



2016-2017 ENVIRONMENTAL RESOURCE UPDATE

Noise Mitigation Measures:

Next Gen Approach

NextGen is an umbrella term for FAA's ongoing transformation from a ground-based to a satellite-based system of air traffic management. NextGen is designed to increase safety while reducing environmental effects. When fully implemented, NextGen will allow aircraft to safely fly closer together on more direct routes, reducing flight time and emissions over the Park.

The GPS approach is being used by approximately 89% of jet aircraft flying IFR (Instrument Flight Rules) approaches to Runway 19 (66% of all Runway 19 jet arrivals).

In the summer of 2016 the airport further analyzed operational alternatives identified in the Part 150 Study to implement a fly quiet program at JAC.

Noise Monitoring System:

In 2004, the Board upgraded its noise measurement program by installing a permanent noise monitoring system. The system consists of six permanent monitors which collect noise data continuously year-round. Some sites are in the Park to monitor noise levels in more sensitive areas. The permanent noise monitoring system enhancement provides year around noise data associated with individual events, and data at additional sites of interest in the Park and the surrounding community.

Noise Abatement Plan:

The Board's Noise Abatement Plan was adopted March 14, 1985 and has been in effect since that date.

The cumulative and single-event noise requirements are enforceable limits and represent an upper bound on the Park's exposure to noise associated with airport operation.

Preferred Runways:

The 1983 Agreement requires the Board to take all reasonable measures to notify aircraft operators to avoid noise-sensitive areas of the Park, and to encourage aircraft to utilize approaches from and takeoffs toward the south on the Airport's single runway.

Such approaches and takeoffs would avoid overflying any part of the Park which is outside Airport Use Agreement boundaries. During 2016 and 2017, the airport monitored the use of these runways.

Voluntary Curfew:

The Board has adopted a voluntary curfew for general aviation aircraft between 11:30 p.m. and 6:00 a.m. for landing, and between 10:00 p.m. and 6:00 a.m. for takeoff.

Glycol Recapture System:

The Airport has an aircraft de-icing pad at the north end and just to the east of Taxiway Alpha. The de-ice pad, installed in 2012, is large enough to handle two Boeing 757s simultaneously. There are two spent glycol collection drains on the east and south sides of the pad which funnel the used glycol into a 30,000-gallon underground collection tank, which is just south of the concrete pad. The Board's goal is to collect as much glycol as possible and has been monitoring water quality since its installation.

Ride 2 Fly and Taxi Pool

"Ride 2 Fly" was a cooperative effort with the Town. It provided much needed parking capacity in its Town's downtown parking garage, and the shuttle provided a reduced rate for transportation from the garage to and from the Airport using existing shuttle vehicle routes and schedules. In 2018, the airport introduced taxi2fly and taxi pool, providing carpooling and ride sharing options to airport users.

Alternative Fuel Vehicle Fleet:

The Board has made a commitment to reducing its carbon footprint through the purchase and use of alternative fuel vehicles for Airport Operations with 4 natural gas and 2 electric vehicles. In 2016, the Airport installed two dual electronic EV Charging stations in the public parking lot.

Visibility and Screening

The Airport has planted trees and other native vegetation to reduce the visual impacts of Airport buildings.

The Airport works with the Dark Skies Initiative to reduce light pollution and protect the scenic night sky in the National Park and Jackson Hole.

