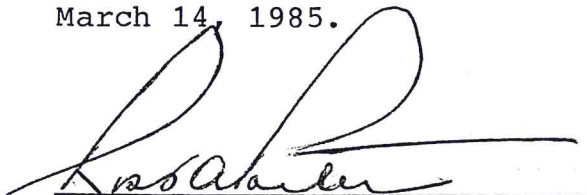


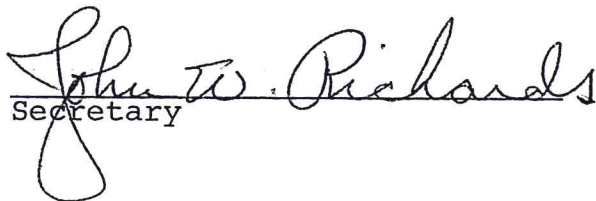
JACKSON HOLE AIRPORT

REVISED NOISE ABATEMENT PLAN

Adopted by the Jackson Hole Airport Board by resolution on
March 14, 1985.



President



Secretary

TABLE OF CONTENTS

Introduction -----	1
1. Maximum Noise Level Limit -----	2
2. Cumulative Noise Standard -----	4
3. Aircraft Operating Procedures -----	5
4. Operations Specification Amendment For Commercial Airlines -----	7
5. Requirements for Aeronautical Contractors -----	8
6. Noise Complaint/Inquiry Report System -----	9
7. Educational Efforts -----	11
Plan Supplement "A": Land Use Control Recommendations to Teton County -----	12

ATTACHMENTS:

1. Town of Jackson Ordinance # 309
2. Airport Noise Abatement Rule - March 14, 1985
3. Aircraft Operator Information Checklist
4. Letter of Information - Single Event Standard
5. Quick Reference File Card
6. Town of Jackson - Summons and Complaint
7. Warning - Single Event Standard
8. Letter of Explanation - Single Event Standard
9. Airline Operations Log Sheet
10. Noise Abatement Departure Report
11. Noise Sensitive Area Map
12. NAP Procedure Handout
13. Jeppesen Airways Chart
14. Airport Incident Report Form
15. Noise Report - Follow-up

INTRODUCTION:

This Revised Noise Abatement Plan ("Plan"), is based on FAR Part 150 and complies with the requirements of the Airport Use Agreement between the Jackson Hole Airport Board ("Board") and the United States Department of the Interior of April 27, 1983 (the "Agreement"). The Agreement requires the Board to implement all measures contained in this Plan, as approved by the United States Department of Transportation, as soon as is practicable, but no later than April 27, 1985.

This Plan, which includes a Noise Abatement Rule:

- (1) will ensure that future operations at the Jackson Hole Airport ("Airport") are controlled in such a manner that Airport noise exposure will remain compatible with the purposes of Grand Teton National Park (the "Park");
- (2) will ensure that future Airport operations will result in no significant increase in cumulative or single event noise impacts on noise sensitive areas of the Park;
- (3) will ensure that Airport operations are conducted in such a manner that aircraft noise exposure will be reasonably compatible with other adjacent land uses;
- (4) will achieve optimum accommodation of both Airport users and Airport neighbors within acceptable safety, economic and environmental parameters;
- (5) will not create an undue burden on interstate and foreign commerce, and will not relate to rates, routes or service of any air carrier;
- (6) is consistent with the Board's assurances to the Federal Aviation Administration ("FAA") that the Airport will be available for public use on fair and reasonable terms and without unjust discrimination, and that no exclusive right for the use of the Airport shall be granted.

1. MAXIMUM NOISE LEVEL LIMIT

The Maximum Noise Level Limit ("MNLL") is a single event noise standard which assures that aircraft operations do not result in a significant increase in single event noise impacts on noise sensitive areas of the Park or on residential areas in the vicinity of the Airport.

A. Standard. No aircraft will be permitted to operate at the Airport which has a single event noise level which exceeds 92 on the dBA scale on approach.

B. Measurement. Compliance with the MNLL above will be determined by reference to FAA Advisory Circular 36-3C, or the version of that document currently in effect. No adjustments for gross weight will be allowed. Aircraft types and models which are not listed in Advisory Circular 36-3C will be allowed to operate if the FAA determines that the aircraft type and model would meet the MNLL if it were tested according to the FAA procedures and the operator obtains approval from the Board certifying that operation of the aircraft is compatible with conditions for operation at the Airport.

C. Enforcement. The MNLL shall be enforced in accordance with (1) Town of Jackson Ordinance 309 (see Attachment #1) which amends Section 5 of the Town of Jackson Ordinance 175 and Section 12.16.210 of the Municipal Code of the Town of Jackson; and (2) the Airport Noise Abatement Rule, adopted on March 14, 1985 (see Attachment #2).

(1) If a pilot or a representative of an aircraft contacts the Airport, an AIRCRAFT OPERATOR INFORMATION CHECKLIST (Attachment #3) will be completed. If it is determined that the aircraft would be in violation of the MNLL, the person contacting the Airport and the owner of the aircraft will be sent a Letter of Information (see Attachment #4). This letter will be sent by certified mail with a return receipt requested. A Quick Reference File Card (see Attachment #5) will be filled out and kept as a permanent record. When the return receipt arrives, it shall be attached to this Quick Reference File Card.

(2) If it is determined that an aircraft which has landed at the Airport is in violation of the MNLL and the aircraft owner or pilot has had prior notification from the Airport that the aircraft is in violation of the MNLL, then the pilot or representative of the aircraft will be served a Town of Jackson Summons and Complaint (see Attachment #6) following the appropriate procedures for this document. A Quick Reference File Card will be completed and kept as a permanent record.

(3) If it is determined that an aircraft which has landed at the Airport is in violation of the MNLL and the pilot, owner or representative of this aircraft has never had prior notification

from the Airport that the aircraft is in violation, Airport Safety Officers, at their discretion, may issue a Warning with an attached Letter of Explanation (see Attachments #7 and #8) instead of the Summons and Complaint. The pilot, owner or representative of the aircraft will be asked to sign the completed Warning, and a copy of the Warning with the attached letter of explanation will be issued to the party. A Quick Reference File Card will be completed and kept as a permanent record along with the Warning.

(4) A copy of the Warning or Summons and Complaint, along with the Letter of Information, will be sent to the registered owner of the aircraft if they are not originally served. A brief cover letter will be included to explain the circumstances and to instruct that the aircraft not land at the Airport again.

2. CUMULATIVE NOISE STANDARD

The cumulative noise standard assures that aircraft operations do not result in a significant increase in cumulative noise impacts on noise sensitive areas of the Park. It also seeks to limit aircraft noise exposure on adjacent land uses.

A. Standard. The Agreement establishes cumulative, or average noise standards for airport operations. The Board adopts the standards and agrees to ensure that Airport operators do not result in their violation. The standards are expressed in Ldn, an annual day-night average measurement of noise exposure, which includes a 10 dBA penalty for nighttime operations. The Airport's 55 Ldn contour may never enter the noise sensitive areas of the Park. Aircraft noise may not exceed 45 Ldn as measured along the geographic line established to protect the noise sensitive area of the Park (see Attachment #11).

B. Access Plan. The Board's Noise Abatement Rule of March 14, 1985 (see Attachment #2) considers the Boeing 737-200 a "Base Class" aircraft and establishes a limitation on its operations. No more than 6.5 daily departures (averaged annually) and 6.85 daily departures (averaged each calendar quarter) may operate at the Airport. If an aircraft is quieter than the "Base Class" aircraft, it may operate in greater numbers based on an "equivalency" formula. The limitation applies to all scheduled commercial aircraft having published noise levels above 86 dBA on approach, and above 74.5 dBA on departure. Noise levels will be determined by use of FAA Advisory Circular 36-3C or its most recent edition. If airlines propose to schedule flights in excess of the limitation, slots will be allocated among the airlines based on criteria set forth in the Noise Abatement Rule.

C. Noise Monitoring. Compliance with the cumulative noise standards will be determined through the collection of noise measurement data over the periods identified and locations specified in the Agreement. The National Park Service ("NPS") has monitoring equipment and plans to monitor single event aircraft noise events along the geographic line specified in the Agreement, where airport operations shall not exceed a level of 45 dB (Ldn). They also plan to monitor noise levels in other points of the Park which are noise sensitive.

The Board has completed a comprehensive monitoring program, based on FAR Part 150, and plans to update that program at the end of five years, unless there is a prior significant change in aircraft types or numbers, in which case the study will be updated at an earlier date. The Board will also initiate an annual program to monitor noise levels to determine the need to update the Ldn contours and measure the effectiveness of this Plan.

3. AIRCRAFT OPERATING PROCEDURES

Aircraft operating procedures seek to ensure that aircraft operations are safely conducted to mitigate aircraft noise impacts on the Park and adjacent land uses.

A. Preferential Departure Runway - 45° Left Traffic Pattern Exit. Departures to the south using Runway 18 are preferred. Pilots are requested to use a 45° left traffic pattern exit in VFR conditions to reduce noise impact on the residential areas southwest of the Airport. This procedure will result in a left turn prior to reaching the golf course area.

B. Air Carrier Compliance.

(1) Scheduled air carriers are required by contract with the Board to comply with this noise abatement procedure.

(2) All scheduled departures of airlines using aircraft that are non-exempt in accordance with the Access Plan of the Noise Abatement Rule (see Attachment #2) are monitored by Airport personnel. If an aircraft fails to follow the requested noise abatement procedure, Airport personnel will investigate to determine the reason for the deviation (i.e., IFR, traffic, other instrument meteorological conditions (IMC), north wind, etc.) and record all relevant operating information on the Airline Operations Log Sheet (see Attachment #9). If no valid safety reason is apparent, it will be noted on the Log Sheet and a Noise Abatement Departure Report (see Attachment #10) will be completed and routed to the appropriate airline personnel or to Airport management for routing to the airlines. Responses from the airlines are recorded on the Log.

(3) At the end of each month, the above information is compiled to determine compliance with this requested noise abatement procedure. These monthly reports are distributed to each airline involved.

(4) Airlines are requested to send the Board the names of the crews who fly each trip into the Airport. These records are compared to our reports, and letters are sent to pilots who have shown an extra effort in abiding by this noise abatement procedure. This positive approach has been a beneficial way to increase pilot compliance and awareness of the noise sensitive nature of the area surrounding the Airport.

C. Preferred Approach Procedure. Aircraft operators are asked to plan their arrival and departure routing from and to the south of the Airport, avoiding the noise sensitive areas of the Park. Since the wind is predominantly out of the south to southwest, aircraft usually approach from the north. Pilots approaching from the north are asked to maintain a course east of U. S. Highway 26/89 north of Moose when weather and safety will allow.

D. VFR Departure Route to Idaho Falls. The Board supports Western Airlines' ("Western") intention to utilize the following noise abatement procedure during VFR departures on Runway 18 to mitigate the noise impact on noise sensitive areas west of the Airport:

"Climb on runway heading to 6,700' MSL; initiate a left climbing turn to arrive over JAC VOR at 14,000' MSL. Depart JAC VOR on the 205° radial to 8 DME; initiate a right turn to intercept the JAC 248° radial then direct to IDA."

E. Aircraft Abatement Procedures. All aircraft operators are asked to use noise abatement procedures for their particular aircraft, including lower flap settings on approach as long as safety is not compromised.

F. Overflights. All aircraft operators are asked to completely avoid overflight of the noise sensitive areas of the Park. (See Attachment #11). ILS Approaches and Traffic Pattern requirements are excepted.

G. Minimum Altitude. When it is necessary to overfly the Park, all aircraft operators are asked to stay 3,000 AGL and to stay east of the Snake River.

4. OPERATIONS SPECIFICATIONS OF COMMERCIAL CARRIERS

The FAA made permanent the amendment to Frontier Airlines' ("Frontier") operations specifications permitting regularly scheduled Boeing 737 jet service at the Airport on January 31, 1983. The amendment was subject to the conditions stated below. When Western subsequently began service on June 1, 1983, the amendment to its operations specifications included the same conditions. The Board supports these conditions and will request that FAA include them if they find it necessary to amend the operations specifications of any airline with similar aircraft that may choose to operate into the Airport in the future. The Board actively monitors the operations of Western and Frontier and will report any deviation from the amended operations specifications to the FAA. The conditions are as follows:

A. The service may be scheduled only between the hours of 7:00 a.m. and 9:30 p.m.

B. The airlines must use 737's which are equipped with quiet nacelles and which meet the stage two noise limits set forth in FAR Part 36 (14 CFR Part 36).

C. The airlines must use, to the maximum extent feasible, established procedures for abatement of aircraft noise during landings and takeoffs.

5. REQUIREMENTS FOR AERONAUTICAL CONTRACTORS

The Board inserts in all contracts involving aircraft operations, and takes reasonable measures to enforce, provisions requesting all contractors to follow noise abatement procedures consistent with safety and the operating limitations of their aircraft. The Board also requires contractors to abide by all present or future Airport rules and regulations, and applicable Ordinances of the Town of Jackson.

A. Commercial Scenic, Charter, and Training Flights. The Board will insert in all contracts involving aircraft operations, and take reasonable measures to enforce, a provision prohibiting the origination of commercial scenic or charter flights, as well as aircraft training operations, over noise sensitive areas of the Park (see Attachment #12). An exception will be provided for periods when instrument operations are required to or from the north by weather conditions or for instrument flight training, or are desirable for nighttime operations and except when required to utilize Victor (VOR-Federal) airways. Provided, however, that the above instrument operations not specifically required by weather conditions must be conducted under Instrument Flight Rules (IFR) and cleared through FAA Air Traffic Control, and Victor airways must be intercepted outside the noise sensitive areas of the Park at the minimum en route altitude prescribed for the airway. The aircraft must maintain at least that altitude over the noise sensitive areas of the Park.

6. NOISE COMPLAINT/INQUIRY REPORT SYSTEM

A. Noise Complaint System. The Board encourages inquiries about aircraft operating procedure. This will lead to quieter aircraft operation and to a better educated public. When Airport personnel receive an inquiry or complaint about an aircraft operating procedure which may be a deviation from requested noise abatement procedures or Airport rules, the report will be investigated and classified as follows:

(1) Justified Procedure. Deviation from requested noise abatement procedure for safety reason:

EXAMPLES:

(a) Weather Related - IFR conditions, wind factor, etc.

(b) Air Traffic - Aircraft in immediate vicinity of aircraft operation that required deviation from noise abatement procedure in behalf of safety.

(c) Aircraft Operating Capability - heavy weight load, high density altitude, etc.

(2) Unjustified Procedure. Unable to ascertain acceptable reason for not abiding by any given section of this Noise Abatement Plan.

EXAMPLES:

(a) Aircraft operation was aware of the requested procedures, noise abatement rules, or City Ordinance 309, and intentionally violated these standards.

(b) No safety reason is immediately determined for procedure and explanation from a flight crew or aircraft representative is not adequate to justify the deviation.

(3) Unfounded Report. Investigation fails to produce enough evidence or information about incident to ascertain the reason for the deviation of this Plan.

EXAMPLE:

(a) Reporting party saw a low flying aircraft over the Park and could not acquire enough information about the identity of the aircraft or its specific location for follow-up action to be taken.

All inquiries or complaints about aircraft operating procedures will be logged and assigned an Airport Incident and a Noise Report number.

Airport personnel will include all available pertinent information about the incident including the location and identity of the aircraft and weather and operational conditions at the time of the reported incident (see Attachments 14 and 15).

If it is determined that an aircraft has violated the 2,000 ft. AGL requirement specified in FAA Advisory Circular No. 91-36C, and Airport personnel are able to acquire sufficient information to identify the aircraft, and provide a reasonable assurance that the aircraft was below 2,000 ft. AGL, the report will be sent to the FAA Flight Standards District Office in Salt Lake City for its consideration.

B. Aeronautical Contractors. If it is determined that a contractor has used an aircraft operating procedure which is classified as unjustified, and therefore may constitute a possible breach of its contracts with the Board, the following guidelines will be used:

(1) Written notice of the alleged noise abatement violation will be sent to the contractor.

(2) It will be requested to respond in writing within one week after receiving the notice.

(3) If the charge cannot be answered to the satisfaction of the Airport Manager, the Manager will take further action as necessary, lawful and appropriate in furtherance of the purposes of this Plan.

C. Feedback System. At the end of each investigation, a copy of all reports or another form of written response will be sent to the person who inquired or complained. A copy of these reports and/or written responses will also be sent to the Park Superintendent if the complaint involves the noise sensitive areas of the Park, or any other time deemed appropriate. These reports will include how the Airport classified the report, the reasons for that classification, action taken by the Airport, and what resulted from that action.

Statistics on this reporting system as well as other applicable sections of the Plan will be kept on a month-to-month basis. At least annually, these statistics will be made available to the general public through local news media or through direct mailing.

7. EDUCATIONAL EFFORTS

Educational efforts are an effective tool in implementing the Plan. These efforts inform Airport users of our rules, regulations and noise abatement procedures so that they will voluntarily comply with the Plan.

A. Local.

(1) At each end of the parallel taxiway and on the fence near the air operations area exits are conspicuously placed signs informing departing and arriving pilots of noise abatement procedure.

(2) Arriving pilots are provided with a handout outlining noise abatement procedures when they register at the Fixed Base Operator. (See Attachment #12.)

(3) All locally based pilots are periodically reminded of the noise abatement plan via direct mailings or through news media.

(4) The Fixed Base Operator reminds arriving and departing aircraft of noise abatement procedures via the airport advisory service UNICOM (122.8 Mhz).

(5) Any Airport user who requests information is sent an information letter and noise abatement handout.

(6) There is an ongoing dialogue with the air carriers to keep them informed and to encourage cooperation.

B. National.

(1) Flight information publishers are sent the Airport's noise abatement information and are asked to publish the information in their documents. These include the FAA Airman's Manual, Airline Flight Procedures Manual, and the Jeppesen Airways Manual (see Attachment #13).

(2) Letters are periodically sent to business and corporations that frequently use the Airport. The letters explain noise abatement procedures and regulations.

(3) In an effort to reach as many potential Airport users as possible, news releases are periodically prepared and sent to local news media as well as national and state aviation publications, including the Wyoming Aeronautics Commissions quarterly newsletter, AERO, Plane and Pilot, Flying, Professional Pilot, AOPA, and Business and Commercial Aviation.

PLAN SUPPLEMENT "A" : LAND USE CONTROL RECOMMENDATIONS TO TETON COUNTY

Land use control is not within the jurisdiction of the Board. This section is therefore a Supplement to the Plan.

Upon completion of its FAR Part 150 program, the Board will actively work with the Teton County Planning Commission and the County Commissioners to assist them in developing land use controls recommended by the Board. These recommendations will result in a reduction of noncompatible land uses, as defined in the guidelines of FAR Part 150, located within the 65 Ldn contour. These recommendations, along with the measures defined in this Plan, seek to ensure reasonable compatibility with the Airport's adjacent land uses.

Along with the mitigating measures in this Plan, the Board will recommend new land use controls to Teton County in accordance with FAR Part 150.

Summary of Land Use Control Recommendations

1. The area south of the Airport should be included in the development and implementation of Transferable Development Rights ("TDR's") as soon as possible.
2. During the development of the TDR concept, unplatted areas south of the Airport should be downzoned to a density of one unit per six acres.
3. Subdivision regulations should be amended to require the dedication of noise easements for all new development within the Ldn 65 contour.
4. The building code should be amended to require noise level reductions of 25 and 30 dB for new construction of single family residences within the 65 Ldn and 70 Ldn contours, respectively.
5. A joint Board/Teton County accoustical survey will be recommended to be performed on appropriate existing houses to determine the degree and feasibility of sound attenuation necessary to achieve the desired noise reduction.
6. Subsequent to all of the above recommendations, and contingent upon funding, cost effectiveness and other relevant circumstances, the following possibilities will be explored: sound attenuation of existing homes, purchase of noise easements or purchase of real estate.

REVISED NOISE ABATEMENT PLAN

ATTACHMENTS

CERTIFICATE OF ADOPTION

Rules and Regulations

JACKSON HOLE AIRPORT BOARD

County of Teton

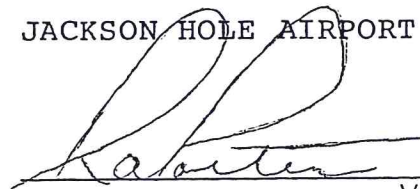
We certify that the attached is a true and correct copy of a rule of the Jackson Hole Airport Board relating to noise abatement, adopted in accordance with Section 10-5-101, Wyoming Statutes, 1977. This is an amended rule.

This Noise Abatement Rule was made available for public inspection on December 21, 1984. A public hearing was held on the rule on Monday, January 28, 1985.

The attached rule is effective immediately upon filing with the County Clerk.

Signed this 14th day of March, 1985.

JACKSON HOLE AIRPORT BOARD



Vice President

ATTEST:

John W. Richards
Secretary

STATE OF WYOMING } ss.
Office of the Teton County Clerk

Received and Filed the 20 day of MARCH
19 85 at 10:00 A m.

V. JOLYNN COONCE
Teton County Clerk

TABLE OF CONTENTS

Chapter I

Noise Abatement Rule

<u>Section No.</u>	<u>Subject</u>	<u>Page No.</u>
1	<u>Definitions</u>	1
2	<u>Maximum Noise Level Limits</u>	1
3	<u>Access Plan</u>	2
3a	Establishment of Base Class Aircraft	2
3b	Limitation on Operations	2
3c	Equivalency	2
3d	Exemptions	4
3e	Allocation of ADD's	4
3f	Periodic Reports	6
3g	Enforcement	6
3h	Appeals	6
4	<u>Duration</u>	6
5	<u>Notice</u>	6
6	<u>Effective Date</u>	7
7	<u>Separability</u>	7
8	<u>Authority</u>	7
Appendix "A" : Noise Measurement Methodology		

Jackson Hole Airport Board
Noise Abatement Rule
March 14, 1985

Section 1. Definitions. When used in this Rule:

- a. The term "Airport" means the Jackson Hole Airport.
- b. The term "Board" means the Jackson Hole Airport Board.
- c. The term "Park" means Grand Teton National Park.
- d. The term "Agreement" means the Agreement between the United States Department of the Interior and the Jackson Hole Airport Board of April 27, 1983 under which the Board operates the Airport.
- e. The term "ADD" means an average daily departure from the Airport of a scheduled commercial aircraft. ADD is distinguished from the term "aircraft operation," which means either an aircraft arrival or departure.
- f. The term "scheduled commercial aircraft" means all commercial aircraft operating on a schedule or schedules to or from the Airport, published, advertised or otherwise disseminated in advance, whether such operation is periodic or non-periodic.
- g. The term "Department" means the United States Department of the Interior.
- h. The term "noise level" means the estimated maximum noise levels for each aircraft and engine type as determined by reference to Federal Aviation Administration (FAA) Advisory Circular 36-3C, or the version of that document currently in effect.
- i. The term "quarter" means a standard calendar quarter beginning with the month of January in each and every year.

Section 2. Maximum Noise Level Limits.

- a. No aircraft shall operate at the Airport which has a single event noise level which exceeds 92 on the dBA scale on approach. No adjustments for gross weight will be allowed.

b. Aircraft types and models which are not listed in Advisory Circular 36-3C will be allowed to operate if the FAA determines that the aircraft type and model would meet the noise limits stated above if it were tested according to FAA procedures and the operator obtains approval from the Board certifying that the operation of the aircraft is compatible with conditions for operation of the Airport.

c. (1) The Airport Manager is directed to enforce the provisions of this Section through any lawful and available means, including but not limited to revocation of airport use agreements to the extent authorized by law.

(2) This Section is supplemental to Ordinances of the Town of Jackson which declare the operation of aircraft at the Airport which exceed identified noise levels to be a misdemeanor, and which establish a penalty for violations.

Section 3. Access Plan.

a. Establishment of Base Class Aircraft.

There is established a base class of commercial aircraft which may operate at the Airport. The base class shall be the Boeing 737-200-17 aircraft, with JT8D-17QN engines, which has a noise level of 91.6 on the dBA scale on approach and 87.3 on the dBA scale on departure.

b. Limitation on Operations.

There is established for the Airport a limitation on the number of base class commercial aircraft which may operate at the Airport. No more than 6.5 ADD's averaged annually and 6.85 ADD's averaged per quarter, of base class commercial aircraft may operate at the Airport.

c. Equivalency.

(1) The Airport Manager is authorized to make equivalency determinations based upon noise levels or actual noise measurements, and to inform air carriers and other interested parties of such determinations.

(2) Scheduled commercial aircraft with maximum noise levels less than that of the base class aircraft may operate at the Airport in excess of the annual and quarterly ADD limitations, in accordance with the Airport Manager's application of the equivalency formula.

b. Aircraft types and models which are not listed in Advisory Circular 36-3C will be allowed to operate if the FAA determines that the aircraft type and model would meet the noise limits stated above if it were tested according to FAA procedures and the operator obtains approval from the Board certifying that the operation of the aircraft is compatible with conditions for operation of the Airport.

c. (1) The Airport Manager is directed to enforce the provisions of this Section through any lawful and available means, including but not limited to revocation of airport use agreements to the extent authorized by law.

(2) This Section is supplemental to Ordinances of the Town of Jackson which declare the operation of aircraft at the Airport which exceed identified noise levels to be a misdemeanor, and which establish a penalty for violations.

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There is established a base class of commercial aircraft which may operate at the Airport. The base class shall be the Boeing 737-200-17 aircraft, with JT8D-17QN engines, which has a noise level of 91.6 on the dBA scale on approach and 87.3 on the dBA scale on departure.

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There is established for the Airport a limitation on the number of base class commercial aircraft which may operate at the Airport. No more than 6.5 ADD's averaged annually and 6.85 ADD's averaged per quarter, of base class commercial aircraft may operate at the Airport.

c. Equivalency.

(1) The Airport Manager is authorized to make equivalency determinations based upon noise levels or actual noise measurements, and to inform air carriers and other interested parties of such determinations.

(2) Scheduled commercial aircraft with maximum noise levels less than that of the base class aircraft may operate at the Airport in excess of the annual and quarterly ADD limitations, in accordance with the Airport Manager's application of the equivalency formula.

(3) An ADD equivalency value for quieter aircraft shall be determined by the Airport Manager in accordance with the following relation:

At takeoff:

$$\text{Equivalency} = \frac{1}{\text{Antilog}_{10} \left(\frac{(87.3 - L(\text{new aircraft}))}{10} \right)}$$

At approach:

$$\text{Equivalency} = \frac{1}{\text{Antilog}_{10} \left(\frac{(91.6 - L(\text{new aircraft}))}{10} \right)}$$

The ADD equivalency value to be used shall be the higher value of these two calculations.

For the purposes of these equivalency calculations, the maximum noise levels are used as surrogates for Sound Exposure Level (SEL). This approximation is deemed valid for the comparison of similar types of aircraft, such as the 737-200 and other types of commercial aircraft used at Jackson Airport.

(4) After operations by such quieter aircraft have commenced, equivalency may, at the request of any air carrier subject to this Plan, be re-evaluated utilizing actual noise measurements. Equivalency shall be re-evaluated using actual noise measurements in accordance with the following formula:

$$\text{Energy Average SEL} = 10 \text{ Log}_{10} \frac{1}{N} \left[\sum_{i=1}^N 10^{\text{SELi}/10} \right]$$

N = Number of flights measured.

SEL_i = Measured sound exposure level for the ith event.

An ADD equivalency value shall be determined by the Airport Manager in accordance with the following relation:

At takeoff:
Equivalency =

$$\frac{1}{\text{Antilog}_{10} \left(\frac{(\text{SEL}(\text{base class aircraft}) - \text{SEL}(\text{new aircraft}))}{10} \right)}$$

At approach:
Equivalency =

$$\frac{1}{\text{Antilog}_{10} \left(\frac{(\text{SEL}(\text{base class aircraft}) - \text{SEL}(\text{new aircraft}))}{10} \right)}$$

The ADD equivalency value to be used shall be the higher value of these two calculations.

(5) In re-evaluating equivalency, at the request of an air carrier, actual noise measurements of quieter aircraft shall be compared against actual noise measurement of the base class aircraft taken at the same sites and under approximately the same meteorological conditions. Measurements shall be carried out in accordance with the procedures specified in Paragraph 4(F)(1), a. through c. of the Agreement, attached as Appendix "A" to this Rule. All measurements shall be undertaken at the expense of the requesting air carrier.

(6) All actual measurement re-evaluations shall be based upon the energy average sound exposure level (SEL) of approaches at the Moose measurement site, and of departures at the Trigg measurement site.

(7) For both noise levels and actual measured levels, equivalency shall be calculated for both approach and takeoff noise levels. The calculation which results in an equivalency level closest to 1.00 shall be the ADD equivalency value for that aircraft.

d. Exemptions.

(1) Scheduled commercial aircraft having maximum noise levels below 86.0 dBA on approach and 74.5 dBA on departure shall be permitted to operate at the Airport without regard to the ADD limitations of this access plan.

(2) Aircraft types and models which are not listed in Advisory Circular 36-3C will be exempt if the FAA determines that the aircraft type and model would meet the noise limits stated above if it were tested according to FAA procedures and the air carrier obtains approval from the Board certifying that operation of the aircraft is compatible with conditions for operation of the Airport.

e. Allocation of ADD's Among Commercial Air Carriers.

(1) Air carriers may freely schedule additional operations at the Airport until such time as proposed scheduling from all air carriers serving the Airport will exceed the established ADD limitations.

(2) All air carriers which operate or propose to operate non-exempt scheduled commercial aircraft at the Airport shall periodically, but no less than quarterly, submit to the Airport Manager information concerning the number of their proposed operations, by aircraft type, model and engine classification, ninety days prior to the start of each quarter.

(3) If any air carrier, incumbent or non-incumbent, proposes to schedule additional operations of non-exempt aircraft which would exceed the annual or quarterly ADD limitations of this access plan, the Airport Manager shall immediately notify all air carriers operating non-exempt aircraft that an allocation is necessary and request information from them which may be necessary to make the proposed determination.

(4) The Airport Manager is authorized to allocate and reallocate ADD's among air carriers based upon the factors enumerated in Paragraph 5 of this subsection. When an allocation or reallocation has been made, the Airport Manager shall immediately inform all affected air carriers of the determination and provide them with a statement of reasons.

(5) In allocating and reallocating ADD's, the Airport Manager shall consider the following:

(a) the extent to which each air carrier has complied with or has evidenced an intent to comply with noise abatement plans and requirements applicable to operations at the Airport.

(b) the number of aircraft, and their respective noise levels, proposed to be operated by each air carrier;

(c) such other considerations which are non-arbitrary and nondiscriminatory and which are reasonably related to the purposes set forth in the Board's adopting Resolution of March 14, 1985.

(6) The rights to ADD's allocated under this access plan are not property rights and are not transferable.

(7) If any air carrier fails to utilize annual or quarterly ADD's allocated to it, any other air carrier may apply to the Airport Manager for reallocation of the unutilized ADD's. After notice to the holder of the ADD's, and opportunity for comment, the unused ADD's may be reallocated. Upon reallocation, these ADD's shall remain with the new carrier unless or until they are reallocated under either this subsection or subsection 8.

(8) Based upon new circumstances, an air carrier may at any time apply to the Airport Manager for a reallocation of ADD's.

f. Periodic Reports.

At the beginning of each quarter, the Airport Manager shall report to the Board the ADD's for the preceding quarters actually operated and the projected annual average.

g. Enforcement.

The Airport Manager is directed to enforce the provisions of this Rule through lawful and available means, including the Board's agreements with air carriers which use or propose to use the Airport. Each such agreement shall clearly specify that failure of the air carrier to comply with the terms of this Rule constitutes a material breach of the agreement.

h. Appeals.

(1) Any affected air carrier may appeal an equivalency or exemption determination, or an ADD allocation or reallocation to the Board within fifteen days of receipt of the Airport Manager's determination. Such an appeal shall clearly state the grounds and include such material as the appellant wishes the Board to consider.

(2) In the appeal of an equivalency or exemption determination, the burden shall be upon the appellant to establish its case by a preponderance of the evidence.

(3) After notice to all affected air carriers, and hearing if requested by any affected air carrier, the Board shall rule upon the appeal based upon the factors enumerated in subsection e.(5) above, and immediately inform all affected air carriers of its determination.

Section 4. Duration.

This Rule shall remain effective until expressly superceded.

Section 5. Notice.

The Airport Manager shall mail notice of this Rule to each certificated air carrier which provides service to an airport in the State of Wyoming, and to the Air Transport Association.

Section 6. Effective Date.

This Rule shall be effective immediately upon filing with the Office of the County Clerk of Teton County, Wyoming.

Section 7. Separability.

If any provision of this Rule or the application of any provision of this Rule to any air carrier or circumstances is held invalid, the application of such provision to other air carriers or circumstances and the remainder of the Rule shall not be affected thereby.

Section 8. Authority.

This Rule is adopted pursuant to the Board's authority under Section 10-5-101, Wyoming Statutes, 1977 as amended, and its inherent authority as proprietor of the Airport.

APPENDIX "A"

Jackson Hole Airport
DOI Use Agreement
Dated 4-27-83

a. Noise Metrics/Noise Measurement Equipment: Single event noise levels shall be measured using a Type 1 Precision Integrating Sound Level Meter (PISLM) or equivalent system capable of displaying:

1. Sound Exposure Level (SEL), the single event acoustical dose (also expressed LAE).
2. Maximum A-Weighted Sound Level (dBA), measured using SLOW dynamic response, (also expressed as LASM).
3. All measurement equipment and measurement practices shall comply with International Electrotechnical Commission Publication 651 (IEC-651).

b. Data Reporting: For each single event aircraft noise measurement it is necessary to provide the following:

1. Aircraft type, air carrier identification
2. Type of operation (landing or takeoff)
3. dBA
4. SEL
5. Graphic Level Time History (optional)
6. Time of maximum dBA occurrence
7. Airport reported wind, direction and speed temperature.

c. Determination of Statistical Average Sound Levels for Aircraft Type.

1. For each aircraft type within the airport mix determine a mean SEL and dBA value along with standard deviation for both approach and departure operational modes. These mean values must in each case reflect a statistical population of events which in turn reflect the yearly average airport operational characteristics including low wind (i.e., less than 10 knots), average temperature, and representative trip length.

2. For each determination of average sound exposure level (SEL) it is necessary to acquire a population sample size necessary to achieve a 90% confidence interval of ± 1.5 dB.



JACKSON HOLE AIRPORT BOARD

OPERATING UNDER AUTHORITY OF TOWN OF JACKSON AND COUNTY OF TETON
P.O. Box 159 President: C.L. Jensen Airport Manager: C.A. Lewis
Jackson, Wyoming 83001 Phone: (307) 733-7682

AIRCRAFT OPERATOR INFORMATION CHECKLIST

DATE: _____

COMPANY NAME: _____

NAME OF CALLER: _____

PHONE NUMBER: _____

ADDRESS: _____

AIRCRAFT REGISTRATION #: _____

AIRCRAFT TYPE AND MODEL: _____

ENGINE TYPE: _____

A-WEIGHTED DBA APPROACH LEVEL (AC 36-3C): _____

DATE AND TIME OF ARRIVAL: _____

REMARKS: _____

BY AIRPORT PERSONNEL: _____



JACKSON HOLE AIRPORT BOARD

OPERATING UNDER AUTHORITY OF TOWN OF JACKSON AND COUNTY OF TETON
 P.O. Box 159 President: C.L. Jensen , Airport Manager: C.A. Lewis
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SINGLE EVENT NOISE STANDARD

The Jackson Hole Airport has been an integral part of this valley for over forty-five years. In 1950, Congress expanded the boundary of the Park and the Airport became a unique addition to Grand Teton National Park. On April 27, 1983, the Airport Board signed a new Use Permit with the Department of the Interior which assures the continued operation of the Airport for a term of thirty years with two ten year renewal options based on satisfactory performance. This new agreement is very specific and restrictive with respect to the complicated task of providing efficient, safe air transportation to this area while maintaining our present and future environmental compatibility with Grand Teton National Park. Compromises in the area of noise impact were essential. The Airport Board has specific obligations to regulate and enforce the terms of this Use Permit. Failure to comply with the terms of this new agreement could result in the termination of the Use Permit, which would mean the termination of the Jackson Hole Airport. We solicit your cooperation.

The Single Event Noise Standard is specified in our Use Permit with the Department of the Interior. The following noise abatement regulation is in: JEPPSEN as well as other pilot publication:

- (a) No aircraft will be permitted to operate at the Jackson Hole Airport which has a single event noise level which exceeds 92 on the DBA scale on approach.
- (b) COMPLIANCE with the single event noise standard above will be determined by reference to FAA Advisory Circular 36-3C, or the version of that document currently in effect. No adjustments for gross weight will be allowed. Aircraft types and models which are not listed in AC 36-3C will be allowed to operate if the FAA determines that the aircraft type and model would meet the noise limits if it were tested according to the FAA procedures and the operator obtains approval from the Airport Board certifying that operation of the aircraft is compatible with conditions for operation at the airport.
- (c) ENFORCEMENT of this single event noise standard will be in accordance with Ordinance No. 309, which amends Section 5 of the Town of Jackson Ordinance No. 175 and Section 12.16.210 of the Municipal Code of the Town of Jackson.

We request that you avoid violating this SINGLE EVENT NOISE STANDARD and help us assure the future existence of the JACKSON HOLE AIRPORT. Failure to comply with our Town Ordinance will cause the Airport Board to initiate appropriate legal action.

If you have any questions about this or any other aspect of our NOISE ABATEMENT PLAN, please feel free to contact Carol A. Lewis, Airport Manager at (307) 733-7682.

Acft #	Acft Type
Owner	
Address	
Phone #	
Warning	Citation

Cit # 15902

SUMMONS AND COMPLAINT CR No. _____

In the Municipal Court of the Town of Jackson, Teton County, Wyoming
TOWN OF JACKSON Vs.

NAME: _____ (Defendent)

ADDRESS: _____

Height	Weight	Hair	Eyes
Date of Birth	<input type="checkbox"/> Male <input type="checkbox"/> Female	Vehicle License #	State
Color of Vehicle	Yr. of Vehicle	Make & Type	Yr. of License
Operator License #		State	Miscellaneous

YOU ARE HEREBY SUMMONED TO APPEAR AT THE COURTROOM OF THE TETON COUNTY COURTHOUSE, 180 S. KING ST., JACKSON, WYOMING TO APPEAR IN MUNICIPAL COURT ON THE _____ DAY OF _____ 19____, AT _____ AM/PM, TO ANSWER TO THE CHARGE THAT YOU VIOLATED JACKSON MUNICIPAL CODE:

- | <u>Section</u> | <u>Relating To:</u> | <u>Section</u> | <u>Relating To:</u> |
|------------------------------------|--|------------------------------------|----------------------------------|
| <input type="checkbox"/> 5.28.095 | – Open Container of Alcohol | <input type="checkbox"/> 9.40.020 | – Breach of the Peace |
| <input type="checkbox"/> 7.12.130 | – Care and Control of Dogs | <input type="checkbox"/> 9.50.010 | – Use or Possession of Marijuana |
| <input type="checkbox"/> 8.12.030 | – Storing or Scattering of Refuse | <input type="checkbox"/> 9.64.020 | – Minor in Possession of Alcohol |
| <input type="checkbox"/> 8.12.040 | – Premises to be Kept Clean | <input type="checkbox"/> 10.04.110 | – Stop Intersections |
| <input type="checkbox"/> 9.16.020 | – Assault and Battery | <input type="checkbox"/> 10.04.230 | – Driver's License Required |
| <input type="checkbox"/> 9.20.010 | – Petit Larceny | <input type="checkbox"/> 10.04.340 | – Careless Driving |
| <input type="checkbox"/> 9.20.040 | – Shoplifting | <input type="checkbox"/> 10.04.060 | – Speed Contest or Exhibition |
| <input type="checkbox"/> 9.36.010 | – Public Intoxication | | |
| <input type="checkbox"/> 10.04.070 | – Speed Limits (A) Reasonable Speed
(B) Speed _____ mph in posted _____ mph | <input type="checkbox"/> Radar | |
| <input type="checkbox"/> 10.04.010 | – Uniform Traffic Act as Adopted _____ | | |

(Other) No. _____ Describe Offense: _____

OCcurring ON THE _____ DAY OF _____ AT _____ AM/PM, AT _____ (Location)

WITHIN THE TOWN OF JACKSON, AND CONTRARY TO THE ORDINANCE IN SUCH CASE MADE AND PROVIDED AND AGAINST THE PEACE AND DIGNITY OF THE TOWN OF JACKSON.

Officer: _____ Civilian Complainant: _____

I HEREBY ACKNOWLEDGE RECEIPT OF THIS SUMMONS AND COMPLAINT WHICH IS NOT AN ADMISSION OF GUILT, THIS _____ DAY OF _____ 19____. I UNDERSTAND THAT IF I FAIL TO APPEAR AS DIRECTED, A WARRANT WILL BE ISSUED FOR MY ARREST.

(Oath and signature block for Judge on back) Signature _____

COURT COPY





JACKSON HOLE AIRPORT BOARD

OPERATING UNDER AUTHORITY OF TOWN OF JACKSON AND COUNTY OF TETON
P.O. Box 159 President: C.L. Jensen Airport Manager: C.A. Lewis
Jackson, Wyoming 83001 Phone: (307) 733-7682

W A R N I N G I

NOISE ABATEMENT VIOLATION
SINGLE EVENT NOISE STANDARD

DATE _____ TIME _____ INCIDENT NO. _____

AIRCRAFT NO. _____ MANUFACTURER _____ AIRPLANE _____

ENGINE _____ ESTIMATED APPROACH NOISE LEVEL(AC 36-3C) _____

PILOT IN COMMAND _____

WARNING GIVEN TO _____ TITLE _____

ADDRESS _____

SIGNATURE _____

WARNING SERVED BY _____ TITLE _____

AIRCRAFT REGISTERED OWNER _____

ADDRESS _____

DATE LETTER SENT TO OWNER _____

COMMENTS _____

DISTRIBUTION: _____



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WARNING

NOISE ABATEMENT VIOLATION SINGLE EVENT NOISE STANDARD

The JACKSON HOLE AIRPORT has been an integral part of this valley for over forty-five years. In 1950, Congress expanded the boundary of the Park and the Airport became a unique addition to Grand Teton National Park. On April 27, 1983 the Airport Board signed a new use permit with the Department of Interior which assures the continued operation of the Airport for a term of thirty years with two ten-year renewal options based on satisfactory performance. This new agreement is very specific and restrictive in respect to the complicated task of providing efficient, safe air transportation to this area while maintaining our present and future environmental compatibility with Grand Teton National Park. Compromises in the area of noise impact were essential. The Airport Board has specific obligations to regulate and enforce the terms of this use permit. Failure to comply with the terms of this new agreement could result in the termination of the use permit, which means the termination of the Jackson Hole Airport. We solicit your cooperation.

This WARNING relates to an area of noise abatement which is specified in our use permit with the Department of Interior. The following noise abatement regulation is specified in JEPPESEN as well as other pilot publications:

SINGLE EVENT NOISE STANDARDS FOR JACKSON HOLE

- (a) No aircraft will be permitted to operate at the Jackson Hole Airport which has a single event noise level which exceeds 92 on the DBA scale on approach.
- (b) COMPLIANCE with the single event noise standard above will be determined by reference to FAA Advisory Circular 36-3C, or the version of that document currently in effect. No adjustments for gross weight will be allowed. Aircraft types and models which are not listed in AC 36-3C will be allowed to operate if the FAA determines that the aircraft type and model would meet the noise limits if it were tested according to the FAA procedures and the operator obtains approval from the Airport Board certifying that operation of the aircraft is compatible with conditions for operation at the airport.
- (c) ENFORCEMENT of this single event noise standard will be in accordance with Ordinance 309, which amends Section 5 of the Town of Jackson Ordinance No. 175 and Section 12.16.210 of the Municipal Code of the Town of Jackson.

We ask you to heed this WARNING and help us to assure the future existence of the JACKSON HOLE AIRPORT by volunteering your cooperation. We request you avoid violating this SINGLE EVENT NOISE STANDARD in the future. Failure to voluntarily comply with our Town Ordinance will cause the Airport Board to initiate appropriate legal action.

If you have questions about this or any other factor of our NOISE ABATEMENT PLAN, please feel free to contact Carol A. Lewis, Airport Manager at (307) 733-7682.



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NOISE ABATEMENT DEPARTURE REPORT

DATE _____ COMPANY/FLIGHT # _____

TIME _____ TYPE AIRCRAFT _____

DESCRIBE DEPARTURE PROCEDURE USED BY AIRCRAFT:

WEATHER/OPERATIONAL CONDITIONS:

Information furnished by: _____ Title _____

SKY/CEILING _____ ALTIM. SETTING _____

VISIBILITY _____ NO. PASSENGERS _____

TEMPERATURE _____ GROSS WEIGHT _____

WIND DIR./SPEED _____

REASON FOR DEPARTURE PROCEDURE GIVEN BY AIRLINE OPERATIONS:

REPORT BY: _____ TITLE _____

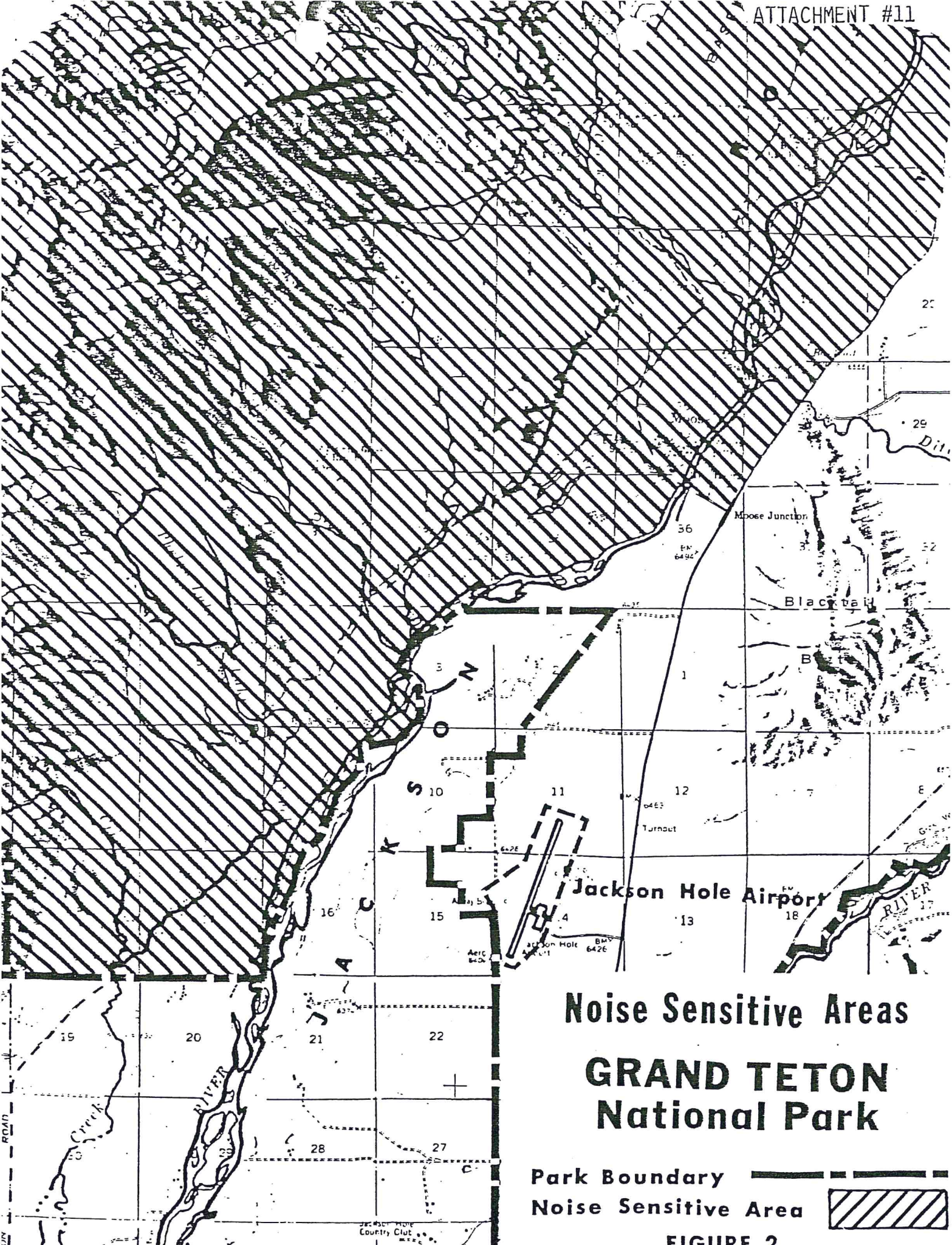
FOLLOW - UP

REFERRED TO _____ TITLE _____ CO. _____

EXPLANATION RECEIVED BY AIRLINE:

DATE _____ FROM _____ TITLE _____

REASON GIVEN FOR DEPARTURE PROCEDURE: _____



Noise Sensitive Areas

GRAND TETON National Park

Park Boundary 

Noise Sensitive Area 

FIGURE 2

!PILOTS!

GRAND TETON
NATIONAL PARK
IS A NOISE SENSITIVE AREA

NOISE ABATEMENT PLAN
IN EFFECT

!PLEASE!

1. Be advised, in Jackson, it is unlawful to operate an aircraft which has a SINGLE EVENT NOISE LEVEL exceeding 92 DBA on approach. Compliance determined by reference to FAA Advisory Circular 36-3C or version currently in effect.
2. PREFERRED DEPARTURE IS RUNWAY 18. Use a 45° LEFT TURN ASAP to reduce noise impact on residential areas southwest of airport.
3. Use noise abatement procedures for your particular aircraft!
4. Completely avoid overflight of Teton National Park, if possible (ILS Approach and Traffic pattern excepted).
5. Do not overfly Teton Park below 3000 AGL and stay east of the Snake River.
6. Plan arrival and departure routing from and to the south of the airport. Contact UNICOM for advisories.

!PLEASE COOPERATE!
Help preserve the Jackson Hole Airport

(Published by the Jackson Hole Airport Board, Box 159, Jackson, Wyoming 83001)

JEPPESSEN JUN 24 83 10-4

NOISE

JACKSON, WYO.
JACKSON HOLE

NOISE ABATEMENT PROCEDURE

DAYLIGHT (MAY-OCT): LT plus 6 HOURS GMT (Z)
STANDARD (NOV-APR): LT plus 7 HOURS GMT (Z)

POLICY

NOISE LEVELS

No aircraft will be permitted to operate at the Jackson Hole Airport which has a single event noise level which exceeds 92 on the dBA scale on approach. Compliance with the single event noise standard above will be determined by reference to FAA Advisory Circular 36-3B or the version of that document currently in effect. No adjustments for gross weight will be allowed. Aircraft types and models which are not listed in AC 36-3B will be allowed to operate if the FAA determines that the aircraft type and model would meet the noise limits if it were tested according to the FAA procedures and the operator obtains approval from the Airport Board certifying that operation of the aircraft is compatible with conditions for operation at the airport.

ARRIVALS

Attempt contact with Jackson UNICOM as far out as possible (preferably 30 miles) for advisories. Pilots planning to fly into the Jackson Hole Airport should plan their route so as to approach the facility from the east, south or southwest, avoid overflight of the Grand Teton National Park as much as possible. This routing will avoid overflight of the noise sensitive areas of the Park.

- Arrivals from the north should maintain a course east of the highway.

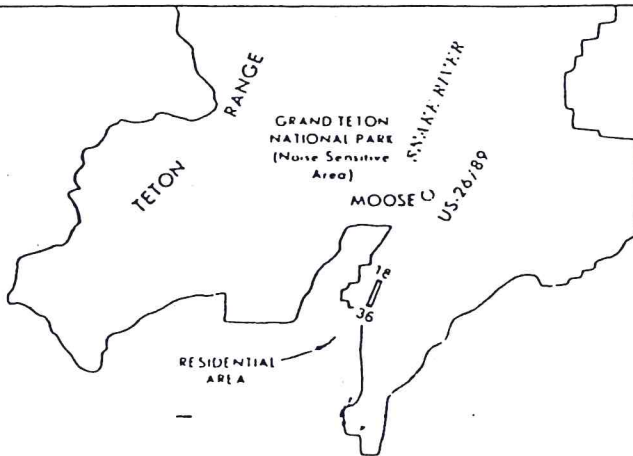
DEPARTURES

Runway 18 is the preferred departure runway. Pilots are requested to use a 45° LEFT traffic pattern exit to reduce noise impact on residential areas southwest of the airport.

- Departures to the north should maintain a course east of the highway.

OVERFLIGHT OF GRAND TETON NATIONAL PARK

Pilots should avoid overflight of Teton National Park under all circumstances except for arrival and departure operations at the Jackson Hole Airport. In instances where overflight is unavoidable they should not conduct the overflight below 3000' AGL. Under no circumstances should pilots operate their aircraft at low altitudes in the canyons, along the Snake River or over the Teton Mountain Range within the Park. Avoid overflight of the Teton Mountain Range below minimum enroute altitude.



JACKSON HOLE AIRPORT
INCIDENT REPORT FORM

INCIDENT # _____

DATE/TIME _____ OTHER # ASSIGNED (CR, NAP, ETC) _____

REPORTING PARTY _____ PHONE _____

ADDRESS _____

PERSON TAKING REPORT _____ TITLE _____

TYPE OF INCIDENT: _____

DETAILS: _____

WITNESS	ADDRESS	LOCATION DURING INCIDENT	PHONE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
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_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

INCIDENTS INVOLVING AIRCRAFT: (be specific as possible about a/c mfgr, single or multi-engine, jet, high or low wing, helicopter, ultra light, etc)

AIRCRAFT TYPE _____

DATE/TIME INC. OBSERVED _____ A/C NUMBER _____

COLOR _____ DIRECTION OF FLIGHT _____

WHAT WAS A/C DOING _____

OWNER _____ ADDRESS _____

LOCATION OF REPORTING PARTY/TIME OF INC. _____

REFERRED TO _____ FOR FOLLOW UP

COPIES TO: REPORTING PARTY _____ NPS _____ FAA _____ S.O _____
OTHER _____

SUPPLEMENTARY REPORTS DONE _____

INVESTIGATOR _____ DATE _____

A/C NUMBER _____ TYPE _____ COLOR _____

REGISTERED OWNER _____ PHONE _____

ADDRESS _____

--IF SUBCONTRACTOR'S A/C:

WERE THEY CONTACTED _____ PERSON CONTACTED _____

RESPONSE _____

--IF LOCALLY BASED A/C:

OWNER/PILOT CONTACTED _____ RESPONSE _____

--IF TRANSIENT A/C:

OWNER/PILOT CONTACTED _____ RESPONSE _____

CLASSIFICATION OF INQUIRY/COMPLAINT:

Reason:

_____ 1. JUSTIFIED PROCEDURE _____

_____ 2. UNJUSTIFIED PROCEDURE _____

_____ 3. UNFOUNDED REPORT _____

_____ 4. INVALID REPORT _____

_____ 5. OTHER _____

COMMENTS:

