

## JACKSON HOLE (JAC/KJAC)

Elevation 6,451ft

### CATEGORY C

No AV brief available.

### GENERAL

- JAC is located 7nm north of Jackson town in the Jackson Hole valley, within the Grand Teton National Park
- It is the busiest airport in Wyoming by passenger traffic and the only commercial airport in the United States inside a National Park
- The airport is a mating ground for the rare sage grouse, and the town itself gained significant fame in 2016 when a live stream of the town square went viral on YouTube
- The airport is surrounded on all sides by high terrain with MSAs in excess of 14,000ft within 10nm
- Significant EASTERLY variation (13°E)

### Threat Based Briefing Topics

See section on [‘Hot and High’ operations](#) for detailed information on operations to high density altitude airfields.

#### **CFIT**

- The airport lies in a basin between the Teton and Gros Ventre mountain ranges, with steeply rising terrain on all sides.
- In addition to a peak of 13,748ft asl 8nm NW, Blacktail Butte, 7,688ft asl 2.6nm NE is just E of the Rwy 19 final approach course and the Rwy 01 missed approach
- Other notable spot heights 8,344ft asl 16nm SSE, 7,439ft asl 5nm S, 11,241ft asl ~6nm E.
- The terrain is well-depicted on Lido and Jeppesen final approach charts
- No STARs are published: pay close attention to MSAs during transition from enroute to approach phase
- Potential for black hole illusion during night approaches. During winter the area surrounding the airfield is often blanketed with snow, making it difficult to judge height and glidepath.

#### **Runway Excursion**

- Short landing due to excessive mitigation to land well inside the TDZ
- If the aircraft has not touched down within the marked touchdown zone a go-around must be flown
- Stable approach during rushed visual approaches
- Tailwind during approaches to Rwy 01 with light S'ly wind

### ARRIVAL

- Rwy 01 preferred for arrivals. ATC may offer a visual approach if weather permits. Expect a right hand downwind for Rwy 01.

- Prevailing wind in November favours Rwy 19. Be wary of any tailwind component if Rwy 01 is in use.
- Pay close attention to step-down altitudes along the procedure and be vigilant about ATC assigned altitudes if under radar vectors
- A risk of black hole illusion exists for night approaches. Similar difficulties in judging height and glidepath may be experienced during daytime in winter due to the blanket of snow which often covers the surrounding area. Maximum use should be made of approach aids including the ILS G/P, PAPIs and RNAV V/DEV indications, as well as height/distance checks to mitigate against this.
- RNP AR procedures only available for temperatures above -27°C. At temperatures below -26°C (unusual but possible), altitudes for the RNAV (GPS) X approach will need to be temperature corrected and flown in LNAV + V/S.
- Note cold temperature corrections may be required to ATC cleared altitudes

### GROUND

- De-icing available if required at the de-icing pads at the north end of Twy A
- Note limited Twy lighting available in the region of the de-icing pad

### WEATHER

- Jackson experiences a unique microclimate which gets considerably more precipitation – mostly snow – than the rest of Wyoming
- The high elevation results in extreme differences between day and night temperatures. Average daily high/low 28°C/5°C (July) to -2°C/-15°C (January)
- Snowfall averages 1.81m per year, almost all falling between November and March

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Simfest Ground Services
<b>Handling Agent VHF</b>	
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use APU (ACU equipment not available). Keep ground power connected to reduce APU fuel burn.

