

# Fly Quiet Help Guide

- **Quiet Fleet Score.** This is determined from the noise certification value (14 CFR Part 36) for the aircraft that you operate. An aircraft with a quieter noise certification value will score better than an aircraft with a louder noise level certification value. This is applicable for Stage 3, 4 and 5 certificated aircraft. Aircraft that are certificated as Stage 5 will score higher than an aircraft certificated as Stage 3 or 4. To improve your score, operate Stage 5 aircraft that have the quietest noise certification levels.
- **Follow Procedures Score.** Aircraft that follow or adhere to the goals of the three procedures defined in Fly Quiet result in a higher score. These include:
  - **GPS vs CONV.** This measures an operator's use of the procedure that follow the eastern arrival path (ILS Z) versus flying the conventional straight in ILS (ILS Y). The ILS Z is the preferred arrival path and aircraft that fly that procedure vs. flying the ILS Y path are scored higher. The goal of this element is to reduce flying the ILS Y path. To improve your score, fly the ILS Z path and not the ILS Y path.
  - **East vs. West.** This measures if aircraft are flying on or east of the eastern arrival path (ILS Z). Aircraft flying east of that path, often under VFR, are scored lower. Aircraft on or east of that path are scored higher. Aircraft that are west of that path flying over the core of GTNP are scored lower. To improve your score, fly the ILS Z or east of that path not west of the path. This includes not flying to the west of the path over the Park during the transition to the approach procedure.
  - **Without Drift.** Aircraft departing on Runway 19 on the ALPIN flying south will occasionally drift to the west or turn early to the west. The area for this is defined in Fly Quiet document. To improve your score, eliminating excess westerly drift or turning to the west early when departing to the south.
- **Quieter Events Score.** Quieter events score measures when aircraft generate louder events than are typically generated by aircraft departing or arriving at the airport. This is roughly the highest 10% of the noise events. To minimize the high noise events, operate the aircraft as quietly as possible or operate aircraft that are certificated at a quieter aircraft in that they typically do not generate the higher noise level events.
- **Voluntary Curfew Score.** Aircraft that operate during the voluntary curfew hours are penalized in their Voluntary Curfew Score. To improve your score in this category, do not operate during these hours. Operates with no operations during these hours earn the full points available.
- **Quiet Fleet Bonus.** Bonus points are awarded for when an operator flies the very quietest aircraft based upon certificated noise level. These are the quietest Stage 5 aircraft that are at least 10 dB quieter than the Stage 5 standard. This is determined from the values of highest certificated value of that aircraft type in the published database. To earn the bonus score, operate more of these aircraft at JAC.
- **Fly RNP Bonus.** The FAA implemented a new Runway 19 RNP-AR arrival procedure. Operators that fly this procedure into JAC are given bonus points based upon their level of use of the procedure.