Jackson Hole Airport

IATA/ICAO CODE:	JAC/KJAC
CITY:	Jackson
STATE:	WY
COUNTRY:	USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Raymond Bishop	Jeanne Kirkpatrick
Title:	Airport Manager	Assistant Manager, Administration
Airport:	Jackson Hole Airport	Jackson Hole Airport
Address:	Jackson Hole Airport P.O. Box 159 Jackson, WY 83001	Jackson Hole Airport P.O. Box 159 Jackson, WY 83001
Phone:	+1 307 733-7682	+1 307 733-7683
Fax:	+1 307 733-9270	+1 307 733-9270
Email:		

Airport Web Site: www.jacksonholeairport.com/generalaviation_operatingprocedures.html

ELEVATION: 6444 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
19/1	6300	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Map of Noise Abatement Procedures

Arrivals

Runway 19: Avoid over flight of Grand Teton National Park as much as possible. When approaching from the north, stay east of Hwy 89 until reaching Moose on 4 mile final. Plan to enter on left downwind for 19 when approaching from all other directions.

Runway 1: Runway 1 is the preferred arrival runway. Plan on a right downwind for 1 when approaching from the northwest through northeast and stay east of Hwy 89. Approaches from the south, plan on a straight into 1. Maintain 8,000 feet until 4 miles on final.

Contact with Jackson ATIS (120.625) during hours of ATCT operation (7:00 a m to 9:00 p m) as far out as possible (preferably 30 miles) for advisories. When ATCT is closed, contact AWOS (135.175) for information, and use Tower Frequency (118.075) to activate field lighting. 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 19: is the preferred departure runway. Pilots are requested to use a 45 degree 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 Grand Teton National Part 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 ft. 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.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

A voluntary noise curfew is in effect at the airport. Do not land between 2330 and 0600 or takeoff between 2200 and 0600 local time. Observe this curfew unless an emergency exists.

PREFERENTIAL RUNWAYS
Preferred departure is runway 19. Use a 45 degree left turn as soon as safely possible to reduce noise impact on residential areas southwest of airport.

OPERATING QUOTA
Operating Quota
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. 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.

Allocation and Reallocation of ADD's
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 non discriminatory and which are reasonably related to the purposes set forth in the Board's adopting Resolution of March 14, 1985.

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 according to this process.

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

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.

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

Aircraft types and models which are not listed in AC 36-3G 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.

ENGINE RUN-UP RESTRICTIONS
2130-0700 prohibited.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation		

Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport installated of permanent noise monitoring system in 2003.

The National Park Service has monitoring equipment and plans to monitor single event aircraft noise event along the geographic line specified in the Airport Use Agreement between the Jackson Hole Airport Board and the U.S. Department of the Interior, where airport operations shall not exceed the level of 45 dB (Ldn). Noise levels in other noise sensitive areas in the park are also monitored. The monitoring program is based on FAR Part 150.

Single event noise levels are 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.

2. Maximum A-Weighted Sound Level (dBA), measured using SLOW dynamic response.

3. All measurement equipment and measurement practices shall comply with International Electrotechnical Commissions Publication 651 IIEC-651).

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.

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 + or - 1.5 dB.

Map with Noise Monitor Locations

	Latitude	Longitude
MOULTON	43.59152	-110.74713
GOLF	43.56215	-110.75364
BARKER	43.63803	-110.75865
MOOSE	43.64847	-110.71628
4LAZYF	43.66293	-110.70901
TIMBER	43.718484	-110.71349

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

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 AC36-3H 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 36-3G 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.

STAGE 2 RESTRICTIONS

June 28, 2004 All Stage 2 airplanes regardless of weight are prohibited from operating at the airport.

STAGE 2 PHASEOUT

U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS

See noise level limits