

APPENDIX A

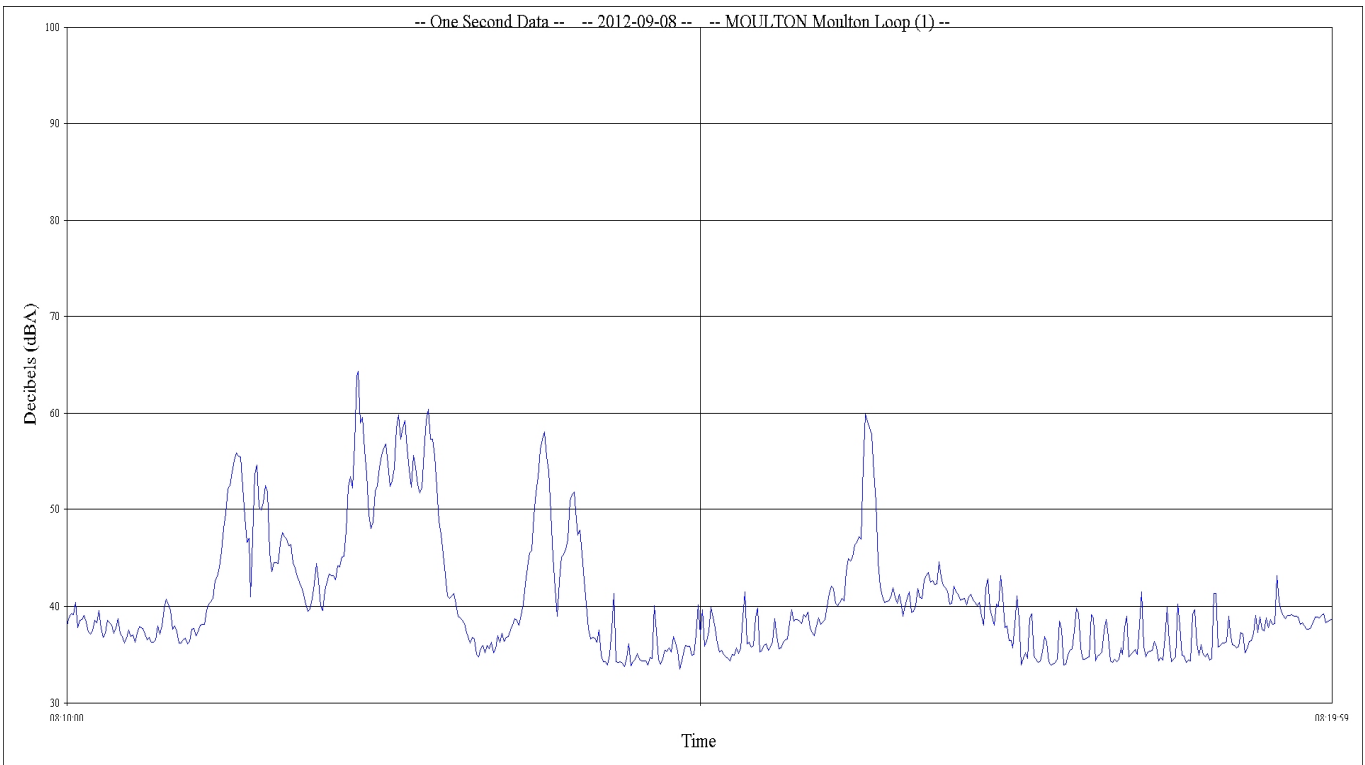
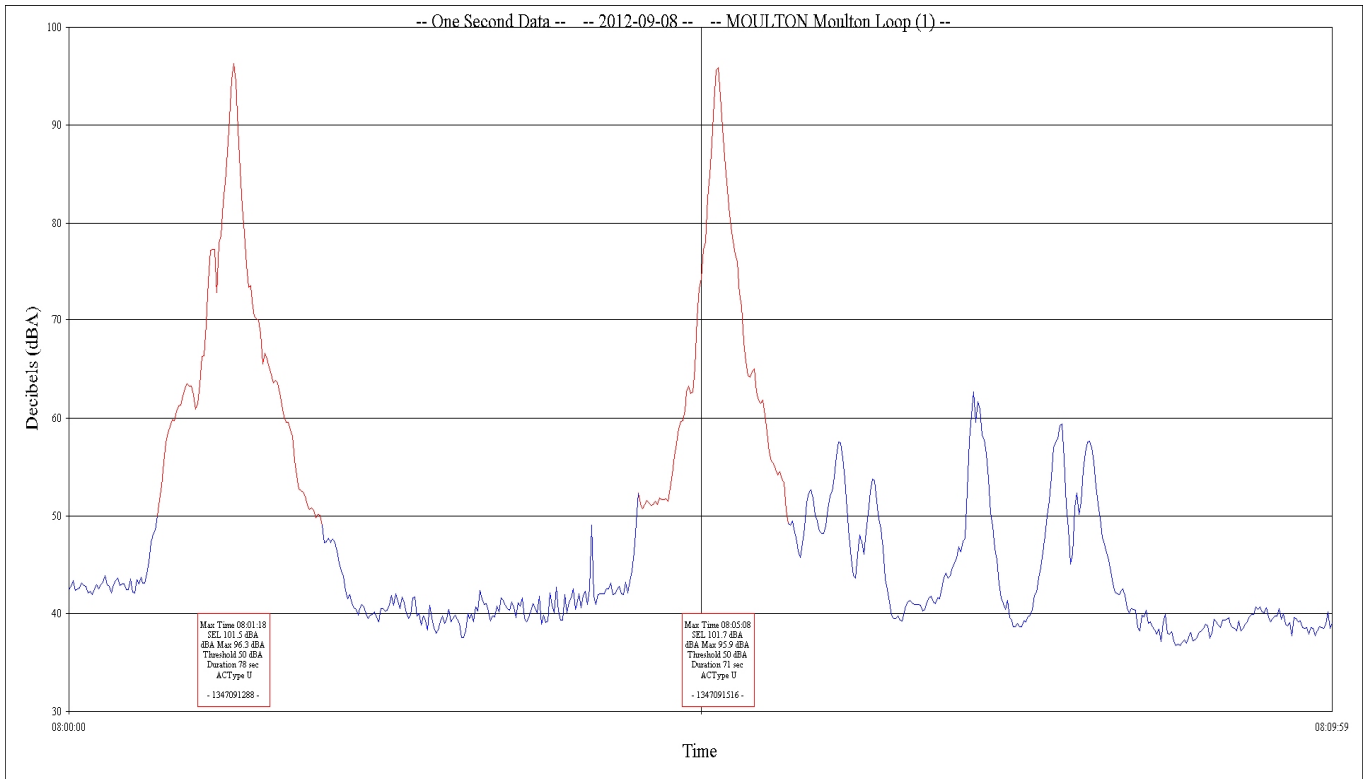
Time History Noise Event Plots

Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: September 8, 2012 08:00:00 to September 8, 2012 08:19:59

Site: Moulton Loop

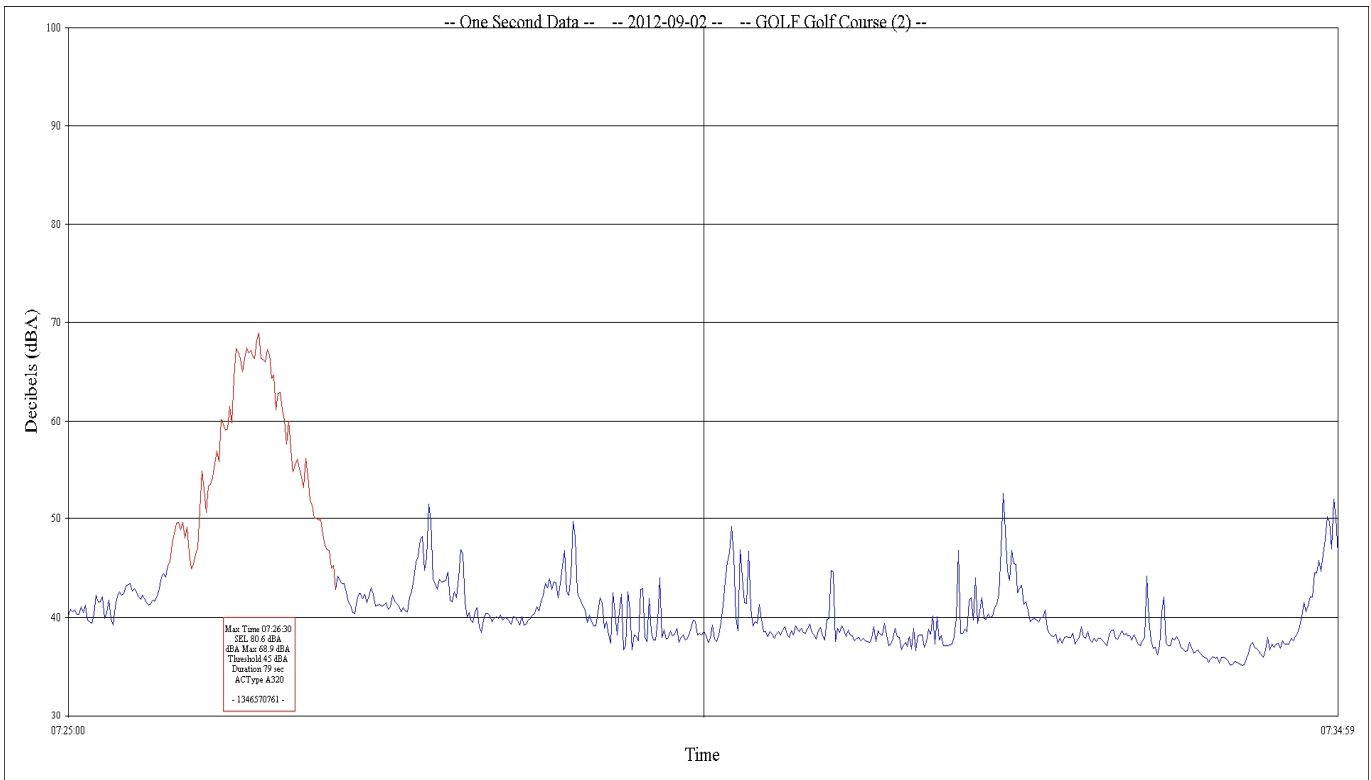
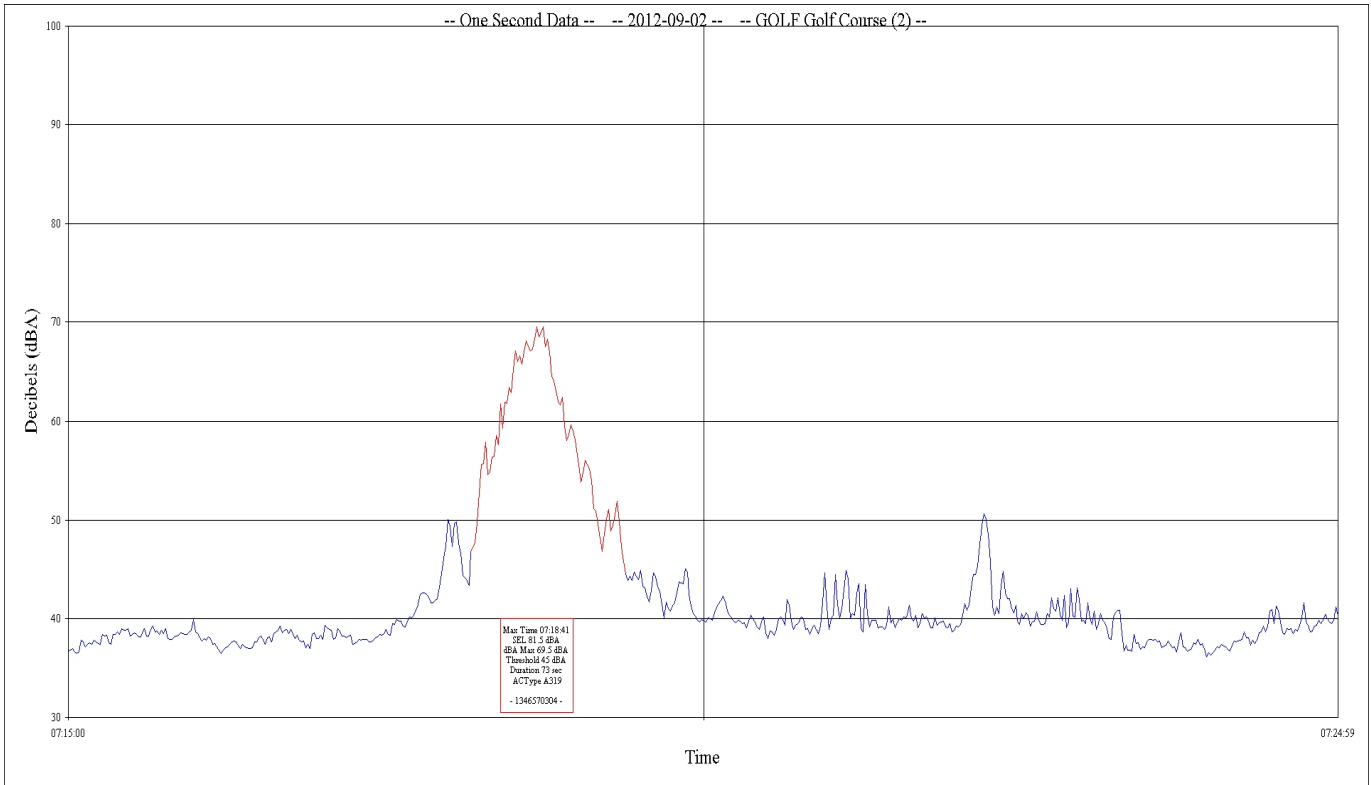


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: September 2, 2012 07:15:00 to September 2, 2012 07:34:59

Site: Golf Course

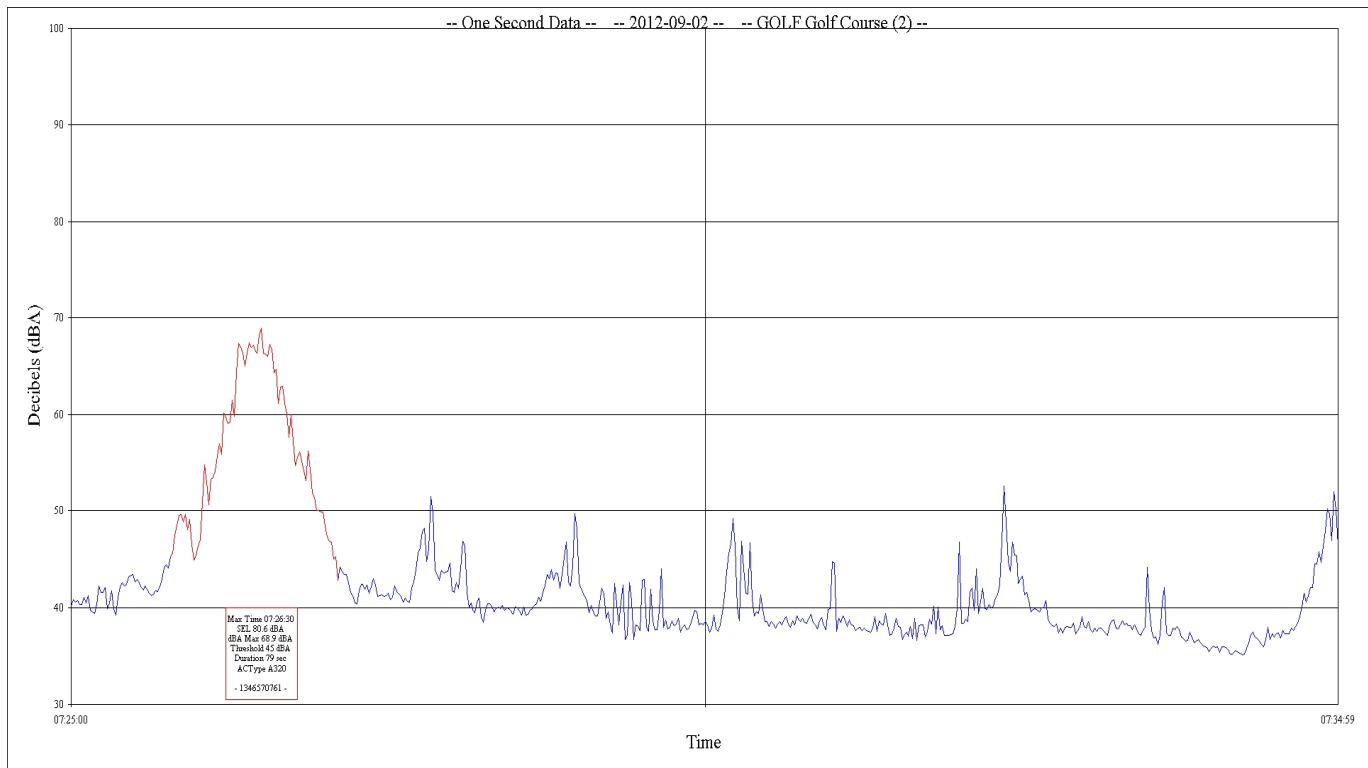
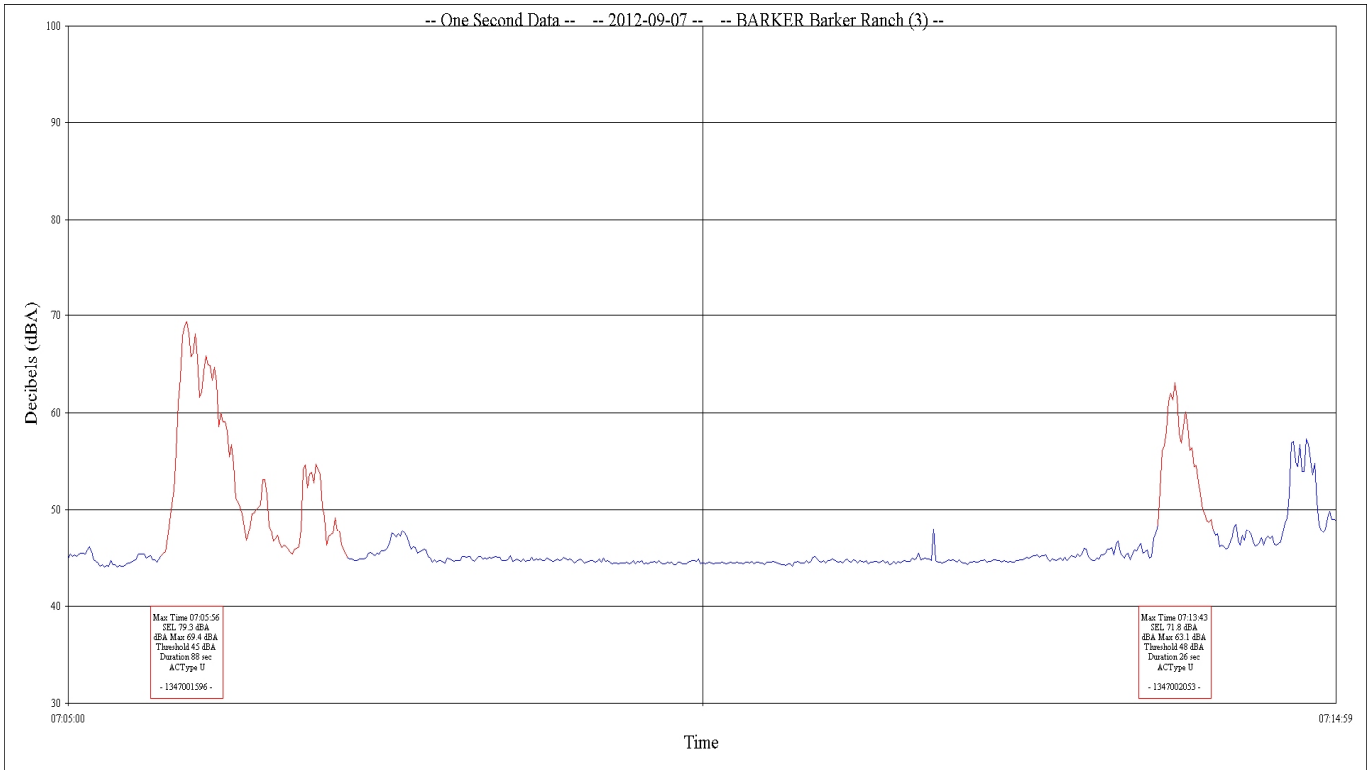


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: September 07, 2012 07:05:00 to September 07, 2012 07:34:59

Site: Barker Ranch

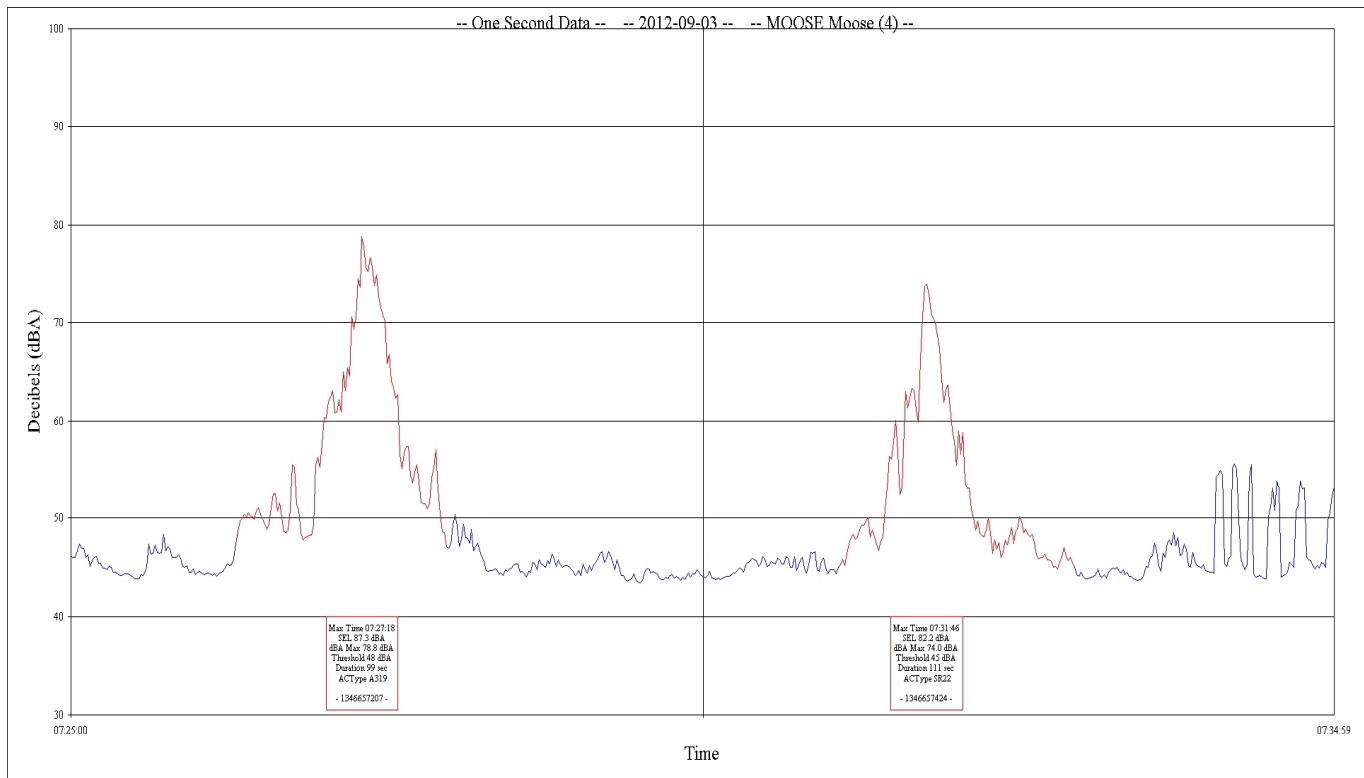
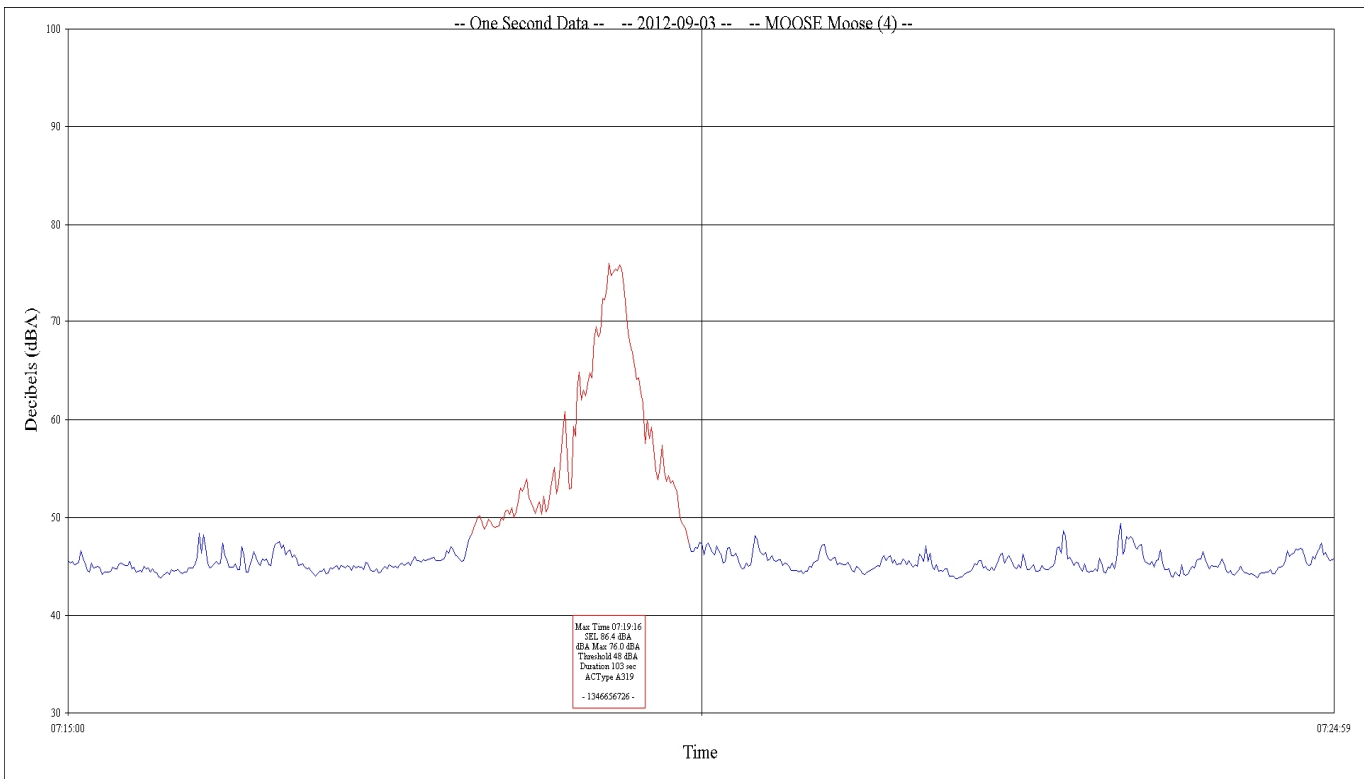


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: September 03, 2012 7:15:00 to September 03, 2012 7:34:59

Site: Moose

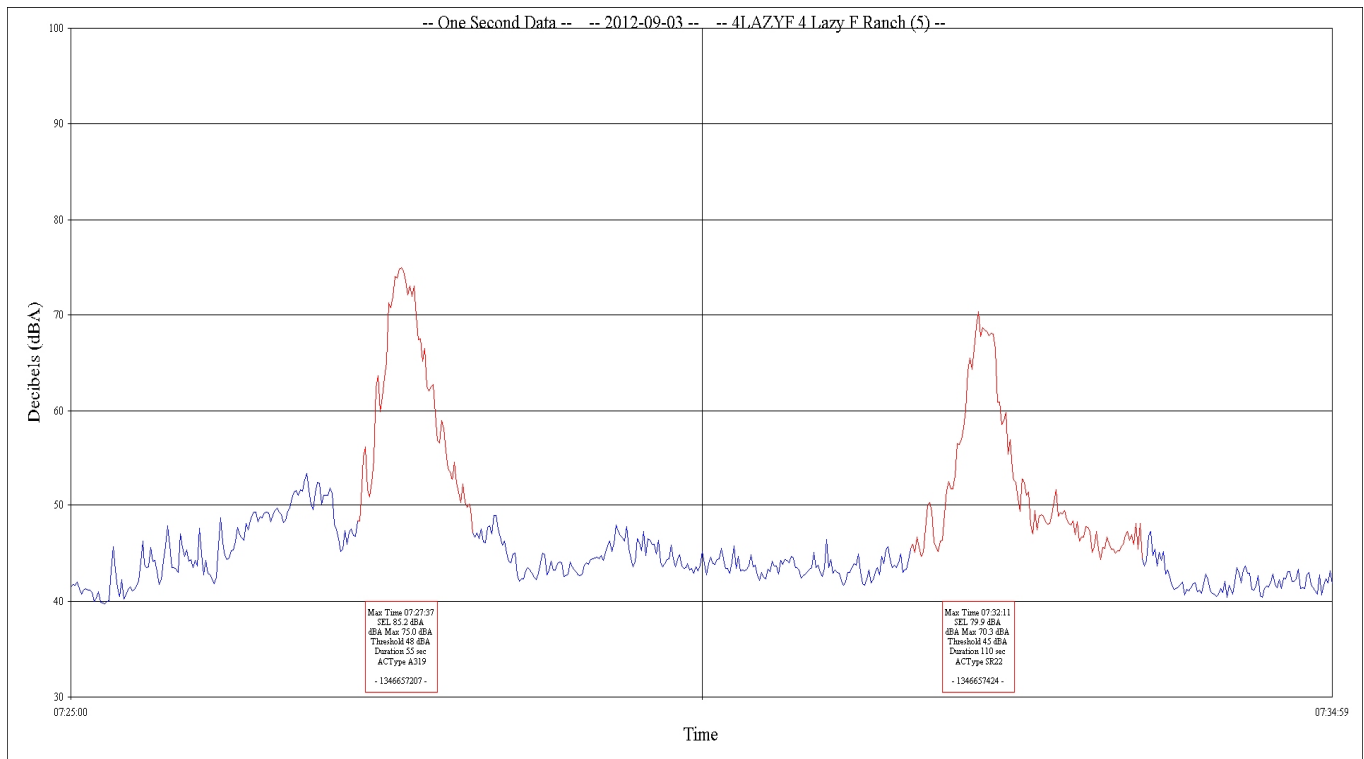
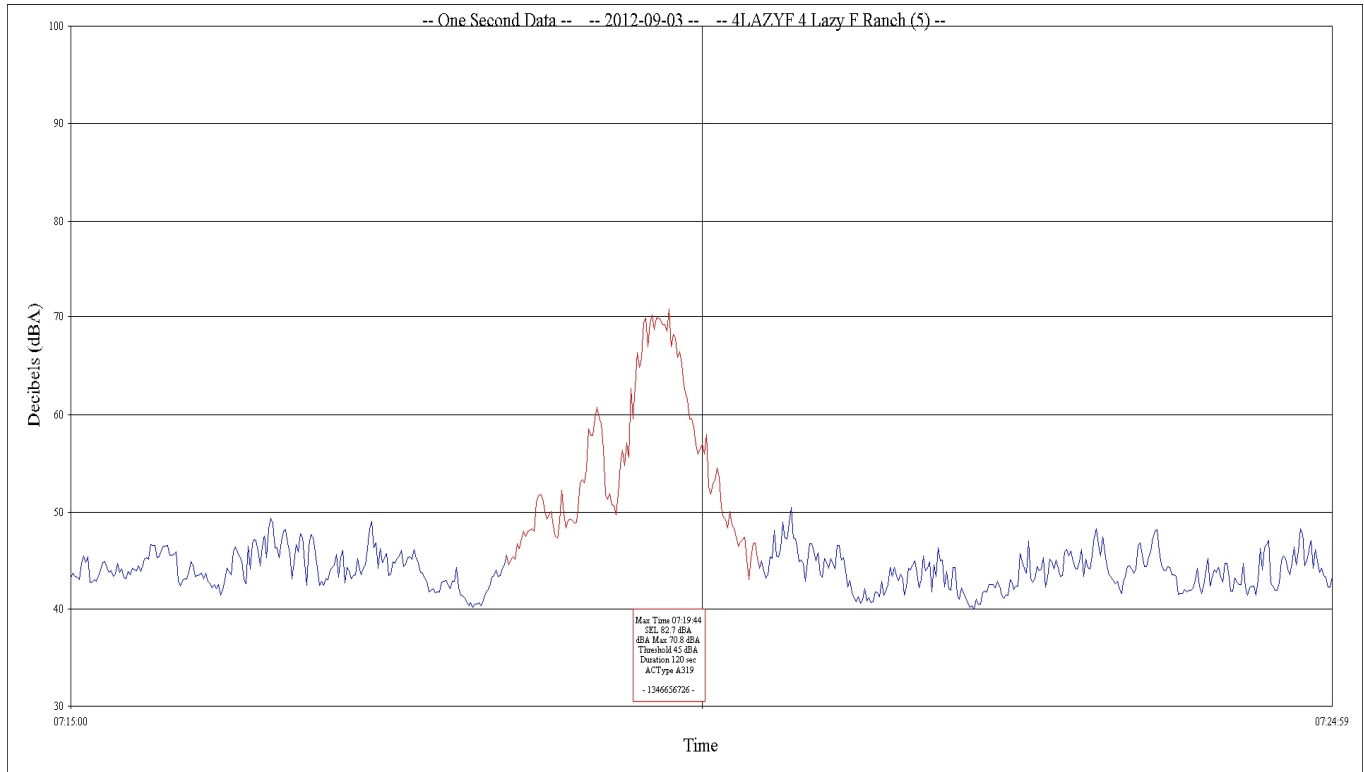


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: September 03, 2012 7:15:00 to September 03, 2012 7:34:59

Site: 4 Lazy F Ranch

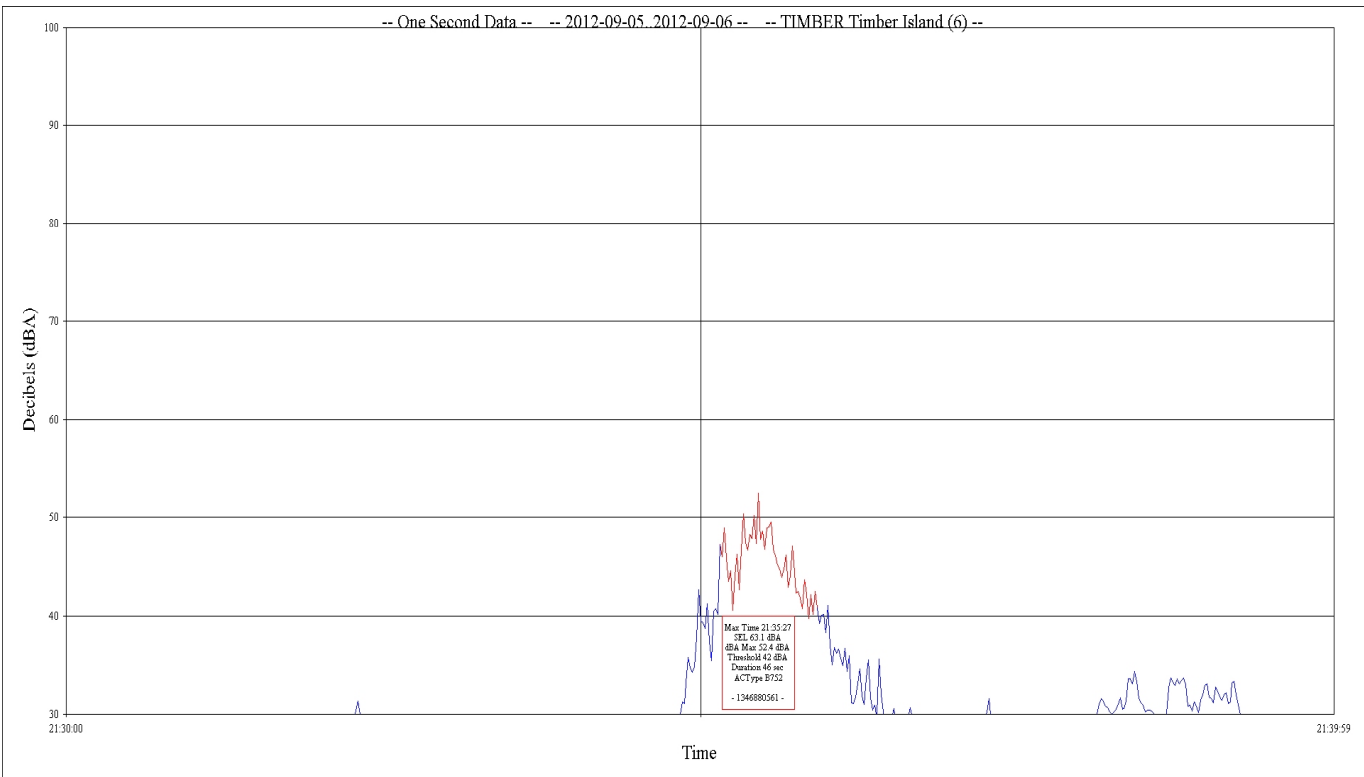
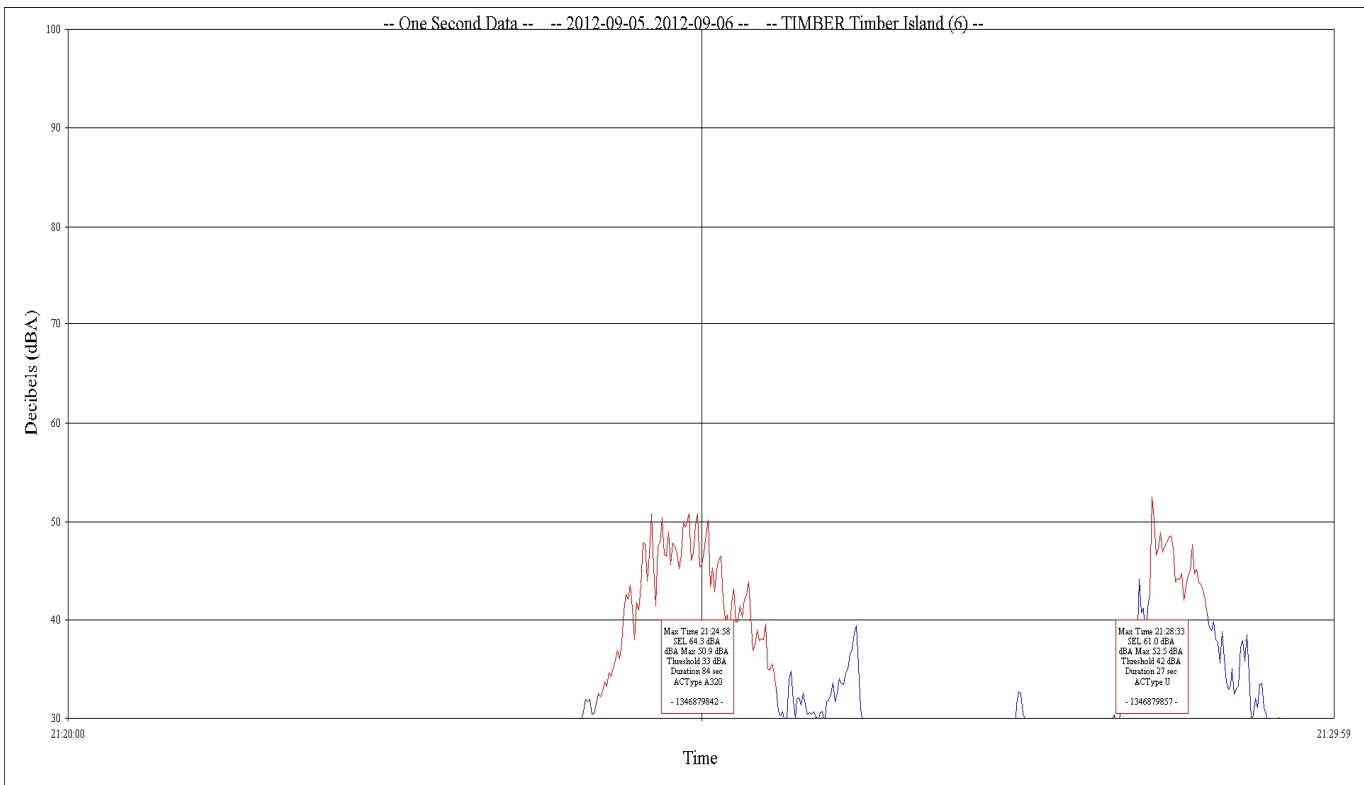


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: September 05, 2012 21:20:00 to September 05, 2012 21:39:59

Site: Timber Island



APPENDIX B

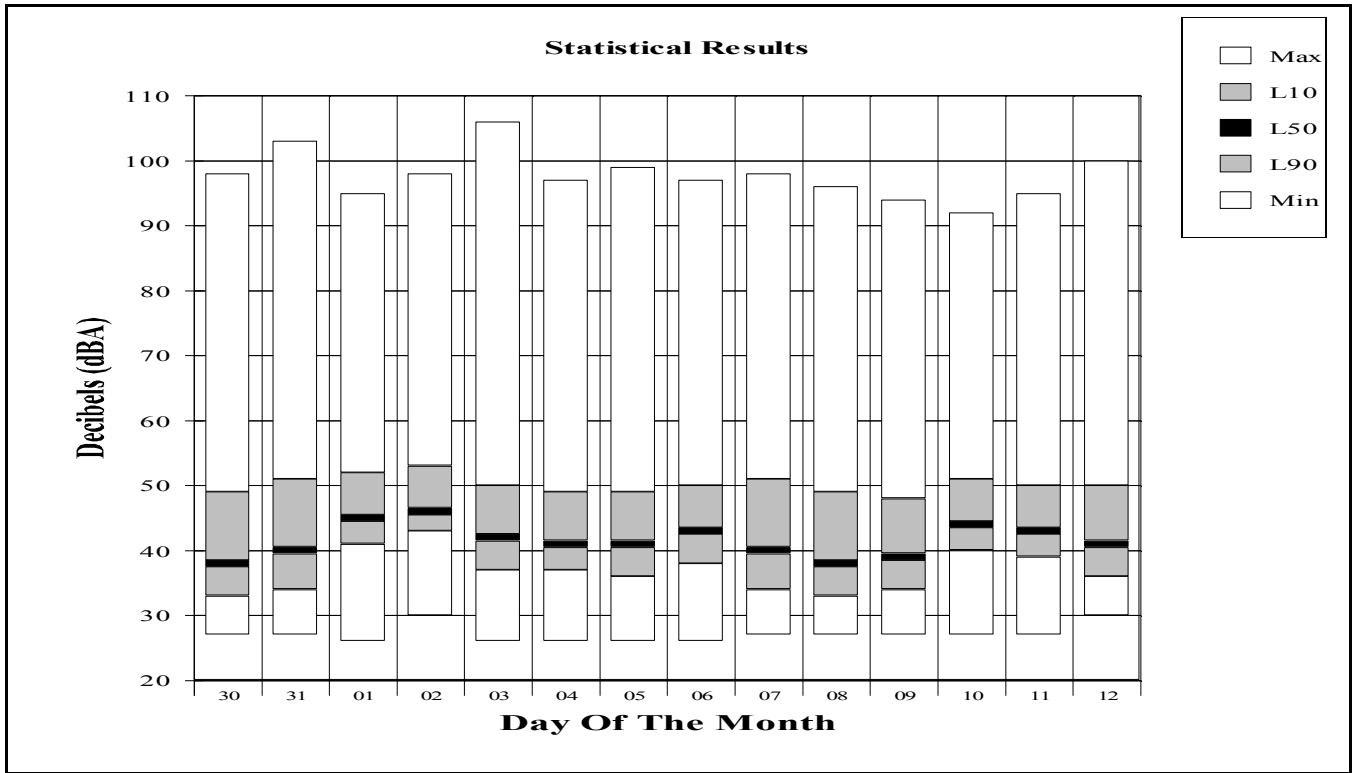
Ambient Noise Measurement Results

Ambient Noise Measurement Results

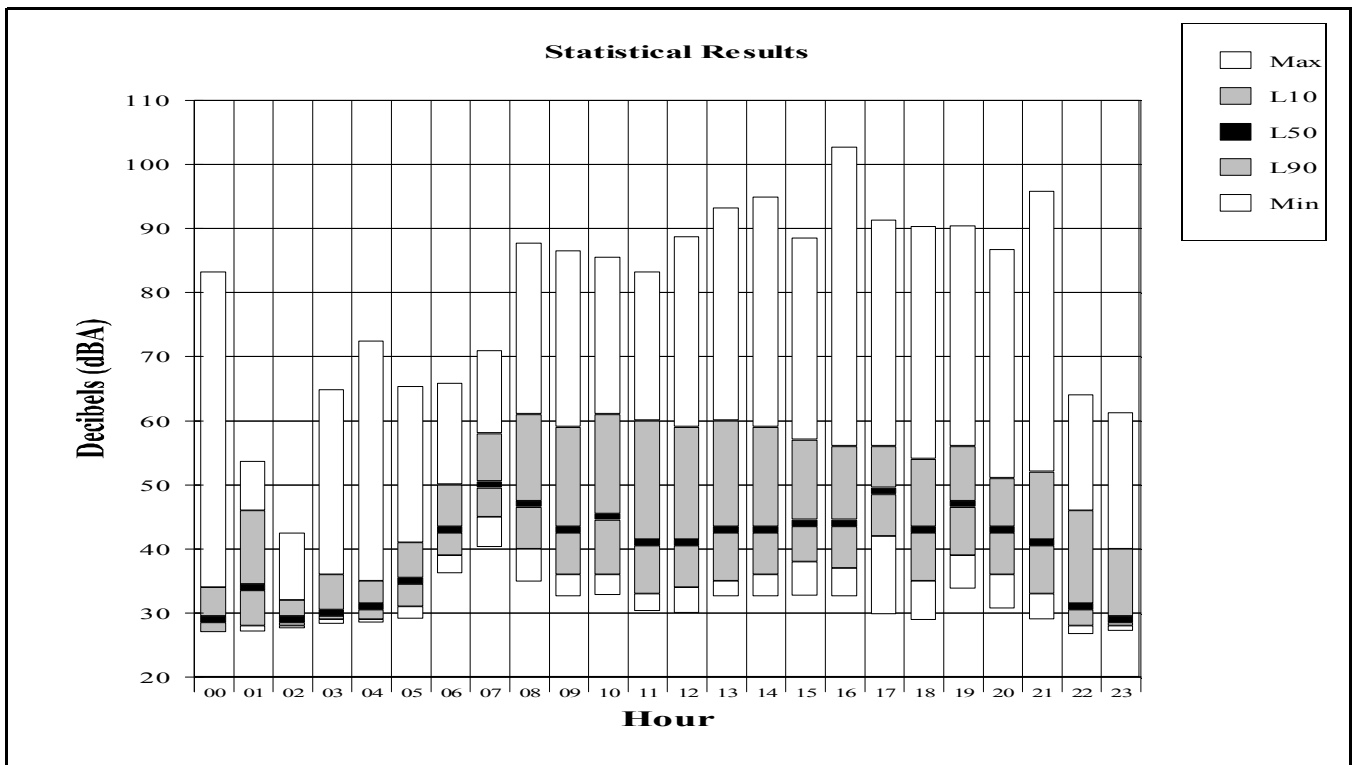
Jackson Hole Airport

Site: Moulton Loop

Period: August 30, 2012 to September 12, 2012



Period: August 31, 2012

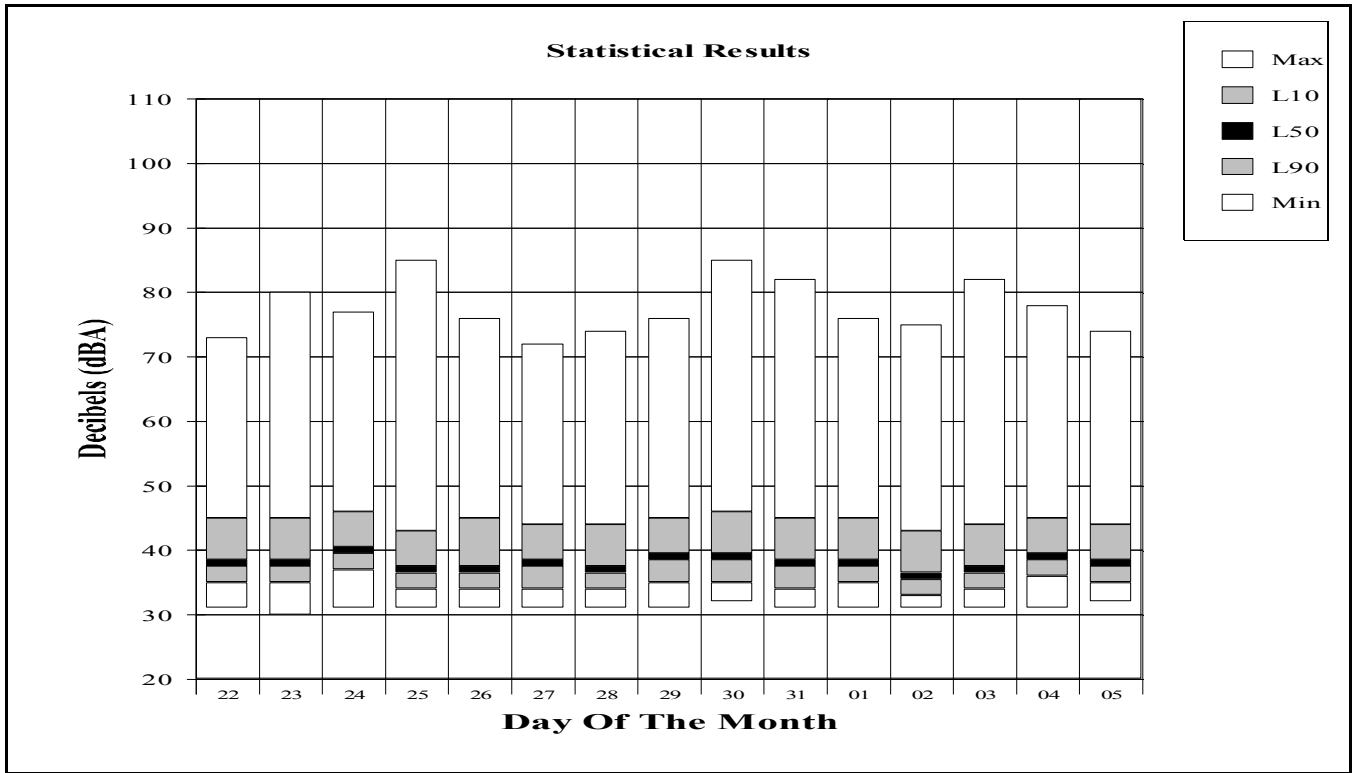


Ambient Noise Measurement Results

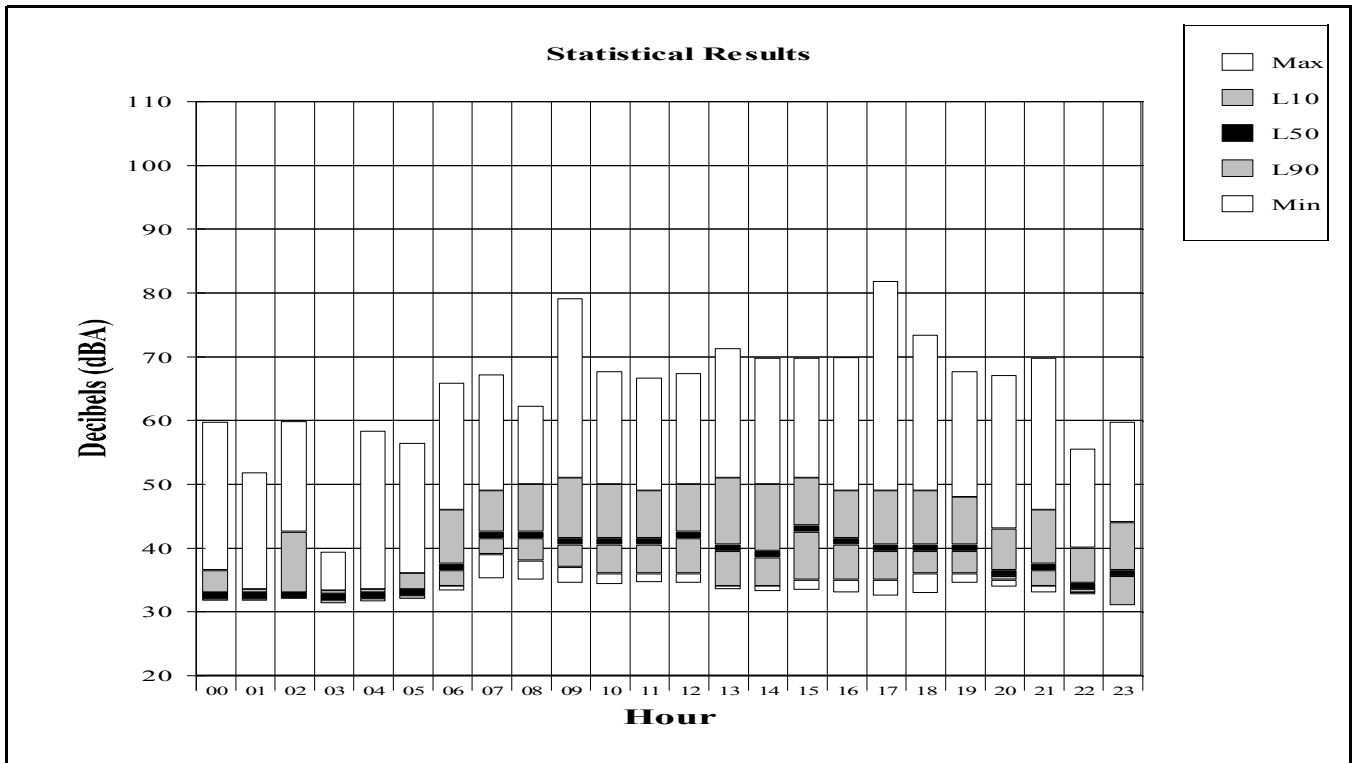
Jackson Hole Airport

Site: Golf Course

Period: August 22, 2012 to September 5, 2012



Period: August 31, 2012

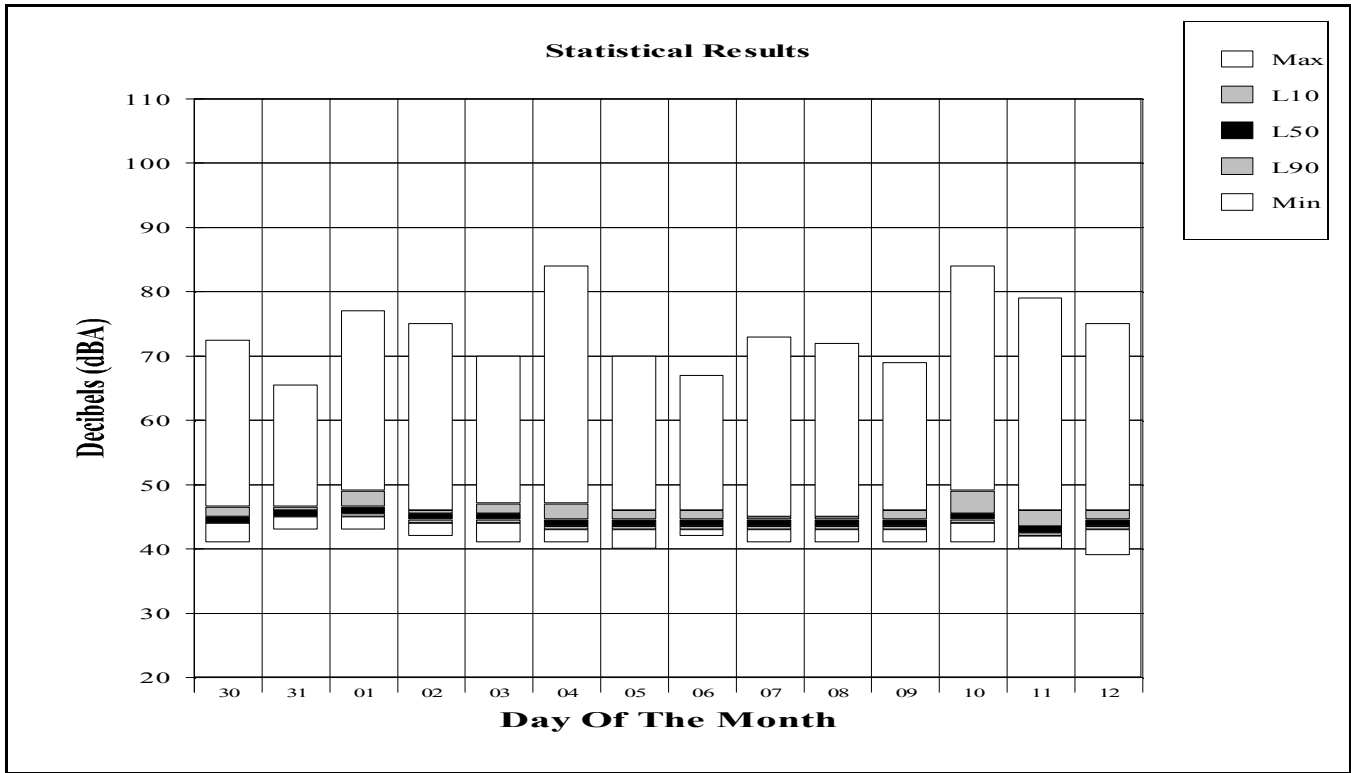


Ambient Noise Measurement Results

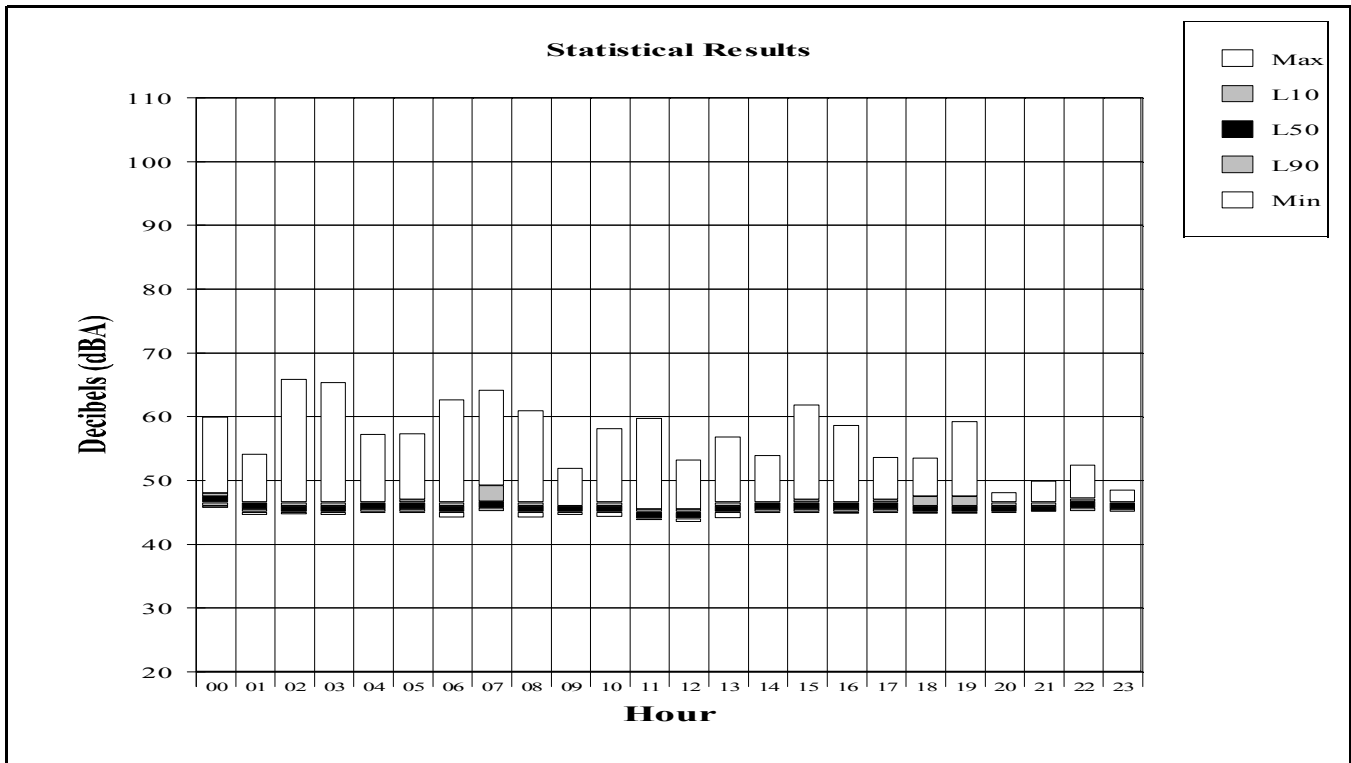
Jackson Hole Airport

Site: Barkers Ranch

Period: August 30, 2012 to September 12, 2012



Period: August 31, 2012

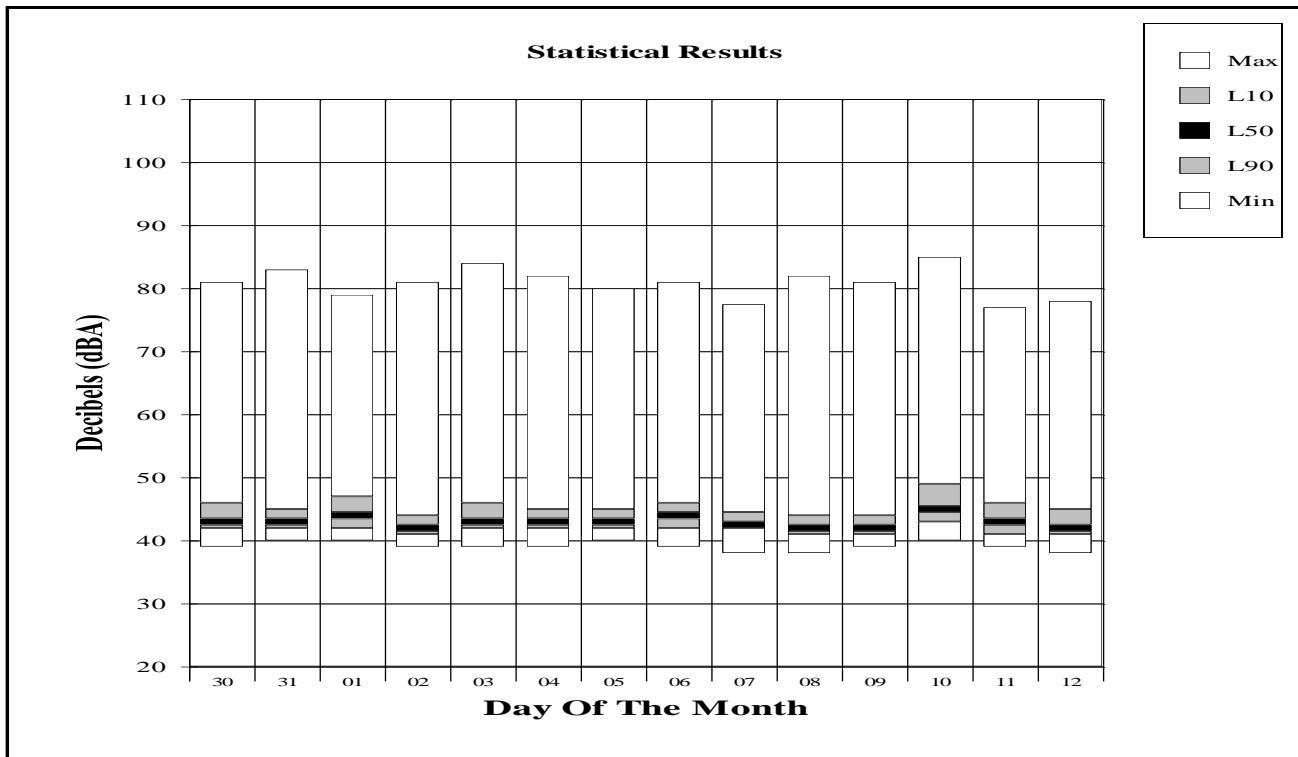


Ambient Noise Measurement Results

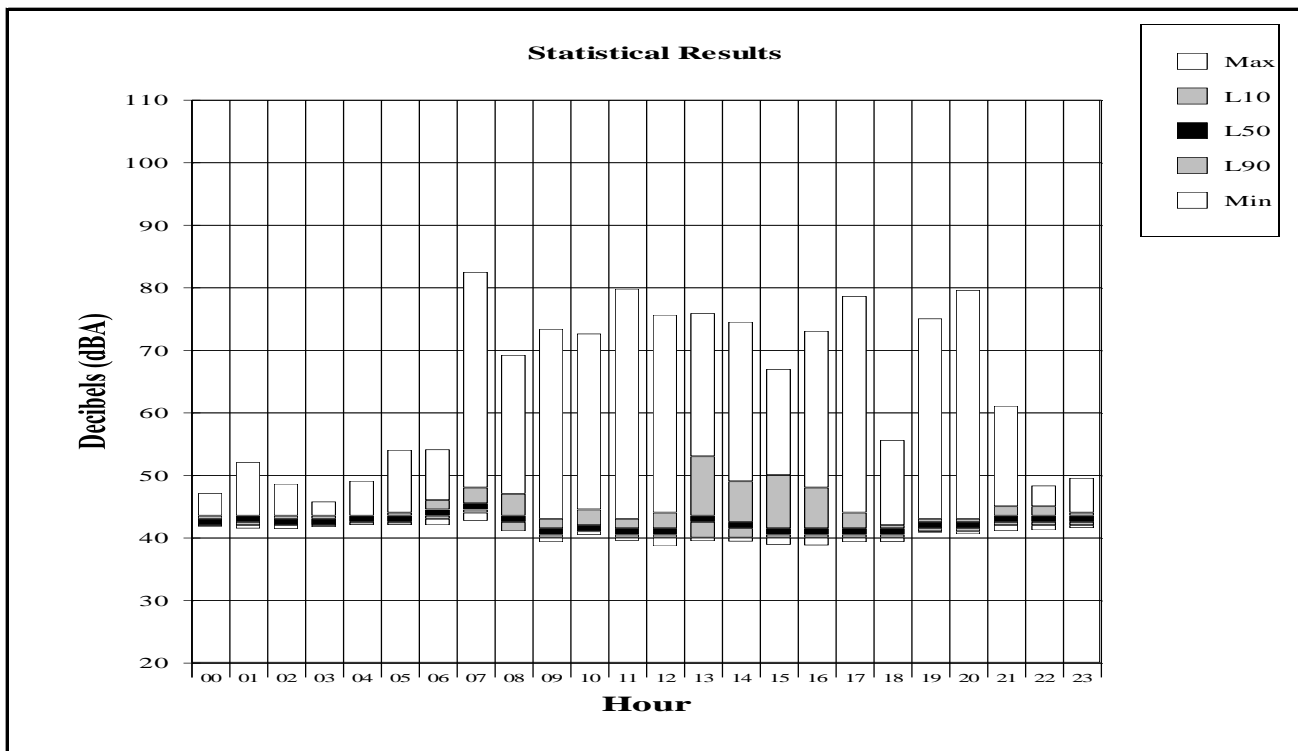
Jackson Hole Airport

Site: Moose

Period: August 30, 2012 to September 12, 2012



Period: August 31, 2012

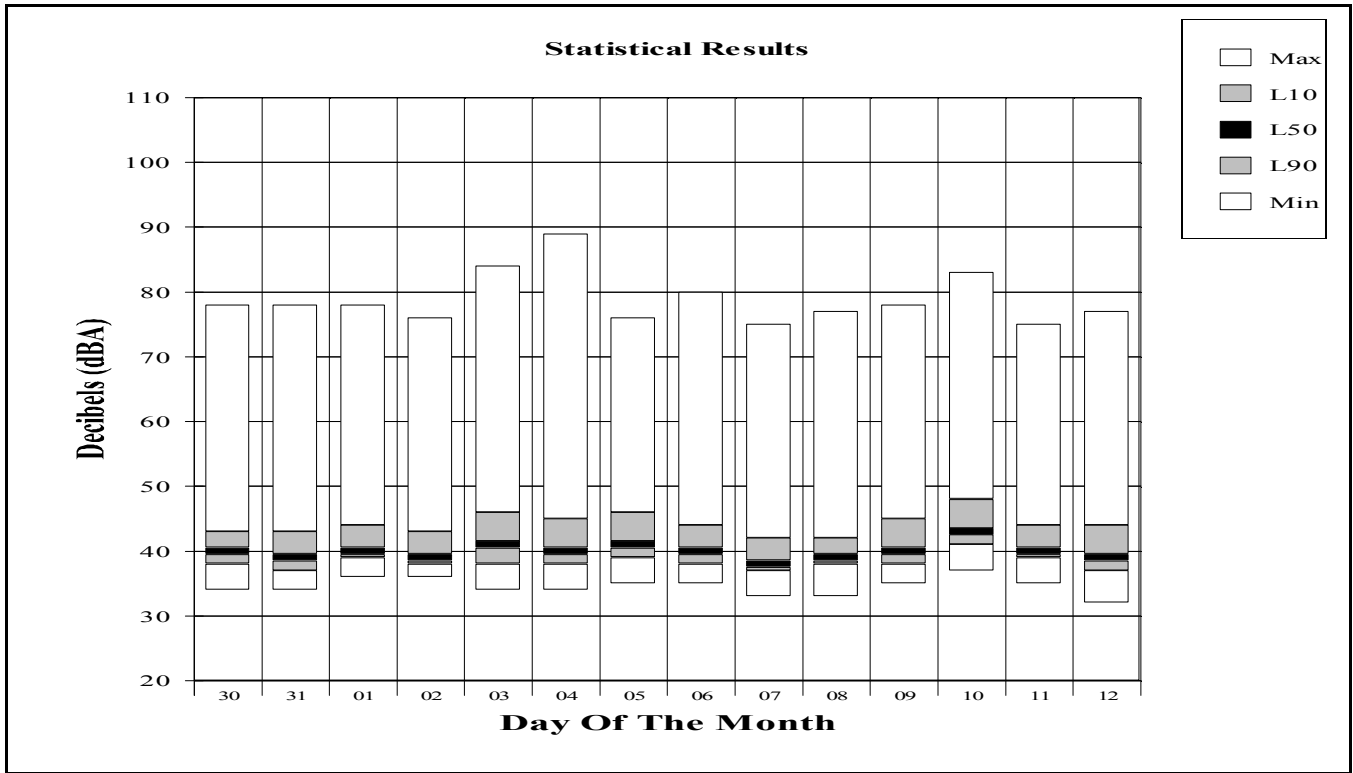


Ambient Noise Measurement Results

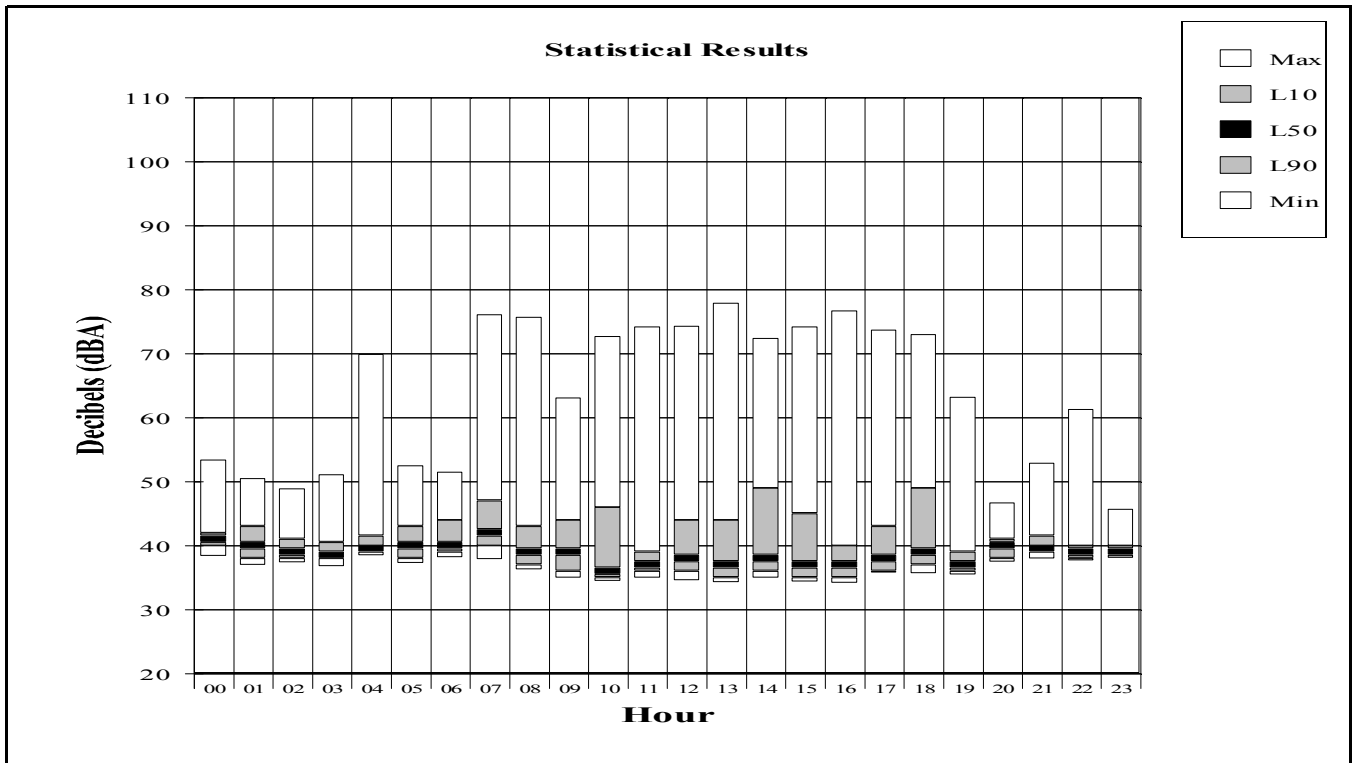
Jackson Hole Airport

Site: 4 Lazy F Ranch

Period: August 30, 2012 to September 12, 2012



Period: August 31, 2012

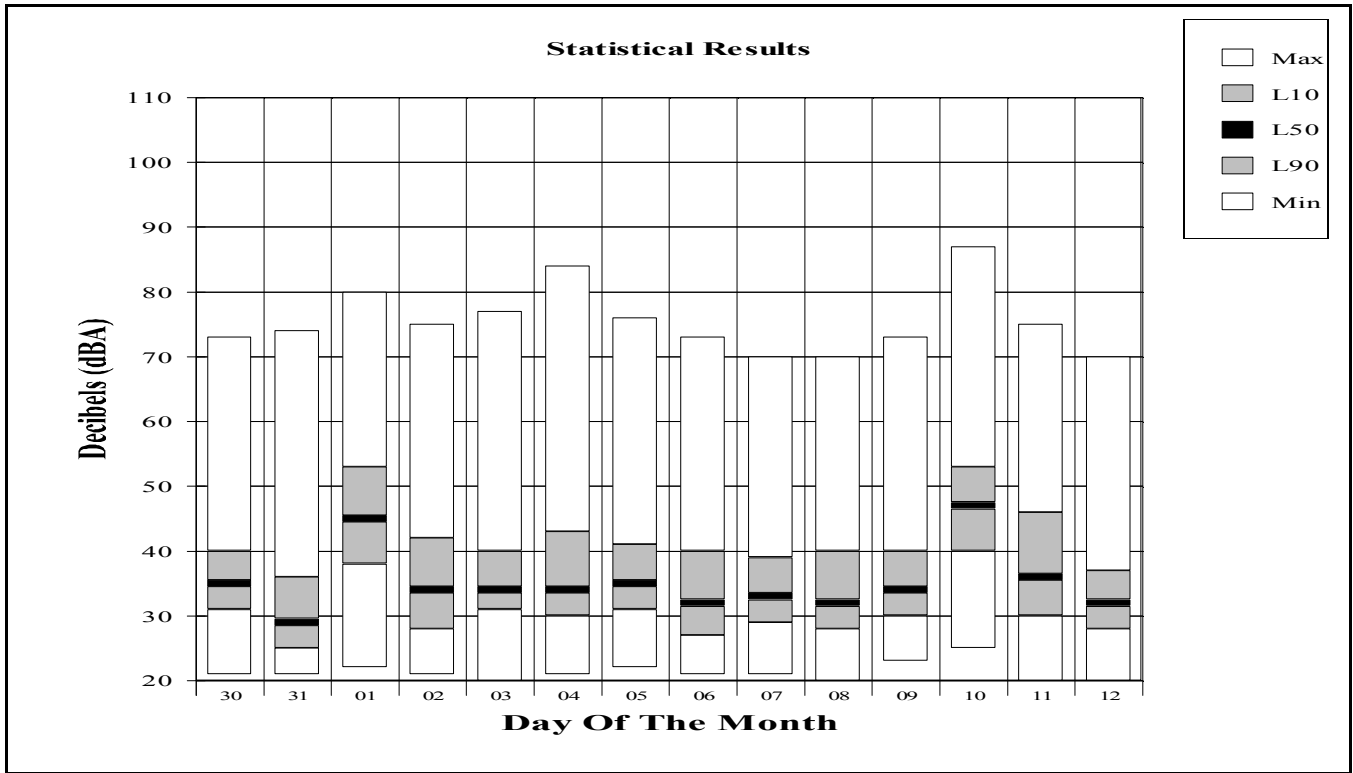


Ambient Noise Measurement Results

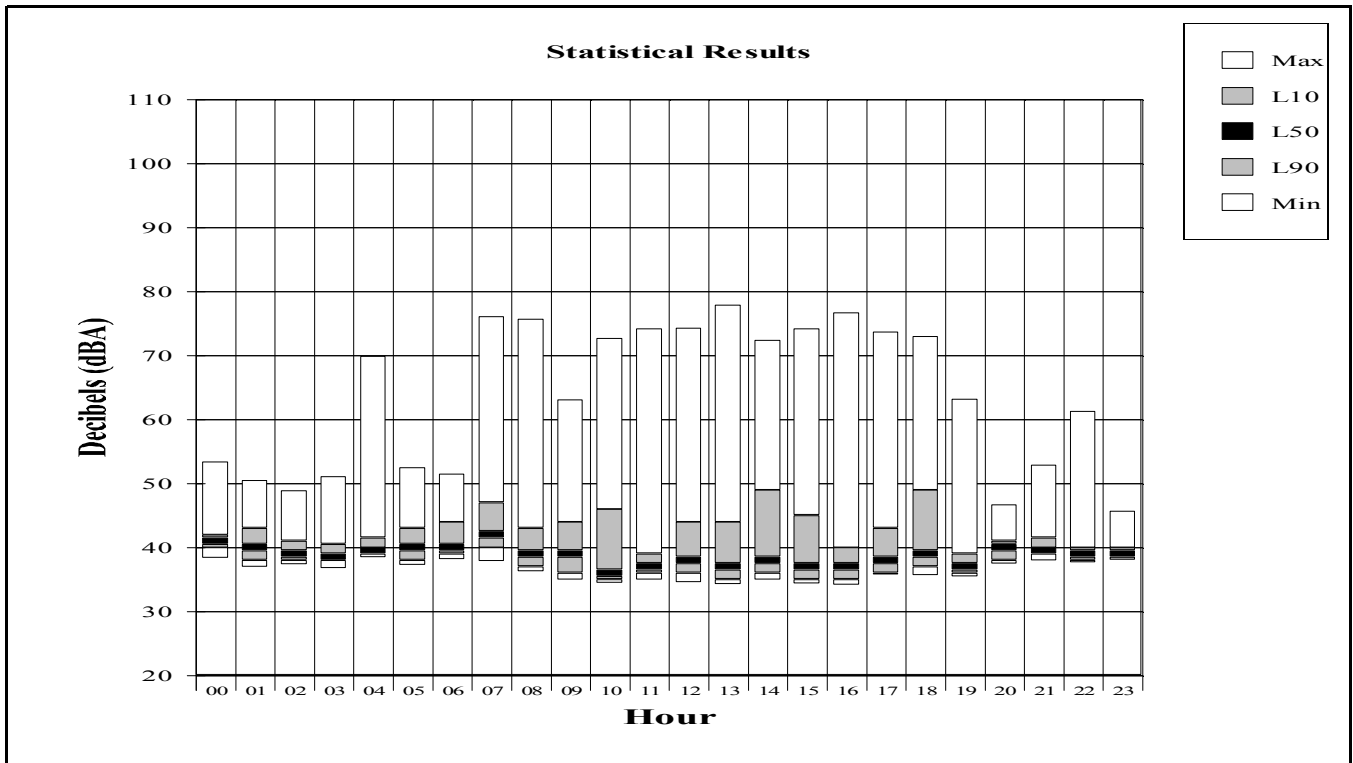
Jackson Hole Airport

Site: Timber Island

Period: August 30, 2012 to September 12, 2012



Period: August 31, 2012



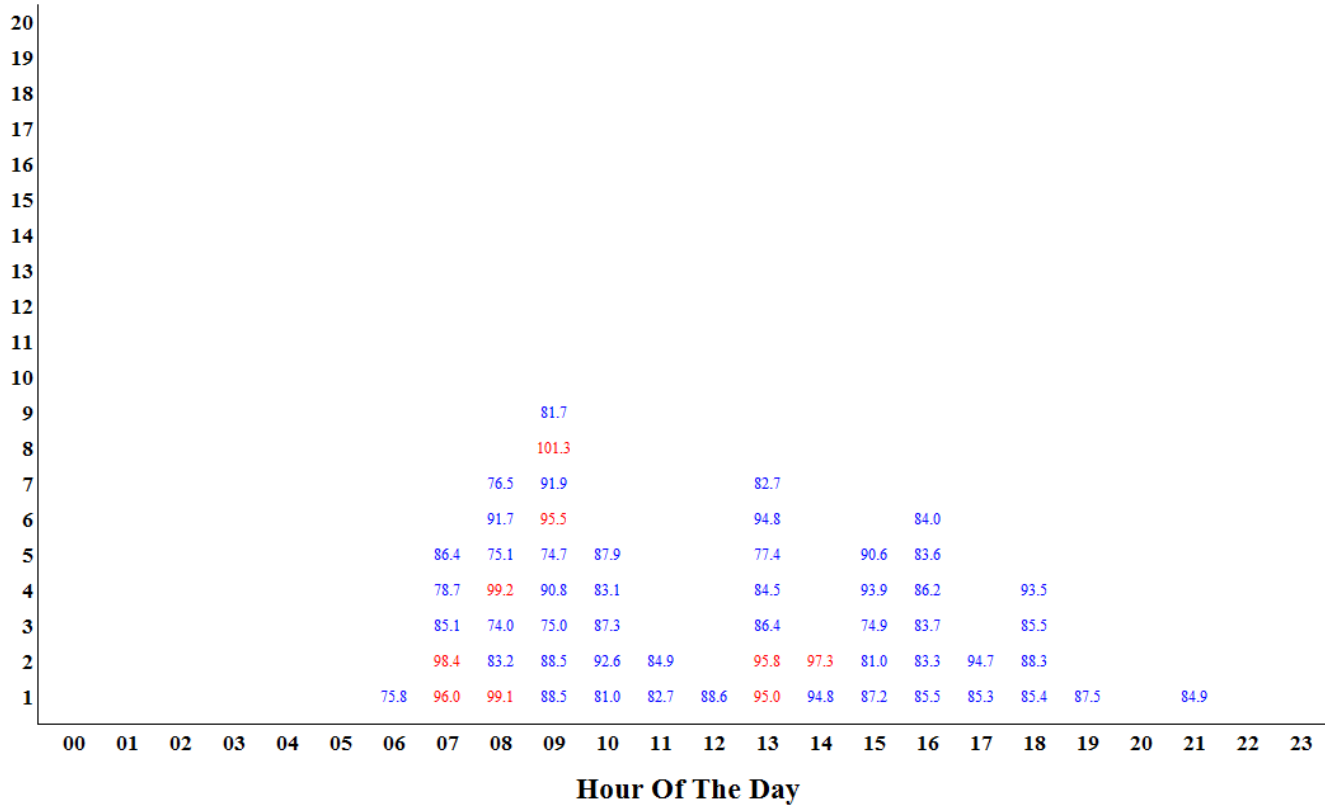
APPENDIX C

One Day of Measured Aircraft Noise Events

Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport
 Period: August 30, 2012
 Site: Moulton Loop

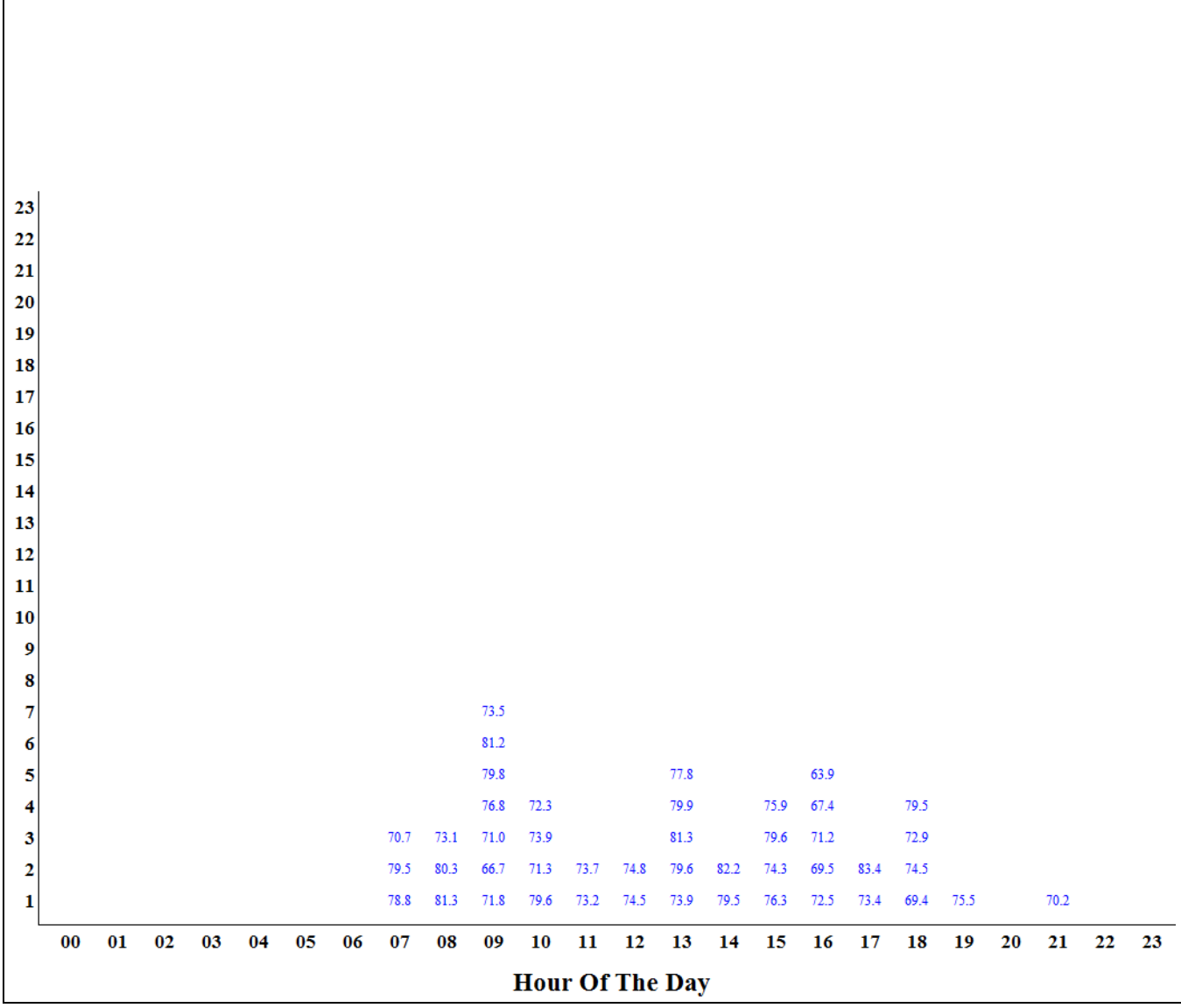
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The data shows that the noise events generally occur during peak times of the day. This peak period varies from day to day and is not always the same hours. Numbers in Red are higher noise level events when the SEL exceeds 94.5 dBA.



Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport
 Period: August 30, 2012
 Site: Golf Course

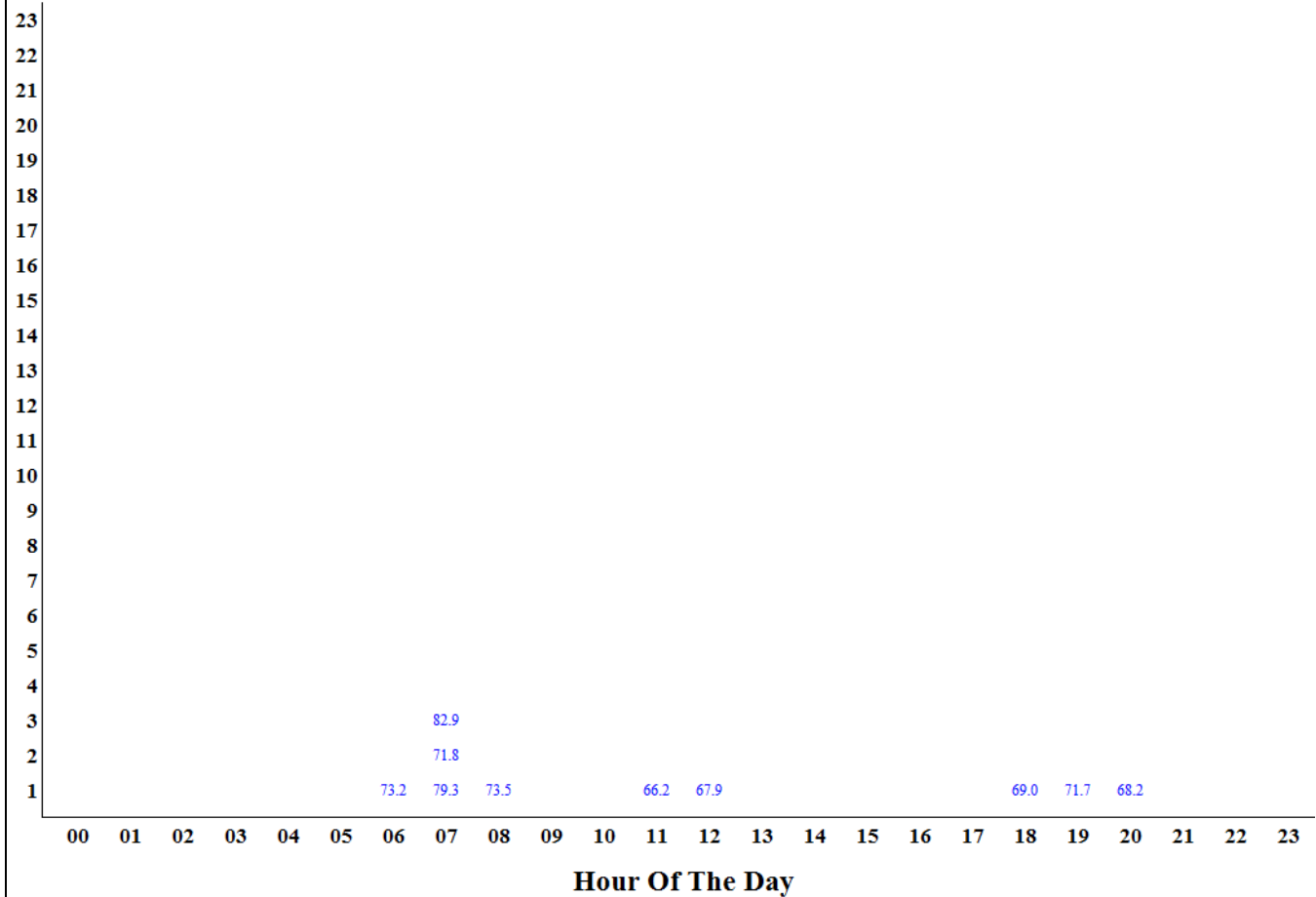
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The data shows that the noise events generally occur during peak times of the day. This peak period varies from day to day and is not always the same hours. Numbers in Red are higher noise level events when the SEL exceeds 94.5 dBA.



Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport
Period: September 7, 2012
Site: Barkers Ranch

This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The data shows that the noise events generally occur during peak times of the day. This peak period varies from day to day and is not always the same hours. Numbers in Red are higher noise level events when the SEL exceeds 94.5 dBA.



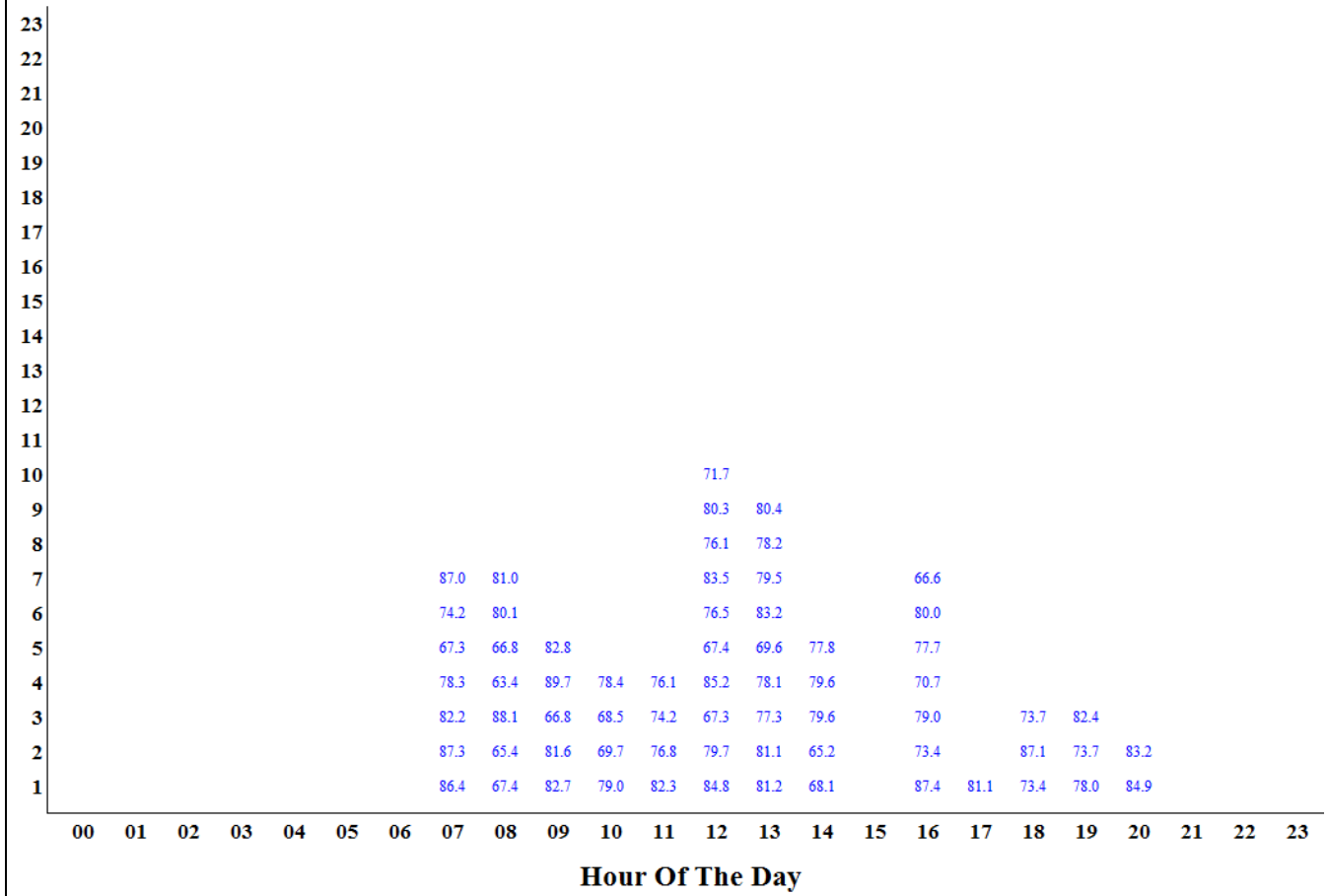
Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport

Period: September 3, 2012

Site: Moose

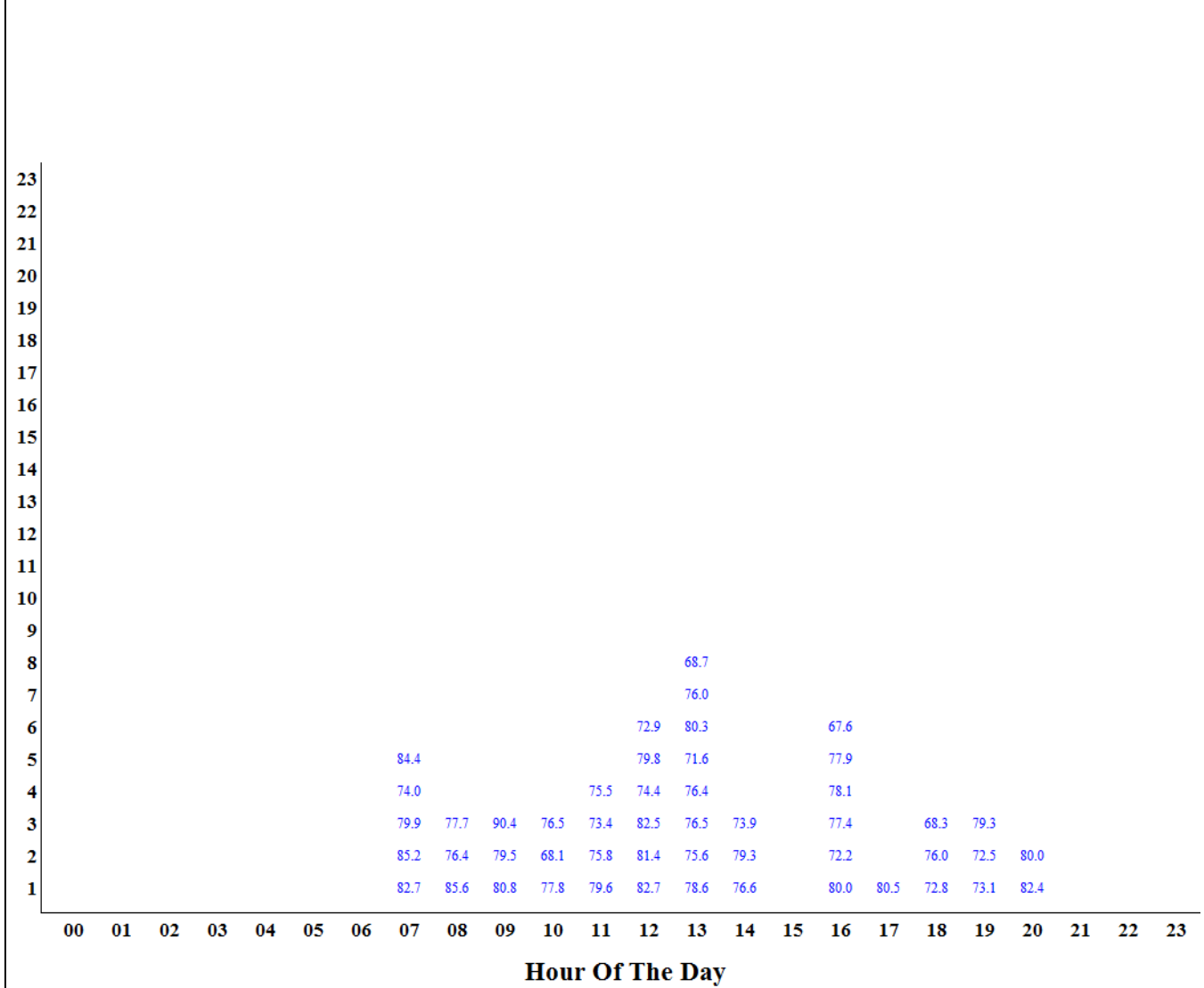
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The data shows that the noise events generally occur during peak times of the day. This peak period varies from day to day and is not always the same hours. Numbers in Red are higher noise level events when the SEL exceeds 94.5 dBA.



Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport
 Period: September 3, 2012
 Site: 4 Lazy F Ranch

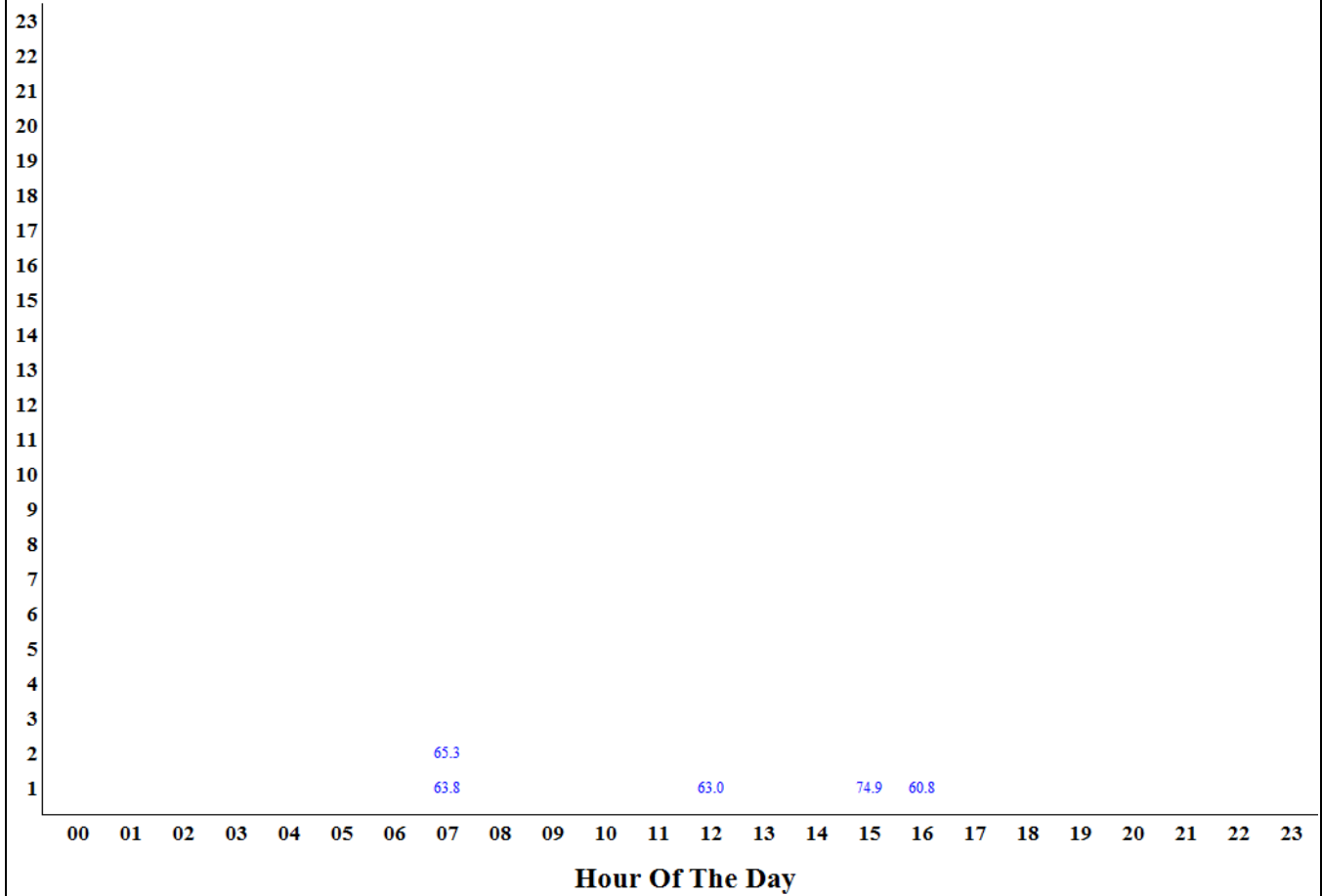
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The data shows that the noise events generally occur during peak times of the day. This peak period varies from day to day and is not always the same hours. Numbers in Red are higher noise level events when the SEL exceeds 94.5 dBA.



Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport
Period: August 31, 2012
Site: Timber Island

This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The data shows that the noise events generally occur during peak times of the day. This peak period varies from day to day and is not always the same hours. Numbers in Red are higher noise level events when the SEL exceeds 94.5 dBA.



APPENDIX D

Single Departure Noise Level by Aircraft

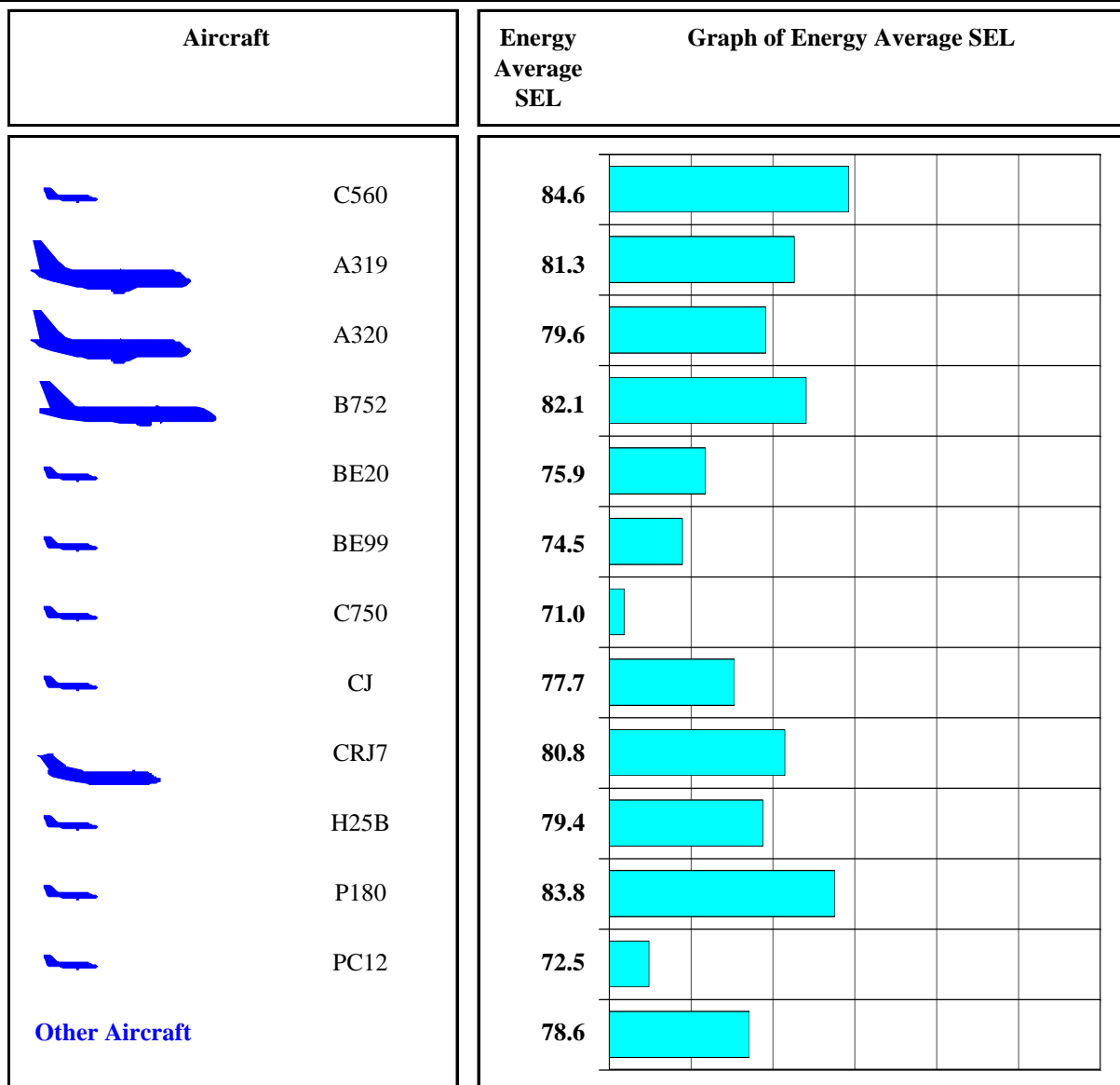
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Moulton Loop - Zenith Drive and Spring Gulch Road

Operations: Departure Runway: 19 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.

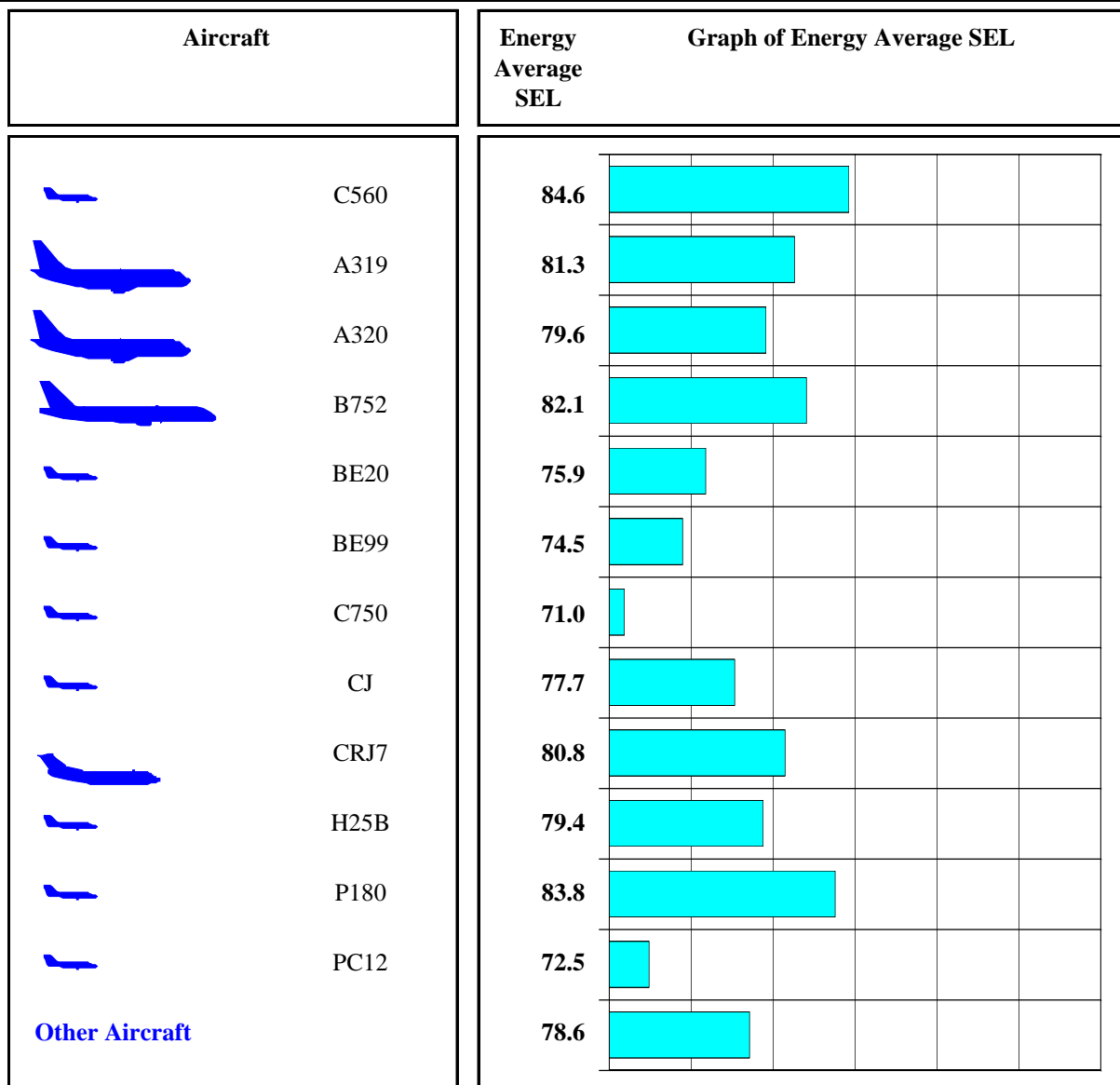
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Golf Course - Jackson Hole Golf & Tennis Club

Operations: Departure Runway: 19 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.

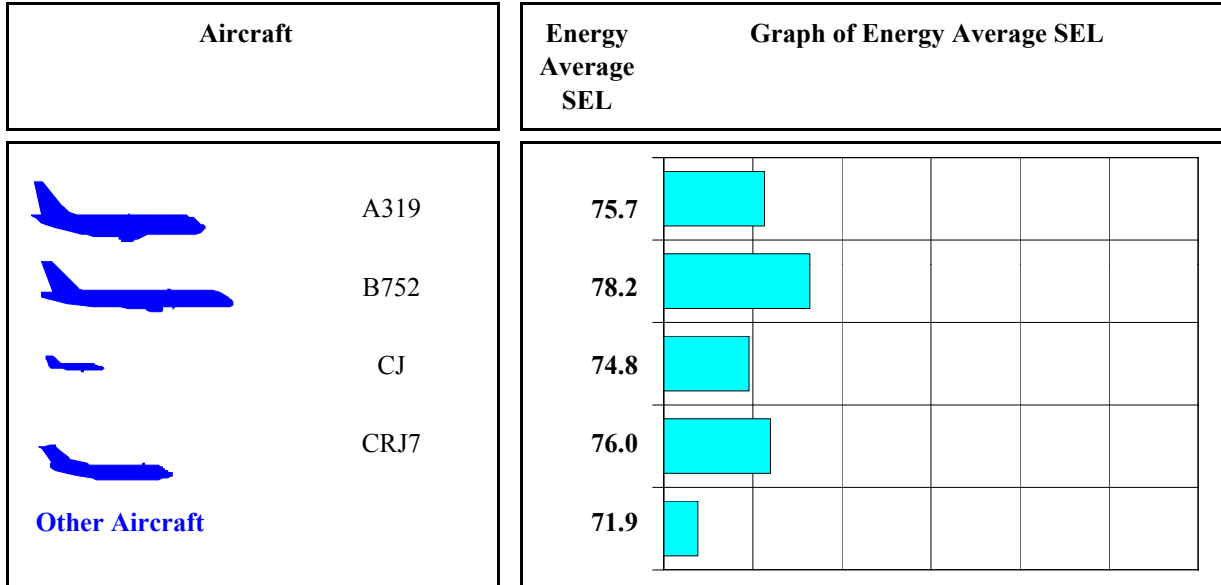
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

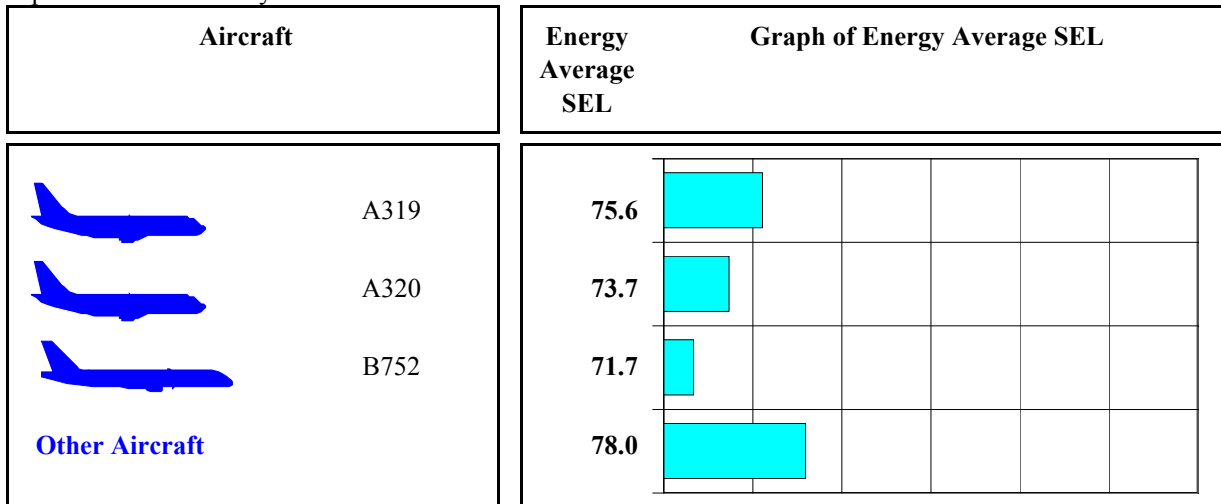
Period: August 2012 to September 2012

Site: Barker Ranch - Circle H Ranch (Barker's Residence)

Operations: Departure Runway: 19 Tracks: ALL



Operations: D Runways: 01 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.

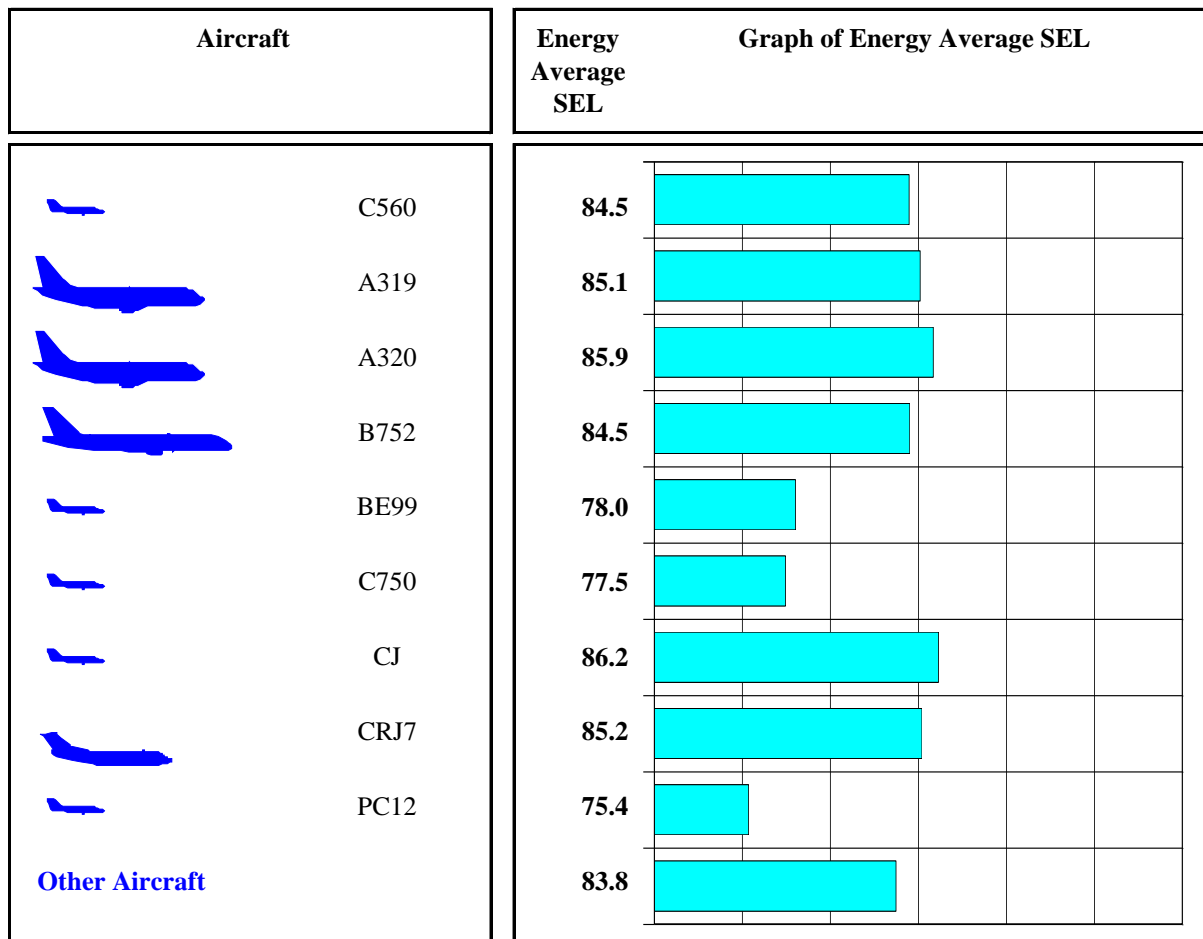
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Moose - Moose Entrance

Operations: Departure Runway: 19 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.

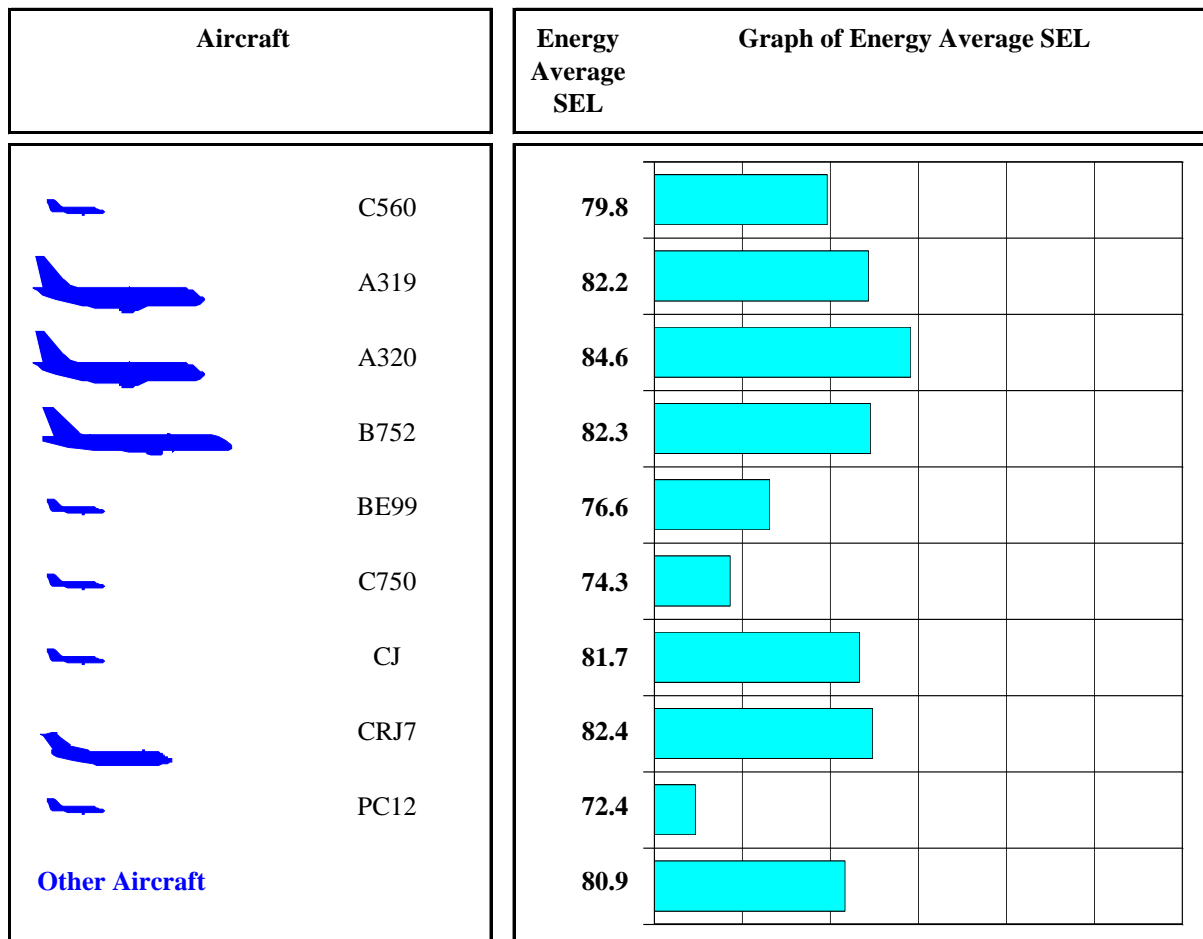
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: 4 Lazy F Ranch - 4 Lazy F Ranch

Operations: Departure Runway: 19 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.



Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Timber Island - East of Timber Island

Operations: Departure Runway: 19 Tracks: ALL

| Aircraft | | Event Count | Energy Average SEL | Graph of Energy Average SEL | | | | | | | |
|---|------|-------------|--------------------|-----------------------------|--|--|--|--|--|--|--|
|  | A319 | 2 | 65.0 | | | | | | | | |
|  | B752 | 2 | 65.8 | | | | | | | | |
| Other Aircraft | | 5 | 75.0 | | | | | | | | |

Note: Energy Average is average of all events on a noise energy basis.

APPENDIX E

Single Arrival Noise Level by Aircraft

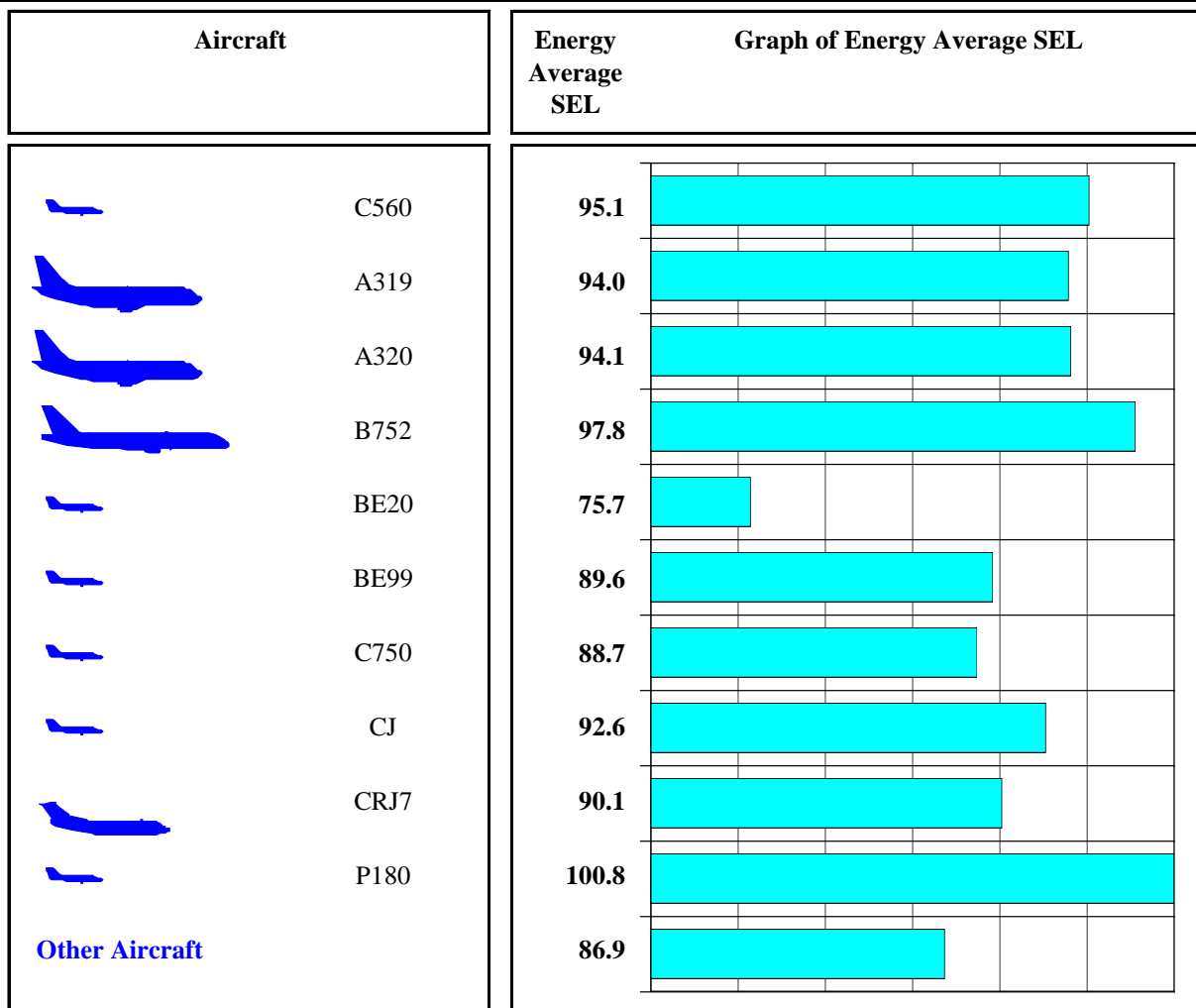
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Moulton Loop - Zenith Drive and Spring Gulch Road

Operations: Arrivals Runway: 01 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.

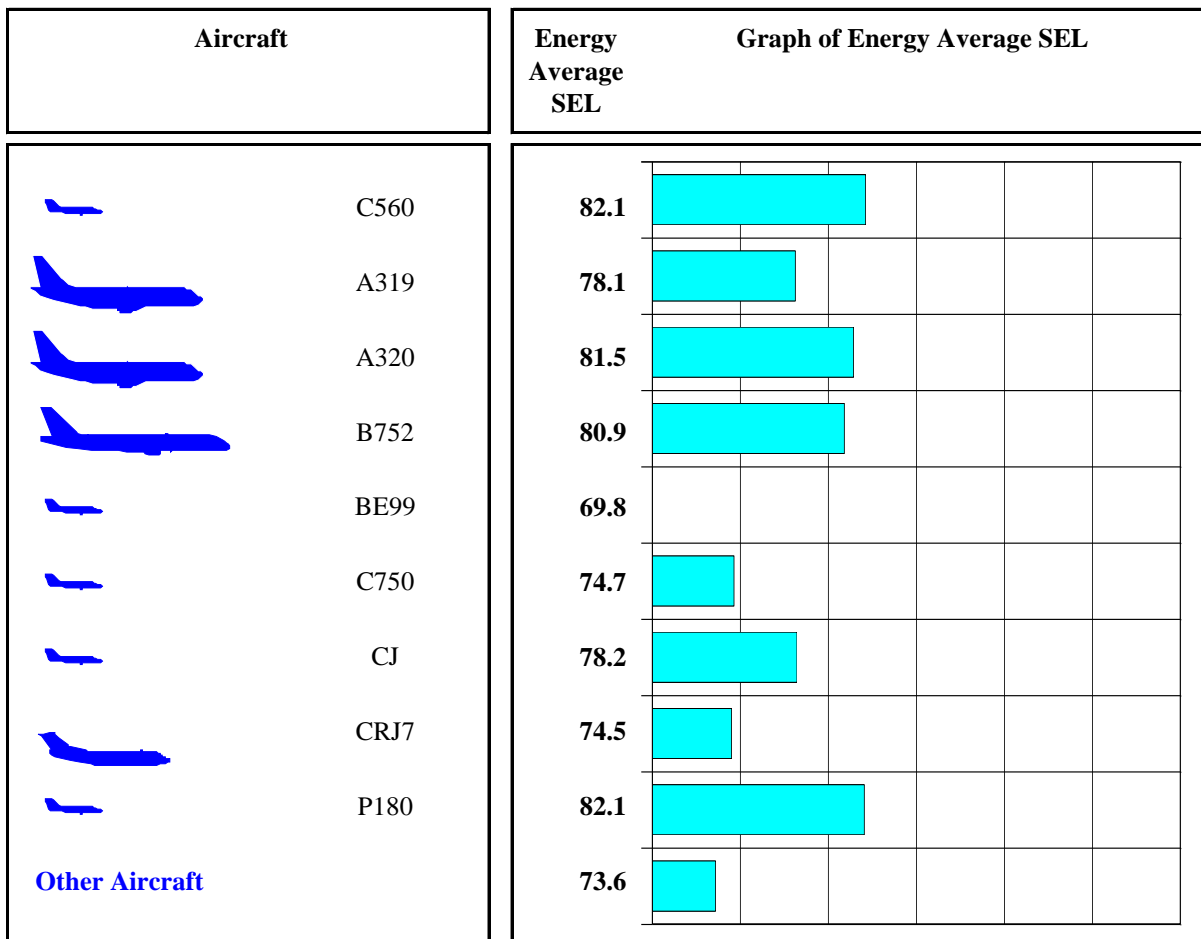
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: GOLF - Golf Course - Jackson Hole Golf & Tennis Club

Operations: Arrivals Runway: 01 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.



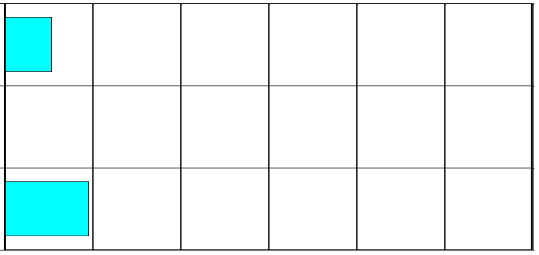
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Barker Ranch - Circle H Ranch (Barker's Residence)

Operations: Arrivals Runway: 19 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL |
|---|------------------------------|--|
|  A319  B752 Other Aircraft | 72.7 69.0 74.8 |  |

Note: Energy Average is average of all events on a noise energy basis.

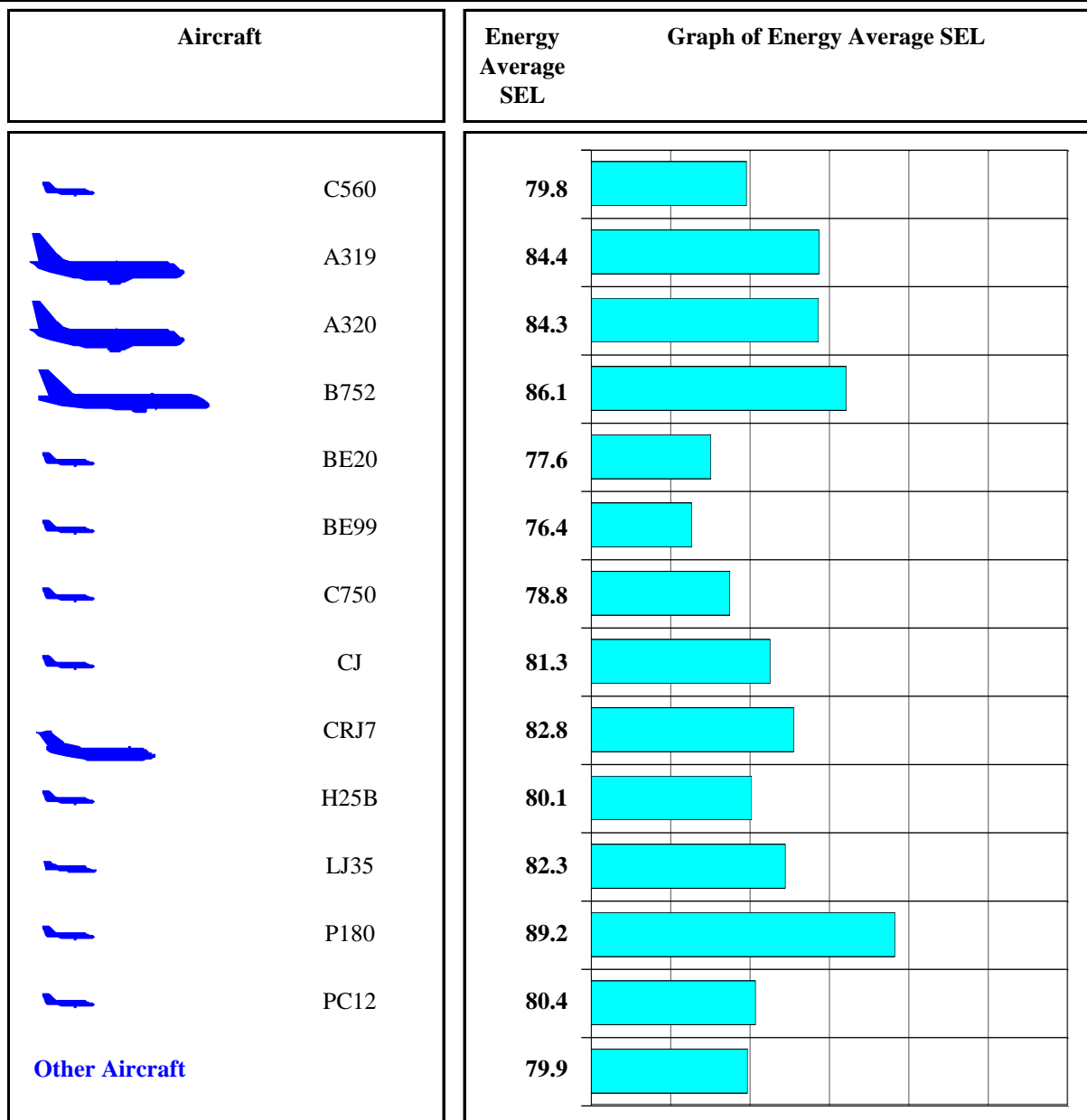
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: MOOSE - Moose Entrance

Operations: Arrivals Runway: 01 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.

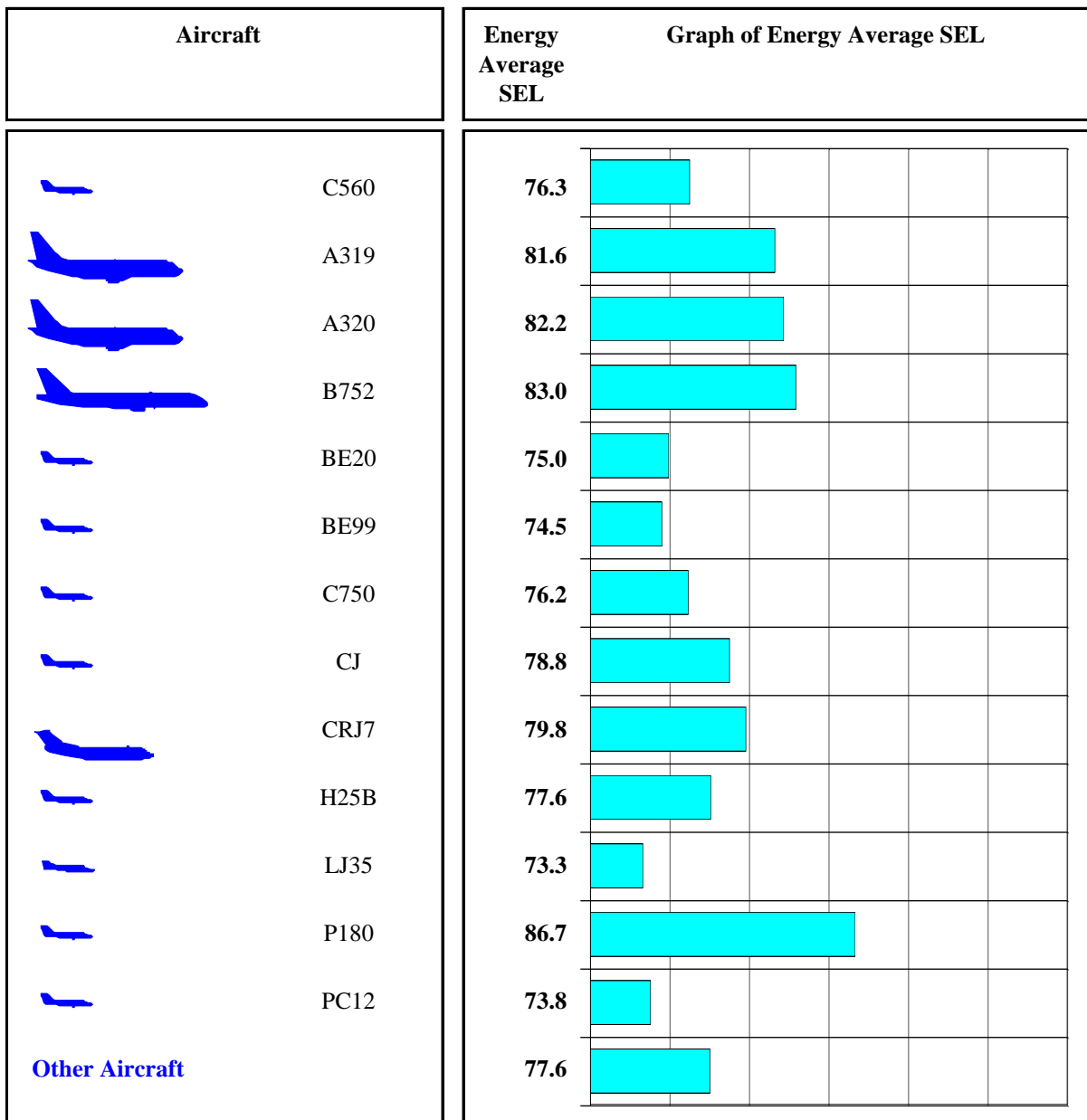
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: 4LAZYF - 4 Lazy F Ranch - 4 Lazy F Ranch

Operations: Arrivals Runway: 01 Tracks: ALL



Note: Energy Average is average of all events on a noise energy basis.









Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: August 2012 to September 2012

Site: Timber Island - East of Timber Island

Operations: Arrivals Runway: 01 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|
|  A319 | 64.1 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  A320 | 64.8 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  B752 | 64.7 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  C750 | 64.8 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  CJ | 68.2 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  CRJ7 | 69.4 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  H25B | 63.2 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
|  P180 | 67.8 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |
| <p>Other Aircraft</p> | 65.1 | <table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> | | | | | | | |
| | | | | | | | | | |

Note: Energy Average is average of all events on a noise energy basis.

APPENDIX F

Loudest Aircraft Noise Events

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Moulton Loop - Zenith Drive and Spring Gulch Road














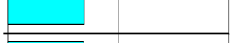







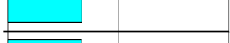

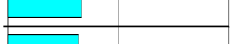











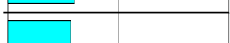














| Aircraft | Event Time | Aircraft | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|----------|---------------|----------|-----|-----|------|-------|--------------|
| | Sep 04, 08:28 | P180 | A | 01 | 96.8 | 101.4 | |
| | Aug 30, 09:32 | F900 | D | 19 | 98.0 | 101.3 | |
| | Sep 02, 08:13 | B752 | D | 19 | 95.4 | 101.3 | |
| | Sep 02, 07:46 | U | D | 19 | 95.7 | 101.2 | |
| | Sep 12, 13:35 | FA50 | D | 19 | 95.5 | 101.1 | |
| | Sep 07, 09:25 | U | D | 19 | 93.4 | 101.0 | |
| | Sep 05, 09:28 | U | D | 19 | 94.4 | 101.0 | |
| | Sep 03, 12:15 | U | D | 19 | 99.2 | 100.7 | |
| | Sep 05, 08:27 | U | D | 19 | 94.7 | 100.6 | |
| | Sep 07, 14:37 | A319 | D | 19 | 97.6 | 100.5 | |
| | Sep 02, 14:00 | U | D | 19 | 93.7 | 100.4 | |
| | Sep 06, 18:11 | P180 | A | 01 | 96.3 | 100.3 | |
| | Sep 05, 08:56 | U | D | 19 | 94.7 | 100.2 | |
| | Sep 07, 18:11 | FA50 | A | 01 | 83.3 | 99.9 | |
| | Sep 07, 13:09 | U | D | 19 | 94.4 | 99.8 | |
| | Aug 31, 21:27 | B752 | A | 01 | 95.8 | 99.8 | |
| | Sep 10, 08:31 | U | D | 19 | 92.4 | 99.6 | |
| | Sep 01, 08:00 | U | D | 19 | 92.4 | 99.5 | |
| | Sep 01, 17:32 | B752 | A | 01 | 95.2 | 99.4 | |
| | Sep 06, 08:10 | U | D | 19 | 93.7 | 99.3 | |
| | Sep 08, 11:17 | C560 | D | 19 | 91.4 | 99.3 | |
| | Sep 08, 14:59 | BE40 | D | 19 | 94.2 | 99.2 | |
| | Sep 12, 08:21 | B752 | D | 19 | 92.9 | 99.1 | |
| | Sep 03, 10:33 | E135 | D | 19 | 97.5 | 99.0 | |
| | Sep 06, 13:20 | U | D | 19 | 94.3 | 98.8 | |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: August 21, 2012 to September 4, 2012

Site: Golf Course - Jackson Hole Golf & Tennis Club












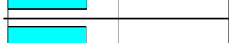

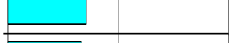













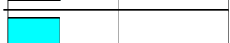





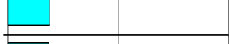










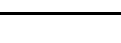




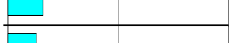
| Aircraft | Event Time | Aircraft | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---------------|----------|-----|-----|------|------|---|
|  | Aug 21, 08:16 | A319 | D | 19 | 75.2 | 85.9 |  |
|  | Aug 25, 10:14 | U | D | 19 | 85.3 | 85.5 |  |
|  | Sep 02, 10:39 | BE40 | D | 19 | 74.8 | 85.0 |  |
|  | Sep 04, 13:39 | U | D | 19 | 75.6 | 84.3 |  |
|  | Aug 21, 07:41 | CRJ7 | D | 19 | 73.5 | 84.2 |  |
|  | Aug 24, 08:10 | B752 | A | 01 | 73.4 | 84.2 |  |
|  | Sep 01, 19:59 | A320 | A | 01 | 76.5 | 83.5 |  |
|  | Aug 24, 13:36 | A320 | A | 01 | 77.1 | 83.4 |  |
|  | Sep 01, 08:01 | U | O | 19 | 71.0 | 83.4 |  |
|  | Sep 02, 16:23 | U | D | 19 | 74.0 | 83.4 |  |
|  | Aug 30, 17:36 | B752 | D | 19 | 71.9 | 83.4 |  |
|  | Aug 21, 10:15 | U | D | 19 | 71.4 | 83.3 |  |
|  | Aug 23, 08:11 | U | D | 19 | 71.3 | 83.2 |  |
|  | Sep 03, 13:14 | U | D | 19 | 77.2 | 83.2 |  |
|  | Sep 03, 12:08 | U | D | 19 | 73.5 | 83.2 |  |
|  | Aug 21, 14:01 | BE40 | D | 19 | 73.8 | 83.1 |  |
|  | Aug 31, 18:39 | FA50 | A | 01 | 73.4 | 83.0 |  |
|  | Sep 01, 13:10 | A320 | D | 19 | 72.9 | 83.0 |  |
|  | Sep 02, 14:00 | U | D | 19 | 73.5 | 82.9 |  |
|  | Aug 24, 15:02 | U | D | 19 | 73.6 | 82.8 |  |
|  | Sep 01, 07:56 | U | D | 19 | 68.9 | 82.8 |  |
|  | Aug 23, 13:45 | U | D | 19 | 71.2 | 82.7 |  |
|  | Aug 26, 17:16 | U | D | 19 | 72.6 | 82.5 |  |
|  | Aug 22, 10:14 | U | D | 19 | 70.5 | 82.5 |  |
|  | Sep 01, 07:13 | A319 | D | 19 | 69.4 | 82.5 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Barker Ranch - Circle H Ranch (Barker's Residence)




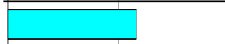

















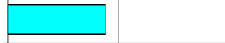

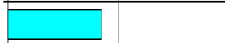

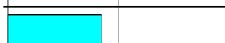













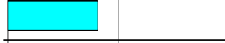



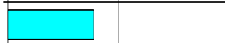

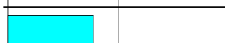




| Aircraft | Event Time | Aircraft | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---------------|----------|-----|-----|------|------|---|
|  | Sep 12, 08:21 | B752 | D | 19 | 70.4 | 81.8 |  |
|  | Sep 05, 08:27 | U | D | 19 | 66.3 | 79.9 |  |
|  | Sep 07, 07:05 | U | D | 19 | 69.4 | 79.3 |  |
|  | Sep 11, 08:28 | DH8D | D | 19 | 69.0 | 78.0 |  |
|  | Sep 08, 07:17 | A320 | D | 19 | 67.0 | 77.9 |  |
|  | Sep 01, 07:55 | U | D | 01 | 65.9 | 77.2 |  |
|  | Sep 03, 07:18 | A319 | D | 01 | 61.9 | 77.1 |  |
|  | Sep 04, 07:18 | A319 | D | 01 | 62.1 | 76.7 |  |
|  | Aug 30, 09:28 | LJ31 | D | 19 | 66.0 | 76.0 |  |
|  | Aug 31, 07:08 | A319 | D | 01 | 61.0 | 75.7 |  |
|  | Sep 06, 07:09 | A319 | D | 01 | 62.1 | 75.2 |  |
|  | Sep 06, 07:54 | U | D | 01 | 64.8 | 75.1 |  |
|  | Aug 31, 07:13 | A320 | D | 19 | 61.6 | 74.8 |  |
|  | Sep 01, 09:46 | U | D | 19 | 65.9 | 74.7 |  |
|  | Sep 11, 13:54 | U | D | 01 | 64.4 | 73.9 |  |
|  | Sep 10, 07:24 | A320 | D | 19 | 60.3 | 73.8 |  |
|  | Sep 09, 07:24 | A319 | D | 19 | 61.4 | 73.7 |  |
|  | Sep 12, 07:10 | A320 | D | 19 | 63.0 | 73.5 |  |
|  | Sep 10, 07:15 | A319 | D | 19 | 62.7 | 73.5 |  |
|  | Sep 06, 19:23 | U | D | 19 | 62.9 | 73.5 |  |
|  | Aug 31, 08:06 | U | D | 19 | 60.4 | 73.4 |  |
|  | Aug 31, 07:58 | U | D | 01 | 64.0 | 73.3 |  |
|  | Sep 07, 06:12 | U | D | 19 | 62.6 | 73.2 |  |
|  | Sep 03, 10:09 | U | D | 19 | 61.9 | 72.6 |  |
|  | Sep 09, 07:39 | A320 | D | 01 | 62.4 | 72.4 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Moose - Moose Entrance












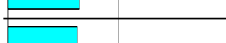

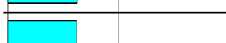

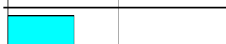







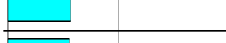

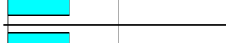

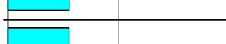

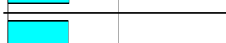







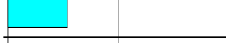

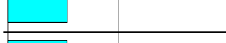

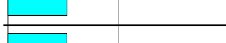



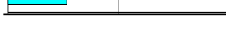




| Aircraft | Event Time | Aircraft | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---------------|----------|-----|-----|------|------|---|
|  | Sep 10, 08:14 | FA50 | D | 01 | 85.5 | 92.6 |  |
|  | Sep 10, 08:09 | U | D | 01 | 82.8 | 91.7 |  |
|  | Aug 31, 17:23 | LJ45 | A | 19 | 83.0 | 91.0 |  |
|  | Sep 06, 08:59 | U | D | 01 | 81.5 | 90.6 |  |
|  | Sep 04, 13:56 | P180 | A | 19 | 81.4 | 90.1 |  |
|  | Sep 08, 14:01 | P180 | A | 19 | 81.5 | 90.1 |  |
|  | Sep 03, 09:54 | GLF3 | A | 19 | 83.8 | 89.7 |  |
|  | Aug 30, 11:00 | DC91 | A | 19 | 81.5 | 89.3 |  |
|  | Sep 10, 08:26 | U | D | 01 | 79.2 | 89.1 |  |
|  | Sep 02, 18:25 | B752 | A | 19 | 81.3 | 88.9 |  |
|  | Sep 07, 18:47 | B752 | A | 19 | 77.3 | 88.5 |  |
|  | Sep 07, 18:47 | FA50 | D | 01 | 77.3 | 88.5 |  |
|  | Sep 10, 20:56 | B752 | A | 19 | 80.9 | 88.5 |  |
|  | Aug 31, 16:46 | U | A | 19 | 80.4 | 88.4 |  |
|  | Aug 30, 16:16 | B752 | A | 19 | 80.1 | 88.4 |  |
|  | Sep 05, 21:37 | B752 | A | 19 | 80.3 | 88.4 |  |
|  | Sep 09, 16:18 | B752 | A | 19 | 81.3 | 88.2 |  |
|  | Sep 09, 08:16 | U | D | 01 | 78.8 | 88.2 |  |
|  | Sep 03, 08:05 | U | D | 01 | 79.1 | 88.1 |  |
|  | Sep 04, 09:17 | U | D | 01 | 82.1 | 87.8 |  |
|  | Sep 04, 08:07 | U | D | 01 | 80.0 | 87.8 |  |
|  | Sep 09, 09:22 | U | D | 01 | 77.7 | 87.7 |  |
|  | Sep 10, 16:12 | B752 | A | 19 | 78.7 | 87.4 |  |
|  | Sep 09, 07:39 | A320 | D | 01 | 79.1 | 87.4 |  |
|  | Sep 03, 16:11 | B752 | A | 19 | 79.2 | 87.4 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: 4 Lazy F Ranch - 4 Lazy F Ranch




















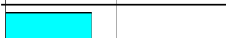

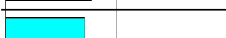

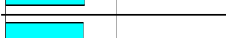



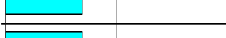

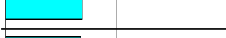

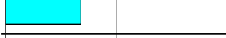







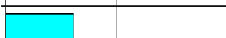









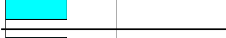
| Aircraft | Event Time | Aircraft | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---------------|----------|-----|-----|------|------|---|
|  | Sep 03, 09:54 | GLF3 | A | 19 | 84.1 | 90.4 |  |
|  | Sep 10, 08:14 | FA50 | D | 01 | 83.3 | 88.8 |  |
|  | Sep 06, 08:58 | U | D | 01 | 80.0 | 87.9 |  |
|  | Sep 08, 14:01 | P180 | A | 19 | 77.2 | 87.7 |  |
|  | Sep 04, 13:56 | P180 | A | 19 | 77.9 | 87.6 |  |
|  | Sep 10, 16:12 | B752 | A | 19 | 78.3 | 86.5 |  |
|  | Sep 09, 08:16 | U | D | 01 | 76.2 | 86.3 |  |
|  | Sep 06, 20:57 | B752 | A | 19 | 77.6 | 86.2 |  |
|  | Aug 30, 21:10 | B752 | A | 19 | 77.6 | 86.0 |  |
|  | Sep 09, 07:39 | A320 | D | 01 | 77.9 | 85.9 |  |
|  | Sep 01, 12:56 | A320 | A | 19 | 77.5 | 85.9 |  |
|  | Sep 10, 08:09 | U | D | 01 | 76.6 | 85.9 |  |
|  | Aug 31, 08:07 | U | D | 01 | 75.7 | 85.7 |  |
|  | Sep 01, 19:56 | A320 | A | 19 | 76.8 | 85.6 |  |
|  | Aug 31, 07:14 | A320 | D | 01 | 76.1 | 85.6 |  |
|  | Sep 03, 08:05 | U | D | 01 | 76.6 | 85.6 |  |
|  | Sep 09, 09:22 | U | D | 01 | 76.8 | 85.5 |  |
|  | Sep 04, 09:17 | U | D | 01 | 77.5 | 85.5 |  |
|  | Sep 07, 18:48 | B752 | A | 19 | 75.0 | 85.5 |  |
|  | Sep 07, 18:48 | FA50 | D | 01 | 75.0 | 85.5 |  |
|  | Aug 30, 16:16 | B752 | A | 19 | 76.3 | 85.4 |  |
|  | Sep 04, 08:07 | U | D | 01 | 78.5 | 85.4 |  |
|  | Sep 10, 08:25 | U | D | 01 | 76.8 | 85.4 |  |
|  | Aug 31, 16:46 | U | D | 01 | 76.7 | 85.4 |  |
|  | Sep 09, 20:59 | B752 | A | 19 | 76.2 | 85.4 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Timber Island - East of Timber Island

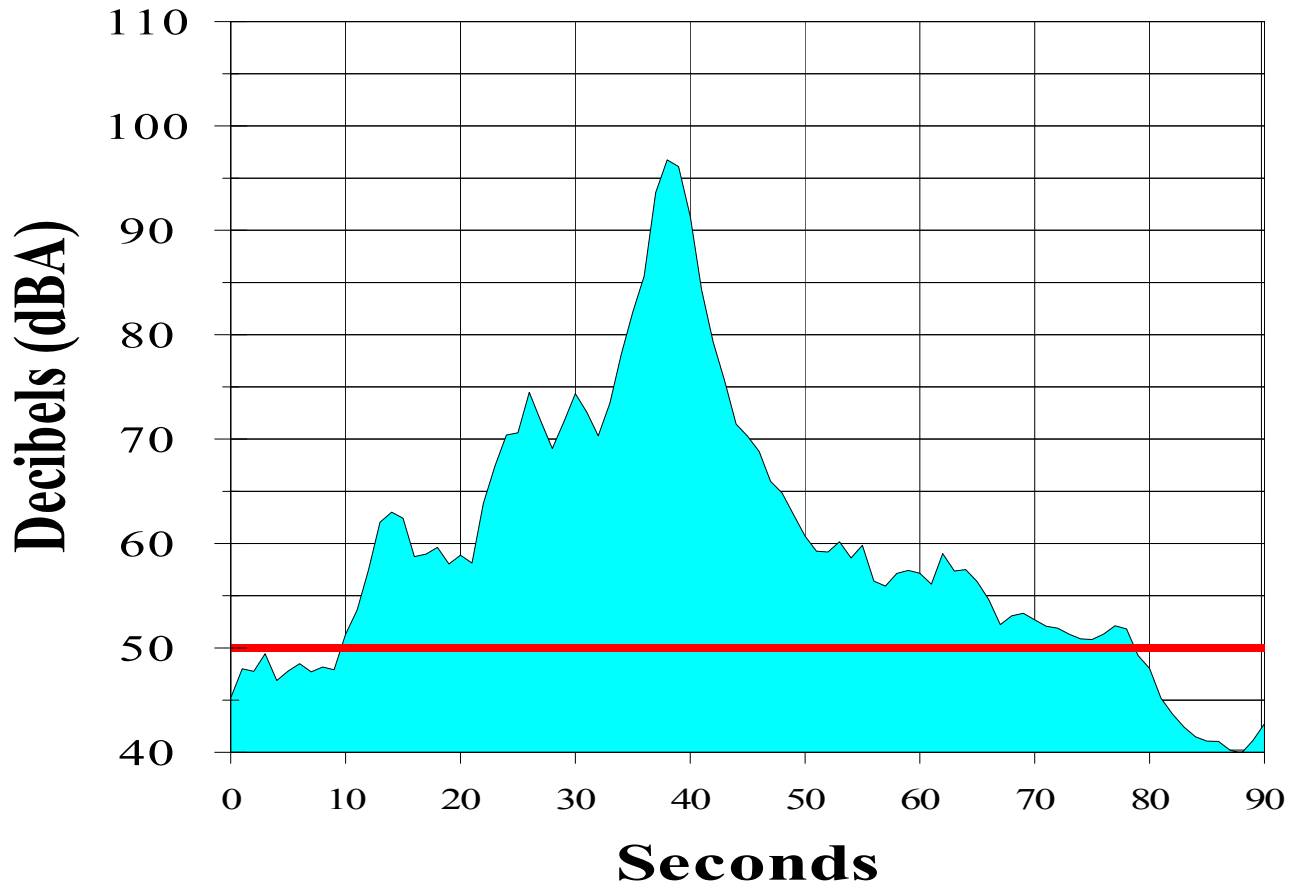
| Aircraft | Event Time | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---------------|---------|-----|-----|------|------|---|
|  | Sep 03, 19:08 | EJA | A | 19 | 60.5 | 71.3 |  |
|  | Sep 08, 10:11 | U | A | 19 | 61.6 | 70.8 |  |
|  | Sep 09, 15:26 | U | A | 19 | 58.6 | 70.6 |  |
|  | Aug 30, 17:44 | U | D | 01 | 58.1 | 70.1 |  |
|  | Sep 09, 11:54 | SKW | A | 19 | 55.2 | 69.4 |  |
|  | Aug 30, 11:02 | U | A | 19 | 62.0 | 69.4 |  |
|  | Sep 02, 11:08 | U | A | 19 | 56.8 | 69.4 |  |
|  | Sep 08, 11:57 | U | A | 19 | 57.4 | 69.2 |  |
|  | Sep 09, 08:16 | D | D | 01 | 58.6 | 67.8 |  |
|  | Sep 01, 18:30 | VNR | A | 19 | 56.4 | 67.8 |  |
|  | Sep 03, 10:48 | U | A | 19 | 56.7 | 67.1 |  |
|  | Sep 10, 08:24 | U | D | 01 | 55.7 | 67.0 |  |
|  | Sep 07, 18:49 | AAL | A | 19 | 54.8 | 66.9 |  |
|  | Sep 07, 18:49 | U | D | 01 | 54.8 | 66.9 |  |
|  | Sep 09, 17:06 | U | A | 19 | 57.1 | 66.8 |  |
|  | Sep 09, 11:37 | U | D | 01 | 58.8 | 66.8 |  |
|  | Sep 03, 10:11 | U | D | 01 | 55.9 | 66.3 |  |
|  | Aug 30, 10:59 | JUS | A | 19 | 56.6 | 66.3 |  |
|  | Sep 09, 08:01 | UAL | D | 01 | 52.2 | 66.1 |  |
|  | Sep 03, 07:28 | UAL | D | 01 | 55.4 | 66.0 |  |
|  | Sep 12, 12:18 | U | D | 01 | 55.2 | 66.0 |  |
|  | Sep 09, 15:30 | U | D | 01 | 56.8 | 65.9 |  |
|  | Sep 03, 13:20 | U | D | 01 | 59.4 | 65.5 |  |
|  | Sep 07, 19:10 | UAL | A | 19 | 53.3 | 65.5 |  |
|  | Aug 31, 07:59 | U | D | 01 | 54.9 | 65.3 |  |

APPENDIX G

Noise Event Plot Reports

Noise Event Plot Report
Jackson Hole Airport
Period: 9/4/2012 8:28:26 AM
Site: Moulton Loop

| | | | |
|-----------------------------|----------|---------------------------------|----------|
| Start time: | 08:27:58 | Lmax time: | 08:28:26 |
| SEL (dBA): | 101.4 | Max (dBA): | 96.8 |
| Duration (seconds): | 69 | Start to peak (seconds): | 28 |
| SEL threshold (dBA): | 50 | | |
| Flight No: | VNR189 | | |
| Aircraft Type: | P180 | Piaggio Avanti | |
| Operation: | Arrival | | |
| Runway: | 19 | | |



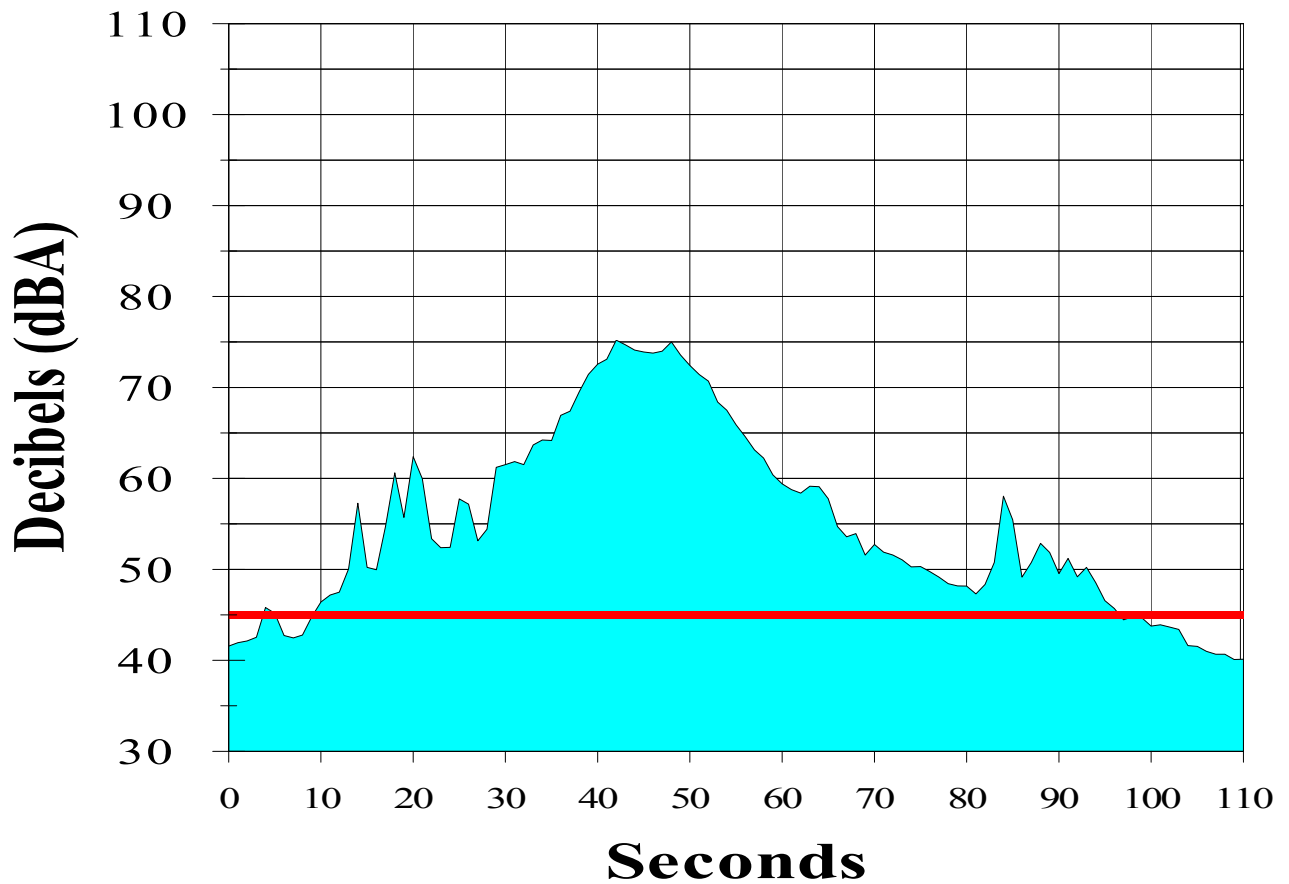
Noise Event Plot Report

Jackson Hole Airport

Period: 8/21/2012 8:16:38 AM

Site: Golf - Jackson Hole Golf & Tennis Club

| | | | |
|-----------------------------|-----------|---------------------------------|----------|
| Start time: | 08:16:06 | Lmax time: | 08:16:38 |
| SEL (dBA): | 85.9 | Max (dBA): | 75.2 |
| Duration (seconds): | 87 | Start to peak (seconds): | 32 |
| SEL threshold (dBA): | 45 | | |
| Flight No: | UAL362 | | |
| Aircraft Type: | A319 | Airbus Industrie A319 | |
| Operation: | Departure | | |
| Runway: | 19 | | |



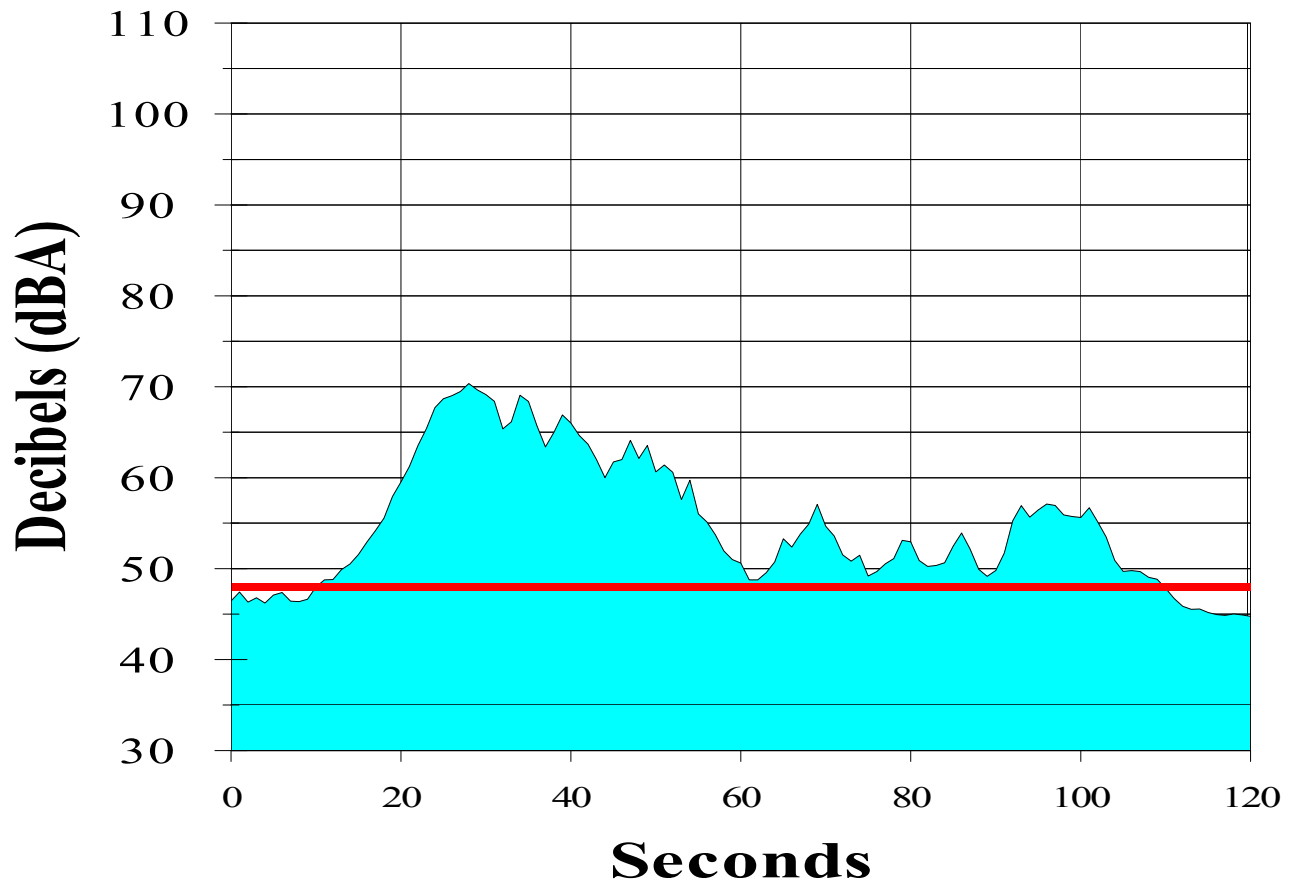
Noise Event Plot Report

Jackson Hole Airport

Period: September 12, 2012 8:21:22 AM

Site: Barker Ranch

| | | | |
|-----------------------------|-----------|---------------------------------|----------|
| Start time: | 08:21:04 | Lmax time: | 08:21:22 |
| SEL (dBA): | 81.8 | Max (dBA): | 70.4 |
| Duration (seconds): | 100 | Start to peak (seconds): | 18 |
| SEL threshold (dBA): | 48 | | |
| Flight No: | UAL682 | | |
| Aircraft Type: | B752 | Boeing B757-200 Series | |
| Operation: | Departure | | |
| Runway: | 19 | | |



Noise Event Plot Report

Jackson Hole Airport

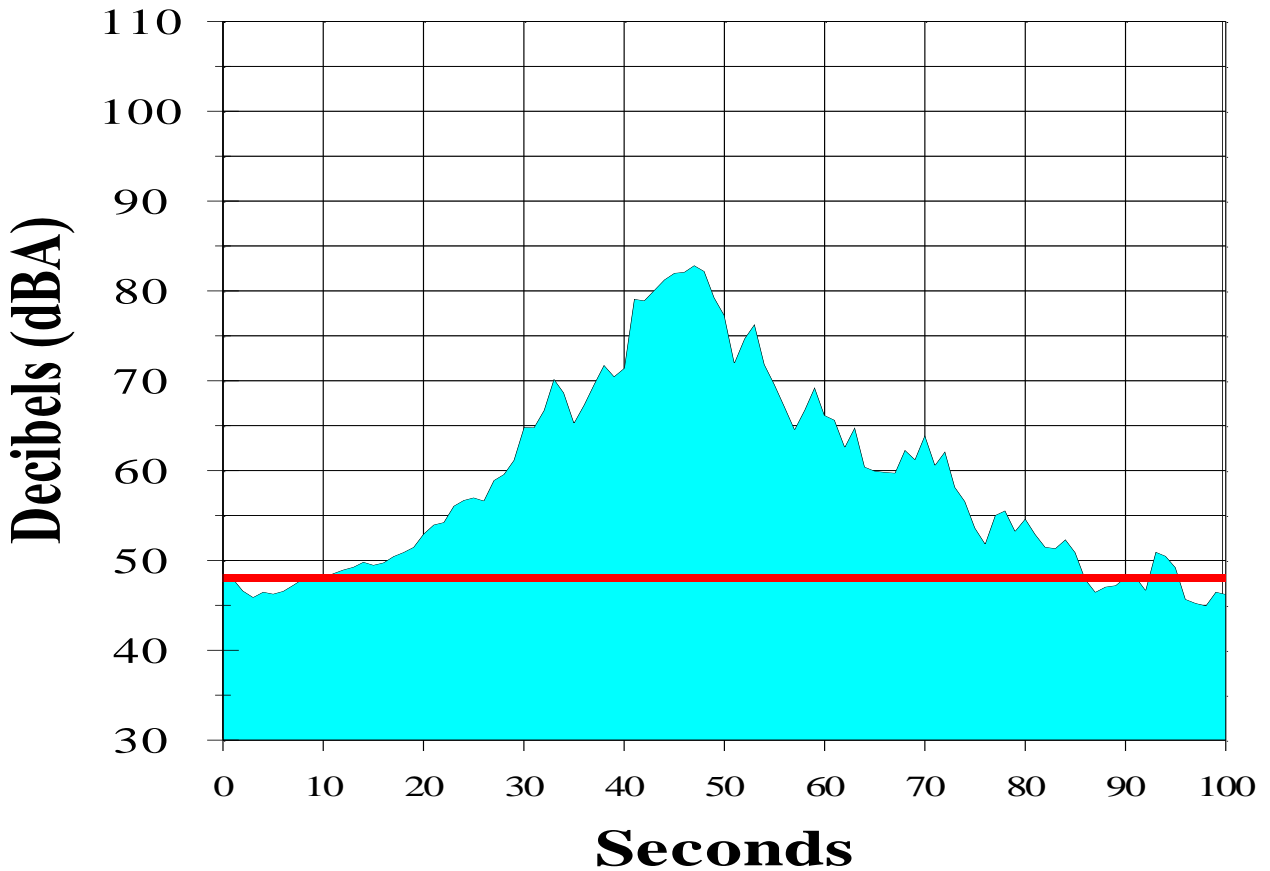
Period: September 10, 2012 8:09:19 AM

Site: Moose

Start time: 08:08:42
SEL (dBA): 91.7
Duration (seconds): 76
SEL threshold (dBA): 48
Flight No: N50HM
Aircraft Type: FA50
Operation: Departure
Runway: 1

Lmax time: 08:09:19
Max (dBA): 82.8
Start to peak (seconds): 37

Falcon 50



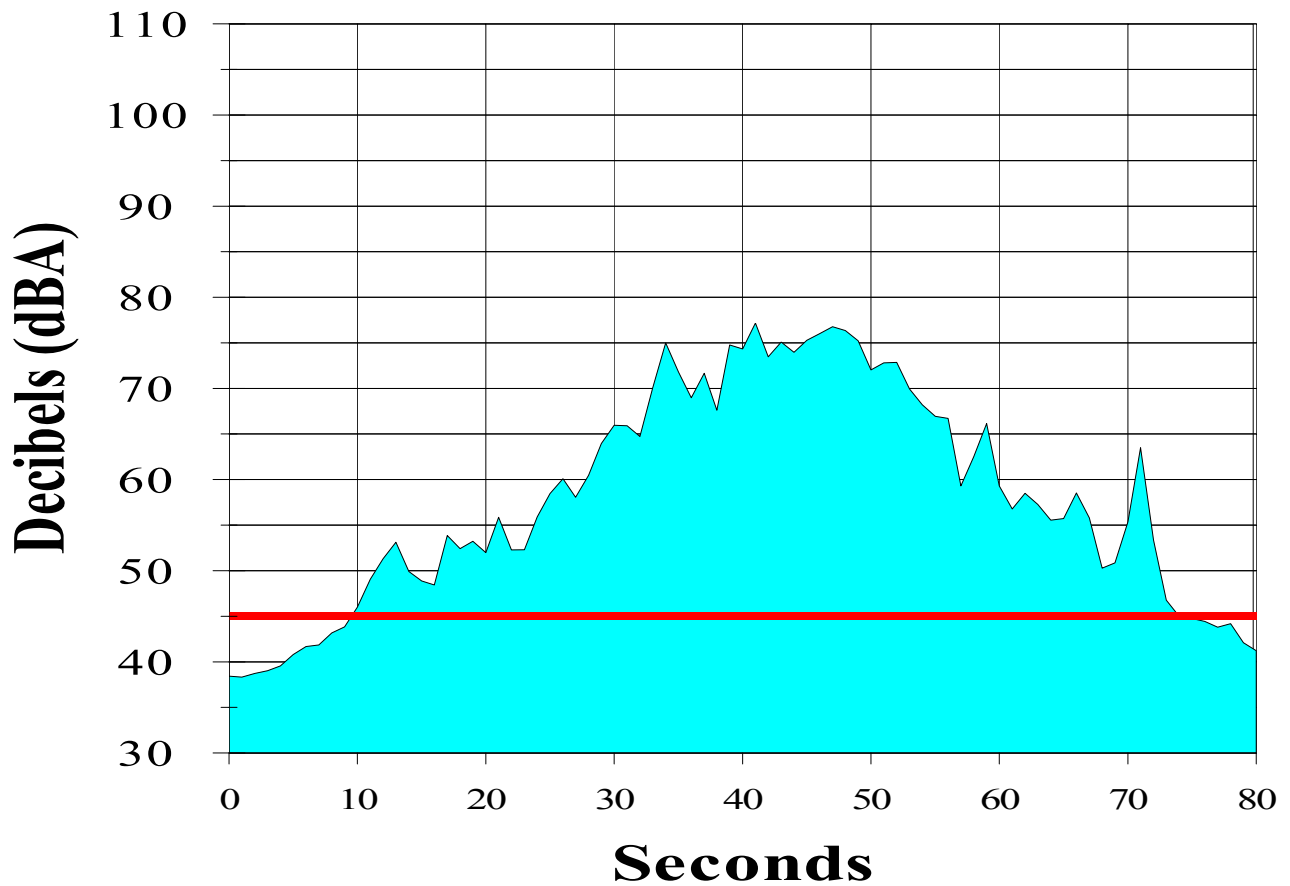
Noise Event Plot Report

Jackson Hole Airport

Period: September 8, 2012 2:01:20 PM

Site: 4 Lazy F Ranch

| | | | |
|-----------------------------|----------|---------------------------------|----------|
| Start time: | 14:00:49 | Lmax time: | 14:01:20 |
| SEL (dBA): | 87.7 | Max (dBA): | 77.2 |
| Duration (seconds): | 64 | Start to peak (seconds): | 31 |
| SEL threshold (dBA): | 45 | | |
| Flight No: | VNR159 | | |
| Aircraft Type: | P180 | Piaggio Aero Avanti | |
| Operation: | Arrival | | |
| Runway: | 19 | | |



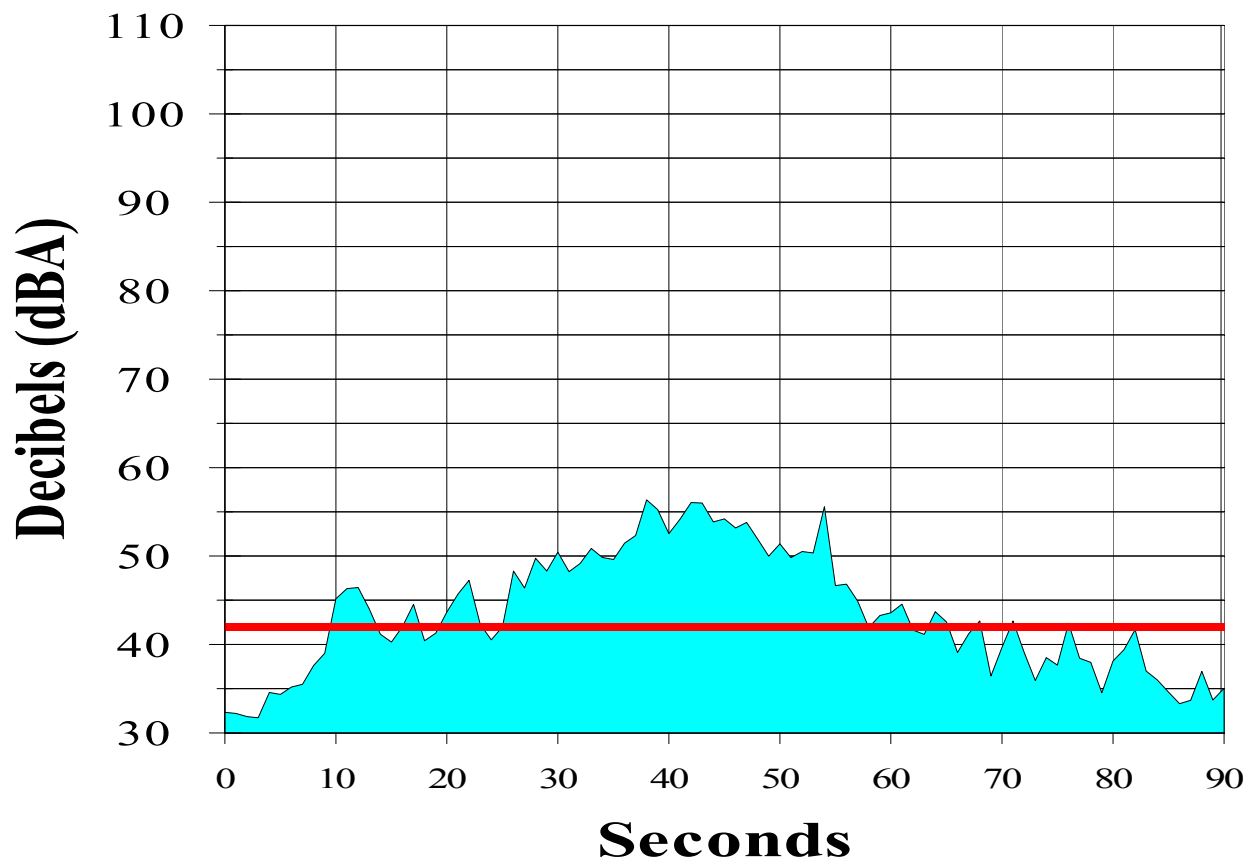
Noise Event Plot Report

Jackson Hole Airport

Period: September 1, 2012 6:30:59 PM

Site: Timber Island

| | | | |
|-----------------------------|----------|---------------------------------|----------|
| Start time: | 18:30:31 | Lmax time: | 18:30:59 |
| SEL (dBA): | 67.8 | Max (dBA): | 56.4 |
| Duration (seconds): | 67 | Start to peak (seconds): | 28 |
| SEL threshold (dBA): | 42 | | |
| Flight No: | VNR169 | | |
| Aircraft Type: | P180 | Piaggio Aero Avanti | |
| Operation: | Arrival | | |
| Runway: | 19 | | |



APPENDIX H

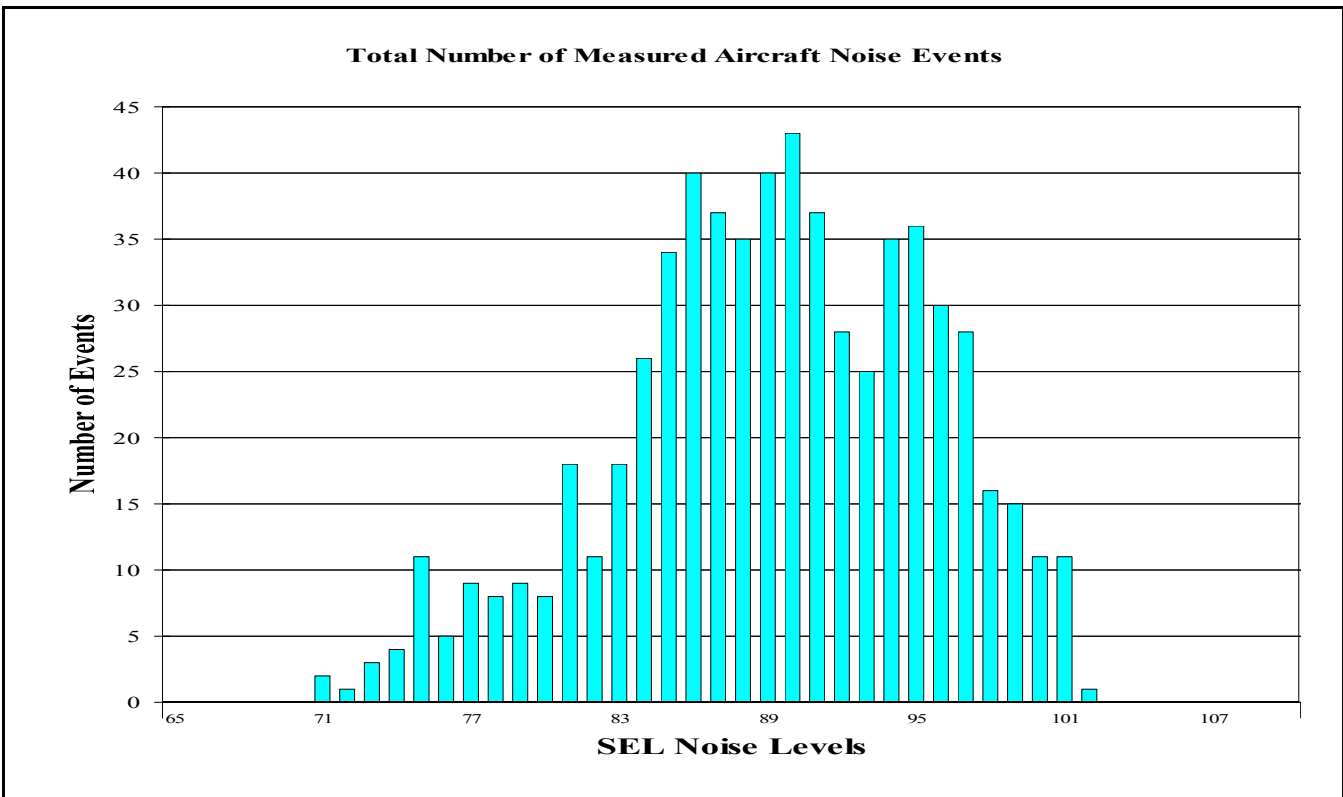
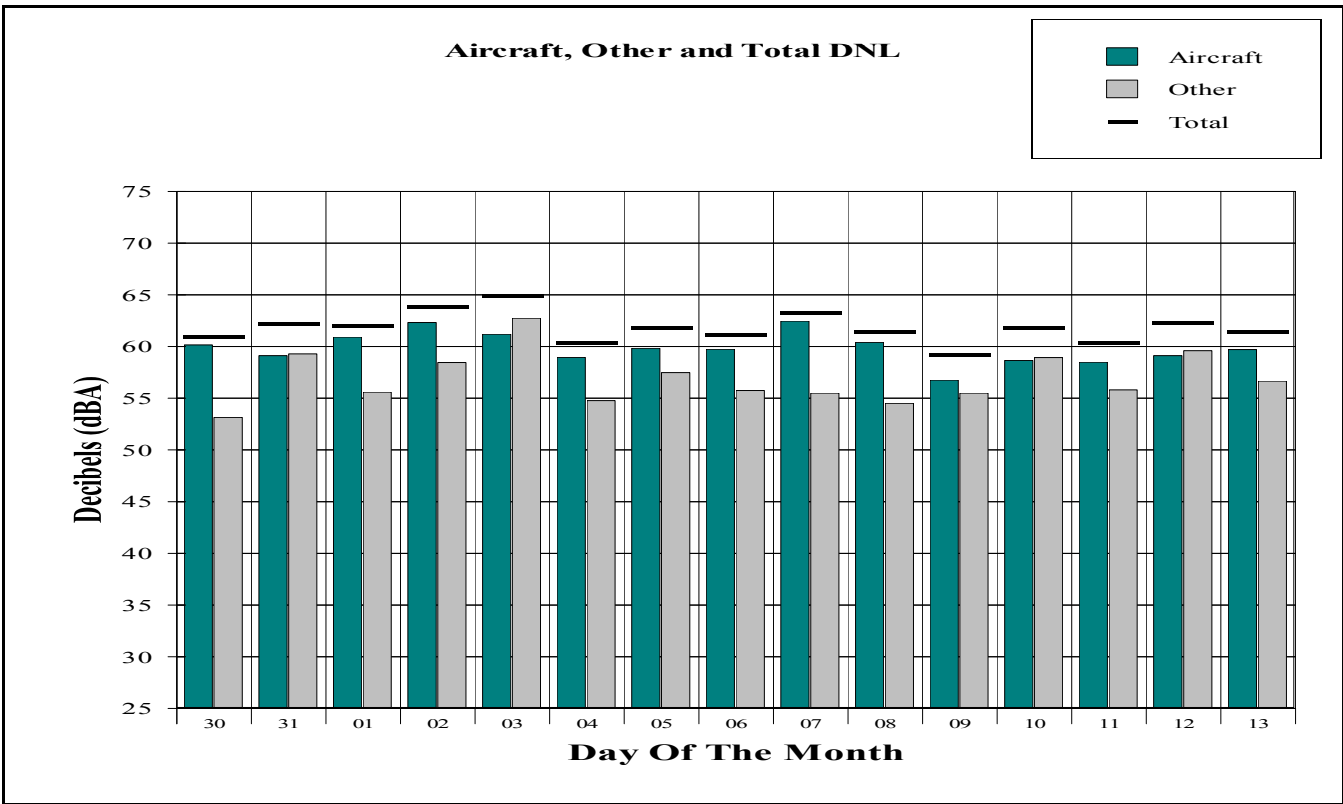
DNL Contribution and SEL Distribution Results

DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: August 30, 2012 to September 13, 2012

Site: Moulton Loop

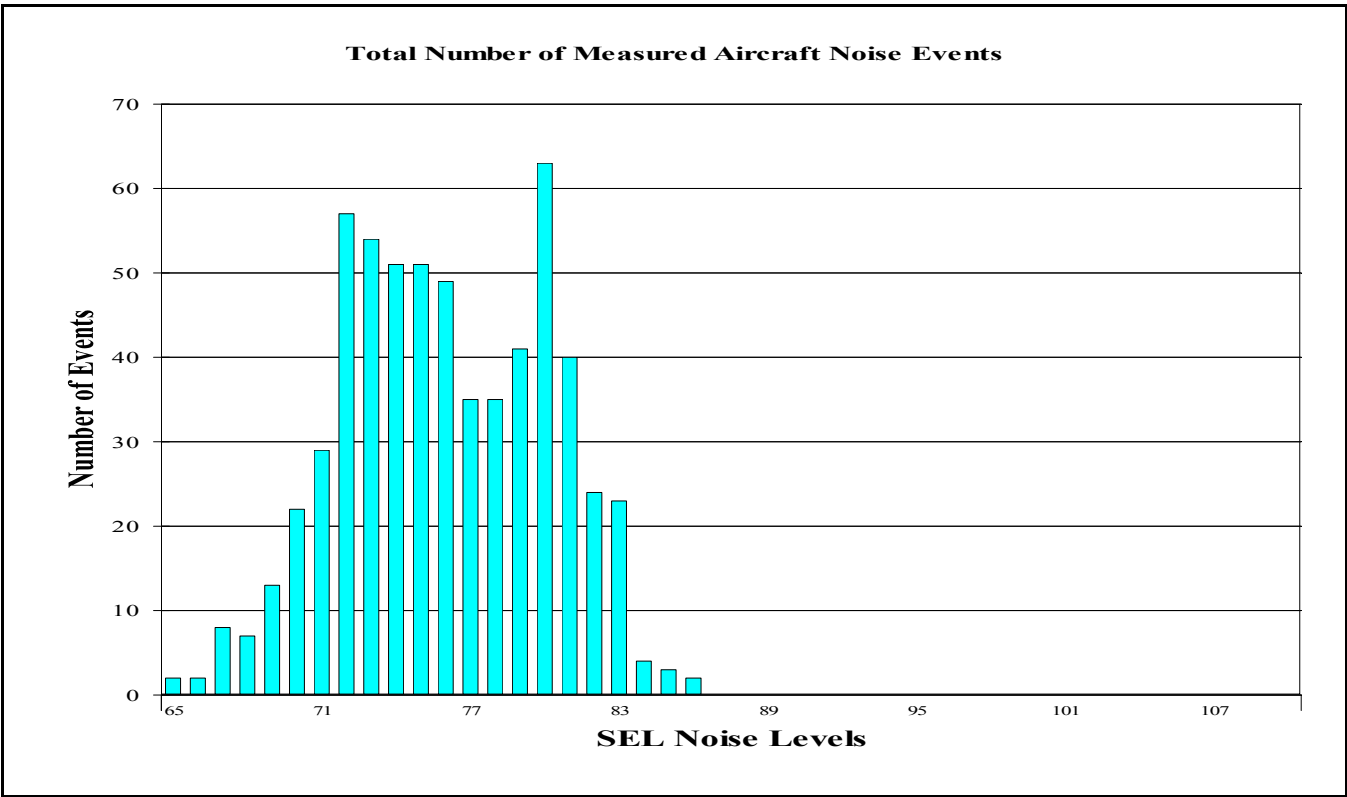
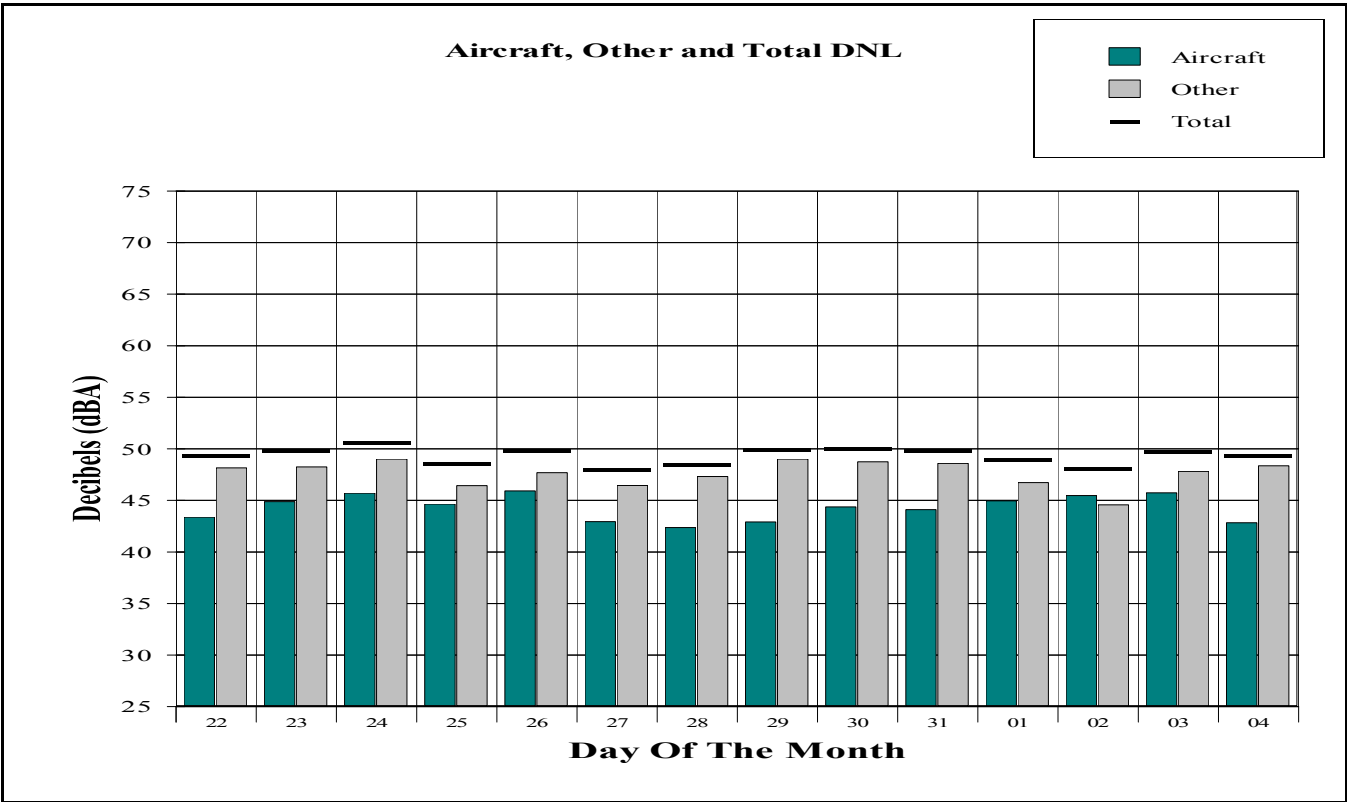


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: August 22, 2012 to September 4, 2012

Site: Golf Course

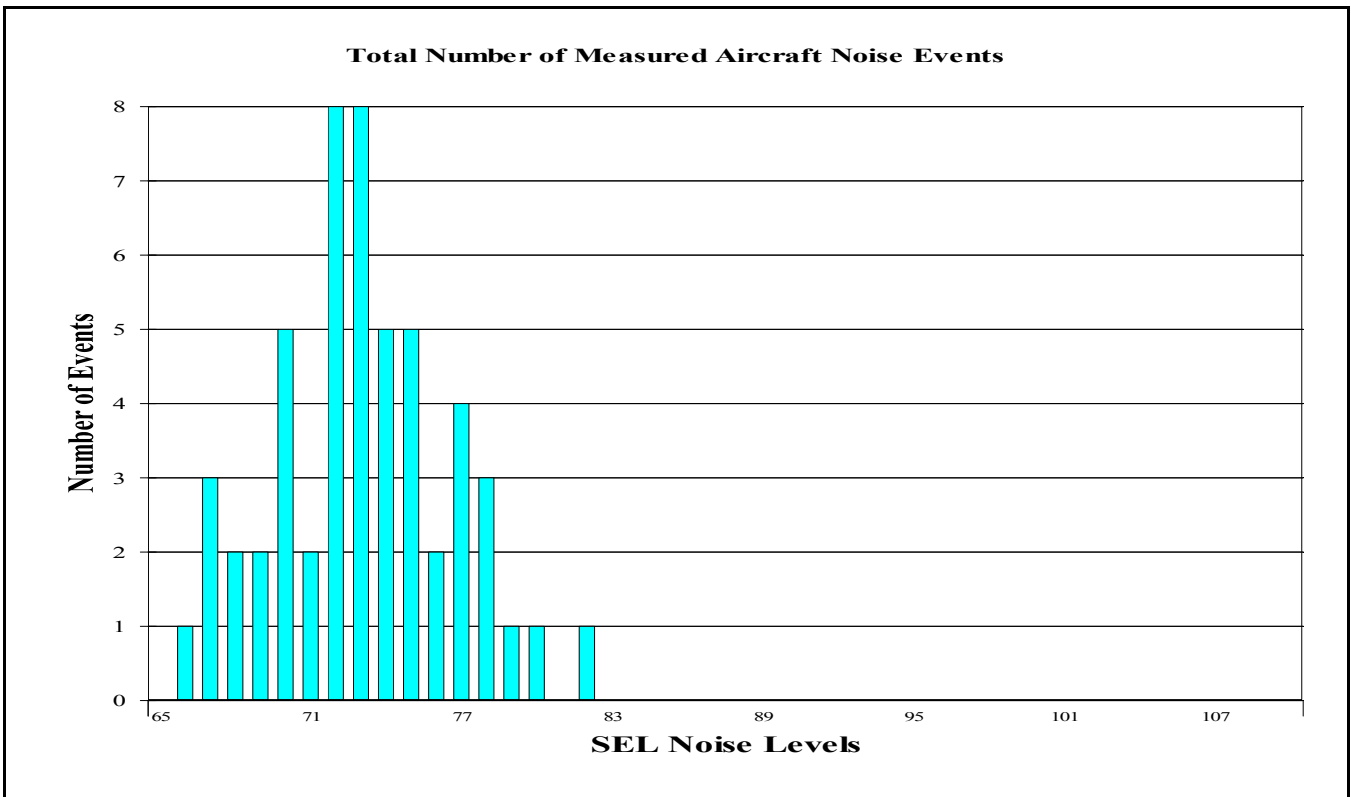
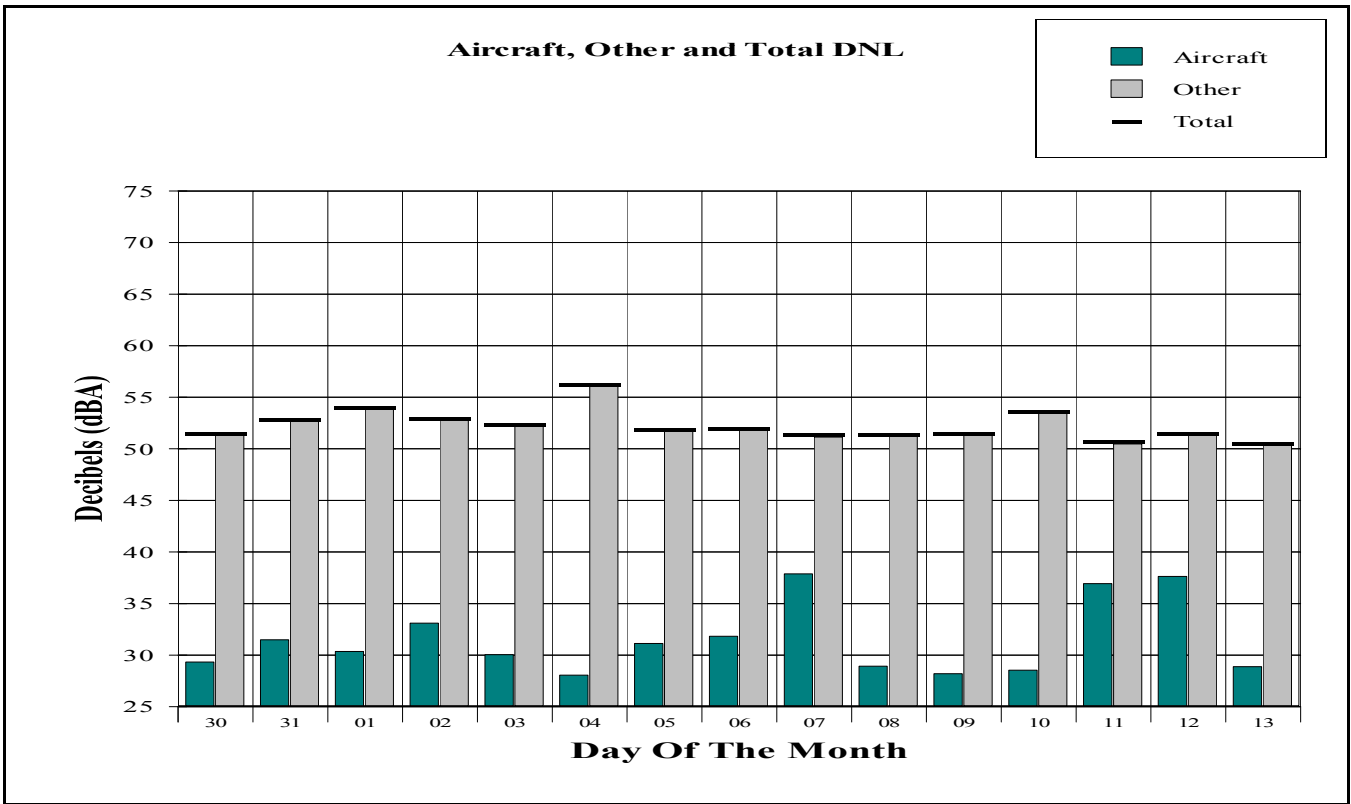


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: August 30, 2012 to September 13, 2012

Site: Barkers Ranch

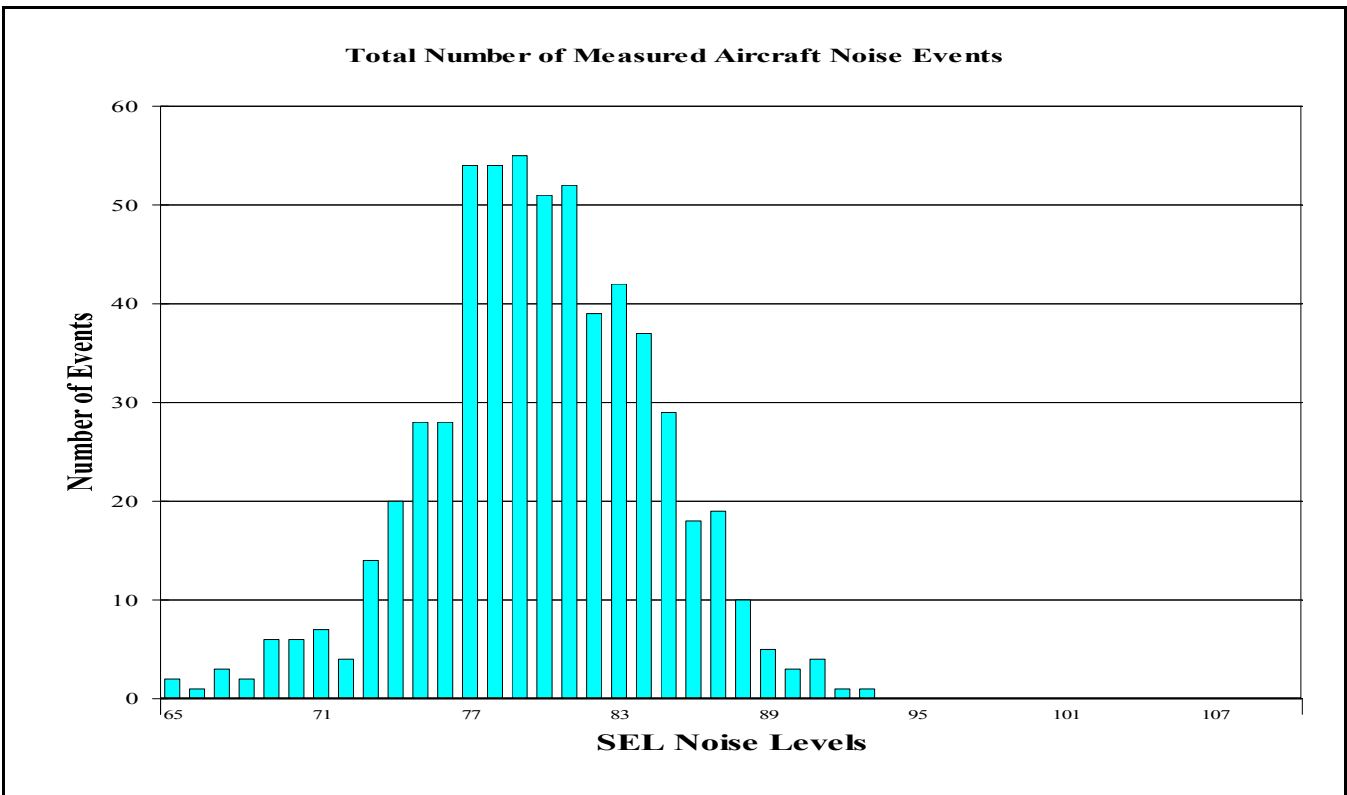
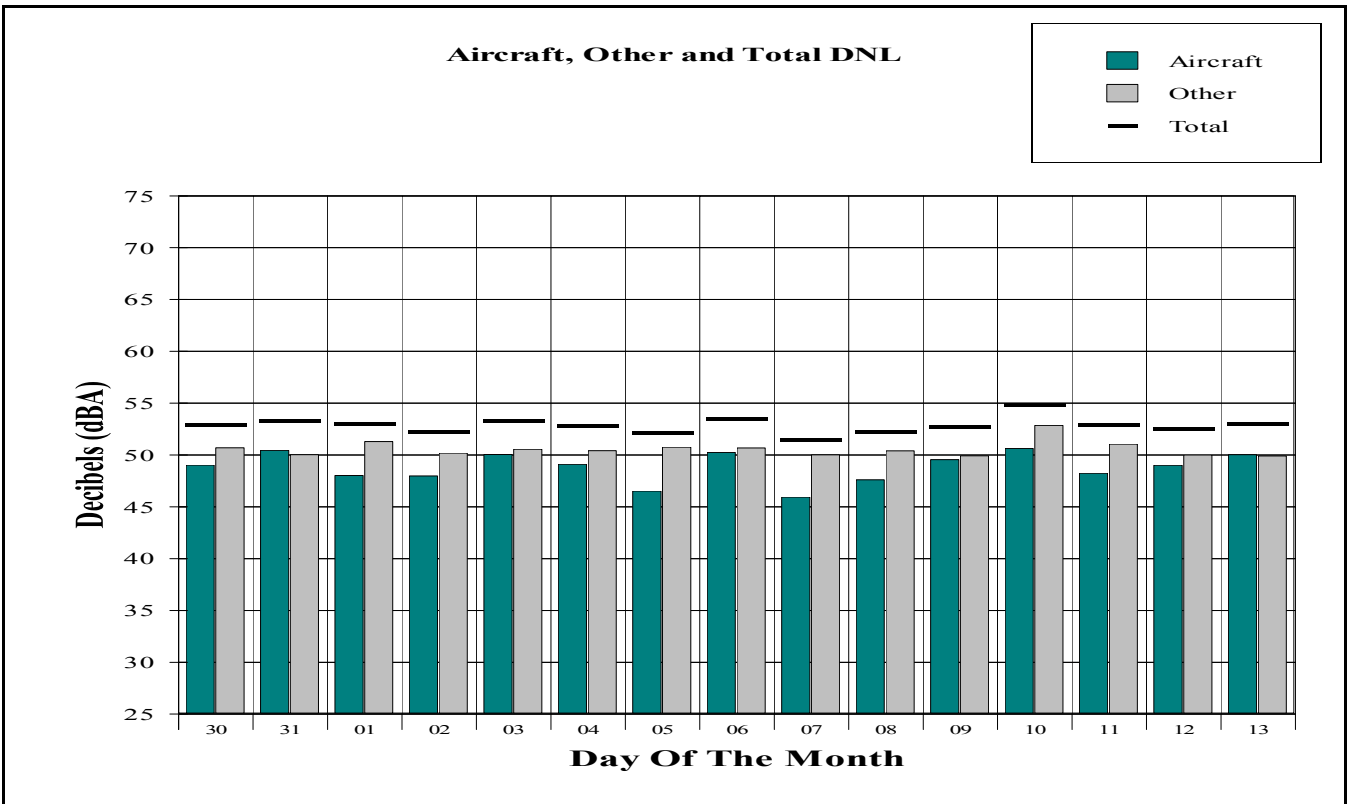


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: August 30, 2012 to September 13, 2012

Site: Moose

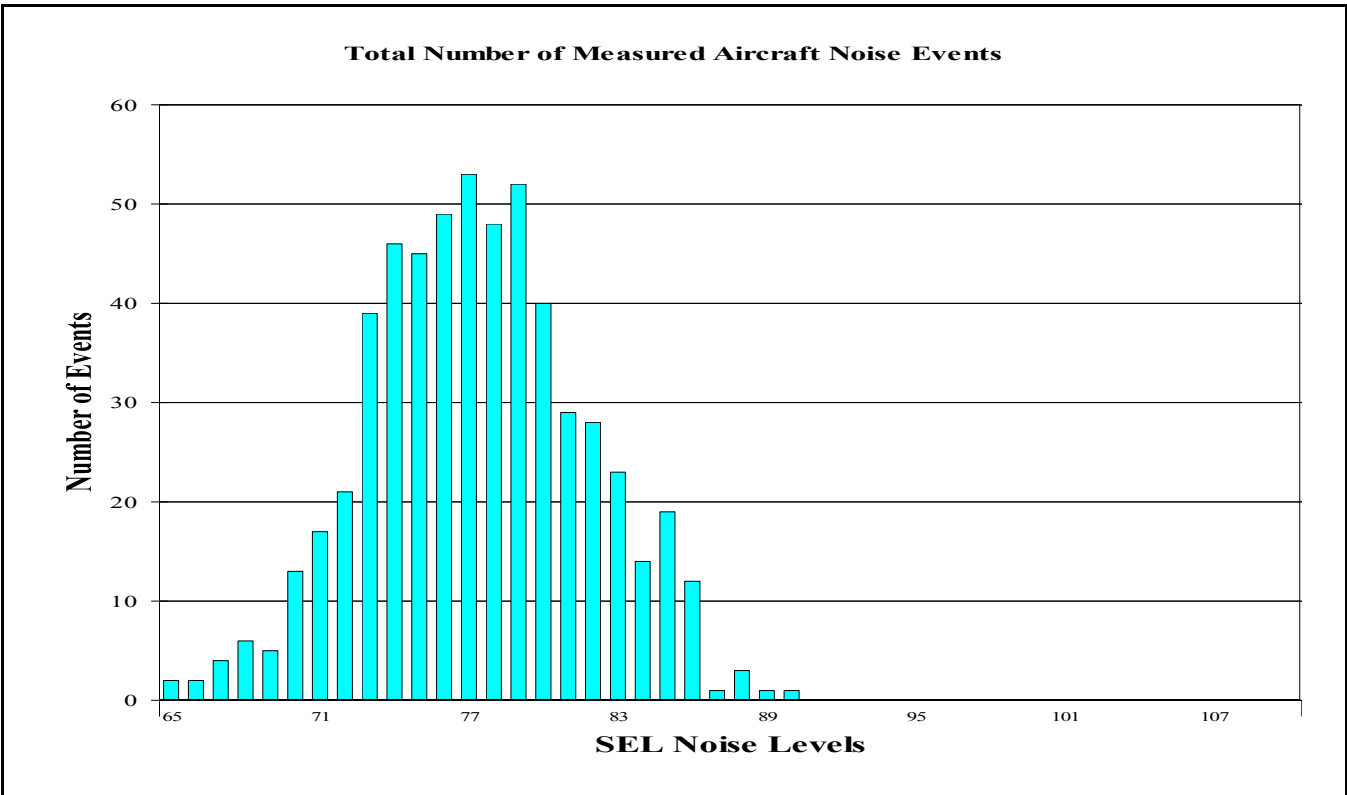
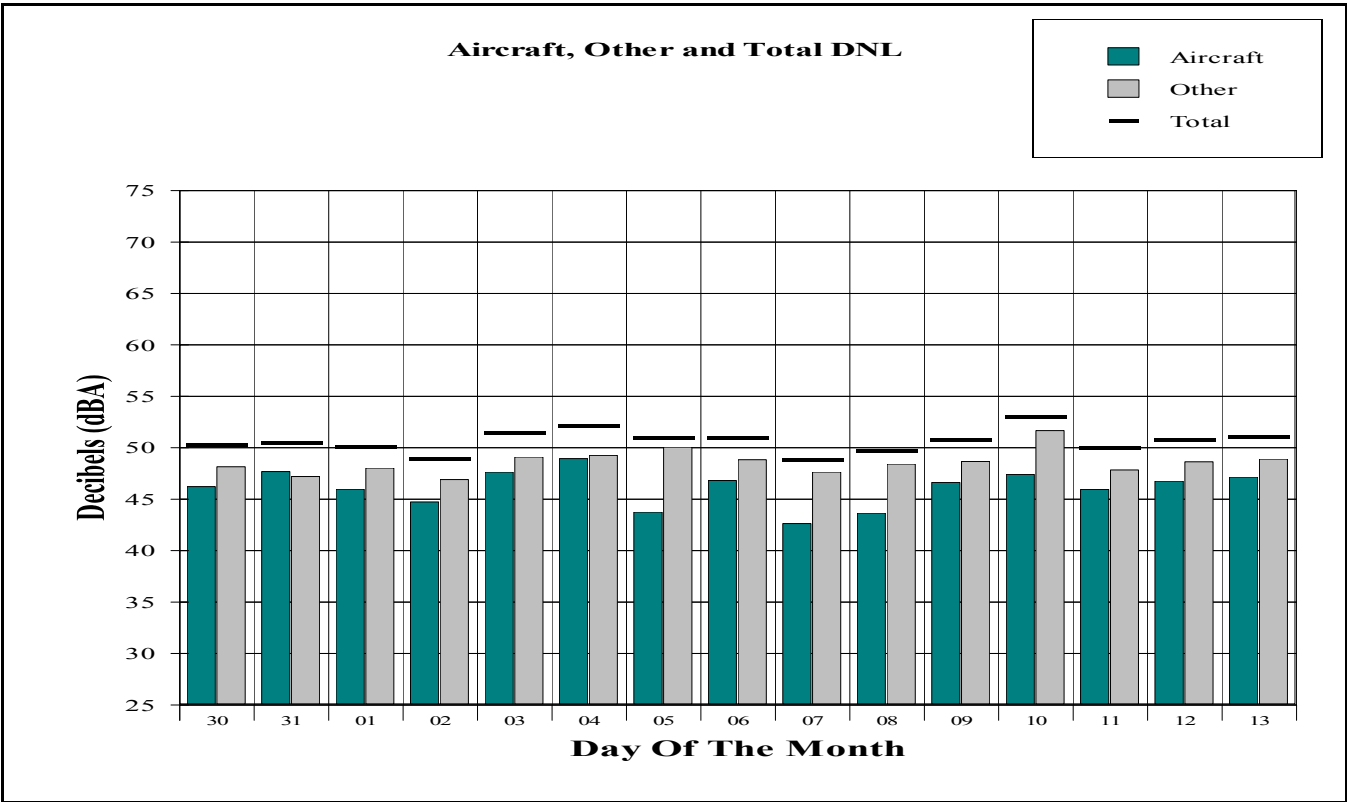


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: August 30, 2012 to September 13, 2012

Site: 4 Lazy F Ranch

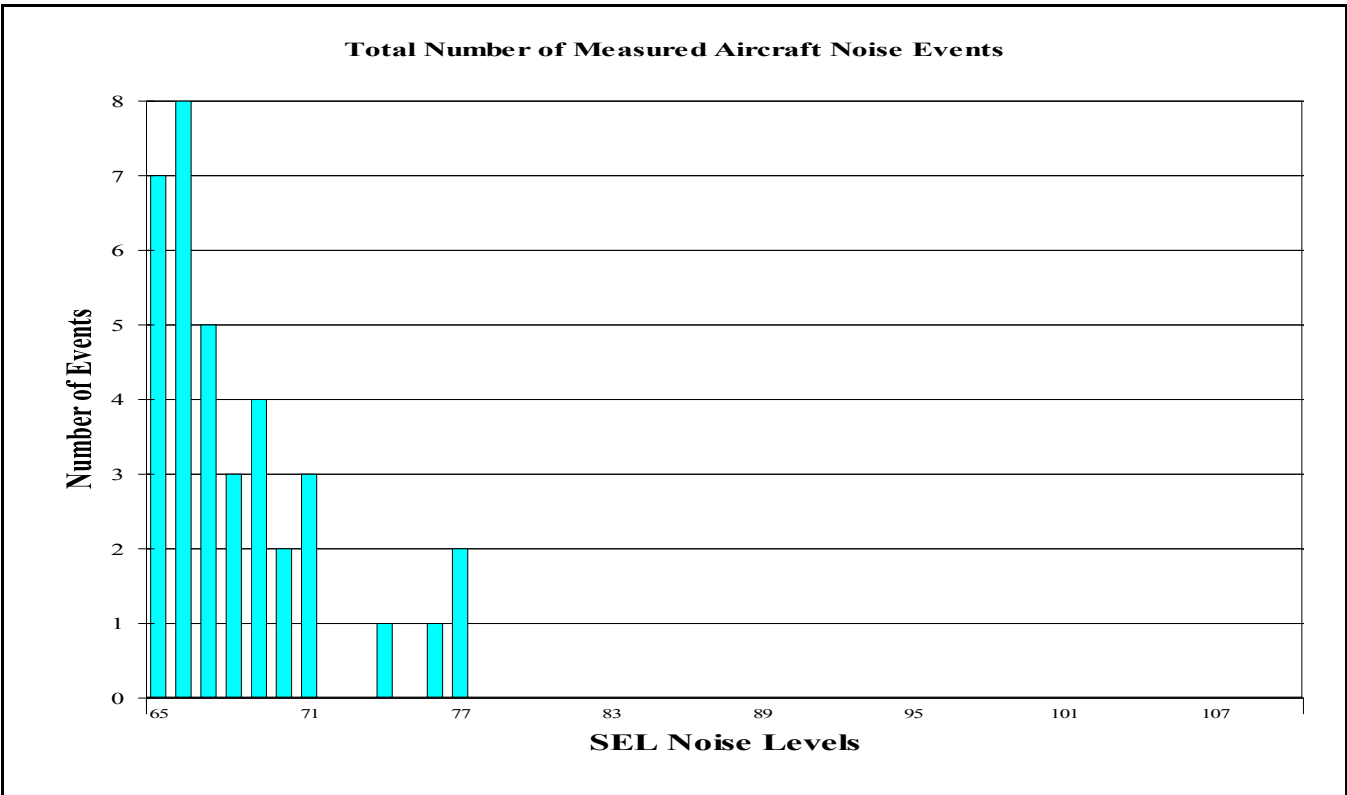
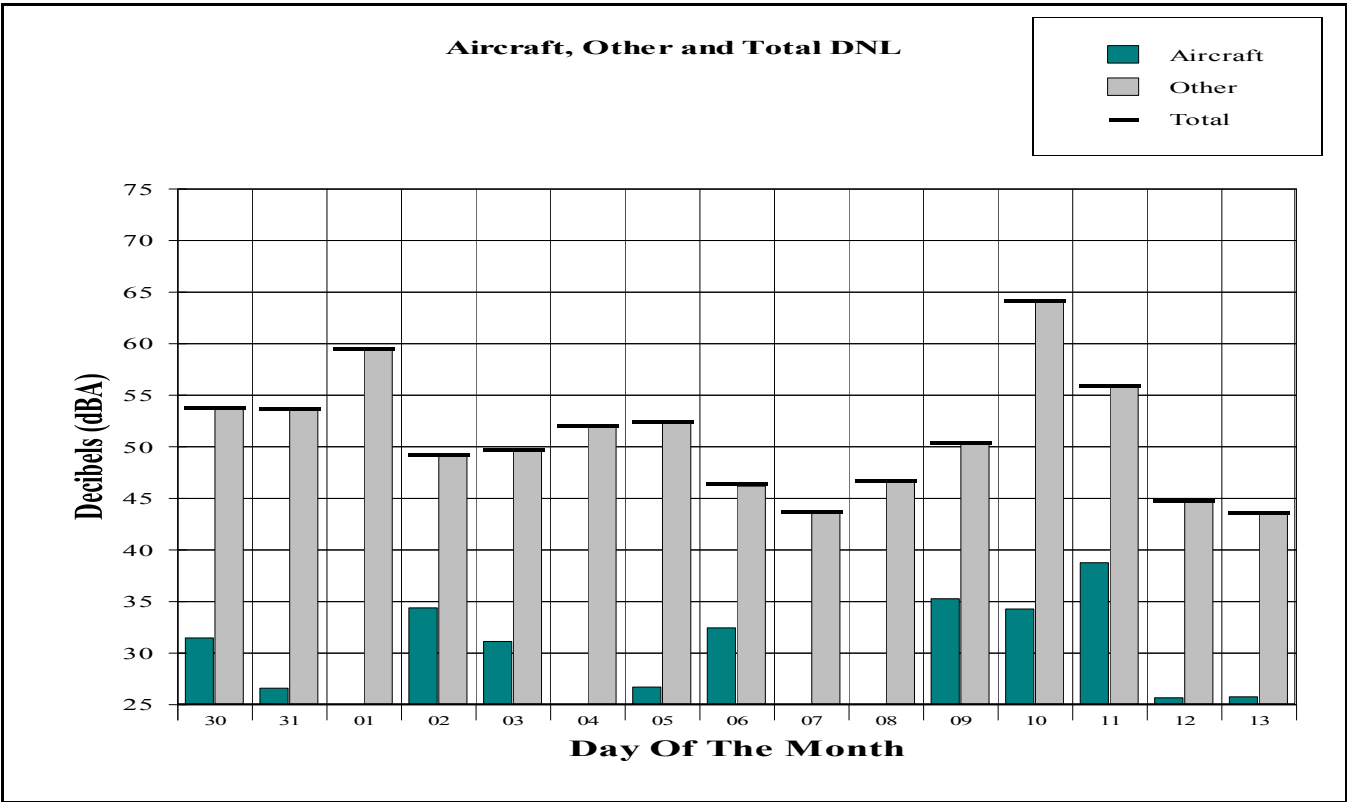


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: August 30, 2012 to September 13, 2012

Site: Timber Island



APPENDIX I

Hourly LEQ Aircraft and Total Noise Data

Hourly Noise Level Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Moulton Loop

Metric: Aircraft LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 65 | 67 | 68 | 60 | 51 | 53 | 65 | 64 | 61 | 57 | 60 | 60 | 52 | 0 | 49 | 0 | 0 | 60 |
| Aug 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 57 | 58 | 59 | 55 | 60 | 67 | 63 | 59 | 0 | 62 | 56 | 63 | 56 | 66 | 0 | 0 | 59 |
| Sep 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 66 | 62 | 60 | 61 | 57 | 67 | 63 | 52 | 61 | 64 | 66 | 59 | 42 | 0 | 0 | 0 | 61 |
| Sep 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 69 | 65 | 68 | 65 | 57 | 65 | 67 | 62 | 62 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Sep 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 63 | 69 | 63 | 66 | 65 | 66 | 64 | 60 | 64 | 63 | 54 | 0 | 0 | 0 | 0 | 61 |
| Sep 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 51 | 66 | 63 | 64 | 55 | 61 | 64 | 62 | 59 | 57 | 63 | 54 | 0 | 0 | 0 | 0 | 0 | 59 |
| Sep 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 68 | 66 | 58 | 56 | 60 | 58 | 59 | 58 | 0 | 60 | 54 | 0 | 0 | 0 | 0 | 0 | 59 |
| Sep 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 54 | 61 | 52 | 58 | 66 | 64 | 64 | 66 | 56 | 65 | 53 | 0 | 0 | 0 | 0 | 60 |
| Sep 7 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 69 | 66 | 65 | 61 | 49 | 58 | 67 | 65 | 55 | 52 | 61 | 67 | 58 | 63 | 0 | 0 | 0 | 62 |
| Sep 8 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 65 | 69 | 0 | 62 | 64 | 51 | 57 | 66 | 62 | 64 | 56 | 57 | 49 | 58 | 54 | 0 | 0 | 60 |
| Sep 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 57 | 61 | 62 | 56 | 59 | 64 | 59 | 62 | 60 | 56 | 0 | 56 | 0 | 0 | 0 | 0 | 57 |
| Sep 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 65 | 65 | 58 | 61 | 57 | 64 | 60 | 60 | 48 | 64 | 53 | 60 | 0 | 0 | 0 | 0 | 59 |
| Sep 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 63 | 43 | 62 | 55 | 62 | 64 | 59 | 64 | 51 | 62 | 54 | 50 | 51 | 0 | 0 | 0 | 58 |
| Sep 12 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 57 | 64 | 64 | 63 | 60 | 52 | 67 | 57 | 62 | 59 | 54 | 55 | 0 | 0 | 0 | 0 | 0 | 59 |
| Energy Average | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 64 | 66 | 63 | 63 | 60 | 60 | 65 | 63 | 61 | 60 | 61 | 61 | 56 | 53 | 55 | 0 | 0 | 60 |

Metric: Total LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 34 | 37 | 40 | 34 | 40 | 40 | 50 | 65 | 67 | 68 | 61 | 56 | 60 | 65 | 64 | 61 | 58 | 60 | 60 | 54 | 47 | 51 | 43 | 42 | 61 |
| Aug 31 | 52 | 42 | 31 | 39 | 38 | 42 | 49 | 55 | 59 | 59 | 61 | 58 | 61 | 67 | 66 | 60 | 70 | 64 | 62 | 64 | 56 | 66 | 45 | 40 | 62 |
| Sep 1 | 39 | 42 | 44 | 43 | 43 | 44 | 44 | 68 | 66 | 63 | 60 | 62 | 59 | 67 | 64 | 58 | 62 | 64 | 66 | 60 | 56 | 55 | 53 | 53 | 62 |
| Sep 2 | 52 | 52 | 52 | 52 | 53 | 53 | 54 | 69 | 69 | 66 | 68 | 65 | 57 | 66 | 68 | 63 | 63 | 55 | 52 | 50 | 46 | 48 | 41 | 39 | 64 |
| Sep 3 | 43 | 33 | 34 | 37 | 41 | 41 | 50 | 54 | 59 | 64 | 69 | 75 | 70 | 65 | 66 | 65 | 62 | 64 | 63 | 55 | 50 | 45 | 43 | 38 | 65 |
| Sep 4 | 29 | 28 | 30 | 40 | 39 | 41 | 51 | 57 | 67 | 64 | 64 | 56 | 62 | 65 | 64 | 62 | 60 | 64 | 59 | 48 | 48 | 44 | 43 | 39 | 60 |
| Sep 5 | 36 | 31 | 31 | 31 | 39 | 43 | 58 | 69 | 68 | 66 | 62 | 57 | 61 | 63 | 62 | 61 | 57 | 62 | 56 | 49 | 48 | 47 | 45 | 40 | 62 |
| Sep 6 | 39 | 38 | 31 | 39 | 40 | 45 | 51 | 56 | 66 | 56 | 62 | 57 | 60 | 66 | 65 | 66 | 67 | 58 | 65 | 55 | 51 | 50 | 44 | 42 | 61 |
| Sep 7 | 41 | 39 | 39 | 40 | 42 | 45 | 58 | 69 | 66 | 66 | 61 | 53 | 58 | 68 | 66 | 61 | 62 | 61 | 68 | 61 | 63 | 49 | 47 | 45 | 63 |
| Sep 8 | 41 | 41 | 34 | 42 | 40 | 45 | 48 | 66 | 69 | 52 | 62 | 65 | 53 | 65 | 67 | 62 | 64 | 57 | 58 | 51 | 59 | 54 | 46 | 43 | 61 |
| Sep 9 | 48 | 37 | 44 | 42 | 38 | 35 | 47 | 57 | 58 | 61 | 62 | 57 | 59 | 65 | 62 | 62 | 61 | 65 | 50 | 60 | 46 | 46 | 47 | 43 | 59 |
| Sep 10 | 39 | 36 | 60 | 39 | 41 | 43 | 49 | 63 | 66 | 66 | 59 | 62 | 58 | 64 | 63 | 63 | 59 | 65 | 58 | 61 | 47 | 46 | 42 | 39 | 62 |
| Sep 11 | 41 | 40 | 30 | 29 | 40 | 39 | 49 | 66 | 65 | 59 | 63 | 59 | 63 | 65 | 63 | 64 | 57 | 63 | 57 | 53 | 57 | 46 | 45 | 45 | 60 |
| Sep 12 | 41 | 39 | 32 | 39 | 39 | 44 | 54 | 59 | 69 | 66 | 65 | 61 | 55 | 68 | 59 | 62 | 69 | 61 | 57 | 56 | 48 | 49 | 45 | 43 | 62 |
| Energy Average | 46 | 43 | 49 | 43 | 44 | 45 | 53 | 65 | 67 | 64 | 64 | 65 | 62 | 66 | 65 | 63 | 64 | 63 | 62 | 58 | 55 | 56 | 46 | 44 | 62 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: August 22, 2012 to September 4, 2012

Site: Golf Course - Jackson Hole Golf & Tennis Club

Metric: Aircraft LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 47 | 45 | 50 | 40 | 43 | 47 | 48 | 47 | 0 | 46 | 47 | 44 | 0 | 41 | 0 | 0 | 43 |
| Aug 23 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 49 | 52 | 47 | 48 | 42 | 31 | 49 | 50 | 45 | 43 | 42 | 47 | 0 | 45 | 39 | 0 | 0 | 45 |
| Aug 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 51 | 50 | 47 | 48 | 45 | 50 | 50 | 37 | 45 | 45 | 39 | 0 | 0 | 0 | 0 | 0 | 46 |
| Aug 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 52 | 45 | 51 | 45 | 38 | 48 | 45 | 47 | 35 | 32 | 41 | 0 | 0 | 0 | 0 | 39 | 45 |
| Aug 26 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 51 | 52 | 49 | 50 | 46 | 49 | 48 | 50 | 47 | 45 | 49 | 0 | 41 | 0 | 42 | 0 | 0 | 46 |
| Aug 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 39 | 48 | 49 | 49 | 0 | 48 | 46 | 49 | 43 | 42 | 37 | 0 | 0 | 0 | 0 | 0 | 43 |
| Aug 28 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 38 | 41 | 45 | 47 | 44 | 40 | 48 | 46 | 45 | 0 | 42 | 0 | 0 | 44 | 0 | 38 | 0 | 42 |
| Aug 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 47 | 48 | 46 | 0 | 47 | 42 | 46 | 0 | 43 | 47 | 35 | 0 | 0 | 0 | 0 | 43 |
| Aug 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 49 | 50 | 46 | 41 | 42 | 51 | 48 | 47 | 41 | 48 | 46 | 40 | 0 | 35 | 0 | 0 | 44 |
| Aug 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 41 | 43 | 45 | 39 | 44 | 51 | 49 | 48 | 0 | 47 | 49 | 47 | 41 | 47 | 0 | 0 | 44 |
| Sep 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 49 | 45 | 46 | 44 | 43 | 51 | 48 | 38 | 47 | 45 | 48 | 48 | 0 | 0 | 0 | 0 | 45 |
| Sep 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 48 | 48 | 52 | 48 | 42 | 50 | 51 | 48 | 49 | 36 | 33 | 37 | 0 | 0 | 0 | 0 | 45 |
| Sep 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 47 | 53 | 49 | 50 | 52 | 49 | 49 | 43 | 46 | 48 | 0 | 0 | 0 | 0 | 0 | 46 |
| Sep 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 47 | 45 | 49 | 36 | 42 | 50 | 48 | 46 | 38 | 47 | 42 | 0 | 0 | 0 | 0 | 0 | 43 |
| Energy Average | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 48 | 48 | 47 | 49 | 45 | 44 | 49 | 48 | 47 | 42 | 45 | 45 | 41 | 37 | 38 | 26 | 28 | 44 |

Metric: Total LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 22 | 36 | 35 | 34 | 34 | 33 | 36 | 44 | 51 | 53 | 49 | 51 | 46 | 48 | 55 | 51 | 51 | 46 | 48 | 49 | 47 | 42 | 44 | 39 | 37 | 49 |
| Aug 23 | 32 | 32 | 32 | 32 | 33 | 39 | 44 | 51 | 53 | 52 | 52 | 54 | 50 | 54 | 51 | 48 | 49 | 46 | 49 | 44 | 47 | 43 | 37 | 40 | 50 |
| Aug 24 | 38 | 33 | 34 | 34 | 33 | 37 | 44 | 53 | 52 | 52 | 49 | 52 | 53 | 55 | 53 | 54 | 50 | 49 | 50 | 43 | 43 | 40 | 39 | 42 | 51 |
| Aug 25 | 34 | 34 | 34 | 34 | 34 | 38 | 39 | 50 | 53 | 47 | 54 | 48 | 46 | 50 | 48 | 48 | 43 | 48 | 46 | 41 | 43 | 43 | 40 | 44 | 49 |
| Aug 26 | 37 | 34 | 36 | 35 | 34 | 37 | 42 | 52 | 55 | 51 | 52 | 47 | 53 | 54 | 52 | 49 | 47 | 50 | 46 | 46 | 42 | 45 | 38 | 35 | 50 |
| Aug 27 | 37 | 39 | 34 | 34 | 36 | 36 | 43 | 46 | 46 | 50 | 51 | 50 | 44 | 50 | 49 | 51 | 48 | 46 | 46 | 40 | 41 | 39 | 39 | 36 | 48 |
| Aug 28 | 33 | 35 | 33 | 32 | 35 | 36 | 43 | 49 | 53 | 49 | 48 | 47 | 46 | 50 | 48 | 48 | 45 | 48 | 45 | 42 | 46 | 37 | 43 | 42 | 48 |
| Aug 29 | 33 | 33 | 43 | 40 | 33 | 36 | 43 | 53 | 54 | 53 | 50 | 48 | 46 | 50 | 51 | 50 | 46 | 47 | 49 | 43 | 44 | 39 | 39 | 44 | 50 |
| Aug 30 | 36 | 34 | 44 | 40 | 34 | 37 | 42 | 49 | 51 | 51 | 51 | 52 | 46 | 54 | 50 | 50 | 51 | 50 | 51 | 46 | 44 | 42 | 39 | 43 | 50 |
| Aug 31 | 37 | 34 | 42 | 33 | 34 | 36 | 43 | 47 | 47 | 50 | 48 | 47 | 48 | 51 | 50 | 51 | 47 | 56 | 50 | 48 | 44 | 48 | 39 | 43 | 50 |
| Sep 1 | 35 | 40 | 43 | 38 | 36 | 37 | 40 | 52 | 50 | 49 | 48 | 47 | 47 | 52 | 49 | 45 | 48 | 47 | 49 | 49 | 47 | 43 | 40 | 37 | 49 |
| Sep 2 | 36 | 33 | 34 | 32 | 33 | 36 | 41 | 51 | 49 | 49 | 52 | 50 | 46 | 51 | 52 | 49 | 50 | 44 | 43 | 44 | 41 | 39 | 38 | 37 | 48 |
| Sep 3 | 35 | 32 | 33 | 35 | 35 | 37 | 42 | 44 | 52 | 48 | 54 | 58 | 51 | 52 | 50 | 50 | 48 | 48 | 49 | 41 | 41 | 40 | 39 | 35 | 50 |
| Sep 4 | 32 | 35 | 33 | 32 | 34 | 37 | 43 | 46 | 50 | 48 | 51 | 49 | 55 | 55 | 52 | 52 | 49 | 50 | 49 | 44 | 42 | 42 | 39 | 35 | 49 |
| Energy Average | 35 | 35 | 39 | 35 | 34 | 37 | 43 | 50 | 52 | 50 | 51 | 51 | 50 | 53 | 51 | 50 | 48 | 50 | 48 | 45 | 44 | 43 | 39 | 41 | 49 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Barker Ranch - Circle H Ranch (Barker's Residence)

Metric: Aircraft LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 40 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Aug 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 38 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Sep 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Sep 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Sep 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Sep 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 30 | 0 | 0 | 0 | 28 |
| Sep 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 31 |
| Sep 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 36 | 0 | 38 | 0 | 0 | 0 | 0 | 32 |
| Sep 7 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 0 | 0 | 38 |
| Sep 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Sep 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 32 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Sep 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Sep 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 37 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Sep 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Energy Average | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42 | 43 | 32 | 34 | 26 | 0 | 31 | 35 | 0 | 0 | 27 | 22 | 29 | 22 | 0 | 0 | 0 | 33 |

Metric: Total LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 45 | 44 | 44 | 44 | 43 | 43 | 44 | 47 | 49 | 47 | 45 | 45 | 45 | 45 | 46 | 48 | 47 | 45 | 44 | 45 | 46 | 47 | 46 | 47 | 51 |
| Aug 31 | 47 | 46 | 46 | 46 | 46 | 46 | 46 | 48 | 47 | 46 | 46 | 45 | 45 | 46 | 46 | 47 | 46 | 47 | 46 | 46 | 46 | 46 | 46 | 46 | 53 |
| Sep 1 | 46 | 46 | 46 | 45 | 45 | 46 | 47 | 49 | 48 | 48 | 46 | 46 | 46 | 48 | 53 | 51 | 46 | 46 | 46 | 57 | 59 | 52 | 47 | 47 | 54 |
| Sep 2 | 46 | 47 | 47 | 47 | 47 | 46 | 47 | 48 | 46 | 46 | 46 | 46 | 47 | 47 | 50 | 46 | 46 | 45 | 44 | 44 | 45 | 46 | 45 | 45 | 53 |
| Sep 3 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 49 | 47 | 46 | 49 | 48 | 47 | 46 | 47 | 48 | 48 | 47 | 44 | 44 | 45 | 45 | 45 | 45 | 52 |
| Sep 4 | 46 | 46 | 46 | 49 | 55 | 45 | 46 | 48 | 48 | 46 | 45 | 44 | 53 | 48 | 48 | 50 | 49 | 46 | 44 | 44 | 45 | 45 | 45 | 55 | 56 |
| Sep 5 | 48 | 45 | 44 | 44 | 45 | 44 | 45 | 50 | 48 | 46 | 45 | 44 | 45 | 47 | 47 | 49 | 48 | 48 | 43 | 43 | 45 | 45 | 45 | 45 | 52 |
| Sep 6 | 45 | 46 | 47 | 45 | 44 | 45 | 46 | 47 | 46 | 44 | 45 | 44 | 45 | 49 | 48 | 45 | 46 | 46 | 45 | 46 | 46 | 45 | 45 | 45 | 52 |
| Sep 7 | 45 | 45 | 45 | 45 | 44 | 45 | 46 | 51 | 46 | 45 | 45 | 45 | 45 | 45 | 44 | 45 | 44 | 43 | 44 | 44 | 45 | 45 | 45 | 44 | 51 |
| Sep 8 | 44 | 44 | 43 | 44 | 44 | 45 | 45 | 49 | 50 | 46 | 44 | 45 | 44 | 44 | 45 | 45 | 44 | 44 | 44 | 46 | 46 | 46 | 46 | 46 | 51 |
| Sep 9 | 45 | 44 | 45 | 44 | 45 | 45 | 45 | 46 | 47 | 45 | 45 | 45 | 45 | 46 | 45 | 46 | 45 | 51 | 43 | 45 | 45 | 45 | 45 | 45 | 51 |
| Sep 10 | 45 | 45 | 45 | 45 | 45 | 45 | 46 | 48 | 49 | 47 | 46 | 46 | 50 | 58 | 58 | 58 | 52 | 52 | 49 | 47 | 45 | 43 | 43 | 43 | 54 |
| Sep 11 | 43 | 43 | 43 | 43 | 43 | 43 | 45 | 46 | 52 | 44 | 46 | 48 | 47 | 47 | 45 | 46 | 44 | 44 | 42 | 43 | 44 | 44 | 45 | 45 | 51 |
| Sep 12 | 44 | 44 | 44 | 44 | 44 | 44 | 45 | 46 | 53 | 45 | 45 | 45 | 44 | 49 | 52 | 48 | 47 | 48 | 45 | 43 | 45 | 45 | 45 | 46 | 51 |
| Energy Average | 46 | 45 | 45 | 45 | 47 | 45 | 46 | 48 | 49 | 46 | 46 | 46 | 47 | 49 | 50 | 50 | 47 | 47 | 45 | 48 | 50 | 46 | 45 | 47 | 53 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Moose - Moose Entrance

Metric: Aircraft LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 44 | 45 | 46 | 42 | 55 | 52 | 52 | 49 | 50 | 55 | 50 | 48 | 49 | 53 | 51 | 0 | 0 | 49 |
| Aug 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 52 | 42 | 53 | 50 | 53 | 54 | 48 | 52 | 56 | 56 | 54 | 0 | 0 | 0 | 40 | 0 | 50 |
| Sep 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 49 | 50 | 53 | 56 | 50 | 53 | 51 | 43 | 51 | 51 | 47 | 0 | 0 | 0 | 0 | 48 |
| Sep 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 49 | 47 | 51 | 51 | 52 | 51 | 50 | 45 | 53 | 54 | 53 | 47 | 0 | 0 | 0 | 48 |
| Sep 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 54 | 55 | 46 | 49 | 55 | 54 | 48 | 0 | 54 | 46 | 52 | 48 | 52 | 0 | 0 | 0 | 50 |
| Sep 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 56 | 52 | 48 | 48 | 48 | 55 | 49 | 43 | 50 | 48 | 48 | 49 | 52 | 0 | 0 | 0 | 49 |
| Sep 5 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 47 | 41 | 51 | 44 | 50 | 46 | 0 | 0 | 43 | 48 | 44 | 49 | 54 | 0 | 0 | 47 |
| Sep 6 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 54 | 56 | 46 | 44 | 48 | 51 | 48 | 53 | 51 | 49 | 49 | 0 | 51 | 54 | 46 | 0 | 0 | 50 |
| Sep 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 47 | 48 | 43 | 46 | 52 | 51 | 48 | 0 | 0 | 44 | 55 | 46 | 0 | 0 | 0 | 0 | 46 |
| Sep 8 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 24 | 0 | 46 | 45 | 48 | 50 | 48 | 56 | 46 | 43 | 50 | 47 | 0 | 45 | 0 | 0 | 39 | 48 |
| Sep 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 56 | 54 | 47 | 51 | 53 | 51 | 48 | 44 | 54 | 49 | 46 | 51 | 54 | 40 | 0 | 0 | 50 |
| Sep 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 61 | 47 | 47 | 52 | 49 | 44 | 53 | 41 | 53 | 48 | 49 | 46 | 53 | 49 | 0 | 0 | 51 |
| Sep 11 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 49 | 48 | 51 | 41 | 50 | 49 | 50 | 38 | 54 | 0 | 47 | 48 | 49 | 48 | 0 | 0 | 48 |
| Sep 12 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 54 | 49 | 40 | 46 | 47 | 51 | 50 | 50 | 51 | 51 | 45 | 47 | 46 | 47 | 47 | 0 | 0 | 49 |
| Energy Average | 0 | 0 | 36 | 0 | 0 | 0 | 42 | 52 | 53 | 50 | 48 | 51 | 52 | 51 | 51 | 48 | 51 | 50 | 50 | 48 | 50 | 47 | 28 | 28 | 49 |

Metric: Total LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 43 | 44 | 43 | 43 | 44 | 43 | 46 | 47 | 48 | 48 | 45 | 56 | 53 | 53 | 53 | 55 | 56 | 52 | 49 | 51 | 54 | 52 | 44 | 43 | 53 |
| Aug 31 | 43 | 43 | 43 | 43 | 44 | 44 | 44 | 55 | 52 | 45 | 53 | 51 | 54 | 55 | 50 | 53 | 56 | 57 | 55 | 45 | 44 | 44 | 45 | 43 | 53 |
| Sep 1 | 43 | 44 | 46 | 46 | 43 | 43 | 45 | 48 | 47 | 51 | 51 | 53 | 56 | 51 | 55 | 54 | 45 | 52 | 52 | 49 | 44 | 52 | 45 | 43 | 53 |
| Sep 2 | 43 | 45 | 44 | 43 | 44 | 44 | 44 | 43 | 47 | 50 | 49 | 52 | 52 | 53 | 52 | 51 | 47 | 53 | 54 | 54 | 49 | 44 | 44 | 43 | 52 |
| Sep 3 | 44 | 43 | 43 | 44 | 45 | 44 | 45 | 57 | 54 | 56 | 49 | 50 | 56 | 54 | 50 | 44 | 54 | 48 | 52 | 50 | 52 | 44 | 44 | 44 | 53 |
| Sep 4 | 44 | 44 | 43 | 43 | 44 | 44 | 45 | 56 | 57 | 53 | 49 | 49 | 50 | 56 | 51 | 47 | 51 | 51 | 49 | 50 | 52 | 44 | 43 | 43 | 53 |
| Sep 5 | 43 | 43 | 43 | 43 | 44 | 44 | 47 | 45 | 45 | 48 | 47 | 52 | 53 | 52 | 50 | 47 | 53 | 47 | 49 | 47 | 50 | 55 | 43 | 43 | 52 |
| Sep 6 | 43 | 44 | 44 | 43 | 44 | 45 | 50 | 55 | 56 | 48 | 49 | 49 | 52 | 51 | 54 | 52 | 52 | 50 | 45 | 52 | 54 | 48 | 44 | 44 | 53 |
| Sep 7 | 43 | 43 | 43 | 43 | 44 | 43 | 45 | 48 | 49 | 49 | 46 | 47 | 53 | 52 | 49 | 42 | 41 | 46 | 55 | 48 | 45 | 44 | 44 | 44 | 51 |
| Sep 8 | 44 | 44 | 44 | 44 | 44 | 44 | 48 | 45 | 44 | 47 | 46 | 50 | 51 | 50 | 56 | 48 | 46 | 53 | 48 | 44 | 48 | 45 | 43 | 45 | 52 |
| Sep 9 | 43 | 43 | 43 | 43 | 44 | 44 | 44 | 54 | 56 | 54 | 48 | 52 | 54 | 52 | 49 | 47 | 54 | 50 | 49 | 52 | 54 | 45 | 43 | 43 | 53 |
| Sep 10 | 43 | 43 | 44 | 44 | 44 | 45 | 46 | 55 | 61 | 50 | 51 | 55 | 54 | 56 | 57 | 52 | 56 | 54 | 55 | 54 | 53 | 50 | 43 | 44 | 55 |
| Sep 11 | 44 | 43 | 49 | 44 | 44 | 45 | 46 | 45 | 51 | 50 | 52 | 50 | 51 | 51 | 52 | 45 | 54 | 43 | 49 | 49 | 50 | 50 | 43 | 43 | 53 |
| Sep 12 | 43 | 44 | 43 | 43 | 44 | 43 | 50 | 54 | 51 | 44 | 48 | 50 | 52 | 50 | 51 | 51 | 52 | 49 | 49 | 48 | 49 | 49 | 44 | 43 | 53 |
| Energy Average | 43 | 44 | 45 | 44 | 44 | 44 | 47 | 53 | 54 | 51 | 49 | 52 | 53 | 53 | 53 | 51 | 53 | 51 | 52 | 50 | 51 | 49 | 44 | 44 | 53 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: 4 Lazy F Ranch

Metric: Aircraft LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 42 | 44 | 40 | 52 | 49 | 49 | 43 | 47 | 52 | 48 | 45 | 43 | 52 | 50 | 0 | 0 | 46 |
| Aug 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 50 | 38 | 50 | 48 | 50 | 52 | 46 | 49 | 52 | 51 | 51 | 0 | 0 | 0 | 36 | 0 | 48 |
| Sep 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 47 | 50 | 46 | 54 | 49 | 50 | 49 | 40 | 47 | 48 | 50 | 0 | 0 | 0 | 0 | 46 |
| Sep 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 46 | 45 | 49 | 48 | 50 | 47 | 48 | 43 | 49 | 48 | 45 | 47 | 0 | 0 | 0 | 45 |
| Sep 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 51 | 56 | 45 | 47 | 53 | 50 | 46 | 0 | 49 | 45 | 43 | 45 | 49 | 0 | 0 | 0 | 48 |
| Sep 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 54 | 50 | 45 | 46 | 44 | 52 | 48 | 42 | 48 | 38 | 49 | 47 | 59 | 0 | 0 | 0 | 49 |
| Sep 5 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 41 | 0 | 46 | 45 | 48 | 43 | 0 | 0 | 0 | 44 | 42 | 47 | 52 | 0 | 0 | 44 |
| Sep 6 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 52 | 53 | 44 | 41 | 40 | 46 | 46 | 50 | 46 | 50 | 47 | 0 | 48 | 53 | 44 | 0 | 0 | 47 |
| Sep 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 45 | 46 | 43 | 43 | 46 | 48 | 46 | 0 | 0 | 41 | 52 | 43 | 0 | 0 | 0 | 0 | 43 |
| Sep 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 39 | 45 | 46 | 46 | 44 | 53 | 43 | 40 | 49 | 41 | 0 | 0 | 0 | 0 | 38 | 44 |
| Sep 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 53 | 52 | 41 | 49 | 49 | 47 | 45 | 42 | 50 | 46 | 40 | 44 | 52 | 0 | 0 | 0 | 47 |
| Sep 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 57 | 45 | 47 | 48 | 47 | 41 | 49 | 37 | 52 | 46 | 47 | 44 | 49 | 47 | 0 | 0 | 47 |
| Sep 11 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 47 | 46 | 49 | 37 | 48 | 47 | 46 | 35 | 51 | 0 | 42 | 46 | 47 | 46 | 0 | 0 | 46 |
| Sep 12 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 52 | 48 | 39 | 46 | 45 | 50 | 47 | 46 | 46 | 47 | 43 | 40 | 44 | 45 | 46 | 0 | 0 | 47 |
| Energy Average | 0 | 0 | 34 | 0 | 0 | 0 | 37 | 50 | 50 | 48 | 46 | 47 | 49 | 49 | 48 | 45 | 49 | 46 | 47 | 45 | 51 | 45 | 25 | 26 | 46 |

Metric: Total LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 40 | 42 | 41 | 41 | 43 | 42 | 43 | 46 | 46 | 46 | 42 | 52 | 49 | 50 | 46 | 49 | 52 | 49 | 46 | 44 | 52 | 51 | 41 | 41 | 50 |
| Aug 31 | 41 | 41 | 40 | 39 | 41 | 41 | 42 | 54 | 51 | 43 | 50 | 48 | 51 | 52 | 48 | 50 | 52 | 52 | 52 | 44 | 40 | 40 | 41 | 39 | 50 |
| Sep 1 | 39 | 40 | 43 | 41 | 40 | 39 | 41 | 45 | 45 | 48 | 51 | 48 | 54 | 51 | 52 | 53 | 43 | 48 | 49 | 50 | 44 | 50 | 42 | 37 | 50 |
| Sep 2 | 38 | 39 | 38 | 38 | 40 | 39 | 41 | 43 | 46 | 47 | 46 | 49 | 49 | 52 | 50 | 50 | 48 | 51 | 49 | 46 | 48 | 41 | 41 | 40 | 49 |
| Sep 3 | 41 | 41 | 42 | 41 | 41 | 44 | 43 | 54 | 52 | 56 | 49 | 48 | 53 | 51 | 49 | 48 | 53 | 52 | 47 | 47 | 49 | 41 | 41 | 41 | 51 |
| Sep 4 | 41 | 41 | 41 | 41 | 44 | 43 | 43 | 54 | 54 | 50 | 46 | 47 | 47 | 54 | 51 | 50 | 51 | 48 | 50 | 48 | 59 | 41 | 41 | 41 | 52 |
| Sep 5 | 41 | 43 | 41 | 41 | 43 | 46 | 46 | 46 | 45 | 44 | 44 | 47 | 47 | 51 | 50 | 52 | 54 | 49 | 47 | 44 | 48 | 52 | 41 | 41 | 51 |
| Sep 6 | 41 | 41 | 41 | 41 | 42 | 46 | 46 | 53 | 53 | 45 | 43 | 43 | 47 | 48 | 51 | 48 | 52 | 48 | 41 | 49 | 53 | 45 | 40 | 41 | 51 |
| Sep 7 | 41 | 40 | 40 | 39 | 42 | 41 | 43 | 43 | 47 | 47 | 44 | 44 | 47 | 49 | 47 | 39 | 40 | 42 | 52 | 45 | 41 | 41 | 43 | 42 | 49 |
| Sep 8 | 42 | 41 | 41 | 41 | 41 | 41 | 44 | 48 | 44 | 41 | 46 | 47 | 47 | 46 | 53 | 45 | 42 | 51 | 42 | 40 | 47 | 43 | 42 | 44 | 50 |
| Sep 9 | 43 | 41 | 42 | 42 | 43 | 42 | 43 | 53 | 54 | 52 | 43 | 50 | 51 | 49 | 46 | 45 | 51 | 48 | 46 | 47 | 52 | 41 | 41 | 41 | 51 |
| Sep 10 | 41 | 41 | 41 | 44 | 42 | 42 | 44 | 52 | 57 | 47 | 49 | 50 | 50 | 52 | 54 | 58 | 58 | 52 | 51 | 54 | 52 | 48 | 40 | 40 | 53 |
| Sep 11 | 40 | 40 | 47 | 40 | 41 | 40 | 41 | 42 | 49 | 48 | 51 | 47 | 52 | 50 | 48 | 45 | 52 | 40 | 45 | 46 | 48 | 47 | 41 | 42 | 50 |
| Sep 12 | 43 | 40 | 42 | 43 | 42 | 42 | 49 | 53 | 49 | 42 | 46 | 46 | 50 | 47 | 48 | 48 | 49 | 45 | 44 | 45 | 47 | 47 | 41 | 41 | 51 |
| Energy Average | 41 | 41 | 42 | 41 | 42 | 42 | 44 | 51 | 51 | 49 | 48 | 48 | 50 | 51 | 50 | 51 | 52 | 49 | 48 | 48 | 51 | 47 | 41 | 41 | 51 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: August 30, 2012 to September 12, 2012

Site: Timber Island - East of Timber Island

Metric: Aircraft LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 35 | 0 | 44 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Aug 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 9 | 0 | 0 | 0 | 27 | 0 | 0 | 39 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| Sep 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 24 |
| Sep 2 | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 0 | 0 | 0 | 35 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Sep 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 34 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 31 |
| Sep 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Sep 5 | 0 | 0 | 0 | 0 | 0 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 27 |
| Sep 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 40 | 0 | 0 | 45 | 0 | 0 | 0 | -- | 32 |
| Sep 7 | -- | -- | -- | -- | -- | -- | -- | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 30 | 0 | 0 | 0 | 0 | 22 |
| Sep 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Sep 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 36 | 41 | 0 | 0 | 36 | 47 | 33 | 33 | 0 | 0 | 0 | 0 | 0 | 35 |
| Sep 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 47 | 0 | 0 | 36 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Sep 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Sep 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 38 | 0 | 29 | 0 | 26 | 20 | 0 | 0 | 0 | 26 |
| Energy Average | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 28 | 27 | 27 | 36 | 39 | 40 | 37 | 30 | 37 | 31 | 26 | 34 | 15 | 19 | 0 | 0 | 32 |

Metric: Total LEQ

| DATE | Hour Of The Day | | | | | | | | | | | | | | | | | | | | | | | DNL | |
|----------------|-----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 |
| Aug 30 | 29 | 25 | 26 | 26 | 26 | 27 | 28 | 33 | 33 | 32 | 39 | 40 | 53 | 59 | 61 | 63 | 60 | 55 | 53 | 35 | 31 | 31 | 34 | 35 | 54 |
| Aug 31 | 27 | 50 | 56 | 27 | 26 | 29 | 28 | 36 | 33 | 29 | 37 | 34 | 35 | 39 | 52 | 49 | 41 | 33 | 55 | 39 | 33 | 25 | 29 | 27 | 54 |
| Sep 1 | 27 | 44 | 53 | 52 | 50 | 57 | 50 | 51 | 51 | 54 | 62 | 60 | 62 | 63 | 63 | 47 | 43 | 33 | 35 | 53 | 52 | 58 | 46 | 38 | 59 |
| Sep 2 | 27 | 23 | 24 | 27 | -- | -- | -- | -- | 29 | 37 | 39 | 43 | 50 | 57 | 54 | 52 | 54 | 51 | 44 | 34 | 36 | 29 | 39 | 41 | 49 |
| Sep 3 | 28 | 28 | 28 | 30 | 29 | 31 | 29 | 37 | 37 | 42 | 42 | 52 | 56 | 56 | 53 | 55 | 57 | 52 | 45 | 37 | 30 | 25 | 27 | 31 | 50 |
| Sep 4 | 35 | 28 | 29 | 29 | 35 | 32 | 31 | 43 | 38 | 39 | 39 | 49 | 54 | 57 | 62 | 59 | 55 | 47 | 50 | 47 | 37 | 34 | 33 | 28 | 52 |
| Sep 5 | 27 | 25 | 31 | 28 | 27 | 31 | -- | 31 | 33 | 34 | 44 | 56 | 60 | 58 | 56 | 57 | 59 | 54 | 49 | 37 | 31 | 33 | 27 | 27 | 52 |
| Sep 6 | 28 | 28 | 32 | 29 | 34 | 33 | 34 | 36 | 40 | 31 | 38 | 43 | 37 | 41 | 47 | 55 | 52 | 54 | 37 | 45 | 37 | 32 | 37 | -- | 46 |
| Sep 7 | -- | -- | -- | -- | -- | -- | -- | 33 | 32 | 36 | 36 | 40 | 47 | 46 | 50 | 49 | 48 | 44 | 38 | 32 | 25 | 25 | 24 | 30 | 44 |
| Sep 8 | 36 | 37 | 30 | 33 | 31 | 27 | 31 | 42 | 32 | 35 | 42 | 44 | 53 | 56 | 51 | 48 | 49 | 44 | 43 | 42 | 37 | 24 | 27 | 26 | 47 |
| Sep 9 | 27 | 27 | 27 | 27 | 27 | 29 | 30 | 35 | 39 | 34 | 39 | 46 | 58 | 59 | 56 | 53 | 54 | 52 | 43 | 38 | 37 | 28 | 30 | 33 | 50 |
| Sep 10 | 31 | 29 | 27 | 27 | 29 | 28 | 32 | 39 | 41 | 51 | 58 | 62 | 66 | 70 | 69 | 72 | 65 | 66 | 67 | 65 | 63 | 59 | 57 | 54 | 64 |
| Sep 11 | 50 | 36 | 38 | 42 | 30 | 37 | 31 | 39 | 48 | 60 | 63 | 63 | 61 | 59 | 55 | 55 | 51 | 49 | 41 | 31 | 30 | 34 | 24 | 25 | 56 |
| Sep 12 | 27 | 27 | 25 | 27 | 26 | 26 | 26 | 29 | 36 | 32 | 40 | 41 | 47 | 51 | 51 | 51 | 50 | 45 | 40 | 28 | 37 | 27 | 24 | 38 | 45 |
| Energy Average | 40 | 40 | 47 | 42 | 40 | 47 | 40 | 42 | 43 | 50 | 55 | 56 | 58 | 61 | 60 | 61 | 57 | 56 | 56 | 54 | 52 | 50 | 46 | 43 | 56 |