



CONCEPTUAL PLANNING STUDY

AVIATION SAFETY FACILITY

WELCOME!

COMMUNITY OPEN HOUSE
FEBRUARY 5, 2026

VISION STATEMENT

JACKSON HOLE AIRPORT BOARD

*To be recognized as a leader in delivering a positive and unique guest experience, **an unwavering commitment to safety**, environmental stewardship, and a culture based on people helping people.*

ISSUE STATEMENT

The location of the existing Airport Rescue and Fire Fighting (ARFF) facility and other life safety functions are directly adjacent to the commercial aircraft ramp and do not provide direct unimpeded access to the runway.

The location of the existing safety facilities present a safety concern for responses to potential emergency incidents as the ramp area has aircraft, ground support equipment (GSE), and enplaning and deplaning passengers.

This study will assess prospective facility locations that meet Federal Aviation Administration (FAA) safety standards.

LOCATION OF CURRENT SAFETY FACILITIES



PROJECT PURPOSE

Safety is the Airport's paramount mission. The conceptual planning study will examine issues related to:

- **How the existing ARFF and Life Safety facilities do not meet FAA safety and operational requirements**
- **Identify future needs for ARFF and other safety functions**
- **Evaluate potential locations for a new Aviation Safety Facility that will address needs and meet FAA safety and operational requirements**

PROJECT PROCESS

GOVERNMENT STAKEHOLDERS

- Federal Aviation Administration
- State of Wyoming Department of Aeronautics
- Grand Teton National Park

CONCEPTUAL PLANNING

- Current and Future Facility Needs
- Initial Site Evaluations
- Life/Safety Analysis
- Elimination of Non-Compliant Sites

PRELIMINARY EVALUATION

- Height Analysis
- Airspace Analysis
- Site Considerations
- Narrowing of Sites

RECOMMENDATIONS

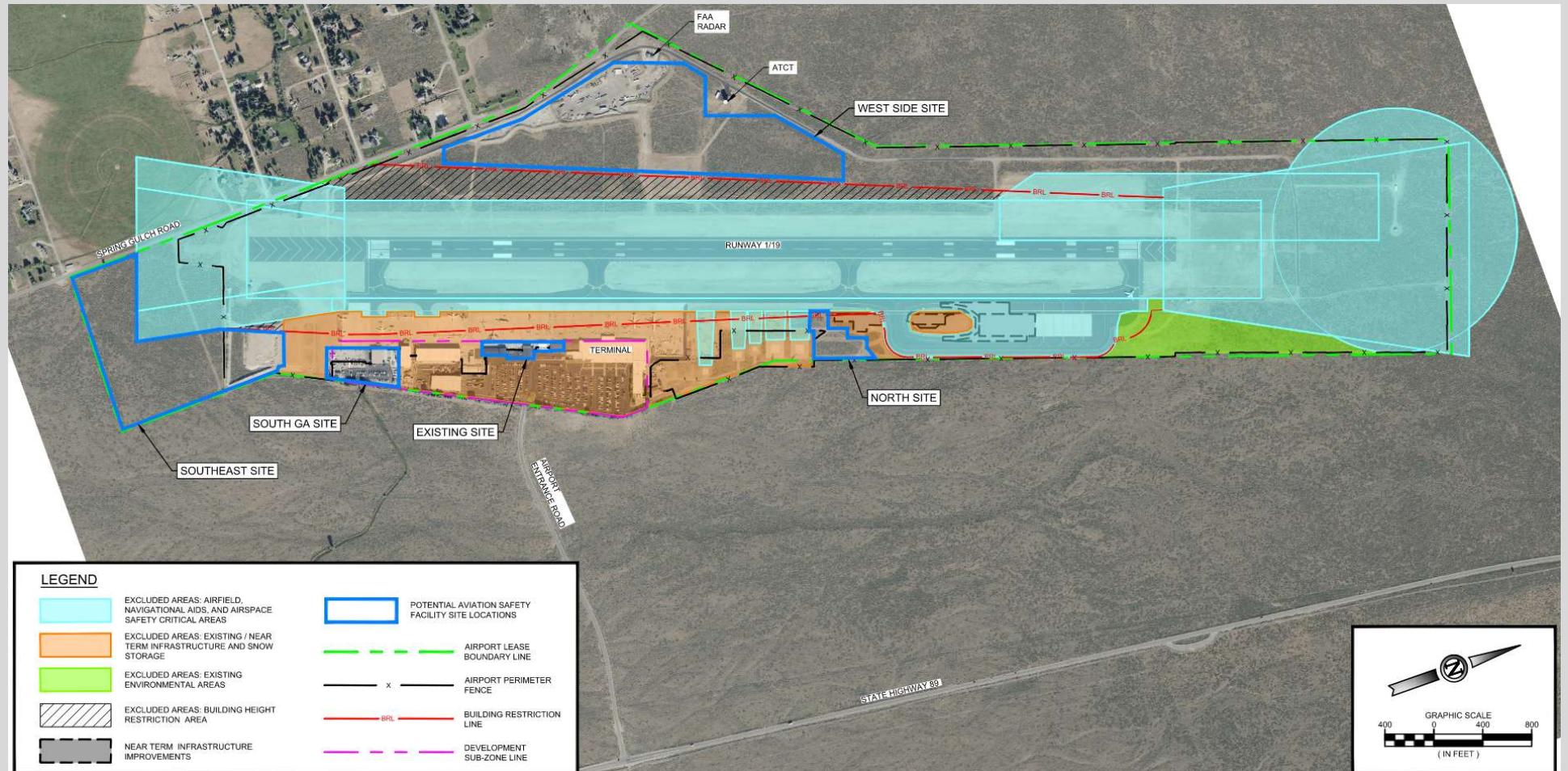
- Preliminary Cost Estimates for Remaining Sites
- Evaluation of Federal Funding Eligibility
- Evaluation Findings

CONCEPTUAL PLANNING

**Initial Site Evaluations and
Elimination of Non-Compliant
Sites**

AIRPORT EXCLUSION AREAS

AREAS NOT AVAILABLE DUE TO REGULATORY OR OPERATIONAL LIMITATIONS



FACILITY PRIORITIES

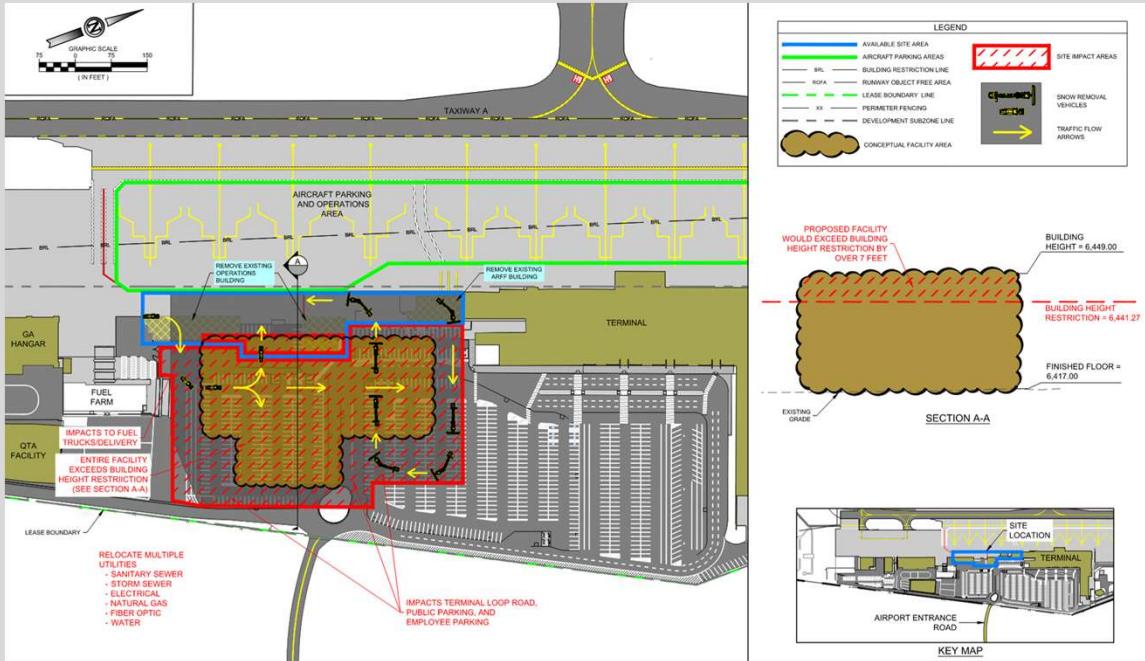
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF), OPERATIONS, AND MAINTENANCE

- Meet three-minute ARFF response time to midpoint of runway
- Provide direct unimpeded access to runway
- Meet National Park Service (NPS) height restriction
- Provide appropriately sized area for large equipment movement
- Accommodate large equipment repairs and maintenance on site
- Consolidate Maintenance into central facility with ARFF and Operations
- Co-locate cross functional personnel for ARFF, Operations and Maintenance duties
- Accommodate 50-year planning horizon for facility

SITES NOT MEETING PLANNING CONSIDERATIONS

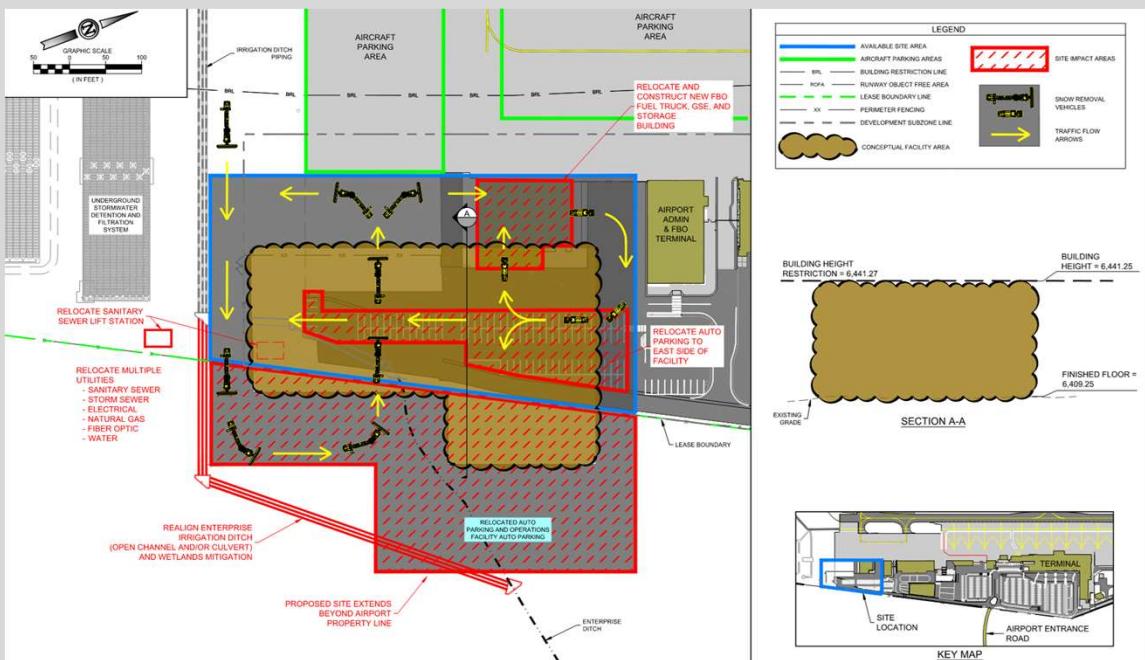
EXISTING SITE OPERATIONS & MAINTENANCE

- Exceeds NPS Building Height Restriction by 7 feet
- Impacts existing airport terminal loop road, employee and public parking



SOUTH SITE OPERATIONS & MAINTENANCE

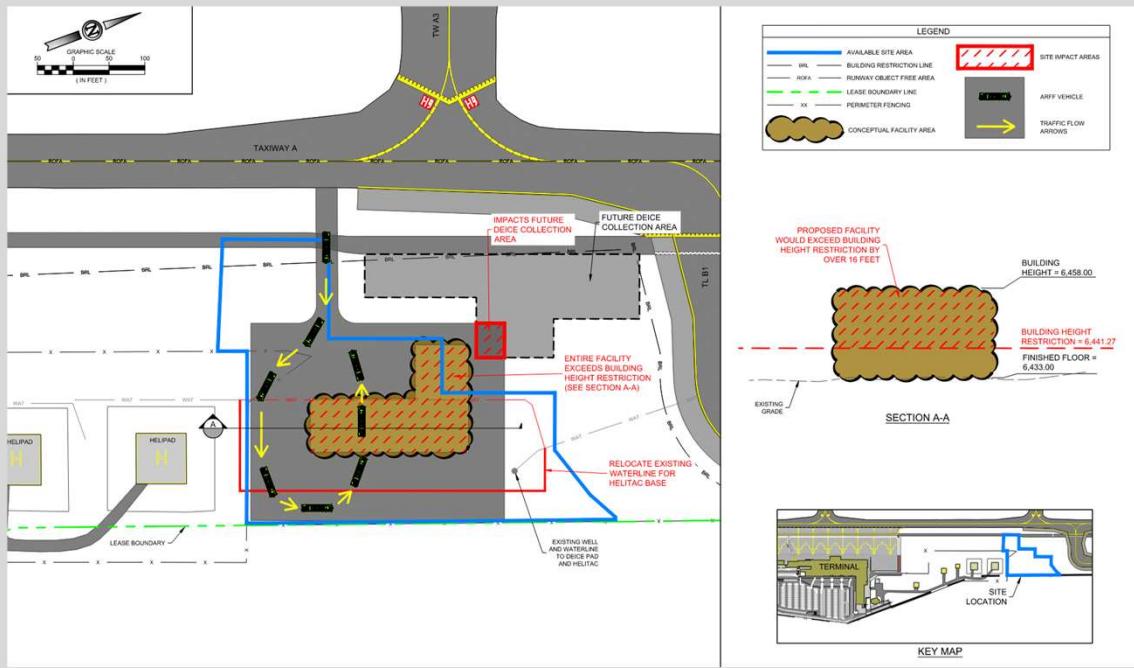
- Site extends beyond existing lease boundary
- Impacts existing fixed based operator facility and public parking



SITES NOT MEETING PLANNING CONSIDERATIONS

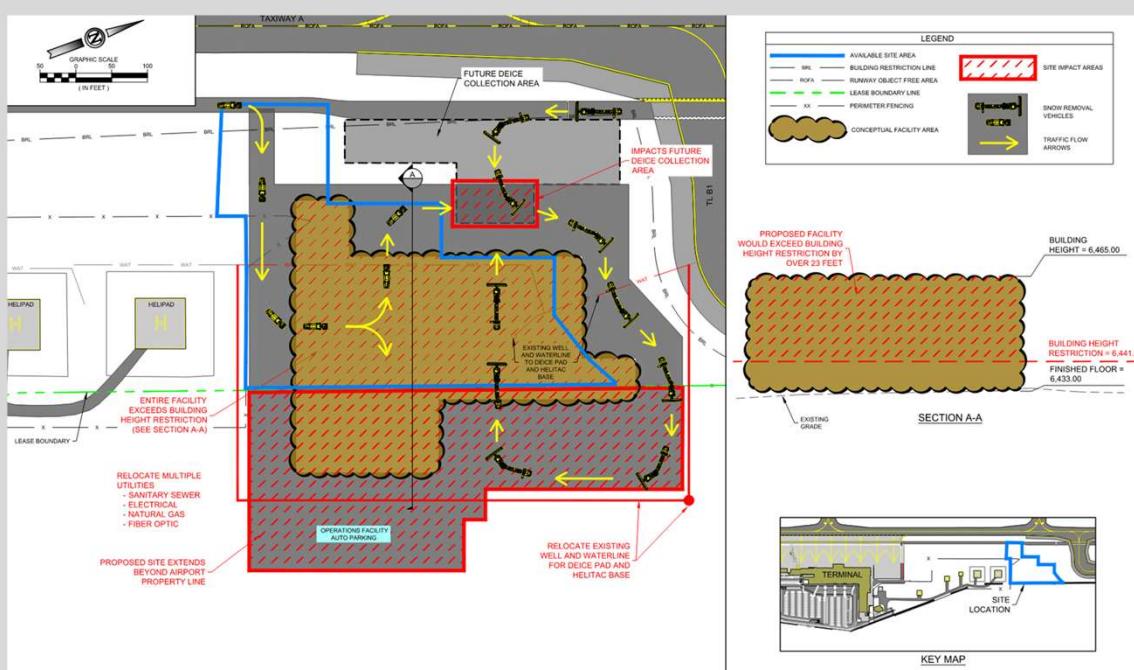
NORTH SITE ARFF

- Exceeds NPS Building Height Restriction by 16 feet
- Impacts de-ice pad infrastructure



NORTH SITE OPERATIONS & MAINTENANCE

- Exceeds NPS Building Height Restriction by over 23 feet
- Site extends beyond existing lease boundary
- Impacts de-ice pad infrastructure



PRELIMINARY EVALUATION

Preliminary Assessment of
Remaining Sites

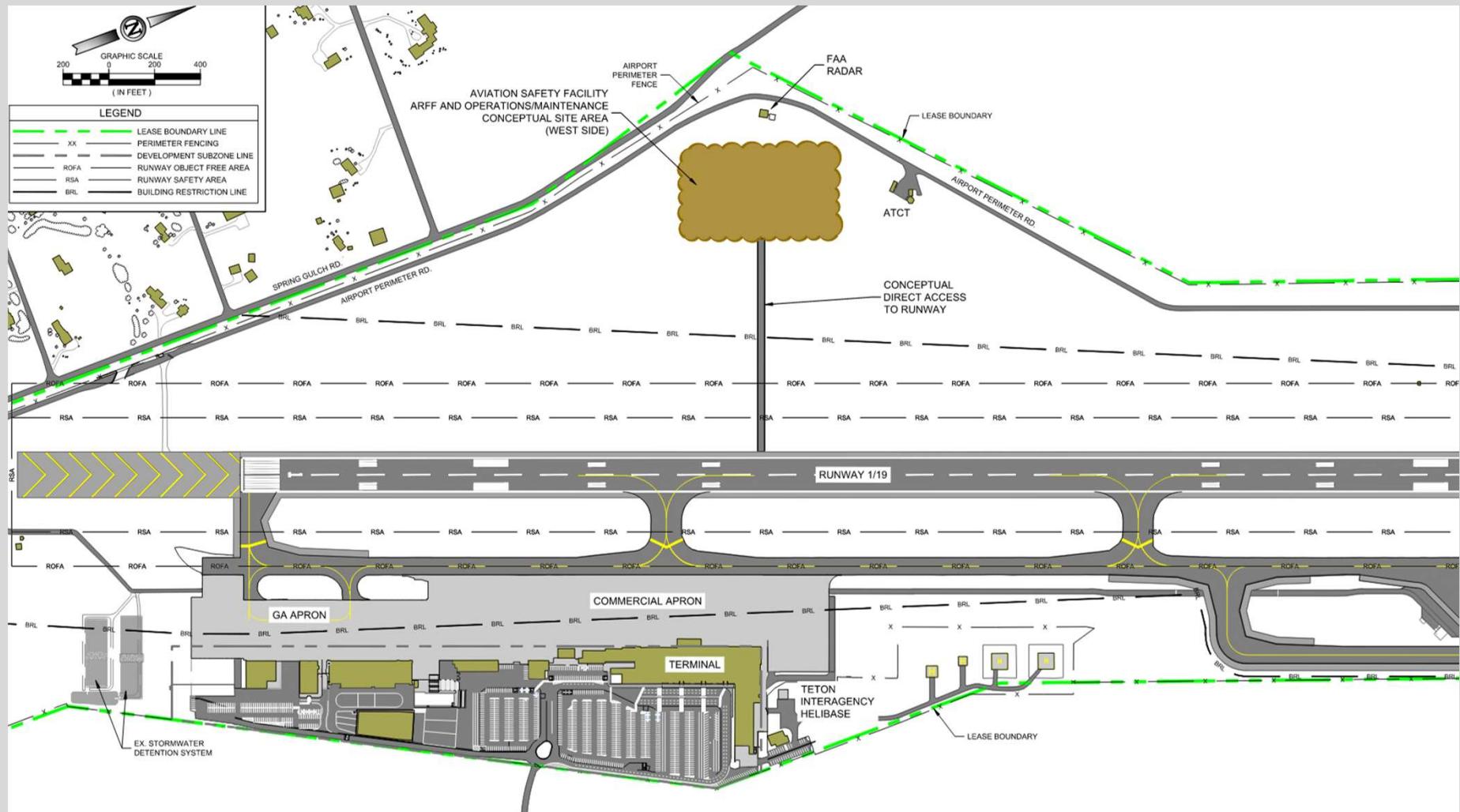
PRELIMINARY ASSESSMENT

All Remaining Sites:

- **Meet required three-minute ARFF response time to midpoint of runway**
- **Provide unimpeded, direct access to runway**
- **Comply with NPS height restriction (some with significant earthwork)**

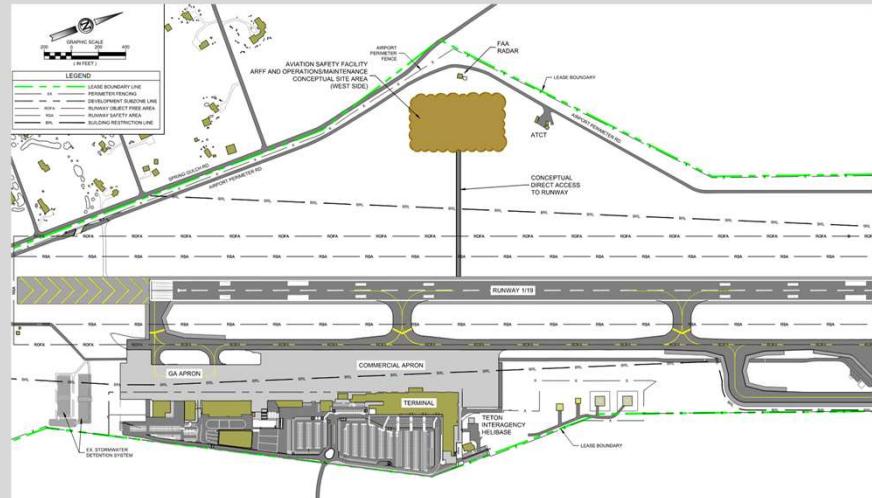
OPTION 1 COMBINED FUNCTIONS WEST

ARFF/OPERATIONS/MAINTENANCE



OPTION 1 COMBINED FUNCTIONS WEST

ARFF/OPERATIONS/MAINTENANCE



PROS

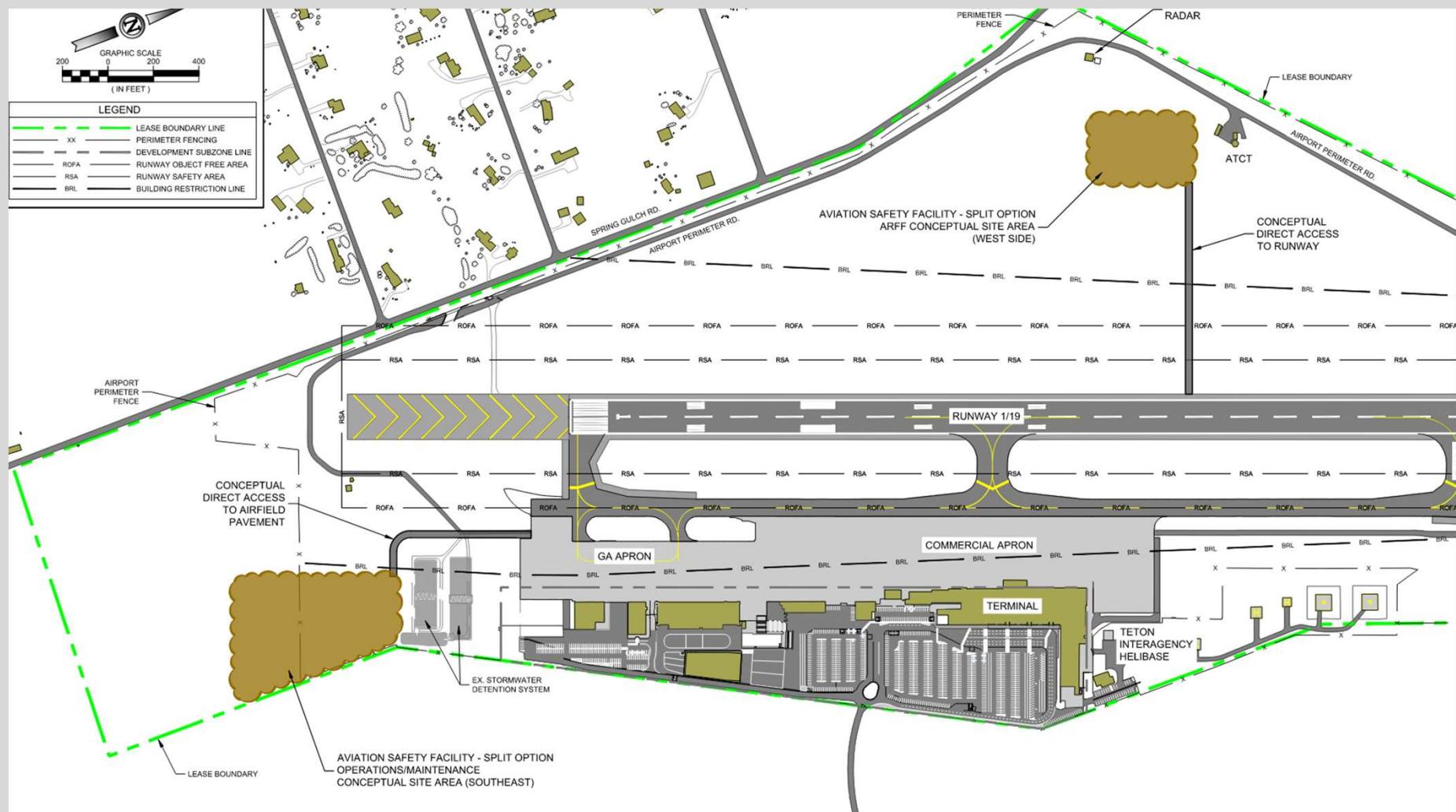
- Minimizes egress/ingress obstructions (i.e., access roads, aircraft parking/taxiing)
- Minimizes impacts to existing airport facilities
- Majority of facility is located on previously disturbed areas
- Efficient use of combined facility functions results in less square footage than split facilities
- Co-location maintains cross function personnel for ARFF, Operations and Maintenance duties
- No interference with Air Traffic Control sightlines or shadowing

CONS

- Significant earthwork required to meet NPS height restriction
- Below grade facility could present run-off and erosion conditions during winter conditions
- Significant extension of utilities and service roads required
- May interfere with FAA radar

OPTION 2 SPLIT FUNCTIONS

ARFF WEST OPERATIONS/MAINTENANCE SOUTHEAST



OPTION 2 SPLIT FUNCTIONS

ARFF WEST OPERATIONS/MAINTENANCE SOUTHEAST



PROS

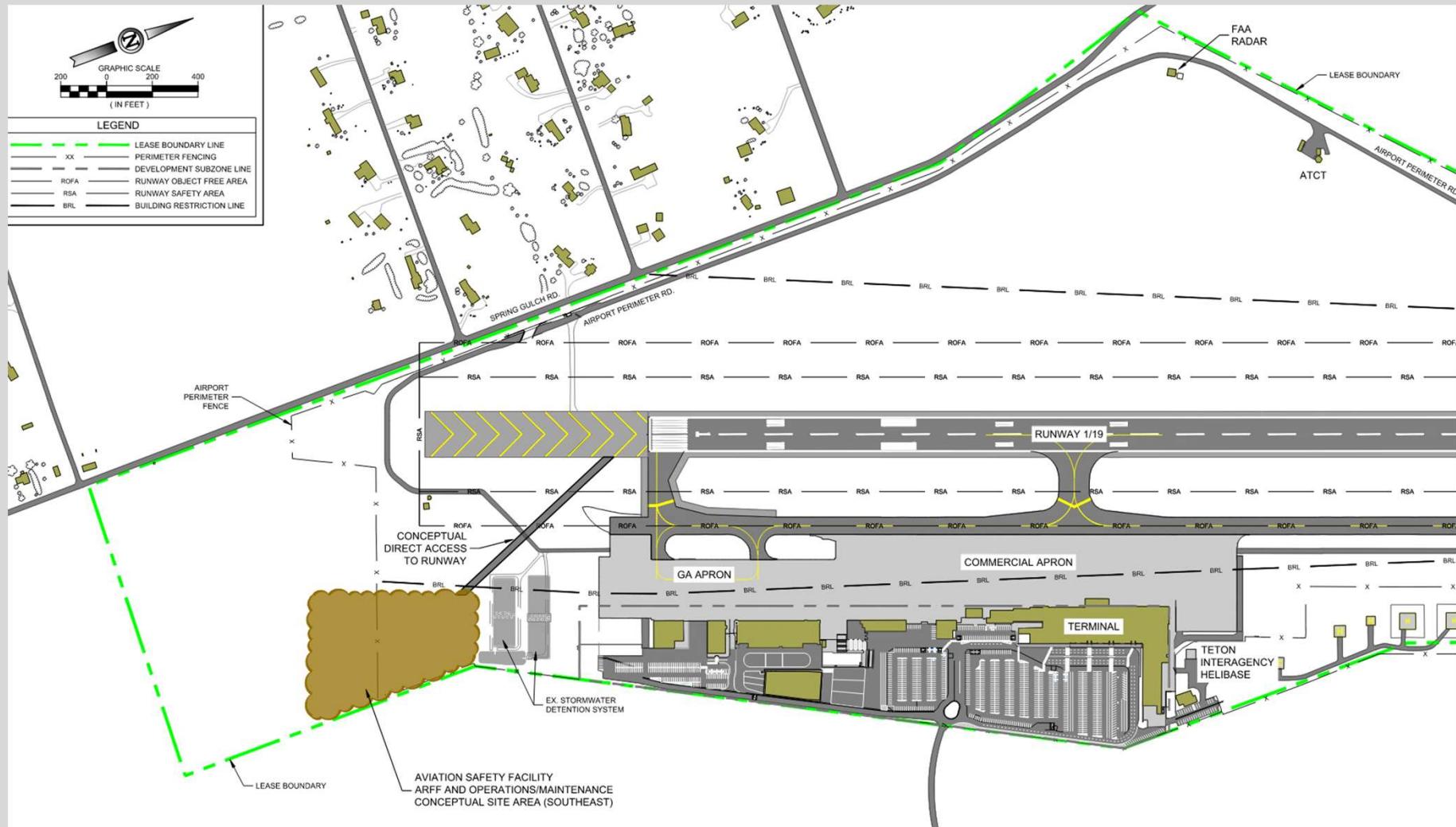
- Minimizes egress/ingress obstructions (i.e., access roads, aircraft parking/taxiing)
- Minimizes impacts to existing airport facilities
- Operations/Maintenance facility location minimizes earthwork to conform to NPS height restriction
- ARFF facility located on the west side can meet the NPS height restriction with less earthwork than with the combined facility (Option 1)
- No interference with Air Traffic Control sightlines or shadowing

CONS

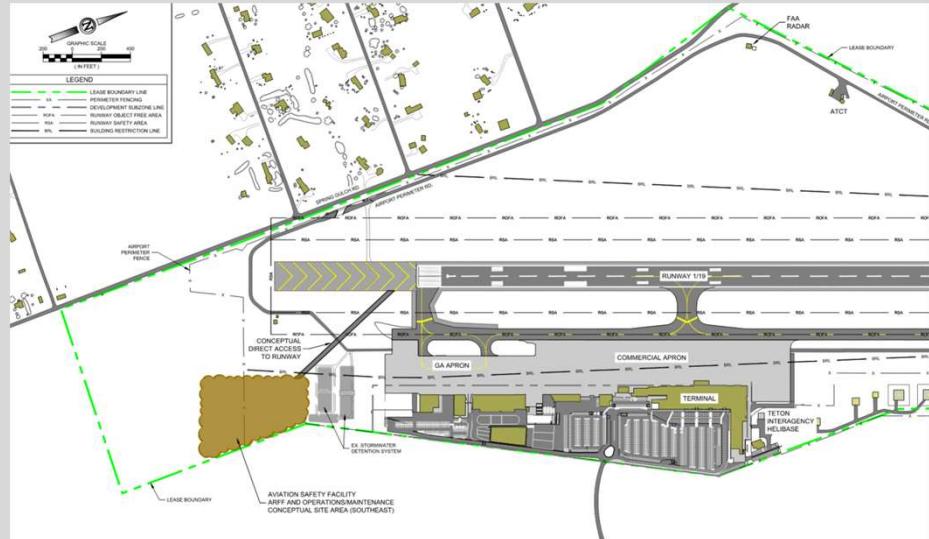
- Westside facility will require significant extension of utilities; southeast facility will require some relocation of utilities
- Total square footage is higher than combined facility
- Increase construction and maintenance costs for split facilities
- Longer construction duration for split facilities
- Will require significant screening to minimize view
- Loss of cross functioning staff efficiency
- ARFF facility may interfere with FAA radar

OPTION 3 COMBINED FUNCTIONS SOUTHEAST

ARFF/OPERATIONS/MAINTENANCE



OPTION 3 COMBINED FUNCTIONS SOUTHEAST ARFF/OPERATIONS/MAINTENANCE



PROS

- Minimizes egress/ingress obstructions (i.e., access roads, aircraft fuel storage, aircraft parking/taxiing)
- Minimizes impacts to existing airport facilities
- Minimizes earthwork to conform to NPS height restriction
- Least amount of existing utilities relocation
- Efficient use of combined facility functions results in less square footage than split facilities
- Co-location maintains cross function personnel for ARFF, Operations and Maintenance duties
- No interference with Air Traffic Control sightlines or shadowing

CONS

- Majority of facility is located on non-Previously disturbed areas
- Will require significant screening to minimize view from Highway 89 and surrounding communities

NEXT STEPS

- **Preliminary Cost Estimates for Remaining Sites**
- **Evaluation of Federal Funding Eligibility**
- **Evaluation Findings**

PROJECT SCHEDULE

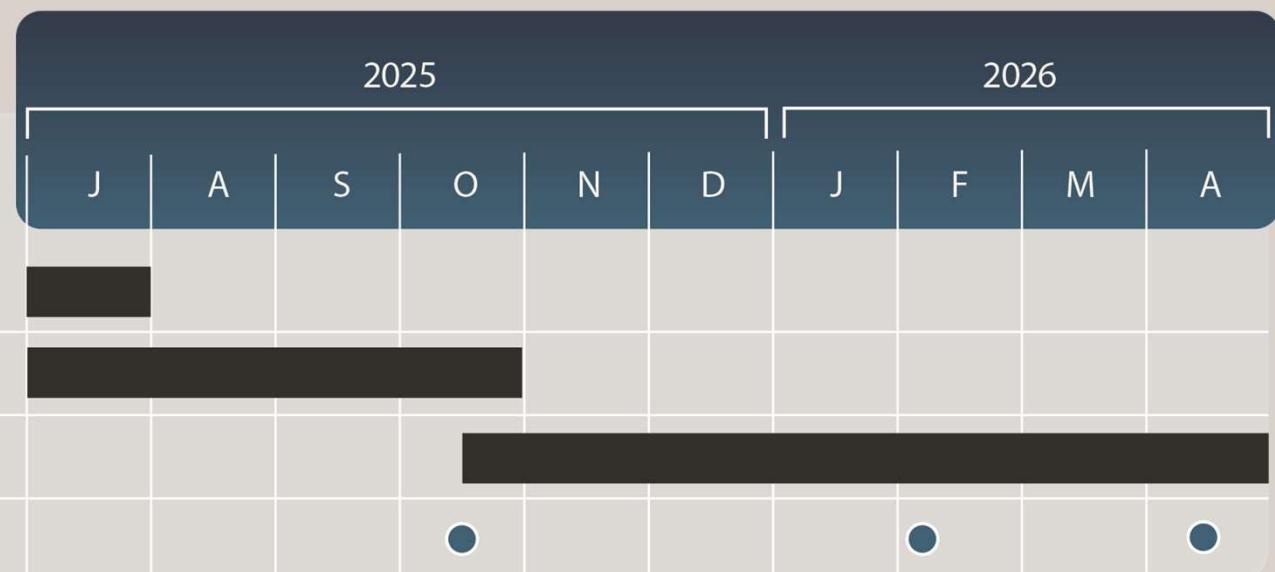
JAC CONCEPTUAL PLANNING
STUDY AVIATION SAFETY
FACILITY

SCOPING

PROGRAM DEFINITION AND CONCEPTUAL PLANNING

PRELIMINARY EVALUATION

COMMUNITY MEETINGS



Community Meeting

COMMUNITY MEETINGS

OCTOBER 13, 2025 **Meeting 1: Project Scope and Process**

FEBRUARY 5, 2026 **Meeting 2: Project Progress and Preliminary Analysis**

APRIL 14, 2026 **Meeting 3: Alternatives Analysis and Recommendation**

Information regarding times and locations of each meeting will be posted on the Airport website at
www.jacksonholeairport.com/safetyfacility

THANK YOU!



PROJECT CONTACT AND INFORMATION

Jeremy Barnum, JAC Chief Communications Officer

Project website and public comment portal

www.jacksonholeairport.com/safetyfacility