



## MINUTES OF THE JACKSON HOLE AIRPORT BOARD

**Date:** April 21, 2021

**BOARD PRESENT:** John Eastman, Bob McLaurin and Ed Liebrecht were present in person at the Jackson Hole Airport Board Room, Jerry Blann and Valerie Brown were present via the WebEx platform which was audible in the Jackson Hole Airport Board Room.

**OTHERS PRESENT:** Jim Elwood, Andrew Wells, Michelle Anderson, Aimee Crook, Tony Cross, Anna Valsing, Jordyn McDougall, Megan Jenkins, and Paul Walters of Jackson Hole Airport; Jeremy Barnum, Grand Teton National Park; Jonathan Schechter, Town of Jackson; Mark Barron, Teton County; Sharon Mader, Mike Cavaroc, Jim Stanford, Joan Anzelmo of the Public; Tony Chambers, Wind River Air; John Bauer, Federal Aviation Administration; Stuart Schiff, Aviation; Dustin Park, Chris Boniface, Jim Lauteren, Steve Eavl, and Josh Smith of Knife River. Other individuals who are not individually documented watched the meeting on a live stream from the Jackson Hole Airport Board room.

- I. **CALL TO ORDER:** Eastman called the meeting of the Jackson Hole Airport Board Meeting to order at 9:00 am on Wednesday April 21, 2021.
- II. **EMPLOYEE RECOGNITIONS:** Elwood recognized Paul Walters for 32 years of employment. He also recognized Steve Jeppson for 30 years of employment. Elwood stated that there were two other employees who have hit goals, Esther Borja completed her CPA and Tony Cross as the 2020 Community Safety Network Rookie of the Year.
- III. **COMMUNITY OUTREACH:** Elwood reminded the Board and community that the Spring Cleanup across the community is on May 15th. He stated that the airport participates in that and it coincides with the Eco Fair.
- IV. **COMMENTS FROM GRAND TETON NATIONAL PARK, TOWN OF JACKSON, TETON COUNTY AND THE PUBLIC:** Barnum stated that on the first of May most of the major roads will be open, with a rolling opening moving north following the receding snow, and most of the campgrounds, lodging, and dining options should be up and running by June 1<sup>st</sup>. Barnum stated they are expecting to break every visitation record. He stated the major themes: helping the visitors recreate responsibly and know/book before they go because the campgrounds are reservation only. He stated that they welcomed the nation to the Park last year and are excited to do it again this year.

Schechter stated that they are going into the meat of the budget season, most of the time and energy will be spent working on that. He stated that the Town is bracing for a very busy season, trying to strike the balance for visitors being safe and having a good time.

Barron stated that the County has started the budget process and are meeting regularly and that it seems to look like a more prosperous year for the Jackson Hole Community. He said he would expect to see a different type of summertime this year and expressed appreciation to the medical community and public health community.

There were no comments from the public at this junction.



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*James P. Elwood, AAE, Executive Director*

**V. ACTIVITIES AND REPORTS UPDATE:** Elwood stated that March was up 61% from the same period of 2020. He stated as a reminder, March is when we started to feel the effect of the pandemic, as a comparison in March 2019 we were down 11%. Elwood stated that Year-to-Date 2020 we are down 1% and from Year-to-Date 2019 down 14%. He shared that the Load Factor is 64.54%, 2019 Load Factor was 83.13%, Year-to-Date 2020 is 58.75%. Liebzeit commented that it was great that the Airport has seen enplanements as high as they were, most other airports saw a decrease of 50% and he commended staff for the work they have done.

**VI. ACTION ITEMS:**

**A. Consent Agenda**

- i. Approval of the Minutes
  1. March 17, 2021 – Regular Meeting
  2. April 8, 2021 – Special Meeting
- ii. CRJ Aviation Ground Handling License
- iii. Overland West Inc. Off Airport Rental Car Agreement
- iv. Rental Car Amendments for Ready/Return Space Reallocation
  1. Enterprise Rent a Car d/b/a National/Alamo
  2. Avis Budget Rental Car
- v. Airline Agreements
  1. Frontier Airlines
  2. Sun Country Airlines
  3. Allegiant Airlines
- vi. Long Mechanical Solutions HVAC Maintenance – First Amendment
- vii. Global Aviation Services GSE Maintenance Non-Tenant Use Agreement
- viii. Flat Bed Trailer Purchase
- ix. Uninterruptable Power Supply Purchase
- x. Emboss Common Use System Baggage Service Position Hardware Purchase

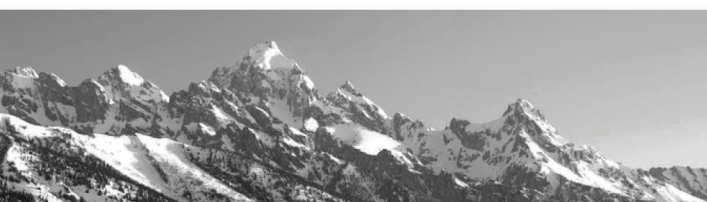
Eastman stated that McLaurin would like to remove the Overland West from the consent and that the item be considered separately.

Blann requested clarification on the Frontier agreement about the terms of the agreement going into the winter months, has there been conversation about winter conditions with the airline? Elwood stated that there would be a meeting with each airline to discuss what to expect for the winter operations.

Valerie moved approval of each of the consent agenda items A-i through A-x with exception of item A-iii as listed above. Liebzeit seconded the motion which passed unanimously.

McLaurin asked if there was clarification for customers from the Off Airport Rental Car Companies as to where the cars would be returned. Elwood stated that it is difficult because we do not have direct contact with the customers but that he would work with the companies to make sure it was clear.

Bob moved to approve the Overland West Inc. Off Airport Rental Car Agreement. Liebzeit seconded the motion which passed unanimously.



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- B. Payment of the Bills: Liebzeit stated that he reviewed the bills with Anderson and that he would move to approve the checks as presented on the check register dated April 21, 2021. McLaurin seconded the motion, which passed unanimously.
- C. Financial Reports: Anderson stated March operations income continued to be better than budget, with expenses slightly under the budgeted amounts. She said the variations in fuel farm revenues and expenses reflect the fluctuations in fuel pricing but continue to track with each other. Anderson stated that expenses across all three lines of business were budgeted conservatively this year and remain 17% under budget. Blann made a motion to accept the financial report for March 2021. Brown seconded the motion which passed unanimously.
- D. Wind River Air Agreement: Eastman stated that the Wind River Air Tours Agreement to base tours from the Jackson Hole Airport is up for renewal.

Barnum stated that there was a letter sent to Mr. Chambers from the park Superintendent about concerns relating to flights over the Park. He said the letter shared concerns about reports from visitors and members of the community and that they have confirmed through flight data that Wind River Air has continued to fly over the Park and within the one-mile boundary. Barnum stated that the overflights threaten the public use and enjoyment of Grand Teton Nation Park. He said that there is a plan for a meeting with the operator.

Liebzeit asked what work is being conducted with the Department of the Interior relative to flights over the park. Barnum replied that they are determining what authority they have under the National Park Air Tour Management Act. He stated that the FAA has the enforcement authority and can investigate under that Act. He added that there have been reports given to the FAA.

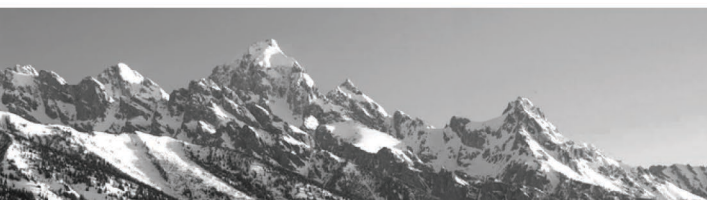
Barron stated that it is public record that the Teton County Commissioners passed a resolution for helicopter tours over the park to cease and desist.

Schechter stated that he cannot speak for the town, that the town has not taken a formal position. He stated that he was giving an opinion as a private person. He said he was very concerned about the actions that were laid out in the letter provided by the Park, and that he supported the actions the Park was taking.

Mader stated this permit does not sanction overflights over Grand Teton Nation Park, such flights have been documented. She said it is critical to the community to discuss the use over the Park and the apparent lack of oversight from the FAA because it is a gray area. Mader stated we need to have a higher level of vigilance and regulation to protect Grand Teton. She said she understands the frustration of the Board. She said the National Parks Conservation Association would like to see a permanent solution to these tours, and that congressional legislation could provide a permanent ban and this path appears to be the only way.

Cavaroc stated there is photographic evidence of helicopter flight path going over the northern part of the Park and into Yellowstone. He said this incident was very off-putting and dampened the experience. Cavaroc said he supports Mader's comments for a permanent ban.

Elwood said the license does not acknowledge scenic air tours over the Park as an authority. He stated that the authority is held exclusively by the FAA, the only exception is that the Airport can limit those in the



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noise sensitive part of the Park as defined by the 1983 Department of Interior Agreement. Elwood stated that there is no knowledge that Wind River has flown through that area, but there is evidence that another operator out of Montana has done so.

Blann stated this is a contentious issue which we have reviewed in much detail about a year ago, and we set the agreement for a year. He said that the authority is the FAA because their grant assurances provide the majority of our grants. He stated we need to understand the abilities we have.

Brown said she agrees with Blann, and we need to follow the degrees of freedom we have and do not have. She said she thinks of it like a freeway, we are not able to decide who gets to use it or not, unless the FAA regulations allow a different decision.

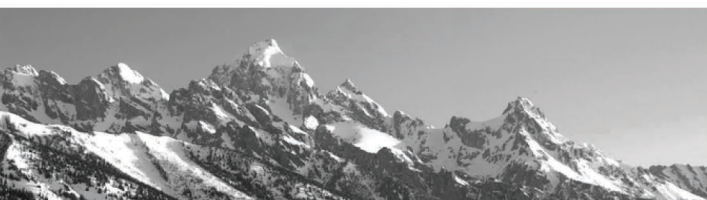
Liebzeit said this was a hard decision last year, and we voted the way we did based on the statements that Blann already gave. He said since that time he has still only heard negative comments from members of the community. He said he thanks Chambers for not knowingly violating the terms of the agreement and not flying over the noise sensitive areas of the Park. Liebzeit stated that establishing an agreement gives the Board the ability to monitor the flights and there have been a lot of efforts to do the right thing. He said the FAA governs at the end of the day, and if we want to have an Airport in Jackson we will need to comply.

Stanford said it is a little awkward to be commenting on something when he has not been able to read the agreement that is in front of us, assuming that it is identical to last year, but there is no link from the agenda to any information. He said there is a broader problem here that has been alluded to, of rogue operators taking scenic tours in Grand Teton and Yellowstone. He said he is surprised that the FAA has not followed with investigations. Stanford stated that there was evidence of an operation, and that information was sent to the FAA, and to this day there has not been an investigation. He stated that last year he pushed for the Board to vote this down and that there were a lot of promises made to the community that turned out to be worthless. He said there are voluntary provisions in the agreement and violation of those provisions give the Board a right to vote down this agreement.

Anzelmo stated that she would like to reiterate that the choice you have is not to stop helicopter tours, that you have opportunity to reflect the will of the community and not allow the operator to base at the Airport.

McLaurin asked Elwood if Chambers could fly out of Pinedale, land in Jackson, and pick up passengers here if this agreement were not approved. He asked what would happen with grant assurances if the Board did not approve the agreement. Elwood replied that, yes, Chambers could still land in Jackson and pick up passengers. Elwood stated that the contractual agreements with the FAA state that the Airport must be available for public use on reasonable terms without unjust discrimination towards any types and kinds of aeronautical users. He said that if the Board voted no, the FAA could find the Airport in non-compliance. Elwood stated the benefit to having this agreement is having it in clear writing that Chambers cannot fly over the noise sensitive areas of the Park, that Chambers must have the ADSB electronics on the aircraft broadcasting, and that it gives more structure to the operation. McLaurin asked what number of helicopter tours the airport can support? Elwood replied that to do limitations on aircraft, helicopter or other, there is a safety study, and the FAA would do that safety analysis.

Eastman spoke directly to Chambers, showing a map of the flight path area in which Chambers agreed to fly. He stated that Chambers signed two agreements after the application process last year, one with the Board and the other with different federal agencies that manage the land that stated Chambers would not



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fly within half a mile of the outside boundary of the Park. Eastman stated that the actual flight path showed that Chambers did not fly within the area or at the height that he said he would. Eastman stated that the behavior showed non-compliance. Eastman suggested that the Board continue a very aggressive monitoring of Wind River Air operations, submitting data to both the Park Service and the FAA. Chambers stated that his guidance as an aviation owner and pilot is FAR, (Federal Aviation Regulations) that he has been following the FAR, and that it is very specific in the scenic air tour flights. He stated that his activity and flights were most recently validated by a letter from the FAA received last week. Chambers said he feels as an operator he has followed and honored the plan, he welcomes round table discussions, and that those discussions will start next week with the Park.

Chambers stated the proposed flight path map was proposed only, and the image indicated it was for illustrated purposes only. He stated that not all flights by Wind River Air are scenic flight tours. He also stated that these flights are air traffic control directed, over time a better plan was developed for takeoff and landing to the South, weather conditions permitting.

Bauer stated that he would be limited to the grant assurances that relate to his line of work. He explained that as the Airport accepts grants, those come with assurances to which the Airport is required to adhere. Bauer spoke to the assurance pertaining to non-discrimination that Elwood read earlier, saying not only does the Airport agree to it but the Town and County do as well. He stated that the FAA has taken a narrow view on denial of service and acts quickly in those types of situations, issuing an investigation and that the ramifications for non-compliance would include suspension of current grants, suspension of future grants and the possibility of a request for payback of previous grants. Elwood stated that an approximation of the amount of grants that could be requested for payback could be in the neighborhood of \$100 million for the last 20 years, and that the Town and County as co-signers could be responsible as well.

Liebzeit moved approval of the First Amendment to the License Agreement to conduct Aeronautical Business for Wind River Air LLC, extending the term for an additional one-year period. McLaurin seconded the motion which passed four to one.

- E. Administration Office Facility – Design Build Contract: Havel explained that the current Airport Administration space is going to be redesigned for Airline Office space. He said that the accommodations of the Administration space will likely be for a number of years and can be integrated into a long-term facility. Havel stated that a request for proposal was sent out for a 48-foot by 72-foot trailer, there were 4 proposals and Satellite Shelters, Inc. was chosen. He stated that the trailer would be placed south of the existing firehouse and the fencing would be adjusted for public access from short-term parking. Brown moved approval of the Sales Agreement with Satellite Shelters, Inc., in the form presented, in the amount of \$762,078, for purchase and installation of a modular administration building. Liebzeit seconded this motion which passed unanimously.
- F. Knife River Notice of Award, Runway Construction Agreement, and Notice to Proceed – Preconstruction Activities: Havel stated that the runway reconstruction project received three bids and the lowest bidder was Knife River at approximately \$32.7 million. He stated that this is the Notice of Award for Schedule I and V, the associated Construction Contract, and the Notice to Proceed for Preconstruction Activities. Elwood stated that Knife River would have a progressive payment and there is a retainage held until the end, therefore there is a sizable amount of control retained by the airport until the finish. Schiff stated that there is a payment and performance bond at 100% and retainage at 5%. McLaurin moved



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approval of the Notice of Award and Contract for Improvements, with Knife River Corporation Mountain West, in the forms presented, for the Runway 1/19 Reconstruction Project, Schedules I & V, in the amount of \$32,774,053.60, subject to concurrence by FAA and WYDOT, and also subject to funding availability. Liebrecht seconded this motion which passed unanimously. Brown moved approval of the Notice to Proceed for Preconstruction Activities, to Knife River Corporation Mountain West, for the Runway 1/19 Reconstruction Project, Schedules I & V. Blann seconded the motion which passed unanimously.

- G. FY 2021/2022 Budget: Anderson explained the budget this year was developed using a zero-based budgeting approach meaning that we start with expenses and income at zero and build the budget from there. She stated that the airport maintained the same three enterprise centers and six cost centers that were used in prior years. She stated that one of the key concerns was for the runway project with associated 78-day closure from mid-April through June of 2022. Anderson stated the terminal rent and landing fees are proposed to increase by 10% this next budget year. Anderson continued to list the budgeted income and expenses of the separate enterprises. She stated that there might be two new debt issues in Fiscal Year 2021/2022 for the restaurant reconstruction and/or the Hangar 3 construction projects and that this budget includes the retirement of one of the existing bonds. Anderson stated that as of now the Airport has requested \$12 million of the \$16 million in the original CAREs grant, we have been allocated another \$3.1 million and based on the current reimbursements we will probably reimburse another \$2 million. Liebrecht moved adoption of the fiscal year 2021/2022 budget in the form presented. McLaurin seconded the motion which passed unanimously.

- VII. DIRECTORS COMMENTS:** Havel stated the ticket counter project will kick off next week. He said that they have been working with new airlines, including working on summer logistical plans.

Crook stated that they have continued to advertise for security screeners, they have not had a good response this spring. She stated that the enforcement of the mask mandate at the Airport has been going well.

- VIII. BOARD COMMENTS:** Eastman stated that there is a change for meeting dates, in May we will meet on the 20<sup>th</sup>.

Brown stated thanks to Anderson and Elwood for all their assistance through the budget process.

Liebrecht stated compliments to Anderson for work on the budget. He stated scheduling conflict on August 18<sup>th</sup> meeting and would not be there.

Eastman stated a big shout out to Paul and Steve for 30 years, and the Airport for being an Employer of Choice.

Liebrecht motioned to adjourn at 11:36am. Motion was seconded by McLaurin.

DocuSigned by:

*John Eastman*

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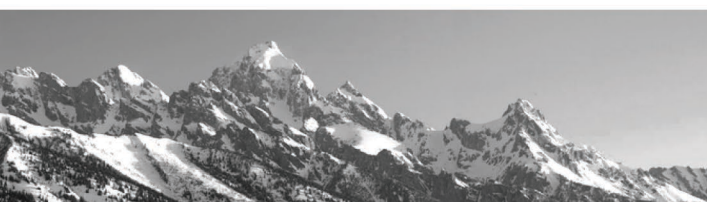
**John Eastman, President**

DocuSigned by:

*Valerie Brown*

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**Valerie Brown, Secretary**



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James P. Elwood, AAE, Executive Director

**From:** [Alton George](#)  
**To:** [admin](#); [Andrew Wells](#)  
**Subject:** Fw: Wind River Air Flights over Northern GTNP  
**Date:** Wednesday, April 21, 2021 10:19:00 AM

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Alton George, C.M., ACE  
Operations Manager  
Jackson Hole Airport  
(307) 413-4449  
[alton.george@jhairport.org](mailto:alton.george@jhairport.org)

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**From:** Mike Cavaroc <[mike@freeroamingphotography.com](mailto:mike@freeroamingphotography.com)>  
**Sent:** Wednesday, April 21, 2021 10:17  
**To:** operations <[operations@jhairport.org](mailto:operations@jhairport.org)>  
**Subject:** Wind River Air Flights over Northern GTNP

Hello - I just commented on the airport decision to renew Wind River Air's permit, and in saying I had photographic evidence of him flying over the northern parts of Grand Teton National Park, I was dismissed as having seen a different helicopter. I've attached the photos of a helicopter that match Wind River Air's helicopter, as pictured on his own website, flying over Grand Teton National Park, to and from Yellowstone.

Please let me know if I am actually somehow mistaken, though the helicopter is identical to what's on his own website. I just wanted to get this complaint in, which I've already done with the FAA at the time of the incident.

- Mike

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[HollySageArt.com](http://HollySageArt.com)

*"Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees."  
- John Muir*













**From:** [Janice Sproule](#)  
**To:** [publiccomment](#)  
**Subject:** Heli No  
**Date:** Tuesday, April 20, 2021 5:43:04 PM

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Heli No. Our beautiful National Park does not need the noise pollution and disruption to nature for economic gain. Why would we want to live in an area that sounds like a war zone? HELI NO!!!

Janice Sproule  
Jackson WY

**From:** [Dan Burgette](#)  
**To:** [publiccomment](#)  
**Subject:** Heli permit renewal  
**Date:** Tuesday, April 20, 2021 8:58:59 PM

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I worked as a ranger in Grand Teton NP for twenty-seven years. During that time I worked in the Jenny Lake Sub-district ten years, in the Colter Bay Sub-district nine years, and finished my time as the Jenny Lake SDR. Part of my duties included being the chair of the park's Wilderness Mgt. Committee. When I retired I was given the NPS's national Wilderness Champion award.

The wilderness areas in the Teton range, including the Jed Smith Wilderness are very narrow. I have skied across the range in a day several times. These wilderness areas are managed to be refuges from mechanical devices. Being able to find places where one can escape the noise and rapid pace of modern life is extremely valuable to those seeking such escape. There are few places where this is possible in the wilderness areas in the Lower 48 states.

Having tourists in helicopters that produce noise and artificial motion that detracts from the wilderness experiences of those willing to use non-mechanical means of accessing the wilderness is bad. If they want a helicopter ride they can do it in most of the U.S. Grand Teton National Park wasn't preserved as a recreational area like units of the national park system. It was preserved for higher reasons.

I support denying the permit for tourist helicopters fly over Grand Teton NP. And I shudder to think about what will happen if other operators can use this permit as an excuse to get more permits. Grand Canyon NP has been a sorry example of what tourist helicopters can do to the wilderness attributes of the park. Please don't degrade the experiences available in the Grand Teton wilderness.

Dan Burgette  
208 456-4400

Sent from my iPad



**From:** [Beverly Boynton](#)  
**To:** [publiccomment](#)  
**Subject:** helicopter scenic tours  
**Date:** Tuesday, April 20, 2021 7:57:12 PM

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please do what you can to ban scenic heli tours over gtnp and forest wilderness areas (and really anywhere in teton county, and, and, and).

the town and county resolution covers all that i might say. federal legislative action needs to happen.

the violations by wind river air are maddening and disgusting, after all his promises made in front of so many at last year's big meeting. grrr.

thank you for all your previous stands on this issue.

**From:** [Hadden Goodman](#)  
**To:** [publiccomment](#)  
**Subject:** Helicopter tours  
**Date:** Tuesday, April 20, 2021 9:47:10 PM

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PLEASE! No helicopter tours in the area! Hear the public- we don't want this!! This is our chance to shut this down! Listen to the people and do what you, in your heart of hearts, know you want to do. Our community is changing so rapidly every day, let's do what we can to preserve the true Nature of this place and honor why we we Live here. Let us honor Wild.

Please, Heli No!

Thank you,  
Hadden Goodman

**From:** [Raul Gutierrez](#)  
**To:** [publiccomment](#)  
**Subject:** Wind River Air  
**Date:** Wednesday, April 21, 2021 4:45:08 AM

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Good morning,

I first visited Jackson Hole in 1992 and immediately fell in love with the stunning landscape and the incredible peace I felt in this magical place. I remember finding an old log bench under a tree at Schwabacher's Landing during that first visit. I laid there for over an hour with my eyes closed just listening to the sounds of birds. The real western outdoors that I read about as a child. Nothing to hear but birds and the occasional rustling of the leaves by the wind. What healing magical sounds.

Since then, JH has been my yearly vacation spot for 29 years. During a visit to the Grand Canyon years later, we were disappointed and quite honestly disgusted by the constant buzzing overhead of the helicopter tours. I remember how happy I was thinking that my little piece of heaven to the north would never suffer a similar fate. I never imagined that this pristine natural environment would face such an unbelievable threat.

I understand that Wind River Air was authorized to operate out of the Jackson Hole airport last year, but the time has come to permanently shut down this troublesome nuisance and send a clear message to future operators. We must uphold the natural values that visionary conservationist fought so hard to protect. I urge you to listen to the thousands of voices asking this board to cancel this permit and protect the invaluable serenity of this natural treasure.

Respectfully,  
Raul Gutierrez  
(239) 784-1623

Dear Airport Board members,

For the last 10 months, I have been volunteering five days a week for the Teton County Department of Health as a Covid case investigator and contract tracer. My job is calling people on the phone and trying to get people to volunteer information that will help the Health Department control the spread of Covid-19. Part of doing my job well is avoid confusing or irritating the people I have to call. Therefore, I've decided that this is not the time to get my name in the papers as a proponent of a politically sensitive topic – namely helicopter scenic tours.

But I want you to know that the safety issue I raised last year involving the Robinson R-44 helicopter has not disappeared. Far from it. Here is what anyone could find by spending a few hours researching the aviation safety database of the Flight Safety Foundation:

Throughout the United States, there were 16 accidents in the United States involving Robinson R-44 helicopters over the last year. Thirty people were inside these R-44 helicopters when the accidents occurred. Thankfully, only two of these accidents involved fatalities – one in Audubon, Iowa and the other in Colorado City, Texas. Four people died in these two United States crashes.

The situation in the rest of the world was no better – to say the least. In the last year, there were 48 accidents involving Robinson R-44s in 18 foreign countries, from Canada to China, from Tanzania to Brazil. Ninety-eight people were aboard these R-44s when these accidents occurred. Thirty-four of them died.

There are many arguments for why scenic helicopter tours, especially in a Robinson R-44 helicopter, are a bad idea in Teton County. Passenger safety remains one of them.

All best,

Joe Albright



**From:** [JIM LARUE](#)  
**To:** [publiccomment](#)  
**Subject:** heli operation  
**Date:** Tuesday, April 20, 2021 8:07:14 AM

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i'm writing again to urge you to deny/dismiss any application or proposal for heli-tours in GTNP. I'm long time in the valley, and a very long time participant in the park (skiing tomorrow, for example), and, to my way of thinking, the relatively low elevation tour operation is inconsistent with the purpose of the park, as well disruptive/disturbing to anyone who is actually on the ground, in the park - in other words, to anyone who is actually engaged in and with the park in the manner always intended. just my opinion, of course, but i wanted to reiterate it.

jim larue  
355 e. hansen

Sent from [Outlook](#)

**From:** [Samuel Wertheimer](#)  
**To:** [publiccomment](#)  
**Cc:** [chelsea@jhalliance.org](mailto:chelsea@jhalliance.org)  
**Subject:** GTNP helicopter tours - NO!  
**Date:** Tuesday, April 20, 2021 8:48:42 AM

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To the members of the Jackson Hole Airport Board,

I respectfully request that you revoke the permit for commercial helicopter tours of Grand Teton National Park previously granted to Wind River Air. As a Jackson Hole homeowner and lover of the unique beauty of the Teton range I don't believe that these tours are in keeping with the mission of preserving and protecting these unique, important and beautiful mountains. In fact these tours are the opposite, diminishing the beauty and solace one comes to the mountains to experience. I hope that you will reconsider this matter and end these useless and disruptive flights.

Respectfully - Sam Wertheimer

With copies to:  
Representative Cheney  
Senator Barrasso  
Senator Lummis  
Secretary Haaland

Sent from my iPhone  
(646) 460-4955

**From:** [Colleen](#)  
**To:** [publiccomment](#)  
**Subject:** Heli tours  
**Date:** Tuesday, April 20, 2021 8:23:50 AM

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Dear Airport Board Members,

I urge you to deny a permit to Wind River Air Helicopter Tours. There have been numerous recorded violations and the tours have impacted resources and wildlife negatively.

Regards,  
Colleen M. Crook

Sent from [Mail](#) for Windows 10

**From:** [Linda Dudinyak](#)  
**To:** [publiccomment](#)  
**Subject:** Helicopter flyovers are very disturbing  
**Date:** Tuesday, April 20, 2021 1:57:18 PM

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Grand Teton National Park has enough noise from the daily airplane flights in and out of town - the added noise and distraction of the helicopter tours is really not necessary.

Please do not renew this license - it's destroying the National Park experience!

Thank you.  
Linda Dudinyak  
Jackson, WY



4-20-2021

Dear Airport Board and Airport Director,

I am writing to urge you not to renew the permit you issued last year which allowed Wind River Aviation to base at the Jackson Hole Airport, within Grand Teton National Park, to conduct helicopter tours.

The Jackson Hole Airport, located in the park and bordering multiple residential neighborhoods, already adds significant impacts to the park, to park wildlife and to the community. The addition of noisy, potentially dangerous helicopter tours above and adjacent to the park and above county residential neighborhoods is both unnecessary and unwelcome.

You could choose not to renew the permit for Wind River Aviation's commercial helicopter tours and prevent the proliferation of other companies seeking the same. Your decision will tell us if you value the wild places and the wildlife we are lucky enough to live in proximity to. Or if you are willing to allow a commercial heli tour business to exploit these incomparable natural places for commercial enterprise rather than do all you can within your power to protect them for the greater good of our community.

The overwhelming majority of the Greater Jackson Hole community strongly opposes the helicopter tours. Will you listen to us?

Sincerely,

Joan Anzelmo  
Jackson, WY

**From:** [George Cornelson](#)  
**To:** [publiccomment](#)  
**Subject:** No to Chopper  
**Date:** Tuesday, April 20, 2021 9:06:35 AM

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Dear Ms. or Mr.

We have lived on the west bank for 13 years and this is one of the few times that I feel compelled to write to oppose anything. We enjoy relative peace in Wilson , Wyoming and I am concerned that the helicopter flights will threaten our tranquility.

Please know that many of my neighbors are also opposed to this threat. Animals and nature are the main reason many of us live in our beautiful valley. I cannot believe that the brief views enjoyed by the tourists paying for the helicopter flights can take precedent over the peace and quiet of those who reside in Wilson.

PLEASE STOP THIS NUISANCE.

THANK YOU!

George Cornelson

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George Cornelson  
704.376.6912 direct



1111 Metropolitan Avenue #700  
Charlotte, NC 28204  
704.206.8300 main  
704.965.4079 cell  
[gcornelson@gmail.com](mailto:gcornelson@gmail.com)

**From:** [Emily Sadow](#)  
**To:** [publiccomment](#)  
**Subject:** Please approve the resolution to ban scenic helicopter tours over Grant Teton National Park  
**Date:** Tuesday, April 20, 2021 8:41:46 AM

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Dear Jackson Hole Airport Board,

I support the natural values that already bring millions of visitors to Grand Teton National Park and nearby national forests and wilderness areas each year. Commercial helicopter tours benefit very few, however they affect many. The safety issues put more stress on our already overloaded Search and Rescue as well as the local hospital. One company has already had numerous overflight violations, how does this inspire confidence that they (and other companies) will adhere to other rules and laws. The impact on wildlife as well as the peace, quiet, and solitude while visiting GTNP will be threatened by this endeavor. Our community, our park, and our public lands deserve better. Please support the resolution approving a BAN for commercial helicopter tours over GTNP.

Thank you for your time.

Respectfully,  
Emily Sadow  
Victor, ID

**From:** [Katie Calder](#)  
**To:** [publiccomment](#)  
**Subject:** Wind River Air Helicopter Tour Permit  
**Date:** Tuesday, April 20, 2021 9:43:49 AM

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Dear Jackson Hole Airport Board,

I'm writing you today to encourage you to please vote no on renewing the permit of the Wind River Air Helicopter Tours.

As a permanent resident of Moose, I first-hand understand the impacts that airline noise has in such a wild and remote place. Millions of people come every year, some seeking solitude and silence, and that is not possible in the sections where there is air travel, and especially not where helicopter tours are happening. I assume that wildlife is also impacted as well, which should be a big concern for all of us that are lucky enough to live, work, and run businesses here.

While I understand the airport is important to the Valley, I think you have a huge responsibility, being the only airport in a National Park, to protect this place and it's uniqueness. The decisions you make today will affect the future. While I understand there is money involved in helicopter tours, I urge you to do the right thing by not renewing the permit, and prohibiting helicopter tours in the future. The residents, most of the visitors, and wildlife will be grateful if you can put an end to commercial helicopter flights. They benefit so few people, but affect many.

Thank you for your consideration of my comment.

Sincerely,

Katie Calder  
133 Mather Circle  
Moose, WY 83012