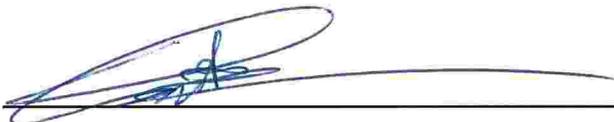


FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

JACKSON HOLE AIRPORT
JACKSON, WYOMING





Regional Counsel, ANM-7

X

CONCUR NON-CONCUR

8-1-2018

Date



Airports Division Director, Northwest Mountain Region

X

CONCUR NON-CONCUR

August 1, 2018

Date

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INTRODUCTION

The Jackson Hole Airport (JAC), Jackson, Wyoming, resides on approximately 533 acres within the Grand Teton National Park (GTNP) and is operated under a Use Agreement with the Department of the Interior National Park Service (NPS). JAC completed an Airport Noise Compatibility Planning Study (Study) in compliance with Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning. This Study is an update to the 1985 and 2004 studies and includes both the Noise Compatibility Program (NCP) and Noise Exposure Maps (NEMs). These documents were developed concurrently and submitted to the Federal Aviation Administration (FAA) for review and approval on March 21, 2018. The NEMs were determined to be in compliance on March 23, 2018. This determination, along with the notice of FAA's receipt of the NCP and its availability for public review and comment, was announced in the Federal Register on April 5, 2018.

The objective of the noise compatibility planning process is to improve the compatibility between aircraft operations and noise-sensitive land uses in the area, while allowing the airport to continue to serve its role in the community, state, and nation. This NCP is an update to JAC's existing program, which the FAA most recently approved in the 2004 Record of Approval (ROA). This updated NCP was prepared by JAC to summarize the status of previously approved measures and includes 15 recommendations, which are comprised of six (6) Noise Abatement recommendations, two (2) Land Use recommendations and seven (7) Program Management recommendations (Chapter 9 of the Study).

This ROA has two parts. The first part provides the recommendations JAC has requested the FAA to review and the FAA's determinations on those recommendations. The second part includes recommendations that have been previously considered by the FAA in the 1985 and 2004 studies as well as the recommendations from the 2018 (current) NCP along with FAA's decision on each recommendation and its status (attachment).

FAA's approval or disapproval of each specific recommendation is determined by applying approval criteria prescribed in 14 CFR 150.35(b). Only recommendations that meet the approval criteria can be approved. FAA approval indicates only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. However, when a recommendation is disapproved by the FAA, airport sponsors are not precluded from and are encouraged to work with the FAA and their communities outside of the rigors of the Part 150 process to implement initiatives that provide noise benefits to the community. Measure approvals do not constitute decisions to fund or otherwise implement the actions. Subsequent decisions concerning implementation of these actions may be subject to the applicable environmental and/or aeronautical requirements.

Comments received from the public during the public process were addressed in Chapter 10 of the final NCP submitted to FAA. No comments were received during the NCP 60-day public comment period that ended May 22, 2018.

The program elements below summarize as closely as possible the airport operator's recommendation in the noise compatibility program and are cross-referenced to the program. The statements contained with the summarized program elements and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

RECOMMENDATIONS

Noise Abatement Recommendations

Noise Abatement Recommendation 1: RNP-AR Arrival Procedure for Runway 19

This recommendation builds upon the satellite-based procedures that were previously implemented for Runway 19 and would use a curved arrival path that would keep aircraft east and south of the Snake River and Highway 89, reducing flights over the core of the GTNP. This recommendation involves three new arrival path transitions for aircraft landing on Runway 19 that are based upon RNP-AR (Required Navigation Performance-Authorization Required). The aircraft must be equipped and the pilot must have authorization to fly this procedure. This procedure would reduce flights over the central and northern portions of the Snake River.

FAA Determination: Disapproved for Purposes of Part 150

As the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this procedure to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

Noise Abatement Recommendation 2: Chartered Visual RNAV/Company Special RNAV Arrival Procedure for Runway 19

Similar to Recommendation 1, this recommendation would use a curved arrival path that would keep aircraft east of the Snake River and Highway 89 and minimize flights over the core portions of GTNP and Snake River. This recommendation would create a notional procedure that would be distributed to the airlines that operate at JAC. The airlines would be responsible for the ultimate procedure design and implementation within their fleet. This procedure can be implemented using RNAV (Area Navigation). The aircraft must be equipped to fly RNAV to utilize this procedure.

FAA Determination: Disapproved for Purposes of Part 150

As the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this procedure to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

Noise Abatement Recommendation 3: RNAV Standard Instrument Departure (SID) for Runway 19

This recommendation would create a new RNAV procedure that would keep aircraft east of the residential areas located south of JAC. Aircraft with destinations to the east or south would depart and fly the runway heading until reaching a prescribed altitude and then turn east using RNAV navigation. Aircraft heading to western destinations would remain on a straight-out departure. There are terrain and engine out requirements that will limit when aircraft can fly this procedure. This procedure would reduce noise for the residences south of JAC.

FAA Determination: Disapproved for Purposes of Part 150

As the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this procedure to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

Noise Abatement Recommendation 4: RNAV SID for Runway 01

This recommendation would create a curved departure path for Runway 01 using RNAV SID that would follow an existing visual departure path used during good weather. This departure path would keep aircraft east of Snake River and Highway 89 to minimize flights over the core of GTNP and Snake River.

FAA Determination: Disapproved for Purposes of Part 150

As the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this procedure to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

Noise Abatement Recommendation 5: Waypoint Noise Abatement Flight Paths

This recommendation would create specific flight paths based upon GPS waypoints that define noise abatement paths for small general aviation aircraft. This information can be shared through the airport-sponsored iPad application. The flight paths would follow historic noise abatement tracks that are difficult to follow precisely using conventional navigation. This recommendation proposes a flight path for arrivals and departures on both runway ends. In addition to the noise benefits, these paths could reduce fuel consumption and emissions.

FAA Determination: Disapproved for Purposes of Part 150

As the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this procedure to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

Noise Abatement Recommendation 6: Avoid Low Flying Aircraft Operations Over GTNP

This recommendation does not propose any new specific flight paths. It provides measures to help reduce overflights over noise sensitive areas of GTNP to the extent possible. Possible measures include:

- Install a BI-6 repeater scope in the JAC airport traffic control tower to allow controllers the ability to identify visual flight rules traffic by assigning transponder code and then advising the aircraft of noise sensitive areas of GTNP.
- Develop a Memorandum of Understanding with all controllers to recommend east turns and paths for all operations to avoid the define noise sensitive areas.
- Incorporate these goals into the voluntary Fly Quiet program.
- Work with sightseeing operators and other recurring operators to provide a GPS path to better define their operations when transitioning from JAC to the tour destinations just outside the GTNP.

FAA Determination: Disapproved for Purposes of Part 150

As the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this procedure to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

Land Use Management Recommendations

Land Use Management Recommendation 1: Zoning Code Changes/Noise Overlay Zone/Buyer Notification/Construction Requirements

This recommendation would keep the existing Jackson Hole Airport Resolution in place in any future zoning revisions. Potential buyers within a two-mile radius of the centerline will continued to be notified of the proximity of JAC. This recommendation also proposes to include noise reduction measures for construction either within the 60 DNL noise contour or for the two-mile radius notification area.

FAA Determination: Disapproved for Purposes of Part 150

This measure was approved by the FAA in the 1985 ROA; however, the Federal government has no authority to control local land use. Implementation of this measure is considered to be within the authority of the City and County; therefore, no action is required by FAA.

Land Use Management Recommendation 2: Comprehensive Plan Amendments

This recommendation would utilize land use planning and development policy processes to achieve long-term land use compatibility. The Town of Jackson and Teton County adopted the Jackson/Teton County Comprehensive Plan in April 2012 to serve as a guide for future development. The Comprehensive Plan recognizes the importance of JAC and identifies the land in the vicinity of JAC as undeveloped open space. It is recommended that any future comprehensive plans continue to examine future land use plans near JAC within consideration of the NEMs contained within the Part 150 Study.

FAA Determination: Disapproved for Purposes of Part 150

This measure was approved by the FAA in the 1985 ROA; however, the Federal government has no authority to control local land use. Implementation of this measure is considered to be within the authority of the City and County; therefore, no action is required by FAA.

Program Management Recommendations

Program Management Recommendation 1: Development of Voluntary Fly Quiet Program Report Card and Pilot Awareness Program

This recommendation would create a Fly Quiet Program for JAC. The Fly Quiet Program is a voluntary program that encourages airport users to operate as quietly as possible by recognizing airlines that attempt to follow the noise abatement goals of JAC. The Pilot Awareness Program is a continuation of the Pilot Educational Services program included in the 1985 ROA.

FAA Determination: Approved as Voluntary

This is a new recommendation that builds off of measures included in the 1985 ROA. None of the elements in this measure would affect the 65 DNL noise contour. It should be understood that compliance with this program can occur only to the extent that safe, efficient aircraft operation and airspace management is not jeopardized. For reasons of aviation safety, this approval does not extend to use of monitoring equipment for enforcement purposes of aircraft in flight by in situ measurement of any present noise thresholds.

Program Management Recommendation 2: Continuation of Study Input Committee

This new recommendation would implement the Study Input Committee created for this Study as a permanent committee. The Committee can address noise concerns and provide updates to the community. Continuation of the Committee also ensures that the knowledge on noise issues developed during this Study is not lost.

FAA Determination: Approved

Program Management Recommendation 3: Noise Monitoring/Flight Tracking

This recommendation would continue the use of the noise monitoring system in place at JAC. This recommendation includes updates to the system (when warranted) and integration with the Fly Quiet program. The noise monitoring system could be used to track the effectiveness of the Fly Quiet Program.

FAA Determination: Approved as it is a continuation of a measure that was approved in the 1985 ROA but was not included in the 2004 NCP

For reasons of aviation safety, this approval does not extend to use of monitoring equipment for enforcement purposes of aircraft in flight by in situ measurement of any present noise thresholds.

Program Management Recommendation 4: Installation of a BI-6 Repeater in Jackson Hole Tower

This recommendation would install a repeater of the existing BI-6 radar feed that is already installed at JAC. The BI-6 repeater would provide controllers with the ability to positively identify VFR traffic by assigning transponder codes and then providing advisories to local visual flying aircraft. This recommendation would need to be cleared by airport traffic control tower and would still be limited by safety and other traffic considerations.

FAA Determination: Disapproved for Purposes of Part 150

AS the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this recommendation.

Program Management Recommendation 5: Noise Complaint Response and Investigation

This recommendation is a continuation of an approved recommendation from the previous NCP. JAC would continue to use its Noise Complaint system to record noise complaints received from citizens to monitor the noise situation at JAC. This recommendation includes the possibility of integrating this system with the proposed Fly Quiet Program.

FAA Determination: Approved as it is a continuation of a measure that was approved in the 1985 and 2004 ROAs

Program Management Recommendation 6: Review and Update Part 150 Study

This recommendation proposes to update the NEMs or the Part 150 Study (NEMS and NCP) as needed or when dictated by the Use Agreement with the NPS. The NCP would only be updated if there were non-compatible land uses identified on any future NEMs.

FAA Determination: Approved as it is a continuation of a measure that was approved in the 1985 and 2004 ROAs

Program Management Recommendation 7: Future Upgrade to JAC's Ground-Based Augmentation System

This recommendation includes the upgrade of JAC's existing ground-based augmentation system (GBAS). GBAS is a NextGen landing system that uses GPS signal along with local ground-based augmentation that allows aircraft to land in instrument weather conditions. The current system at JAC is not active, but JAC can upgrade the system to make it operational.

FAA Determination: Disapproved for Purposes of Part 150

AS the NCP indicates, this measure would provide no change in the 65 DNL noise contour. This disapproval does not preclude JAC from working with airport users, the airport traffic control tower, and the FAA to implement this recommendation to minimize noise on airport neighbors. Such efforts are within the authority of JAC and do not need FAA approval under 14 CFR Part 150.

ATTACHMENT

Previously Existing NCP Recommendations for which JAC Requests no 2018 FAA Action and a Summary of all Current and Previous NCP Recommendations

#	1985 ROA	FAA Decision	Implemented	New #	2004 ROA	FAA Decision	Implemented	New #	2018 ROA	FAA Decision
A-1	Develop Acces Plan	Approved	✓							
A-2a	Curfew	Approved	✓							
A-2b	Curfew on New Airlines	Disapproved								
A-3	Single Event Limit	Approved	✓							
A-4	Departure Routes/Flight Tracks	Approved	✓							
A-5	Preferential Runway	Approved	✓		Voluntary Preferential Rwy	*				
A-6	Installation of Automatic Weather Observation System	Approved	✓							
A-7	Pilot Educational Services	Approved	✓					PM1	Pilot Awareness Program	Approved-Voluntary
A-8	Voluntary Noise Abatement Procedures	Approved	✓		Voluntary Noise Abatement Procedures	*		PM1	Voluntary Fly Quiet Program	Approved-Voluntary
A-9	Lease Requirements	Approved	✓							
B-1	Transferable Develop. Rights	Approved								
B-2	Zoning Changes	Approved						LU1	Zoning Code Changes/Noise Overlay Zone/Buyer Notification	Disapproved
B-3	Subdivision Regulations	Approved								
B-4	Building Code	Approved						LU1	Construction Requirements	Disapproved
B-5	Acoustical Survey	Approved								
B-6	Purchase of Easements/Fee Title	Approved			Purchase of Aviation Easements	*				
B-7	Comprehensive Planning	Approved		NA-7	Reduction of Noise Intrusion to Sensitive Land Uses	Disapproved		LU2	Comprehensive Plan Amendments	Disapproved
C-1	Noise Complaint System	Approved	✓	NA-5	Noise Complaint System	Approved	✓	PM5	Noise Complaint System	Approved
C-2	Noise Monitoring Program	Approved	✓		Noise Monitoring Program	*		PM3	Noise Monitoring/Flight Tracking	Approved
C-3	Update & Review of Part 150	Approved	✓	NA-6	Update & Review of Part 150	Approved	✓	PM6	Update & Review of Part 150	Approved
				NA-1	Restrict Aircraft Generating Highest Noise Levels, Stage 3 Exempt	Disapproved				
				NA-2	Restrict Aircraft Generating Highest Noise Levels	Disapproved				
				NA-3	Restriction of Stage 2 Aircraft	Disapproved				
				NA-4	Federal Funding to Evaluate Aircraft Restrictions	Disapproved				
								NA1	RNP-AR Arrival Procedure Rwy 19	Disapproved
								NA2	Chartered Visual RNAV Rwy 19	Disapproved
								NA3	RNAV Standard Instrument Departure for Rwy 19	Disapproved
								NA4	RNAV Standard Instrument Departure for Rwy 01	Disapproved
								NA5	Waypoint Noise Abatement Flight Path	Disapproved
								NA6	Avoid Low Flying Aircraft Ops over Grand Teton National Park	Disapproved
								PM2	Continuation of Study Input Committee	Approved
								PM4	Installation of BI-6 Repeater	Disapproved
								PM7	Upgrade to Ground-Based Augmentation System	Disapproved
<p>* These measures were identified as alternatives carried forward in the 2003 NCP; however, these measures were not included in the 2004 ROA; therefore, the FAA did not make a Part 150 determination on these measures. For completeness, we are included these in the summary although no FAA determination was made.</p>										