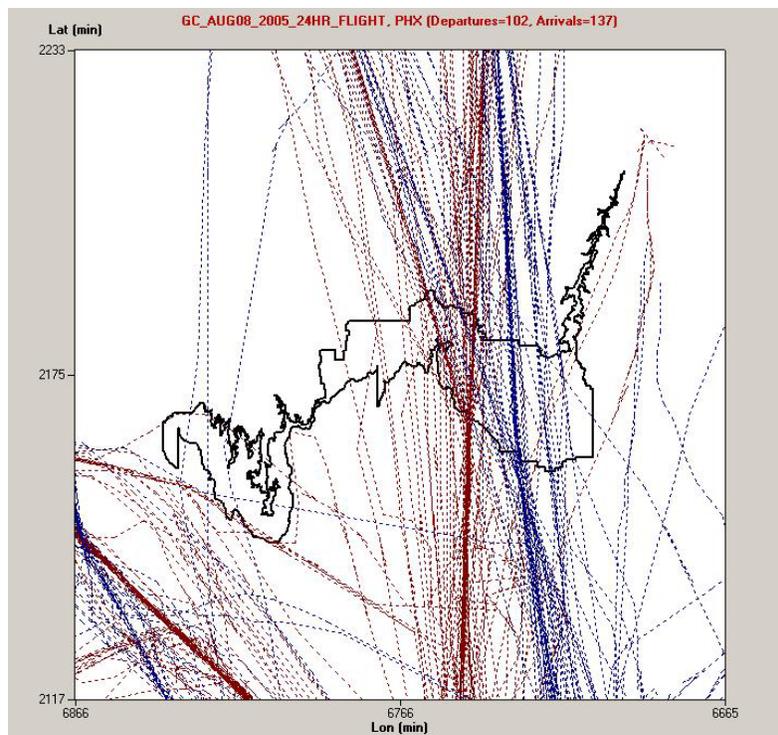


Figure 6. PHX Flights over GCNP
(239 flights: 102 departures, 137 arrivals; 14% of total daily operations)

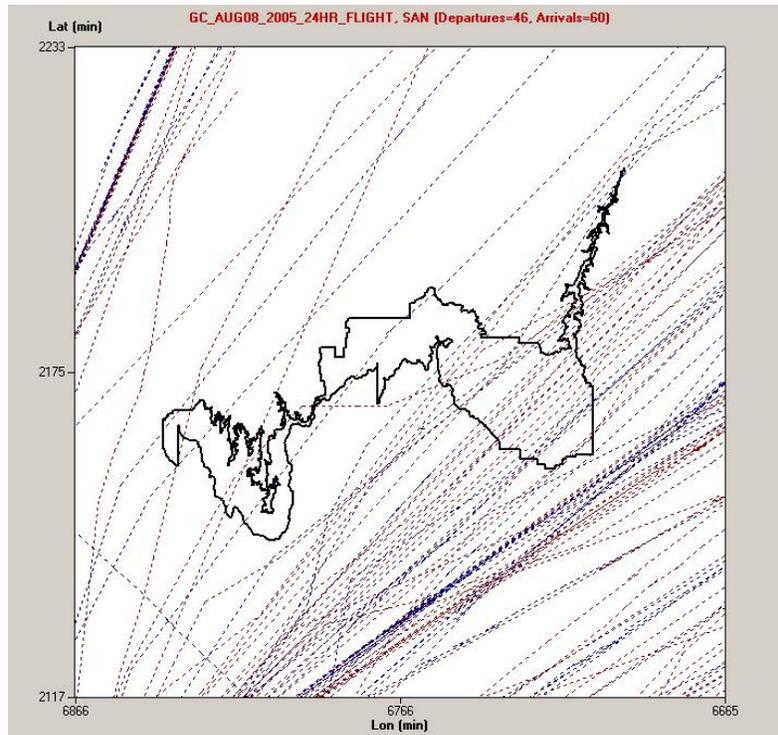


Figure 7. SAN Flights over GCNP
(106 flights: 46 departures, 60 arrivals; 6% of total daily operations)

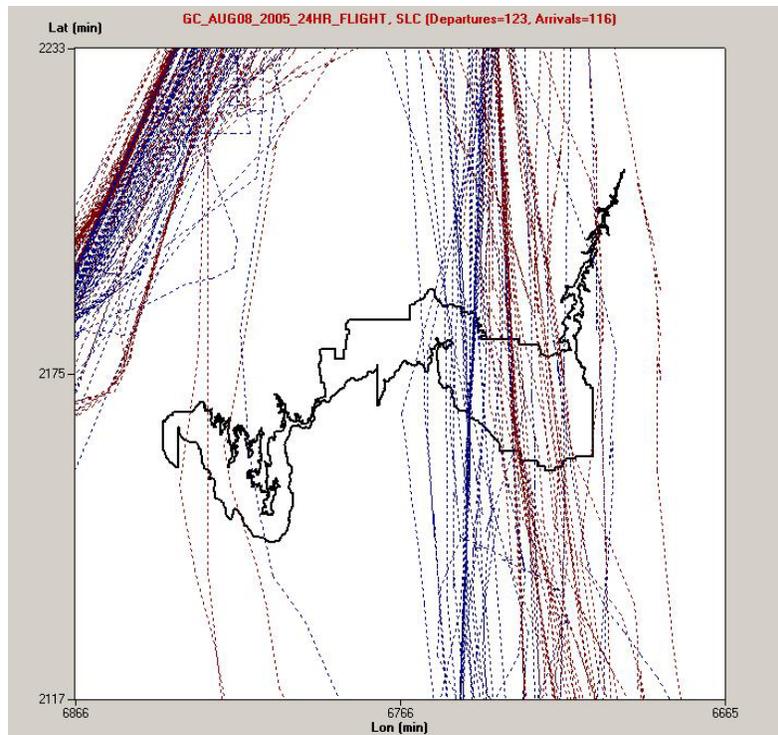


Figure 8. SLC Flights over GCNP
(239 flights: 123 departures, 116 arrivals; 14% of total daily operations)