

Fly Quiet Program 2025

January 1, 2025 – December 31, 2025
2025 Year End Update



FLY QUIET INTRODUCTION

- JAC Noise Program
 - Park Service Use Agreement
 - Cumulative Noise Standards
 - Implementing Measures (e.g., ADDs limit)
 - Restrictions on Loud Aircraft
 - Voluntary Curfew
 - Noise Monitoring Program
 - Education
 - Fly Quiet



PRIOR REQUESTS FOR MORE RESTRICTIVE MEASURES

- Examples Include
 - Ban General Aviation
 - Permit only Stage 5 aircraft
 - Penalize curfew violators
 - Fan aircraft on departure during summer
 - Align flight path over highway
 - Charge



AIRPORT BOARD HAS NO POWER TO CONTROL OPERATION OF AIRCRAFT

- The FAA has exclusive jurisdiction over the regulation of airspace, including the design of flight procedures
- FAA air traffic controllers and pilots make individual decisions about where and how aircraft fly
- Conversely, airports cannot tell pilots where and how to fly
- Airports can suggest voluntary procedures and facilitate discussions among FAA, airport users and community



AIRPORT BOARD HAS LIMITED POWER TO REGULATE USE OF JAC

- In 1990, Congress essentially prohibited all new mandatory noise and access restrictions
- 1983 Use Agreement is “grandfathered”
- The Airport cannot adopt new restrictions without FAA approval. The FAA has not granted such approval for any airport and would not grant approval for JAC.



THERE ARE NO LOOPHOLES

- JAC subject to the same rules notwithstanding location in GTNP
- Overlapping and interlocking legal requirements
 - Preemption
 - 1990 Noise Act
 - FAA Grant Assurances
- Several communities have tried and failed



FLY QUIET PROGRAM GOAL

Encourage pilots to fly quieter aircraft, utilize preferred procedures, and respect the Voluntary Noise Curfew in order to minimize aircraft noise over Grand Teton National Park and noise sensitive communities.



FLY QUIET PROGRAM ELEMENTS

| ELEMENTS | Goal |
|--|---|
| Fleet Quality | Acknowledge/encourage operators to fly the quietest aircraft |
| Flight Procedure Observance | Acknowledge/encourage operators to fly the three noise abatement procedures |
| Minimize Non-Observance of Voluntary Curfew | Minimize the number of operations that occur during the voluntary curfew hours |
| Minimize Higher Noise Events | Minimize the highest aircraft noise events from individual overflights measured at six noise monitoring locations |

| FLY QUIET RATING | FLY QUIET SCORE |
|------------------|-----------------|
| FQ Top Tier | 90-100+ |
| FQ Middle Tier | 70-89.9 |
| FQ Low Tier | 0-69.9 |

- Scoring System**
 - Results based on a 0-100 scoring system
 - Overall best score is sum of the points for all four categories plus bonus points
 - The highest scoring operations are rated as Top Tier and the lowest are rated as Low Tier
- Operations are categorized by type of operator and number of operations

| BONUSES | Goal |
|--------------------------------|---|
| Quiet Fleet Bonus | Acknowledge/encourage operators that operate the very quietest aircraft |
| Fly New Procedure Bonus | Added points for the operators that fly the new arrival procedure |



Summary of Findings

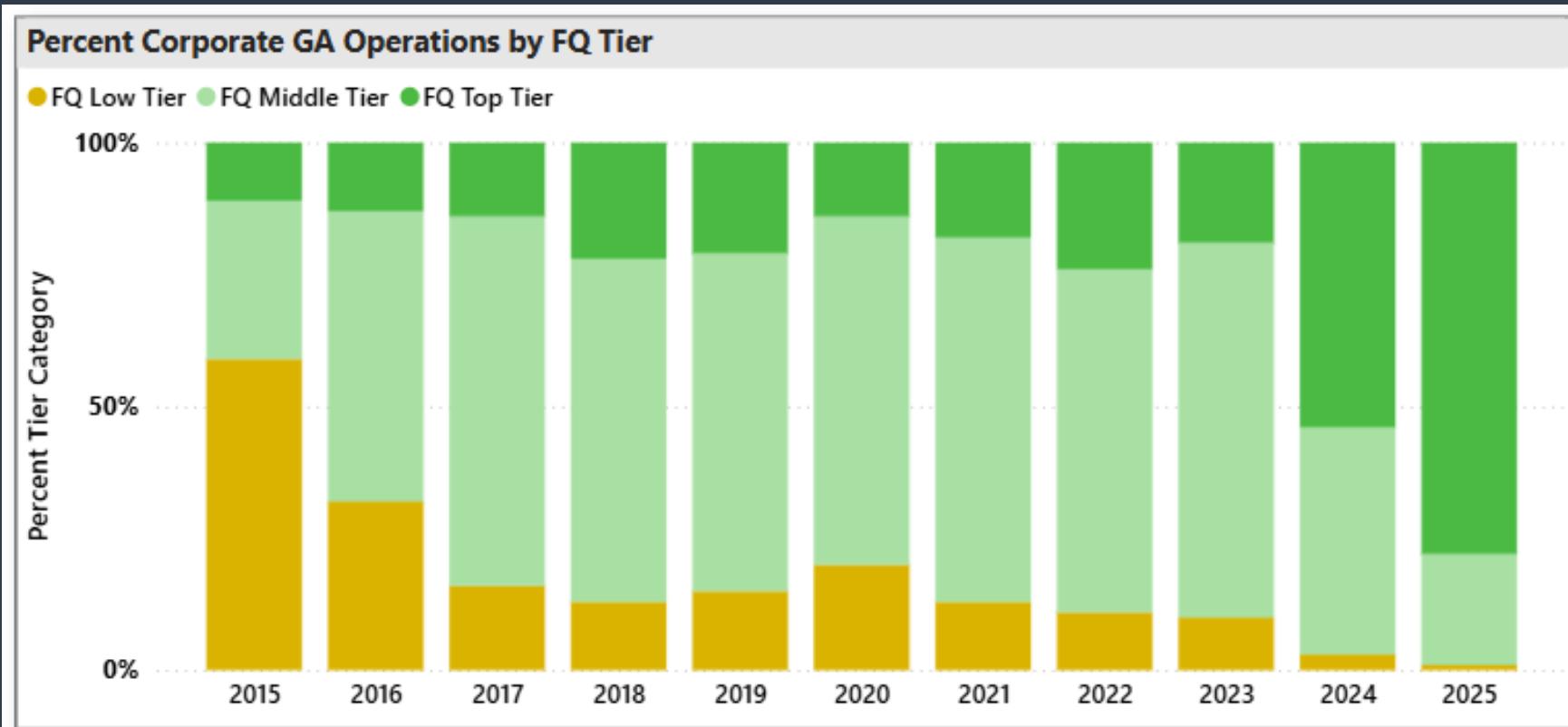
2025 Year End Results

- Continued trend of scores improving overall.
- Flight Procedure Observance – 95% use rate.
- New Arrival Procedure – increased use in Q4.



SUMMARY OF FINDINGS – 2025 YEAR END RESULTS

- Continued trend of scores improving overall
- Flight procedure observance – 95% use rate
- Increased use of new arrival procedure

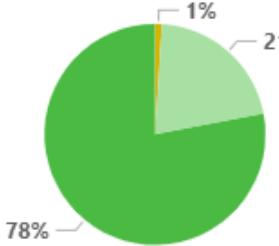




2025 FLY QUIET OPERATIONS SUMMARY

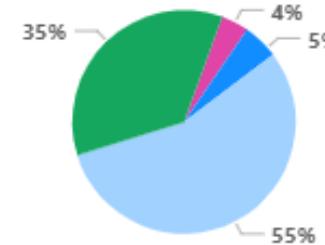
Percent GA Operations by FQ Tier

● FQ Low Tier ● FQ Compliant ● FQ Top Tier



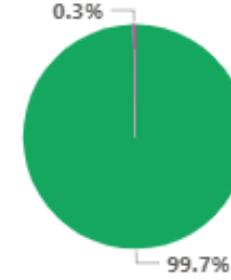
Percent GA Stage

● S3 ● S4 ● S5 ● S5+



Percent FQ Aircraft Curfew Operations

● Regular Hours ● Curfew Hours



% FQ Aircraft Flying GPS vs CONV

● Observance ● Non Observance



% FQ Aircraft on or East of GPS Procedure

● Observance ● Non Observance



% FQ Aircraft Departing So. Without Drift

● Observance ● Non Observance



Data is from the Airport's Noise Monitoring System and may not exactly match official FAA counts.

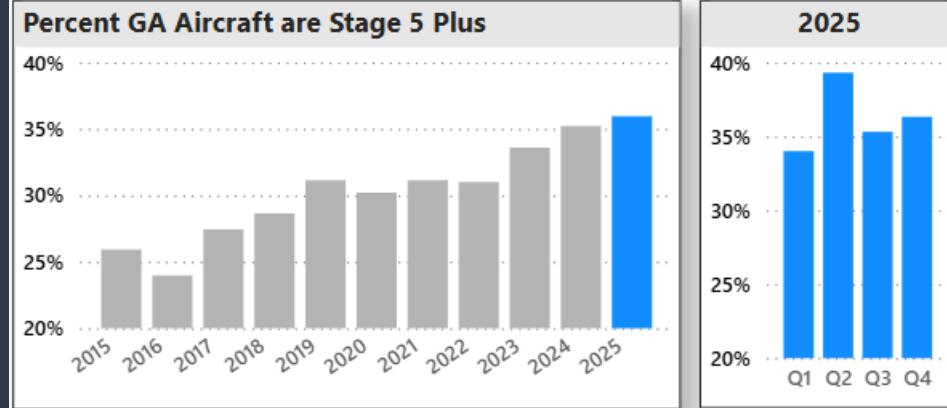
- Shows reduction in number of voluntary curfew hour operations over same period last year
- Continued improvement in flight procedure adherence goals. Note: summer observance lower than winter.



FLY QUIET PROGRAM TRENDS FLEET QUALITY & PROCEDURE OBSERVANCE 2025

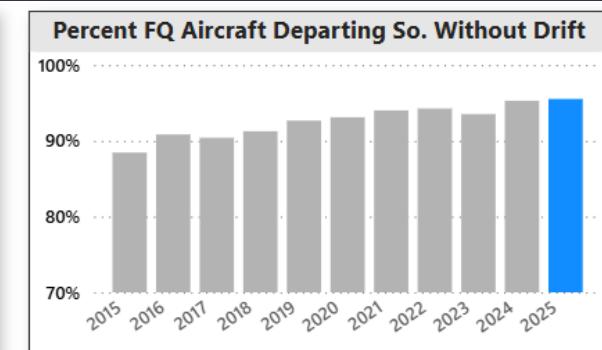
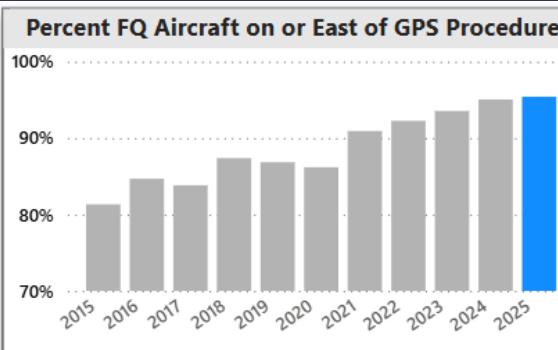
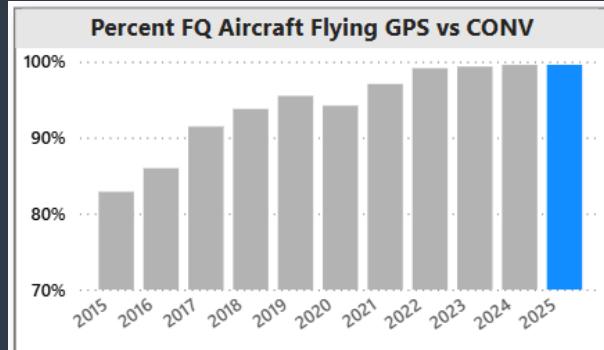
Fleet Quality

Percent GA Stage 5+ (10 dB better than Stage 5)

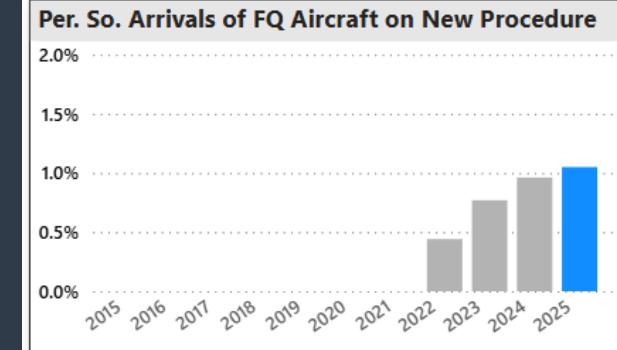


Flight Procedure Observance

Flight Procedures Observance



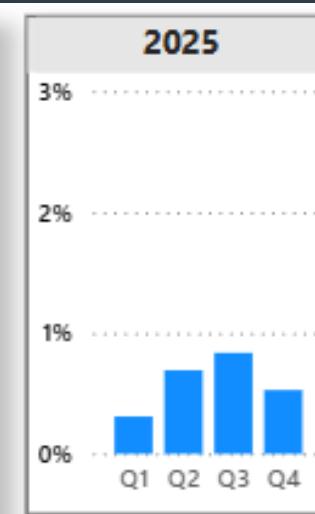
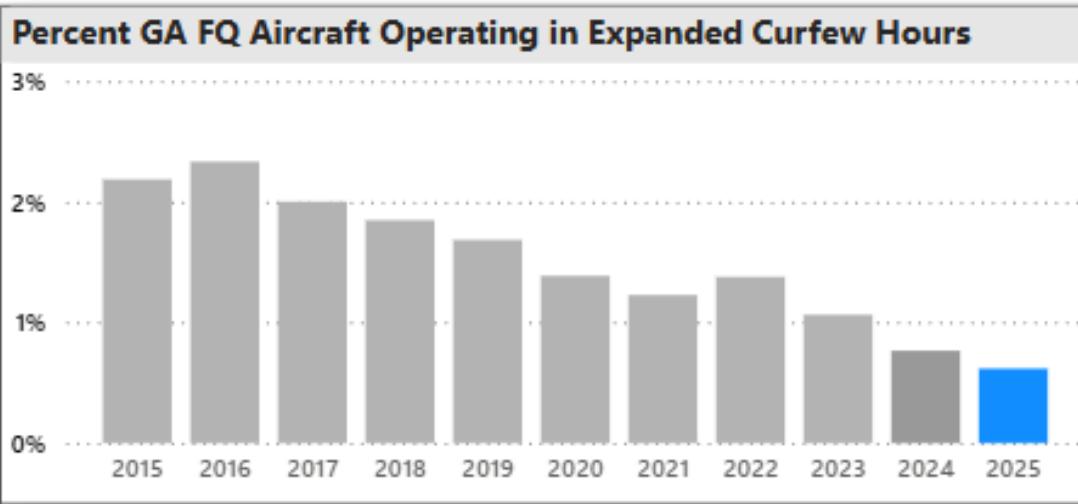
Percent New Arrival Procedure Use





2025 FLY QUIET PROGRAM TRENDS

CURFEW HOURS OPERATIONS



- During 2025, the number of GA Fly Quiet operations during the expanded voluntary curfew hours have decreased 17% over operations in the same hours in 2024.



2025 FLY QUIET PROGRAM TRENDS - OVERALL

Top Scoring Operators 2025

Air Carrier

| OPERATOR | | OVERALL | |
|----------------------|-------------------|-----------|-----------------------|
| Call Sign / N-Number | Owner / Operator | Total Ops | Total Fly Quiet Score |
| SKW | Skywest Airlines | 3,674 | 82.6 |
| DAL | Delta Air Lines | 2,010 | 81.7 |
| UAL | United Airlines | 4,311 | 75.9 |
| AAL | American Airlines | 2,391 | 75.8 |

Large GA Fleet Operator

| OPERATOR | | OVERALL | |
|----------------------|------------------|-----------|-----------------------|
| Call Sign / N-Number | Owner / Operator | Total Ops | Total Fly Quiet Score |
| RKJ | Charter Airlines | 52 | 101.9 |
| WUP | Wheels Up | 364 | 100.8 |
| JTZ | Nicholas Air | 54 | 99.0 |
| TCN | BellAir | 92 | 99.0 |
| KOW | Baker Aviation | 142 | 98.6 |

Large GA Single Operator

| OPERATOR | | OVERALL | |
|----------------------|--------------------------|-----------|-----------------------|
| Call Sign / N-Number | Owner / Operator | Total Ops | Total Fly Quiet Score |
| N482PG | HONDA AVIATION SERVIC... | 48 | 102.2 |
| N894KS | KS Air Charter, LLC | 54 | 101.5 |
| N601GS | Osborn Nicole | 70 | 98.4 |
| N115LF | AIRLYNNER LLC | 54 | 85.6 |
| N980CC | MAPLE SEVEN LLC | 75 | 82.4 |

Overall Airport Fly Quiet Trends

Individual Improvements in 2025 over past year

| Category | Code | Operator | Improvement |
|-----------------|--------|------------------|-------------------------------|
| Air Carrier | SKW | Skywest | No Curfew Hours Operations |
| GA Fleet | JTZ | Nicholas Air | Improved overall score |
| | LXJ | Flexjet | Reduced Night Operations |
| Single Operator | N102WY | State of Wyoming | Improved Following Procedures |
| | N17JS | JS Ventures II | Improved overall score |

CURFEW OPERATIONS DURING NEW EXPANDED HOURS (9:30PM TO 7:00 AM)

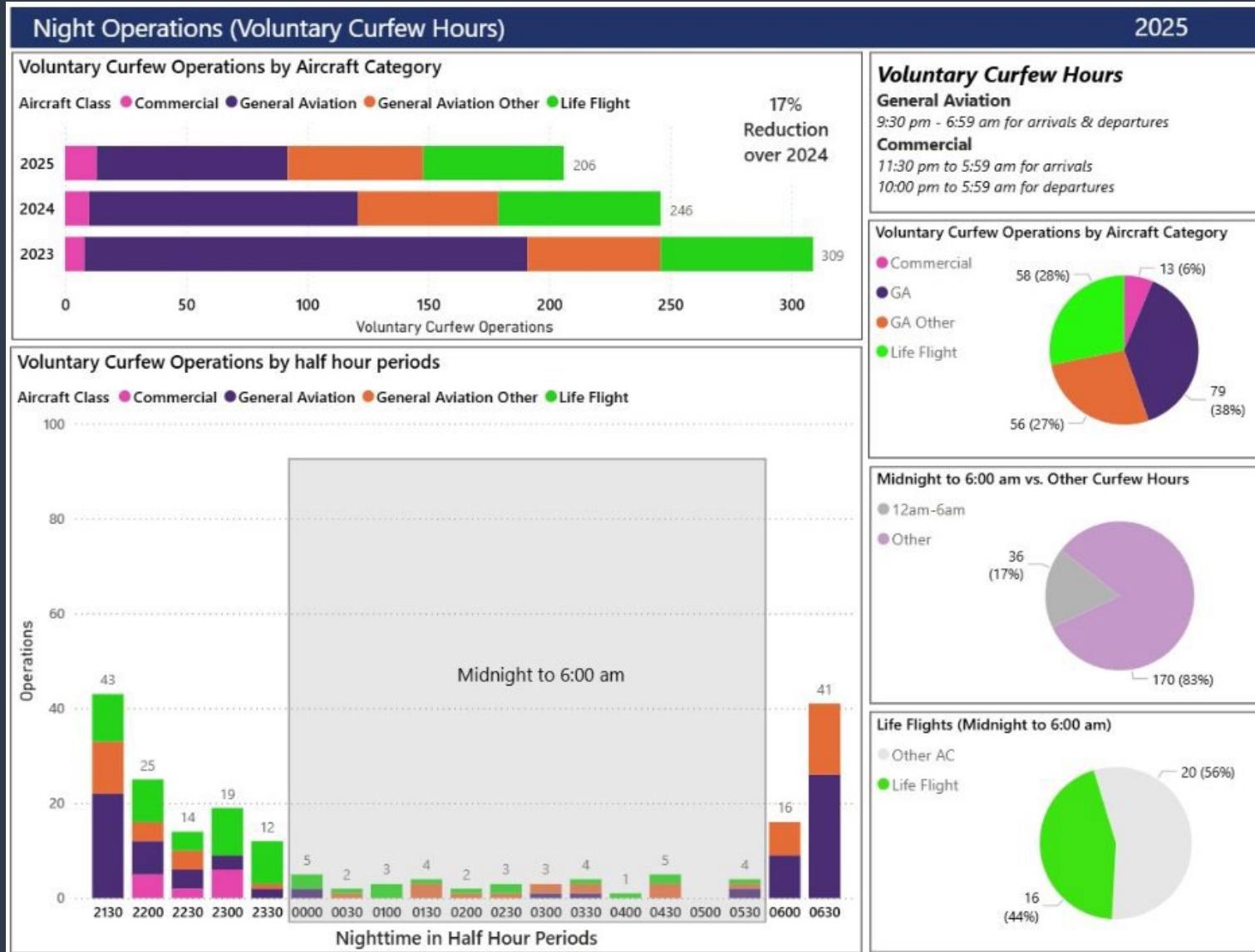
| Operator | Operator Name | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|----------|--------------------------|------|------|------|------|------|------|------|------|------|------|------|
| EJA | NetJets Aviation | 51 | 57 | 50 | 55 | 39 | 28 | 55 | 51 | 28 | 12 | 8 |
| EJM | Executive Jet Management | 2 | 3 | 6 | 6 | 0 | 1 | 3 | 5 | 4 | 4 | 0 |
| LXJ | Flexjet | 7 | 11 | 18 | 14 | 22 | 16 | 28 | 31 | 28 | 22 | 9 |
| OPT | Flight Options | 13 | 10 | 5 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTE | Avcenter | 4 | 5 | 7 | 13 | 19 | 9 | 2 | 4 | 0 | 2 | 3 |
| XOJ | XOJet | 2 | 2 | 2 | 2 | 4 | 0 | 3 | 0 | 0 | 0 | 0 |

CURFEW OPERATIONS BY QUARTER 2025

| Operator | Operator Name | Q1 | Q2 | Q3 | Q4 |
|----------|--------------------------|----|----|----|----|
| EJA | Netlets Aviation | 3 | 2 | 3 | 0 |
| EJM | Executive Jet Management | 0 | 0 | 0 | 0 |
| LXJ | FlexJet | 4 | 3 | 1 | 1 |
| OPT | Flight Options | 0 | 0 | 0 | 0 |
| TTE | Avcenter | 0 | 2 | 0 | 1 |
| XOJ | XOJet | 0 | 0 | 0 | 0 |



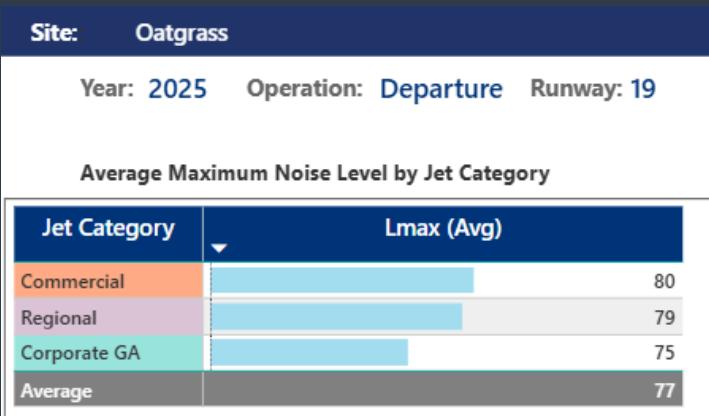
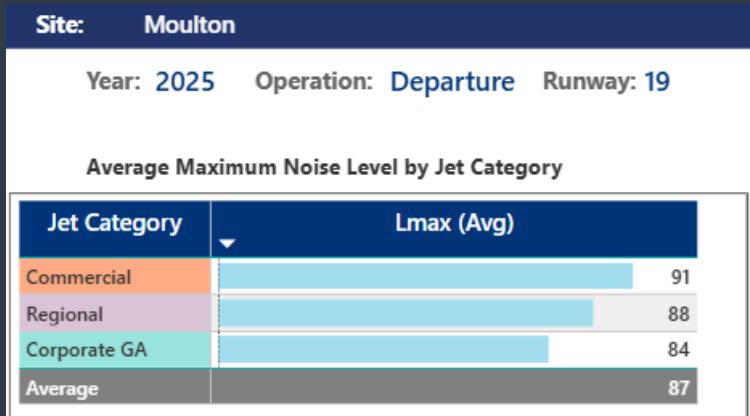
Q4 2025 CURFEW HOURS OPERATIONS INCLUDING FQ AND OTHER OPERATIONS



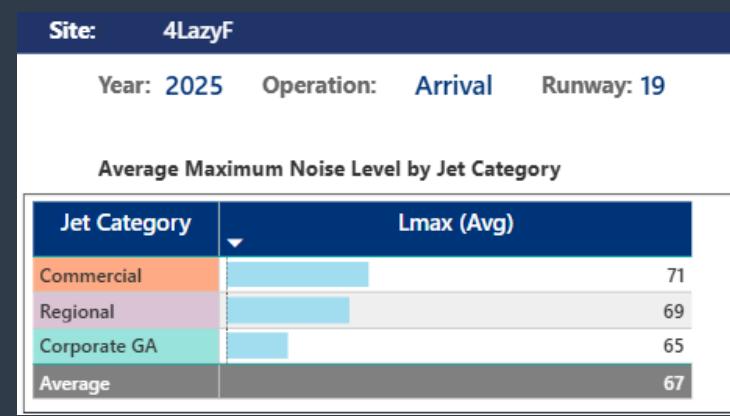
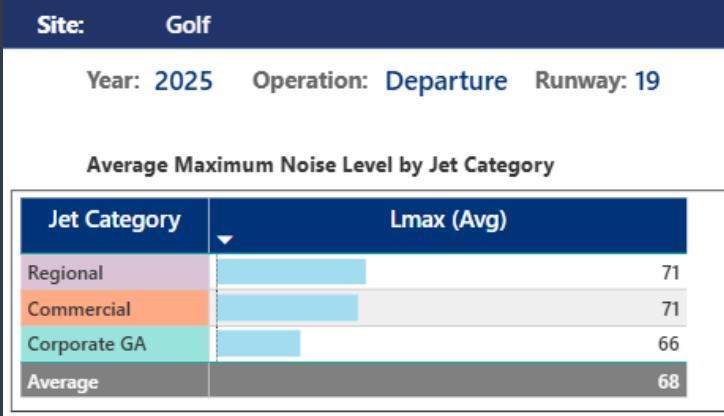
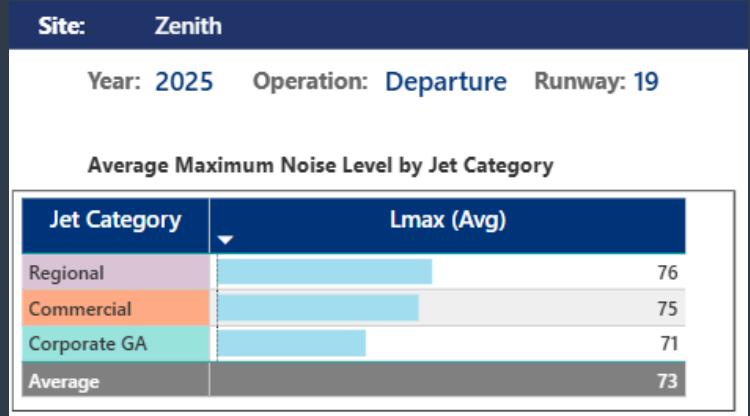
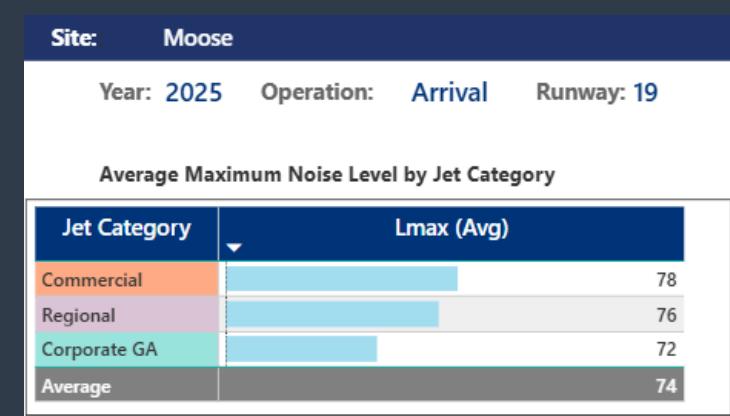


2025 SINGLE EVENT NOISE LEVELS FROM FLY QUIET MEASUREMENT SITES

Measurement Sites South of the Airport



Measurement Sites North of the Airport





Planned 2026 Activities

- Recognize Top Tier operators
- Continue to work with Low Tier operators to improve score
- Contact operators that continue to have curfew hour operations
- Outreach to operators each quarter with performance metrics
- Promote Fly Quiet in national industry publications



LONG TERM COMMITMENT

- The Board has been very proactive in aircraft noise management since the establishment of the Use Agreement in 1983.
- The Board has established:
 - a permanent noise monitoring and aircraft flight tracking system
 - annual noise reporting
 - ongoing operator awareness programs
 - voluntary Fly Quiet Program.



WHAT IS DNL AND HOW IS IT CALCULATED

- Cumulative Noise Level (DNL) - The DNL is the day-night average sound level of all aircraft noise throughout the day.
- DNL includes a 10-decibel penalty for noise that occurs between 10 pm and 7am.
- Noise standards and guidelines have been developed for the average annual noise levels around airports in terms of DNL.
 - *The Use Agreement has criteria that includes a limit of 55 DNL at Moose and a limit of 45 DNL along a defined critical area boundary. This is based upon the FAA noise model and validated through noise monitoring.*
 - *The FAA has also established guidelines for areas of residential land use that considers noise greater than 65 DNL to be incompatible.*

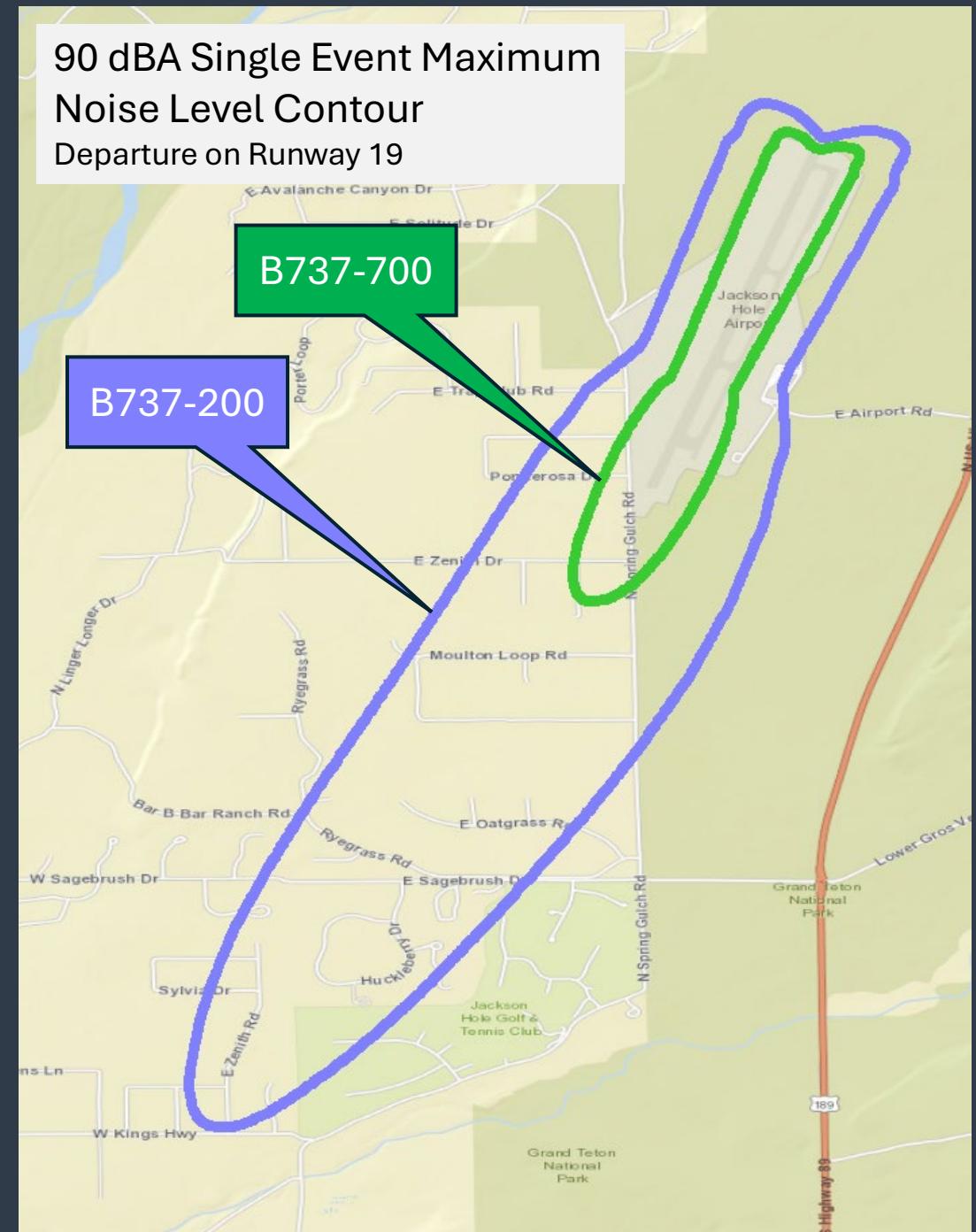


AIRCRAFT SINGLE EVENT CONTOUR CHANGES

- B737-200 was the commercial aircraft in use at the time of the introduction of jet service in the early 80s and the basis of the Use Agreement.
- B737-700 is a common commercial aircraft operating at Jackson Hole today.
- The new generation jet aircraft are significantly quieter than the aircraft in use in the past.

| Aircraft | Period of Use | Maximum Noise Level Acres* |
|----------|----------------|----------------------------|
| B737-200 | Historical 80s | 1,660 |
| B737-700 | Current | 290 |

*Acres rounded to the nearest 10





CUMULATIVE DNL CONTOUR CHANGES OVER TIME

- DNL is the FAA metric used to determine land use compatibility, and the metric identified to determine consistency with the Use Agreement.
- DNL is not reflective of what people hear
- The following table illustrates the reduction in the 65 DNL noise contour over time.

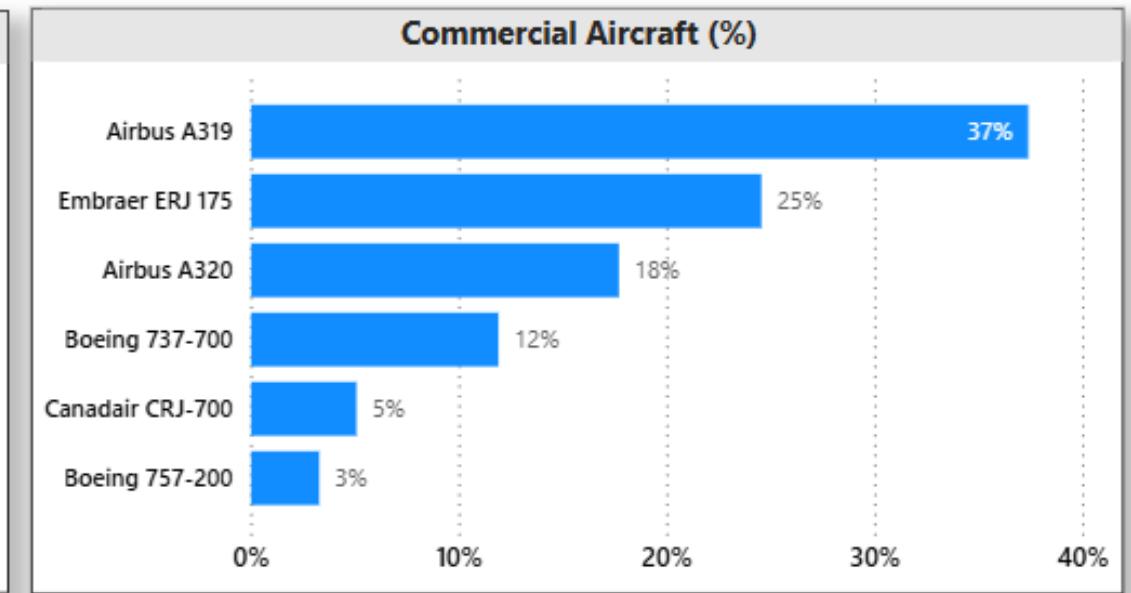
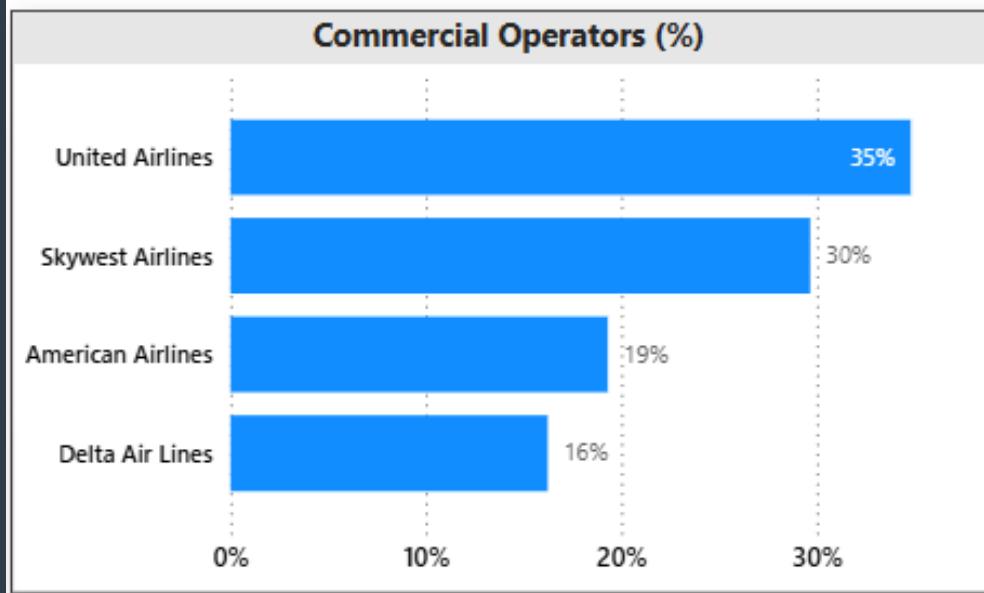
| Year | DNL Acres* |
|------|------------|
| 1984 | 400 |
| 1997 | 140 |
| 2014 | 130 |
| 2024 | 120 |

*Acres rounded to the nearest 10

Annual 2025 Period Fly Quiet Detailed Results

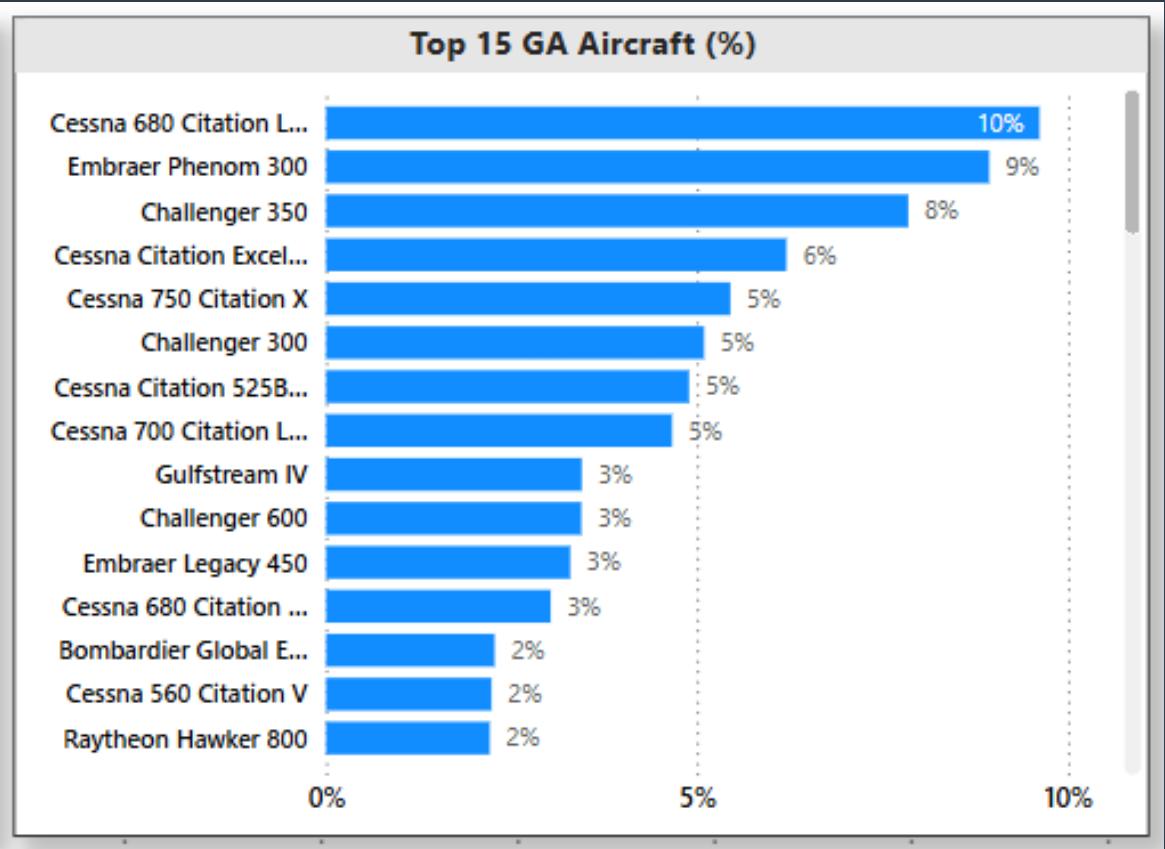
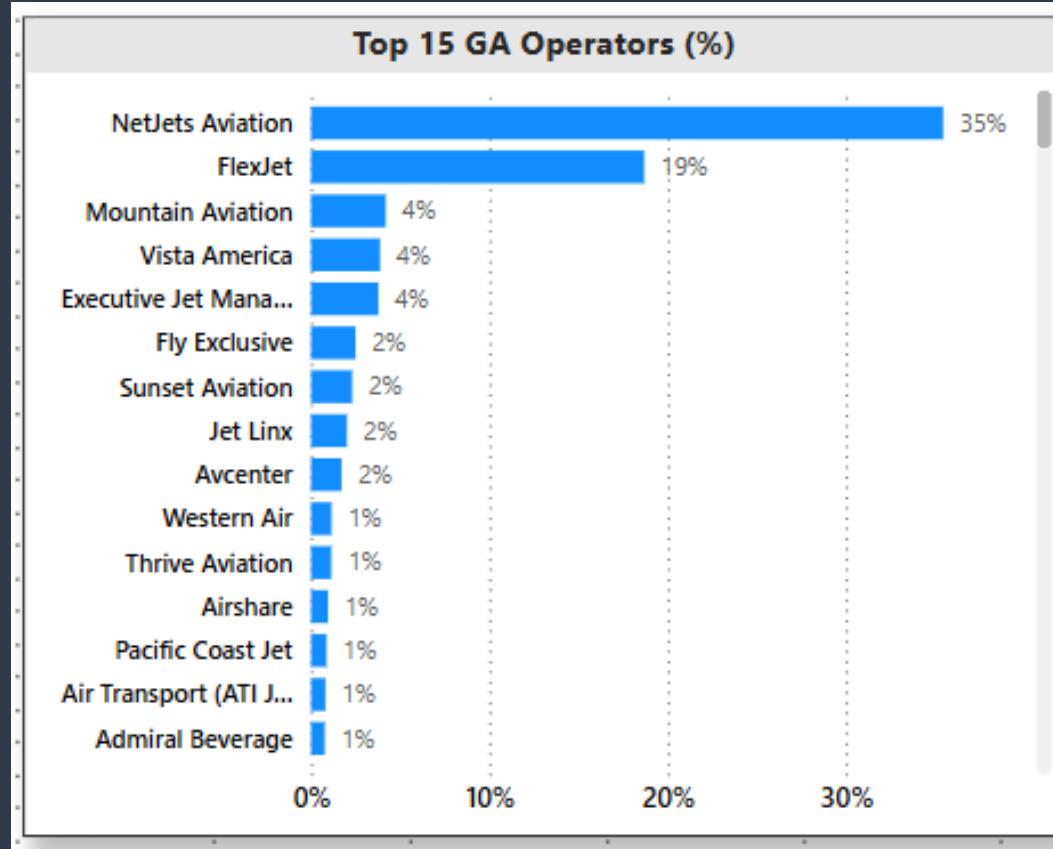


2025 FLY QUIET COMMERCIAL OPERATIONS SUMMARY





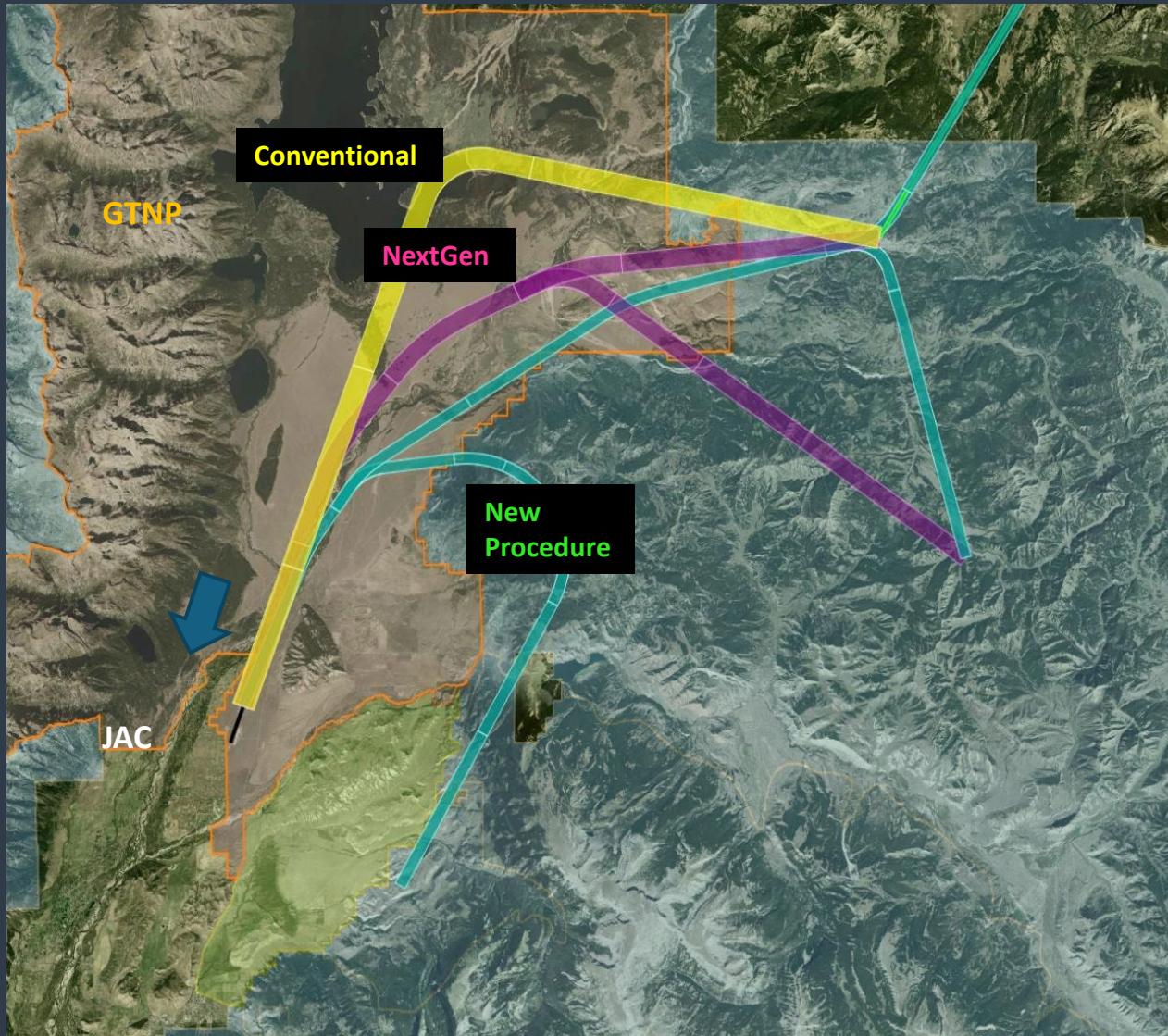
2025 FLY QUIET GENERAL AVIATION OPERATIONS SUMMARY





SOUTH ARRIVAL PROCEDURES OVER GTNP

(CONVENTIONAL / NEXTGEN / NEW PROCEDURE)



NextGen Flight Path Observance

- Flying NextGen path vs conventional path

East of NextGen Flight Path

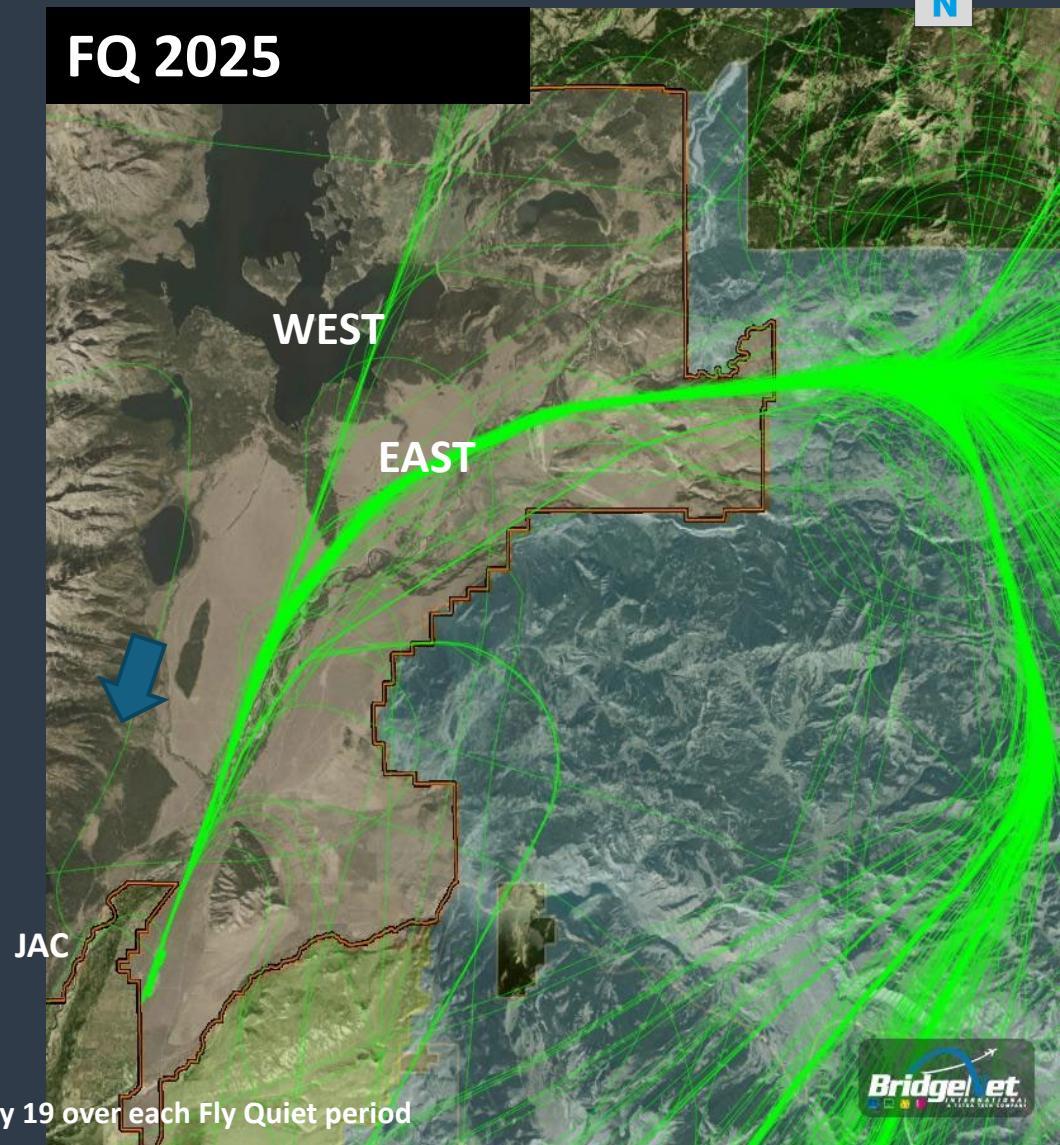
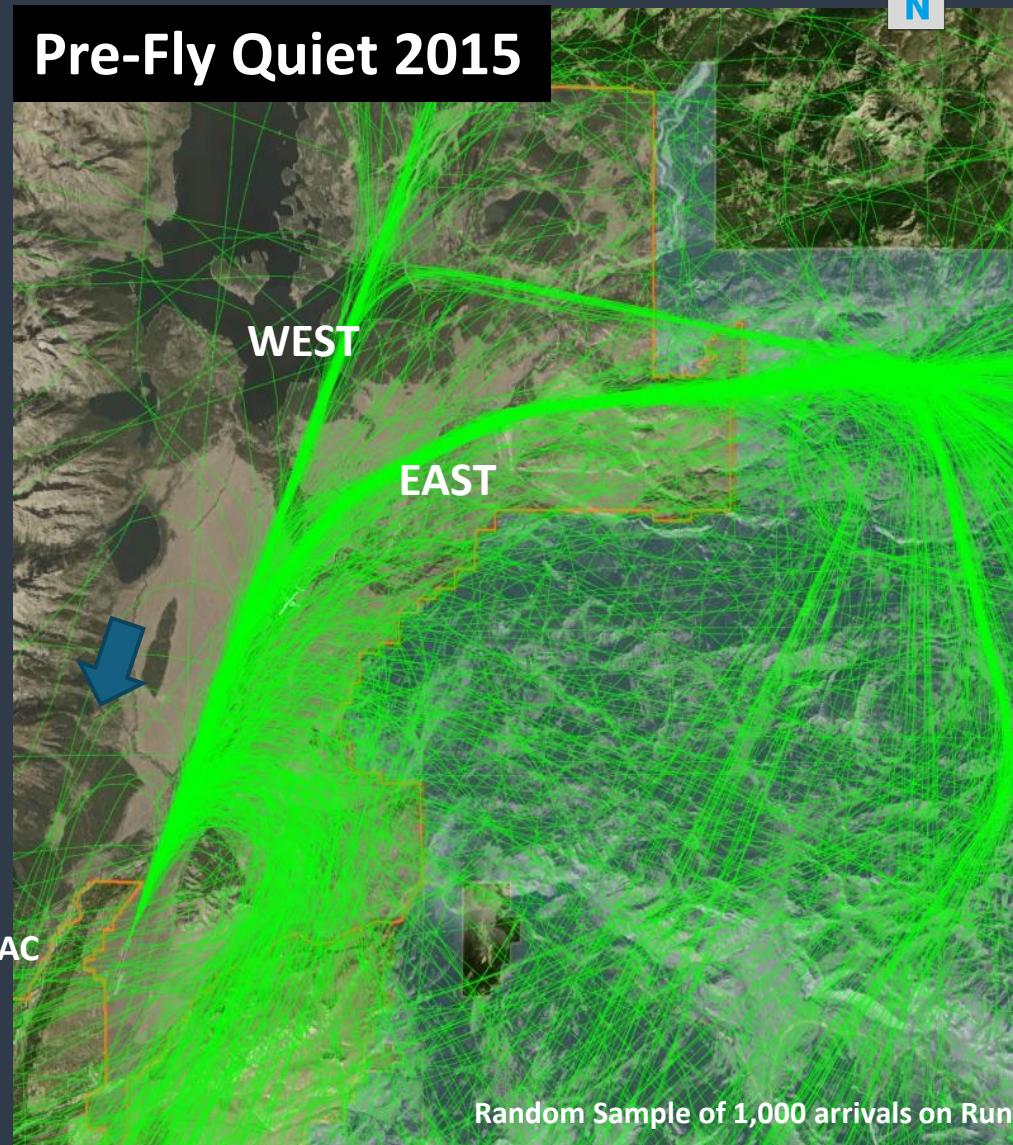
- Flying on or east of NextGen path vs west of path closer to core activity areas of the Park

New Procedure Flight Path

- Bonus points for flying the new procedure



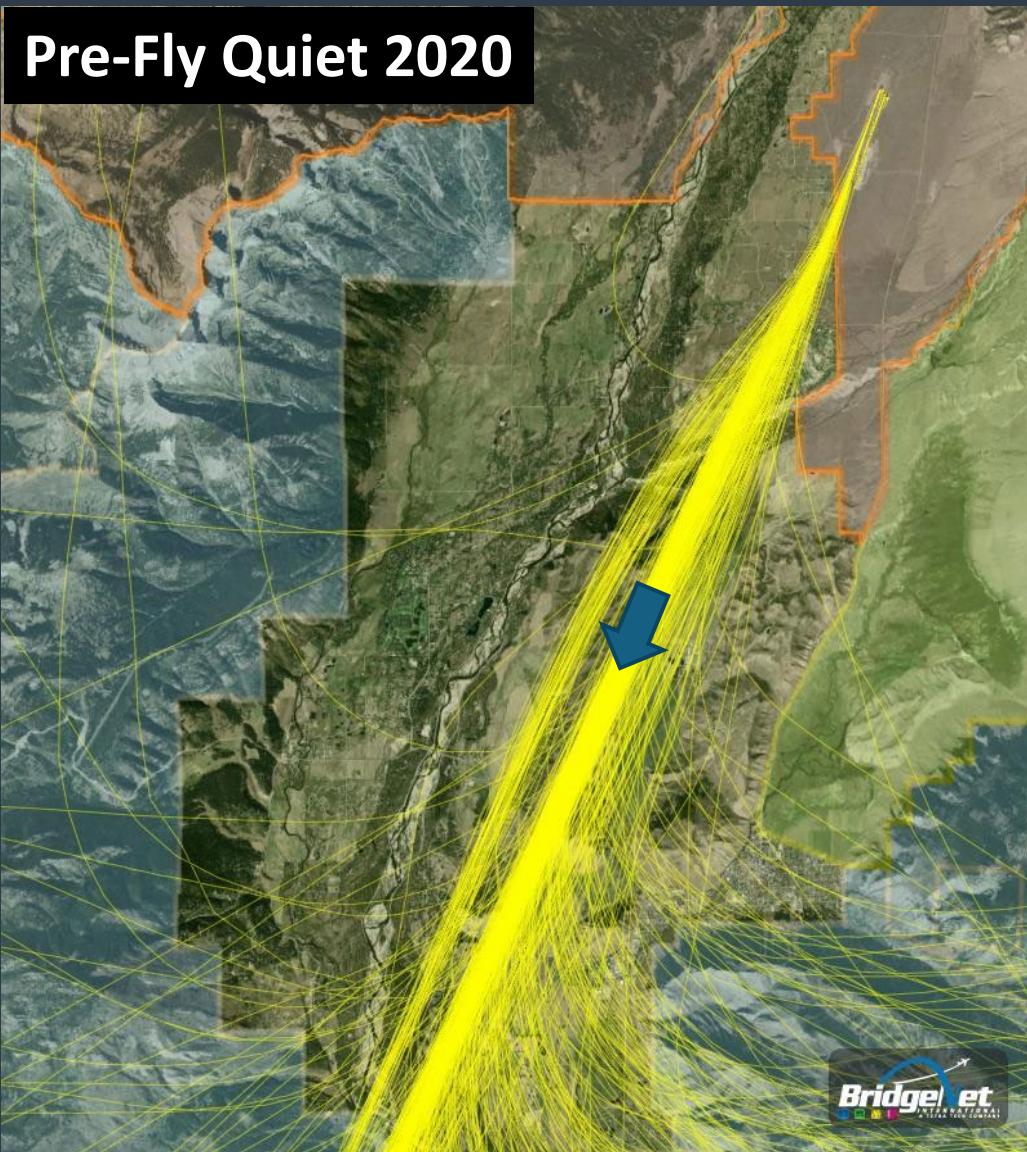
ARRIVAL FLIGHT TRACKS OVER GTNP (PRE-FLY QUIET 2015 VS. 2025)



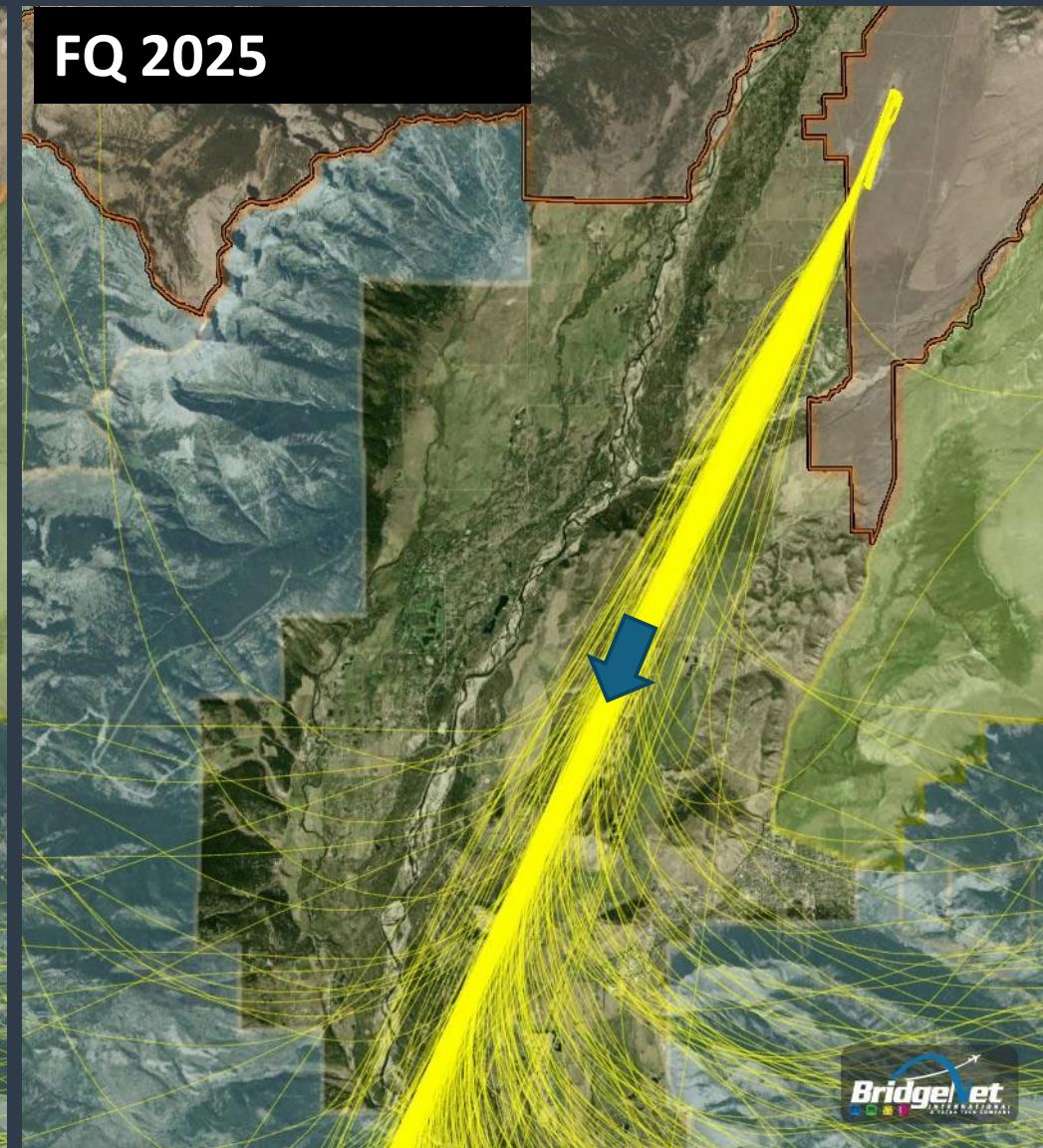


SOUTH DEPARTURE FLIGHT PROCEDURES (PRE-FLY QUIET 2020 VS. 2025)

Pre-Fly Quiet 2020



FQ 2025



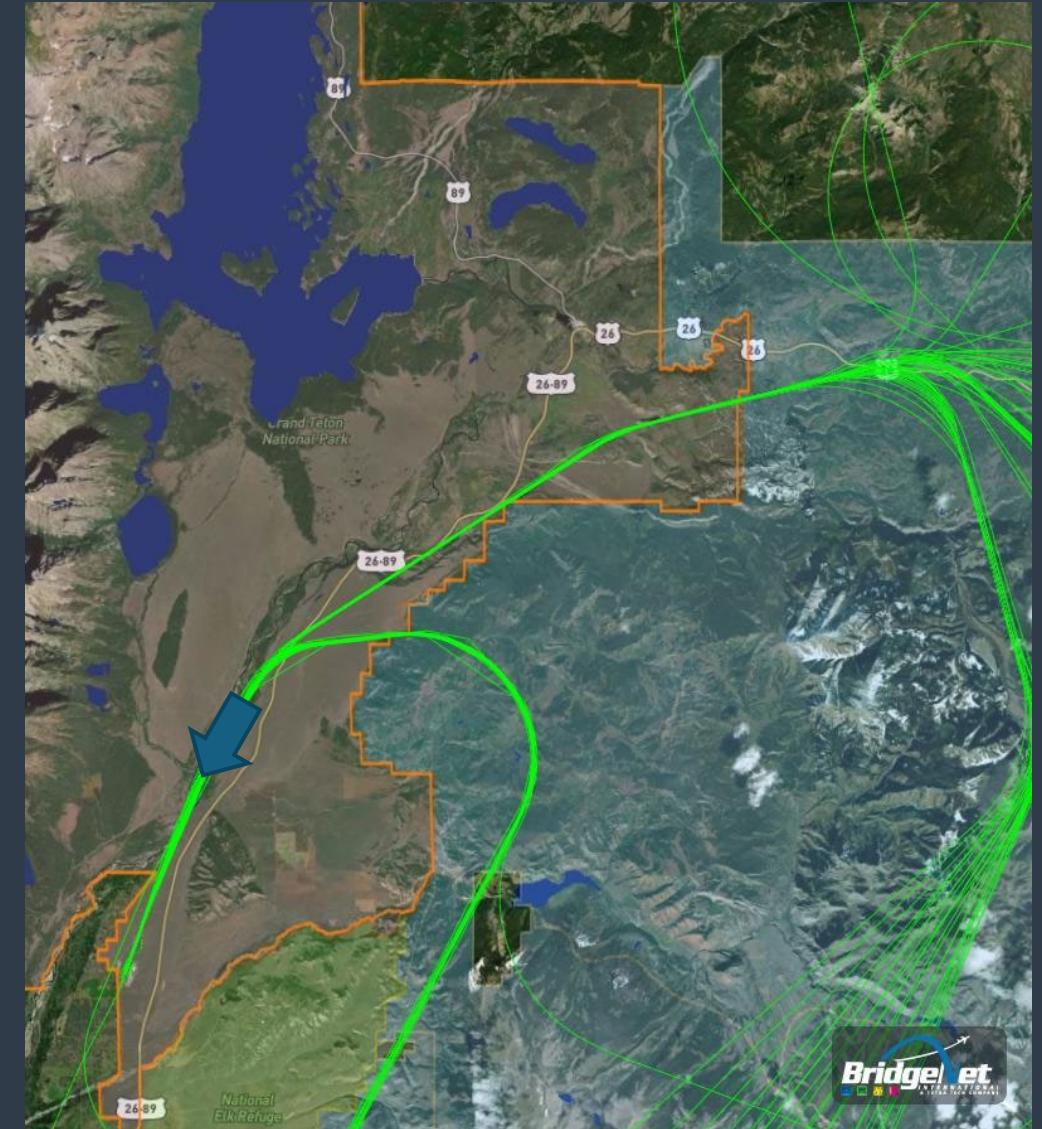
Random Sample of 1,000 departing on Runway 19 over each Fly Quiet period





NEW PROCEDURE ARRIVAL USAGE 2025

- Procedure first utilized in July 2022
 - 89 flights used the procedure in 2023
 - 116 flights used the procedure in 2024
- In 2025, the procedure was flown 127 times. All commercial operators flew the procedure in 2025.
- Delta was largest user of procedure in 2025.
- NetJets flew the procedure 13 times while various other GA operators flew the procedure an additional 4 times.





GA FLEETS

48 OPERATIONS PER YEAR OR GREATER – FLY QUIET SCORE 2025

| JAC Fly Quiet Score | | | | | | | | | | 2025 |
|----------------------|------------------------------|-----------|-----------------------|-------------------------------|-------------------------------------|----------------------------------|------------------------------------|---------------------------|-----------------------------|-----------------------|
| OPERATOR | | | | FLY QUIET ELEMENTS | | | | BONUSES | | OVERALL |
| Call Sign / N-Number | Owner / Operator | Total Ops | Primary Aircraft Type | Quiet Fleet Score (25 Points) | Follow Procedures Score (25 points) | Quieter Events Score (25 Points) | Voluntary Curfew Score (25 Points) | Quiet Fleet Bonus (5 pts) | Fly Procedure Bonus (5 pts) | Total Fly Quiet Score |
| RKJ | Charter Airlines | 52 | C750 | 25.0 | 23.1 | 23.9 | 25.0 | 5.0 | 0.0 | 101.9 |
| WUP | Wheels Up | 364 | C750 | 25.0 | 23.8 | 22.8 | 25.0 | 4.3 | 0.0 | 100.8 |
| JTZ | Nicholas Air | 54 | E55P | 24.9 | 24.6 | 20.2 | 25.0 | 4.3 | 0.0 | 99.0 |
| TCN | BellAir | 92 | C750 | 23.7 | 24.8 | 21.2 | 25.0 | 4.3 | 0.0 | 99.0 |
| KOW | Baker Aviation | 142 | C750 | 25.0 | 24.2 | 23.1 | 22.0 | 4.2 | 0.0 | 98.6 |
| CYO | Air Transport (ATI Jet) | 107 | LJ60 | 25.0 | 19.9 | 23.0 | 25.0 | 5.0 | 0.0 | 97.9 |
| FFL | Foreflight | 83 | E55P | 24.6 | 23.1 | 20.8 | 25.0 | 3.2 | 0.0 | 96.7 |
| XOJ | XOJet | 154 | CL30 | 25.0 | 24.7 | 20.5 | 25.0 | 1.2 | 0.0 | 96.5 |
| XSR | Airshare | 134 | E55P | 24.7 | 24.4 | 20.5 | 22.0 | 2.6 | 0.0 | 94.2 |
| JTL | Jet Linx | 164 | C680 | 23.7 | 23.9 | 18.7 | 25.0 | 2.3 | 0.0 | 93.6 |
| TIV | Thrive Aviation | 170 | C25B | 24.6 | 24.0 | 22.9 | 19.0 | 1.8 | 0.0 | 92.3 |
| PXT | Pacific Coast Jet | 120 | C25B | 25.0 | 24.4 | 21.9 | 19.0 | 0.8 | 0.0 | 91.0 |
| EJA | NetJets Aviation | 4,046 | C68A | 24.7 | 24.3 | 21.8 | 15.1 | 2.9 | 2.0 | 90.9 |
| HER | Hera Flight | 82 | C750 | 24.1 | 24.0 | 17.0 | 22.0 | 3.2 | 0.0 | 90.4 |
| JAS | Jet Aviation Flight Services | 54 | GL5T | 23.0 | 24.0 | 16.7 | 25.0 | 0.4 | 1.0 | 90.0 |
| EJM | Executive Jet Management | 308 | GLF4 | 22.8 | 24.5 | 16.5 | 25.0 | 0.2 | 0.0 | 88.9 |
| LXJ | Flexjet | 2,137 | CL35 | 24.6 | 24.3 | 21.4 | 14.7 | 2.3 | 0.0 | 87.2 |
| JRE | Fly Exclusive | 279 | C56X | 24.9 | 22.5 | 19.8 | 19.0 | 0.9 | 0.0 | 87.1 |
| TWY | Sunset Aviation | 204 | GLF6 | 22.8 | 24.4 | 17.9 | 22.0 | 0.0 | 0.0 | 87.1 |
| CBC | Clyde Companies Inc | 81 | C25A | 24.0 | 21.3 | 14.7 | 25.0 | 0.0 | 0.0 | 85.0 |
| JCY | Aerius Management | 55 | E550 | 23.3 | 22.6 | 17.0 | 22.0 | 0.0 | 0.0 | 84.8 |
| CNS | Cobalt Air | 102 | PC24 | 21.6 | 23.8 | 13.6 | 22.0 | 0.0 | 0.0 | 81.0 |
| VJA | Vista America | 270 | CL30 | 24.1 | 24.4 | 17.6 | 12.5 | 0.0 | 0.0 | 78.7 |
| COL | SC Aviation | 56 | H25B | 18.5 | 24.7 | 10.4 | 25.0 | 0.0 | 0.0 | 78.6 |
| SGO | Admiral Beverage | 66 | H25B | 19.4 | 24.4 | 12.3 | 22.0 | 0.0 | 0.0 | 78.1 |
| RGY | Regency Airlines | 68 | BE40 | 15.4 | 24.5 | 12.5 | 25.0 | 0.0 | 0.0 | 77.4 |
| TTE | Avcenter | 161 | C56X | 23.4 | 19.3 | 15.9 | 16.0 | 1.4 | 0.0 | 76.1 |

| FLY QUIET RATING | FLY QUIET SCORE |
|------------------|-----------------|
| FQ Top Tier | 90-100+ |
| FQ Middle Tier | 70-89.9 |
| FQ Low Tier | 0-69.9 |



GA FLEETS

BETWEEN 47 AND 16 OPERATIONS PER QUARTER – FLY QUIET SCORE 2025

| JAC Fly Quiet Score | | | | | | | | 2025 | | |
|----------------------|----------------------------|-----------|-----------------------|-------------------------------|-------------------------------------|----------------------------------|------------------------------------|---------------------------|-----------------------------|-----------------------|
| OPERATOR | | | | FLY QUIET ELEMENTS | | | | BONUSES | | OVERALL |
| Call Sign / N-Number | Owner / Operator | Total Ops | Primary Aircraft Type | Quiet Fleet Score (25 Points) | Follow Procedures Score (25 points) | Quieter Events Score (25 Points) | Voluntary Curfew Score (25 Points) | Quiet Fleet Bonus (5 pts) | Fly Procedure Bonus (5 pts) | Total Fly Quiet Score |
| ASP | AirSprint | 18 | C25B | 24.9 | 25.0 | 24.0 | 25.0 | 1.9 | 0.0 | 100.9 |
| PRE | Precision Airlines | 38 | C680 | 23.9 | 24.4 | 22.3 | 25.0 | 3.2 | 0.0 | 98.8 |
| JNX | jetNEXA | 26 | C25B | 25.0 | 25.0 | 22.1 | 22.0 | 0.8 | 0.0 | 94.9 |
| WMN | Trident Aircraft | 37 | C680 | 24.2 | 24.4 | 16.7 | 25.0 | 4.2 | 0.0 | 94.5 |
| VNT | Rise to the Challenger | 41 | CL60 | 23.4 | 23.2 | 22.8 | 25.0 | 0.0 | 0.0 | 94.4 |
| CRE | Jet OUT | 22 | C25C | 22.7 | 25.0 | 19.7 | 25.0 | 0.5 | 0.0 | 92.8 |
| SIS | Silver Air | 44 | C750 | 24.7 | 23.4 | 15.8 | 25.0 | 2.6 | 0.0 | 91.6 |
| XLJ | XCEL Jet | 38 | LJ40 | 24.5 | 18.9 | 22.6 | 25.0 | 0.0 | 0.0 | 91.0 |
| PFT | Paragon Airways | 40 | C56X | 23.5 | 21.0 | 20.9 | 25.0 | 0.5 | 0.0 | 90.9 |
| SVL | Sun Devil Aviation | 28 | C25B | 23.9 | 23.7 | 17.6 | 25.0 | 0.0 | 0.0 | 90.2 |
| PGR | Prestige Air Group | 24 | PRM1 | 23.4 | 24.2 | 16.2 | 25.0 | 0.0 | 0.0 | 88.8 |
| SPK | Spectrum Air | 20 | C25A | 24.5 | 21.4 | 17.6 | 25.0 | 0.0 | 0.0 | 88.5 |
| FTH | Mountain Aviation | 31 | C25B | 24.8 | 22.4 | 16.2 | 25.0 | 0.0 | 0.0 | 88.4 |
| OPT | Flight Options | 21 | E35L | 22.4 | 22.6 | 16.1 | 25.0 | 2.1 | 0.0 | 88.2 |
| NJM | Northern Jet Management | 24 | C25B | 24.1 | 22.7 | 15.6 | 25.0 | 0.4 | 0.0 | 87.7 |
| OKC | Private Jets | 16 | E35L | 23.6 | 20.8 | 18.0 | 25.0 | 0.0 | 0.0 | 87.4 |
| AXE | AirExplore | 16 | GLEX | 21.8 | 17.9 | 21.5 | 25.0 | 0.0 | 0.0 | 86.2 |
| DLX | Dreamline Aviation | 21 | LJ45 | 23.2 | 21.1 | 16.4 | 25.0 | 0.5 | 0.0 | 86.2 |
| PJC | Private Jet Center | 16 | CL60 | 23.4 | 23.3 | 14.8 | 22.0 | 0.0 | 0.0 | 83.5 |
| TFF | Talon Air | 28 | HA4T | 22.5 | 21.1 | 15.7 | 22.0 | 0.0 | 0.0 | 81.3 |
| SLH | Silverhawk Aviation | 38 | C560 | 21.4 | 24.6 | 9.6 | 25.0 | 0.0 | 0.0 | 80.6 |
| MVJ | Mira Vista Aviation | 17 | GLF4 | 22.2 | 24.1 | 7.6 | 25.0 | 0.0 | 0.0 | 78.8 |
| KPO | NXT Jet | 38 | GLF4 | 21.9 | 24.5 | 5.6 | 25.0 | 0.0 | 0.0 | 76.9 |
| MWT | Midwest Aviation | 16 | C650 | 16.4 | 22.8 | 12.5 | 25.0 | 0.0 | 0.0 | 76.7 |
| IJA | International Jet Aviation | 17 | H25B | 18.2 | 23.6 | 8.3 | 25.0 | 0.6 | 0.0 | 75.8 |

| FLY QUIET RATING | FLY QUIET SCORE |
|------------------|-----------------|
| FQ Top Tier | 90-100+ |
| FQ Middle Tier | 70-89.9 |
| FQ Low Tier | 0-69.9 |



GA SINGLE OPERATORS 48 OPERATIONS PER YEAR OR GREATER – FLY QUIET SCORE 2025

| FLY QUIET RATING | FLY QUIET SCORE |
|------------------|-----------------|
| FQ Top Tier | 90-100+ |
| FQ Middle Tier | 70-89.9 |
| FQ Low Tier | 0-69.9 |

| JAC Fly Quiet Score | | 2025 | | | | | | | | | |
|----------------------|-----------------------------|-----------|-----------------------|-------------------------------|-------------------------------------|----------------------------------|------------------------------------|---------------------------|-----------------------------|-----------------------|--|
| OPERATOR | | | | FLY QUIET ELEMENTS | | | | BONUSES | | OVERALL | |
| Call Sign / N-Number | Owner / Operator | Total Ops | Primary Aircraft Type | Quiet Fleet Score (25 Points) | Follow Procedures Score (25 points) | Quieter Events Score (25 Points) | Voluntary Curfew Score (25 Points) | Quiet Fleet Bonus (5 pts) | Fly Procedure Bonus (5 pts) | Total Fly Quiet Score | |
| N482PG | HONDA AVIATION SERVICE C... | 48 | HDJT | 25.0 | 24.2 | 23.0 | 25.0 | 5.0 | 0.0 | 102.2 | |
| N894KS | KS Air Charter, LLC | 54 | C68A | 25.0 | 23.9 | 22.6 | 25.0 | 5.0 | 0.0 | 101.5 | |
| N601GS | Osborn Nicole | 70 | C750 | 25.0 | 23.5 | 19.9 | 25.0 | 5.0 | 0.0 | 98.4 | |
| N115LF | AIRLYNNER LLC | 54 | CL30 | 25.0 | 21.9 | 13.7 | 25.0 | 0.0 | 0.0 | 85.6 | |
| N980CC | MAPLE SEVEN LLC | 75 | GLEX | 21.8 | 23.9 | 11.6 | 25.0 | 0.0 | 0.0 | 82.4 | |
| N211PB | JOUST CAPITAL III LLC | 86 | GLEX | 21.8 | 23.0 | 6.3 | 25.0 | 0.0 | 0.0 | 76.1 | |
| N900BC | CSMS Management, LLC | 62 | C700 | 25.0 | 23.4 | 18.3 | 2.6 | 0.0 | 0.0 | 69.3 | |



GA SINGLE OPERATOR BETWEEN 47 AND 16 OPERATION PER QUARTER FLY QUIET SCORE 2025

| JAC Fly Quiet Score | | | | | | | | | | 2025 |
|----------------------|---------------------------------|-----------|-----------------------|-------------------------------|-------------------------------------|----------------------------------|------------------------------------|---------------------------|-----------------------------|-----------------------|
| OPERATOR | | | | FLY QUIET ELEMENTS | | | | BONUSES | | OVERALL |
| Call Sign / N-Number | Owner / Operator | Total Ops | Primary Aircraft Type | Quiet Fleet Score (25 Points) | Follow Procedures Score (25 points) | Quieter Events Score (25 Points) | Voluntary Curfew Score (25 Points) | Quiet Fleet Bonus (5 pts) | Fly Procedure Bonus (5 pts) | Total Fly Quiet Score |
| N531SJ | FB CIRRUS LLC | 23 | SF50 | 25.0 | 25.0 | 25.0 | 25.0 | 5.0 | 0.0 | 105.0 |
| N377JH | MINAIR LLC | 18 | SF50 | 25.0 | 24.1 | 25.0 | 25.0 | 5.0 | 0.0 | 104.1 |
| N765MM | N765MM LLC | 20 | HDJT | 25.0 | 25.0 | 24.1 | 25.0 | 5.0 | 0.0 | 104.1 |
| N54PV | Moss Lane Ventures, LLC | 36 | C510 | 25.0 | 24.0 | 24.4 | 25.0 | 5.0 | 0.0 | 103.3 |
| N197LL | Accelero, LLC | 17 | SF50 | 25.0 | 22.6 | 25.0 | 25.0 | 5.0 | 0.0 | 102.6 |
| N107AV | Avmax Aircraft Leasing, Inc. | 16 | C750 | 25.0 | 25.0 | 20.9 | 25.0 | 5.0 | 0.0 | 100.9 |
| N237HA | ROGER ROGER LLC | 27 | HDJT | 25.0 | 25.0 | 20.2 | 25.0 | 5.0 | 0.0 | 100.2 |
| N751GT | CX58 LLC | 19 | C750 | 25.0 | 19.5 | 25.0 | 25.0 | 5.0 | 0.0 | 99.5 |
| N71KD | VISION71 LLC | 19 | SF50 | 25.0 | 18.5 | 25.0 | 25.0 | 5.0 | 0.0 | 98.5 |
| N1866M | Spirit of BFC LLC | 28 | C680 | 25.0 | 25.0 | 18.4 | 25.0 | 5.0 | 0.0 | 98.4 |
| N640AF | Vela Flight 2, LLC | 20 | E550 | 25.0 | 24.1 | 24.2 | 25.0 | 0.0 | 0.0 | 98.2 |
| N585WT | Kedec Services, LLC | 38 | C25B | 25.0 | 24.0 | 23.4 | 25.0 | 0.0 | 0.0 | 97.4 |
| N605RT | Mountaingate, LLC | 23 | CL60 | 23.1 | 25.0 | 24.2 | 25.0 | 0.0 | 0.0 | 97.4 |
| N565AB | CCA HOLDINGS LLC | 17 | G280 | 24.0 | 25.0 | 23.0 | 25.0 | 0.0 | 0.0 | 97.0 |
| N7890W | OVERLAND AIR LLC | 23 | C25C | 22.4 | 25.0 | 24.3 | 25.0 | 0.0 | 0.0 | 96.7 |
| N924TC | RLC Aviation, LLC | 23 | GA5C | 24.7 | 25.0 | 21.8 | 25.0 | 0.0 | 0.0 | 96.5 |
| N529LL | TPVX AIRCRAFT SOLUTIONS I... | 16 | C56X | 25.0 | 25.0 | 21.4 | 25.0 | 0.0 | 0.0 | 96.4 |
| N560TW | T.W. Lewis Aviation, LLC | 44 | C56X | 25.0 | 23.0 | 21.5 | 25.0 | 0.0 | 0.0 | 94.5 |
| N492CA | Cava, LLC | 20 | C700 | 25.0 | 25.0 | 19.2 | 25.0 | 0.0 | 0.0 | 94.2 |
| N261PC | Hillsboro Global Aviation, Inc. | 19 | GA5C | 24.7 | 22.0 | 22.1 | 25.0 | 0.0 | 0.0 | 93.7 |

| JAC Fly Quiet Score | | | | | | | | | | 2025 |
|----------------------|----------------------------------|-----------|-----------------------|-------------------------------|-------------------------------------|----------------------------------|------------------------------------|---------------------------|-----------------------------|-----------------------|
| OPERATOR | | | | FLY QUIET ELEMENTS | | | | BONUSES | | OVERALL |
| Call Sign / N-Number | Owner / Operator | Total Ops | Primary Aircraft Type | Quiet Fleet Score (25 Points) | Follow Procedures Score (25 points) | Quieter Events Score (25 Points) | Voluntary Curfew Score (25 Points) | Quiet Fleet Bonus (5 pts) | Fly Procedure Bonus (5 pts) | Total Fly Quiet Score |
| N393SG | N393SG, LLC | 31 | C25B | 25.0 | 22.2 | 20.7 | 25.0 | 0.0 | 0.0 | 93.0 |
| N554DG | TPVX Aircraft Solutions, Inc. | 16 | GLF5 | 22.2 | 24.0 | 21.3 | 25.0 | 0.0 | 0.0 | 92.5 |
| N145PJ | WeezerAir, LLC | 23 | LJ45 | 24.6 | 25.0 | 17.6 | 25.0 | 0.0 | 0.0 | 92.2 |
| N918AB | CRESTIN AIR LLC | 26 | C525 | 22.5 | 22.5 | 22.1 | 25.0 | 0.0 | 0.0 | 92.0 |
| N554AG | TPVX AIRCRAFT SOLUTIONS I... | 16 | GL5T | 22.5 | 25.0 | 19.3 | 25.0 | 0.0 | 0.0 | 91.8 |
| N711R | Cockrell Resources, Inc. | 30 | LJ75 | 24.0 | 24.4 | 17.8 | 25.0 | 0.0 | 0.0 | 91.2 |
| N795CR | TIME 2 FLY 2.0 LLC | 25 | GLF5 | 22.2 | 25.0 | 18.1 | 25.0 | 0.0 | 0.0 | 90.3 |
| N560EP | ZERO FIVE KILO CORPORATE | 18 | C560 | 18.6 | 25.0 | 20.8 | 25.0 | 0.0 | 0.0 | 89.5 |
| N812BP | Del Papa Holdings, LLC | 37 | C56X | 25.0 | 22.7 | 19.7 | 22.0 | 0.0 | 0.0 | 89.4 |
| N645V | R S & I, Inc. | 26 | C560 | 18.3 | 22.9 | 22.8 | 25.0 | 0.0 | 0.0 | 89.0 |
| N606TD | TPVX AIRCRAFT SOLUTIONS I... | 16 | GLEX | 21.8 | 25.0 | 19.9 | 22.0 | 0.0 | 0.0 | 88.7 |
| N101WY | State of Wyoming - Dept. of T... | 22 | C560 | 18.3 | 21.6 | 22.7 | 25.0 | 0.0 | 0.0 | 87.5 |
| N713AG | AGEE RICHARD E | 31 | F2TH | 20.4 | 25.0 | 15.5 | 25.0 | 0.0 | 0.0 | 85.9 |
| N17JS | JS Ventures II Corp. | 16 | GL7T | 23.2 | 21.4 | 16.3 | 25.0 | 0.0 | 0.0 | 85.9 |
| N300TU | Flying Amici Aviation, LLC | 24 | CL30 | 25.0 | 25.0 | 10.1 | 25.0 | 0.0 | 0.0 | 85.1 |
| N378TP | Development Authority of Co... | 26 | GL7T | 23.0 | 24.2 | 12.1 | 25.0 | 0.0 | 0.0 | 84.4 |
| N102WY | State of Wyoming - Dept. of T... | 40 | C560 | 18.3 | 21.1 | 21.2 | 22.0 | 0.0 | 0.0 | 82.5 |
| N900MK | SkyHigh 900, LLC | 22 | F900 | 20.0 | 25.0 | 12.5 | 25.0 | 0.0 | 0.0 | 82.5 |
| N606HP | G200-116, LLC | 20 | GALX | 21.6 | 24.0 | 11.8 | 25.0 | 0.0 | 0.0 | 82.4 |
| N818NX | Silver Monkey, LLC | 20 | CL35 | 24.3 | 25.0 | 8.1 | 25.0 | 0.0 | 0.0 | 82.3 |
| N981CC | | 16 | GLEX | 21.8 | 25.0 | 9.8 | 25.0 | 0.0 | 0.0 | 81.6 |
| N260LF | SK Air, LLC | 18 | LJ31 | 20.1 | 17.8 | 16.7 | 25.0 | 0.0 | 0.0 | 79.6 |
| N104QT | FREEBASE HOLDING LLC | 35 | F2TH | 20.4 | 25.0 | 18.2 | 16.0 | 0.0 | 0.0 | 79.5 |
| N982CC | | 16 | GLEX | 21.8 | 25.0 | 6.8 | 25.0 | 0.0 | 0.0 | 78.6 |
| N79LE | CIRCLE AROUND 1 LLC | 16 | F900 | 20.0 | 25.0 | 8.0 | 25.0 | 0.0 | 0.0 | 78.0 |
| N687HA | Ranella Consulting, Inc. | 38 | F900 | 20.0 | 24.5 | 7.6 | 25.0 | 0.0 | 0.0 | 77.1 |
| N73VR | Victor Romeo Aviation LLC | 37 | FA7X | 19.1 | 22.9 | 12.5 | 22.0 | 0.0 | 0.0 | 76.5 |
| N107SB | N107SB SHARES LLC | 20 | BE40 | 15.4 | 23.0 | 12.5 | 25.0 | 0.0 | 0.0 | 75.9 |
| N29GS | Evergreen Empire, LLC | 44 | E55P | 25.0 | 22.2 | 23.6 | 0.0 | 5.0 | 0.0 | 75.8 |
| N554SL | Stewart Aviation Services, LLC | 19 | GLF4 | 21.9 | 25.0 | 2.9 | 25.0 | 0.0 | 0.0 | 74.8 |
| N204BG | Precision Aviation, Inc. | 46 | C560 | 18.3 | 19.7 | 12.5 | 22.0 | 0.0 | 0.0 | 72.5 |



COMMERCIAL FLY QUIET SCORES 2025

| JAC Fly Quiet Score | | | | | | | | | | 2025 | |
|----------------------|-------------------|-----------|-----------------------|-------------------------------|-------------------------------------|----------------------------------|------------------------------------|---------------------------|-----------------------------|-----------------------|--|
| OPERATOR | | | | FLY QUIET ELEMENTS | | | | BONUSES | | OVERALL | |
| Call Sign / N-Number | Owner / Operator | Total Ops | Primary Aircraft Type | Quiet Fleet Score (25 Points) | Follow Procedures Score (25 points) | Quieter Events Score (25 Points) | Voluntary Curfew Score (25 Points) | Quiet Fleet Bonus (5 pts) | Fly Procedure Bonus (5 pts) | Total Fly Quiet Score | |
| SKW | Skywest Airlines | 3,674 | E75L | 17.0 | 24.7 | 13.9 | 25.0 | 0.0 | 2.0 | 82.6 | |
| DAL | Delta Air Lines | 2,010 | A319 | 18.2 | 24.8 | 20.7 | 16.0 | 0.0 | 2.0 | 81.7 | |
| UAL | United Airlines | 4,311 | A320 | 17.9 | 24.9 | 15.9 | 15.3 | 0.0 | 2.0 | 75.9 | |
| AAL | American Airlines | 2,391 | A319 | 18.3 | 24.9 | 14.7 | 16.0 | 0.0 | 2.0 | 75.8 | |



NOISE METRICS OVERVIEW

- **Single Event Maximum Noise Level (Lmax)** - The Lmax is the peak noise generated by an aircraft during a flyover. The levels vary based upon type of operation, aircraft, flight path, and distance from the airport. Typical dBA values range from the 90s at locations close to the airport down to the 40s at locations further from the airport.
 - *There are no standards or guidelines for Lmax, but it is useful in illustrating noise in terms of what a person experiences when an aircraft event occurs.*
- **Cumulative Noise Level (DNL)** - The DNL is the day-night average sound level of all aircraft noise throughout the day with a 10-decibel penalty for noise that occurs between 10 pm and 7am. Noise standards and guidelines have been developed for the average annual noise levels around airports in terms of DNL.
 - *The Use Agreement has criteria that includes a limit of 55 DNL at Moose and a limit of 45 DNL along a defined critical area boundary. This is based upon the FAA noise model and validated through noise monitoring.*
 - *The FAA has also established guidelines for areas of residential land use that considers noise greater than 65 DNL to be not compatible.*
- **Aircraft Certificated Noise Levels** - The FAA and other international aviation authorities certify aircraft based upon a prescribed noise measurement methodology. Aircraft are flown under specified conditions and measured at three specific locations to determine the certificated noise level of that aircraft type.
 - *The Jackson Hole Noise Abatement Plan uses those official certification values to limit aircraft that are louder than 82 dBA at the certification approach measurement point. This value was chosen because it allows the airport to restrict an aircraft's ability to operate at the airport if it is louder than the B737-200 (the initial commercial aircraft to operate at the airport).*
 - *This certification value is at a specific location more than a mile from the runway. It differs from Lmax values which can have higher noise levels depending upon distance from the airport and flight path.*