

APPENDIX A

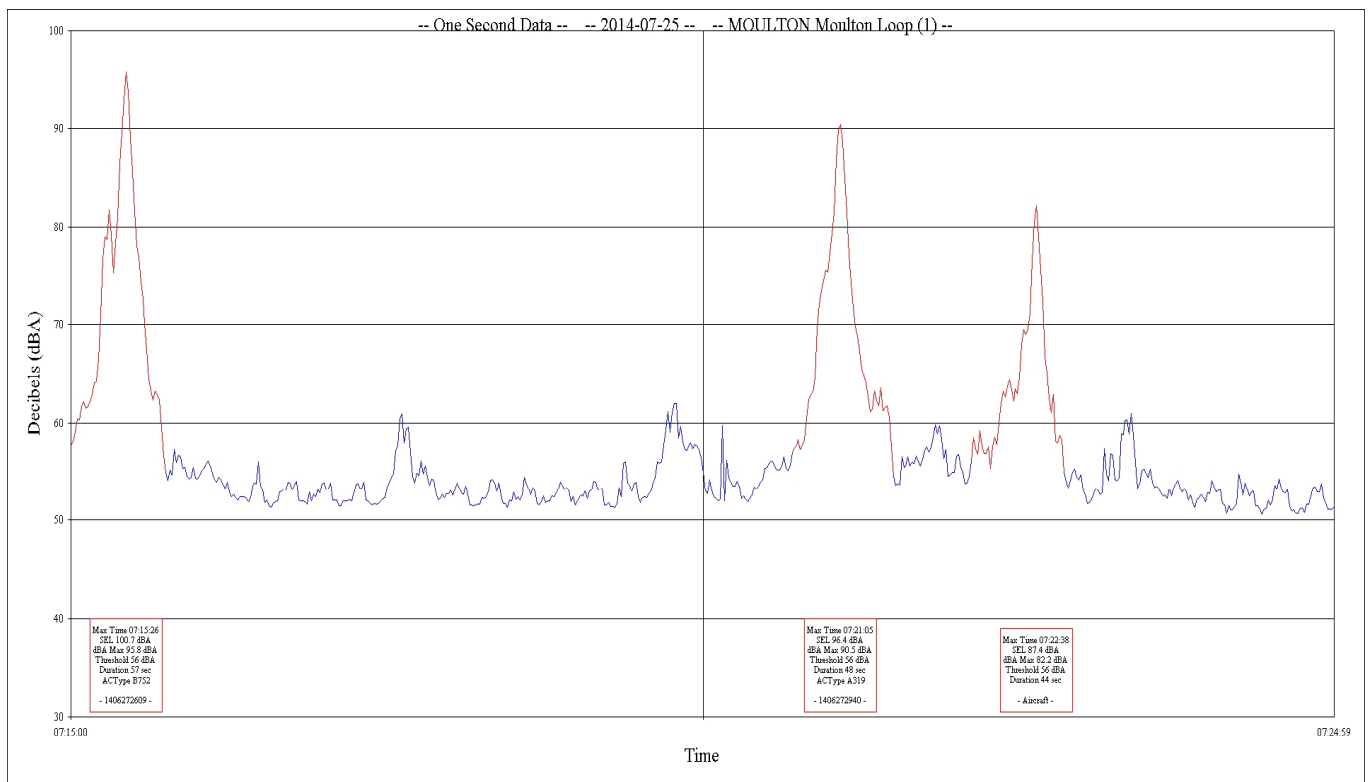
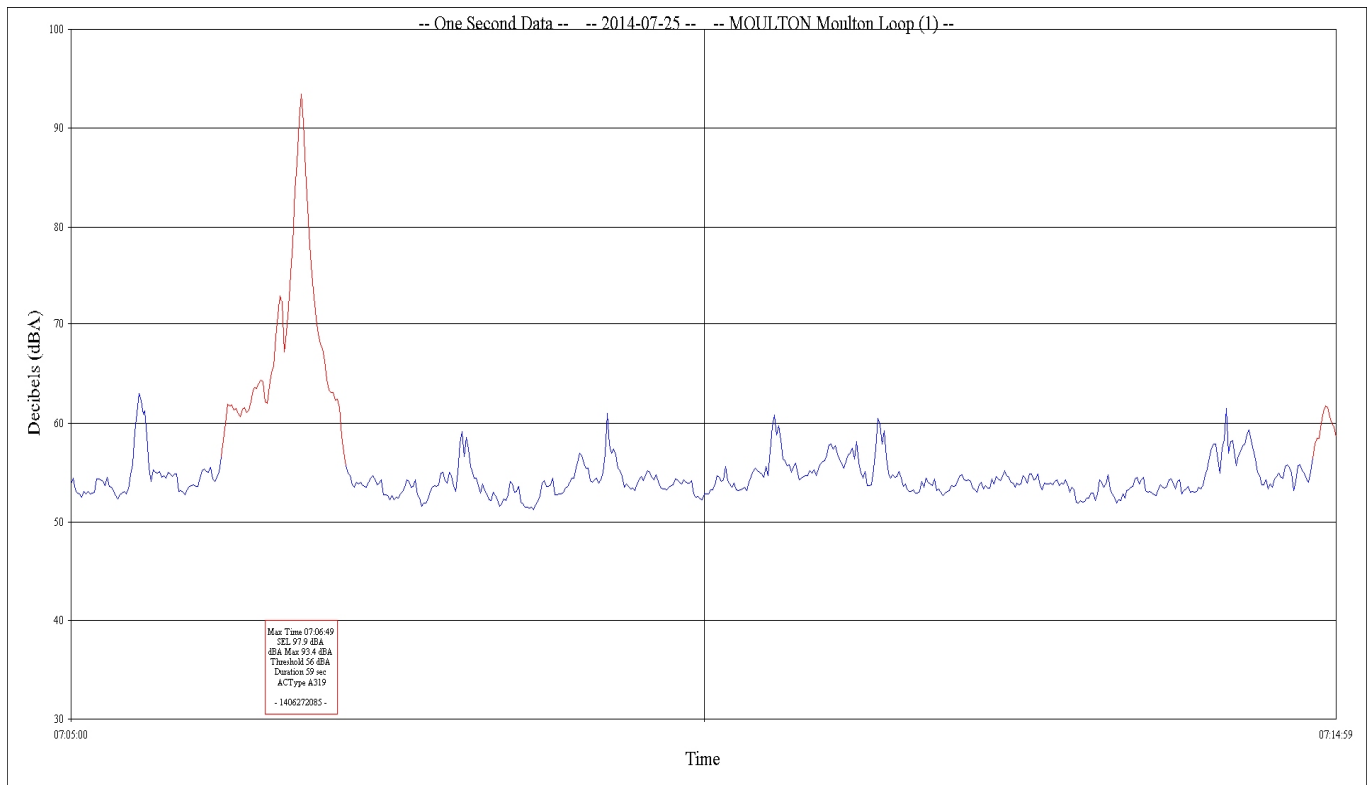
Time History Noise Event Plots

Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: July 25, 2014 07:05:00 to July 25, 2014 07:24:59

Site: Moulton Loop

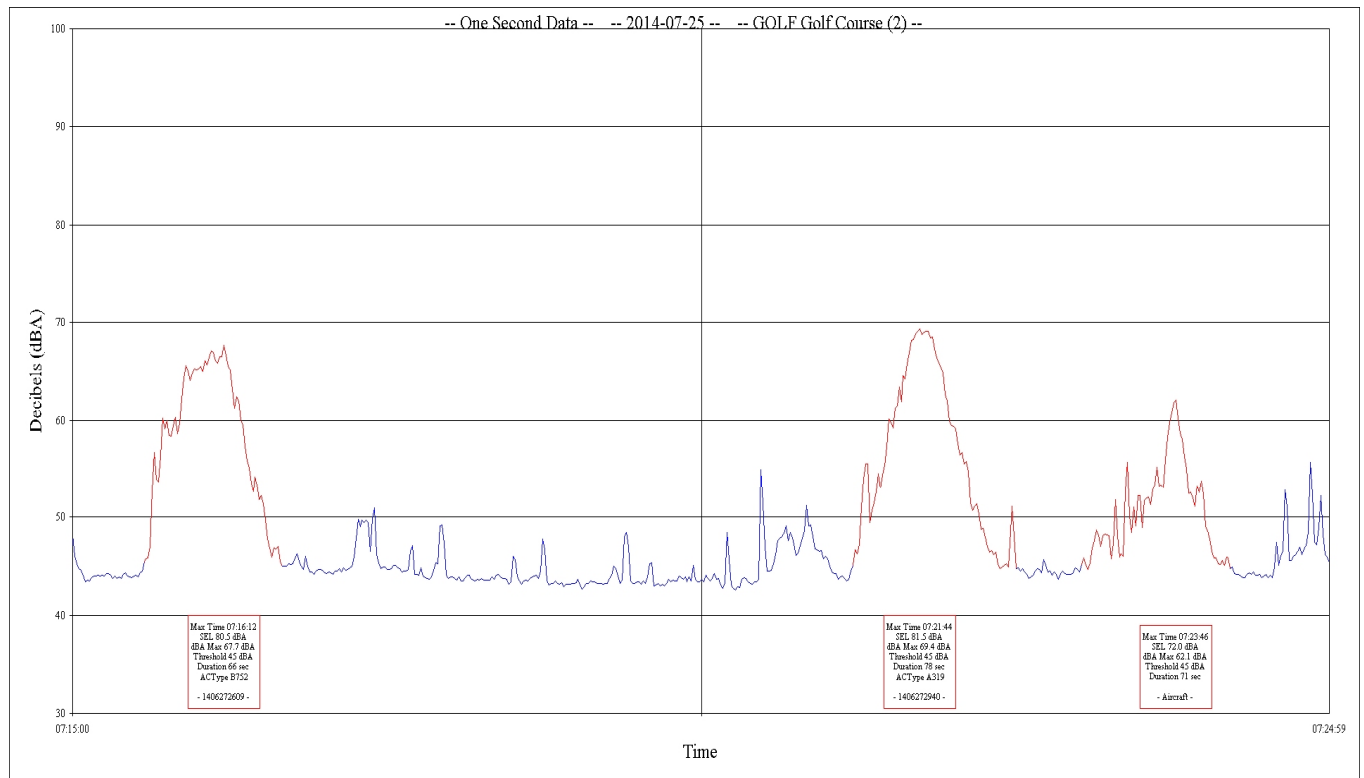
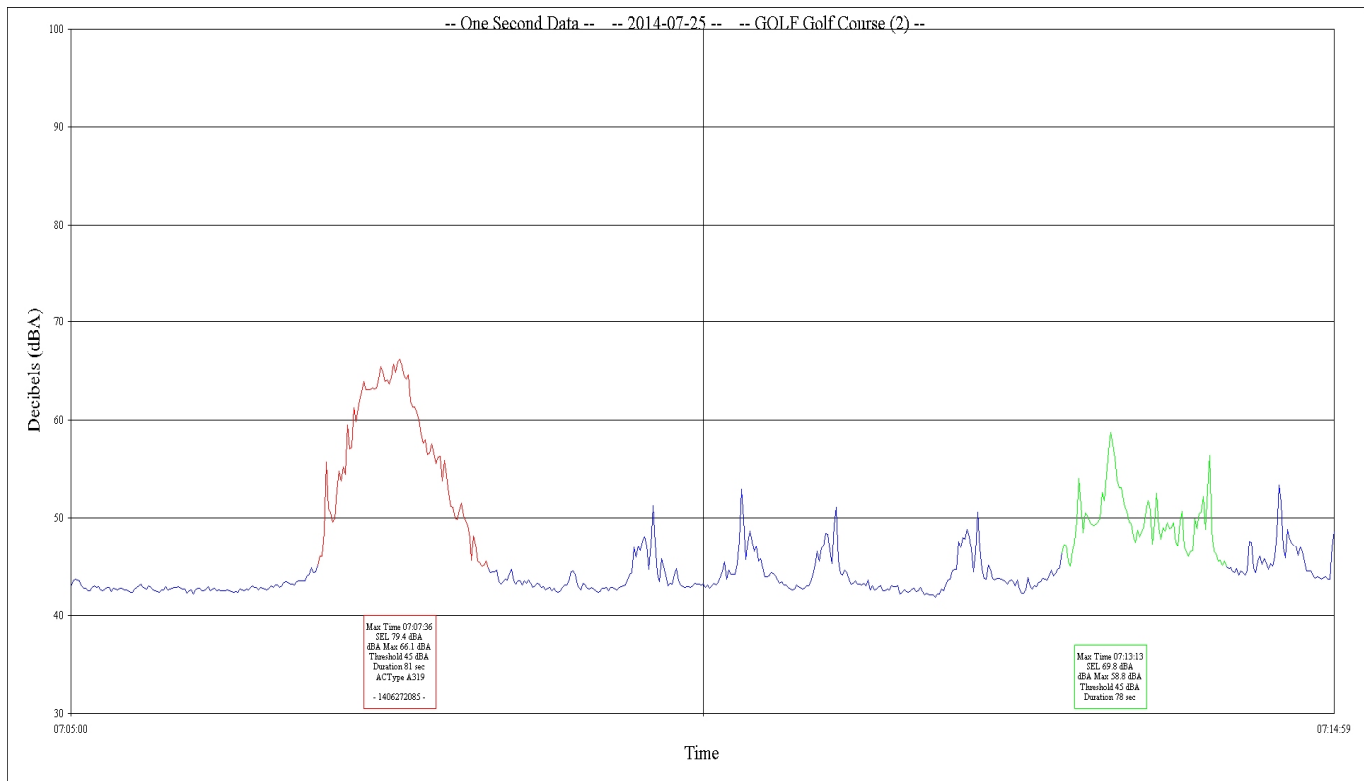


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: July 25, 2014 07:05:00 to July 25, 2014 07:24:59

Site: Golf Course

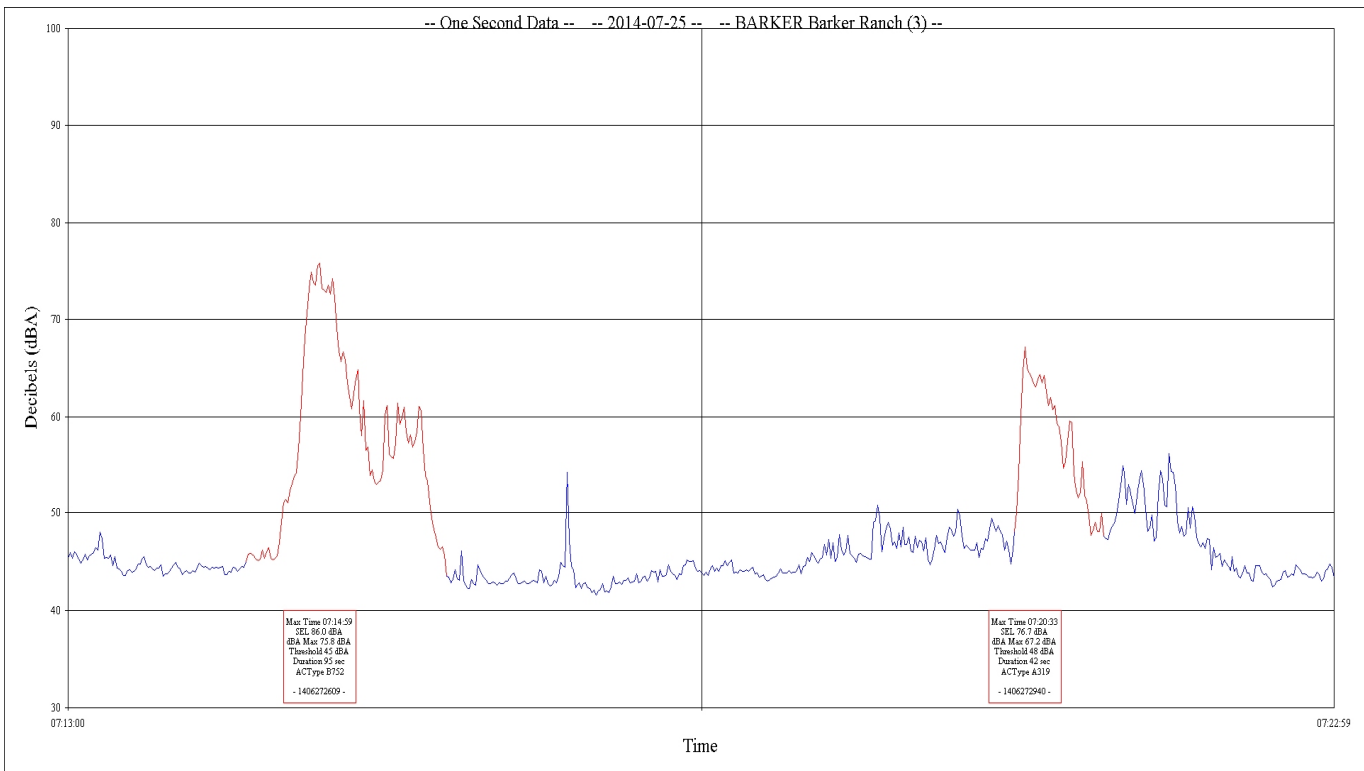
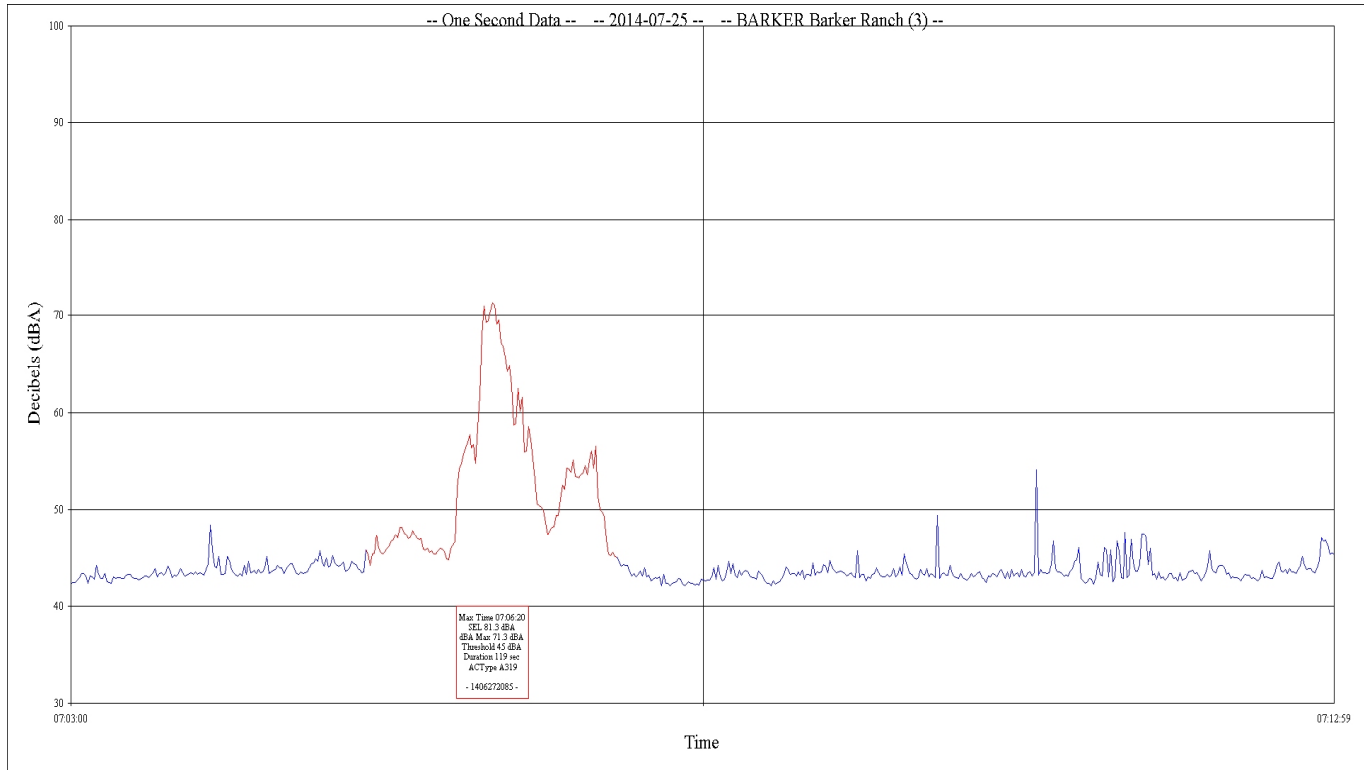


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: July 25, 2014 07:05:00 to July 25, 2014 07:24:59

Site: Barker Ranch

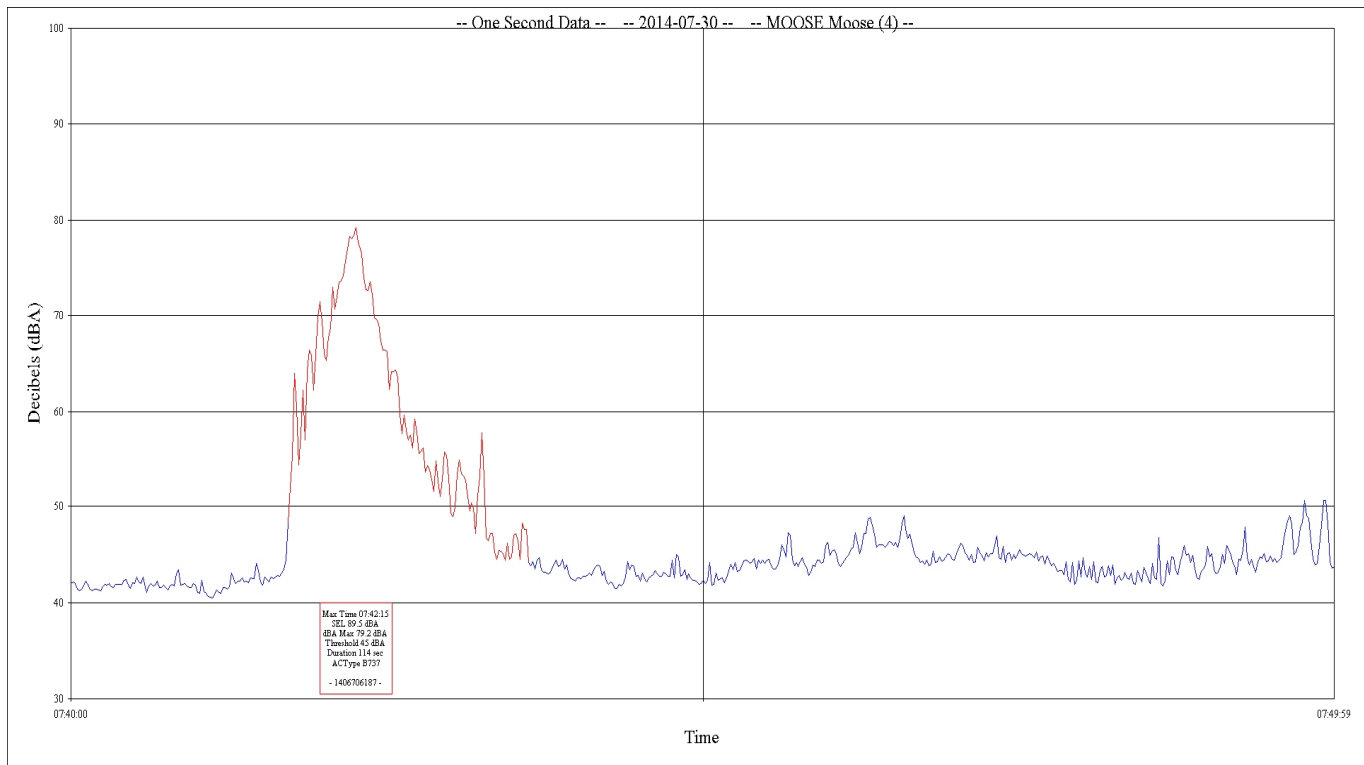
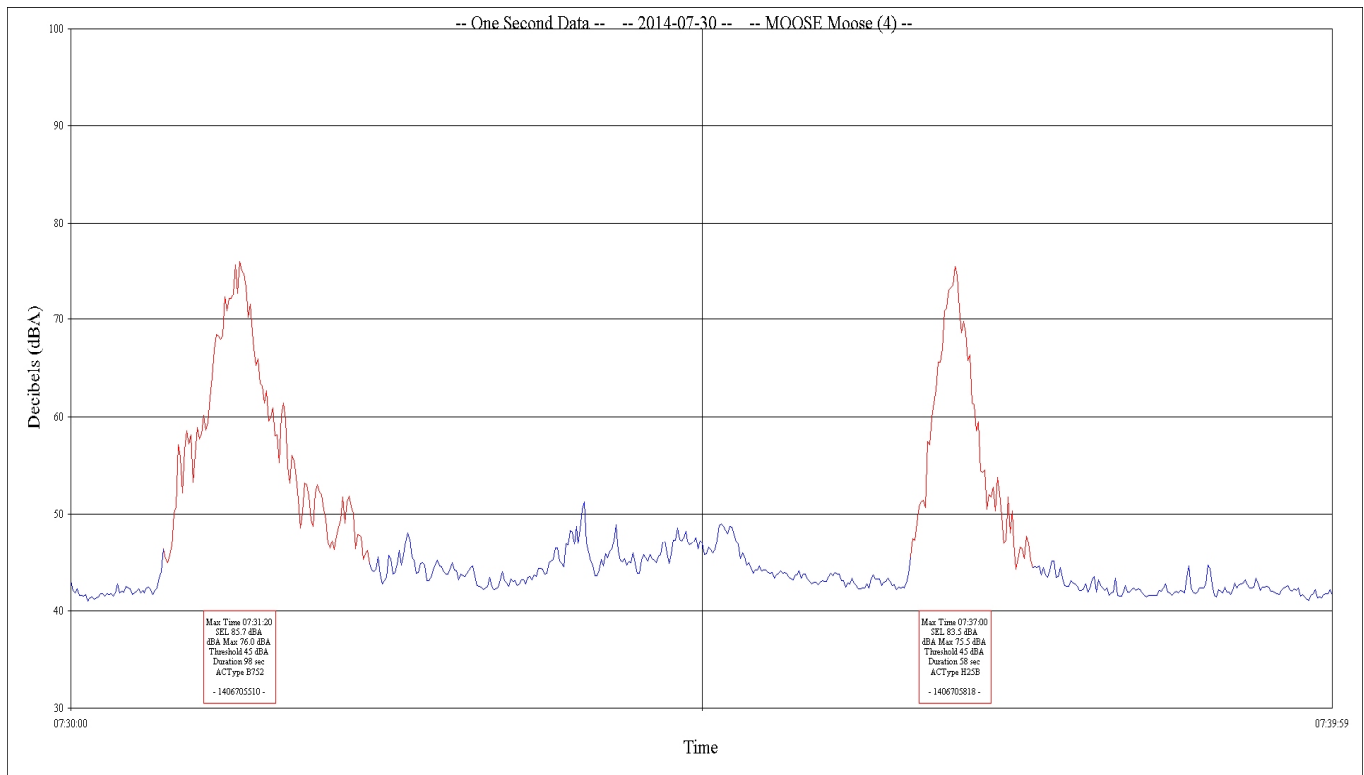


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: July 30, 2014 07:30:00 to July 30, 2014 07:49:59

Site: Moose

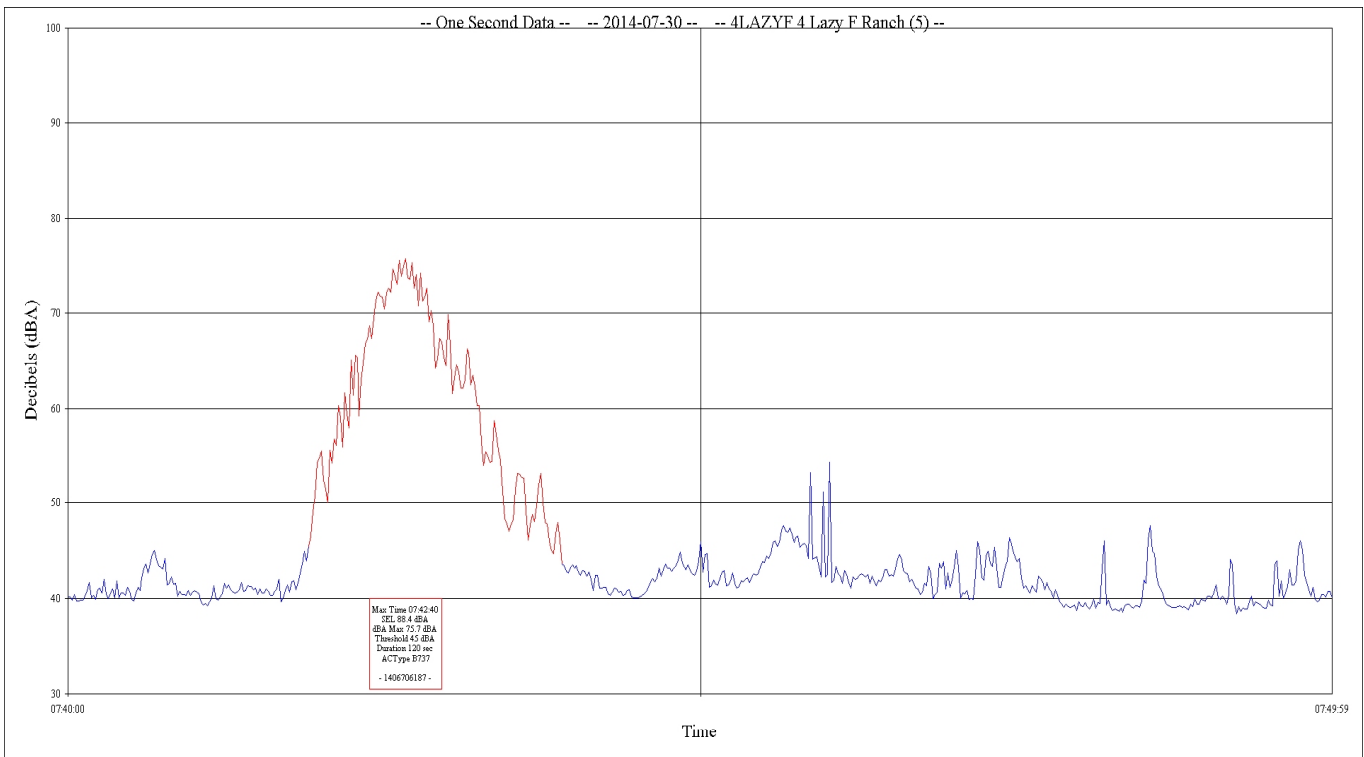
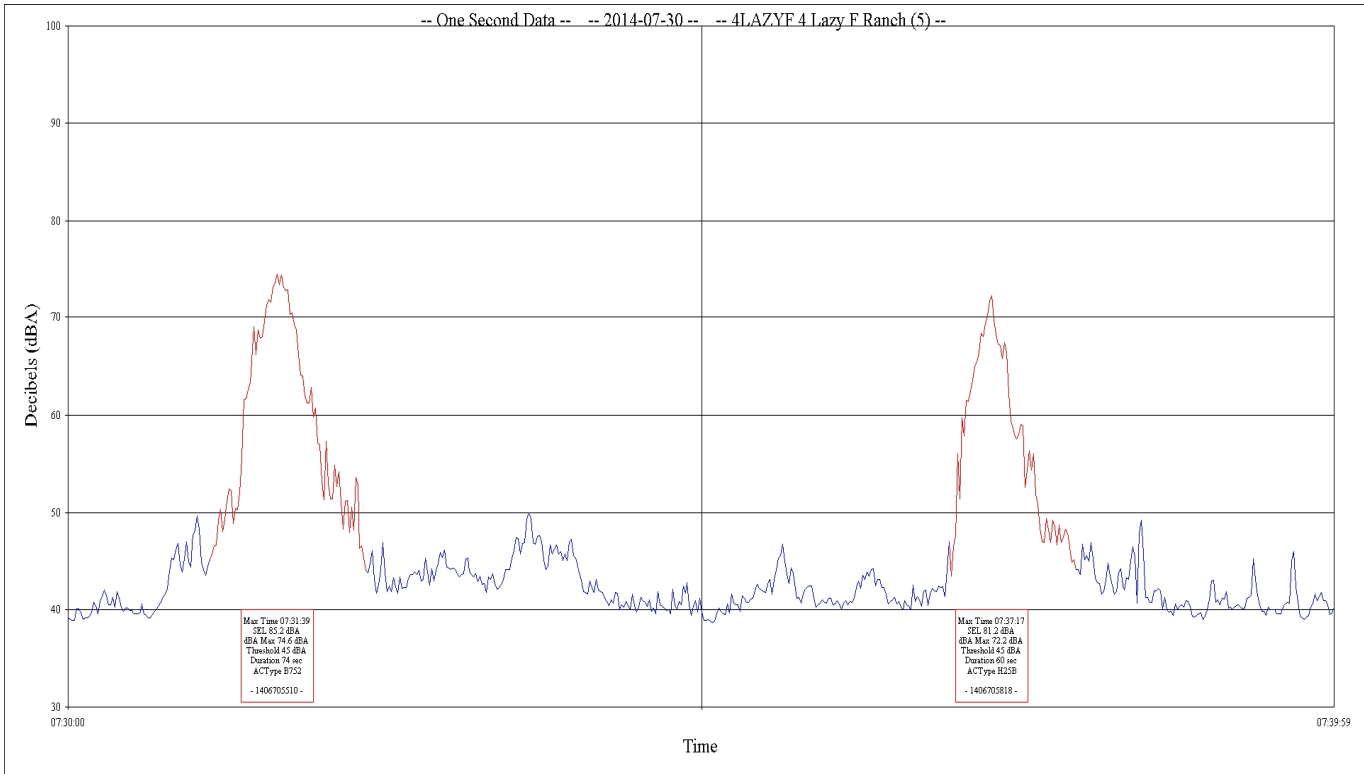


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: July 30, 2014 07:30:00 to July 30, 2014 07:49:59

Site: 4 Lazy F Ranch

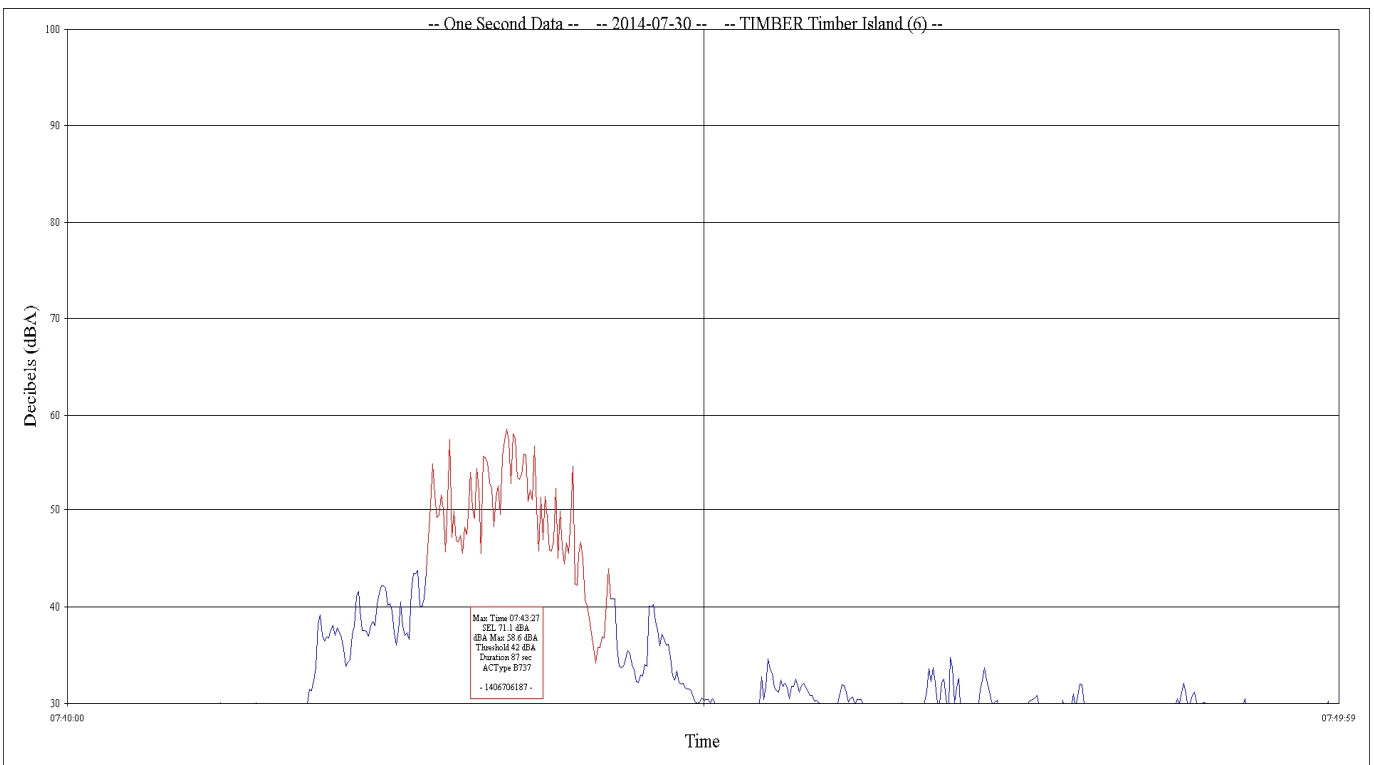
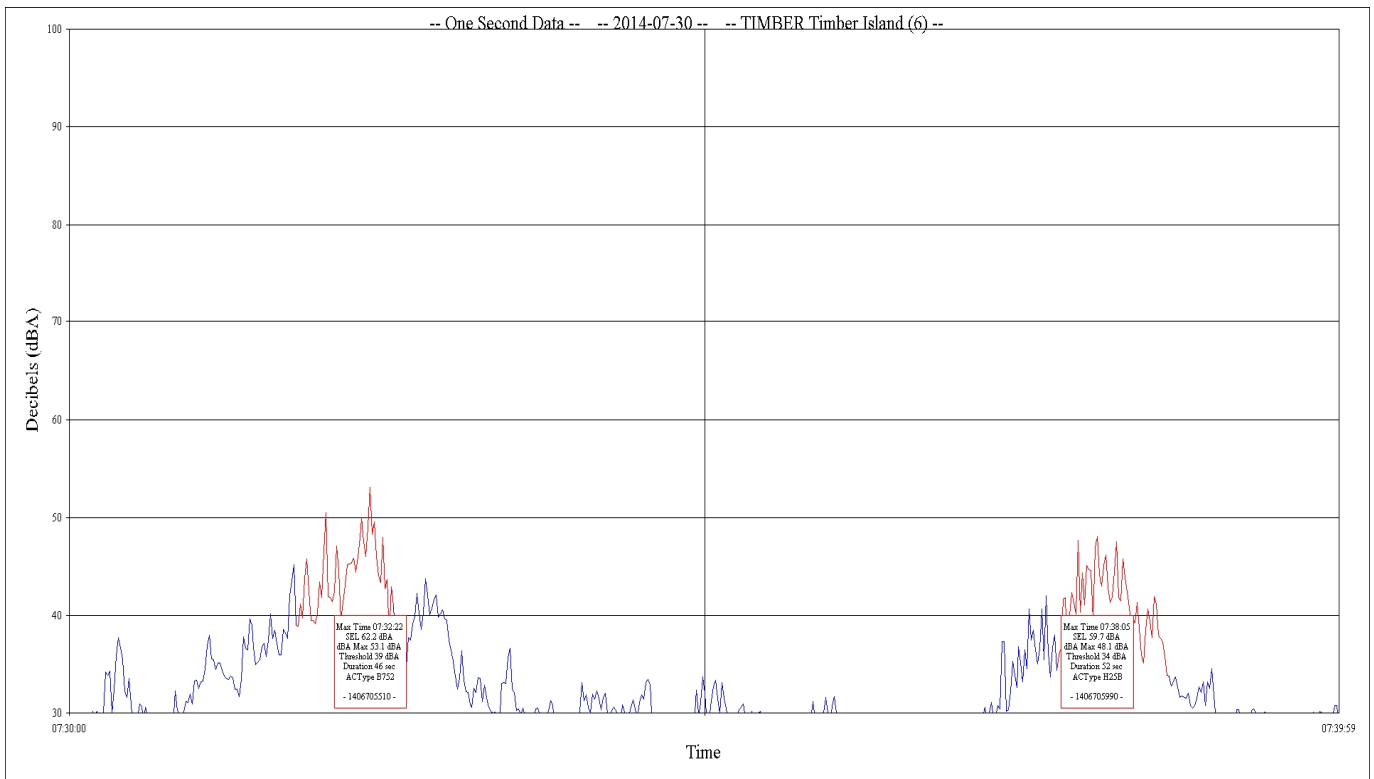


Sample Time History Noise Plot of Aircraft and Ambient Noise

Jackson Hole Airport

Period: July 30, 2014 07:30:00 to July 30, 2014 07:49:59

Site: Timber Island



APPENDIX B

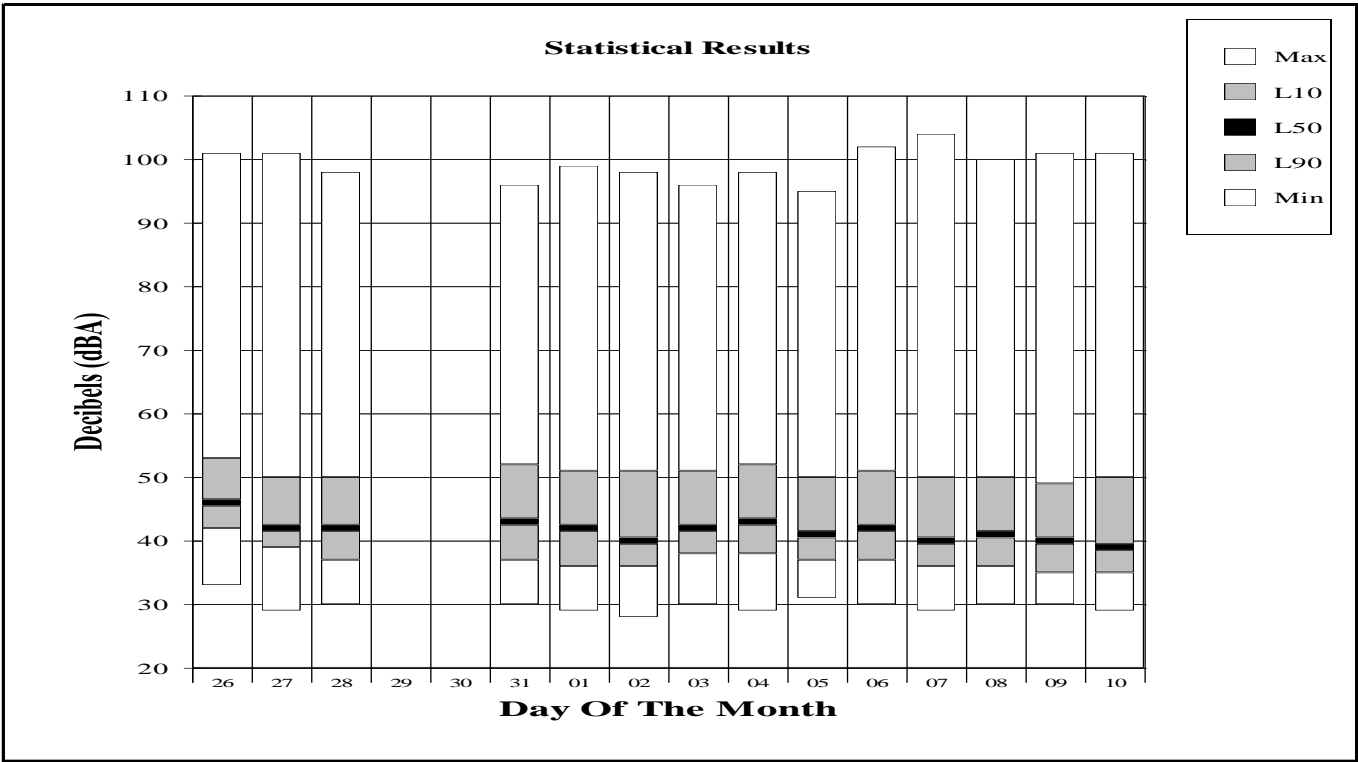
Ambient Noise Measurement Results

Ambient Noise Measurement Results

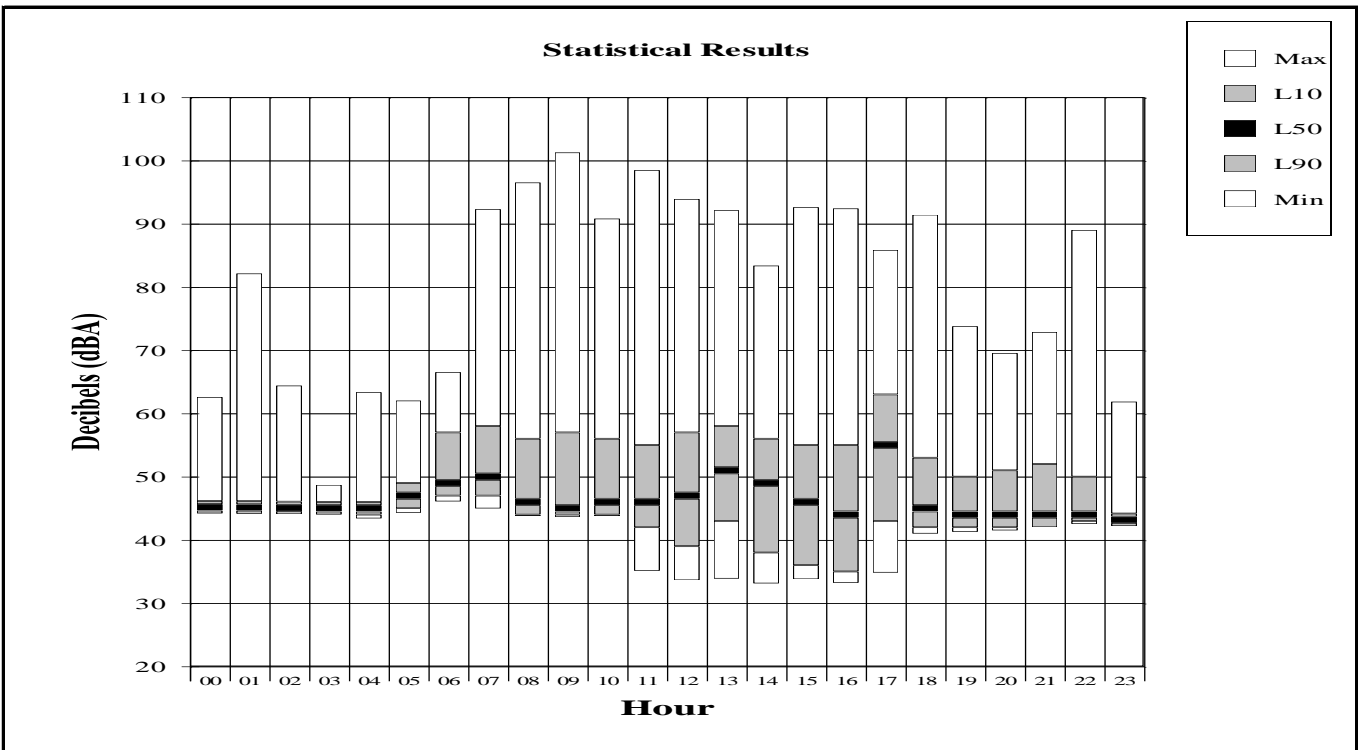
Jackson Hole Airport

Site: Moulton Loop

Period: July 26, 2014 to August 10, 2014



Period: July 26, 2014

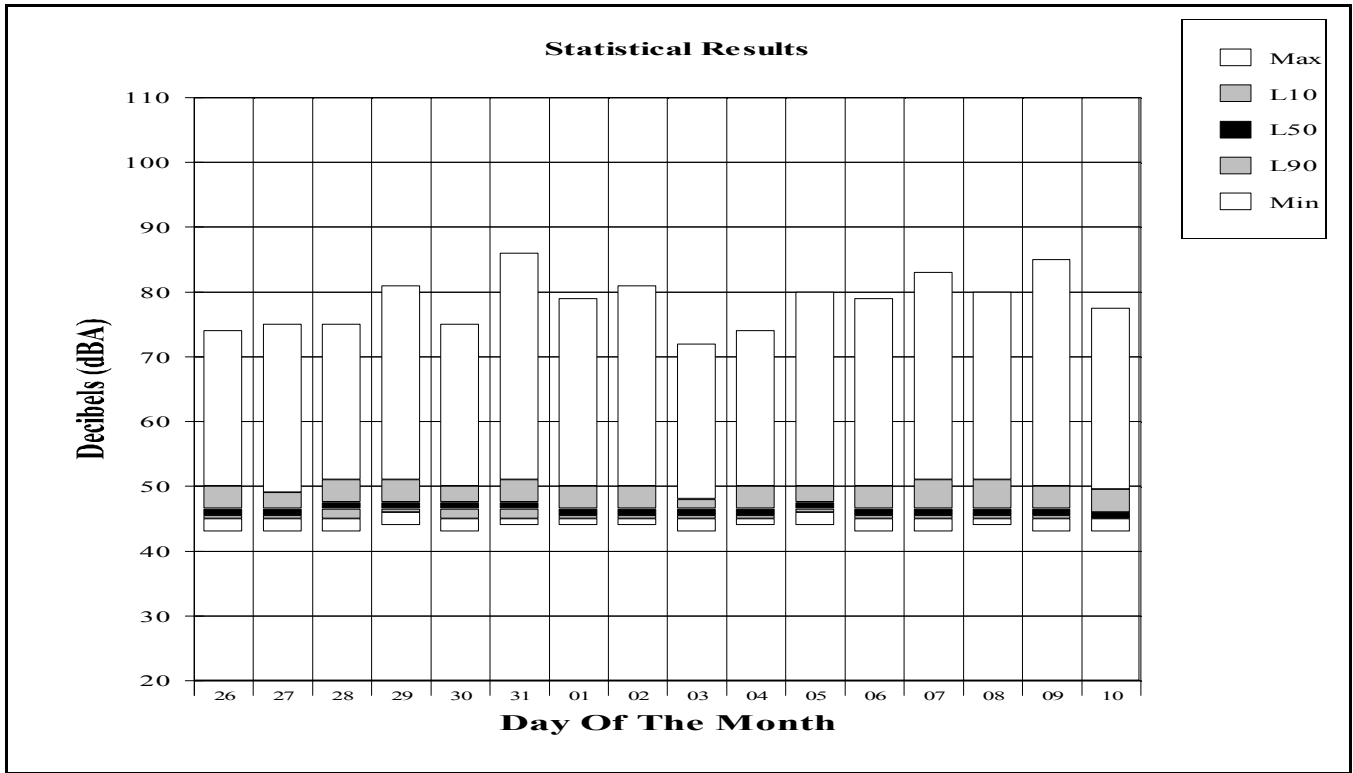


Ambient Noise Measurement Results

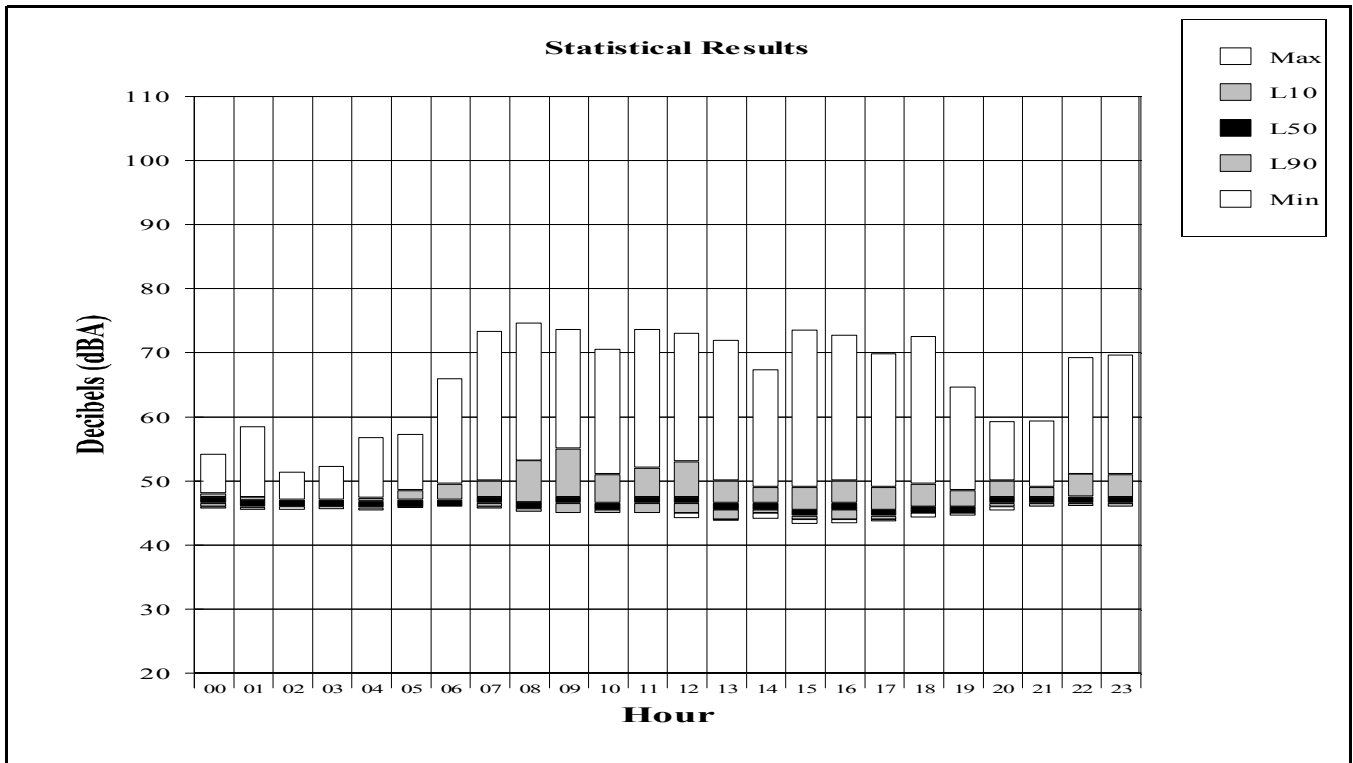
Jackson Hole Airport

Site: Golf Course

Period: July 26, 2014 to August 10, 2014



Period: July 26, 2014

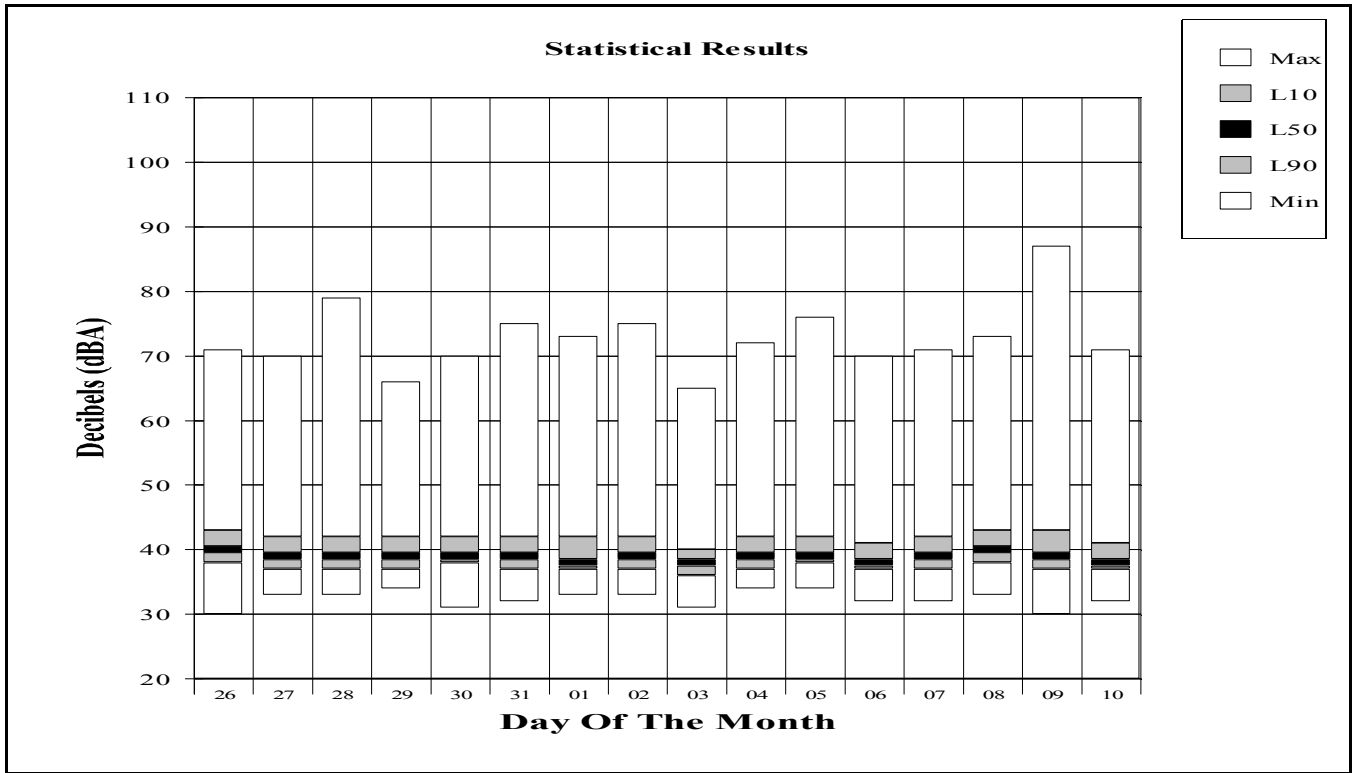


Ambient Noise Measurement Results

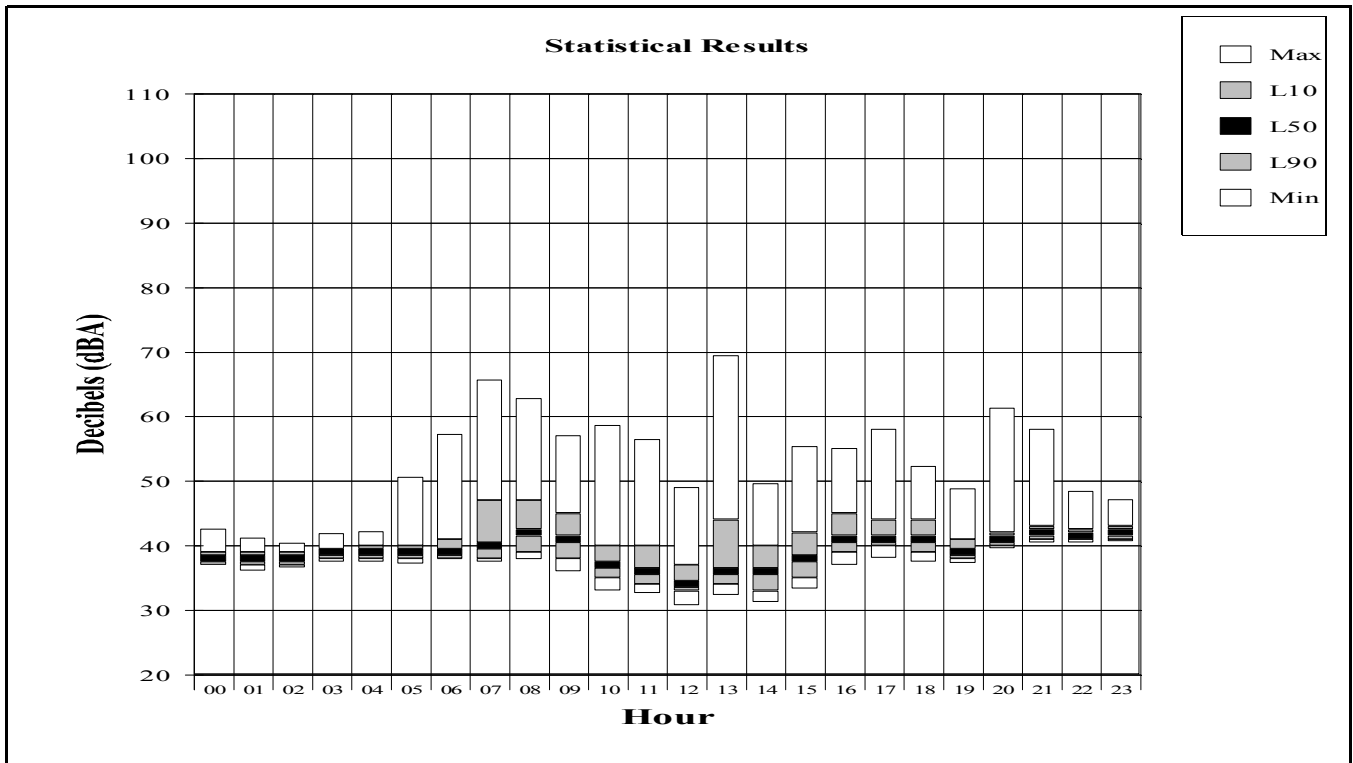
Jackson Hole Airport

Site: Barkers Ranch

Period: July 26, 2014 to August 10, 2014



Period: July 30, 2014

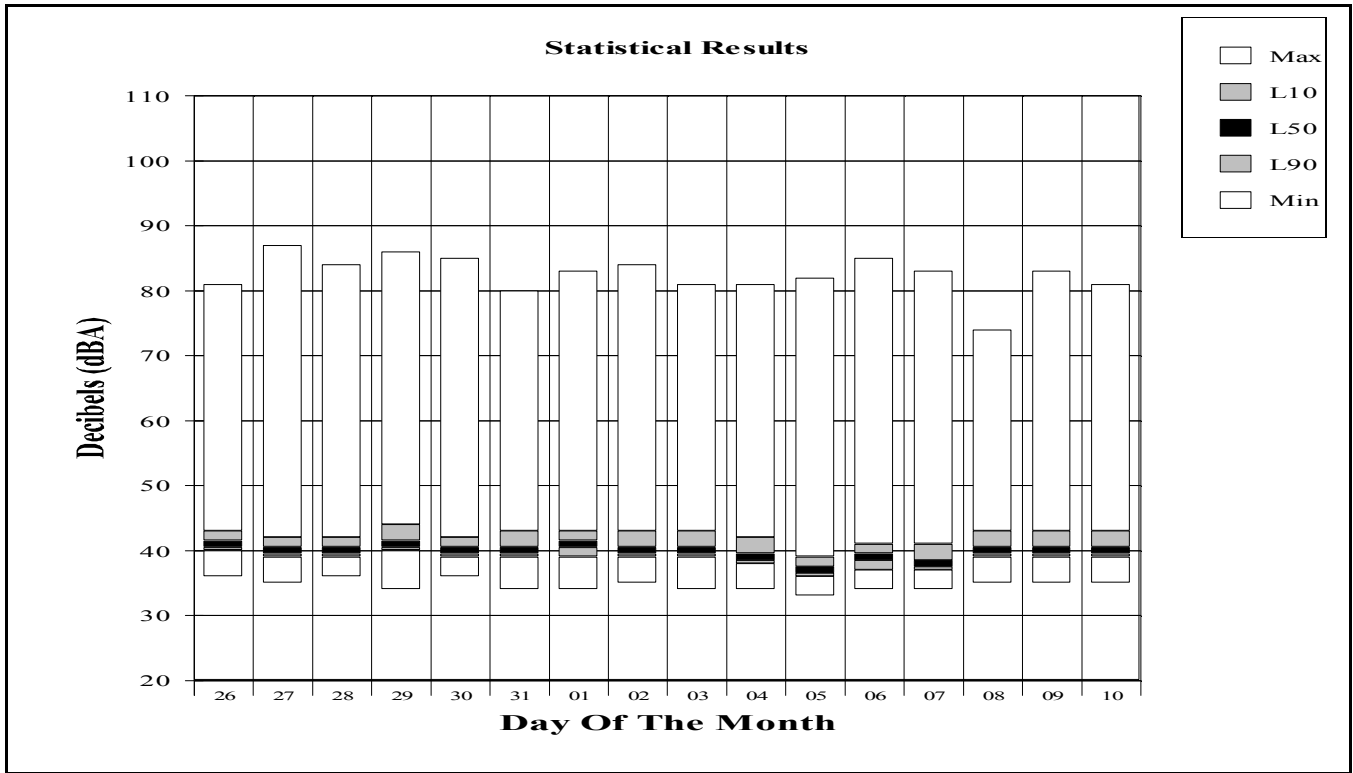


Ambient Noise Measurement Results

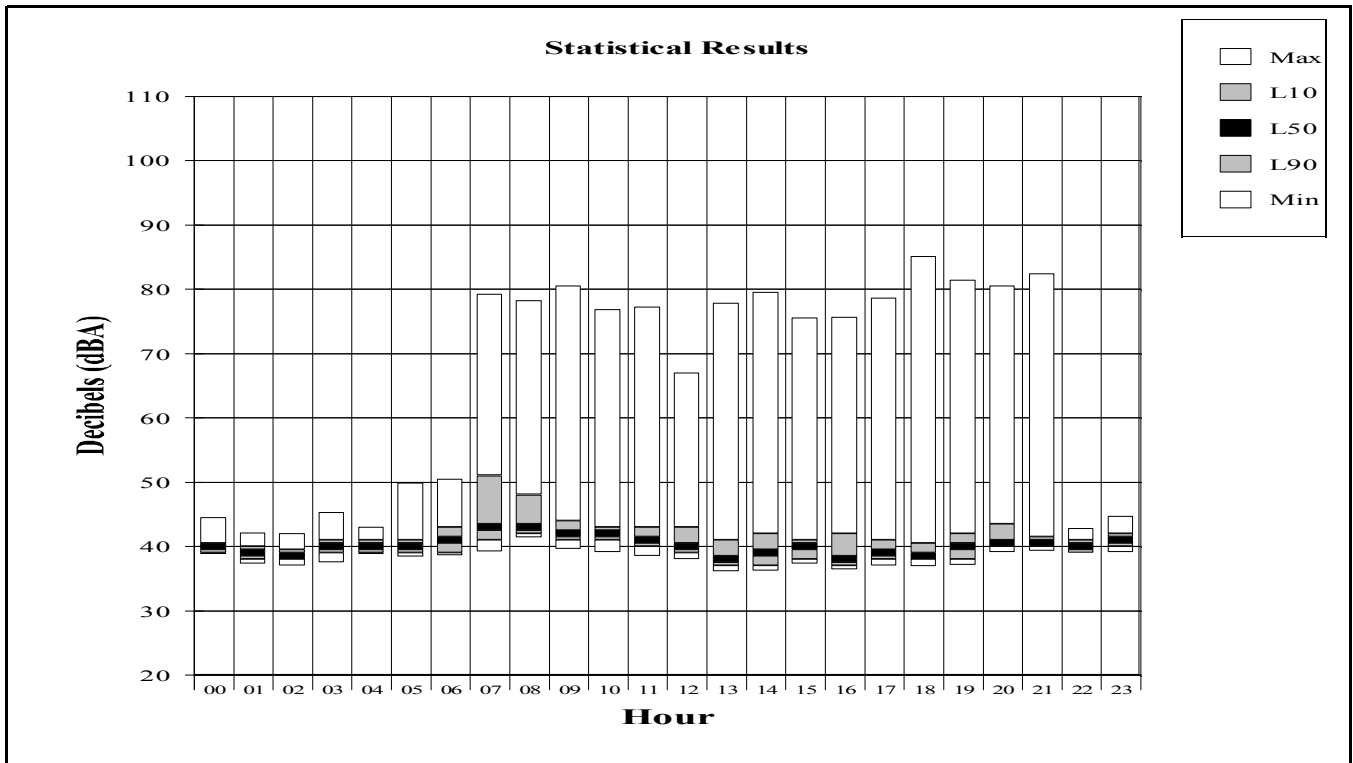
Jackson Hole Airport

Site: Moose

Period: July 26, 2014 to August 10, 2014



Period: July 30, 2014

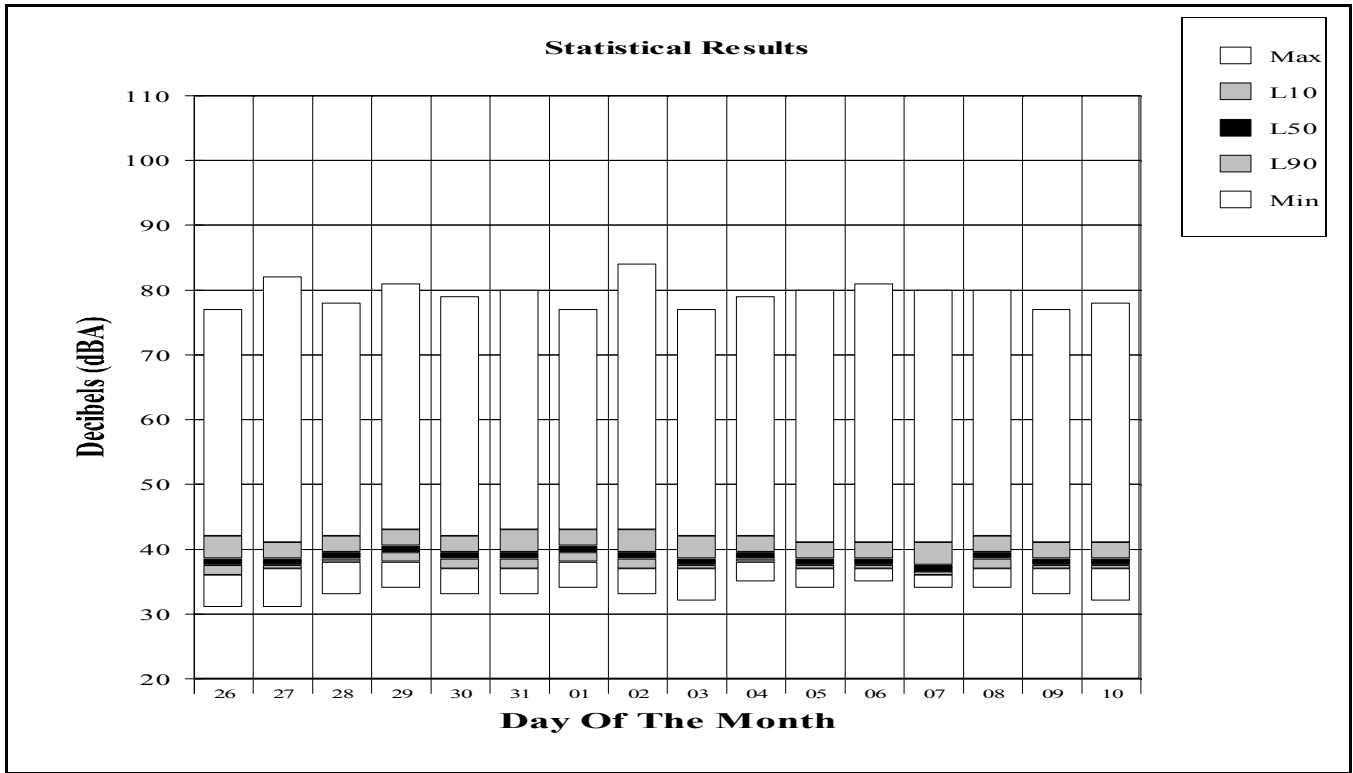


Ambient Noise Measurement Results

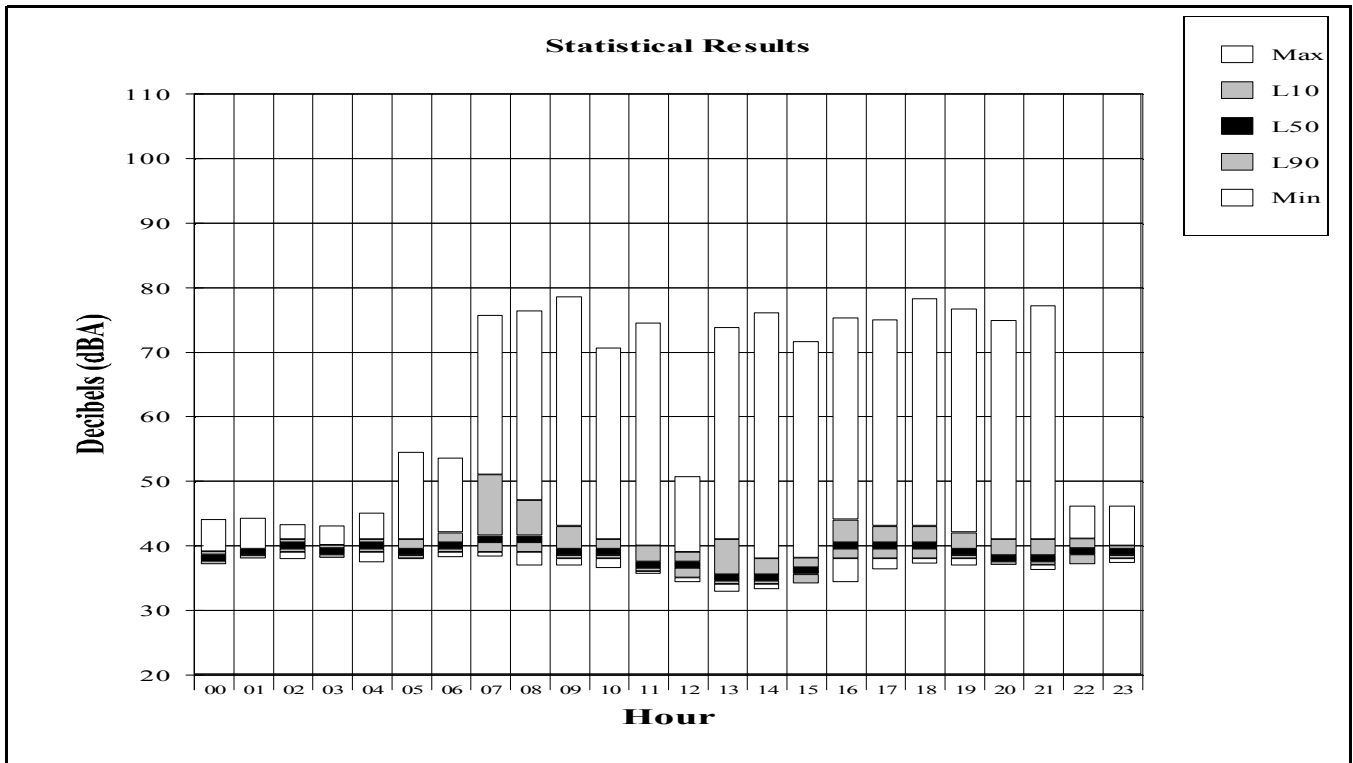
Jackson Hole Airport

Site: 4 Lazy F Ranch

Period: July 26, 2014 to August 10, 2014



Period: July 30, 2014

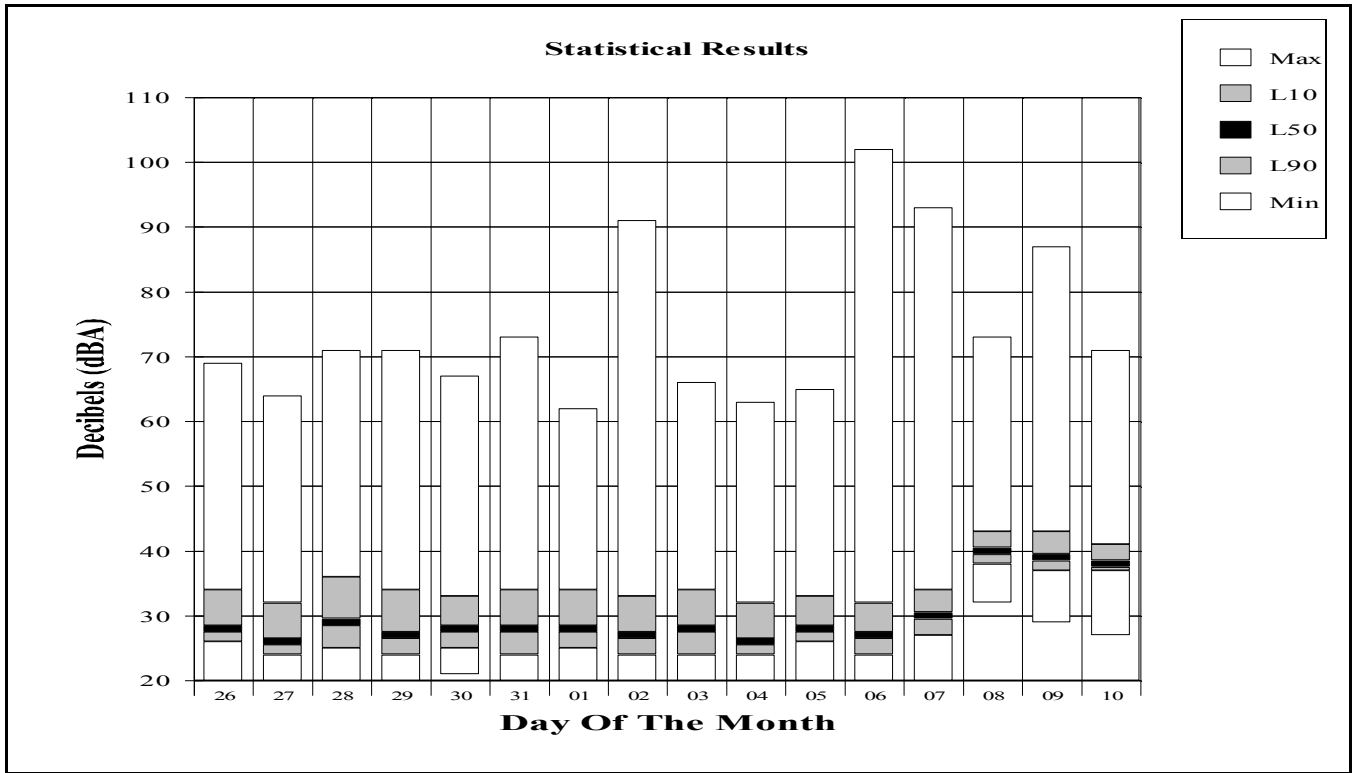


Ambient Noise Measurement Results

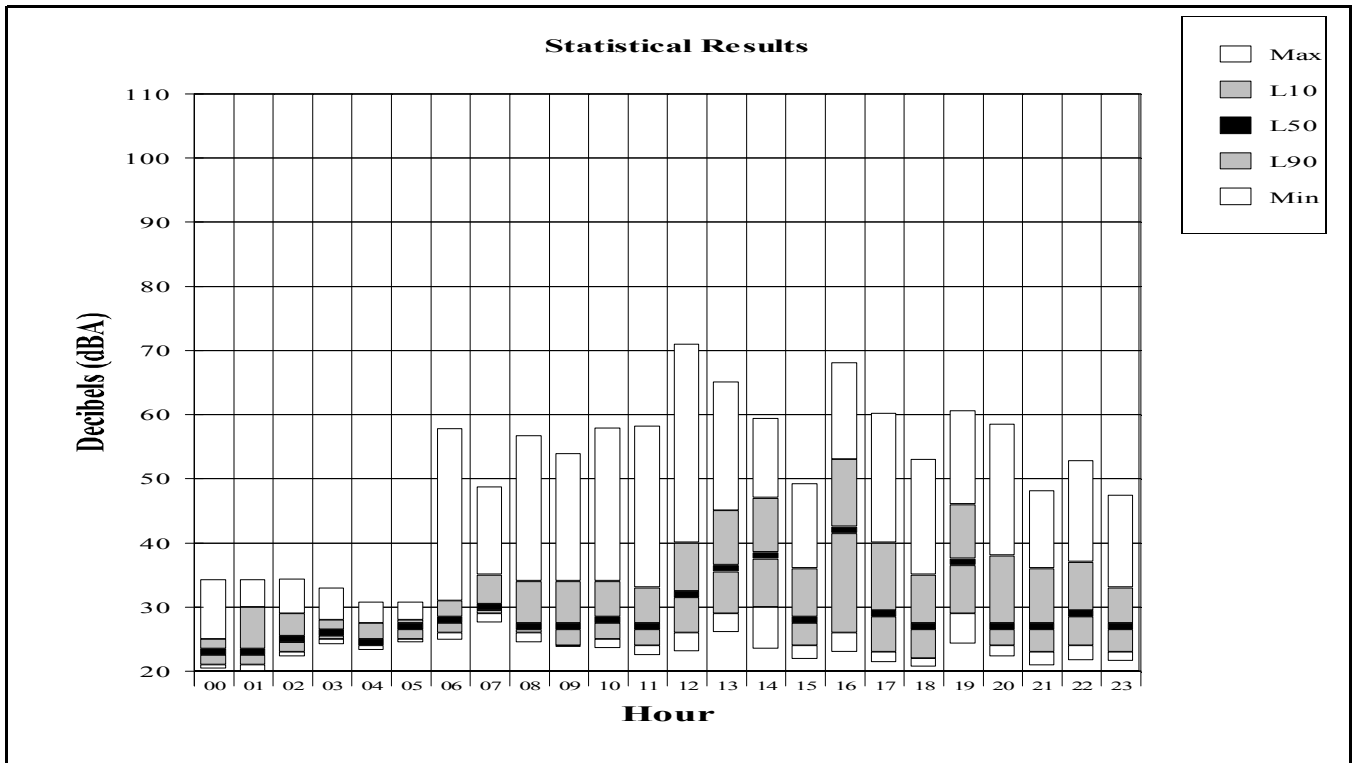
Jackson Hole Airport

Site: Timber Island

Period: July 26, 2014 to August 10, 2014



Period: July 28, 2014



APPENDIX C

One Day of Measured Aircraft Noise Events

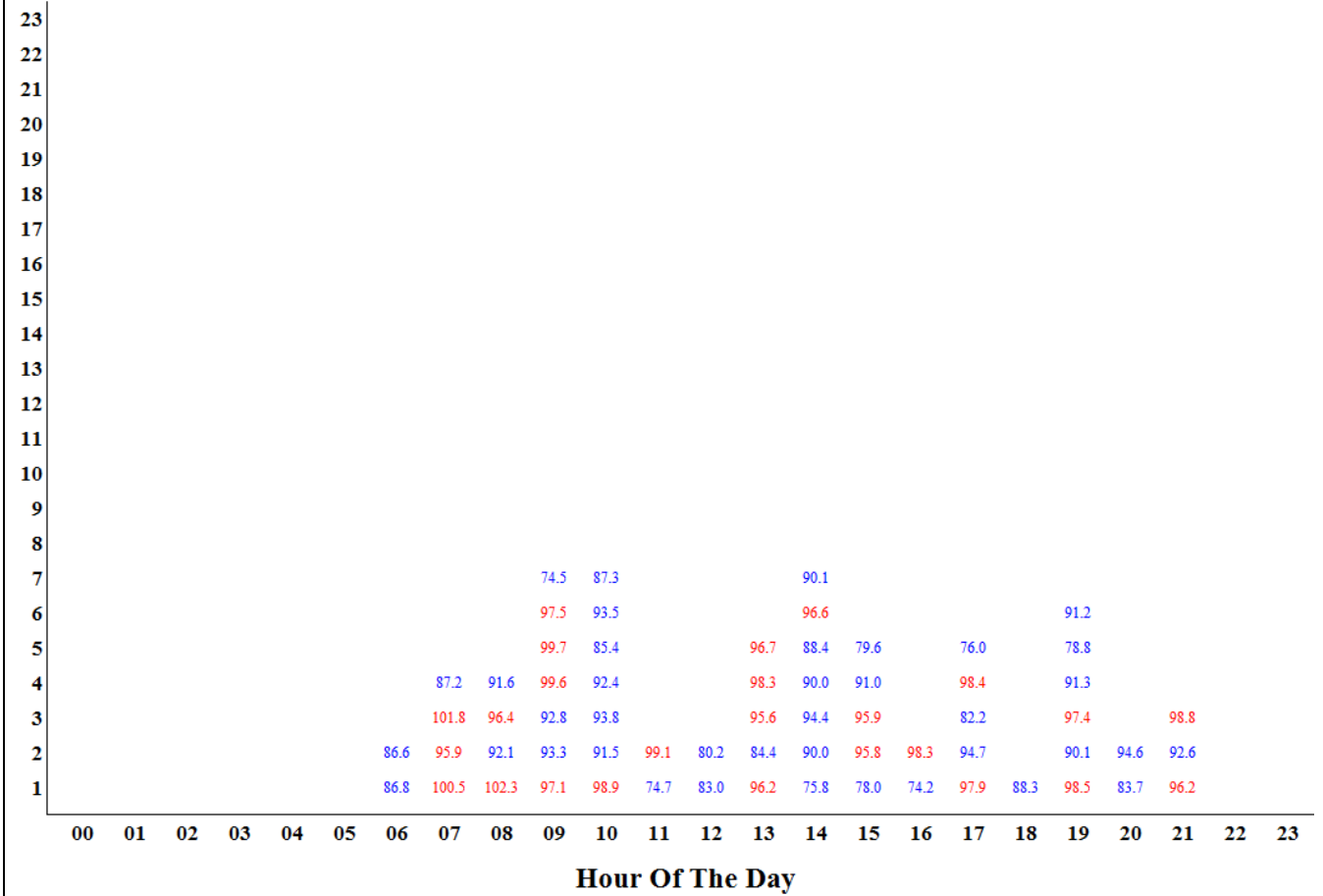
Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport

Period: July 28, 2014

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.



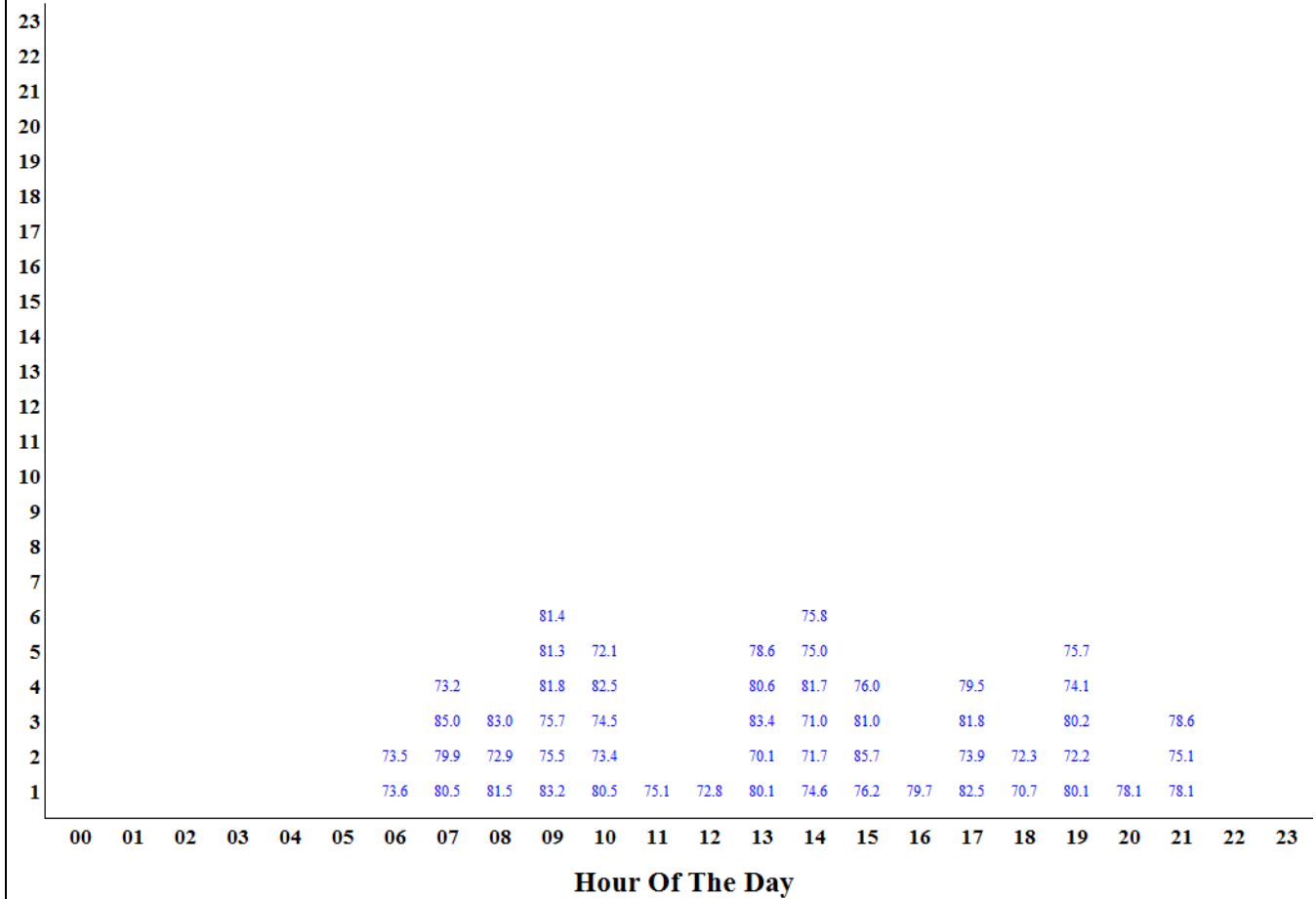
Sample One Day of Measured Aircraft Noise Events

Jackson Hole Airport

Period: July 28, 2014

Site: Golf Course

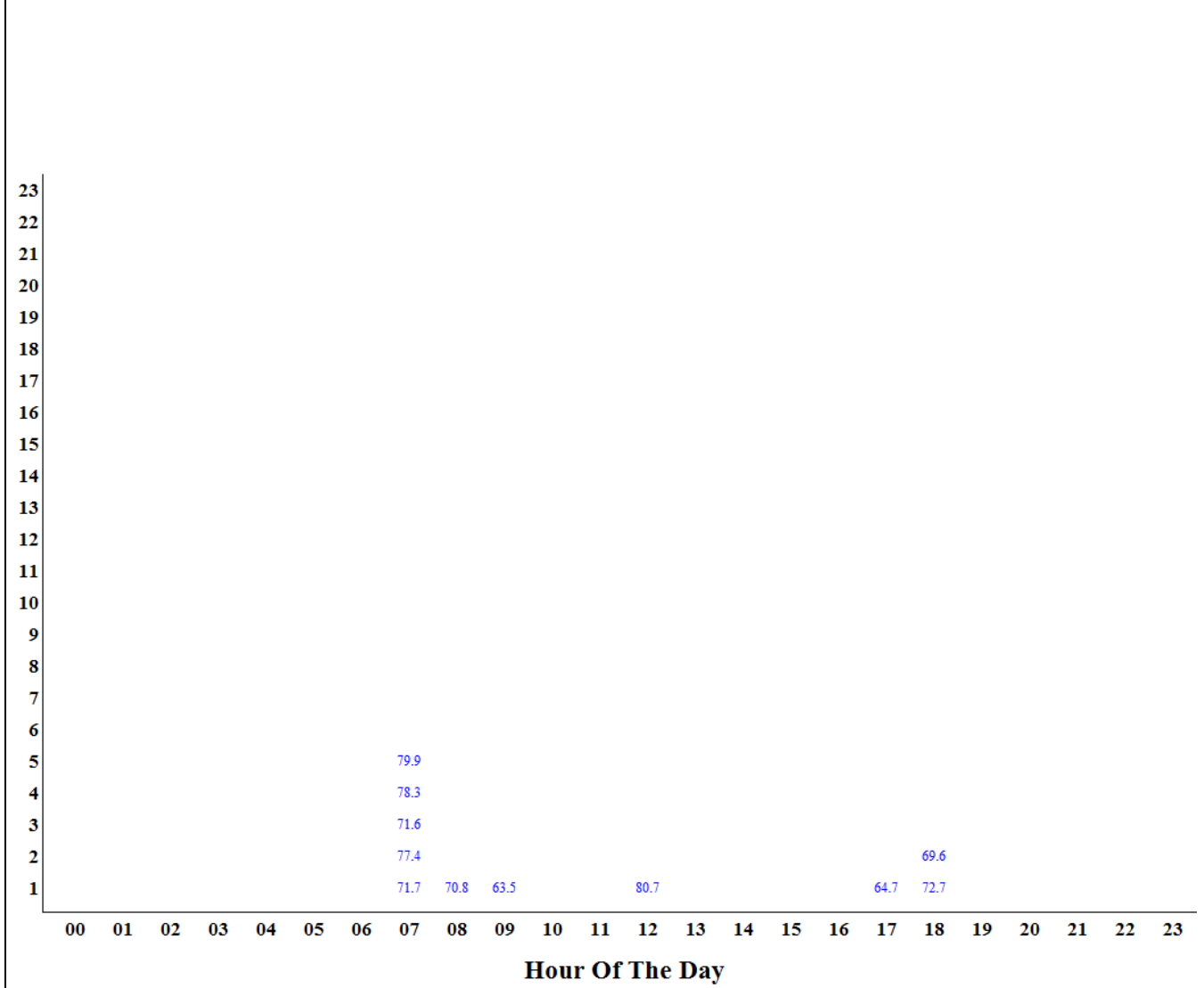
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The 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: August 5, 2014
Site: Barkers Ranch

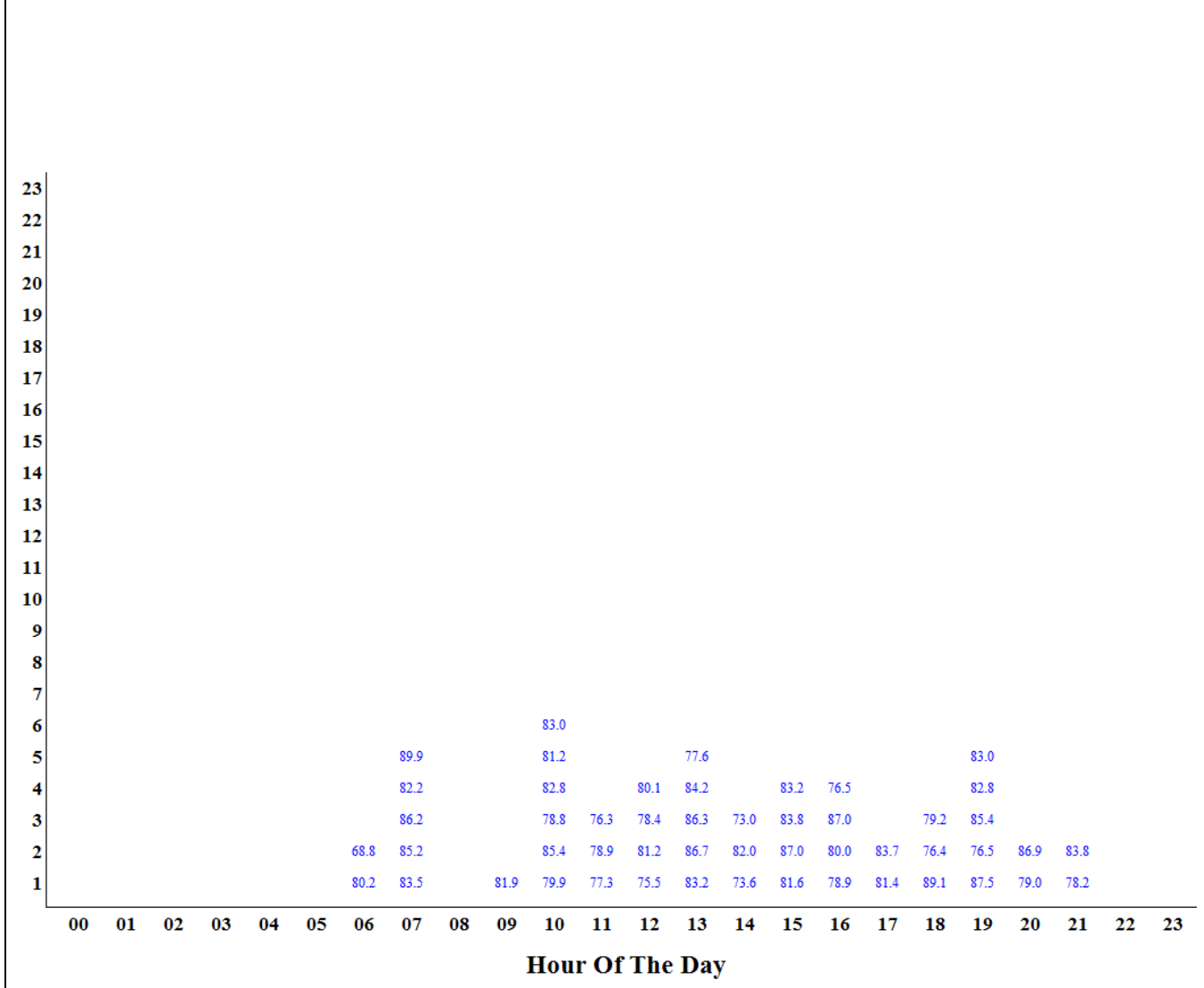
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The 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: August 4, 2014
 Site: Moose

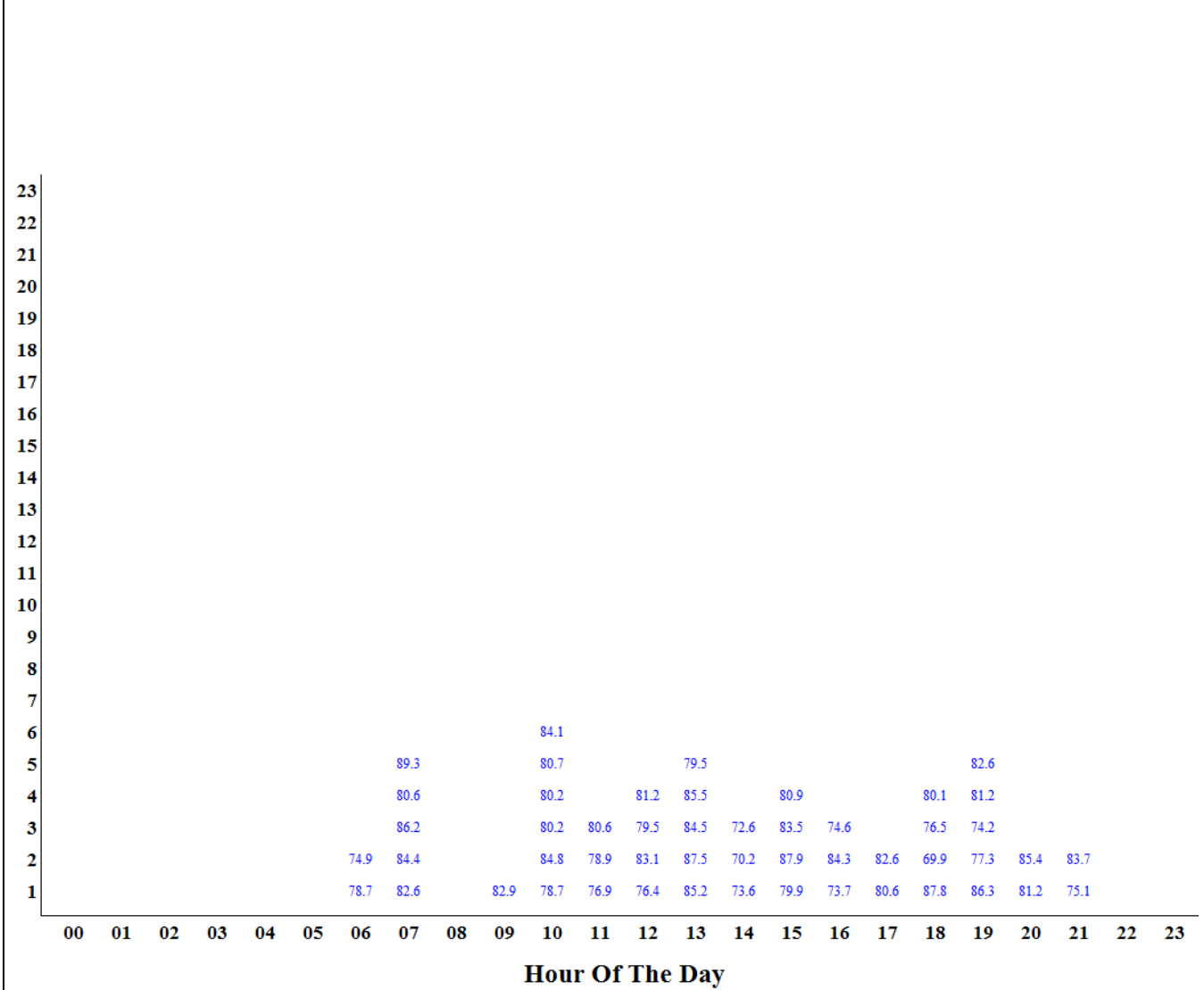
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The 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: August 4, 2014
 Site: 4 Lazy F Ranch

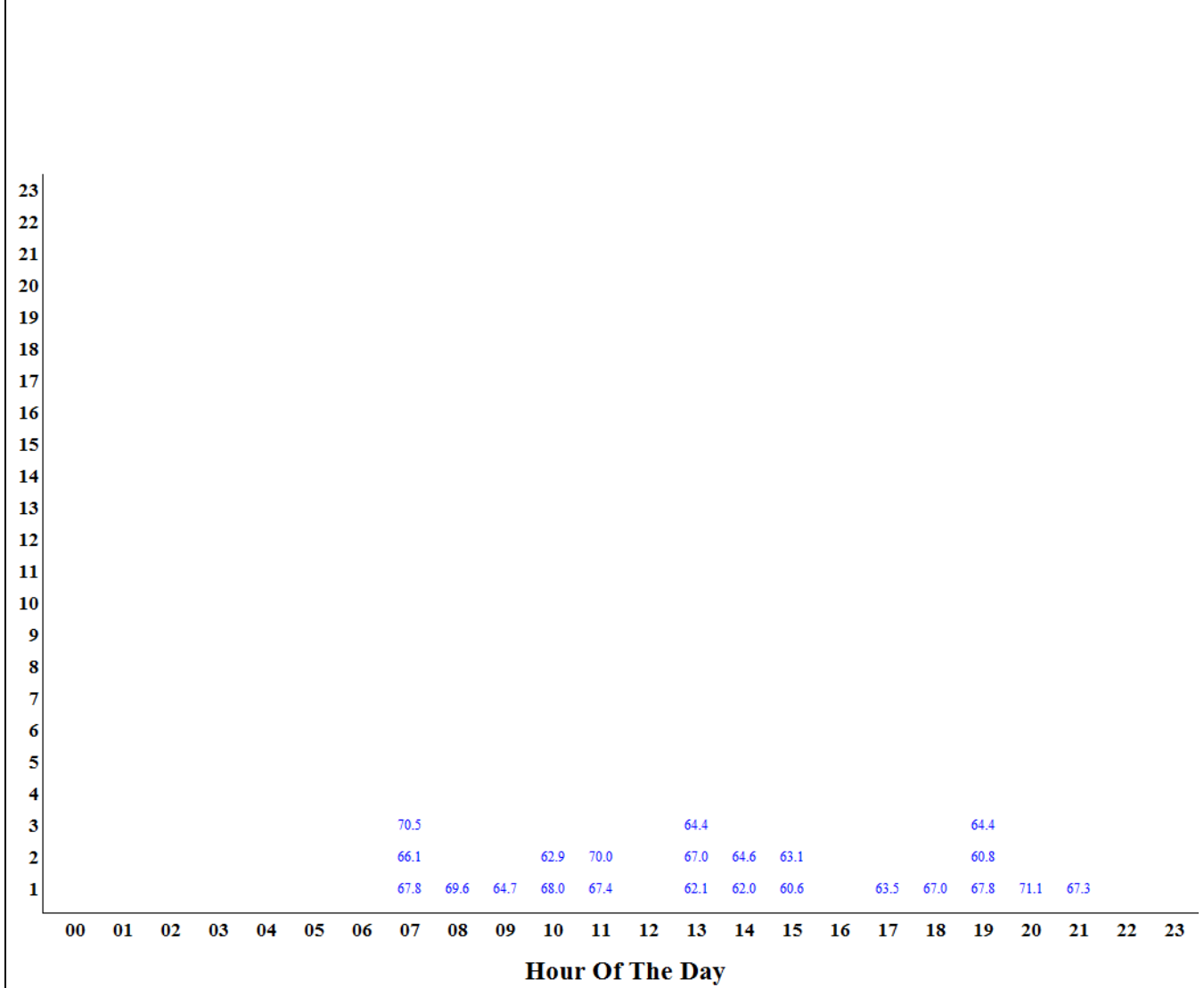
This table presents one day of events for one measurement site. The table presents the SEL noise value plotted as a histogram. The vertical axis presents the number of events in each hour. The horizontal axis is the hour of the day. The SEL values are plotted vertically for each event in each hour. The 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 4, 2014
 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

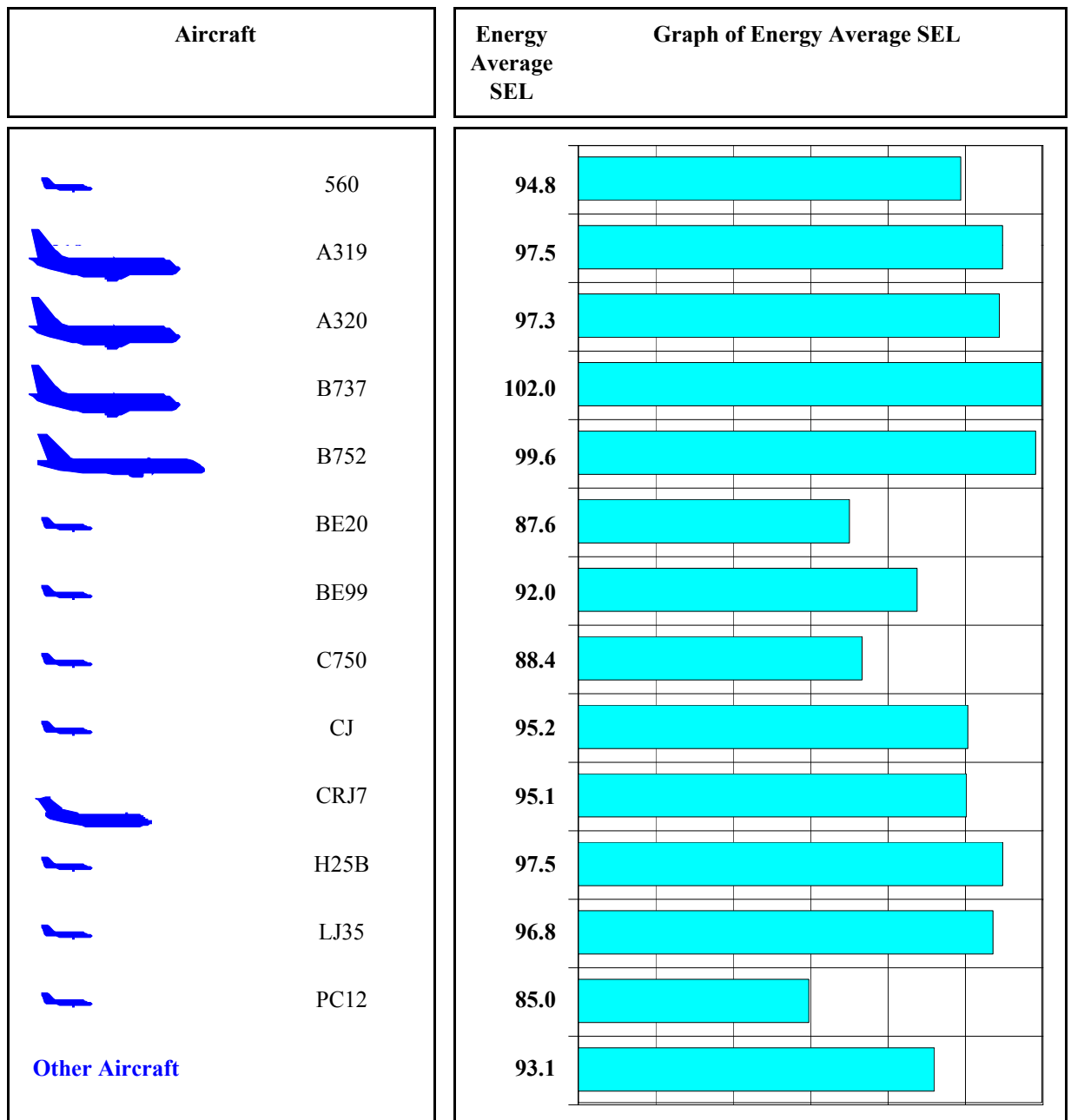
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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.






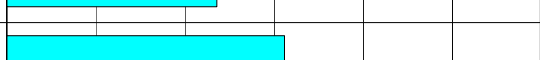















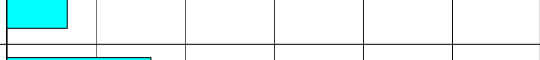





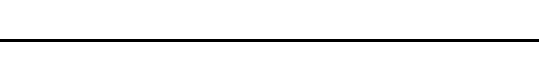

Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Golf Course - Jackson Hole Golf & Tennis Club

Operations: Departure Runway: 19 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL |
|---|--------------------|--|
|  560 | 81.7 |  |
|  A319 | 81.7 |  |
|  A320 | 81.9 |  |
|  B737 | 85.6 |  |
|  B752 | 82.1 |  |
|  BE20 | 75.6 |  |
|  BE99 | 75.7 |  |
|  C750 | 73.8 |  |
|  CJ | 79.1 |  |
|  CRJ7 | 82.1 |  |
|  H25B | 78.6 |  |
|  LJ35 | 80.2 |  |
|  P180 | 80.6 |  |
|  PC12 | 73.5 |  |
| <p>Other Aircraft</p> | 78.2 |  |

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

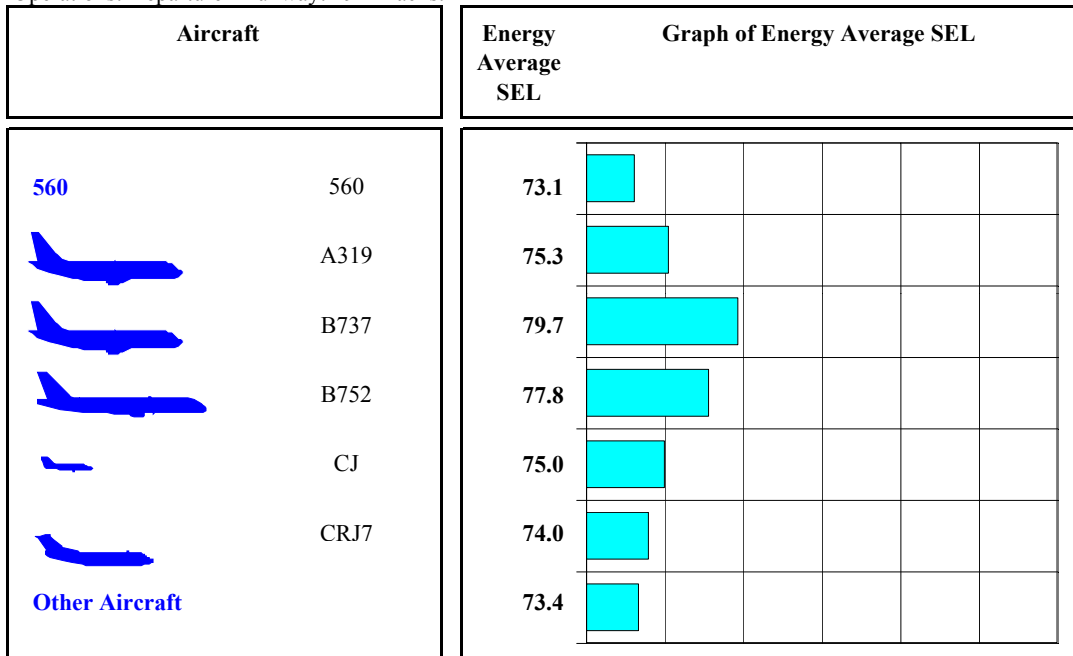
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

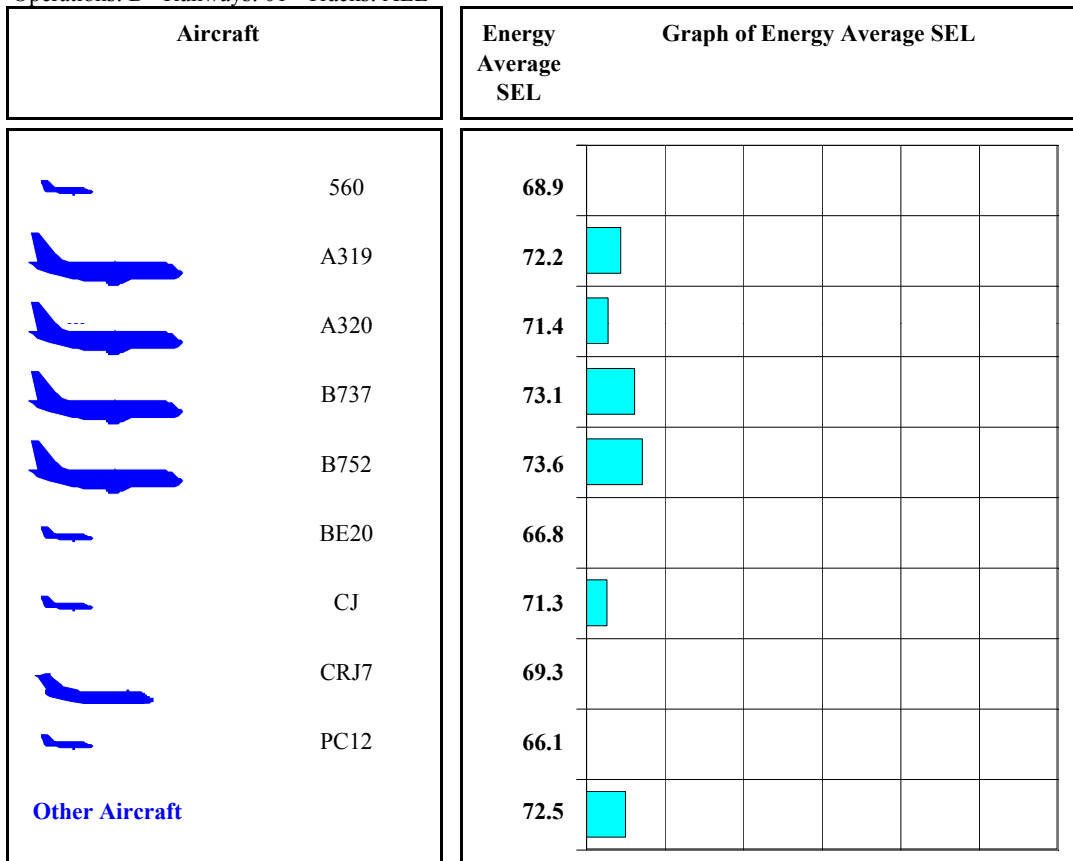
Period: July 26, 2014 to August 10, 2014

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.








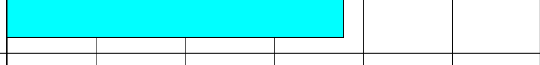

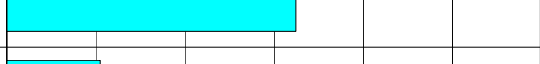







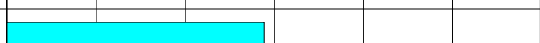

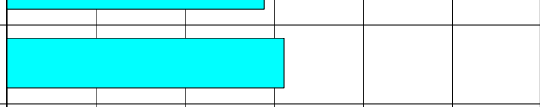






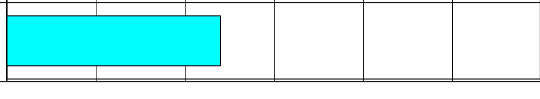
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Moose - Moose Entrance

Operations: Departure Runway: 19 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL |
|---|--------------------|--|
|  560 | 88.4 |  |
|  A319 | 84.7 |  |
|  A320 | 85.5 |  |
|  B737 | 89.0 |  |
|  B752 | 86.3 |  |
|  BE20 | 75.3 |  |
|  BE99 | 76.3 |  |
|  C750 | 77.7 |  |
|  CJ | 84.5 |  |
|  CRJ7 | 85.6 |  |
|  H25B | 82.9 |  |
|  LJ35 | 82.6 |  |
|  PC12 | 76.6 |  |
| <p>Other Aircraft</p> | 82.1 |  |

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








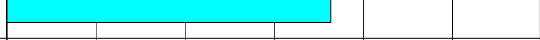

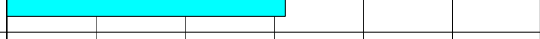

















Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: 4 Lazy F Ranch - 4 Lazy F Ranch

Operations: Departure Runway: 19 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL |
|---|--------------------|--|
|  560 | 86.6 |  |
|  A319 | 84.6 |  |
|  A320 | 87.2 |  |
|  B737 | 88.2 |  |
|  B752 | 85.7 |  |
|  BE20 | 75.7 |  |
|  BE99 | 76.5 |  |
|  C750 | 74.6 |  |
|  CJ | 82.5 |  |
|  CRJ7 | 82.4 |  |
|  H25B | 81.0 |  |
|  LJ35 | 81.7 |  |
|  PC12 | 76.2 |  |
| <p>Other Aircraft</p> | 79.3 |  |

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












Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Timber Island - East of Timber Island

Operations: Departure Runway: 19 Tracks: ALL

| Aircraft | Energy Average SEL |
|--|--------------------|
|  560 | 68.4 |
|  A319 | 67.3 |
|  A320 | 64.8 |
|  B737 | 69.2 |
|  B752 | 66.8 |
|  BE20 | 65.0 |
|  BE99 | 58.6 |
|  CJ | 63.7 |
|  CRJ7 | 63.3 |
|  LJ35 | 63.1 |
|  PC12 | 62.0 |
| Other Aircraft | 66.5 |

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

APPENDIX E

Single Arrival Noise Level by Aircraft


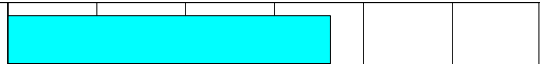

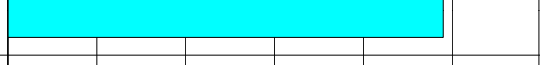



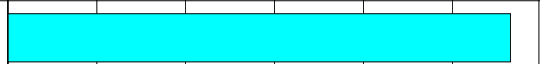

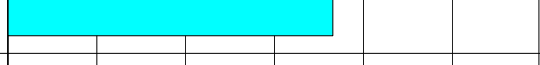

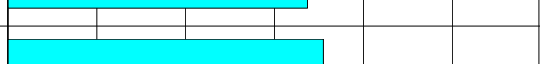



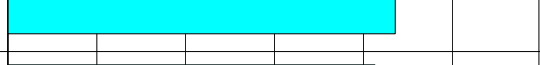

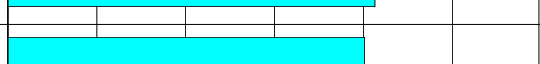





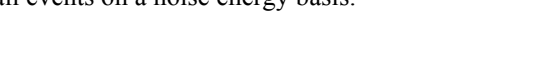



Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Moulton Loop - Zenith Drive and Spring Gulch Road

Operations: Arrivals Runway: 01 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL |
|---|--------------------|--|
|  560 | 88.3 |  |
|  A319 | 94.6 |  |
|  A320 | 94.9 |  |
|  B737 | 97.1 |  |
|  B752 | 98.4 |  |
|  BE20 | 88.4 |  |
|  BE99 | 87.0 |  |
|  C750 | 87.9 |  |
|  CJ | 89.1 |  |
|  CRJ7 | 91.9 |  |
|  H25B | 90.8 |  |
|  LJ35 | 90.2 |  |
|  PC12 | 90.2 |  |
| <p>Other Aircraft</p> | 88.1 |  |

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




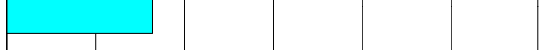

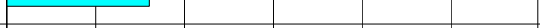

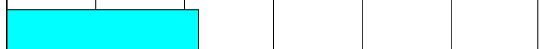





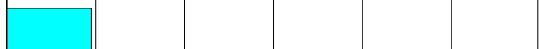

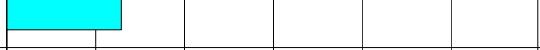



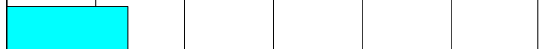



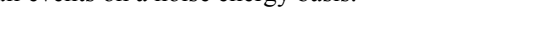



Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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

Operations: Arrivals Runway: 01 Tracks: ALL

| Aircraft | Energy Average SEL | Graph of Energy Average SEL |
|---|--------------------|--|
|  560 | 74.2 |  |
|  A319 | 78.3 |  |
|  A320 | 78.1 |  |
|  B737 | 80.8 |  |
|  B752 | 80.9 |  |
|  BE20 | 75.6 |  |
|  BE99 | 72.8 |  |
|  C750 | 74.0 |  |
|  CJ | 74.9 |  |
|  CRJ7 | 76.6 |  |
|  H25B | 74.1 |  |
|  LJ35 | 73.1 |  |
|  PC12 | 76.9 |  |
| <p>Other Aircraft</p> | 75.6 |  |

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

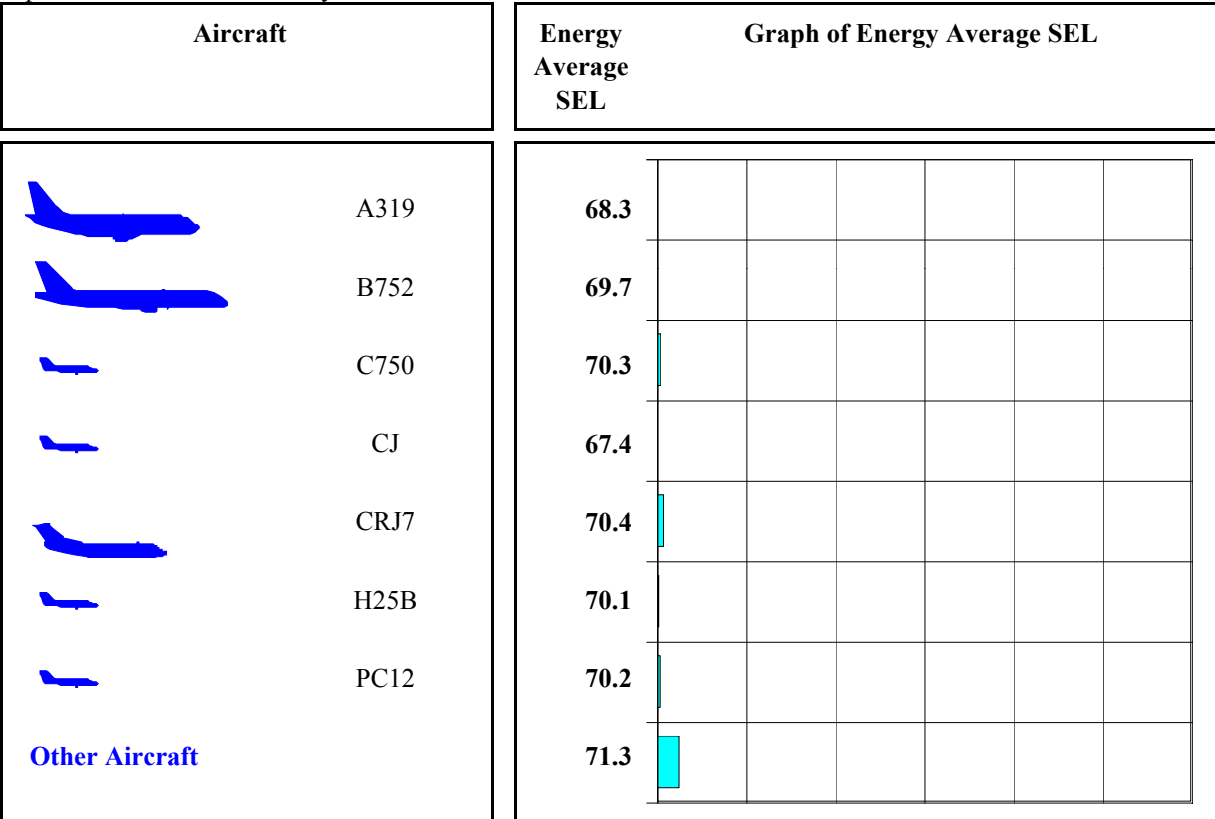
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

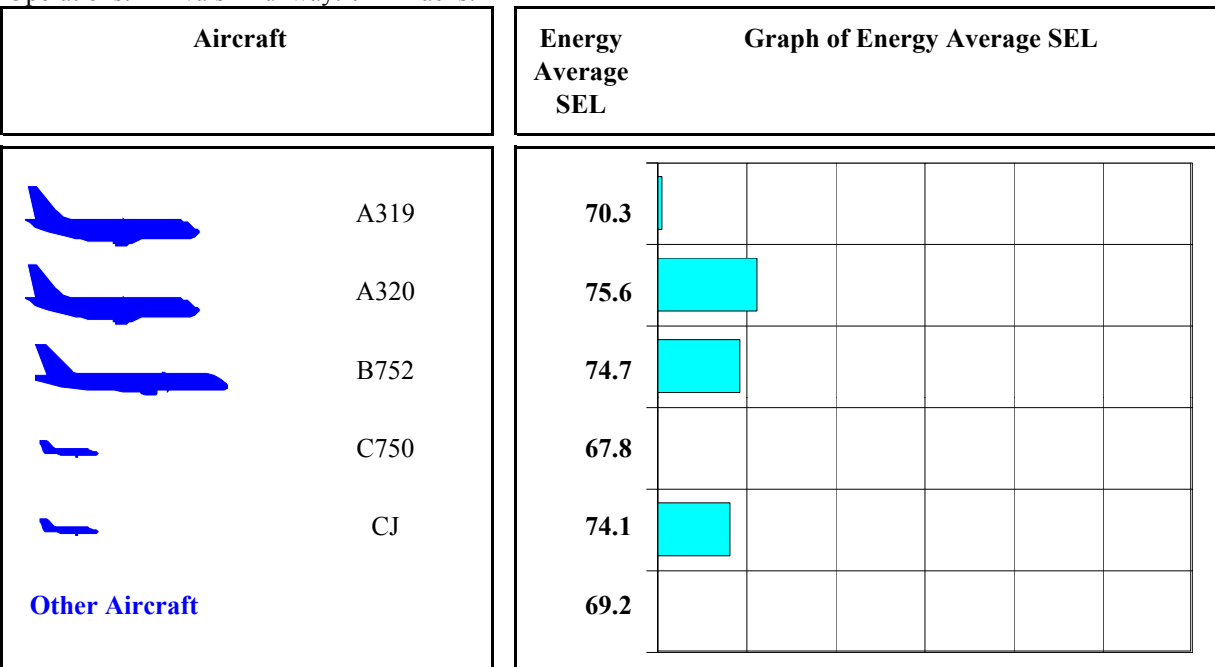
Period: July 26, 2014 to August 10, 2014

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

Operations: Arrivals Runway: 19 Tracks: ALL



Operations: Arrivals Runway: 01 Tracks: ALL



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

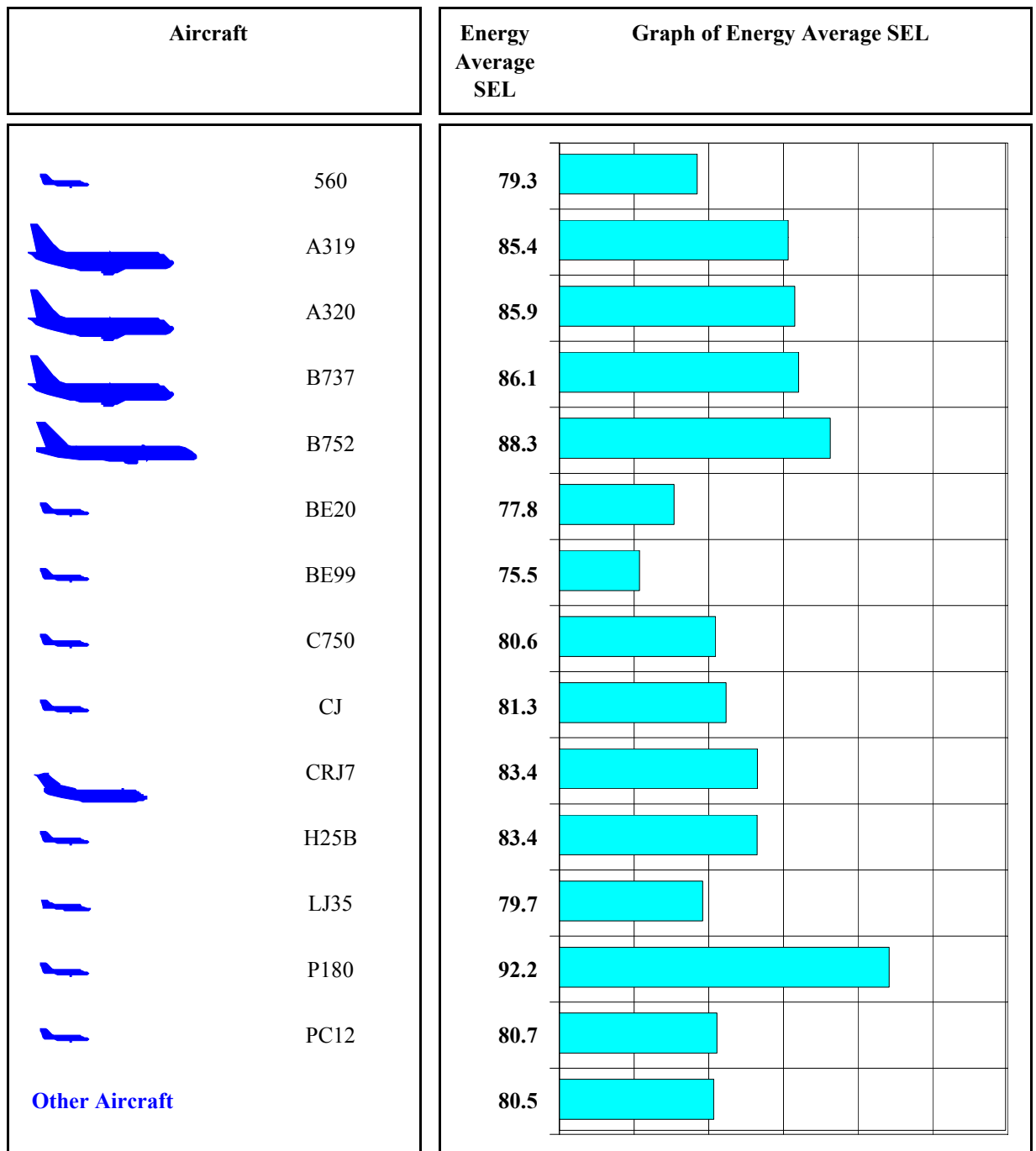
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: MOOSE - Moose Entrance

Operations: Arrivals Runway: 19 Tracks: ALL



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

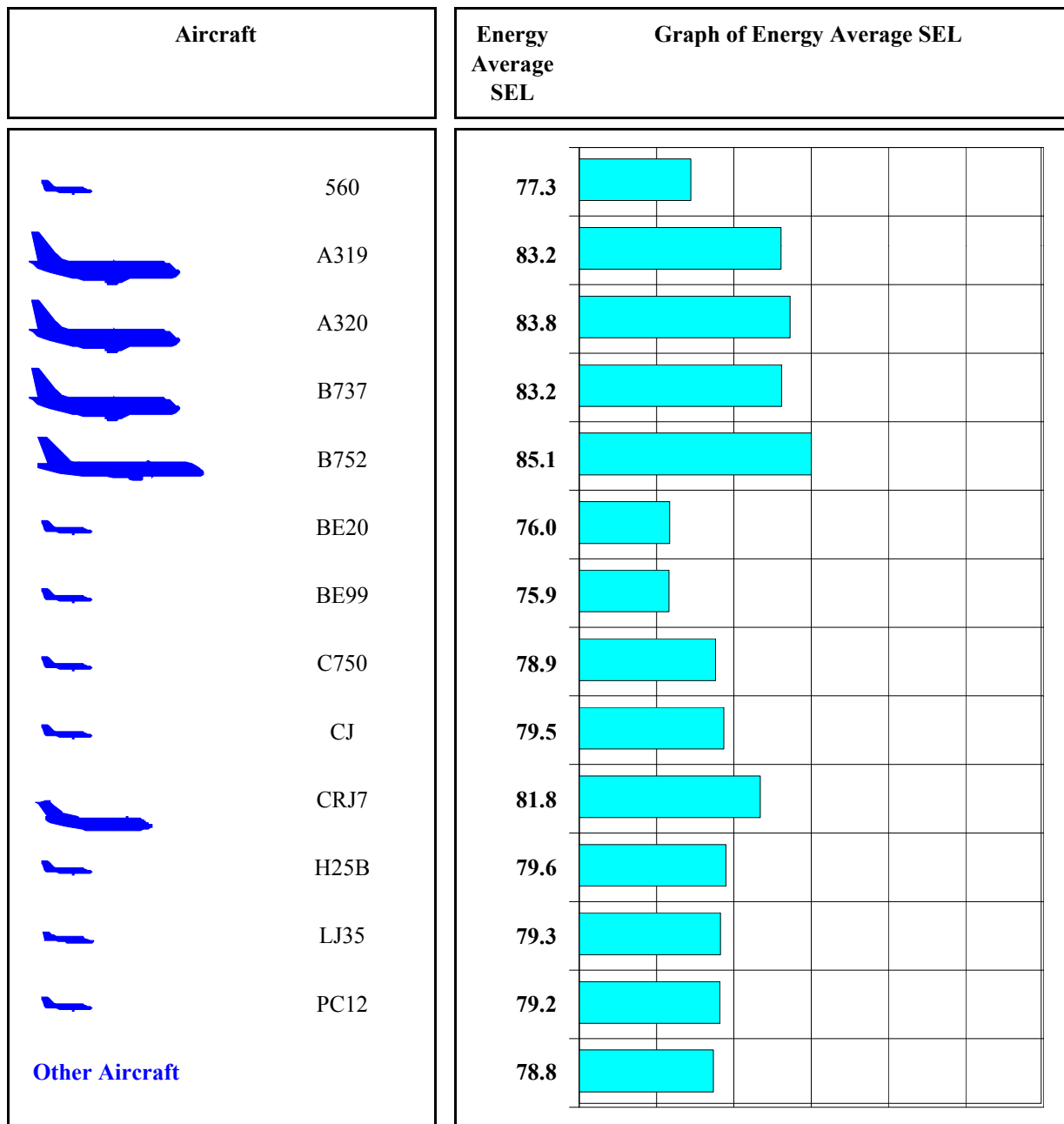
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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

Operations: Arrivals Runway: 19 Tracks: ALL



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

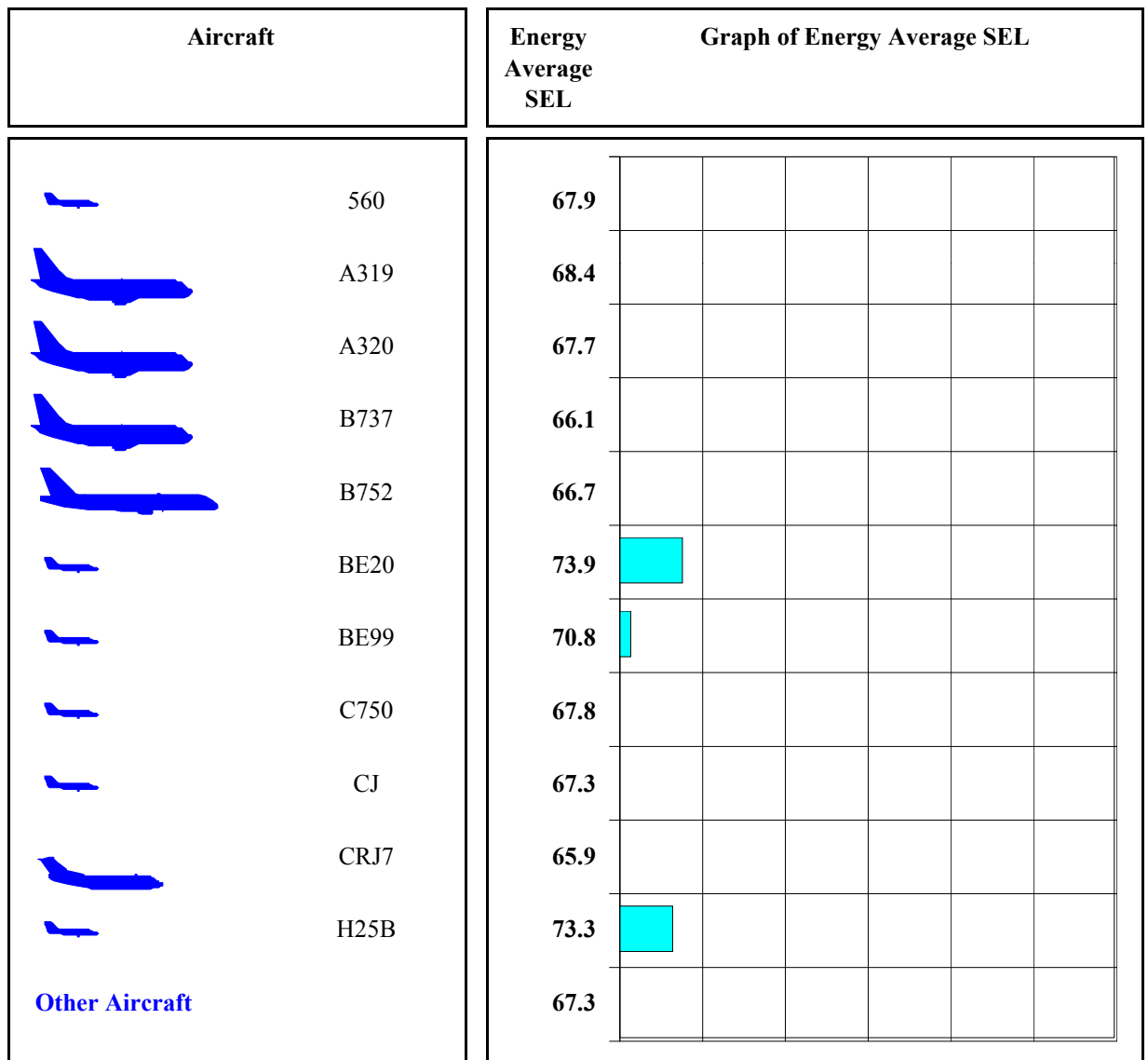
Single Event Noise Level by Aircraft Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Timber Island - East of Timber Island

Operations: Arrivals Runway: 19 Tracks: ALL



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

APPENDIX F














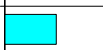




















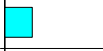




















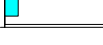












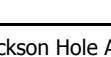
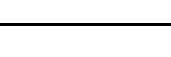

Loudest Aircraft Noise Events

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Moulton Loop - Zenith Drive and Spring Gulch Road



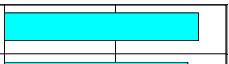


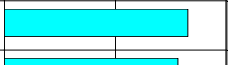


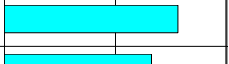


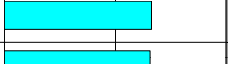


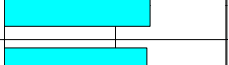










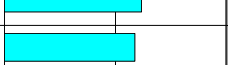







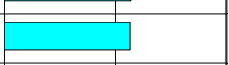


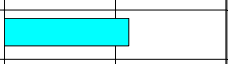


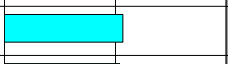

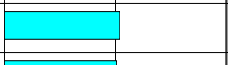




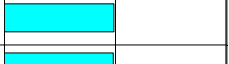























| Aircraft | Airline | Event Time | Aircraft | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---|---------------|----------|---------|-----|-----|-------|-------|---|
|  |  Delta Air Lines | Jul 26, 09:10 | B737 | DAL | D | 19 | 101.3 | 104.6 |  |
|  | JEV | Aug 09, 09:51 | FA50 | JEV | D | 19 | 100.6 | 104.5 |  |
|  |  Delta Air Lines | Aug 10, 09:29 | B737 | DAL | D | 19 | 100.9 | 104.4 |  |
|  |  Delta Air Lines | Aug 08, 07:39 | B737 | DAL | D | 19 | 99.8 | 103.2 |  |
|  |  Delta Air Lines | Aug 01, 07:42 | B737 | DAL | D | 19 | 98.9 | 102.8 |  |
|  | JEV | Aug 06, 12:47 | FA50 | JEV | D | 19 | 97.6 | 102.6 |  |
|  | JEV | Aug 07, 12:50 | FA50 | JEV | D | 19 | 97.0 | 102.3 |  |
|  |  American | Jul 28, 08:04 | B752 | AAL | D | 19 | 98.1 | 102.3 |  |
|  |  Delta Air Lines | Aug 02, 07:38 | B737 | DAL | D | 19 | 97.7 | 102.1 |  |
|  |  Frontier | Aug 07, 18:22 | A319 | FFT | D | 19 | 98.2 | 102.1 |  |
|  | SBE | Aug 07, 17:49 | FA50 | SBE | D | 19 | 98.1 | 102.0 |  |
|  |  Delta Air Lines | Aug 04, 08:51 | B752 | DAL | D | 19 | 96.7 | 102.0 |  |
|  |  Delta Air Lines | Jul 28, 07:40 | B737 | DAL | D | 19 | 97.8 | 101.8 |  |
|  |  Delta Air Lines | Aug 07, 08:58 | B752 | DAL | D | 19 | 96.5 | 101.7 |  |
|  |  UNITED | Aug 02, 07:13 | B752 | UAL | D | 19 | 96.8 | 101.6 |  |
|  |  UNITED | Aug 09, 13:02 | A320 | UAL | D | 19 | 97.2 | 101.4 |  |
|  |  UNITED | Aug 06, 07:17 | B752 | UAL | D | 19 | 96.1 | 101.3 |  |
|  |  UNITED | Aug 04, 12:31 | B752 | UAL | A | 01 | 97.9 | 101.1 |  |
|  |  American | Aug 07, 08:19 | B752 | AAL | D | 19 | 95.0 | 101.0 |  |
|  |  American | Aug 04, 08:12 | B752 | AAL | D | 19 | 94.9 | 101.0 |  |
|  |  Delta Air Lines | Aug 09, 09:04 | B752 | DAL | D | 19 | 96.2 | 100.9 |  |
|  |  American | Aug 09, 12:22 | B752 | AAL | D | 19 | 95.8 | 100.9 |  |
|  |  UNITED | Aug 01, 07:09 | B752 | UAL | D | 19 | 95.9 | 100.9 |  |
|  |  Delta Air Lines | Aug 06, 07:37 | B737 | DAL | D | 19 | 95.4 | 100.9 |  |
|  |  Delta Air Lines | Aug 10, 08:56 | B752 | DAL | D | 19 | 94.9 | 100.7 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Golf Course - Jackson Hole Golf & Tennis Club



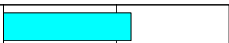






































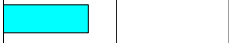











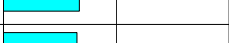


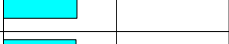





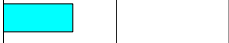












| Aircraft | Airline | Event Time | Aircraft | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---|---------------|----------|---------|-----|-----|------|------|---|
|  |  Delta Air Lines | Aug 10, 09:30 | B737 | DAL | D | 19 | 76.7 | 88.8 |  |
|  |  Delta Air Lines | Aug 01, 07:43 | B737 | DAL | D | 19 | 76.5 | 88.3 |  |
|  |  UNITED | Aug 02, 07:13 | B752 | UAL | D | 19 | 79.0 | 87.8 |  |
|  |  Delta Air Lines | Aug 08, 07:39 | B737 | DAL | D | 19 | 74.5 | 86.7 |  |
|  |  SkyWest | Aug 01, 08:30 | CRJ7 | SKW | D | 19 | 77.8 | 86.6 |  |
|  |  Delta Air Lines | Aug 02, 07:39 | B737 | DAL | D | 19 | 74.6 | 86.5 |  |
|  | SLH | Aug 06, 20:23 | C560 | SLH | D | 19 | 74.4 | 86.4 |  |
|  |  Delta Air Lines | Aug 05, 07:42 | B737 | DAL | D | 19 | 74.0 | 86.3 |  |
|  |  Delta Air Lines | Aug 06, 07:38 | B737 | DAL | D | 19 | 74.1 | 86.2 |  |
|  | TMC | Aug 10, 10:19 | BE40 | TMC | D | 19 | 75.4 | 85.9 |  |
|  |  Delta Air Lines | Aug 02, 08:53 | B752 | DAL | D | 19 | 73.9 | 85.8 |  |
|  |  UNITED | Jul 28, 15:18 | A320 | UAL | D | 19 | 75.0 | 85.7 |  |
|  |  AA American | Aug 06, 08:04 | B752 | AAL | D | 19 | 74.5 | 85.7 |  |
|  |  Delta Air Lines | Jul 31, 07:37 | B737 | DAL | D | 19 | 73.4 | 85.6 |  |
|  | JEV | Aug 07, 12:51 | FA50 | JEV | D | 19 | 74.0 | 85.4 |  |
|  | LAK | Aug 02, 15:50 | C560 | LAK | D | 19 | 74.6 | 85.2 |  |
|  |  SkyWest | Aug 01, 08:38 | CRJ7 | SKW | D | 19 | 74.2 | 85.1 |  |
|  |  Delta Air Lines | Jul 28, 07:41 | B737 | DAL | D | 19 | 73.0 | 85.0 |  |
|  |  UNITED | Aug 07, 16:27 | A320 | UAL | D | 19 | 74.0 | 84.9 |  |
|  |  Frontier | Aug 06, 18:01 | A319 | FFT | D | 19 | 75.3 | 84.9 |  |
|  |  UNITED | Aug 09, 13:03 | A320 | UAL | D | 19 | 74.4 | 84.8 |  |
|  |  UNITED | Jul 26, 08:07 | B752 | UAL | D | 19 | 74.5 | 84.7 |  |
|  |  SkyWest | Aug 02, 08:24 | CRJ7 | SKW | D | 19 | 74.2 | 84.5 |  |
|  |  SkyWest | Aug 08, 18:24 | CRJ7 | SKW | A | 19 | 75.2 | 84.4 |  |
|  | GA | Aug 06, 06:24 | GLF4 | GA | D | 19 | 75.9 | 84.4 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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


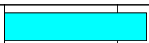





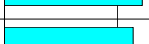



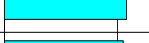





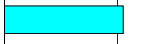


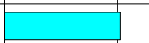


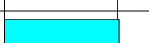


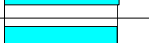


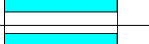


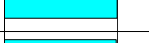







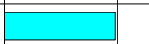


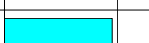




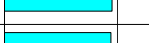


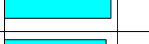





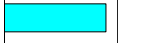





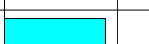

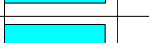


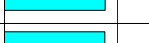
| Aircraft | Airline | Event Time | Aircraft | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---|---------------|----------|---------|-----|-----|------|------|---|
|  |  Delta Air Lines | Jul 31, 07:36 | B737 | DAL | D | 19 | 73.3 | 81.3 |  |
|  |  UNITED | Jul 28, 07:13 | B752 | UAL | D | 19 | 71.3 | 81.1 |  |
|  |  Delta Air Lines | Aug 05, 12:08 | A319 | DAL | A | 01 | 70.1 | 80.7 |  |
|  |  UNITED | Aug 10, 07:58 | B752 | UAL | D | 19 | 68.8 | 80.2 |  |
|  |  Delta Air Lines | Aug 02, 07:38 | B737 | DAL | D | 19 | 71.1 | 79.9 |  |
|  |  Delta Air Lines | Aug 05, 07:41 | B737 | DAL | D | 19 | 73.9 | 79.9 |  |
|  |  Delta Air Lines | Jul 28, 07:16 | A319 | DAL | D | 19 | 70.0 | 79.1 |  |
|  |  UNITED | Jul 31, 07:15 | B752 | UAL | D | 19 | 68.9 | 78.9 |  |
|  |  UNITED | Aug 04, 12:31 | B752 | UAL | A | 01 | 69.5 | 78.8 |  |
|  |  Delta Air Lines | Jul 27, 07:40 | B737 | DAL | D | 19 | 69.1 | 78.6 |  |
|  |  UNITED | Aug 05, 07:24 | B752 | UAL | D | 19 | 68.3 | 78.3 |  |
|  |  Delta Air Lines | Aug 08, 07:41 | B737 | DAL | D | 19 | 66.5 | 77.6 |  |
|  |  Delta Air Lines | Aug 05, 07:13 | A319 | DAL | D | 19 | 70.8 | 77.4 |  |
|  |  UNITED | Jul 27, 08:02 | B752 | UAL | D | 19 | 70.1 | 77.4 |  |
|  |  UNITED | Jul 26, 07:19 | B752 | UAL | D | 01 | 63.9 | 76.8 |  |
|  |  AA American | Aug 08, 08:21 | B752 | AAL | D | 19 | 68.9 | 76.6 |  |
|  |  SkyWest | Aug 10, 07:44 | CRJ7 | SKW | D | 19 | 65.9 | 76.5 |  |
|  |  AA American | Jul 28, 08:03 | B752 | AAL | D | 19 | 68.0 | 76.2 |  |
|  |  Delta Air Lines | Jul 30, 07:42 | B737 | DAL | D | 01 | 65.1 | 76.0 |  |
|  |  SkyWest | Aug 02, 07:42 | CRJ7 | SKW | D | 19 | 65.3 | 75.7 |  |
|  |  UNITED | Aug 06, 14:22 | A320 | UAL | A | 01 | 67.4 | 75.6 |  |
|  |  UNITED | Jul 27, 07:08 | B752 | UAL | D | 19 | 65.4 | 75.5 |  |
|  |  Delta Air Lines | Aug 03, 08:58 | B752 | DAL | D | 01 | 65.2 | 75.1 |  |
|  |  UNITED | Jul 26, 07:09 | A319 | UAL | D | 01 | 62.2 | 75.0 |  |
|  |  UNITED | Jul 27, 07:02 | A319 | UAL | D | 19 | 65.3 | 75.0 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Moose - Moose Entrance






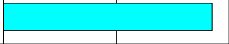

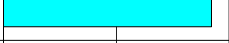

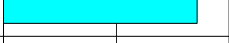

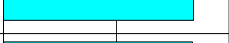


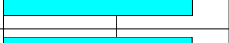










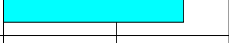


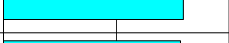


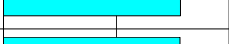








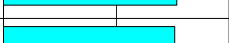


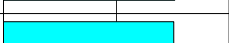








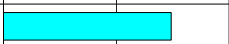








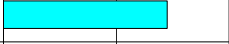

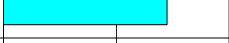





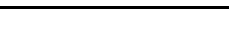
| Aircraft | Airline | Event Time | Aircraft | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---|---------------|----------|---------|-----|-----|------|------|---|
|  | GA | Jul 29, 11:15 | FA50 | GA | D | 01 | 85.9 | 92.6 |  |
|  |  American | Aug 06, 18:31 | B752 | AAL | A | 19 | 85.4 | 92.3 |  |
|  |  American | Jul 30, 18:33 | B752 | AAL | A | 19 | 84.6 | 91.5 |  |
|  | GA | Jul 30, 09:28 | C560 | GA | D | 01 | 80.6 | 90.9 |  |
|  | GA | Aug 06, 15:37 | C650 | GA | D | 01 | 80.6 | 90.6 |  |
|  |  Delta Air Lines | Jul 30, 18:49 | B752 | DAL | A | 19 | 83.4 | 90.6 |  |
|  |  UNITED | Aug 01, 12:39 | B752 | UAL | A | 19 | 82.6 | 90.3 |  |
|  |  UNITED | Jul 28, 12:26 | B752 | UAL | A | 19 | 83.6 | 90.2 |  |
|  |  UNITED | Aug 07, 12:37 | B752 | UAL | A | 19 | 82.7 | 90.0 |  |
|  |  UNITED | Aug 06, 20:58 | B752 | UAL | A | 19 | 82.5 | 90.0 |  |
|  |  UNITED | Jul 30, 21:00 | B752 | UAL | A | 19 | 82.0 | 90.0 |  |
|  |  Delta Air Lines | Aug 04, 07:42 | B737 | DAL | D | 01 | 79.9 | 89.9 |  |
|  |  UNITED | Aug 05, 14:13 | B752 | UAL | A | 19 | 81.7 | 89.9 |  |
|  | GA | Aug 09, 17:36 | BE40 | GA | D | 01 | 82.7 | 89.6 |  |
|  |  Delta Air Lines | Aug 03, 07:44 | B737 | DAL | D | 01 | 79.9 | 89.6 |  |
|  |  Delta Air Lines | Jul 30, 07:42 | B737 | DAL | D | 01 | 79.2 | 89.5 |  |
|  | GA | Jul 29, 11:30 | C650 | GA | D | 01 | 79.6 | 89.1 |  |
|  |  American | Aug 04, 18:18 | B752 | AAL | A | 19 | 81.0 | 89.1 |  |
|  |  UNITED | Aug 03, 12:43 | B752 | UAL | A | 19 | 81.4 | 89.0 |  |
|  |  Delta Air Lines | Jul 30, 19:24 | B737 | DAL | A | 19 | 81.5 | 89.0 |  |
|  |  UNITED | Aug 06, 12:37 | B752 | UAL | A | 19 | 81.8 | 89.0 |  |
|  |  Delta Air Lines | Aug 09, 00:44 | B737 | DAL | A | 19 | 80.4 | 88.9 |  |
|  |  UNITED | Aug 09, 12:39 | B752 | UAL | A | 19 | 80.9 | 88.9 |  |
|  | GA | Jul 29, 14:31 | WW24 | GA | D | 01 | 80.6 | 88.7 |  |
|  |  UNITED | Jul 27, 12:30 | B752 | UAL | A | 19 | 80.6 | 88.7 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: 4 Lazy F Ranch - 4 Lazy F Ranch





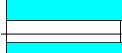

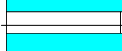

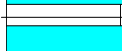

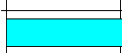






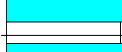

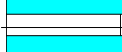


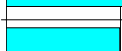


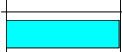


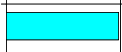

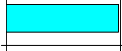

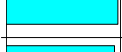








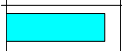






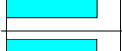










| Aircraft | Airline | Event Time | Aircraft | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---|---------------|----------|---------|-----|-----|------|------|---|
|  |  American | Aug 06, 18:31 | B752 | AAL | A | 19 | 81.4 | 90.0 |  |
|  |  Delta Air Lines | Aug 04, 07:42 | B737 | DAL | D | 01 | 76.5 | 89.3 |  |
|  | GA | Jul 29, 11:16 | FA50 | GA | D | 01 | 81.4 | 89.2 |  |
|  | GA | Jul 29, 14:32 | WW24 | GA | D | 01 | 78.2 | 88.6 |  |
|  | GA | Jul 30, 09:29 | C560 | GA | D | 01 | 78.6 | 88.4 |  |
|  |  Delta Air Lines | Jul 30, 07:42 | B737 | DAL | D | 01 | 75.7 | 88.4 |  |
|  |  Delta Air Lines | Aug 03, 07:45 | B737 | DAL | D | 01 | 77.4 | 88.4 |  |
|  | GA | Aug 06, 15:38 | C650 | GA | D | 01 | 78.3 | 88.3 |  |
|  |  UNITED | Aug 06, 20:57 | B752 | UAL | A | 19 | 78.9 | 88.0 |  |
|  |  UNITED | Aug 05, 14:13 | B752 | UAL | A | 19 | 78.4 | 88.0 |  |
|  |  American | Aug 05, 18:16 | B752 | AAL | A | 19 | 79.5 | 88.0 |  |
|  |  UNITED | Aug 04, 15:13 | A320 | UAL | D | 01 | 78.8 | 87.9 |  |
|  |  UNITED | Aug 01, 12:39 | B752 | UAL | A | 19 | 77.3 | 87.8 |  |
|  |  American | Aug 04, 18:18 | B752 | AAL | A | 19 | 78.6 | 87.8 |  |
|  |  UNITED | Aug 06, 12:37 | B752 | UAL | A | 19 | 78.2 | 87.7 |  |
|  |  Delta Air Lines | Jul 30, 18:49 | B752 | DAL | A | 19 | 78.3 | 87.6 |  |
|  |  Delta Air Lines | Jul 29, 07:40 | B737 | DAL | D | 01 | 75.5 | 87.6 |  |
|  |  American | Aug 08, 18:42 | B752 | AAL | A | 19 | 78.4 | 87.5 |  |
|  |  Alaska Airlines | Aug 04, 13:14 | B738 | ASA | D | 01 | 77.8 | 87.5 |  |
|  |  Delta Air Lines | Aug 05, 19:17 | B737 | DAL | A | 19 | 78.4 | 87.4 |  |
|  |  UNITED | Aug 07, 21:25 | B752 | UAL | A | 19 | 78.5 | 87.3 |  |
|  |  UNITED | Aug 09, 20:32 | A320 | UAL | D | 01 | 77.2 | 87.3 |  |
|  | GA | Jul 29, 07:30 | C560 | GA | D | 01 | 78.1 | 87.3 |  |
|  |  UNITED | Aug 08, 14:00 | A320 | UAL | A | 19 | 79.6 | 87.3 |  |
|  |  UNITED | Aug 10, 12:53 | B752 | UAL | A | 19 | 77.8 | 87.2 |  |

Loudest Aircraft Noise Events Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Timber Island - East of Timber Island

| Aircraft | Airline | Event Time | Aircraft | Airline | Ops | Rwy | Lmax | SEL | Graph Of SEL |
|---|---|---------------|----------|---------|-----|-----|------|------|---|
|  |  | Jul 28, 16:52 | A319 | FFT | A | 19 | 61.0 | 73.1 |  |
|  | XOJ | Aug 05, 11:48 | CL30 | XOJ | A | 19 | 65.3 | 72.3 |  |
|  | GA | Aug 01, 05:56 | C650 | GA | D | 01 | 60.3 | 72.0 |  |
|  | GA | Jul 29, 08:51 | C421 | GA | D | 01 | 60.2 | 71.3 |  |
|  | LXJ | Aug 04, 20:09 | CL30 | LXJ | A | 19 | 62.6 | 71.1 |  |
|  |  | Jul 30, 07:43 | B737 | DAL | D | 01 | 58.6 | 71.1 |  |
|  | GA | Aug 05, 07:48 | C210 | GA | A | 19 | 62.3 | 71.0 |  |
|  | GA | Aug 05, 13:16 | GLF4 | GA | A | 19 | 61.0 | 70.8 |  |
|  | U | Aug 03, 19:01 | C25B | U | A | 19 | 61.8 | 70.7 |  |
|  |  | Jul 27, 12:29 | B752 | UAL | A | 19 | 59.3 | 70.6 |  |
|  |  | Aug 04, 07:43 | B737 | DAL | D | 01 | 60.4 | 70.5 |  |
|  |  | Aug 03, 07:46 | B737 | DAL | D | 01 | 55.8 | 70.0 |  |
|  | GA | Aug 04, 11:49 | C650 | GA | A | 19 | 57.6 | 70.0 |  |
|  | GA | Jul 26, 08:46 | C340 | GA | D | 01 | 60.7 | 69.9 |  |
|  |  | Aug 09, 07:42 | B752 | UAL | D | 01 | 61.0 | 69.9 |  |
|  | GA | Aug 02, 14:31 | GLF4 | GA | A | 19 | 59.7 | 69.9 |  |
|  | GA | Aug 04, 08:01 | C340 | GA | A | 19 | 59.6 | 69.6 |  |
|  | U | Aug 02, 07:25 | C560 | U | A | 19 | 58.2 | 69.4 |  |
|  | GA | Jul 30, 09:30 | C560 | GA | D | 01 | 54.9 | 69.1 |  |
|  | XOJ | Jul 30, 18:43 | C750 | XOJ | A | 19 | 60.3 | 68.8 |  |
|  |  | Jul 29, 07:08 | A319 | DAL | D | 01 | 56.6 | 68.7 |  |
|  |  | Jul 30, 07:09 | A319 | DAL | D | 01 | 55.7 | 68.6 |  |
|  | U | Aug 05, 12:21 | U | U | A | 19 | 54.8 | 68.1 |  |
|  | GA | Aug 04, 10:36 | GLF4 | GA | A | 19 | 57.6 | 68.0 |  |
|  |  | Jul 28, 14:16 | A320 | UAL | A | 19 | 55.7 | 68.0 |  |

APPENDIX G

Noise Event Plot Reports

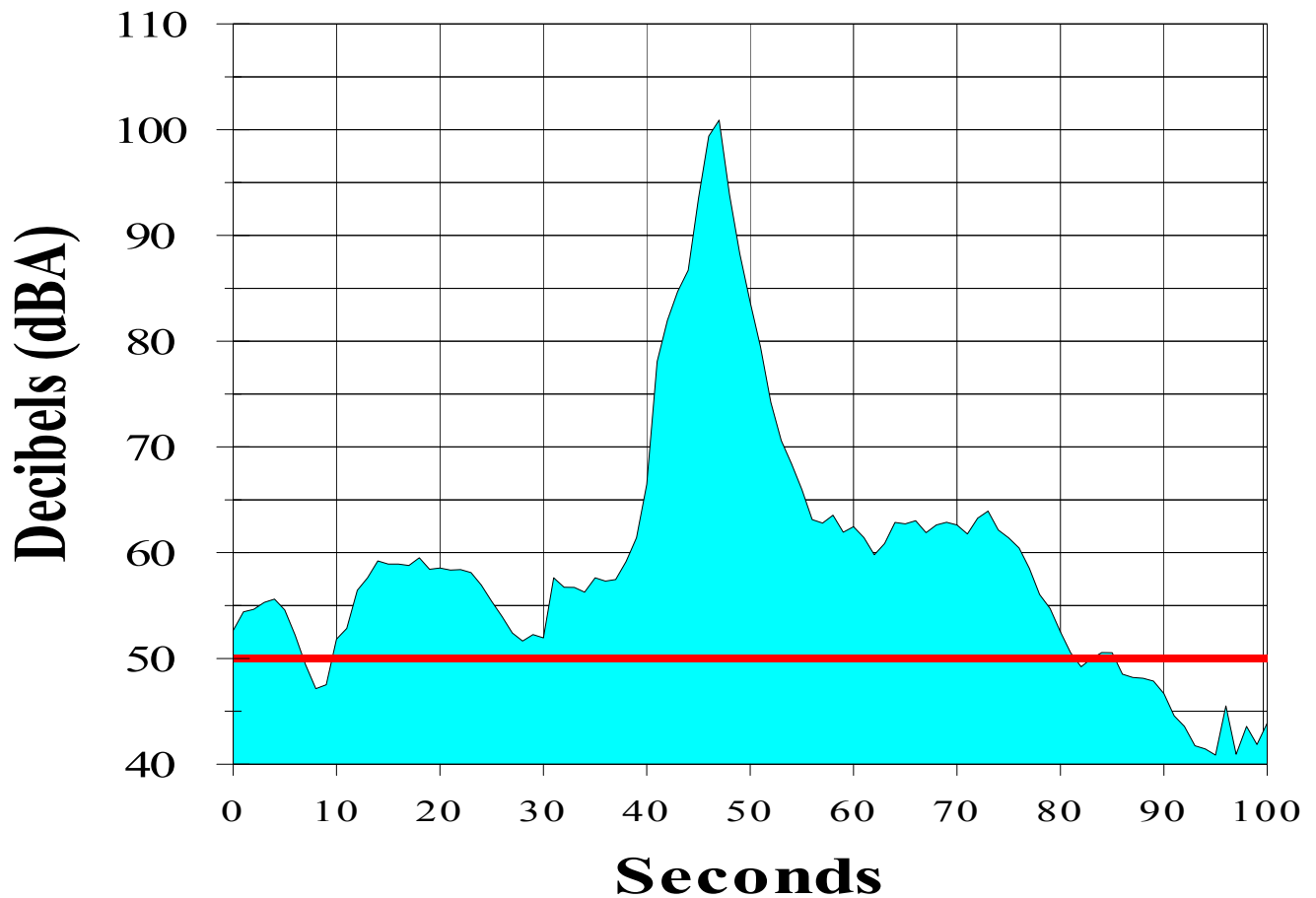
Noise Event Plot Report

Jackson Hole Airport

Period: August 10, 2014 9:29:25 AM

Site: Moulton Loop

| | | | |
|-----------------------------|-----------|---|----------|
| Start time: | 09:28:48 | Lmax time: | 09:29:25 |
| SEL (dBA): | 104.4 | Max (dBA): | 100.9 |
| Duration (seconds): | 76 | Start to peak (seconds): | 37 |
| SEL threshold (dBA): | 50 | | |
| Flight No: | DAL2158 | | |
| Aircraft Type: | B737 | Boeing Commercial Aircraft B737-800 | |
| Operation: | Departure | | |
| Runway: | 19 | | |
| Destination: | KATL | Atlanta International (Hartsfield) - GA - USA | |



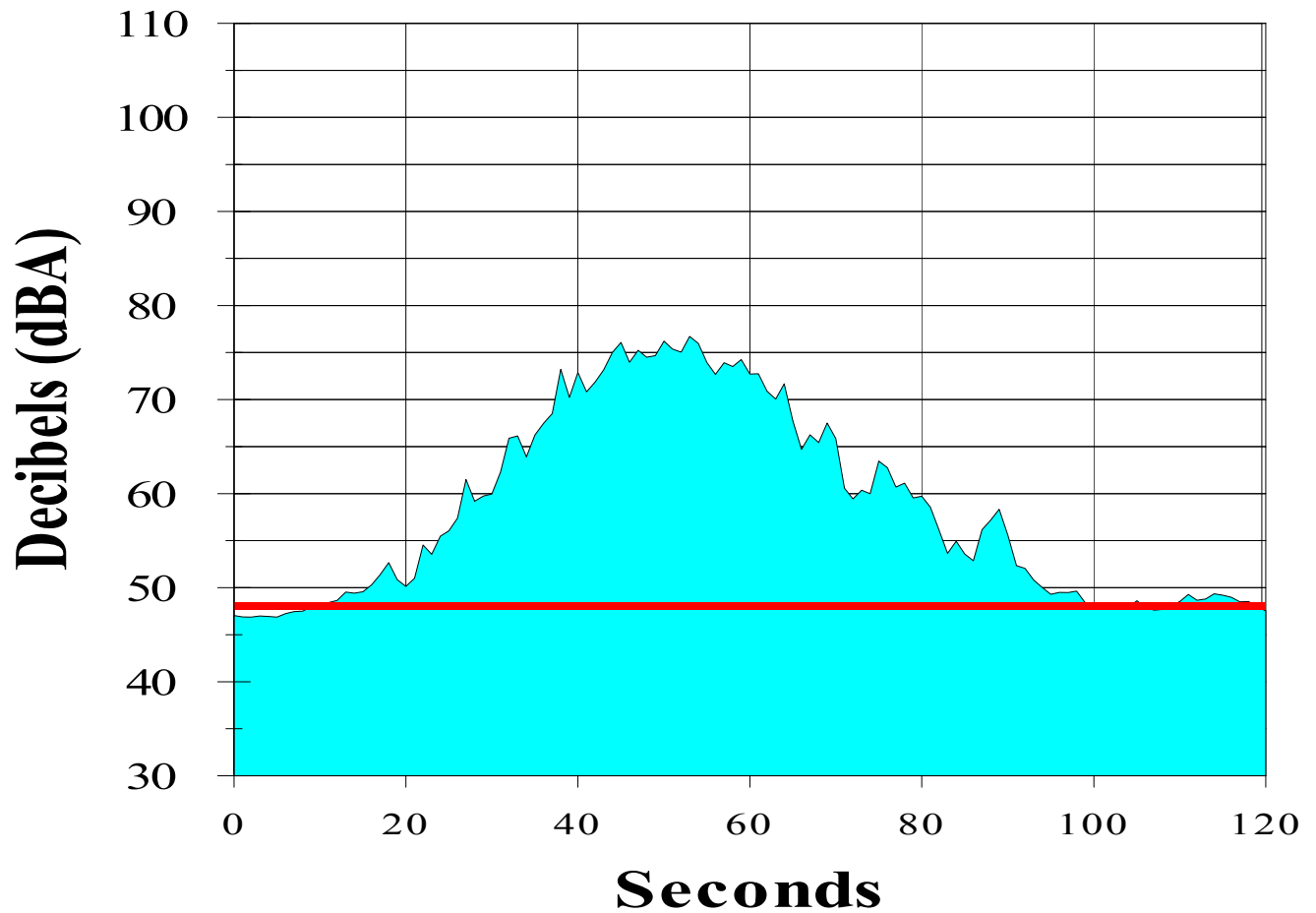
Noise Event Plot Report

Jackson Hole Airport

Period: August 10, 2014 9:30:08 AM

Site: Golf - Jackson Hole Golf & Tennis Club

| | | | |
|-----------------------------|-----------|---|----------|
| Start time: | 09:29:25 | Lmax time: | 09:30:08 |
| SEL (dBA): | 88.8 | Max (dBA): | 76.7 |
| Duration (seconds): | 96 | Start to peak (seconds): | 43 |
| SEL threshold (dBA): | 48 | | |
| Flight No: | DAL2158 | | |
| Aircraft Type: | B737 | Boeing Commercial Aircraft B737-800 | |
| Operation: | Departure | | |
| Runway: | 19 | | |
| Destination: | KATL | Atlanta International (Hartsfield) - GA - USA | |



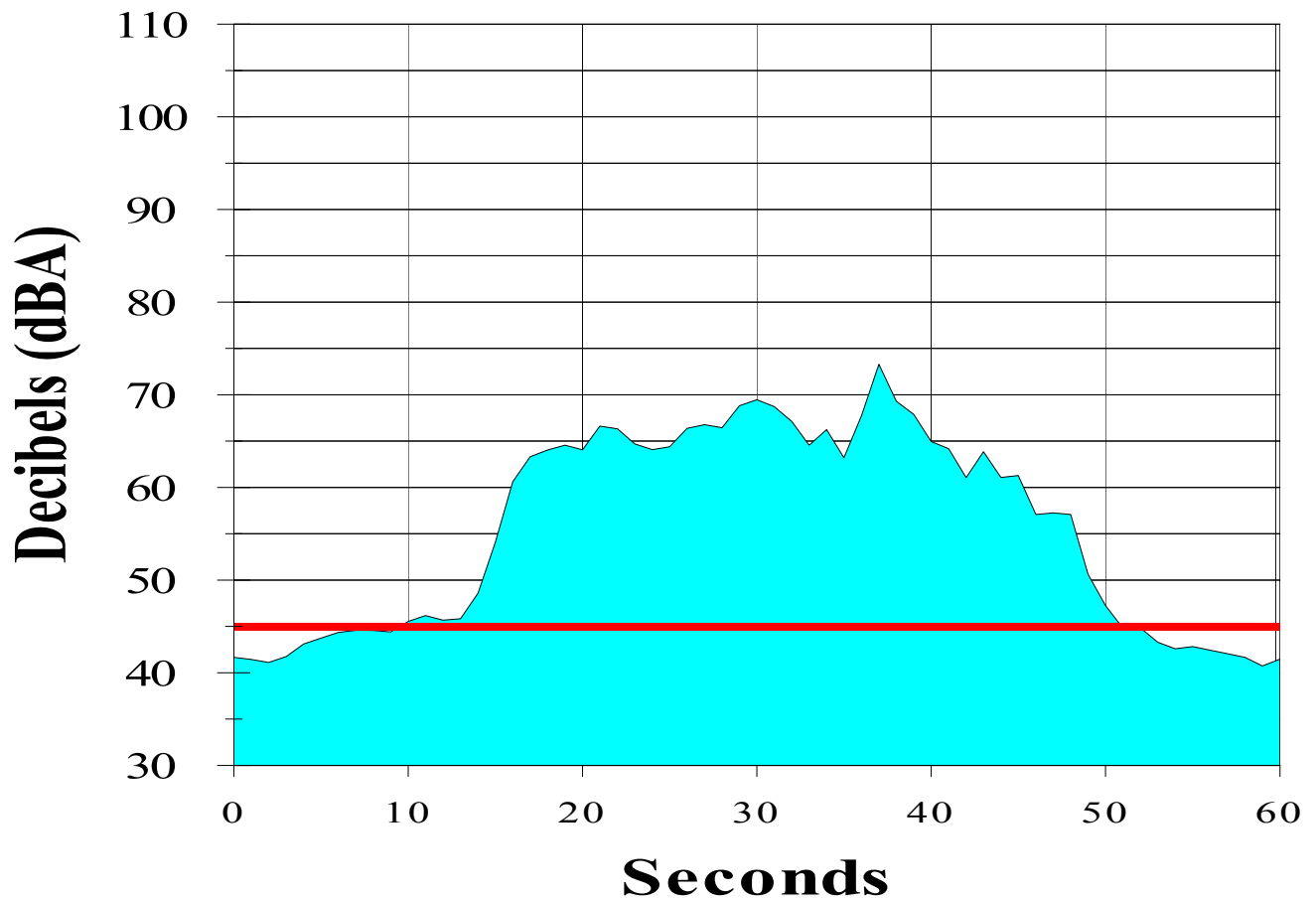
Noise Event Plot Report

Jackson Hole Airport

Period: July 31, 2014 7:36:36 AM

Site: Barker Ranch

| | | | |
|-----------------------------|-----------|---|----------|
| Start time: | 07:36:09 | Lmax time: | 07:36:36 |
| SEL (dBA): | 81.3 | Max (dBA): | 73.3 |
| Duration (seconds): | 41 | Start to peak (seconds): | 27 |
| SEL threshold (dBA): | 45 | | |
| Flight No: | DAL2158 | | |
| Aircraft Type: | B737 | Boeing Commercial Aircraft B737-800 | |
| Operation: | Departure | | |
| Runway: | 19 | | |
| Destination: | KATL | Atlanta International (Hartsfield) - GA - USA | |



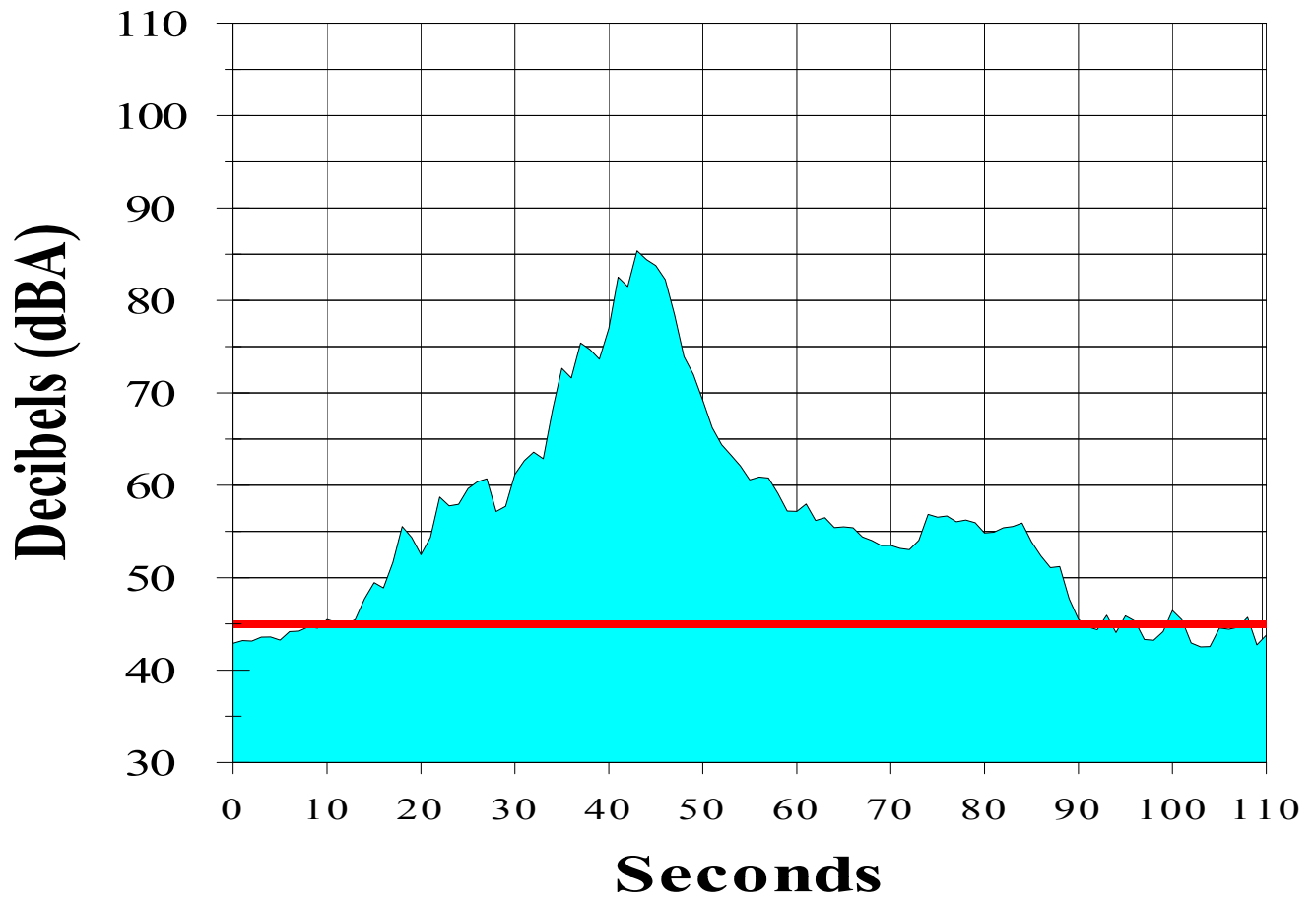
Noise Event Plot Report

Jackson Hole Airport

Period: August 6, 2014 6:31:35 PM

Site: Moose

| | | | |
|-----------------------------|----------|--|----------|
| Start time: | 18:31:02 | Lmax time: | 18:31:35 |
| SEL (dBA): | 92.3 | Max (dBA): | 85.4 |
| Duration (seconds): | 87 | Start to peak (seconds): | 33 |
| SEL threshold (dBA): | 45 | | |
| Flight No: | AAL1437 | | |
| Aircraft Type: | B752 | Boeing B757-200 Series | |
| Operation: | Arrival | | |
| Runway: | 19 | | |
| Origin: | KDFW | Dallas/Fort Worth International - TX - USA | |



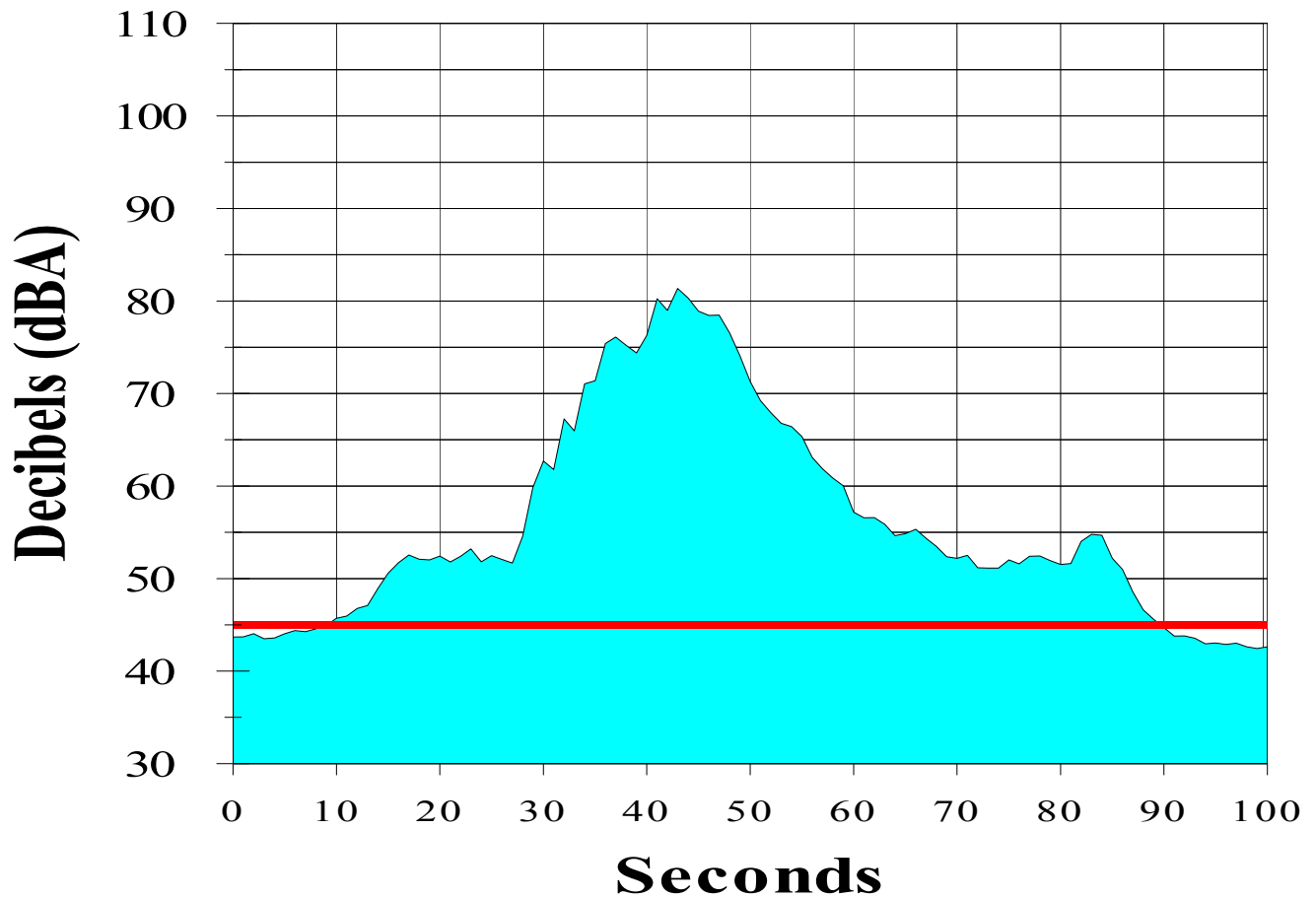
Noise Event Plot Report

Jackson Hole Airport

Period: August 6, 2014 6:31:08 PM

Site: 4 Lazy F Ranch

| | | | |
|-----------------------------|----------|--|----------|
| Start time: | 18:30:35 | Lmax time: | 18:31:08 |
| SEL (dBA): | 90.0 | Max (dBA): | 81.4 |
| Duration (seconds): | 80 | Start to peak (seconds): | 33 |
| SEL threshold (dBA): | 45 | | |
| Flight No: | AAL1437 | | |
| Aircraft Type: | B752 | Boeing B757-200 Series | |
| Operation: | Arrival | | |
| Runway: | 19 | | |
| Origin: | KDFW | Dallas/Fort Worth International - TX - USA | |



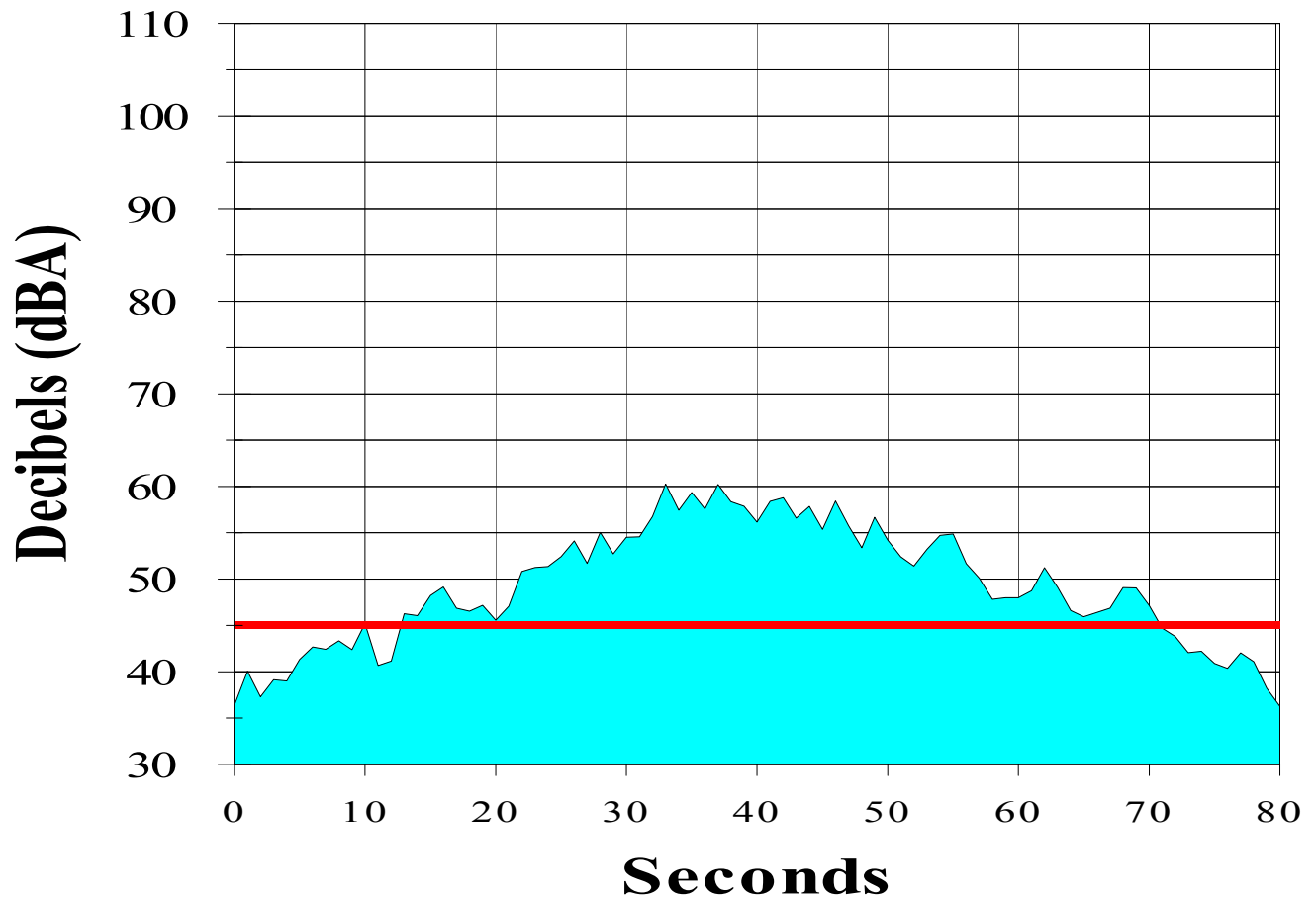
Noise Event Plot Report

Jackson Hole Airport

Period: August 1, 2014 5:56:27 AM

Site: Timber Island

| | | | |
|-----------------------------|-----------|--|----------|
| Start time: | 05:56:04 | Lmax time: | 05:56:27 |
| SEL (dBA): | 72.0 | Max (dBA): | 60.3 |
| Duration (seconds): | 61 | Start to peak (seconds): | 23 |
| SEL threshold (dBA): | 45 | | |
| Flight No: | N6110 | | |
| Aircraft Type: | C650 | Cessna Citation III/VI/VII | |
| Operation: | Departure | | |
| Runway: | 01 | | |
| Origin: | KSAF | Santa Fe County Muni - NM - USA | |



APPENDIX H

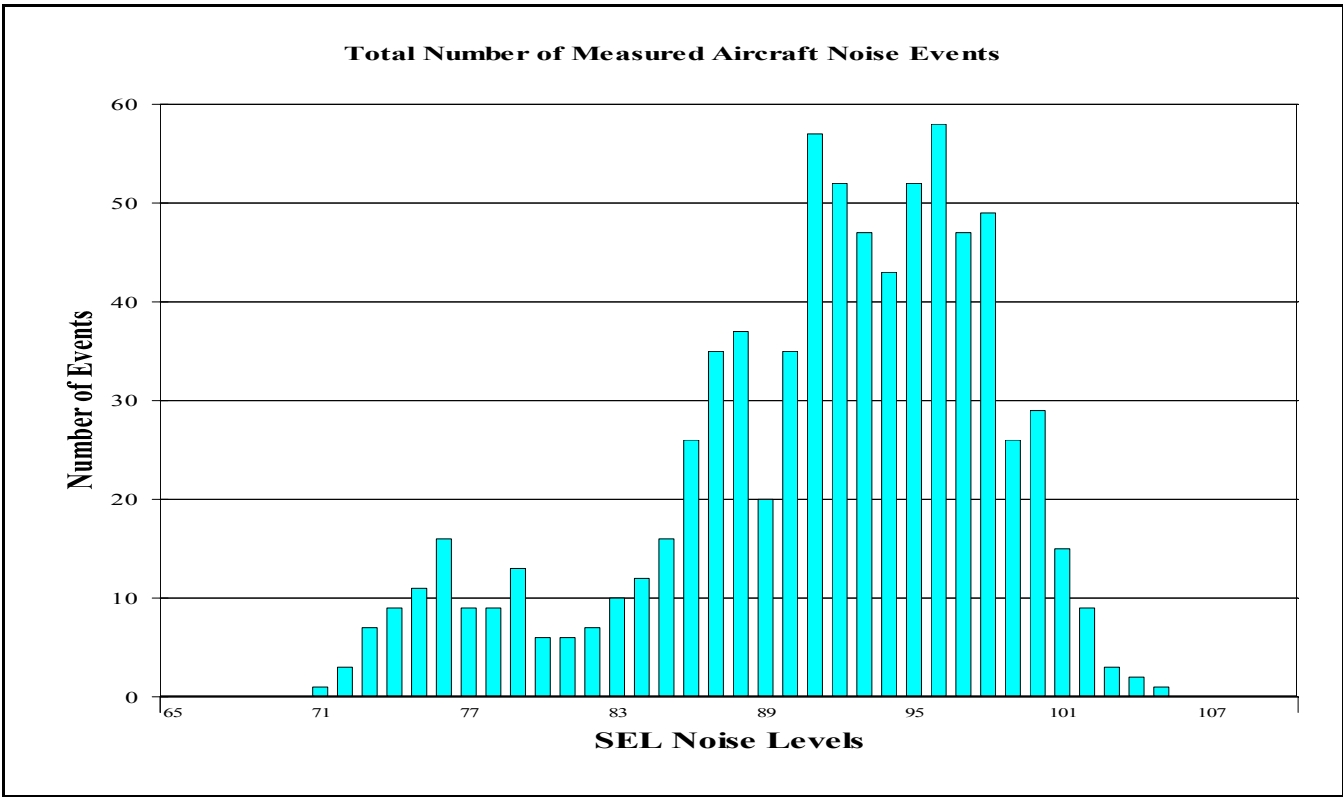
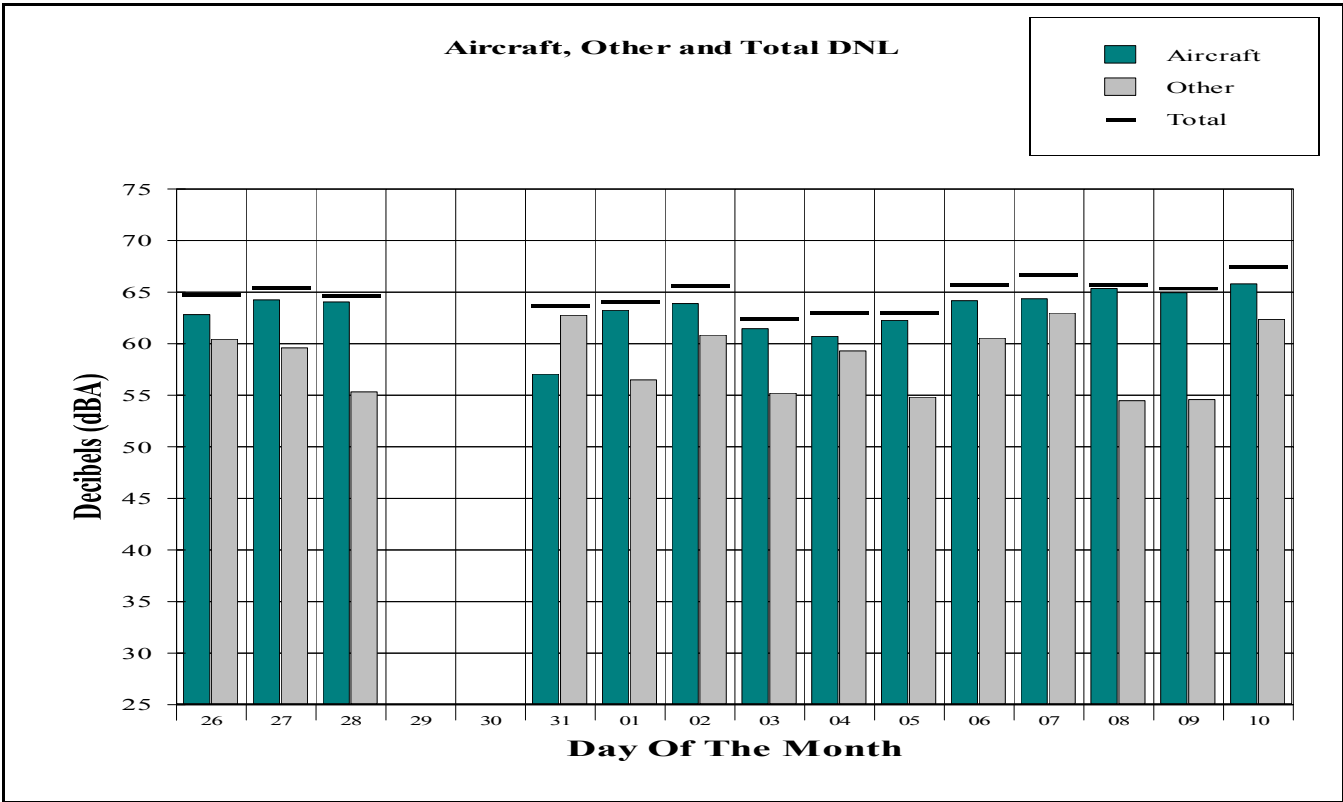
DNL Contribution and SEL Distribution Results

DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Moulton Loop

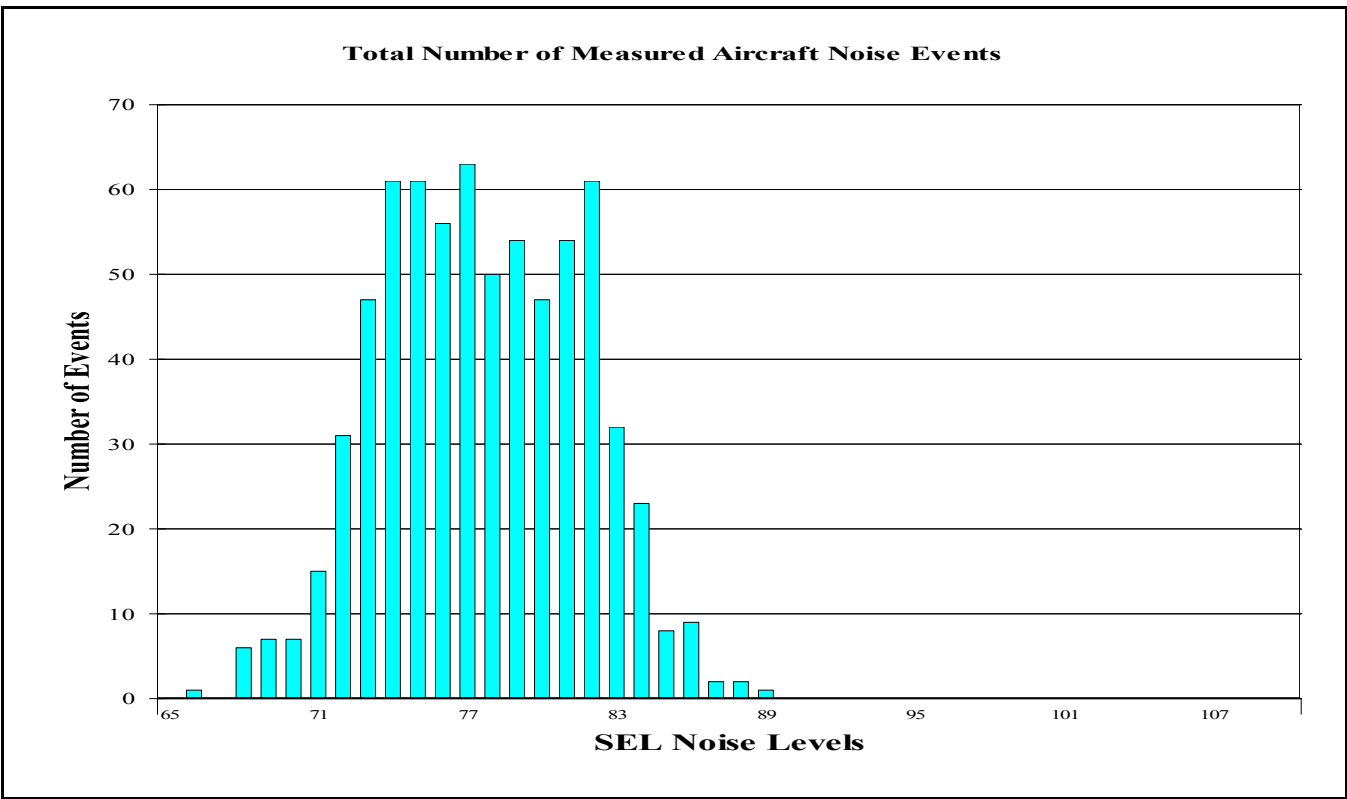
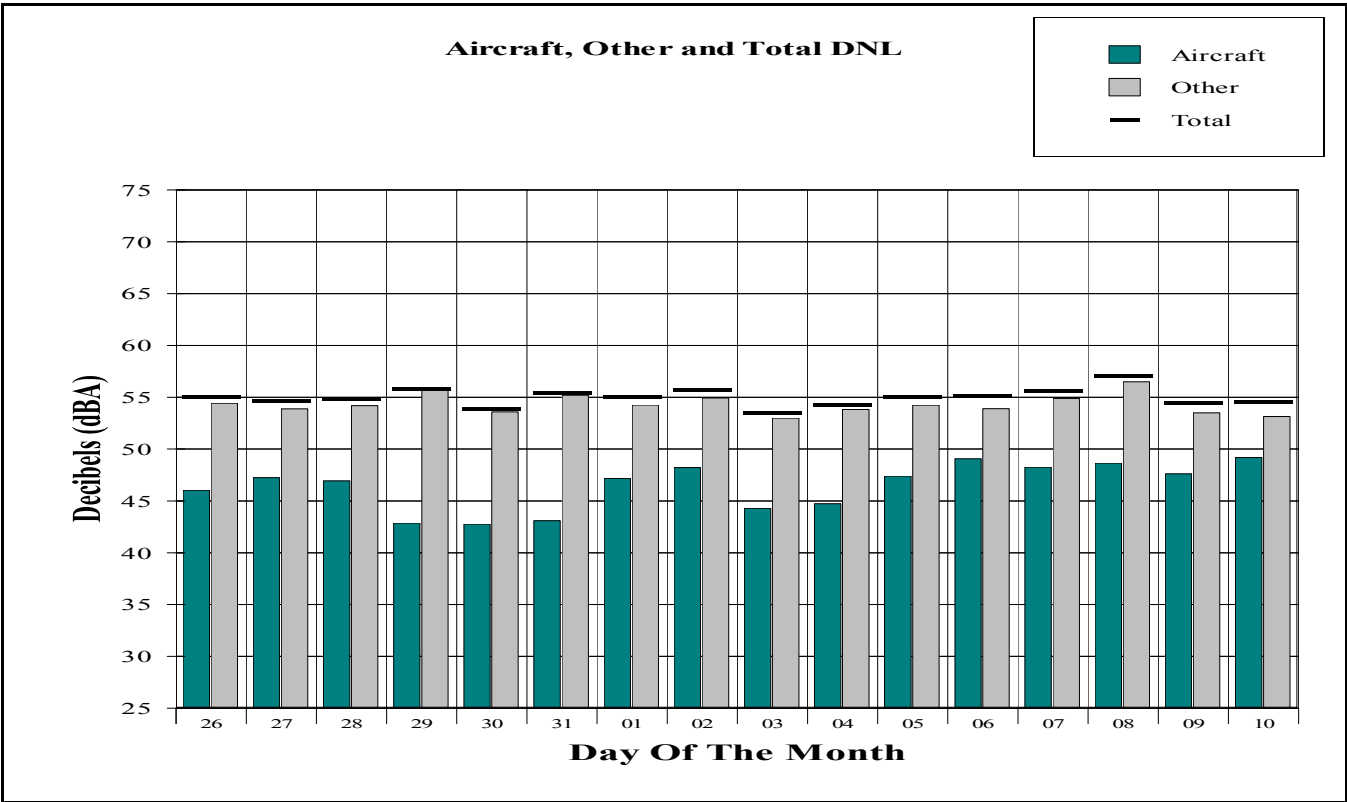


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Golf Course

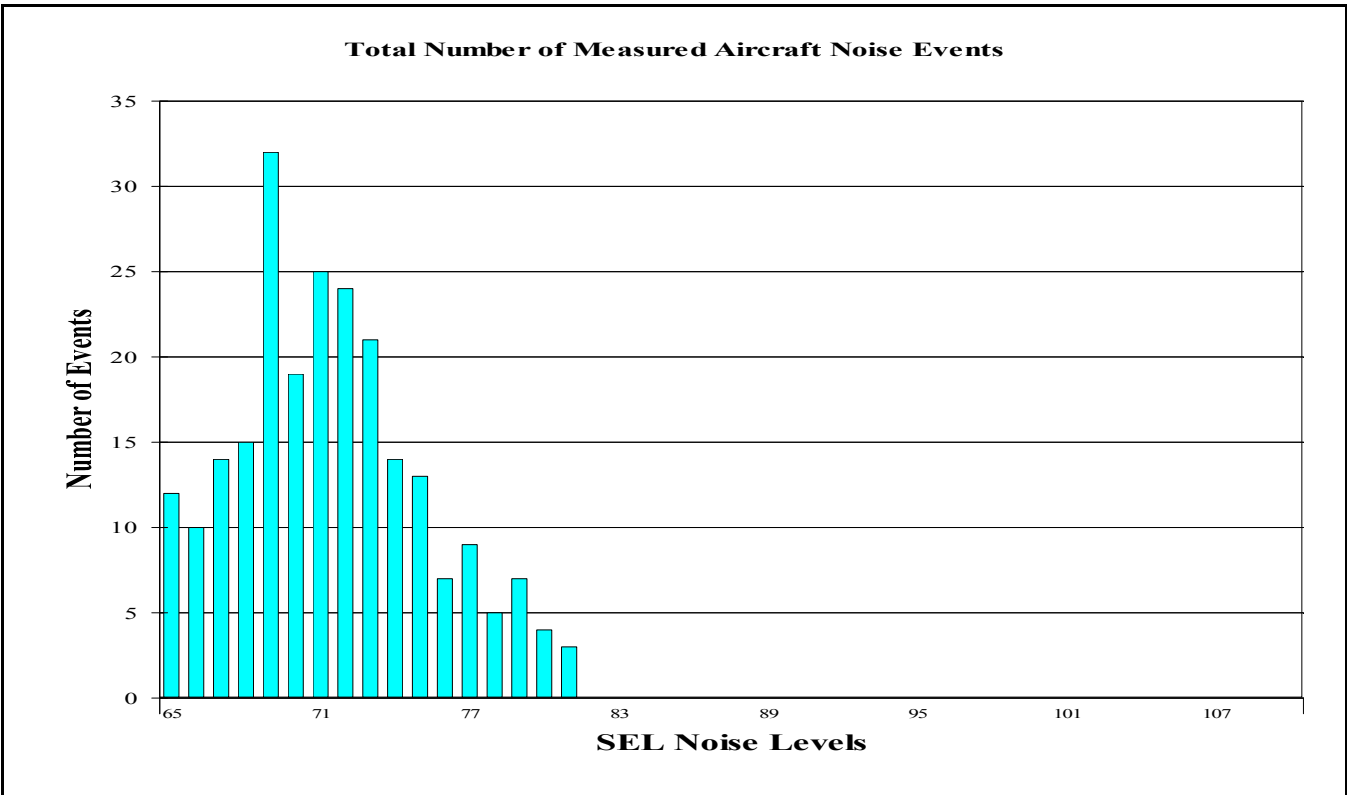
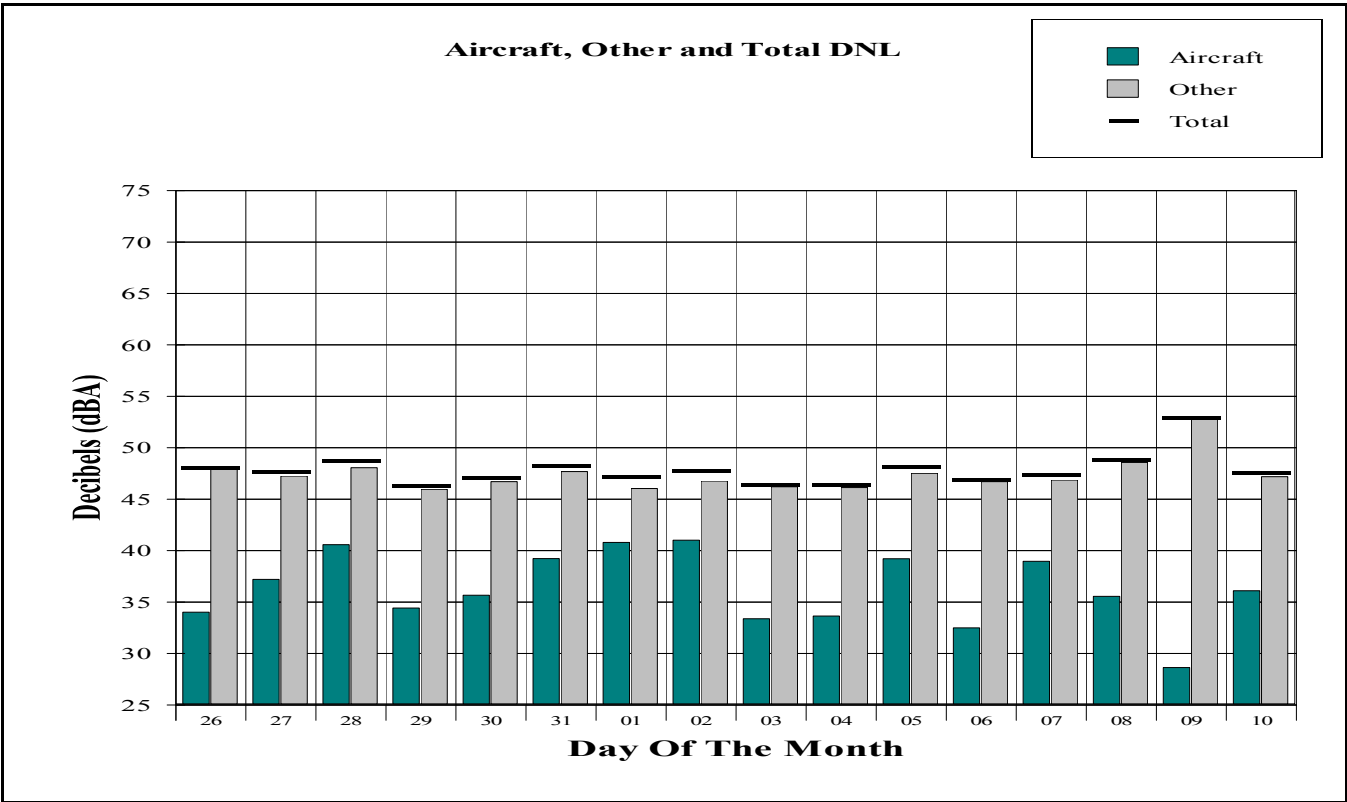


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Barkers Ranch

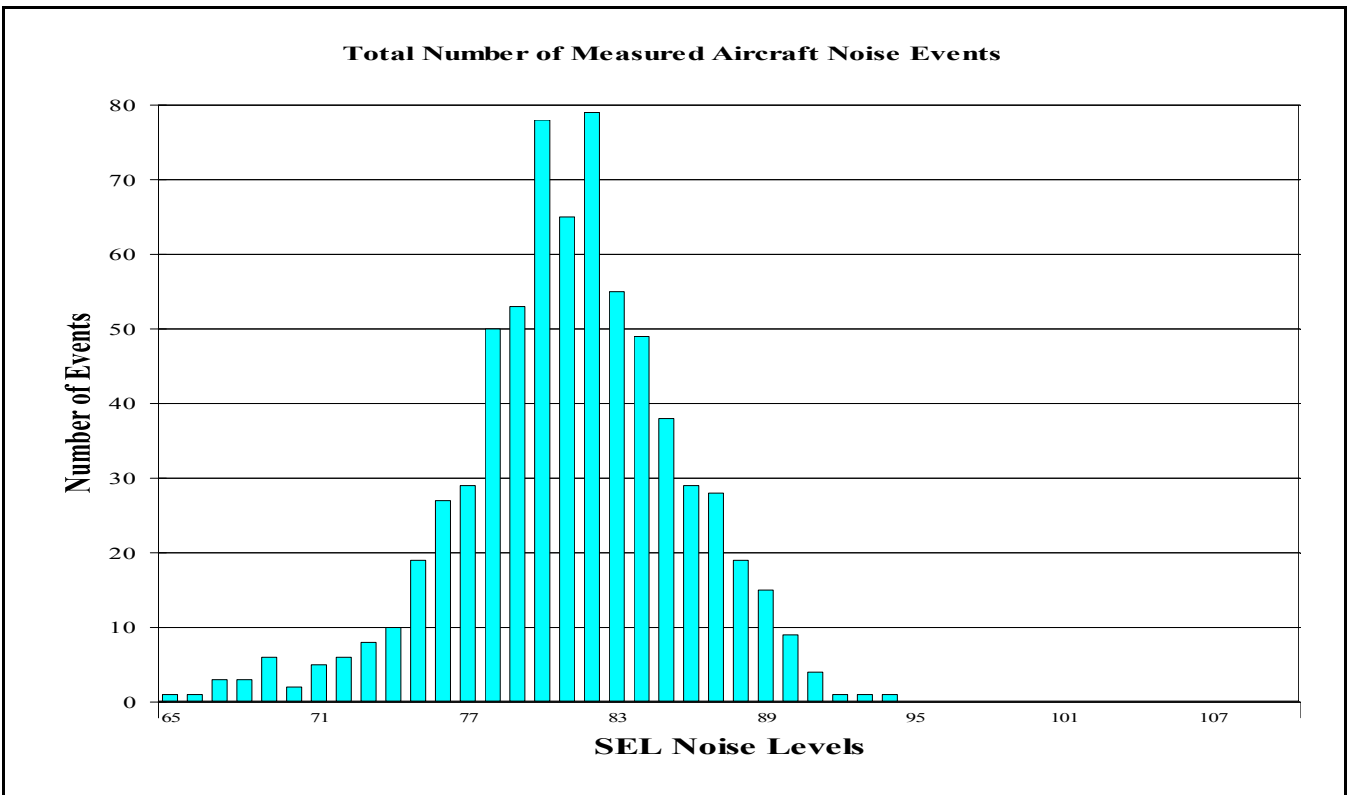
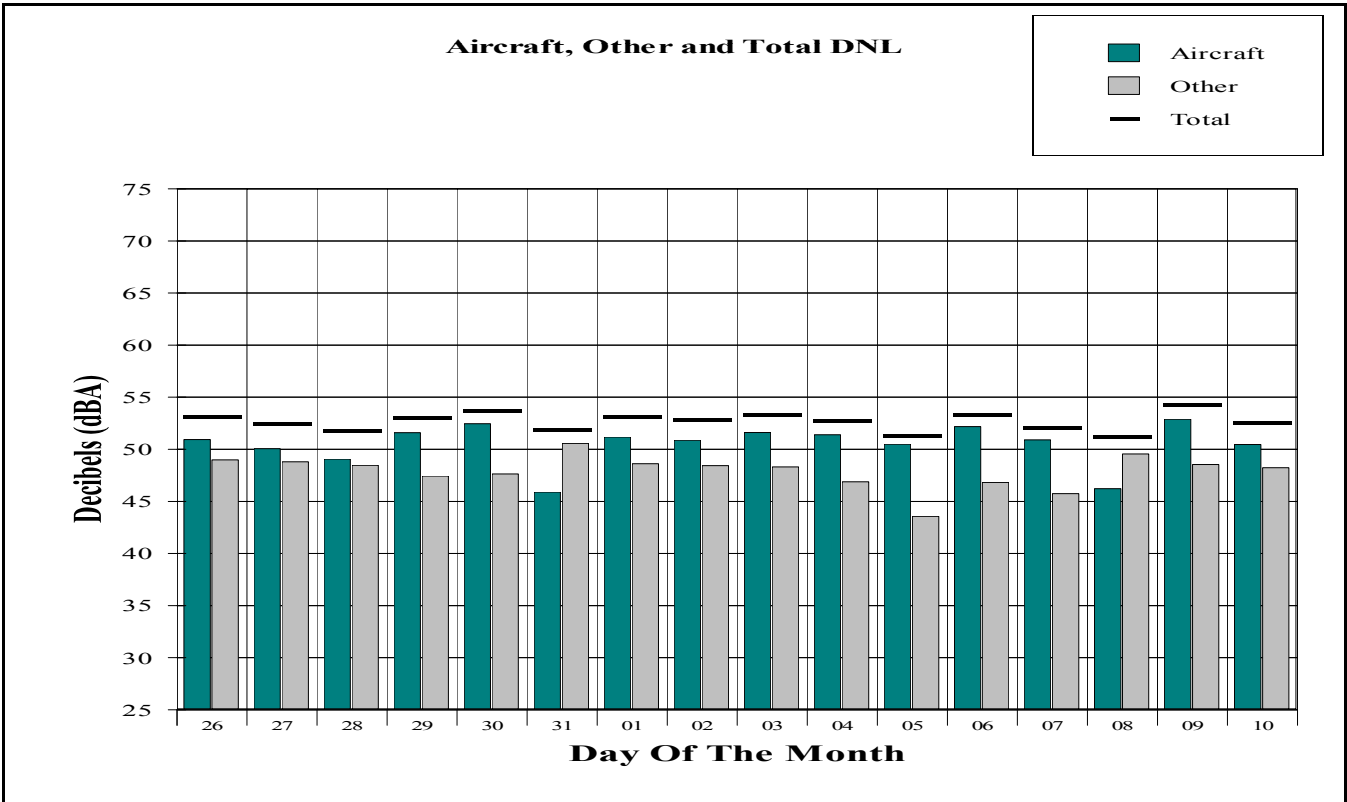


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Moose

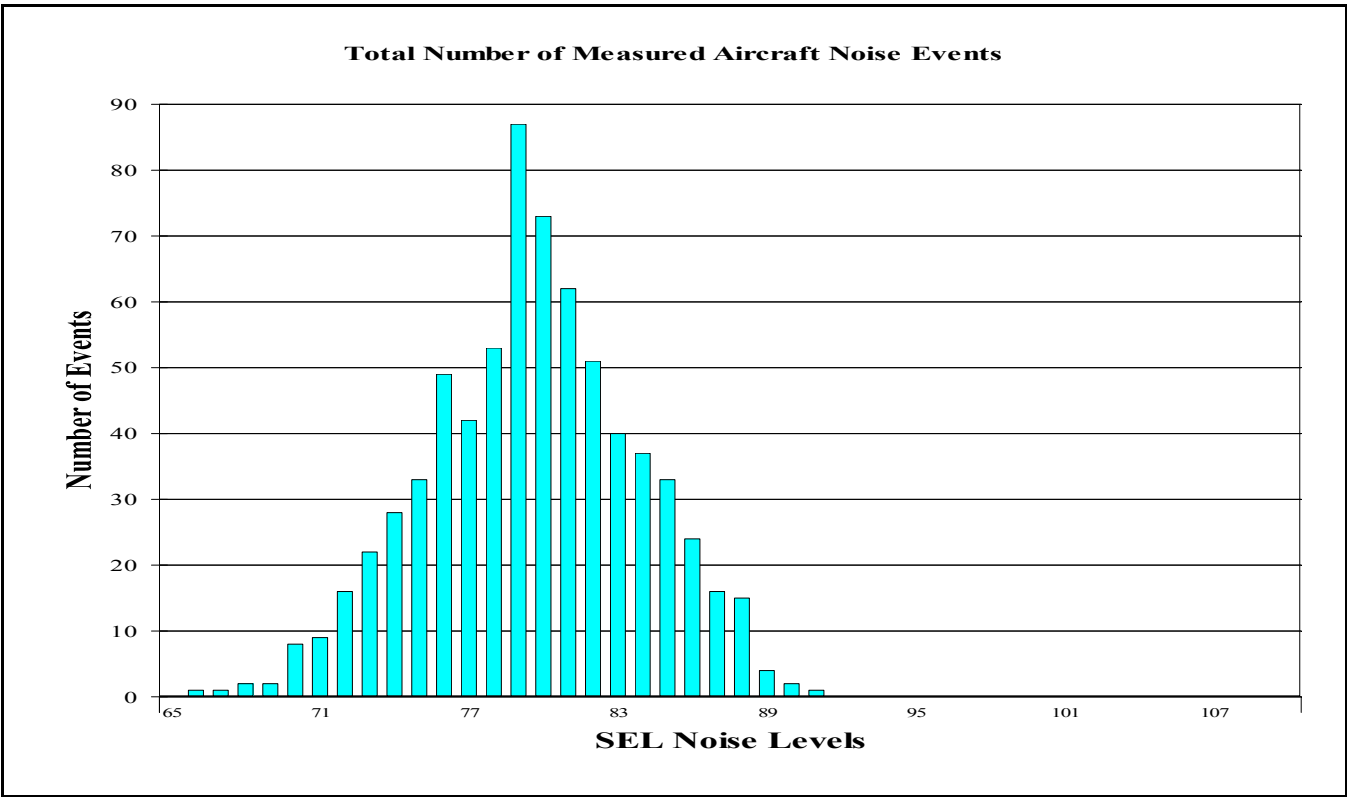
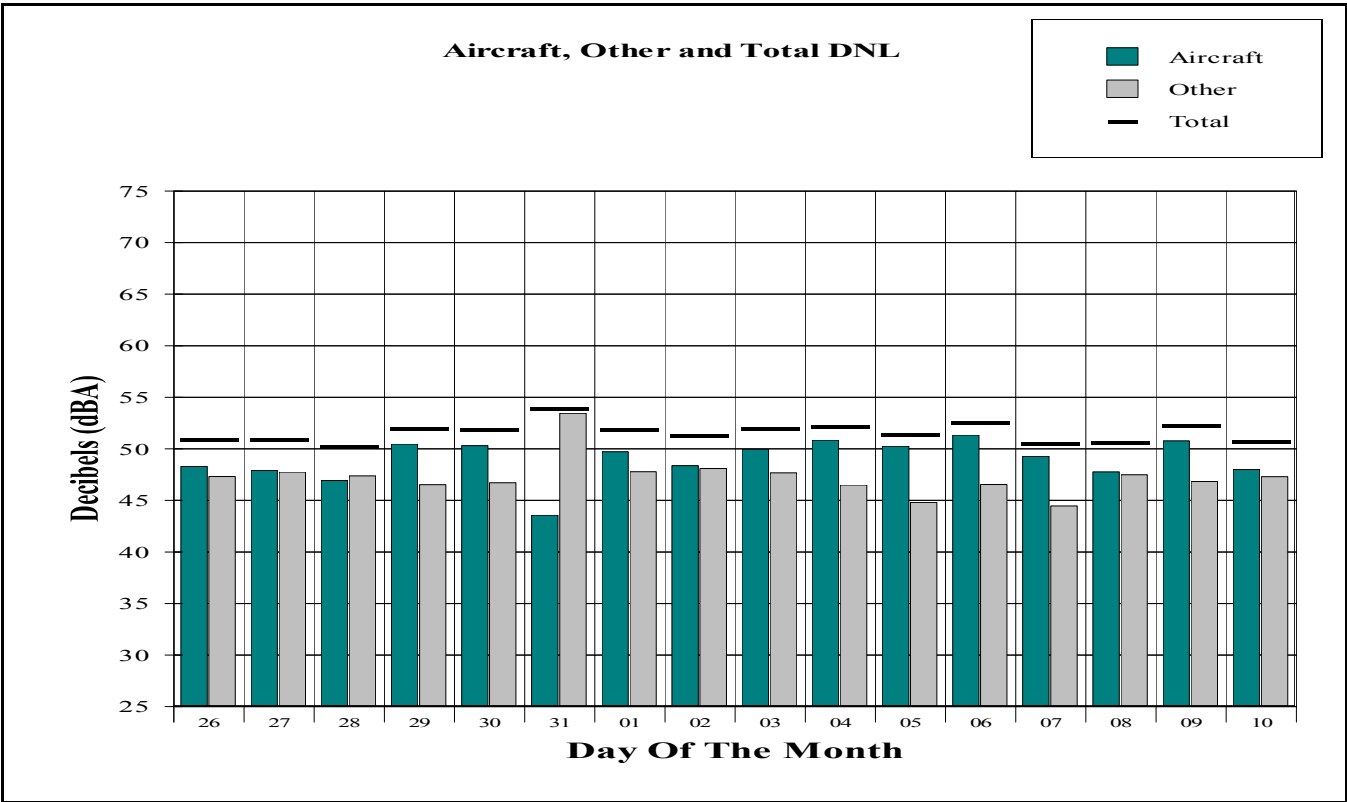


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: 4 Lazy F Ranch

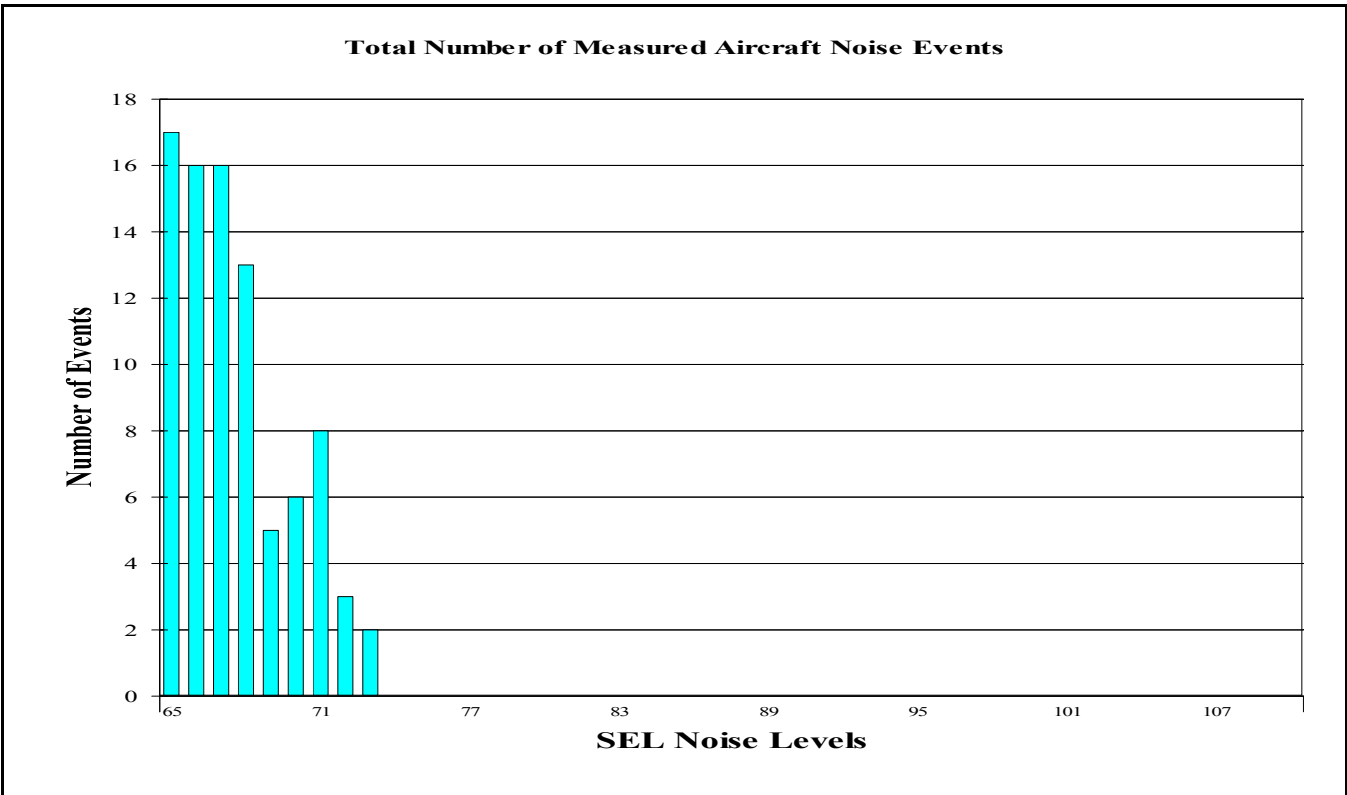
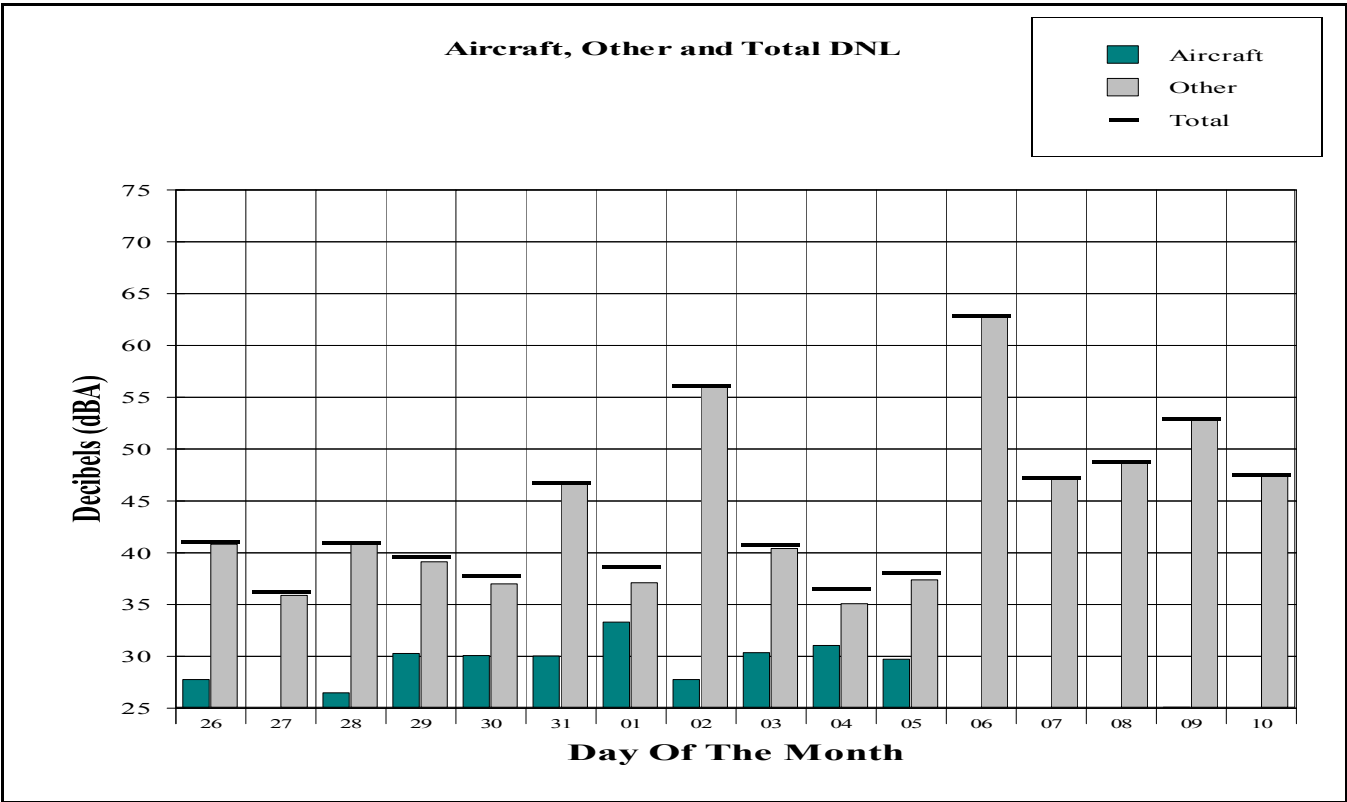


DNL Contribution and SEL Distribution Results

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

Site: Timber Island



APPENDIX I

Hourly LEQ Aircraft and Total Noise Data

Hourly Noise Level Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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 |
| Jul 26 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 63 | 66 | 66 | 64 | 58 | 69 | 64 | 56 | 66 | 62 | 57 | 61 | 0 | 0 | 45 | 57 | 0 | 62 |
| Jul 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 69 | 65 | 68 | 58 | 67 | 66 | 65 | 64 | 0 | 63 | 55 | 60 | 63 | 63 | 62 | 0 | 64 |
| Jul 28 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 61 | 63 | 70 | 67 | 64 | 49 | 67 | 65 | 64 | 63 | 67 | 53 | 67 | 59 | 66 | 0 | 0 | 63 |
| Jul 29 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Jul 30 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 60 | 0 | 0 | 56 | 0 | 0 | -- |
| Jul 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Aug 1 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 64 | 70 | 51 | 63 | 60 | 60 | 65 | 54 | 66 | 56 | 60 | 65 | 66 | 66 | 66 | 47 | 0 | 62 |
| Aug 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 70 | 67 | 65 | 60 | 68 | 68 | 62 | 68 | 66 | 54 | 0 | 62 | 64 | 0 | 0 | 0 | 63 |
| Aug 3 | 0 | 0 | 57 | 31 | 0 | 0 | 0 | 42 | 52 | 61 | 61 | 67 | 63 | 66 | 66 | 65 | 0 | 63 | 55 | 0 | 65 | 62 | 0 | 0 | 61 |
| Aug 4 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 51 | 61 | 0 | 60 | 64 | 61 | 61 | 64 | 50 | 53 | 63 | 63 | 43 | 49 | 58 | 0 | 0 | 58 |
| Aug 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 68 | 39 | 64 | 65 | 62 | 63 | 63 | 68 | 62 | 0 | 66 | 0 | 60 | 59 | 0 | 0 | 62 |
| Aug 6 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 67 | 64 | 55 | 21 | 62 | 49 | 0 | 63 | 60 | 59 | 59 | 65 | 54 | 53 | 47 | 62 | 0 | 63 |
| Aug 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 64 | 66 | 60 | 59 | 64 | 69 | 66 | 63 | 67 | 52 | 65 | 66 | 61 | 62 | 0 | 0 | 63 |
| Aug 8 | 0 | 56 | 0 | 0 | 0 | 0 | 53 | 66 | 65 | 62 | 62 | 0 | 65 | 64 | 64 | 66 | 0 | 61 | 63 | 56 | 62 | 62 | 0 | 0 | 62 |
| Aug 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 52 | 62 | 65 | 67 | 67 | 63 | 64 | 67 | 63 | 52 | 55 | 67 | 65 | 61 | 61 | 0 | 63 |
| Aug 10 | 63 | 0 | 0 | 0 | 0 | 0 | 56 | 67 | 67 | 62 | 67 | 60 | 67 | 66 | 67 | 68 | 62 | 65 | 62 | 61 | 0 | 54 | 0 | 0 | 64 |
| Energy Average | 51 | 45 | 45 | 19 | 0 | 30 | 52 | 65 | 66 | 64 | 64 | 62 | 65 | 65 | 64 | 65 | 61 | 61 | 62 | 62 | 61 | 61 | 55 | 0 | 62 |

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 |
| Jul 26 | 47 | 52 | 46 | 46 | 46 | 48 | 53 | 63 | 70 | 71 | 64 | 68 | 71 | 66 | 58 | 66 | 63 | 62 | 61 | 50 | 49 | 50 | 58 | 45 | 65 |
| Jul 27 | 44 | 43 | 44 | 43 | 44 | 46 | 50 | 73 | 69 | 65 | 68 | 58 | 67 | 66 | 65 | 64 | 53 | 64 | 55 | 60 | 63 | 63 | 62 | 47 | 65 |
| Jul 28 | 35 | 36 | 34 | 34 | 34 | 50 | 56 | 69 | 68 | 70 | 67 | 64 | 53 | 67 | 65 | 64 | 63 | 67 | 62 | 67 | 61 | 66 | 48 | 44 | 65 |
| Jul 29 | 42 | 42 | 42 | 42 | 44 | 45 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Jul 30 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 63 | 50 | 57 | 57 | 46 | 44 | -- |
| Jul 31 | 40 | 38 | 36 | 35 | 39 | 43 | 50 | 69 | 69 | 66 | 58 | 66 | 62 | 68 | 59 | 59 | 67 | 65 | 66 | 66 | 66 | 48 | 46 | 44 | 64 |
| Aug 1 | 38 | 35 | 31 | 32 | 40 | 47 | 46 | 71 | 70 | 56 | 64 | 61 | 60 | 65 | 57 | 66 | 60 | 63 | 65 | 68 | 66 | 67 | 50 | 44 | 64 |
| Aug 2 | 40 | 32 | 36 | 35 | 41 | 44 | 57 | 71 | 70 | 67 | 66 | 62 | 68 | 68 | 62 | 68 | 68 | 58 | 71 | 65 | 65 | 48 | 48 | 46 | 66 |
| Aug 3 | 44 | 44 | 57 | 44 | 44 | 46 | 49 | 57 | 54 | 61 | 64 | 67 | 64 | 66 | 66 | 65 | 53 | 63 | 59 | 49 | 66 | 62 | 49 | 46 | 62 |
| Aug 4 | 49 | 37 | 35 | 32 | 45 | 45 | 54 | 59 | 70 | 62 | 65 | 66 | 68 | 61 | 64 | 58 | 58 | 64 | 67 | 65 | 60 | 58 | 43 | 40 | 63 |
| Aug 5 | 40 | 34 | 39 | 37 | 38 | 42 | 47 | 70 | 69 | 64 | 65 | 65 | 63 | 64 | 63 | 68 | 63 | 54 | 67 | 51 | 61 | 59 | 44 | 43 | 63 |
| Aug 6 | 32 | 40 | 34 | 35 | 42 | 42 | 61 | 71 | 68 | 58 | 57 | 64 | 67 | 70 | 63 | 68 | 64 | 65 | 66 | 57 | 64 | 50 | 62 | 42 | 66 |
| Aug 7 | 40 | 34 | 30 | 31 | 33 | 38 | 46 | 68 | 71 | 67 | 61 | 60 | 74 | 71 | 66 | 63 | 67 | 68 | 69 | 66 | 61 | 62 | 62 | 43 | 67 |
| Aug 8 | 39 | 56 | 41 | 33 | 35 | 44 | 55 | 71 | 70 | 63 | 64 | 57 | 65 | 65 | 65 | 68 | 57 | 63 | 67 | 58 | 67 | 62 | 64 | 40 | 66 |
| Aug 9 | 46 | 39 | 36 | 35 | 40 | 40 | 46 | 65 | 64 | 72 | 66 | 67 | 69 | 68 | 64 | 67 | 64 | 54 | 58 | 67 | 66 | 61 | 61 | 43 | 65 |
| Aug 10 | 63 | 41 | 35 | 35 | 37 | 48 | 56 | 70 | 71 | 70 | 69 | 68 | 67 | 70 | 67 | 68 | 62 | 65 | 62 | 61 | 52 | 56 | 65 | 42 | 67 |
| Energy Average | 52 | 47 | 46 | 39 | 42 | 46 | 54 | 69 | 69 | 67 | 65 | 65 | 68 | 67 | 64 | 66 | 64 | 64 | 66 | 64 | 63 | 61 | 59 | 44 | 65 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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 |
| Jul 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 50 | 53 | 48 | 46 | 51 | 49 | 43 | 51 | 46 | 44 | 47 | 0 | 0 | 0 | 0 | 0 | 46 |
| Jul 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 51 | 48 | 52 | 42 | 49 | 50 | 46 | 47 | 0 | 47 | 39 | 42 | 44 | 45 | 44 | 0 | 47 |
| Jul 28 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 52 | 48 | 51 | 50 | 40 | 37 | 49 | 49 | 52 | 0 | 51 | 39 | 49 | 45 | 47 | 0 | 0 | 47 |
| Jul 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 43 | 0 | 48 | 0 | 47 | 0 | 42 | 48 | 47 | 48 | 49 | 46 | 0 | 0 | 43 |
| Jul 30 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 41 | 38 | 0 | 43 | 39 | 49 | 40 | 42 | 50 | 0 | 47 | 43 | 0 | 45 | 41 | 0 | 0 | 43 |
| Jul 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 51 | 43 | 43 | 39 | 40 | 46 | 43 | 0 | 0 | 0 | 42 | 41 | 45 | 0 | 0 | 0 | 43 |
| Aug 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 0 | 48 | 47 | 45 | 49 | 41 | 48 | 0 | 45 | 47 | 49 | 49 | 48 | 0 | 0 | 47 |
| Aug 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 54 | 50 | 49 | 42 | 52 | 49 | 49 | 54 | 49 | 42 | 0 | 47 | 46 | 0 | 0 | 0 | 48 |
| Aug 3 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 42 | 45 | 46 | 50 | 43 | 49 | 48 | 50 | 39 | 47 | 40 | 0 | 46 | 45 | 0 | 0 | 44 |
| Aug 4 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 39 | 52 | 0 | 44 | 49 | 50 | 41 | 47 | 39 | 44 | 46 | 48 | 42 | 47 | 40 | 0 | 0 | 45 |
| Aug 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 53 | 49 | 48 | 45 | 49 | 49 | 48 | 53 | 42 | 0 | 52 | 0 | 44 | 41 | 0 | 0 | 47 |
| Aug 6 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 54 | 53 | 44 | 0 | 51 | 46 | 0 | 46 | 47 | 47 | 50 | 51 | 0 | 51 | 0 | 0 | 0 | 49 |
| Aug 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 47 | 41 | 46 | 51 | 53 | 50 | 49 | 52 | 49 | 51 | 50 | 46 | 38 | 46 | 0 | 48 |
| Aug 8 | 0 | 38 | 0 | 0 | 0 | 0 | 37 | 55 | 54 | 48 | 42 | 0 | 49 | 49 | 48 | 52 | 0 | 45 | 51 | 40 | 49 | 45 | 45 | 0 | 49 |
| Aug 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 48 | 53 | 48 | 51 | 54 | 51 | 43 | 51 | 46 | 36 | 38 | 50 | 47 | 47 | 0 | 0 | 48 |
| Aug 10 | 45 | 0 | 0 | 0 | 0 | 0 | 39 | 54 | 53 | 54 | 55 | 43 | 51 | 51 | 49 | 51 | 0 | 48 | 46 | 44 | 0 | 40 | 0 | 0 | 49 |
| Energy Average | 33 | 26 | 0 | 26 | 0 | 27 | 38 | 52 | 51 | 49 | 48 | 46 | 49 | 49 | 47 | 50 | 44 | 47 | 47 | 45 | 46 | 43 | 38 | 0 | 47 |

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 |
| Jul 26 | 47 | 47 | 46 | 46 | 47 | 47 | 48 | 51 | 54 | 54 | 51 | 52 | 53 | 52 | 48 | 53 | 50 | 49 | 50 | 47 | 48 | 48 | 50 | 50 | 55 |
| Jul 27 | 47 | 47 | 47 | 47 | 47 | 47 | 48 | 57 | 54 | 51 | 53 | 48 | 51 | 52 | 49 | 49 | 47 | 50 | 47 | 48 | 49 | 50 | 50 | 47 | 55 |
| Jul 28 | 47 | 47 | 47 | 47 | 47 | 47 | 49 | 53 | 53 | 55 | 53 | 49 | 50 | 53 | 51 | 55 | 55 | 54 | 49 | 51 | 49 | 50 | 46 | 46 | 55 |
| Jul 29 | 46 | 46 | 46 | 46 | 47 | 47 | 55 | 49 | 59 | 55 | 52 | 52 | 52 | 51 | 52 | 54 | 53 | 52 | 51 | 51 | 51 | 49 | 46 | 46 | 56 |
| Jul 30 | 46 | 46 | 46 | 46 | 47 | 48 | 48 | 50 | 51 | 52 | 50 | 49 | 52 | 50 | 49 | 52 | 49 | 53 | 49 | 48 | 51 | 48 | 47 | 47 | 54 |
| Jul 31 | 47 | 46 | 47 | 46 | 46 | 47 | 48 | 55 | 55 | 61 | 54 | 58 | 50 | 52 | 49 | 50 | 52 | 50 | 54 | 51 | 51 | 47 | 47 | 47 | 55 |
| Aug 1 | 46 | 46 | 46 | 46 | 46 | 47 | 50 | 56 | 59 | 56 | 51 | 51 | 51 | 52 | 49 | 52 | 50 | 50 | 51 | 51 | 53 | 52 | 47 | 46 | 55 |
| Aug 2 | 47 | 47 | 46 | 46 | 46 | 47 | 48 | 57 | 56 | 52 | 55 | 63 | 53 | 51 | 51 | 55 | 52 | 49 | 47 | 50 | 51 | 48 | 47 | 48 | 56 |
| Aug 3 | 47 | 46 | 46 | 47 | 46 | 47 | 47 | 48 | 49 | 49 | 51 | 52 | 48 | 51 | 50 | 51 | 47 | 50 | 48 | 47 | 50 | 49 | 46 | 46 | 53 |
| Aug 4 | 47 | 46 | 45 | 46 | 46 | 46 | 47 | 49 | 55 | 52 | 56 | 52 | 57 | 52 | 51 | 49 | 51 | 51 | 53 | 48 | 50 | 48 | 46 | 46 | 54 |
| Aug 5 | 46 | 46 | 47 | 47 | 47 | 48 | 49 | 59 | 55 | 52 | 52 | 52 | 52 | 51 | 51 | 54 | 53 | 50 | 54 | 48 | 49 | 48 | 47 | 46 | 55 |
| Aug 6 | 46 | 45 | 45 | 45 | 45 | 46 | 51 | 56 | 55 | 50 | 49 | 53 | 51 | 55 | 50 | 54 | 54 | 56 | 53 | 47 | 52 | 48 | 50 | 46 | 55 |
| Aug 7 | 46 | 45 | 45 | 45 | 46 | 47 | 46 | 51 | 53 | 62 | 54 | 50 | 60 | 57 | 52 | 51 | 53 | 52 | 53 | 53 | 49 | 47 | 49 | 46 | 56 |
| Aug 8 | 45 | 46 | 46 | 46 | 46 | 46 | 56 | 56 | 56 | 52 | 60 | 60 | 52 | 57 | 51 | 54 | 50 | 51 | 52 | 49 | 52 | 49 | 49 | 46 | 57 |
| Aug 9 | 46 | 46 | 46 | 45 | 46 | 46 | 47 | 53 | 55 | 55 | 52 | 53 | 55 | 53 | 49 | 52 | 50 | 47 | 49 | 54 | 52 | 52 | 49 | 47 | 54 |
| Aug 10 | 49 | 46 | 46 | 46 | 46 | 47 | 48 | 55 | 56 | 55 | 55 | 51 | 53 | 53 | 51 | 54 | 48 | 50 | 49 | 49 | 47 | 48 | 47 | 46 | 55 |
| Energy Average | 47 | 46 | 46 | 46 | 46 | 47 | 50 | 54 | 55 | 56 | 54 | 55 | 54 | 53 | 50 | 53 | 51 | 52 | 51 | 50 | 51 | 49 | 48 | 47 | 55 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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 |
| Jul 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 38 | 43 | 0 | 0 | 32 | 29 | 0 | 0 | 0 | 30 | 0 | 32 | 0 | 0 | 0 | 0 | 34 |
| Jul 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 42 | 0 | 37 | 0 | 31 | 0 | 39 | 0 | 0 | 43 | 0 | 36 | 0 | 0 | 34 | 0 | 37 |
| Jul 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 42 | 43 | 0 | 0 | 0 | 35 | 0 | 0 | 37 | 34 | 0 | 52 | 0 | 0 | 0 | 0 | 41 |
| Jul 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 39 | 0 | 0 | 34 | 44 | 39 | 0 | 0 | 0 | 33 | 37 | 31 | 30 | 0 | 0 | 0 | 34 |
| Jul 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 42 | 34 | 34 | 0 | 0 | 46 | 0 | 0 | 0 | 30 | 0 | 0 | 33 | 0 | 0 | 0 | 36 |
| Jul 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 40 | 0 | 0 | 48 | 37 | 40 | 43 | 41 | 32 | 40 | 39 | 0 | 30 | 0 | 0 | 0 | 39 |
| Aug 1 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 49 | 32 | 52 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Aug 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 43 | 37 | 34 | 40 | 32 | 34 | 0 | 38 | 43 | 53 | 0 | 0 | 34 | 0 | 0 | 0 | 41 |
| Aug 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 43 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 33 | |
| Aug 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 35 | 0 | 0 | 0 | 43 | 40 | 31 | 34 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 34 | |
| Aug 5 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 48 | 35 | 28 | 0 | 34 | 45 | 0 | 0 | 33 | 30 | 29 | 43 | 0 | 0 | 0 | 0 | 39 | |
| Aug 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 36 | 32 | 0 | 0 | 0 | 38 | 40 | 38 | 36 | 36 | 37 | 0 | 0 | 0 | 0 | 32 | |
| Aug 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 0 | 0 | 0 | 41 | 50 | 45 | 0 | 0 | 33 | 39 | |
| Aug 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 41 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 36 | |
| Aug 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 35 | 0 | 33 | 31 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 29 | |
| Aug 10 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | |
| Energy Average | 18 | 0 | 0 | 0 | 0 | 29 | 0 | 46 | 41 | 41 | 29 | 37 | 38 | 37 | 34 | 33 | 33 | 42 | 39 | 41 | 28 | 0 | 25 | 0 | 37 |

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 |
| Jul 26 | 42 | 42 | 41 | 42 | 41 | 41 | 42 | 46 | 43 | 45 | 40 | 41 | 45 | 41 | 41 | 39 | 40 | 40 | 40 | 42 | 40 | 43 | 42 | 41 | 48 |
| Jul 27 | 41 | 40 | 39 | 39 | 40 | 41 | 42 | 48 | 45 | 40 | 43 | 40 | 50 | 43 | 42 | 37 | 38 | 45 | 38 | 41 | 41 | 42 | 43 | 39 | 48 |
| Jul 28 | 39 | 40 | 42 | 43 | 40 | 41 | 44 | 49 | 44 | 45 | 41 | 37 | 39 | 42 | 41 | 40 | 46 | 41 | 40 | 56 | 39 | 38 | 37 | 38 | 49 |
| Jul 29 | 38 | 39 | 38 | 38 | 37 | 39 | 41 | 45 | 44 | 42 | 42 | 42 | 46 | 43 | 44 | 45 | 42 | 41 | 43 | 41 | 39 | 39 | 39 | 41 | 46 |
| Jul 30 | 39 | 38 | 38 | 39 | 39 | 40 | 41 | 46 | 45 | 43 | 40 | 39 | 36 | 46 | 38 | 40 | 43 | 43 | 42 | 40 | 43 | 43 | 42 | 42 | 47 |
| Jul 31 | 43 | 42 | 43 | 41 | 40 | 41 | 42 | 49 | 43 | 37 | 37 | 49 | 48 | 43 | 47 | 44 | 41 | 43 | 41 | 36 | 40 | 39 | 39 | 38 | 48 |
| Aug 1 | 38 | 39 | 40 | 39 | 38 | 41 | 42 | 50 | 42 | 53 | 38 | 37 | 41 | 40 | 39 | 41 | 43 | 41 | 40 | 38 | 42 | 39 | 38 | 38 | 47 |
| Aug 2 | 38 | 38 | 39 | 40 | 40 | 40 | 41 | 48 | 45 | 42 | 42 | 43 | 41 | 40 | 39 | 43 | 46 | 54 | 39 | 40 | 41 | 41 | 41 | 40 | 48 |
| Aug 3 | 40 | 40 | 40 | 40 | 40 | 40 | 41 | 45 | 44 | 42 | 41 | 39 | 38 | 37 | 37 | 36 | 37 | 38 | 40 | 40 | 40 | 38 | 37 | 40 | 46 |
| Aug 4 | 39 | 38 | 39 | 40 | 39 | 39 | 40 | 44 | 43 | 41 | 40 | 42 | 47 | 45 | 41 | 42 | 42 | 41 | 43 | 42 | 42 | 40 | 40 | 40 | 46 |
| Aug 5 | 38 | 40 | 45 | 39 | 39 | 44 | 42 | 49 | 43 | 41 | 41 | 42 | 47 | 42 | 40 | 41 | 43 | 42 | 45 | 39 | 39 | 38 | 39 | 40 | 48 |
| Aug 6 | 42 | 42 | 38 | 38 | 39 | 39 | 41 | 42 | 42 | 40 | 39 | 39 | 39 | 42 | 42 | 44 | 46 | 47 | 42 | 40 | 41 | 38 | 40 | 39 | 47 |
| Aug 7 | 38 | 40 | 38 | 37 | 39 | 39 | 40 | 41 | 41 | 40 | -- | -- | -- | -- | 43 | 40 | 41 | 45 | 53 | 48 | 39 | 39 | 40 | 39 | 47 |
| Aug 8 | 40 | 39 | 41 | 41 | 43 | 42 | 44 | 52 | 45 | 40 | 40 | 41 | 39 | 41 | 42 | 41 | 51 | 50 | 42 | 43 | 40 | 41 | 42 | 40 | 49 |
| Aug 9 | 40 | 40 | 39 | 38 | 39 | 39 | 41 | 45 | 43 | 42 | 45 | 41 | 40 | 65 | 47 | 49 | 46 | 40 | 37 | 39 | 42 | 44 | 42 | 40 | 53 |
| Aug 10 | 40 | 39 | 41 | 39 | 40 | 41 | 43 | 48 | 47 | 39 | 41 | 39 | 40 | 39 | 41 | 43 | 38 | 39 | 37 | 40 | 42 | 42 | 42 | 41 | 48 |
| Energy Average | 40 | 40 | 40 | 40 | 40 | 41 | 42 | 48 | 44 | 44 | 41 | 42 | 44 | 54 | 42 | 43 | 44 | 46 | 44 | 46 | 41 | 41 | 41 | 40 | 48 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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 | |
| Jul 26 | 42 | 0 | 0 | 0 | 0 | 0 | 46 | 56 | 49 | 53 | 50 | 56 | 55 | 48 | 53 | 42 | 44 | 52 | 46 | 54 | 46 | 52 | 0 | 0 | 51 |
| Jul 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 53 | 58 | 54 | 56 | 50 | 52 | 36 | 49 | 50 | 49 | 49 | 40 | 50 | 39 | 0 | 50 |
| Jul 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 49 | 50 | 0 | 42 | 57 | 53 | 53 | 50 | 55 | 52 | 46 | 46 | 45 | 0 | 0 | 0 | 49 |
| Jul 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 57 | 54 | 52 | 59 | 48 | 53 | 53 | 51 | 49 | 49 | 54 | 46 | 42 | 0 | 0 | 0 | 52 |
| Jul 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 55 | 49 | 51 | 0 | 51 | 54 | 46 | 50 | 54 | 59 | 55 | 55 | 54 | 0 | 0 | 52 |
| Jul 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 52 | 45 | 50 | 52 | 54 | 52 | 47 | 0 | 0 | 0 | 44 | 47 | 0 | 0 | 0 | 0 | 46 |
| Aug 1 | 0 | 0 | 0 | 0 | 0 | 52 | 42 | 0 | 0 | 48 | 50 | 50 | 56 | 52 | 55 | 52 | 41 | 43 | 50 | 0 | 46 | 0 | 0 | 0 | 51 |
| Aug 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 50 | 47 | 55 | 49 | 57 | 56 | 40 | 53 | 52 | 0 | 54 | 0 | 54 | 50 | 0 | 0 | 0 | 51 |
| Aug 3 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 59 | 55 | 53 | 54 | 49 | 55 | 54 | 56 | 43 | 50 | 53 | 52 | 55 | 37 | 0 | 0 | 0 | 52 |
| Aug 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 58 | 0 | 46 | 55 | 47 | 50 | 56 | 48 | 55 | 53 | 50 | 54 | 56 | 52 | 49 | 0 | 0 | 51 |
| Aug 5 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 49 | 49 | 49 | 46 | 51 | 54 | 55 | 57 | 52 | 44 | 52 | 54 | 52 | 51 | 52 | 0 | 0 | 50 |
| Aug 6 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 39 | 44 | 47 | 50 | 45 | 55 | 54 | 0 | 57 | 52 | 51 | 58 | 54 | 56 | 48 | 48 | 0 | 52 |
| Aug 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 48 | 55 | 49 | 58 | 54 | 51 | 54 | 51 | 57 | 49 | 52 | 46 | 55 | 0 | 0 | 51 |
| Aug 8 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 42 | 0 | 0 | 51 | 53 | -- | -- | -- | -- | -- | -- | -- | -- | 0 | 45 | 0 | 0 | 46 |
| Aug 9 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 44 | 50 | 48 | 58 | 58 | 53 | 50 | 50 | 52 | 55 | 0 | 0 | 50 | 0 | 0 | 0 | 53 |
| Aug 10 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 41 | 44 | 54 | 50 | 53 | 56 | 54 | 51 | 47 | 54 | 51 | 44 | 55 | 52 | 53 | 0 | 0 | 50 |
| Energy Average | 42 | 0 | 30 | 0 | 0 | 40 | 42 | 53 | 51 | 52 | 52 | 54 | 55 | 53 | 53 | 51 | 50 | 52 | 52 | 52 | 50 | 49 | 36 | 0 | 51 |

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 | |
| Jul 26 | 45 | 42 | 42 | 43 | 42 | 43 | 48 | 56 | 50 | 54 | 50 | 56 | 55 | 48 | 53 | 44 | 45 | 52 | 47 | 54 | 48 | 52 | 44 | 43 | 53 |
| Jul 27 | 42 | 42 | 42 | 42 | 42 | 42 | 43 | 43 | 51 | 53 | 59 | 54 | 56 | 50 | 52 | 41 | 49 | 50 | 50 | 50 | 44 | 51 | 45 | 42 | 52 |
| Jul 28 | 42 | 42 | 42 | 42 | 41 | 42 | 43 | 50 | 50 | 51 | 39 | 44 | 57 | 54 | 53 | 50 | 56 | 52 | 48 | 51 | 47 | 42 | 41 | 40 | 52 |
| Jul 29 | 38 | 40 | 40 | 39 | 41 | 42 | 41 | 58 | 57 | 55 | 53 | 59 | 49 | 54 | 54 | 52 | 50 | 50 | 54 | 48 | 45 | 42 | 42 | 41 | 53 |
| Jul 30 | 40 | 40 | 39 | 40 | 41 | 41 | 42 | 58 | 58 | 56 | 50 | 52 | 45 | 53 | 54 | 47 | 53 | 54 | 59 | 55 | 55 | 55 | 41 | 42 | 54 |
| Jul 31 | 41 | 42 | 42 | 42 | 43 | 42 | 46 | 42 | 52 | 46 | 50 | 54 | 54 | 52 | 49 | 54 | 52 | 55 | 48 | 46 | 48 | 43 | 43 | 41 | 52 |
| Aug 1 | 41 | 42 | 41 | 41 | 42 | 52 | 46 | 42 | 46 | 49 | 50 | 50 | 56 | 53 | 55 | 52 | 48 | 51 | 51 | 43 | 48 | 43 | 42 | 41 | 53 |
| Aug 2 | 42 | 41 | 42 | 41 | 42 | 41 | 48 | 50 | 48 | 55 | 49 | 57 | 57 | 47 | 54 | 53 | 49 | 54 | 39 | 54 | 51 | 43 | 43 | 42 | 53 |
| Aug 3 | 42 | 42 | 45 | 41 | 41 | 42 | 43 | 59 | 55 | 53 | 54 | 49 | 55 | 54 | 56 | 44 | 51 | 53 | 52 | 55 | 45 | 45 | 42 | 41 | 53 |
| Aug 4 | 41 | 41 | 40 | 40 | 41 | 41 | 47 | 58 | 42 | 47 | 55 | 48 | 50 | 56 | 48 | 55 | 53 | 50 | 54 | 56 | 52 | 50 | 36 | 36 | 53 |
| Aug 5 | 37 | 37 | 35 | 35 | 35 | 36 | 43 | 50 | 49 | 49 | 46 | 51 | 54 | 55 | 57 | 52 | 46 | 52 | 54 | 53 | 51 | 52 | 38 | 39 | 51 |
| Aug 6 | 39 | 41 | 38 | 37 | 38 | 37 | 46 | 41 | 44 | 47 | 51 | 46 | 55 | 54 | 44 | 57 | 53 | 56 | 58 | 54 | 56 | 49 | 48 | 40 | 53 |
| Aug 7 | 36 | 35 | 36 | 37 | 36 | 36 | 38 | 49 | 49 | 48 | 55 | 49 | 58 | 54 | 51 | 54 | 52 | 57 | 51 | 52 | 49 | 55 | 42 | 41 | 52 |
| Aug 8 | 42 | 41 | 41 | 41 | 42 | 42 | 47 | 45 | 38 | 44 | 52 | 54 | -- | -- | -- | -- | -- | -- | -- | -- | 42 | 47 | 42 | 41 | 51 |
| Aug 9 | 54 | 41 | 41 | 40 | 40 | 42 | 43 | 52 | 46 | 51 | 49 | 58 | 58 | 53 | 51 | 51 | 52 | 55 | 42 | 50 | 51 | 43 | 44 | 43 | 54 |
| Aug 10 | 41 | 42 | 42 | 41 | 41 | 42 | 45 | 44 | 45 | 54 | 50 | 53 | 56 | 54 | 51 | 48 | 54 | 52 | 46 | 55 | 53 | 53 | 44 | 43 | 52 |
| Energy Average | 44 | 41 | 41 | 41 | 41 | 44 | 45 | 54 | 52 | 52 | 52 | 54 | 55 | 53 | 53 | 52 | 52 | 54 | 53 | 53 | 51 | 50 | 43 | 41 | 53 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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 |
| Jul 26 | 40 | 0 | 0 | 0 | 0 | 0 | 45 | 55 | 45 | 50 | 46 | 53 | 50 | 45 | 50 | 37 | 38 | 49 | 43 | 51 | 46 | 46 | 0 | 0 | 48 |
| Jul 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 51 | 56 | 52 | 53 | 47 | 50 | 34 | 47 | 48 | 48 | 47 | 38 | 49 | 37 | 0 | 48 |
| Jul 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 47 | 49 | 0 | 42 | 53 | 51 | 51 | 47 | 54 | 50 | 42 | 49 | 43 | 0 | 0 | 0 | 47 |
| Jul 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 55 | 53 | 50 | 56 | 48 | 52 | 53 | 52 | 49 | 51 | 54 | 45 | 41 | 0 | 0 | 0 | 50 |
| Jul 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 57 | 53 | 45 | 50 | 0 | 52 | 51 | 44 | 52 | 48 | 55 | 53 | 52 | 52 | 0 | 0 | 50 |
| Jul 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 44 | 48 | 50 | 51 | 50 | 42 | 0 | 0 | 0 | 0 | 42 | 46 | 0 | 0 | 0 | 44 |
| Aug 1 | 0 | 0 | 0 | 0 | 0 | 50 | 42 | 31 | 0 | 48 | 48 | 47 | 54 | 53 | 51 | 50 | 43 | 49 | 46 | 0 | 43 | 0 | 0 | 0 | 50 |
| Aug 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 47 | 44 | 56 | 47 | 53 | 52 | 0 | 52 | 50 | 0 | 52 | 0 | 50 | 48 | 0 | 0 | 0 | 48 |
| Aug 3 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 58 | 53 | 51 | 52 | 46 | 52 | 52 | 53 | 44 | 49 | 52 | 50 | 52 | 38 | 0 | 0 | 0 | 50 |
| Aug 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 57 | 0 | 47 | 54 | 48 | 51 | 57 | 42 | 55 | 50 | 49 | 53 | 54 | 51 | 49 | 0 | 0 | 51 |
| Aug 5 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 50 | 48 | 50 | 46 | 53 | 52 | 54 | 55 | 50 | 44 | 52 | 54 | 53 | 51 | 51 | 0 | 0 | 50 |
| Aug 6 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 40 | 45 | 49 | 51 | 47 | 55 | 52 | 37 | 54 | 50 | 50 | 56 | 55 | 55 | 49 | 47 | 0 | 51 |
| Aug 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 48 | 48 | 55 | 48 | 55 | 52 | 48 | 53 | 49 | 55 | 47 | 48 | 45 | 53 | 0 | 0 | 49 |
| Aug 8 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 41 | 0 | 47 | 51 | 49 | 45 | 50 | 54 | 0 | 0 | 0 | 56 | 52 | 0 | 44 | 0 | 0 | 48 |
| Aug 9 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 43 | 49 | 45 | 56 | 54 | 52 | 48 | 48 | 50 | 49 | 0 | 48 | 52 | 0 | 0 | 0 | 51 |
| Aug 10 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 33 | 43 | 50 | 46 | 51 | 55 | 51 | 49 | 46 | 51 | 48 | 42 | 52 | 48 | 50 | 0 | 0 | 48 |
| Energy Average | 39 | 0 | 29 | 0 | 0 | 38 | 41 | 53 | 49 | 51 | 50 | 51 | 52 | 52 | 51 | 49 | 49 | 50 | 51 | 51 | 49 | 47 | 36 | 0 | 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 |
| Jul 26 | 43 | 40 | 40 | 41 | 41 | 42 | 47 | 55 | 46 | 50 | 47 | 53 | 50 | 46 | 51 | 40 | 41 | 49 | 44 | 51 | 47 | 48 | 41 | 41 | 51 |
| Jul 27 | 41 | 40 | 41 | 40 | 42 | 42 | 45 | 44 | 50 | 51 | 56 | 52 | 53 | 47 | 51 | 37 | 47 | 48 | 48 | 48 | 42 | 49 | 43 | 41 | 51 |
| Jul 28 | 40 | 40 | 40 | 40 | 40 | 42 | 45 | 51 | 48 | 49 | 37 | 43 | 53 | 51 | 52 | 48 | 55 | 50 | 45 | 49 | 45 | 39 | 39 | 40 | 50 |
| Jul 29 | 37 | 38 | 39 | 40 | 40 | 40 | 40 | 58 | 55 | 53 | 51 | 57 | 50 | 53 | 53 | 52 | 50 | 52 | 54 | 47 | 44 | 39 | 40 | 41 | 52 |
| Jul 30 | 39 | 39 | 40 | 40 | 40 | 40 | 41 | 57 | 57 | 53 | 46 | 50 | 38 | 53 | 52 | 44 | 53 | 49 | 55 | 53 | 52 | 52 | 40 | 40 | 52 |
| Jul 31 | 40 | 40 | 40 | 41 | 42 | 43 | 56 | 44 | 50 | 45 | 49 | 53 | 51 | 51 | 48 | 52 | 49 | 52 | 47 | 43 | 47 | 41 | 41 | 40 | 54 |
| Aug 1 | 41 | 41 | 40 | 40 | 40 | 51 | 46 | 44 | 40 | 48 | 49 | 48 | 54 | 53 | 51 | 51 | 47 | 51 | 49 | 42 | 45 | 41 | 41 | 40 | 52 |
| Aug 2 | 40 | 40 | 40 | 41 | 41 | 42 | 47 | 49 | 46 | 56 | 48 | 53 | 52 | 45 | 52 | 50 | 52 | 52 | 37 | 50 | 49 | 41 | 42 | 41 | 51 |
| Aug 3 | 41 | 41 | 44 | 42 | 40 | 43 | 44 | 58 | 54 | 51 | 52 | 47 | 52 | 52 | 53 | 44 | 49 | 52 | 51 | 52 | 43 | 43 | 40 | 40 | 52 |
| Aug 4 | 40 | 39 | 40 | 39 | 39 | 40 | 47 | 57 | 41 | 48 | 54 | 49 | 52 | 57 | 44 | 55 | 51 | 50 | 54 | 54 | 52 | 49 | 38 | 37 | 52 |
| Aug 5 | 36 | 36 | 36 | 37 | 37 | 38 | 46 | 51 | 49 | 51 | 47 | 53 | 52 | 54 | 55 | 50 | 47 | 53 | 54 | 53 | 51 | 51 | 38 | 37 | 51 |
| Aug 6 | 37 | 38 | 38 | 37 | 39 | 38 | 47 | 48 | 46 | 50 | 51 | 48 | 55 | 52 | 41 | 55 | 51 | 56 | 56 | 55 | 55 | 50 | 48 | 37 | 53 |
| Aug 7 | 36 | 36 | 35 | 35 | 35 | 36 | 37 | 49 | 50 | 48 | 55 | 48 | 55 | 53 | 48 | 53 | 50 | 55 | 50 | 49 | 48 | 54 | 40 | 38 | 50 |
| Aug 8 | 39 | 40 | 40 | 40 | 41 | 41 | 46 | 46 | 41 | 48 | 51 | 51 | 49 | 52 | 54 | 40 | 44 | 44 | 56 | 52 | 39 | 46 | 41 | 38 | 51 |
| Aug 9 | 51 | 39 | 39 | 39 | 40 | 41 | 43 | 51 | 45 | 49 | 45 | 56 | 54 | 52 | 48 | 49 | 51 | 50 | 39 | 49 | 53 | 42 | 42 | 41 | 52 |
| Aug 10 | 40 | 41 | 41 | 40 | 41 | 41 | 45 | 41 | 44 | 50 | 46 | 51 | 55 | 52 | 49 | 47 | 51 | 48 | 43 | 52 | 49 | 51 | 42 | 42 | 51 |
| Energy Average | 42 | 40 | 40 | 40 | 40 | 43 | 47 | 53 | 50 | 51 | 51 | 52 | 53 | 52 | 51 | 50 | 50 | 52 | 52 | 51 | 49 | 48 | 42 | 40 | 52 |

Hourly Noise Level Site Report

Jackson Hole Airport

Period: July 26, 2014 to August 10, 2014

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 | |
| Jul 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 35 | 39 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 28 | 0 | 0 | 0 | 28 | |
| Jul 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 35 | 0 | 29 | 0 | 30 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Jul 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 28 | 32 | 0 | 38 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Jul 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 38 | 0 | 22 | 25 | 37 | 32 | 32 | 28 | 28 | 29 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Jul 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 35 | 34 | 0 | 26 | 24 | 34 | 25 | 0 | 29 | 0 | 37 | 30 | 31 | 0 | 0 | 0 | 0 | |
| Jul 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | |
| Aug 1 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 27 | 0 | 31 | 34 | 30 | 29 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Aug 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 38 | 0 | 0 | 30 | 0 | 34 | 0 | 0 | 0 | 0 | 30 | 27 | 0 | 0 | 0 | 0 | |
| Aug 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 34 | 26 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 27 | 35 | 41 | 0 | 0 | 0 | 0 | |
| Aug 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 34 | 29 | 34 | 36 | 0 | 34 | 31 | 29 | 0 | 28 | 31 | 34 | 36 | 32 | 0 | 0 | 0 | |
| Aug 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 37 | 35 | 36 | 32 | 0 | 0 | 31 | 33 | 32 | 0 | 0 | 0 | 0 | 0 | |
| Aug 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 30 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Aug 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Aug 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Aug 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 30 | 0 | 0 | 0 | 31 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Aug 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Energy Average | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 34 | 30 | 31 | 26 | 33 | 30 | 29 | 29 | 26 | 29 | 26 | 28 | 28 | 31 | 20 | 0 | 0 | 0 | 28 |

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 |
| Jul 26 | 31 | 36 | 31 | 31 | 35 | 33 | 38 | 38 | 41 | 44 | 40 | 43 | 36 | 35 | 36 | 31 | 32 | 33 | 29 | 28 | 30 | 22 | 25 | 24 | 41 |
| Jul 27 | 26 | 27 | 26 | 27 | 26 | 27 | 29 | 33 | 34 | 30 | 40 | 36 | 38 | 40 | 37 | 34 | 34 | 37 | 31 | 27 | 27 | 27 | 26 | 29 | 36 |
| Jul 28 | 24 | 26 | 26 | 27 | 25 | 27 | 33 | 34 | 34 | 34 | 34 | 31 | 45 | 43 | 43 | 33 | 50 | 38 | 33 | 43 | 36 | 33 | 34 | 31 | 41 |
| Jul 29 | 31 | 20 | 26 | 32 | 28 | 33 | 37 | 40 | 40 | 40 | 39 | 37 | 45 | 37 | 35 | 39 | 33 | 32 | 35 | 31 | 40 | 27 | 22 | 24 | 40 |
| Jul 30 | 25 | 26 | 25 | 25 | 27 | 35 | 30 | 39 | 38 | 36 | 30 | 32 | 33 | 39 | 32 | 30 | 37 | 39 | 43 | 37 | 36 | 30 | 28 | 26 | 38 |
| Jul 31 | 26 | 23 | 25 | 26 | 29 | 28 | 49 | 38 | 33 | 28 | 34 | 45 | 34 | 34 | 36 | 51 | 46 | 39 | 38 | 28 | 33 | 26 | 26 | 30 | 47 |
| Aug 1 | 25 | 25 | 27 | 24 | 28 | 37 | 30 | 31 | 32 | 31 | 33 | 34 | 37 | 41 | 37 | 43 | 41 | 40 | 38 | 37 | 35 | 33 | 24 | 23 | 39 |
| Aug 2 | 22 | 25 | 24 | 24 | 29 | 27 | 29 | 36 | 35 | 40 | 39 | 47 | 65 | 68 | 38 | 33 | 45 | 44 | 30 | 31 | 30 | 24 | 23 | 23 | 56 |
| Aug 3 | 23 | 25 | 28 | 27 | 28 | 28 | 28 | 39 | 36 | 33 | 40 | 32 | 34 | 35 | 35 | 35 | 34 | 32 | 31 | 40 | 49 | 43 | 31 | 39 | 41 |
| Aug 4 | 24 | 32 | 22 | 23 | 24 | 24 | 29 | 39 | 36 | 35 | 37 | 39 | 34 | 38 | 34 | 36 | 33 | 36 | 36 | 36 | 38 | 33 | 26 | 24 | 37 |
| Aug 5 | 26 | 24 | 26 | 26 | 29 | 27 | 29 | 37 | 33 | 35 | 38 | 41 | 44 | 42 | 39 | 33 | 39 | 41 | 37 | 35 | 32 | 30 | 24 | 25 | 38 |
| Aug 6 | 26 | 26 | 25 | 25 | 25 | 32 | 32 | 31 | 33 | 32 | 41 | 13 | 13 | 76 | 63 | 40 | 42 | 41 | 34 | 34 | 32 | 33 | 37 | 36 | 63 |
| Aug 7 | 31 | 29 | 25 | 25 | 26 | 26 | 27 | 31 | 29 | 30 | 25 | 13 | 35 | 33 | 58 | 40 | 41 | 54 | 49 | 45 | 39 | 39 | 40 | 39 | 47 |
| Aug 8 | 40 | 39 | 41 | 41 | 43 | 42 | 44 | 52 | 45 | 40 | 40 | 41 | 39 | 41 | 42 | 42 | 51 | 50 | 42 | 43 | 40 | 41 | 42 | 40 | 49 |
| Aug 9 | 40 | 40 | 39 | 38 | 39 | 39 | 41 | 45 | 43 | 42 | 45 | 41 | 40 | 65 | 47 | 49 | 46 | 40 | 37 | 39 | 42 | 44 | 42 | 40 | 53 |
| Aug 10 | 40 | 39 | 41 | 39 | 40 | 41 | 43 | 48 | 47 | 39 | 41 | 39 | 40 | 39 | 41 | 43 | 38 | 39 | 37 | 40 | 42 | 42 | 42 | 41 | 48 |
| Energy Average | 34 | 33 | 34 | 33 | 35 | 35 | 40 | 43 | 40 | 38 | 39 | 40 | 54 | 65 | 52 | 43 | 44 | 45 | 40 | 39 | 40 | 37 | 36 | 36 | 52 |