



United States Department of the Interior

NATIONAL PARK SERVICE
GRAND TETON NATIONAL PARK
P.O. DRAWER 170
MOOSE, WYOMING 83012



IN REPLY REFER TO:
L38(GRTE)

MAY 17 2011

Mr. Clay James
President, Jackson Hole Airport Board
P.O. Box 159
Jackson, WY 83001

Dear Mr. James:

On December 23, 2010, Intermountain Regional Director John Wessels approved the Record of Decision for the Jackson Hole Airport Agreement Extension. That decision authorized the Jackson Hole Airport Board and the Department of the Interior, acting through the National Park Service, to amend the 1983 Agreement between the parties. Mr. Wessels has also signed the amendment and forwarded it to you for your signature, an action which will conclude a process begun more than six years ago.

As amended, the authorized term of the 1983 Agreement will be extended to April 23, 2053 through the addition of two 10-year options that may be exercised by the Board in 2013 and 2023, respectively. In addition, new paragraph 4(i) of the Agreement requires the Board to act in good faith and in coordination and cooperation with the National Park Service (NPS) to develop and implement such reasonable and cost-effective mitigation measures as may be available to reduce environmental impacts on the Park. Furthermore, Section 12 of the Agreement, as amended, requires the Board and the NPS to discuss and identify mitigation measures which may be available to comply with the requirements of paragraph 4(i).

As previously discussed with you and other members of the Board, we have identified a list of actions that should be taken by the Board pursuant to paragraph 4(i) prior to exercising the next 10-year renewal option, which may be exercised within 120 days of April 27, 2013. We will consider the Board to have substantially and satisfactorily complied with the requirements of Section 4(i) of the 1983 Agreement for the period ending November 30, 2012 if the Board shall have completed or undertaken the following actions by that date:

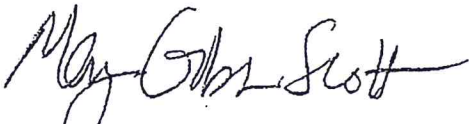
1. Applied for FAA approval and grant funding for a Part 150 noise compatibility study update, and to the extent FAA noise project funding is made available to the Board, diligently pursued such study update.
2. Worked with FAA and other parties to seek early implementation of NextGen approach and departure procedures that may reduce noise exposure over the Park.
3. In cooperation with NPS, worked with FAA to determine whether a new instrument approach to Runway 19 could be developed that would reduce noise impacts on the Park.
4. In cooperation with NPS, worked with FAA to determine whether it would be feasible to develop a precision approach to Runway 01.

5. Initiated the development of a Fly Quiet Program, including enhanced efforts to provide educational and other information to pilots, aircraft operators and others, and encourage preferential runway use.
6. Continued to monitor runway utilization and consistency with the preferential runway use provisions of the Agreement, and worked with FAA and the control tower to attempt to improve preferential runway use.
7. Planned and applied for FAA grant funding and approval, and upon such funding and approval diligently pursued the construction of a glycol recovery system designed to reduce glycol runoff into the storm water system.
8. Continued to maintain, and to the extent practicable enhanced, its vegetative screening program to reduce visual impacts of the Airport.
9. In cooperation with NPS, developed procedures, methods, and strategies to minimize conflicts between sage-grouse and aircraft operations.

Compliance by the Board with the actions described above should be demonstrated through the obligation of funds, pertinent correspondence, the development of work products, and/or other measures which show the Board has taken such actions as are reasonably necessary in furtherance of the above measures. The NPS will take into consideration any circumstances beyond the Board's control, and may waive the Board's obligations to perform any of the actions identified in items 1 through 9 above if NPS determines that changed circumstances, cost effectiveness or higher priorities make it impractical, infeasible, or unnecessary for the Board to initiate or continue efforts to complete such items. Any such determination to waive the Board's obligations will be in the sole discretion of the NPS and will be made in writing.

We greatly appreciate the efforts of the Board over the last several years to work cooperatively with the park to complete the environmental impact statement, and to ensure that the Jackson Hole Airport will remain compatible with the purposes and values of Grand Teton National Park. I look forward to continuing to work closely with the Board, and have every expectation that our efforts will be viewed as a model for organizations and people working together to solve challenging problems.

Sincerely,



Mary Gibson Scott
Superintendent