

**Memorandum of Agreement
Between
Federal Aviation Administration
And
National Park Service
For
Analyzing Audibility at
Zion National Park
For the
St. George Replacement Airport EIS**

The Federal Aviation Administration (FAA) and the National Park Service (NPS) enter into this Memorandum of Agreement (MOA) jointly. The purpose of this MOA is to describe the audibility noise model to be used, and to define the extent of the supplemental audibility analysis for the Final Environmental Impact Statement (FEIS).

Background:

The FAA has prepared, in cooperation with the NPS, a Draft Environmental Impact Statement (DEIS) for a replacement airport for St. George, Utah. Extensive noise analysis was conducted at Zion National Park as well as 42 other 4(f)/303(c) locations in the study area. This analysis was done using Integrated Noise Model (INM) 6.1, the latest noise model then available for use by the public. This model is not capable of calculating audibility. After significant discussions between the two agencies, it was agreed that the DEIS would not include an audibility analysis. A supplemental Time Above Ambient analysis, covering Zion National Park and associated with Zion National Park management zones, was provided in the DEIS.

By the end of the public comment period, November 8, 2005, comments were received raising the issue of audibility with respect to Zion National Park. Due to these comments, NPS encouragement, and the pending release of INM 6.2, and given that in February 2005 INM 6.2 had been recommended by the Federal Interagency Committee on Aircraft Noise as "best practice" modeling methodology for evaluating aircraft noise in national parks, the FAA will conduct an audibility analysis for Zion National Park using INM 6.2, recognizing that it has not been released for general public use.

An audibility analysis is a new tool for the FAA in evaluating aircraft noise over park property and the NPS has used audibility analyses only to a limited extent. There are no agreed-upon impact criteria available for evaluating audibility. An audibility analysis for the St. George Replacement Airport will be applicable only to this project.

Time is of the essence for completing this supplemental analysis due to the project's status as an Executive Order 13274, "Environmental Streamlining" project.

The Federal Aviation Administration and the National Park Service agree as follows:

- (a) This audibility analysis will be conducted using previously collected noise monitoring data from Zion National Park. No additional noise data will be collected. The analysis will utilize information related to all categories of aircraft overflights including high altitude, general aviation, air tours, military (to the extent known), and traffic from St. George airport. The audibility analysis will be conducted for Zion National Park only. Noise monitoring data are not available to support an analysis at other 4(f)/303(c) sites in the project's Initial Area of Investigation.
- (b) Noise analyses utilizing INM 6.1 and metrics other than audibility remain valid and will be preserved for the FEIS for all sites including Zion National Park. All INM operating assumptions used for computation of noise levels disclosed in the DEIS will be maintained for data consistency during the computation of the Percent Time Audible statistics. With the exception of audibility, there are only very minor differences between INM 6.1 and 6.2.
- (c) Measurements made by Wyle Laboratories in 2000-2001 at thirteen locations within Zion National Park and discussed in the DEIS will provide adequate acoustical information for the determination of ambient noise levels for the Park by the National Transportation Systems Center (Volpe).
- (d) The Percent Time Audible will be computed using INM 6.2. Audibility information will be computed for five scenarios:
 - Year 2003 as the EIS representation of current conditions
 - Year 2010 with the existing airport
 - Year 2010 with the replacement airport
 - Year 2020 with the existing airport
 - Year 2020 with the replacement airport

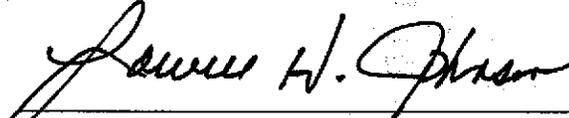
For each scenario, the Percent Time Audible will be computed for two ambient conditions – existing and natural. In each scenario, aviation noise attributable to sources other than the St. George Airport will be incorporated into the analysis to assess the cumulative aviation noise conditions as mandated by the National Environmental Policy Act (NEPA). In addition, for each scenario, the contribution of the St. George airport activity will be presented.

- (e) At this time there are no criteria for evaluating the output of an audibility analysis that have been agreed upon by the FAA, NPS, and other agencies. The soundscape goals for Zion National Park, which include Percent Time Audible, represent the park's expression of a desired condition for soundscape management and do not represent a specific standard to which the FAA must hold. The Percent Time Audible will be presented in the FEIS as supplemental noise information.
- (f) The audibility analysis will be conducted and reviewed in an expeditious manner so as to not unnecessarily impede progress toward completion of the EIS and Record of Decision in accordance with the current schedule date, May 31, 2006. (See Final Schedule for St. George DEIS/FEIS, attached)

- (g) There will be a 45-day hold period between issuance of the Final EIS with the new supplemental audibility data and the signing of a Record of Decision to allow for any additional public comment.

This Memorandum of Agreement agreed to the 19th day of JANUARY, 2006.

FEDERAL AVIATION ADMINISTRATION



Lowell Johnson
Manager, Airports Division

1/23/06

Date

NATIONAL PARK SERVICE



Jock F. Whitworth
Superintendent, Zion National Park

1/19/06

Date

FINAL SCHEDULE FOR ST. GEORGE DEIS/FEIS

Item	Description	Date
1	L and B completes modifications to 1st Admin DEIS, and mails out hard copy documents (15 total) to recipients based on mailing list provided by FAA.	June 20, 2005
2	FAA Region convenes DEIS preparation meeting in RENTON with personnel from Landrum and Brown from agencies (NPS and FAA) and sponsor to reconcile review of the DEIS.	July 19-22, 2005
3	FAA, with L and B support, completes the DEIS.	Aug. 19, 2005
4	Decision on audibility analysis in FEIS.	Aug. 22, 2005
5	L and B completes printing DEIS and distributes documents to agencies and public as well as to EPA for Federal Register Announcement.	Sept. 1, 2005
6	EPA publishes announcement and starts DEIS 60 day comment period.	Sept. 9, 2005
7	Public Hearing in St. George	Week of Oct. 10, 2005
8	60 day DEIS comment period ends	Nov. 8, 2005
9	ANM, APP600, AGC, AEE, and L and B complete addressing DEIS comments	Dec. 9, 2005
10	FAA and NPS completes review of DEIS responses	Jan. 6, 2006
11	FAA and NPS resolve any differences on FEIS	Jan. 20, 2006
12	L and B completes adjustments to FEIS	Feb. 3, 2006
13	FAA ANM completes final review of FEIS	Feb. 17, 2006
14	L and B completes printing FEIS and distributes document to agencies and public as well as to EPA for Federal Register Announcement	Mar. 2, 2006
15	EPA publishes announcement and starts FEIS 30 day hold period	Mar. 10, 2006
16	30 day hold period ends	Apr. 10, 2006
17	ANM, APP600, AGC, AEE, NPS, and L and B complete addressing FEIS comments that may be submitted	Apr. 28, 2006
18	FAA signs Record of Decision	May 31, 2006

July 22, 2005

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