



Proposed Procedure Changes for Jackson Hole Airport



Project Background and Purpose

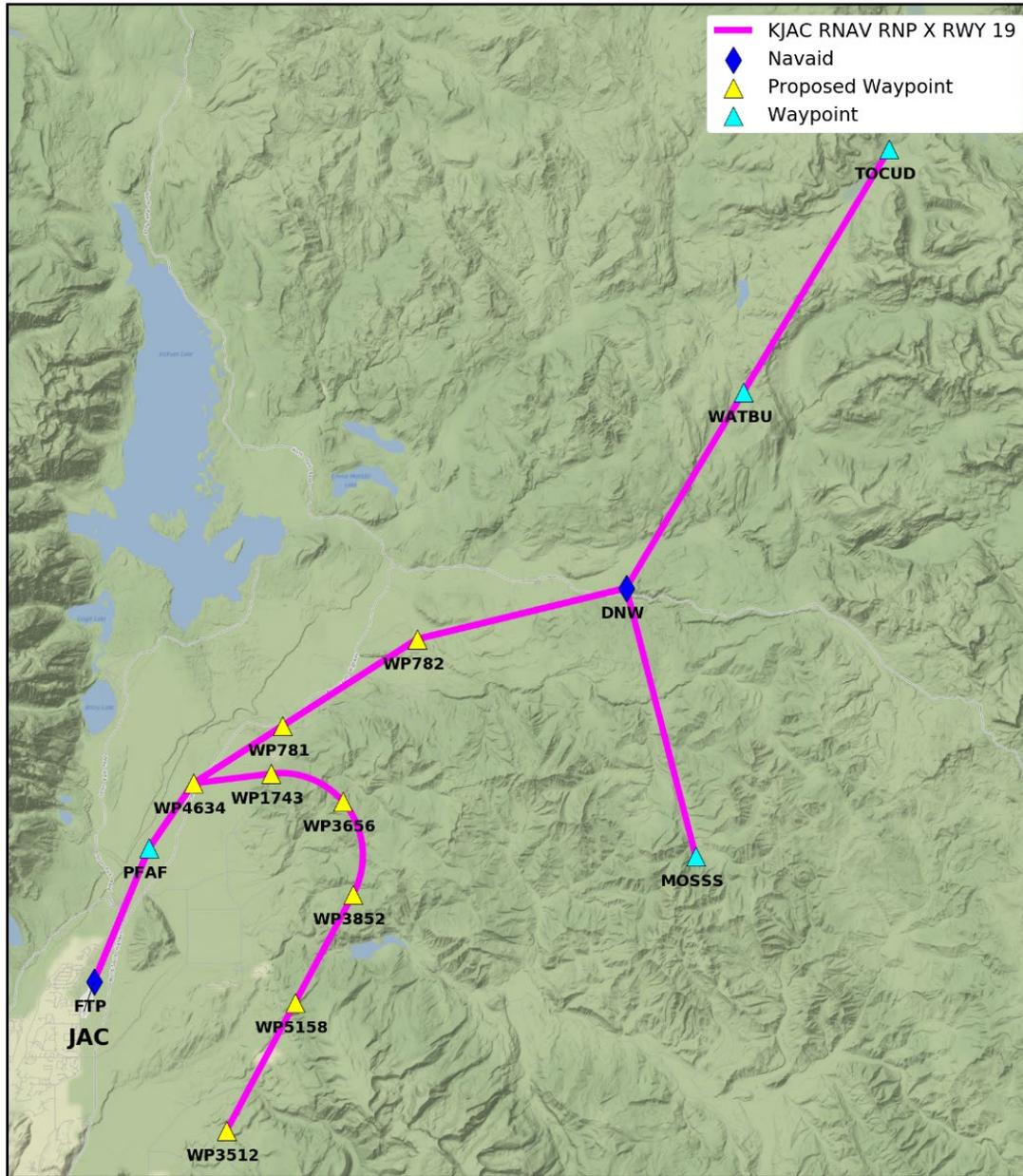
The Federal Aviation Administration (FAA) is proposing the implementation of three new and nine amended flight procedures at Jackson Hole Airport (KJAC).

The purpose of the proposed flight procedures is to optimize the efficiency of aircraft routes for those aircraft operating under Instrument Flight Rules (IFR), and to support the transition to the enroute structure. The proposed changes also incorporate those noise abatement goals from the Part 150 study that could be accomplished under the current Design and Safety requirements into the design.

Currently, there are no existing Area Navigation (RNAV) departure procedures at KJAC. The two new proposed departure procedures would meet the April 20, 2011, NTSB's Safety Recommendation for improved KJAC IFR procedures.



RNAV (RNP) X Runway 19 (New)

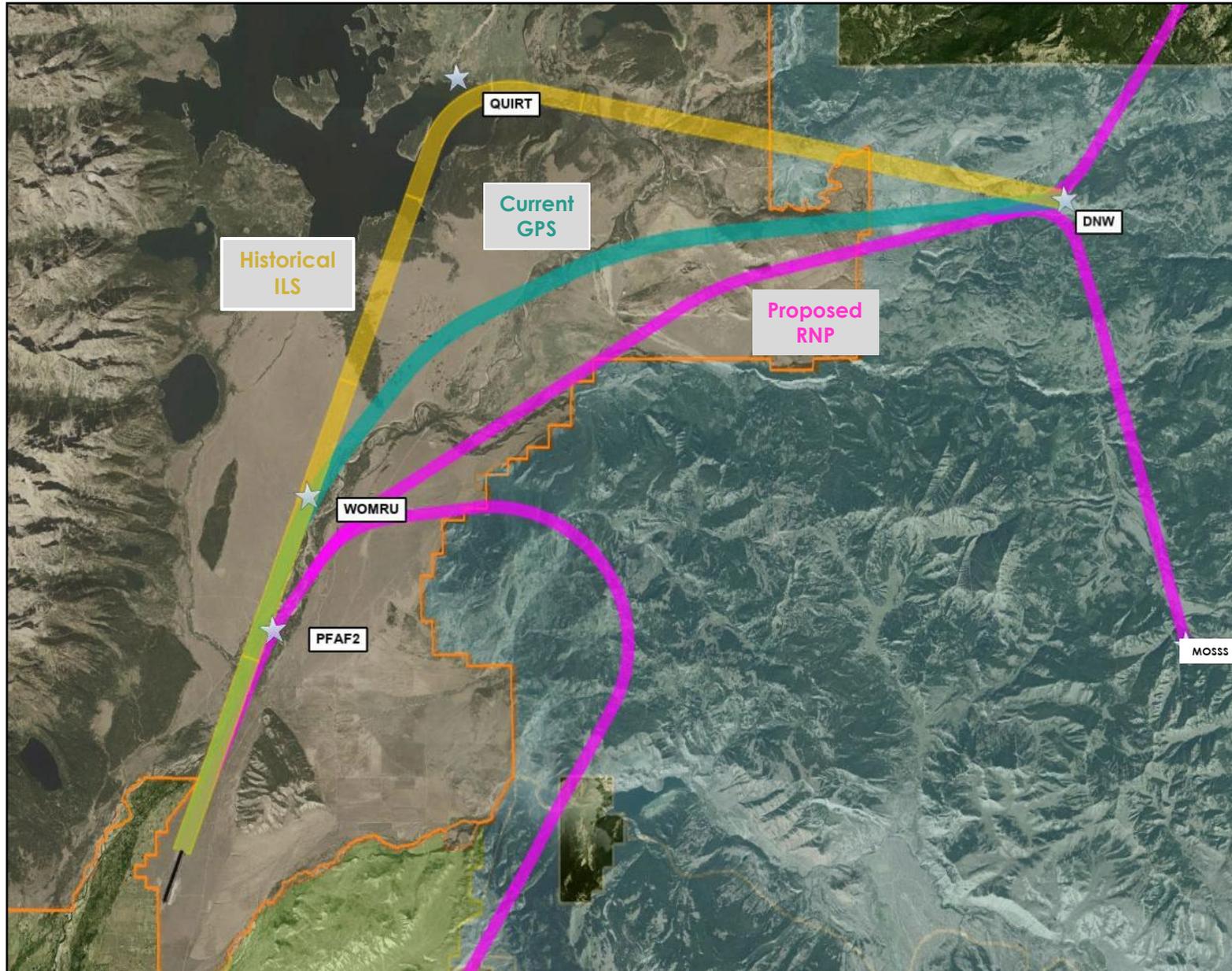


- Segment from TOCUD: minimum crossing altitude of 14,000, to WATBU with minimum crossing altitude of 12,900 ft MSL at 230 KIAS or less.
- Segment from WATBU: minimum crossing altitude of 12,900 ft MSL at 230 KIAS or less, then direct DNW VOR/DME with minimum crossing altitude of 12,800 ft MSL then to WP782 with minimum crossing altitude of 11,000 ft MSL at 210 KIAS or less.
- Segment from MOSSS: minimum crossing altitude of 12,800 ft MSL, then direct DNW VOR/DME with minimum crossing altitude of 12,800 ft MSL then to WP782 with minimum crossing altitude of 11,000 ft MSL at 210 KIAS or less.
- Segment from WP3512: minimum crossing altitude of 14,000 ft MSL (approximately 7,000 feet above ground level) at 210 KIAS or less. Segment proceeds to WP5158 to join the intermediate segment at WP3852.
- Segment beginning at WP3852: turning left to WP4634 to continue to PFAF to join the final segment.
- Segment beginning at WP782: proceeds to intercept final segment at PFAF.
- Segment begins at PFAF: minimum altitude at PFAF of 8,000 ft MSL and proceed inbound to runway landing threshold.
- The magenta line depicts the simulated centerline of the amended approach procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.

NOTE: Numbered waypoints (e.g., WP3512) are not yet named.



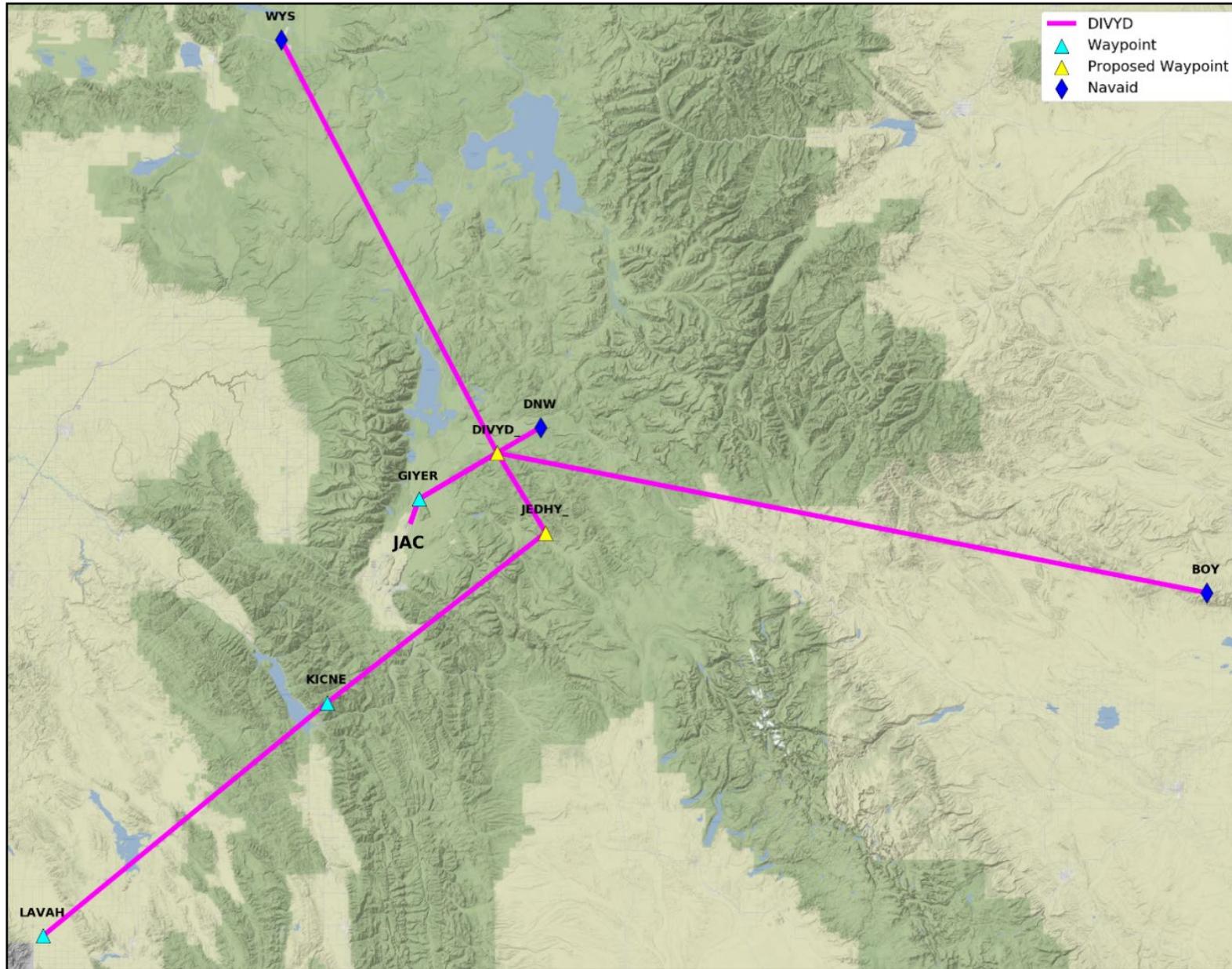
Arrival Procedures Runway 19 (Landing South)



- Yellow line: historical ILS procedure.
- Green line: current RNAV GPS Runway 19 procedure.
- Magenta line: proposed RNAV (RNP) Runway 19 procedure.
- The yellow, green, and magenta lines depict the simulated centerlines of the current and amended arrival procedures and are not intended to depict a flight corridor. The width of the yellow, green, and magenta centerlines is solely to show contrast.



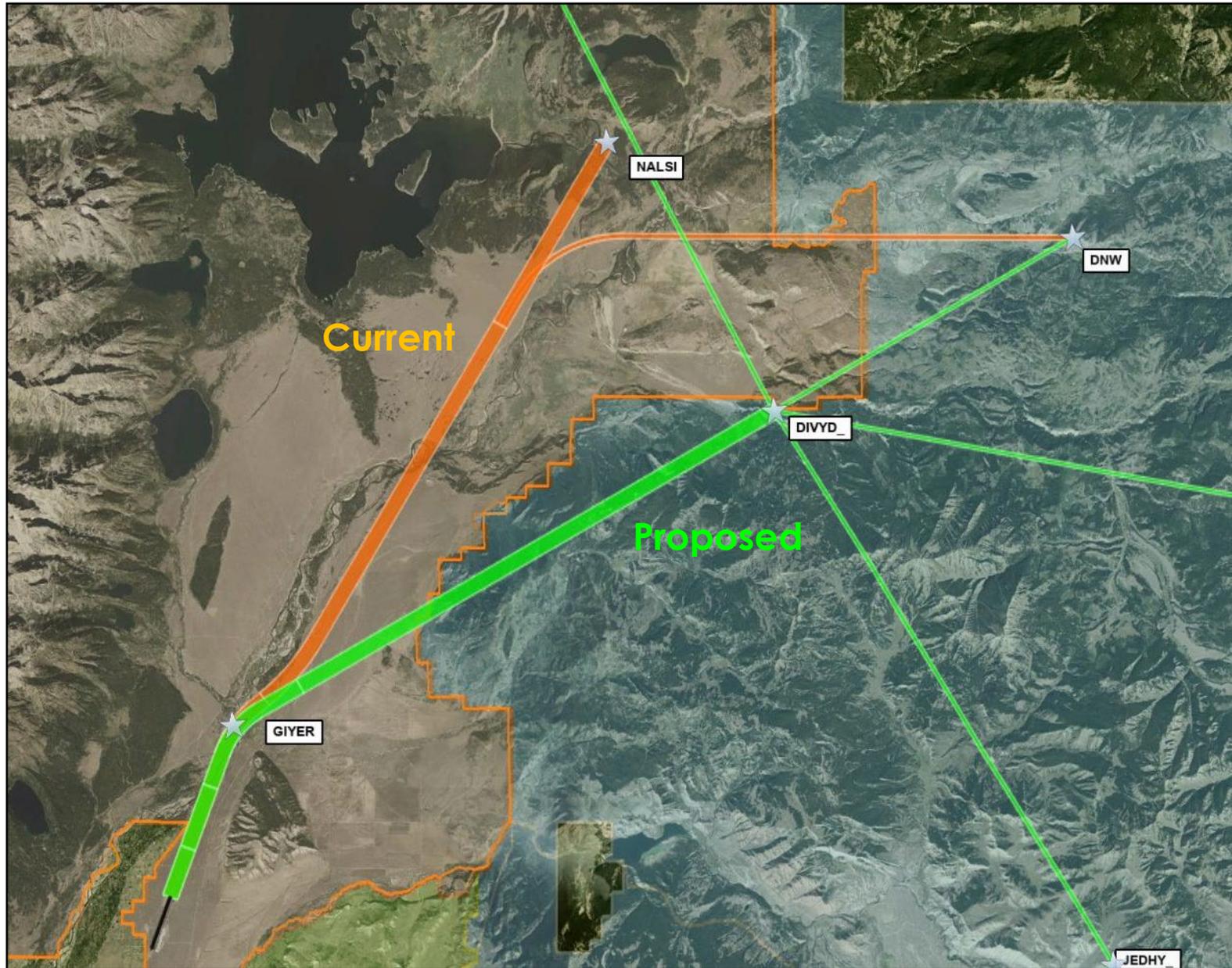
DIVYD ONE Departure (New)



- Utilized for RWY 1 departures.
- After departure, fly heading 007 until 6,951 ft MSL, then direct GIYER then direct DIVYD to cross DIVYD at or above 12,100 ft MSL.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



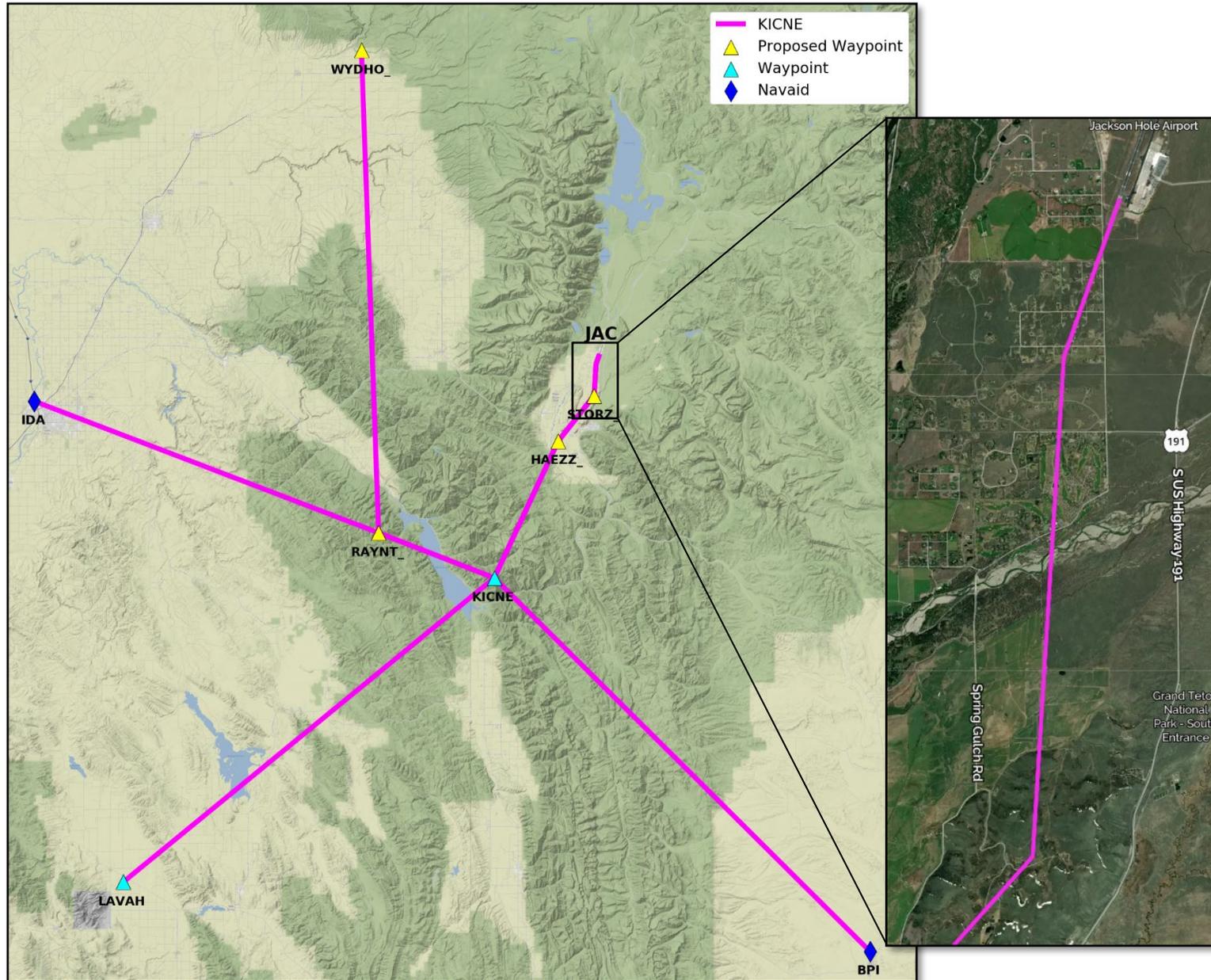
Departure Procedures – Runway 1 (Departing North)



- The orange line depicts the current procedure, with the thinner line representing the transition from DNW.
- The green lines depict the proposed procedure, with the thinner lines representing the different transitions based on direction of flight.
- The proposed procedure will shift aircraft departing JAC to the east of where they are currently flying today.
- The green and orange lines depict the simulated centerlines of the current and amended departure procedures and is not intended to depict a flight corridor. The width of the green and orange centerlines is solely to show contrast.



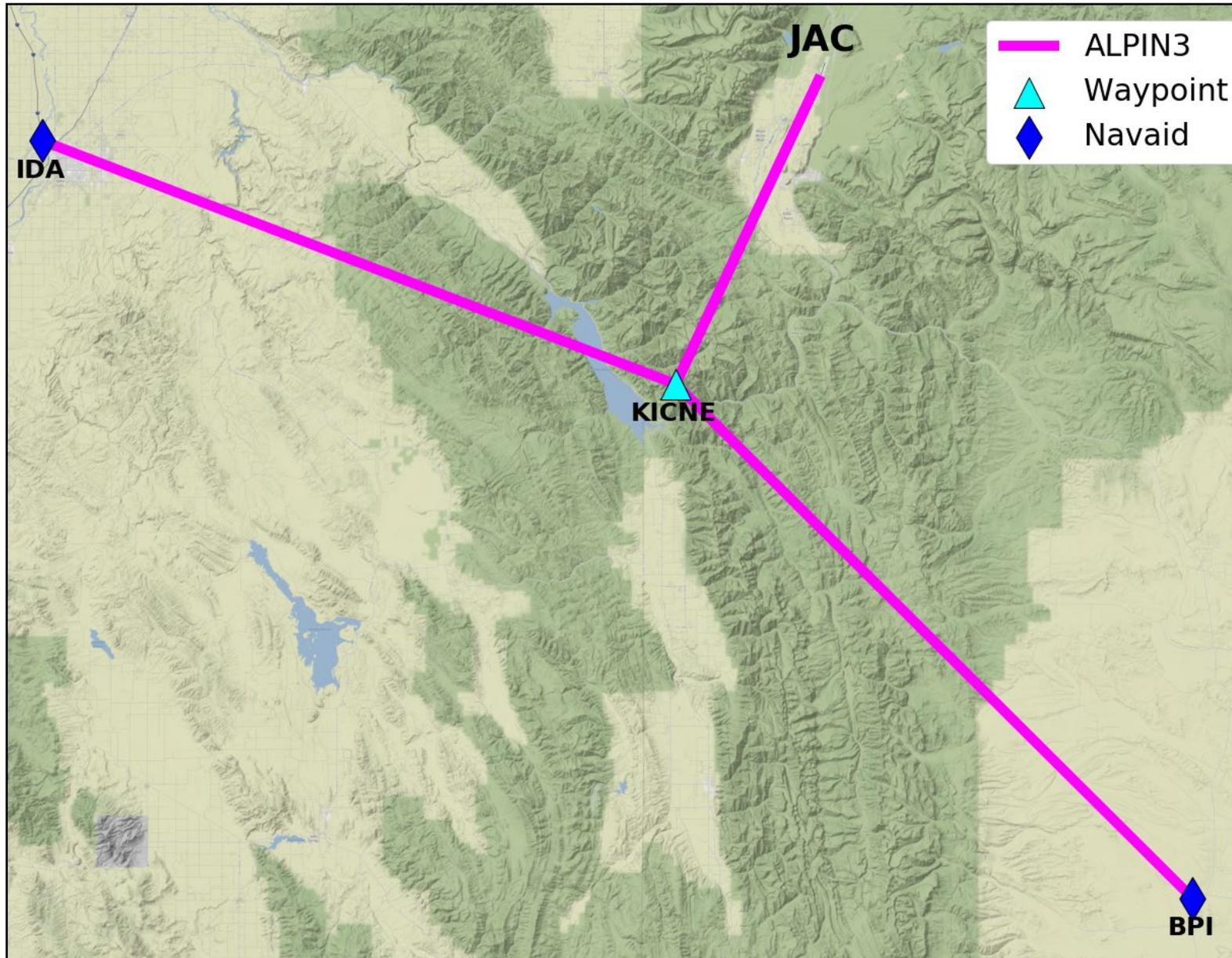
KICNE ONE Departure (New)



- Utilized for RWY 19 departures.
- After departure, fly heading 187 until 6,951 ft MSL, then direct STORZ then direct HAEZZ then direct KICNE to cross KICNE at or above 14,000 ft MSL.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



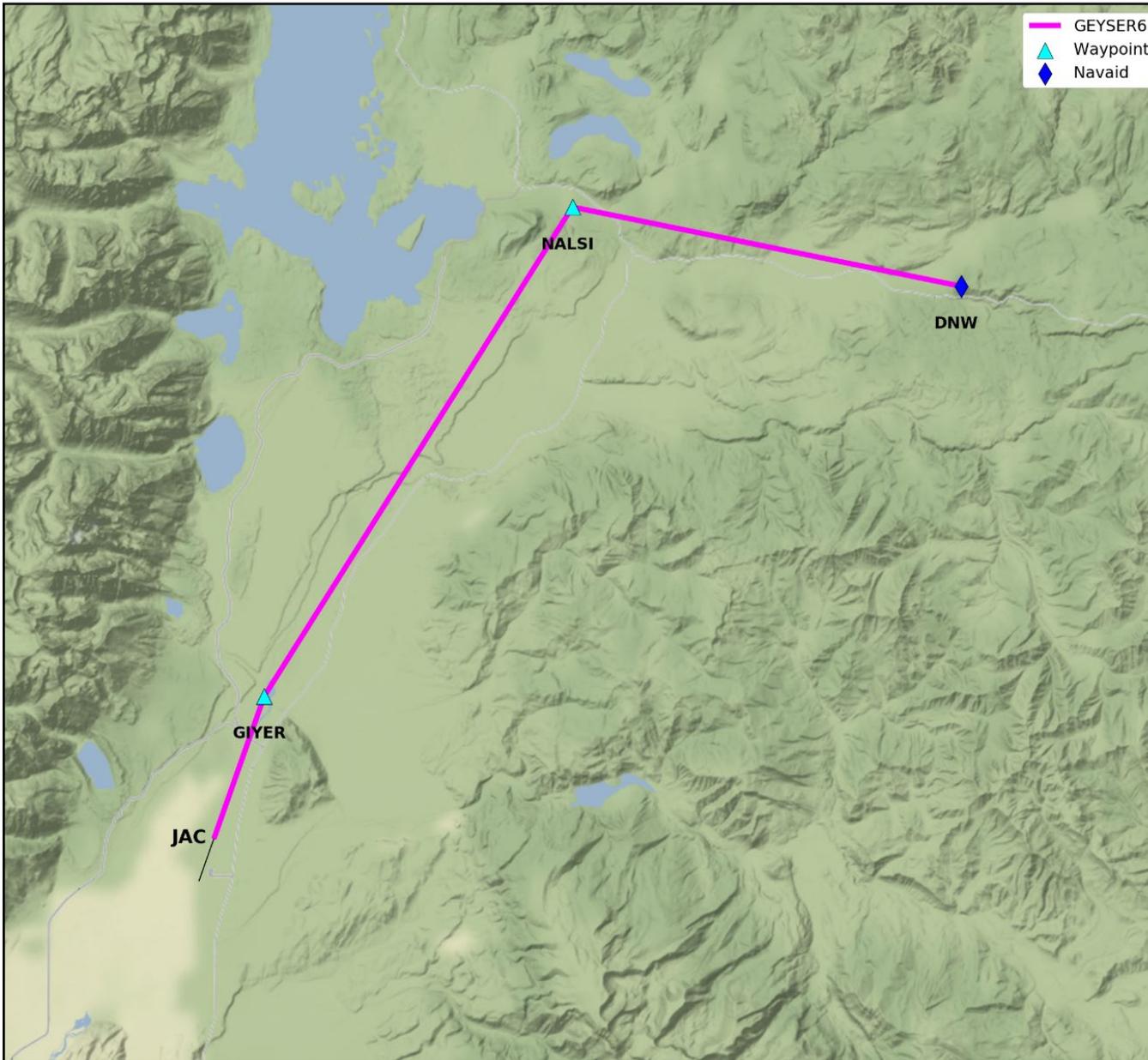
ALPIN THREE Departure (Amended)



- The current transition from Big Piney (BPI) to SWEAT is being removed, the ALPIN THREE departure procedure will now end at BPI.
- The SWEAT Transition added flying miles to southbound flights and was not being utilized.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



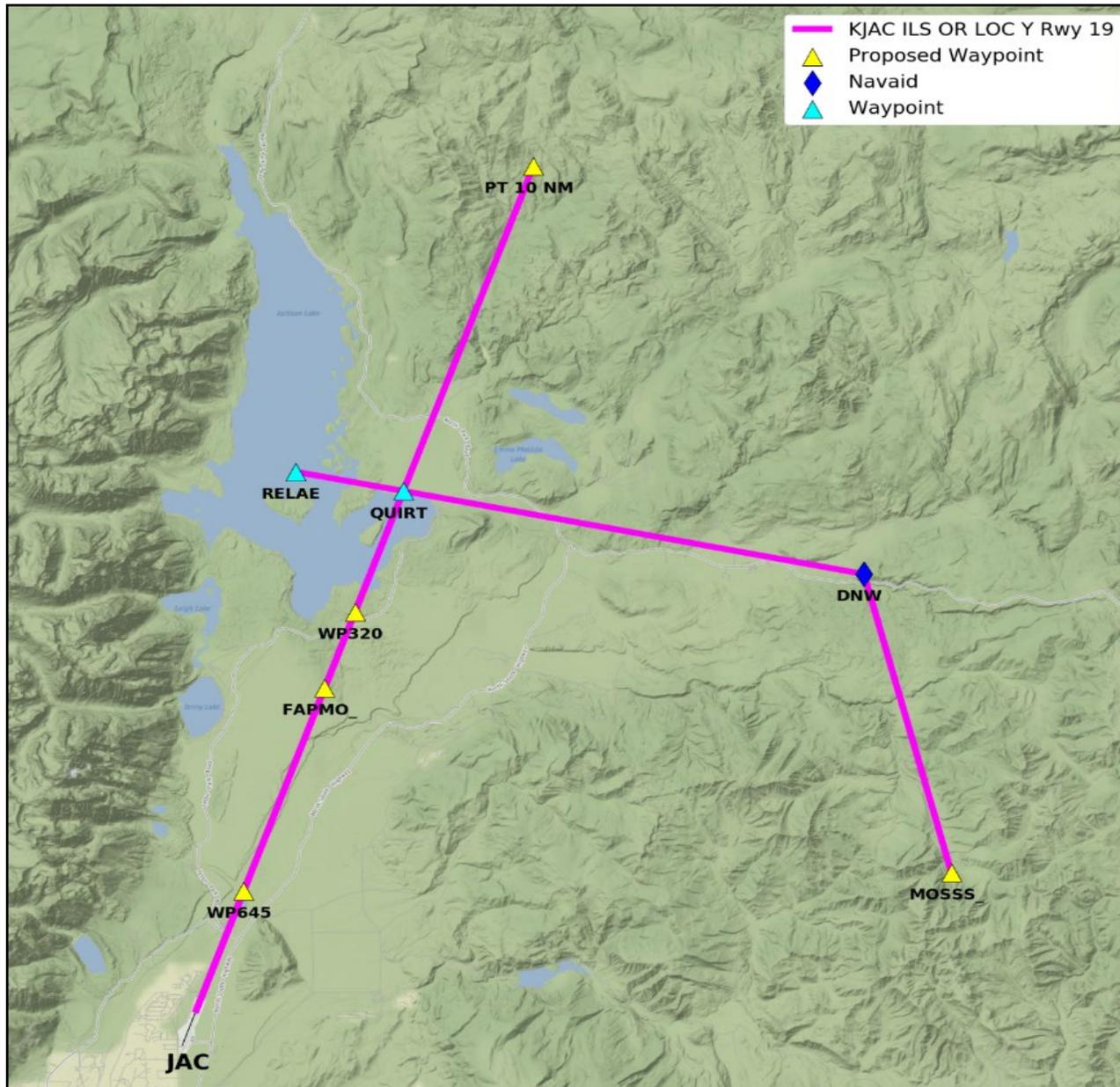
GEYSER SIX Departure (Amended)



- Utilized for RWY 1 departures.
- A new segment would be added from NALSI to DUNOIR (DNW) VOR/DME to prevent aircraft from turning towards mountainous terrain after NALSI.
- The proposed segment is already part of the existing enroute structure using airway V298.
- No change in climb gradient or altitude.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



ILS or LOC Y Runway 19 (Amended)

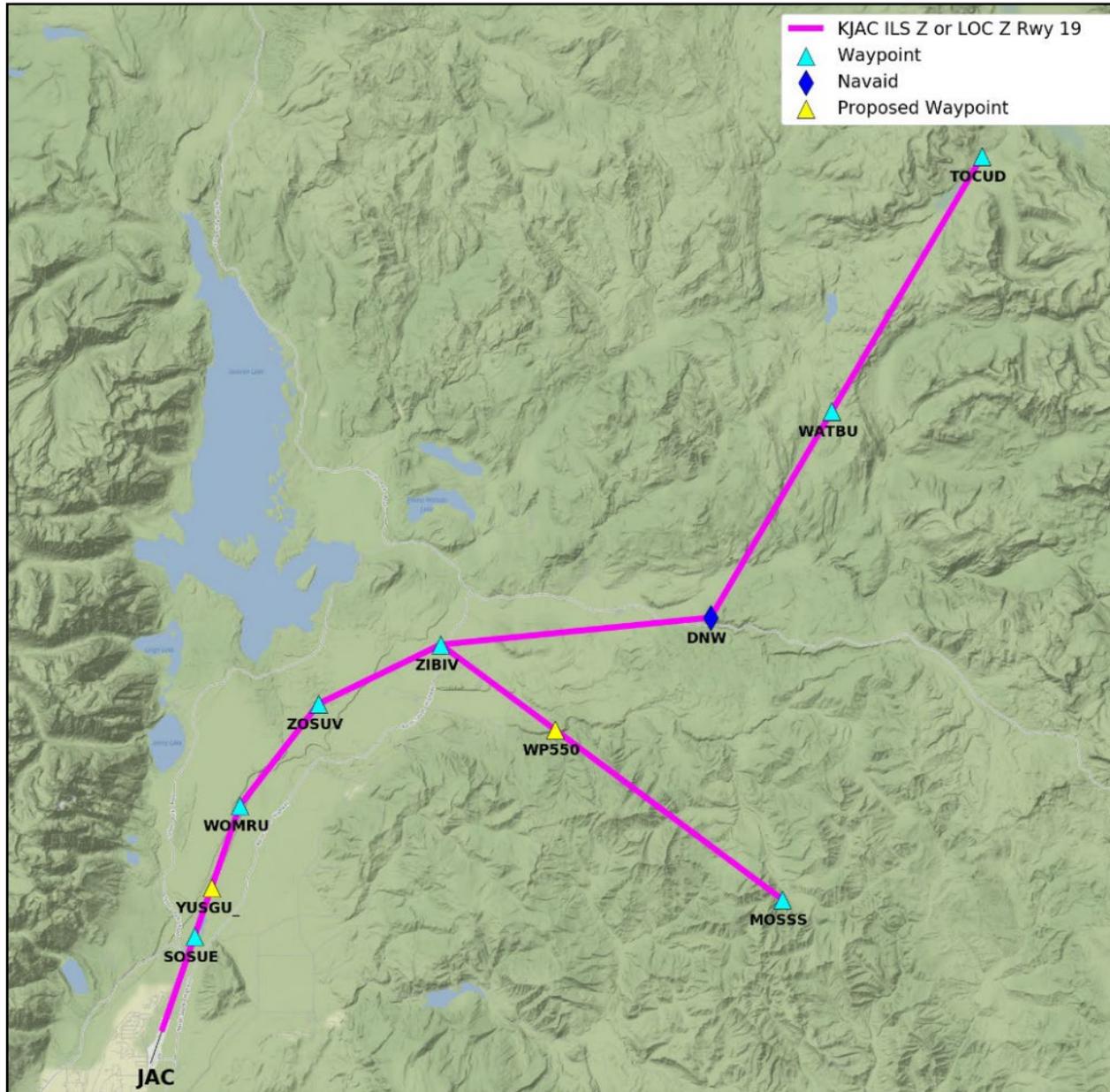


- Procedure name changed to ILS Y or LOC Y RWY 19.
- Circling minimums removed.
- New feeder route added from MOSSS to support aircraft arriving from the south but landing RWY 19.
- Some fixes moved slightly, with no change in glidepath or track.
- The magenta line depicts the simulated centerline of the amended approach procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.

NOTE: Numbered waypoints (e.g., WP320) are not yet named.



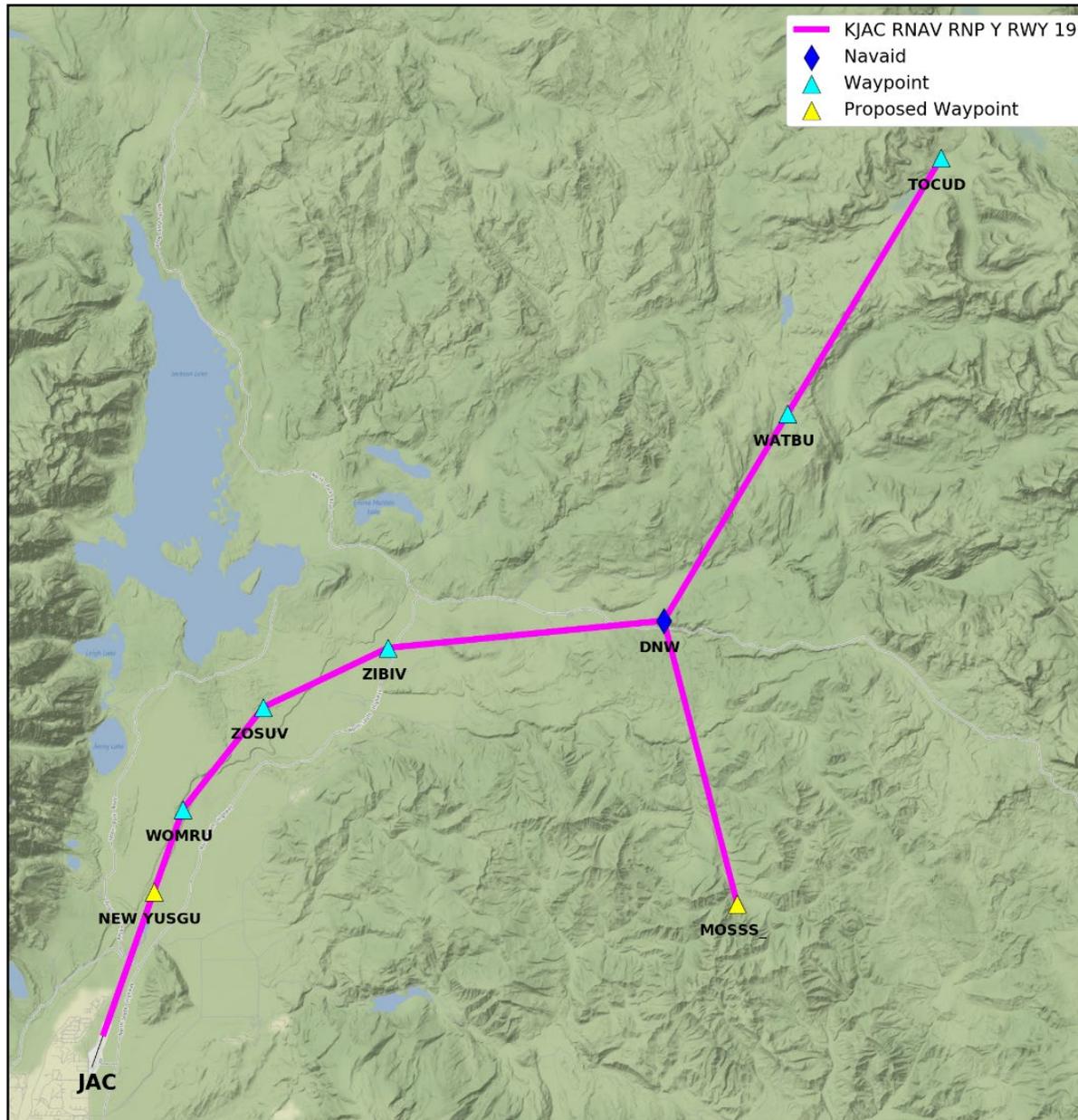
ILS Z or LOC Z Runway 19 (Amended)



- Circling minimums removed.
- New feeder route added from MOSSS.
- Two lines of approach minimums:
 - missed approach climb gradient of 227 ft per NM to 10,900 ft MSL
 - missed approach climb gradient of 234 ft per NM to 11,100 ft MSL.
- Some fixes moved slightly, with no change in glidepath or track.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



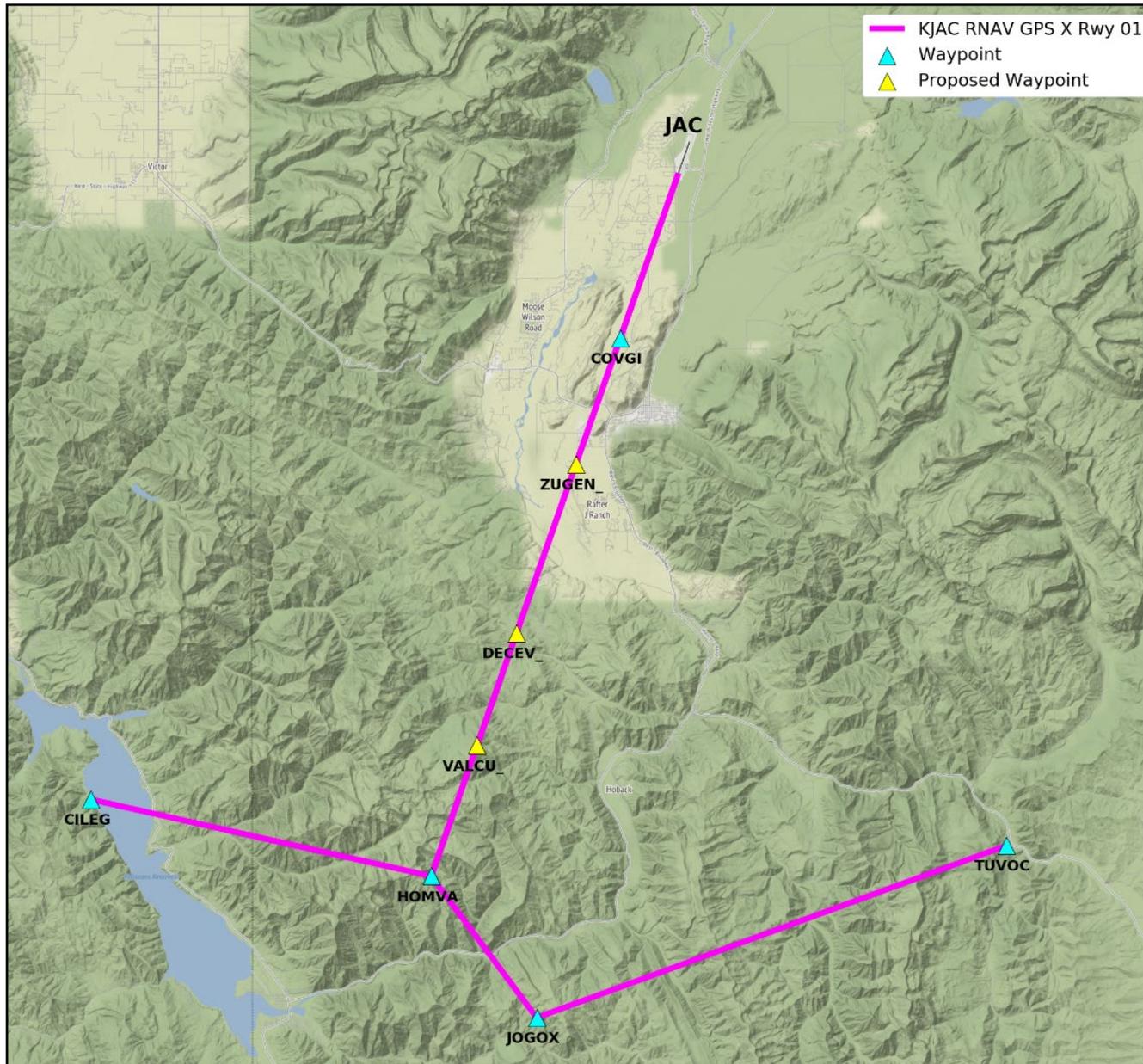
RNAV (RNP) Y Runway 19 (Amended)



- Altitude increase at TOCUD from 12,900 to 14,000 ft MSL.
- New feeder route added from WATBU with a minimum altitude of 12,800 ft MSL.
- New feeder route added from MOSSS with a minimum altitude of 12,800 ft MSL.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



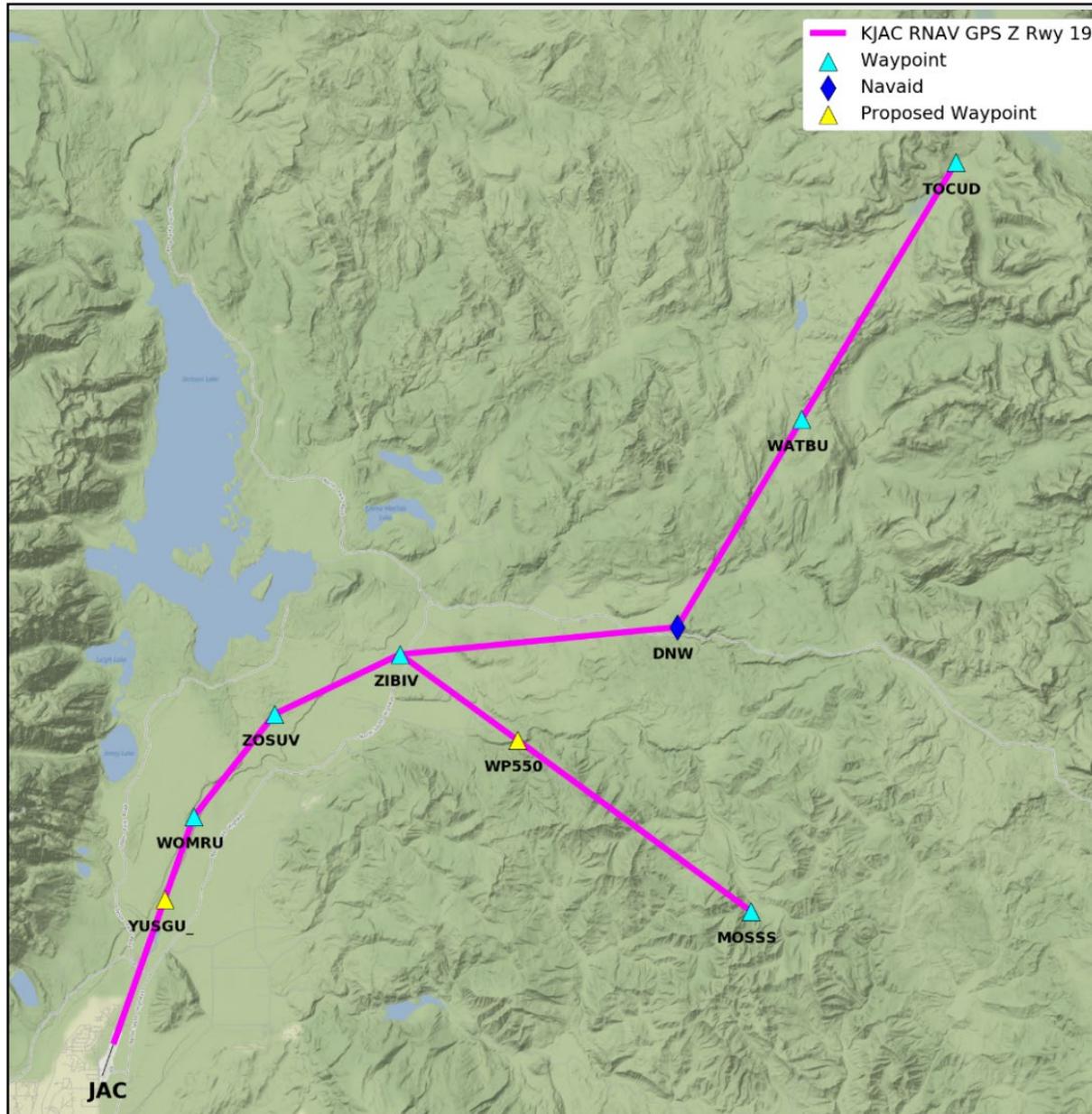
RNAV (RNP) X Runway 1 (Amended)



- Circling minimums removed.
- ZUGEN and VALCU both moved slightly with no change in glideslope or altitude.
- DECEV moved 1.1 NM northeast and minimum altitude decreased from 10,600 to 10,400 ft MSL.
- The magenta line depicts the simulated centerline of the amended approach procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



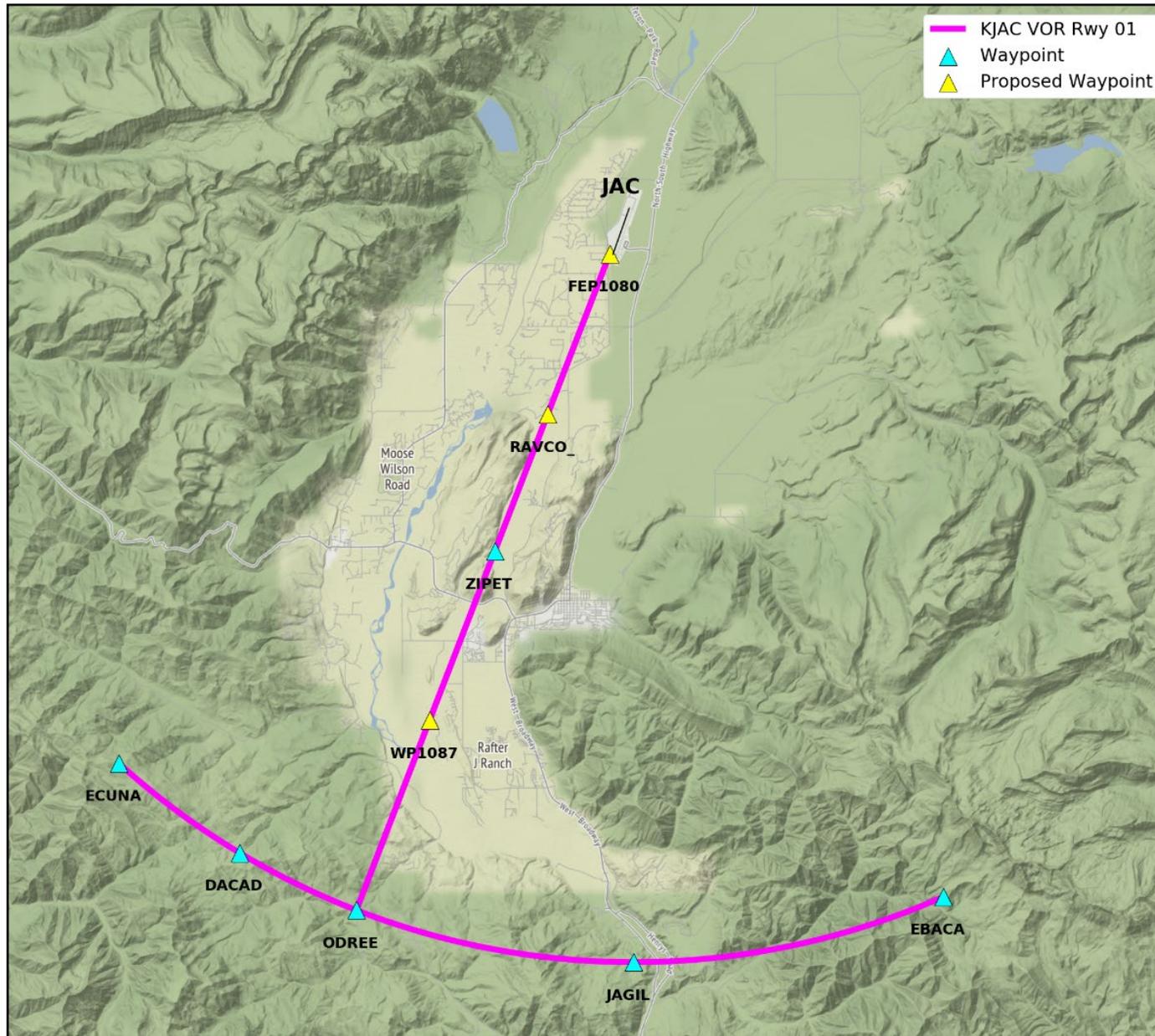
RNAV (GPS) Z Runway 19 (Amended)



- Circling minimums removed.
- Two lines of localizer performance with vertical guidance minimums:
 - standard climb gradient of 200 ft per NM.
 - climb gradient of 210 ft per NM until 10,900 ft MSL.
- New feeder route added from MOSSS which includes a step-down fix (SDF) at WP550.
- YUSGU moved slightly northeast with no change in altitude or glidepath.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



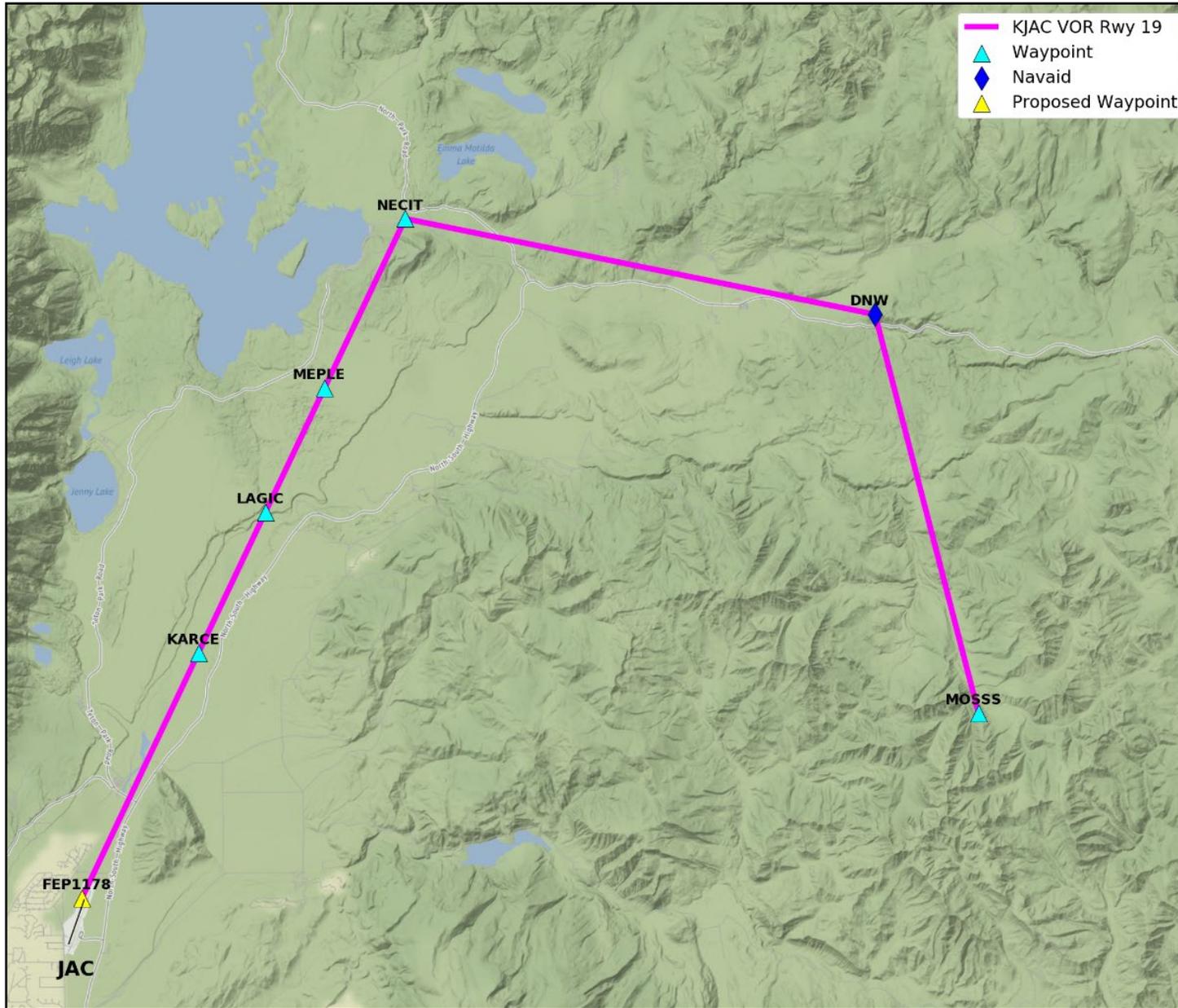
VOR/DME Runway 01 (Amended)



- Procedure renamed VOR RWY 1.
- Circling minimums removed.
- RAVCO SDF moved slightly northeast and minimum altitude increased from 7,720 to 7,780 ft MSL.
- PACOT replaced by WP1087, located 1.24 NM northeast of PACOT along existing track with minimum altitude decreasing from 9,800 to 9,600 ft MSL.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.



VOR/DME Runway 19 (Amended)



- Procedure is being renamed VOR RWY 19.
- Circling minimums removed.
- Altitude at KARCE increased from 8,500 to 9,000 ft MSL.
- Altitude at LAGIC increased from 9,400 to 9,500 ft MSL.
- Altitude at MEPLE increased from 9,400 to 10,000 ft MSL.
- Altitude at NECIT increased from 9,400 to 11,500 ft MSL.
- New feeder route added from MOSS to DNW VOR/DME.
- The magenta line depicts the simulated centerline of the amended departure procedure and is not intended to depict a flight corridor. The width of the magenta centerline is solely to show contrast.