JACKSON HOLE AIRPORT

2024-2025

Biennial Report

Mead&Hunt

Executive Summary

This Biennial Report is submitted to the National Park Service (NPS) under subsection 13(h) of the 1983 Use Agreement between the United States Department of the Interior (the Department) and the Jackson Hole Airport Board (JHAB or the Board). It describes the Board's activities and operations for the 2024 and 2025 biennium and the continued efforts to reduce environmental and noise impacts of JAC operations on Grand Teton National Park (the Park) and surrounding areas.

The vision of the Board is for Jackson Hole Airport 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.

The Jackson Hole Airport (JAC or the Airport) continues to deepen its commitment to environmental stewardship. Key initiatives during the 2024-2025 period include becoming one of the first airports in the country to transition to completely PFAS-free aircraft rescue and firefighting equipment, becoming the first airport in the world to be certified by DarkSky International, and continuing advancements in noise mitigation, energy efficiency, and waste diversion.

These accomplishments reflect JAC's proactive approach to addressing operational needs in an environmentally responsible way, ensuring a resilient future for the Airport based in conservation of the surrounding region. The information in this Biennial Report highlights the accomplishments and ongoing initiatives during the 2024-2025 period.

HIGHLIGHTS OF ACCOMPLISHMENTS

Environment	▪ Became the first airport in the world to achieve DarkSky Certified status (April 2025) ▪ Received Jackson Hole Chamber of Commerce Green-2-Green Silver Award in 2024 ▪ Received Outstanding Airport Leadership award at American Association of Airport Executives (AAAE) Airports Going Green conference in 2025 ▪ Received Honorable Mention at AAAE 2025 Airports Going Green for International DarkSky Place program ▪ Received Honorable Mention for Environmental Achievement Award associated with DarkSky Certification at ACI's 2025 General Assembly ▪ Continued monitoring and enhancing the Fly Quiet Program
PFAS Progress	▪ Became one of the first airports in the United States to complete the transition to fluorine-free foam (F3) ▪ Replaced ARFF vehicles that had used PFAS foam with two new vehicles that have only been filled with F3 ▪ Continued groundwater sampling for on-Airport and eligible residential wells to monitor PFAS levels ▪ Continued the domestic water filtration system program for residents within the Eligibility Boundary
Waste Diversion	▪ Achieved 38% waste diversion in 2025 ▪ Composted over 27,000 pounds of food waste in 2024 and 2025 ▪ Rented out 7,376 bear spray canisters in 2024 and 7,710 in 2025
Climate Action	▪ Achieved ACI Airport Carbon Accreditation (ACA) Level 2 Certification in 2024 – an exemplary achievement for the Airport's entry year ▪ Renewed ACI ACA Level 2 Certification in 2025 ▪ Made significant progress on the Airport's Resilience Roadmap, which identifies emission reduction and energy resilience strategies ▪ Renewed U.S. Environmental Protection Agency (EPA) Green Power Partnership, therefore committing to continue using green energy ▪ Continued participation in Lower Valley Energy's Green Power program, which provides 100% green electricity at the Airport

Community and Stakeholder Based Initiatives

- Listed as a 2025 50 Best Airports in American from The Washington Post
- Hosted a temporary indoor planetarium in the terminal during DarkSky Week, in partnership with Wyoming Stargazing
- Continued Pilot Program with START to provide a seasonal shuttle bus to the Airport for travelers
- Hosted staff from Queenstown International Airport, New Zealand to discuss similarities and share environmental initiatives
- Hosted tours for Central Wyoming College, Wyoming Wildflower Women, and Leadership Wyoming
- Presented at various industry events, including:
  - Jackson Hole Summit: Energy, Economics, and Environment
  - AAAE Airports Going Green, Transforming Tomorrow session
  - Wyoming Airports Coalition Annual Conference [Hosted 2025]
  - Wyoming Airports Coalition Lunch and Learn
  - Mountain Towns 2030
  - Northwest Chapter of AAAE, F3 Foam Transition and Operations Safety Planning Emergency Management F3 Testing and Job Shadow Presentation
  - Airports Electrification West, Infrastructure Case Studies
  - Leadership Jackson Hole, Community Based Event
  - Rotary Lunch, General Airport Update
  - AAAE Working Group, F3 Transition
- Engaged with stakeholders during the Resilience Roadmap process
- Developed a Work Based Learning Program allowing high school students to shadow aviation departments during the 2025-2026 school year
- Sponsored Jackson EcoFair celebrating sustainable living in the Tetons
- Sponsored the Wort Hotel Casino Night benefiting local rotary scholarships
- Won First Prize in Jackson Hole Children Museum's Touch-a-Truck event
- Participated in Jackson Hole Chamber of Commerce 4th of July Parade and Old West Days Parade

Operational Enhancements

- Continued taxiway rehabilitation and deicing pad improvements project, utilizing government funds from the Infrastructure Investment & Jobs Act
- Received $30,000 from the Teton Conservation District for the Underground Water/Sewer Project
- Completed construction of the Administration & FBO building
- Began a conceptual planning study for a new aviation safety facility
- Completed construction of the new Hangar 3 building and received federal tax credit for the Hangar 3 geothermal system
- Received a rebate from Lower Valley Energy for Terminal building improvements (i.e. efficiency upgrades and lighting transition) and the Hangar 3 geothermal system

TABLE OF CONTENTS

Introduction

Federal statutes authorize the Secretary of the Interior (Department) to enter into agreements with public agencies, such as the Jackson Hole Airport Board (Board), for the operation of airports in or near national parks. Pursuant to that authority, the Department and the Board entered into an Agreement dated April 27, 1983 (the “1983 Use Agreement”) for the operation of the Jackson Hole Airport (Airport) in Grand Teton National Park (Park). In 2011, the Department and the Board entered into a Third Amendment to the 1983 Use Agreement (the “Third Amendment”) which added two additional 10-year options to renew. The Third Amendment also expanded the Board’s obligations to work in good faith and in coordination and cooperation with the National Park Service (“NPS”) to develop and implement reasonable mitigation measures as may be available to reduce environmental effects on the Park (per paragraph 4(i)).

In accordance with the requirements outlined in the Third Amendment for submission to the NPS, this Eighth Biennial Report provides an overview of the Airport’s activities and operations for calendar years 2024 and 2025, highlighting efforts to mitigate environmental impacts and minimize noise effects on the Park (per section 12).

AIRPORT BOARD ORGANIZATION

According to Wyoming Statutes, the Jackson Hole Airport Board (Board) is both a "body corporate" and a "local governmental entity," which means it exists independently from the Town of Jackson (Town) and Teton County (County). While the Board does have some governmental powers, it primarily manages the Airport in a “proprietary capacity.” The Board cannot levy taxes; instead, all of its revenue comes from airport operations and grant funding.

Since 1967, the Board has had authority from the Town and County to manage land and build facilities for airport use. The Board signed the 1983 Use Agreement with the Department of Interior, and all airport facilities have been constructed and acquired in its name. The 2013 Joint Powers Agreement confirmed the Board's ownership of all airport improvements and facilities.

Environmental

The Airport's commitment to aviation excellence is reflected in innovative design practices and focus on environmental protection.

Through modern building approaches, proactive mitigation activities, and careful consideration for surrounding communities, the Airport aims to reduce environmental impacts while continuing to enhance the passenger experience.

ONGOING NOISE ABATEMENT MEASURES

Background

The 1983 Use Agreement includes specific requirements to address noise associated with the Airport and further requires the Airport to maintain and update a noise control plan. The requirements of the 1983 Use Agreement are implemented in part through a Noise Abatement Plan and Noise Abatement Rule, reviewed and updated through periodic noise studies in accordance with CFR 14 Part 150, Airport Noise Compatibility Planning. The Airport also considers noise abatement and mitigation through targeted efforts, including the Noise Monitoring System, Southern Departure Procedure Study, and the Fly Quiet Program. The Airport's noise abatement and mitigation measures and improvements to these measures are tracked annually. Summary of 2024-2025 Noise Efforts:

- 2024-2025 Noise Monitoring
  - DNL Level
  - Single Event Level
- 2024-2025 Annual Average Daily Departure (ADDs per Airline Access Plan)
- Preferential Runway Use
- Voluntary Curfew
- Summary of Noise Monitoring Results and Trends
- Developing Flight Procedure Measures
- Fly Quiet Program

Summary of 2024-2025 Operations, Noise Measurements, and Modeling

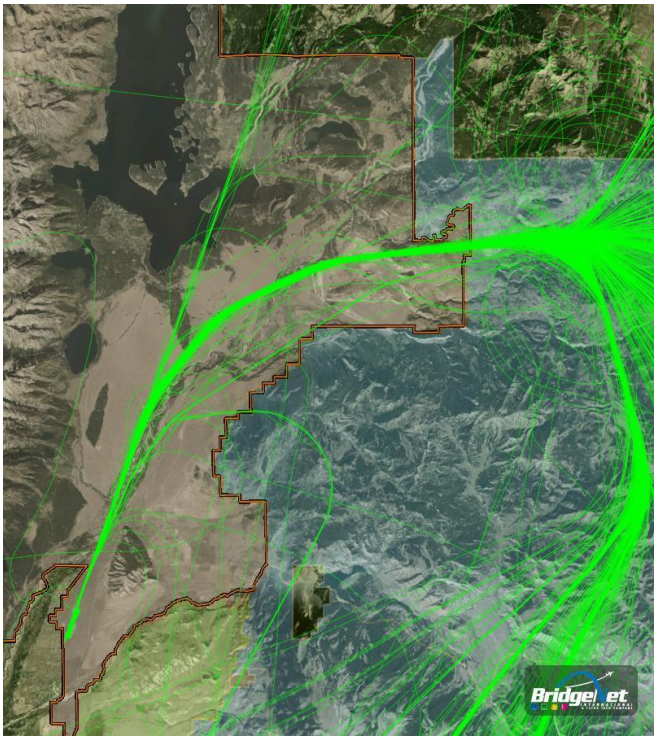
The 1983 Use Agreement noise requirements are monitored to ensure compliance using noise measurements and modeling that is completed annually and has evolved to be more sensitive and comprehensive over time. Enhancements to the monitoring system include integrating radar and flight information (to correlate aircraft with noise events), low noise microphones, weather sensors, the ability to measure the 1/3 octave spectra, and the measurement of Time Above to approximate detectability. The "detectability" measurement is used to show the audible contribution of aircraft and other noise sources to the Park's natural background environment.

Noise Monitoring System

In 2020, an ADS-B ground station was installed at the Airport to provide improved low altitude radar coverage for use in the noise monitoring system. In 2023, a second ADS-B ground station was installed at the 4 Lazy F site to provide additional coverage north of the airport in GTNP. The ground stations allow for more accurate coverage of aircraft operations (landings and takeoffs) down to the airport surface elevation (including aircraft taxiing on the airfield), as well as low flying helicopters that are transponding with their ADS-B. **Figure 1** shows a sample of flight tracks in 2025.

Figure 2 and **Figure 3** provide an overview of annual airport operations for years 2024 and 2025 as generated from the Airport's Tower Reports which verify the operation counts produced by the Noise Monitoring System.

Figure 1: JAC Arrival Flight Paths - North



Data from both the conventional radar and ADS-B surveillance can be used to record flight paths, identify approach types, and provide nearly real time flight tracking with noise contour modeling of individual aircraft.

Operations

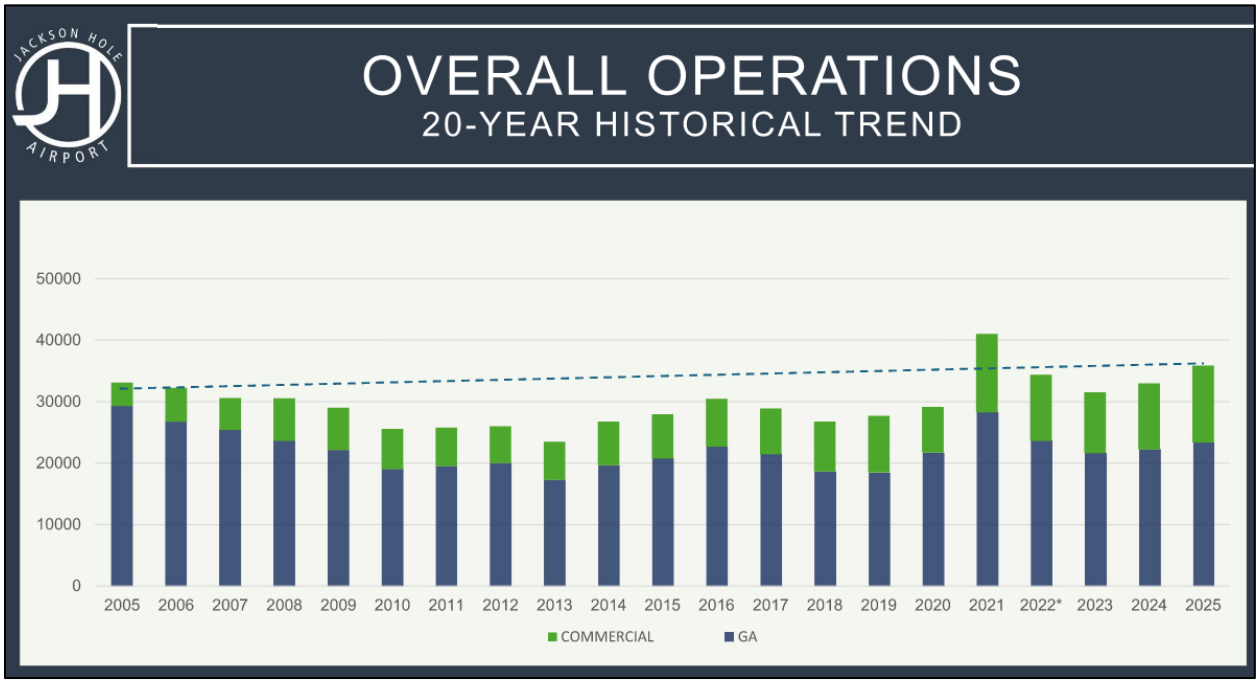
The Airport is part of the National Plan of Integrated Airport Systems (NPIAS) and is classified by FAA as a small-hub primary commercial service airport. The operational health of the Airport allows it to serve the community in a resilient and efficient way. The following sections describe operations at the Airport during the 2024-2025 reporting period.

Air Carrier and General Aviation Operations

The figures below show the 20-year overall operations at the Airport (**Figure 2**) and recent total enplanements (**Figure 3**). General aviation operations, with "operations" being defined as either a landing or a takeoff, totaled 22,005 operations in 2024 and 23,136 operations in 2025. Commercial operations totaled 10,800 in 2024 and 12,508 in 2025.

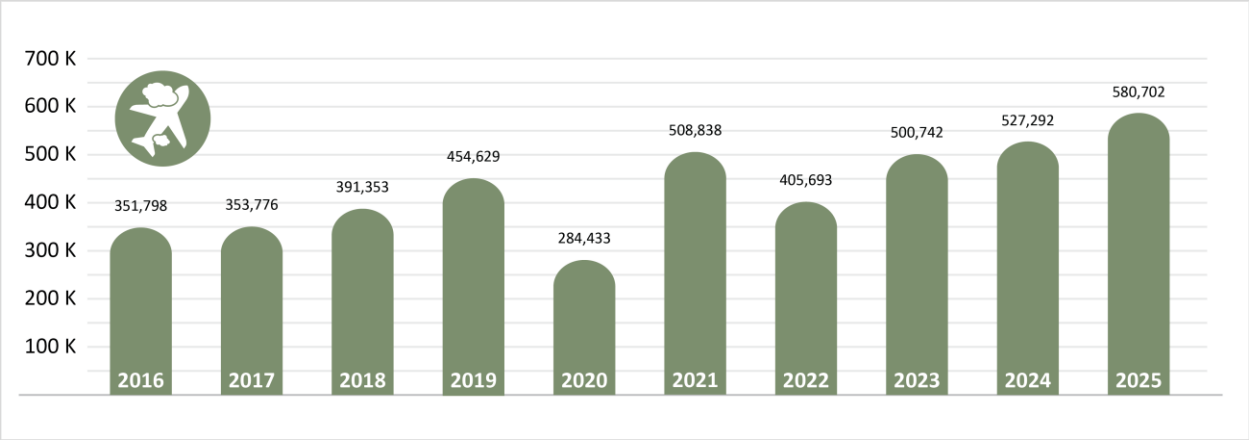
Commercial airlines operating regularly scheduled service at the Airport, either year-round or seasonally, change from time to time. For 2024-2025, the airlines serving the Airport were American, Delta, Alaska, and United Airlines, with Sun Country providing summer seasonal service to Minneapolis in 2025. Total commercial enplanements, or the number of passengers that board an aircraft, were 527,292 in 2024 and 580,702 in 2025.

Figure 2: Overall Operations 20-Year Historical Trend



2022: Closure months of April, May, and June have been derived from 2018-2021 & 2023 operations*

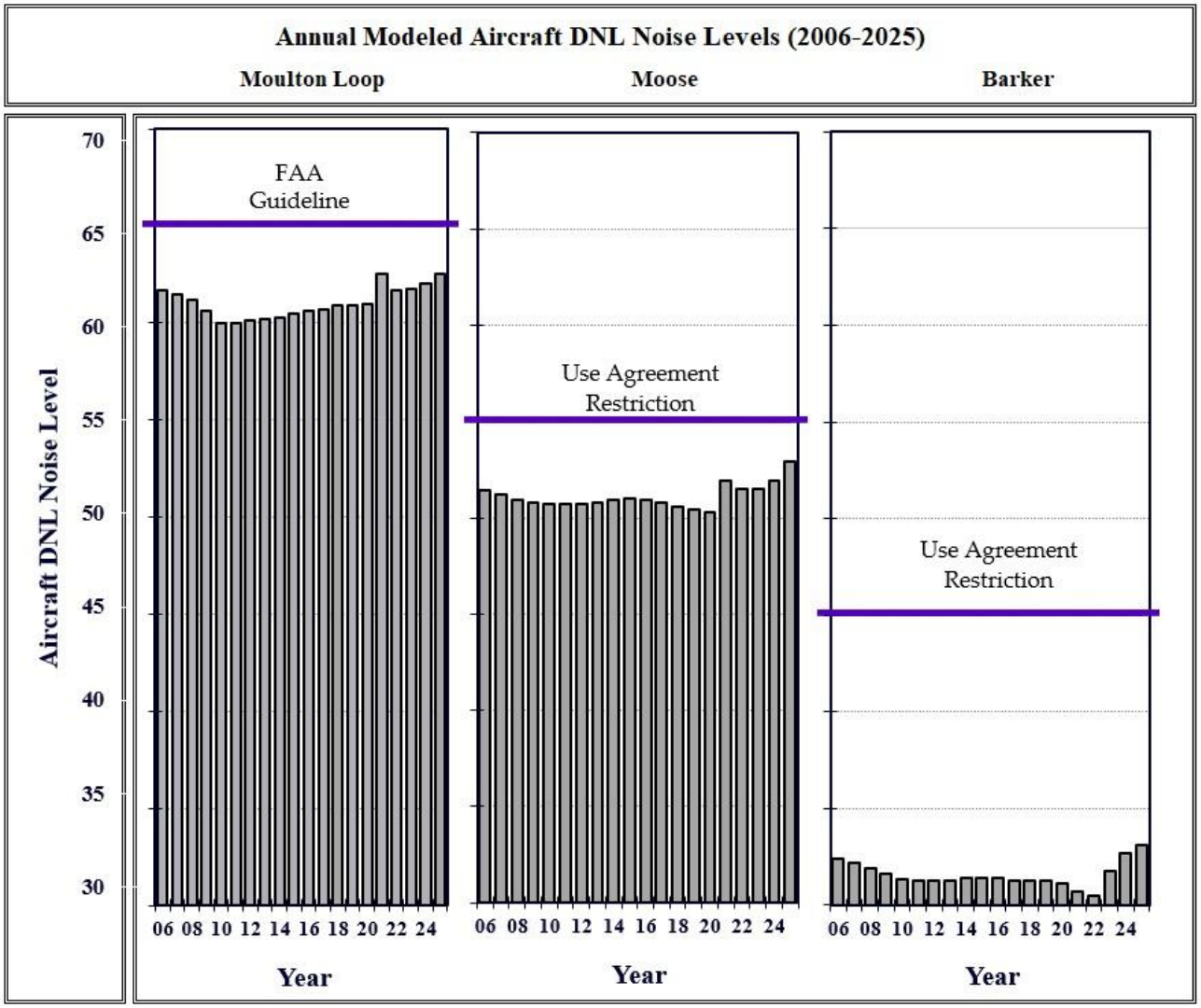
Figure 3: Jackson Hole Airport Commercial Enplanements



2024-2025 Noise Monitoring Results: DNL Levels

- The 65 DNL (average day/night noise) contours did not extend beyond the Airport boundary, and therefore no residential or other non-compatible land uses (as defined by FAA) were exposed to the 65 DNL.
- Single event and cumulative noise levels remained relatively steady for 2024 and 2025. The changes in aircraft operations represent an increase in overall noise; however, the use of quieter, more efficient jet aircraft has largely offset the change in noise. Additionally, the success of procedural changes and Fly Quiet measures also contribute to noise mitigation over the sensitive areas of the Park.

Figure 4: Modeled DNL (2006 – 2025)



The purple horizontal lines shown on Figure 4 illustrates the relation between modeled DNL at the Moose and Barker noise monitoring locations relative to the Use Agreement noise levels and the 65 DNL at Moulton Loop. The purple lines are not located on the property of these locations.

2024-2025 Noise Monitoring: Use Agreement Noise Standards

- As seen in **Figure 4** above, the aircraft cumulative DNL noise levels within the Park were below the noise levels specified in the 1983 Use Agreement as well as guidelines set by the FAA. This demonstrates that the Airport is in compliance with the cumulative noise standards contained within the 1983 Use Agreement. The purple line depicts the Use Agreement restriction level with the actual levels included in grey. These results are also documented in the annual noise report that is submitted to the National Park Service.

2024-2025 Noise Monitoring and Access Results: Annual Average Daily Departure

- Based on advances in aircraft noise technology since 1984, the 45 dBA (A-weighted decibels) and 55 dBA DNL contours have never been exceeded, and the number of average daily departures (ADDs per access plan) has remained below the specified limit of 6.5 "Base Class" aircraft equivalents.
- Annual Average Daily Departures (ADDs) for 2024 were 3.28 and for 2025 were 3.82, which are below the 1983 Use Agreement stated operational limit of 6.5 ADDs averaged annually (quarterly annual average daily departures).

2024-2025 Noise Monitoring Results: Single Event Noise Levels

- The noise monitoring system measures both DNL noise levels and single event noise levels. The Lmax (maximum noise level from an aircraft fly over) summary results are presented in **Figure 5** for the Moose and 4 Lazy F noise measurement sites. The data shows the average Lmax noise level for each category of aircraft.
- The Moose site is representative of a location closest to the Airport to the north, and the 4 Lazy F Ranch site is representative of a location farther to the north of the Airport. These results show the range in noise level generated by aircraft events that occur at each site and the difference in noise category of aircraft, which are all aircraft arrivals to the south on Runway 19.

Figure 5: Measured Single Event Noise Levels (2024/2025)

Preferential Runway Use

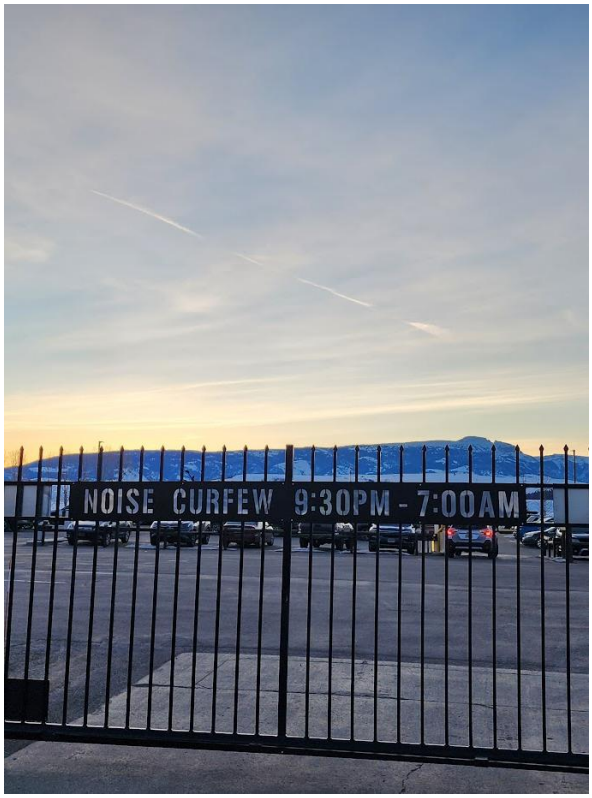
The 1983 Use Agreement requires the Airport, to the extent feasible, to limit approaches from and departures to the north, and to encourage pilots approaching from or departing to the north to maintain a course east of Highway 26/89 north of Moose.

The prevailing wind direction is from the south. As a result, the primary flow is departures to the south and arrivals from the north. This is reinforced by the fact that Runway 19 has the primary instrument landing system, and, as a result, that is the primary runway used during poor weather.

In 2024, 87% of aircraft utilized the preferred departure runway (Runway 19 departing to the south) with 13% departing to the north; 13% of aircraft utilized the preferred arrival runway (Runway 01 landing from the south) with 87% arriving from the north. In 2025, 87% of aircraft utilized the preferred departure runway (with 13% departing to the north); and 13% of aircraft utilized the preferred arrival runway (with 87% arriving from the north).

Voluntary Curfew

While the Airport cannot legally impose a mandatory curfew, the Airport has adopted a voluntary curfew to discourage operations during the nighttime hours. In 2022, the Airport approved extending the voluntary curfew to 9:30 p.m. through 7:00 a.m. for both landing and takeoff. This change was implemented as a response to continued community noise concerns. During the voluntary curfew hours there were 246 operations in 2024 and 206 in 2025.



Pilots are advised that the Airport and tower are not staffed overnight, that fire/rescue and other services are not available during this period, and in winter, the runway, taxiway, and ramp are not plowed after the last scheduled commercial flight arrives, so that incoming planes risk landing on a snow-covered runway. Any aircraft that do not conform to the voluntary curfew are sent a notification letter. It should be noted that due to Life Flights' mission of emergency service, they do not receive a notification letter. Although the curfew is voluntary, the Airport finds that the letter notifications reduce the number of nighttime operations during the curfew. Monitoring of voluntary curfew non-observance is also an element in the Fly Quiet Program.

Developing Measures: Flight Procedures

Runway 19

A NextGen approach to Runway 19 was implemented by the FAA in March 2013; at that time, it was the only instrument procedure in the United States with a curved approach designed for noise abatement. In 2024 and 2025, approximately 99% of aircraft use this approach when landing on Runway 19. NextGen, also referred to as airspace modernization, is an umbrella term for the 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.

In December 2021, the FAA implemented an RNP (Required Navigation Performance) approach to Runway 19. This technology provides further noise abatement benefits by shifting the aircraft flight path further east over Highway 89 away from noise sensitive areas of the Park. In 2024, the RNP approach was flown 116 times and in 2025 it was flown 125 times.

Runway 01

The FAA implemented a new GPS-based departure procedure in December 2021 for north flow departures on Runway 01. This procedure, called DIYMD, is an RNAV (Area Navigation) departure procedure. The DIYMD path was designed to be further to the east than the current procedure, moving it east of the Park and away from the Snake River. During north flow departures, in 2024 this procedure was used 88% percent of the time. In 2025 it was used 98% percent of the time.

Fly Quiet Program

The Fly Quiet Program is a program designed to encourage airlines and general aviation operators (single and fractional owners) to operate newer generation, quieter aircraft and operate aircraft as quietly as possible at Jackson Hole Airport. The primary purpose of the Fly Quiet Program is to foster a participatory approach to complying with existing noise abatement procedures and objectives by including stakeholders in the process from the beginning.

Figure 6: Fly Quiet Program Elements

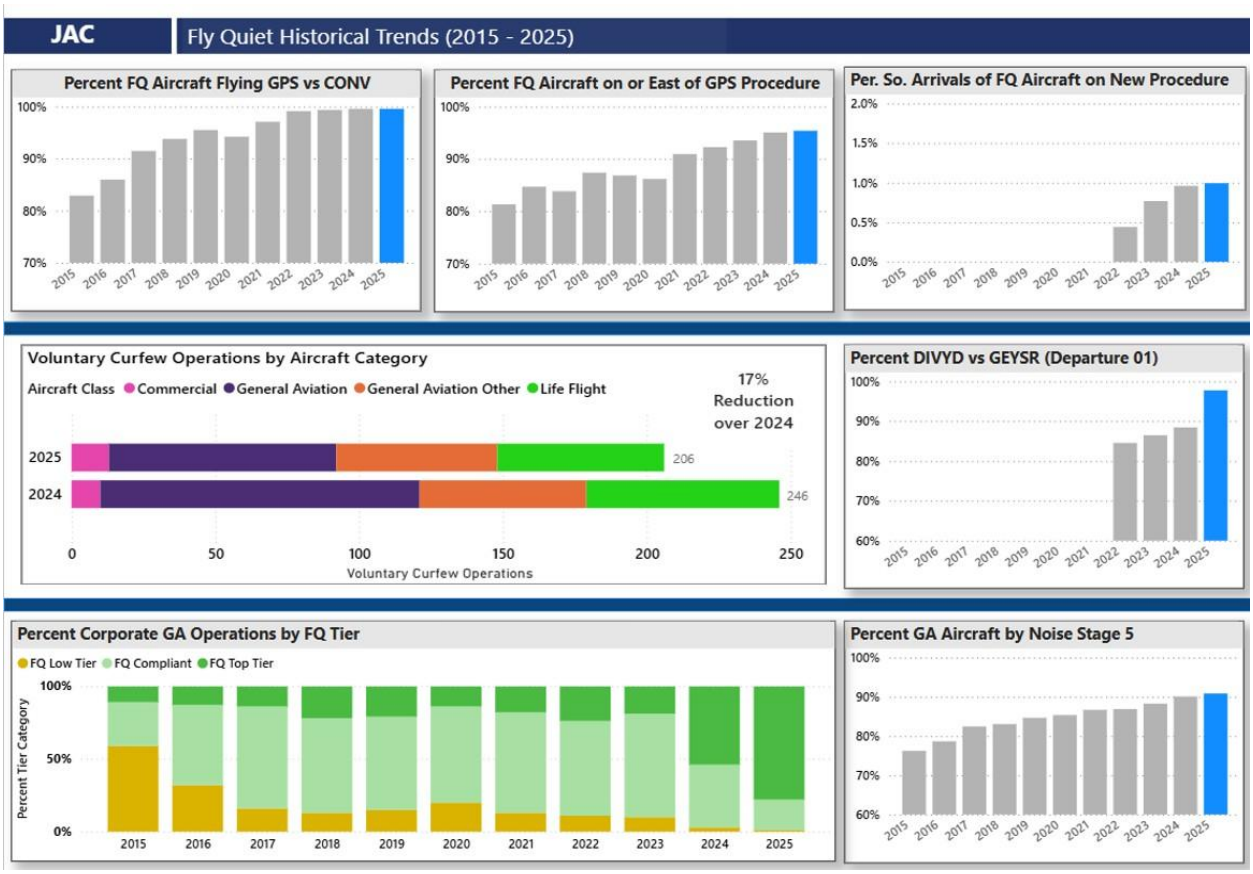
ELEMENTS	Goal
Fleet Quality	Acknowledge/encourage operators to fly the quietest aircraft
Flight Procedure Observance	Acknowledge/encourage operators to fly the three noise abatement procedures

Minimize Non-Observance of Voluntary Curfew	Minimize the number of operations that occur during the voluntary curfew hours
Minimize Higher Noise Events	Minimize the highest aircraft noise events from individual overflights measured at six noise monitoring locations
BONUSES	**Goal**
Quiet Fleet Bonus	Acknowledge/encourage operators that operate the very quietest aircraft
Fly New Procedure Bonus	Added points for the operators that fly the new arrival procedure

The Fly Quiet Program scores aircraft operators on their performance on a quarterly basis based on six elements (including two bonus categories) listed above in **Figure 6**. These scores are then made available to the public via the Airport's website and letters to the operators.

The top five performing operators from each aircraft category are awarded by being highlighted in the local papers and national aviation platforms (in both print and digital media). The Fly Quiet Program rankings also show whether an operator is improving its performance and ranking. **Figure 7** demonstrates trends in Fly Quiet measures implemented that pertain to the Park.

Figure 7: Airport Historical Trends Dashboard (2015 to 2025)



WASTE MANAGEMENT AND RECYCLING

The Airport's recycling program has expanded significantly since the 1990s, when only a small selection of materials was collected. Today, the airport collects and tracks a robust multi-stream system and carries out proper disposal in collaboration with the Teton County Integrated Solid Waste & Recycling Division (ISWR).

As part of the Airport's 2018 Waste Management Plan, the Airport adopted an ambitious initiative known as the *Flight Path Toward Zero Waste*, which sets a target of achieving 60% waste diversion by 2030, based on a 2016 baseline. This goal and timeline align with Teton County and Grand Teton National Park.

Recyclable Materials

Recyclable materials accepted at the Airport include aluminum, plastics, glass, newspaper, cardboard, white paper, and magazines. In addition, the Airport recycles fluorescent bulbs, ink and toner cartridges, batteries, e-waste (such as electronic devices, components, and equipment), tires, waste motor oil, and bear spray.

The Airport makes progress toward this goal by enhancing the Waste Diversion Program wherever possible. In 2024 and 2025, the Airport implemented the following waste-related initiatives:

- Improved signage of multi-stream recycling in terminal and installed multi-stream recycling bins in the new Administration and FBO building, which have proven to be successful in improving customer experience and consistency of use.
- In 2024, the Airport restarted the composting program with a renewed and more structured commitment. Previously, composting was limited to the terminal restaurant, with minimal tracking and no dedicated champion to advance the effort. The 2024 relaunch introduced detailed data tracking, stronger collaboration with the restaurant, and more active staff oversight. By the end of the year, the program had expanded beyond the restaurant to include offices and the broader terminal, significantly strengthening the Airport's overall waste diversion efforts.

- In 2025, composting was well-established within the restaurant and offices, and it was initiated at the Chamber of Commerce kiosk, as well as internal and external events such as interdepartmental meetings, staff cookouts, the Wyoming Airports Coalition (WAC) 50th anniversary annual conference, and the DarkSky celebration event.
- These efforts resulted in significant progress in waste diversion via composting. In 2024, 4,995 lbs were composted, and in 2025, 22,990 lbs were composted, translating to a 360% increase.

The Airport will continue to monitor overall waste diversion and seek new opportunities to enhance its waste management programs. This includes collaborating with environmental partners to implement new initiatives and technologies that can help further increase the diversion rate. **Figure 8** shows waste diversion progress in 2024 and 2025, and **Figure 9** compares 2025 progress of waste diversion metrics against 2024 data.

Figure 8: Waste Diversion Progress

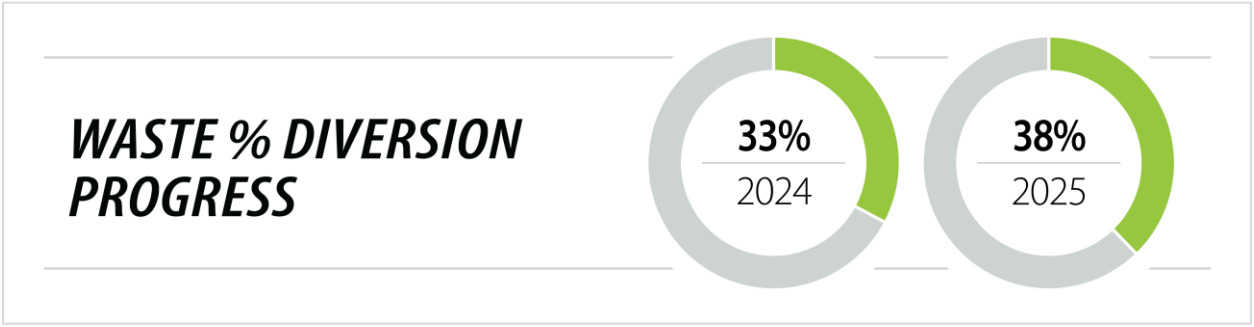


Figure 9: Airport Waste Diversion Metrics – 2025 Progress as Compared to 2024

**Waste avoided includes bear spray can waste avoided due to rentals and water bottles waste avoided due to the water refill stations.*

AIR QUALITY AND EMISSIONS

The Airport has implemented several initiatives aimed at managing and reducing emissions related to Airport operations. These initiatives include exploring alternative fuels, gradually electrifying airport vehicles, securing grants to replace outdated, less efficient snow removal equipment, and integrating energy efficiency measures in all planning and design.

Airport Carbon Accreditation Certification

In 2024, the Airport entered the Airport Carbon Accreditation (ACA) program by achieving Level 2 certification. This program is the only institutionally endorsed, global carbon management certification for airports. Entering the program at Level 2 – which requires a reduction in Scope 1 and 2 emissions over time - was a notable success that emphasized the Airport's history of effective environmental and emission-reduction efforts.

In 2025, the Airport renewed Level 2 ACA certification. To renew at Level 2, the airport had to demonstrate a *continued* reduction of Scope 1 and 2 emissions compared to the previous application. Jackson Hole Airport used a per passenger benchmark to accurately compare emissions year-over-year. At the time of this report (March 2026), Jackson Hole Airport is one of only 15 airports out of over 5,000 publicly accessible airports located in the United States that are accredited at Level 2. The Airport is currently pursuing renewal of Level 2 certification in 2026.

Resilience Roadmap

The Airport was awarded FAA funding to develop a Resilience Roadmap (formerly called Net Zero Roadmap). The Roadmap provides an actionable strategy that will lead directly to implementing measures to improve energy efficiency, enhance resilience, and reduce emissions associated with the Airport. The Roadmap analyzes terminal buildings, vehicles, and energy infrastructure to identify potential strategies to achieve Net Zero Emissions by 2050. This ambitious goal of emissions reduction and timeline of 2050 align with the FAA and Airports Council International (ACI).

Over 2024 and 2025, the Resilience Roadmap process included engagement with local stakeholders to solicit valuable input on common goals; development of a Business-as-Usual forecast; and identification of emission reduction and energy resilience strategies customized for Jackson Hole Airport. These strategies focus on Scope 1 and 2 emissions, including sources such as heating, cooling, lighting of facilities, Airport-owned vehicles, and purchased electricity. Additionally, the Roadmap includes actions to influence Scope 3 emissions that are produced by tenants, employees, and customers. The Airport anticipates the roadmap to be completed in 2026.

Air Traffic Control Tower Improvements

In 2024, the Airport conducted energy efficiency improvements at the Air Traffic Control Tower (ATCT). Air quality and emissions-related improvements included the installation of new beacons, electric boilers, and a generator. By replacing the existing gas boilers with electric boilers, significant reductions in energy use and carbon emissions were achieved. Traditional incandescent beacons were replaced with LED alternatives, further reducing energy use.

Continued Transition to Renewable Diesel

Renewable diesel (RD) is a drop-in non-petroleum biofuel that can be used without modifying diesel engines. RD is chemically similar to petroleum diesel and can be mixed in or blended with, or can be a substitute of, petroleum diesel with little to no changes in performance. Additionally, it's produced from renewable resources like vegetable oils, animal fats, and waste oils, thereby creating fewer emissions than conventional diesel due to its different feedstock and production process. In 2024, the Airport supplied 299 gallons of R99 (a type of RD) throughout ground support equipment (GSE) and diesel fleet vehicles, and in 2025, 6,697 gallons were made available. The Airport will continue to pilot the use of RD to assess the safety and reliability of the fuel.

Figure 10: Renewable Diesel (RD) Metrics – 2024 to 2025

2024	2025
299 gallons of RD	**6,697 gallons of RD**
0.7% of total diesel usage	**15.7%** of total diesel usage

GreenFleet

Since 2017, the Airport has been recognized as a GreenFleet organization by Yellowstone-Teton Clean Cities for ongoing efforts to replace traditionally fueled vehicles with alternative fuel options. The Airport currently operates 17 fully electric vehicles, including a pick-up truck, utility club cars, tugs, eGPUs, and golf carts. In 2025, Yellowstone-Teton Clean Cities awarded the Airport with the Alternative Fuel Champion Award.

ENERGY AND POWER

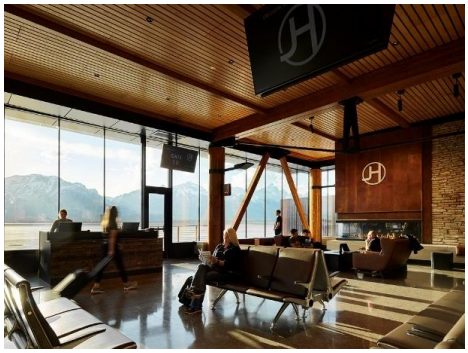
Renewable Energy

The Airport views building design and renovation projects as an opportunity to enhance energy efficiency and incorporate renewable energy. Geothermal energy has proven to be a reliable energy source at the terminal building. Geothermal systems use water, heat exchangers, and wells to transfer heat between groundwater and facilities. The water is contained within a closed-loop piping system throughout the process to protect aquifers from contamination.

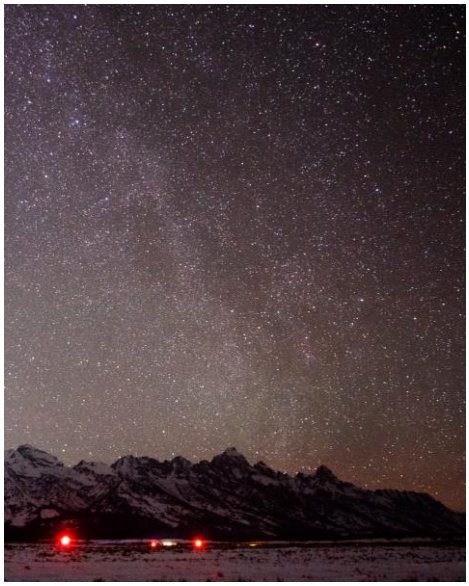
In 2024 and 2025, the Airport installed geothermal energy systems to the new Hangar 3 building and the new Administration and FBO building. The Airport commits to expanding the use of renewable energy, where feasible, in the future.

Lower Valley Energy Green Power Program

Since 2019, the Airport has participated in Lower Valley Energy's (LVE) Green Power program, which uses 100% renewable energy sources. This voluntary program allows organizations to purchase green power (power generated by renewable energy sources) to reduce their environmental impact. Through this program, the Airport is able to procure 100% of its annual electric use through local and regional green power sources such as Horse Butte Wind Farm and two low-impact hydroelectric facilities in Wyoming.



International DarkSky Certification



After the foundational sharing of ideas with Grand Teton National Park, Jackson Hole Airport took a bold step and applied for certification under DarkSky International. To complete the steps required for application, the Airport undertook numerous efforts to minimize the impacts of artificial light on the night sky and promote awareness about the value of protecting the natural nighttime environment. A Lighting Management Plan (LMP) was developed to establish responsible lighting practices that are compliant with DarkSky requirements and reduce overall energy consumption, including modifying operational practices inside the terminal building to minimize light spill. Additionally, Airport staff completed the large-scale replacement or upgrade of roughly 300 outdoor lighting fixtures to achieve compliance with the LMP and DarkSky requirements.

In April 2025, DarkSky International recognized Jackson Hole Airport as the first airport in the world to achieve DarkSky Certified status, and collaboration has been paramount throughout the process. Working with Wyoming Stargazing and Teton County, the Airport is committed to the ongoing work to continue the reduction of light pollution in Grand Teton National Park and the greater community of Jackson Hole. Airport staff dedicated hundreds of hours to updating lighting fixtures and programming to adhere to responsible lighting practices. These measures will not only improve the stargazing experience, but they will also help protect the wildlife in Grand Teton National Park that relies on the natural nocturnal environment.

WATER QUALITY

PFAS Management

Background

PFAS (Per- and Polyfluoroalkyl substances) comprises more than 10,000 individual man-made substances and is designed to be resistant to biological, chemical, and thermal breakdown. It is found in many products, such as non-stick pans, water repellant fabrics, pizza boxes, and even some brands of dental floss. It is also found in Aqueous Film Forming Foam (AFFF), which was previously mandated for use by some fire departments and at commercial service airports in the United States.

Of the more than 10,000 individual substances, perfluorooctanoic acid (PFOA) and perfluorooctane sulfonic acid (PFOS) are two of the substances most commonly associated with AFFF.

In 2019 the Jackson Hole Airport proactively and voluntarily initiated an investigation of water quality on and near its airfield, including the surrounding residential areas, and has implemented continued monitoring and mitigation efforts since that time. The Wyoming Department of Environmental Quality (WDEQ) has served as a consulting partner throughout the investigation and has been informed of sampling efforts and mitigation measures implemented to date.

F3 Transition and New ARFF Vehicles

In September 2023, the first Fluorine-free foam (F3) was certified by the FAA for use at airports, and Jackson Hole Airport was one of the first airports in the United States to transition to F3. The immediate transition was made possible by proactive planning. Aspects of this transition include purchasing the Department of Defense (DoD)-certified F3 as soon as it became available, transitioning existing Airport Rescue and Fire Fighting (ARFF) vehicles to use F3, coordinating for proper disposal of remaining AFFF, and purchasing two new ARFF vehicles that would be filled with only F3. The first new ARFF vehicle was delivered in 2024, and the second was delivered in Spring 2025.

Regulatory Summary

EPA has regulatory authority to promulgate drinking water standards, or Maximum Contaminant Levels (MCLs), and has been researching a small subset of PFAS to determine thresholds in drinking water for the protection of human health. These MCLs are measured in parts per trillion (ppt) signifying the concentration of the compound at a rigorous degree of precision. One part per trillion represents a single molecule of a specified compound within one trillion total parts of a sample fluid (this equates to roughly one drop in 20 Olympic-sized swimming pools). Updates to regulations are monitored and described in the Airport's PFAS Management Plan.

The EPA took two significant actions concerning PFAS in Spring 2024. First, EPA finalized drinking water standards for several PFAS compounds. And second, on April 19, 2024, EPA classified two PFAS substances, PFOA and PFOS, as hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The table below provides a timeline of EPA's issuance of PFAS drinking water levels.

Table 1: Timeline for EPA's Issuance of PFAS drinking water levels

Dates of Relevant Thresholds	Threshold levels, parts per trillion (ppt)	
2016	LHA:	70 - PFOA or 70 - PFOS or 70 - total PFOS and PFOA
June 15, 2022	Proposed LHA:	0.004 - PFOA 0.02 - PFOS
November 2022	RSLs:	60 - PFOA 40-PFOS
March 2023	Proposed MCLs:	4 - PFOA 4 - PFOS
April 10, 2024	Final MCLs:	4 PFOA 4 PFOS 4 other PFAS

LHA – Lifetime Health Advisory
RSLs – Regional Screening Levels for groundwater
MCLs – Maximum Contaminant Level for drinking water

Sampling and Monitoring Summary

The Airport continues to track water quality by sampling wells located on airport property as well as in surrounding residential areas, helping guide future decisions related to PFAS management. All findings are shared with the Wyoming Department of Environmental Quality, Teton County Public Health, the Teton Conservation District, and Grand Teton National Park. The Airport also maintains a PFAS Management Plan on its website, updating it annually. This approach reflects the Airport's ongoing dedication to being transparent and safeguarding the community and the local environment.

In 2025, basic statistical analysis (such as Mann-Kendall) was conducted to identify and analyze trends in groundwater datasets over time. As of the May 2025 airport sampling event and the February 2025 residential sampling event, the Airport had sufficient data points to conduct this analysis, and a summary of statistical results is provided below.

Airport Well Testing

- **June 2024 Well Maintenance:** To improve the existing monitoring well network, monitoring well maintenance, abandonment, and installation activities were performed. Activities included plugging and abandonment of two on-airport monitoring wells (no longer available for sampling events), installation of two replacement monitoring wells, and miscellaneous maintenance and repair measures. These activities were conducted in accordance with a WDEQ Water Quality Division (WQD) Chapter 3 Permit to Construct 2024-0198 and were reported to WDEQ in a Monitoring Well Activities Report dated August 13, 2024. The current

monitoring well network consists of the original water supply well (Control Tower) and 10 monitoring wells.

- **June 2024:** Groundwater samples were collected from one water supply well (Control Tower) and ten permanent monitoring wells on airport. This was the initial sampling event for newly installed (June 2024) monitoring wells. PFOS concentrations in eight wells were above the MCL of 4 ppt. PFOA concentrations were detected in three wells, and none were above the MCL of 4 ppt.
- **November 2024:** Groundwater samples were collected from one water supply well (Control Tower) and nine permanent monitoring wells on airport. PFOS concentrations above the MCL of 4 ppt were detected in seven monitoring wells, and PFOA concentrations above the MCL of 4 ppt were detected in four wells.
- **May 2025:** Groundwater samples were collected from one water supply well (Control Tower) and nine permanent monitoring wells on airport. PFOS and PFOA concentrations above the MCL of 4 ppt were detected in seven monitoring wells.
- **November 2025:** Groundwater samples were collected from one water supply well (Control Tower) and nine permanent monitoring wells. PFOS concentrations above the MCL of 4 ppt were detected in seven monitoring wells; PFOA concentrations above the MCL of 4 ppt were detected in two wells.

Preliminary Mann Kendall trend analyses (statistical analysis) on PFOS groundwater data from on Airport wells was performed. PFOS concentrations shows "stable" or "no trend" for all wells, except for JH-2.5 which shows a slight increasing trend over time.

Residential Well Testing

- **February 2024:** 21 domestic water wells were re-tested. A comparison of these results with the 2023 proposed MCLs for PFOS and PFOA (e.g., 4 ppt individually for PFOA and PFOS) indicated the following:
  - Two PFOA results exceeded 4 ppt with a maximum value of 5 ppt.
  - Thirteen PFOS results exceeded 4 ppt with a maximum value of 46 ppt.
- **September 2024:** 21 domestic water wells were re-tested. A comparison of these results with the 2024 final MCLs for PFOS and PFOA indicated the following:
  - No PFOA results exceeded 4 ppt.
  - Fourteen PFOS results exceeded 4 ppt with a maximum value of 53 ppt.
- **February 2025:** 20 domestic water wells were re-tested. A comparison of these results with the 2024 final MCLs for PFOS and PFOA indicated the following:
  - One PFOA results exceeded 4 ppt.
  - Eleven PFOS results exceeded 4 ppt with a maximum value of 47 ppt.

  - Preliminary Mann Kendall trend analyses (statistical analysis) on PFOS groundwater data on locations with six or more data points was performed. PFOS concentrations showed "stable" or "no trend" for the majority of wells.

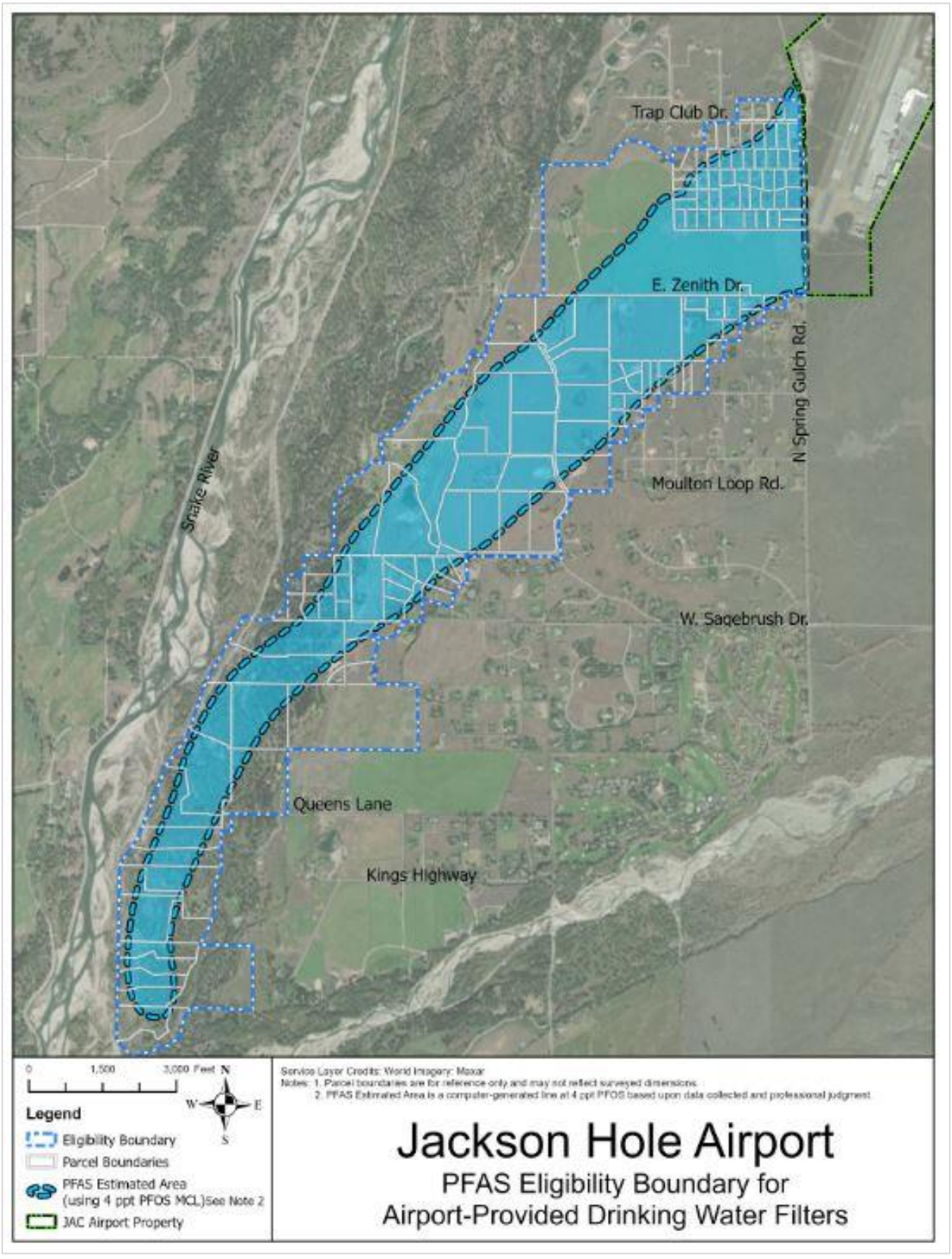
- **September 2025**: Fifteen domestic water wells were re-tested. Results were generally consistent with previous testing events, although concentrations were typically slightly lower. A comparison of these results with 2024 MCLs for PFOS and PFOA indicated the following:
  - No PFOA exceeded 4 ppt.
  - Ten PFOS results exceeded 4 ppt with a maximum value of 43 ppt.
  - Preliminary Mann Kendall trend analysis (statistical analysis) on PFOS groundwater data on twenty locations with six or more data points was performed. PFOS concentrations showed "stable" or "no trend" for the majority of the wells.

The Airport will continue to re-test these domestic and on-airport wells, both in wet and dry seasons.

Eligibility Boundary and Water Filtration System

The Eligibility Boundary (EB) defines the area where it is estimated that any concentration of PFOS or PFOA would be detected in groundwater, or in which PFOS and PFOA have actually been detected. In April 2024, the EB map was revised based on EPA's promulgation of MCLs of 4 ppt each for PFOS and PFOA. Accordingly, the Airport updated the EB to use the 4 ppt PFOS drinking water MCL as the boundary. **Figure 11** shows the revised EB map.

Figure 11: Eligibility Boundary for Airport-Provided Drinking Water Filters



Residents whose parcels fall within the EB are eligible to receive, at no cost to them, a whole-house domestic water filtration system that is certified to remove PFOS and PFOA. If any portion of a parcel is located within the EB, any domestic water well on the parcel is eligible for a filter. Additionally, the Airport issues replacement filter cartridges to maintain effectiveness of the systems.

Water Quality Monitoring

The Airport has consistently prioritized water quality monitoring due to its location within the National Park and the designation of the Snake River as a Class 1 watershed. For more than a decade, the United States Geological Survey (USGS) has carried out the Airport's water quality monitoring at 19 wells situated to the north, south, and southwest of the Airport.

The Airport renewed its contract with USGS to do annual water quality modeling near the Airport. The previous contract, for Fiscal Year (FY) 2023 to 2025 cost the Airport approximately $233,925. The renewed contract for FY 2025 to 2029 has a total project cost of $834,500, of which the Airport will provide approximately 70% of funds, equaling $584,150. The remaining 30% of the budget will be covered by USGS Cooperative Water Program funding.

USGS released a report in 2025, and "results of statistical tests were applied to water-quality results to evaluate trends in selected physical properties and constituent concentrations with time. The trends of those data show that water quality did improve overall during the study period compared to previously collected data. Presumably, these trends are in response to the changes in the aircraft deicing/anti-icing fluid (ADAF) formulation used by the JHA, the many JHA infrastructure improvements made during 2011–20, the degradation of existing ADAFs in subsurface soils and groundwater, or some combination of these possibilities."

Deice Pad, Taxiway Improvements, and Glycol Recovery

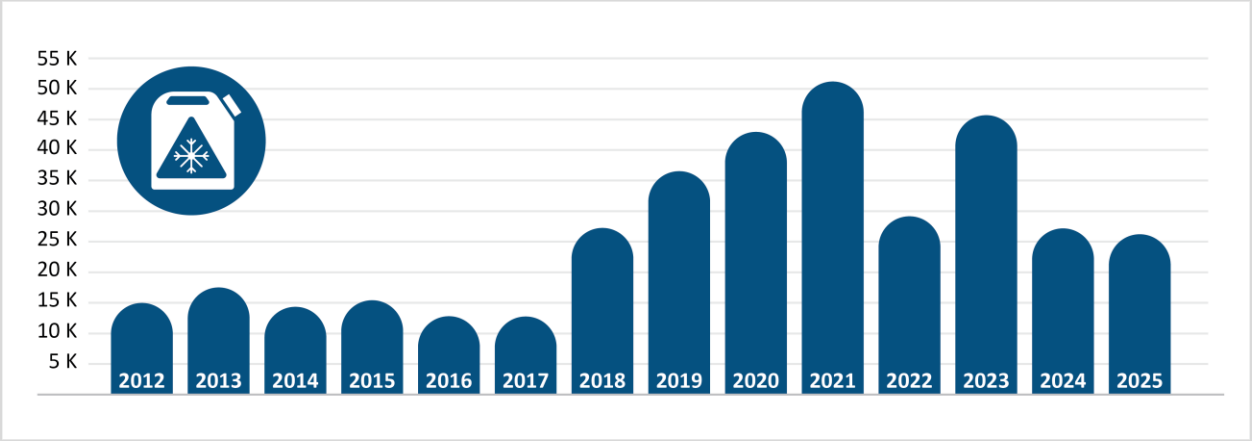
The Airport's aircraft deicing pad is located at the north end of the airfield, just east of Taxiway Alpha. There are two spent glycol collection drains on the east and south sides of the pad, which funnel the used glycol into a 30,000-gallon underground collection tank located just south of the concrete pad. There is also an underground valve that can be closed to divert rainwater and other precipitation away from the collection tank during times or seasons when deicing of aircraft is no longer necessary.

The existing glycol collection system is being upgraded to accommodate a larger deicing pad, ensuring efficient capture and separation of spent glycol from runoff water, and allowing for proper recycling and disposal of glycol. The deice pad and taxiway improvement projects are separated into two phases:

- **Phase 1** focused taxiway rehabilitation and was completed in 2024. This phase improved the taxiway to allow aircraft awaiting deicing to queue on the access taxilane, increasing operational efficiency and removing the need for aircraft to use parking positions.
- **Phase 2** will expand the existing deicing pad and glycol collection system, which is anticipated to be completed in 2026.

The Airport's goal is to collect and recycle as much glycol as possible. Since 2012 the Airport has tracked glycol recovery data to understand trends and identify areas for improvement. **Figure 12** shows the gallons of glycol recovered since 2012.

Figure 12: Deicing Gallons Recovered (2012-2025)



Note that seasonal weather patterns significantly influence the volume of gallons recovered. In years with substantial snowpack, increased runoff dilutes the glycol, resulting in higher overall gallons collected. Conversely, during extremely cold seasons dominated by ice rather than snow, limited runoff leads to lower recovery volumes.

WILDLIFE MANAGEMENT

JAC's airfield is surrounded by a wildlife fence that serves to protect wildlife near the Airport and minimize conflicts between aircraft and most wildlife, with the exception of birds. To further mitigate conflicts, a Wildlife Hazard Mitigation Plan (WHMP) was developed collaboratively between the Airport and the Park. The WHMP includes the Greater Sage-Grouse Habitat Restoration Plan, designed with strategies for increasing separation between aircraft and the sage grouse through the restoration of brood rearing habitats in disturbed areas near the Airport. The Airport has contributed at least $680,000 to sage grouse habitat restoration in Grand Teton National Park since 2019, with another $150,000 in funding planned in the next two years.

In 2024 and 2025, the Vegetation Ecology and Management Branch of the Science and Resource Management Division at the Park conducted habitat restoration efforts for the Sage-Grouse population. This included the following efforts at the McBride unit located south of the Airport:

- Smooth Brome Removal: 84 acres
- Seeding: 55 acres
- Planting: 462 Container Plants
- Spot-treating the Seeded Area
- Continued Monitoring

Community & Employee Programs

The Airport's culture of "People Helping People" emphasizes the dedication to cultivating a safe, inviting space for the traveling public and employees. Through strong partnerships, collaborative programs, and the Airport's role as a dependable, welcoming, and safe transportation resource for the region, the Airport actively contributes to community well-being. The accomplishments outlined below highlight the many ways the Airport supports its staff, users, and surrounding community.

CERTIFICATIONS AND AWARDS

Jackson Hole Airport is proud of its achievements in demonstrating environmental stewardship, social responsibility, and excellence in aviation. The following awards and certifications verify the Airport's standing in the community and the industry:

2024

- ACI – ACA Level 2 Certification (entry year)
- ACI – Jay Hollingsworth Speas Airport Award for Environmental Excellence
- Jackson Hole Chamber of Commerce – Green-2-Green Award Silver Winner
- Wyoming Airports Coalition – President's Award of Excellence awarded to Jim Elwood and Michelle Anderson
- NW AAAE – Aviation Excellence Award awarded to Michelle Anderson

2025

- AAAE – Airports Going Green Conference, Honorable Mention for International DarkSky Place Program
- AAAE – Airports Going Green Conference, Outstanding Airport Leadership
- ACI – ACA Level 2 Renewal
- ACI General Assembly – Honorable Mention for Environmental Achievement Award in the Innovative/Special Projects category for DarkSky Certification
- Yellowstone-Teton Clean Cities – Fall Stakeholder Meeting, Alternative Fuel Champion Award for Renewable Diesel and Electrification
- The Washington Post – 50 Best Airports in America
- 50th Wyoming Airport Coalition Conference – Craig Foster recognized with the Aviation Achievement Award

COLLABORATIONS & PARTNERSHIPS

Collaboration with community partners and regional agencies is fundamental to the Airport's operations. As part of the commitment to being a good neighbor, the Airport took part in the following events and outreach programs in 2024 and 2025:

- High School Job Fair (Driggs, ID)
- Old West Days Parade
- Jackson EcoFair
- Flights and Feathers (partnership with Teton Raptor Center)
- Jackson Hole Children's Museum Touch-a-Truck event
- 4th of July Parade
- Holiday food donation program
- Jackson Hole Summit – Energy, Economics, and Environment
- DarkSky Celebration Event
- Womentum Leadership
- Work Based Learning program (see details below)
- Chamber of Commerce Trunk or Treat
- Wort Hotel's Casino Night benefiting local rotary scholarships

- DarkSky Week Planetarium: two days of hosting a temporary indoor planetarium in the terminal, in partnership with Wyoming Stargazing
- Visit from Queenstown International Airport, New Zealand (April 2024)
- Hosted tours for Central Wyoming College, Wyoming Wildflower Women, and Leadership Wyoming, providing these groups with a behind-the-scenes look at airport operations.
- Safety Facility Workshops/Open Houses
- High School Simulator Program
- Teton County Integrated Solid Waste & Recycling Anniversary
- Teton Leadership Summit
- Destination Stewardship Council

The Airport presented to the public and/or at industry events in 2024-2025, including:

- Jackson Hole Summit – Energy, Economics, and Environment: Big Ideas for Teton County, Jac Stelly
- Airports Going Green: Transforming Tomorrow, Jac Stelly
- Airports Electrification West: Infrastructure Case Studies, Jac Stelly
- Rotary Lunch: General Airport Update, Jim Elwood
- Wyoming Airports Coalition Annual Conference: Jim Elwood and Jeremy Barnum
- Mountain Towns 2030, Jim Elwood
- NW AAAE: F3 Foam Transition, Dustin Havel
- NW AAAE Operations Safety Planning Emergency Management (OSPEM): F3 Testing and Job Shadow Presentation, Dustin Havel
- AAAE Working Group: F3 Transition, Dustin Havel
- WAC Lunch and Learn: F3 Transition, Dustin Havel and Alton George
- Leadership Jackson Hole: Community Based Event, Jim Elwood and Dustin Havel

Work Based Learning (WBL) Program

The Work Based Learning (WBL) program kicked off during the 2025-2026 school year. The goal of the WBL program is to connect students with real world experiences in career fields they are interested in to help fill the anticipated 1 million+ jobs that will be needed in aviation over the next twenty years.

The Airport hosted two high school students in the program, who are learning how different airport departments operate and are currently working with the Airport's aircraft maintenance team for approximately four hours a week. One of the students has received his private pilot's license and is pursuing his dream of attending a service academy, while the other student has been accepted to an Airframe and Powerplant (A&P) school to become an aircraft mechanic.

2025 Board Retreat

In 2025, the Airport conducted invasive species removal within Grand Teton National Park. Working with the Park's Vegetation Management Team, all board members as well as the administration team spent the afternoon pulling thistles along a park road.

EMPLOYEE BENEFIT PROGRAM

Employee Housing and Transportation Stipend

Due to Jackson's competitive and expensive housing market, the Airport provides a monthly housing and transportation stipend for each full-time employee. The stipend is adjusted each year to reflect current market pricing. Additionally, the Airport continues to provide short-to-medium term temporary housing for employees in special circumstances, including new employees moving from out of town, employees in transitional housing circumstances, or for short-term emergency housing. In 2025, the Airport purchased a house in Jackson to support this program.

Airport Host Program

Throughout 2024 and 2025, the Airport continued to operate its Airport Host Program, offering travelers a warm welcome upon arrival and departure. These hosts assist guests with questions, travel needs, and helpful information about the Airport and surrounding community. Their presence is a key part of delivering an exceptional guest experience, and the Airport remains committed to exceeding the expectations of travelers who passes through our doors. During the winter season, the Jackson Hole Chamber partners with the Airport to support this program. Chamber staff share their local expertise with visitors, provide reusable shopping bags, and offer beverages in the baggage claim area to enhance the arrival experience.

Employee Volunteer Program

In keeping with "People Helping People," the Airport supports employee involvement in community service by offering paid Volunteer Time Off (VTO). This benefit allows staff to dedicate their skills and time to approved charities, local causes, and nonprofit organizations. Each employee may use up to 16 hours of VTO annually to participate in the volunteer activities of their choice.

Resilient Resource

The Jackson Hole Airport serves a community unlike any other, surrounded by Grand Teton National Park, the National Elk Refuge, and other remarkable places. In support of this unique setting, the Airport remains committed to resilient planning, thoughtful design, and efficient operations. Our dedication to sustainability, responsible resource use, and long-term resilience guides every decision.

The accomplishments outlined below highlight how the Airport continues to be a resilient and dependable asset for both the community and the aviation industry.

GROUND TRANSPORTATION & RENTAL CAR ACTIVITY

Due to the Airport's location approximately nine miles from the Town of Jackson and 21 miles from Teton Village, numerous transportation options are needed to meet the needs of the traveling public. The Airport enters into annual contracts with providers of ground transportation services and rental car companies. In 2024 and 2025, rental car companies at the Airport included Hertz, Enterprise, and Avis/Budget. To align sustainability values with our tenants, the most recent rental car contracts included language stating that the company agrees to participate in the Airport's recycling program by, at a minimum, recycling corrugated cardboard, paper, glass, plastic, and newspapers. Additional rental car companies include Dollar and Thrifty, which are located off site and offer free shuttle service to their locations in downtown Jackson, and GoRentals, which is available at the FBO.

Two transportation network companies (TNCs) also operate at the Airport. Under these contracts the independent drivers of Uber and Lyft may operate at the Airport. Airport access fees are charged using a "geo fence" which electronically detects when any in-service Uber or Lyft vehicle enters the Airport. These operations, including drop-offs and pick-ups, have increased from 47,916 in 2024 to 63,733 in 2025.

Turo, a car sharing company that allows individually owned cars parked at the Airport to be used similar to TNCs, has operated at the Airport since 2021. In 2025, there were 4,824 Turo rentals. This agreement allows the Airport to provide additional transportation solutions for the traveling public and visitors.

Winter START Bus Service

In recent years, Teton County and the Town of Jackson partnered with the Jackson Hole Travel and Tourism Board (JHTTB) to support the pilot of a winter START bus service connecting the Airport to the Town. This pilot program operated in the 2023/2024, 2024/2025, and 2025/2026 winter seasons, providing travelers with service to and from the Airport. The shuttles aim to reduce the number of vehicles on local roads, decrease associated emissions, and aid with limited parking capacity at the Airport; however, the pilot service has yet to achieve key performance indicators tied to those goals. After this season, the collaborating organizations will review usage data to better understand challenges and opportunities with shuttle service and to determine the feasibility of continuing the program.

Inter-Agency Helibase Operations

Pursuant to a Second Amendment to the 1983 Use Agreement, Bridger-Teton National Forest and the Grand Teton National Park have established an interagency Helibase adjoined to the Airport. The joint base consists of a 3,200 square foot building, two 30' by 30' helicopter landing pads and one 40' by 40' pad, plus two additional 70’ by 70’ helicopter landing pads that were constructed in 2021. There is also spill containment parking for fuel trucks and a mobile communications trailer.

The crew based at the Helibase responds to wildland fires and conducts short-haul search and rescue (SAR) operations in the Park and National Forest. The Helibase directly serves 2.5 million acres of federal land and is available to assist in rescue and fire operations on 18 million acres across the Greater Yellowstone Ecosystem. The 2024 and 2025 helibase operations are provided below. Note that in 2024, helicopter operations for the Pack Trail and Fish Creek fires were based at the Airport, resulting in higher-than-average fire management operations.

Table 2: 2024 and 2025 Helibase Operations

Operation Type	2024 Operations	2025 Operations
Fire management (suppression and prescribed fire)	252	53
Search and rescue (SAR) training or response	10	3
Support other natural resource management	7	5

TERMINAL BUSINESSES

Businesses located within the terminal building include a restaurant, a grab-and-go market, and two gift shops.

Jedediah's Catering & Concessions operated a full-service restaurant on the north end of the Airport's gate area, past the security screening checkpoint. Additionally, Jedediah's operated a well-stocked grab-and-go market in the baggage claim area, which is available to the public and located before the security screening checkpoint. In 2024 and 2025, Jedediah's continued supporting the Airport's waste diversion policies and composting efforts. Jedediah's also operates a gift shop at the Airport, which provides an assortment of souvenirs, books, and snacks.

As part of the Airport's agreement with Grand Teton National Park, the Grand Teton Association operates a book shop in the Airport. Purchases from the bookshop directly support educational, interpretive, and scientific programs at the Park.

AIRPORT PLANNING, DESIGN, & DEVELOPMENT

Strategic planning is fundamental to the Airport's continued success. By anticipating changing conditions, the Airport integrates resiliency so that facilities and operations evolve in step with tenant needs and traveler expectations, while continuing to protect the Airport's unique environment. This thoughtful approach not only minimizes potential impacts but also lays the groundwork for projects to be completed efficiently and effectively. Below are several projects that the Airport either initiated, continued, or completed in 2024 and 2025.

Landside Improvements

- **DarkSky Compliant Lighting Upgrades**: Airport staff completed a large-scale project to replace or upgrade over 250 outdoor lighting fixtures to achieve compliance with DarkSky requirements.
- **Administration and FBO Building**: completed construction of the new Administration and FBO building using energy reduction features (i.e. geothermal energy, energy efficient lighting, etc.), low VOC materials, and natural design to visually integrate the building with the natural environment.
- **Chip Seal Access Road**: the project patched cracks and small potholes in the entrance road, therefore improving smoothness of the airport entrance

Airside Improvements

- **Hangar 3**: completed construction of the new Hangar 3 building using energy efficient design, durable materials, and geothermal energy.
- **Deicing Pad & Taxiway Improvements**: continued the project to rehabilitate the taxiway and expand the deicing pad and glycol collection system, with anticipated completion in 2026.
- **Safety Facility**: began the conceptual planning study for a potential aviation safety facility, which would provide ARFF and other important safety and operational functions directed by the FAA. The study is ongoing and will include dialogue and collaboration with key stakeholders including Grand Teton National Park and the broader community.
- **Seal Coat and Mark Pavements**: the project improved clarity of directional lines on pavement, therefore improving safety.

FINANCIAL MANAGEMENT AND PLANNING

Effective financial planning allows the Airport to anticipate future needs and maintain its role as a key economic contributor to the community. The Airport operates without relying on local property or sales tax revenue. The summary below highlights the financial management efforts that strengthen the Airport's fiscal health.

Airport Finance Requirements

The Airport is financially self-sustaining, generating all operating revenue from user fees and rentals including airlines, rental car companies, the FBO, ground transportation operators, landing fees, and fuel flowage fees. The Airport receives no operating revenue from local or state governments. Each year, the Airport sets an operating budget based on anticipated revenues and maintains cash reserves to cover years when expenses exceed those revenues.

For capital projects, the Airport receives funding from FAA and local grants. Federal law requires that all Airport generated revenue be used only for Airport related costs, preventing revenue diversion. The 1983 Use Agreement also requires that all rates and fees charged to the public be fair and reasonable, and FAA grant assurances require the Airport to maintain a fee structure that keeps it as self-sustaining as possible, typically through market-based rents and fees.

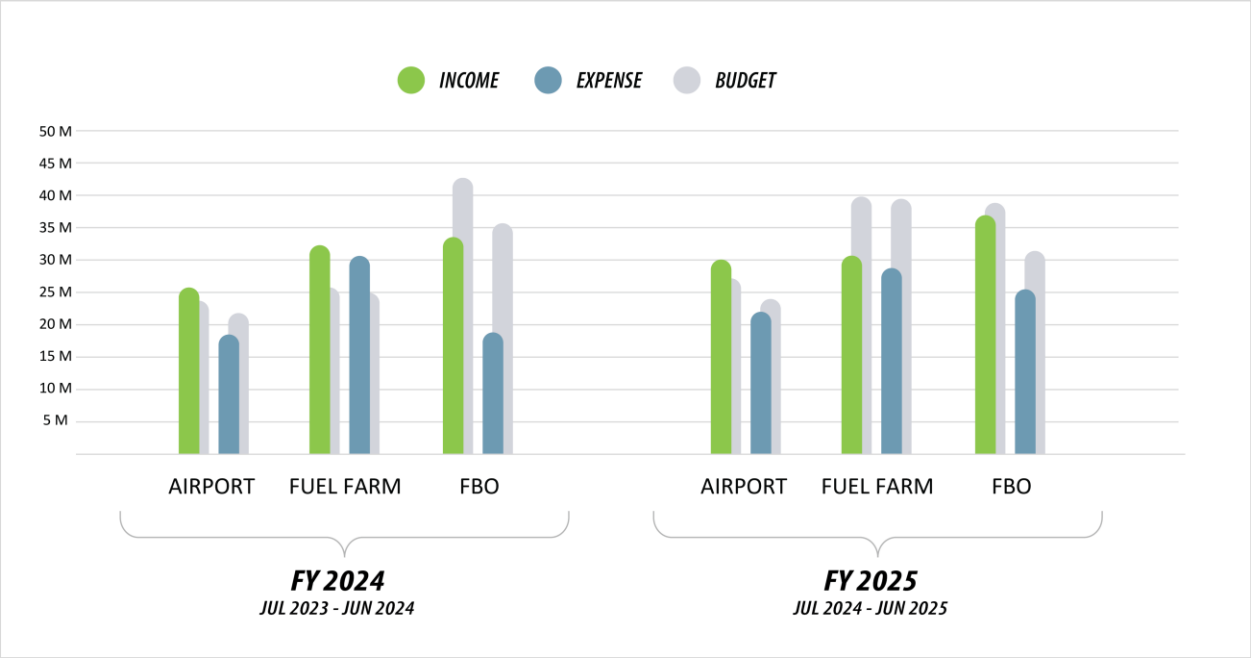
Summary of Finances

The Airport's operating revenue fluctuates largely with aircraft and passenger volumes because many fees—such as tenant percentage-based fees, parking, landing fees, and fuel flowage—are tied directly to activity levels. While revenues rise or fall with demand, operating expenses do not always adjust as quickly, so they must be carefully monitored.

Capital expenses, such as building or runway projects, are primarily funded through grants and Passenger Facility Charges (PFCs). PFCs are federally authorized fees collected per passenger and can only be used for FAA-approved capital projects. Both grant funding levels and PFC revenue depend partly on passenger volumes.

A summary of the major sources of revenue and expenses are shown in **Figure 13** below, followed by a list of major projects. Note that the summary of income and expenses are listed by Fiscal Year.

Figure 13: Fiscal Year Income/Expenses (2024 and 2025)



Capital Improvement Plan

Eligibility for FAA and/or Wyoming Department of Transportation (WYDOT) grant funding requires the Airport maintain a Capital Improvement Plan (CIP), which projects the estimated uses of federal grant funds over a five-year time horizon. Proposed capital improvements must be reflected on the CIP to be eligible for federal funding. Recently completed or planned projects are included below.

Table 3: Recently Completed or Planned Projects during 2024-2025

Project	Expected/Approved Contract
Rehabilitate Taxiway A – North, Deicing Pad Improvements, and Bypass Taxilane (2022-2026)	$48,834,603
Seal Coat and Mark Pavements (2025)	$1,312,369
Construct Backup AWOS (2025)	$225,000
Aviation Safety Facility Conceptual Planning Study (2025)	$2,117,475
ZEV Equipment (2025)	$1,807,950
General Aviation Terminal & Hangar 3 Development – Construction (2025)	$68,000,000

Conclusion

2024 and 2025 marked exceptional achievements for the Airport, showcasing the deep commitment to innovation, community partnership, and environmental stewardship. Over these two years, the Airport achieved several milestone accomplishments that reinforce our role as an industry leader.

During this period, the Airport advanced major initiatives, including certification as the first airport in the world recognized as an International Dark Sky Place. The Airport continued its industry-leading efforts to complete the transition to F3 and the full deployment of two new ARFF vehicles outfitted exclusively with F3, which further reinforces the Airport's dedication to protecting community and local water resources. In addition, ongoing enhancements to the Fly Quiet Program strengthened efforts to reduce noise impacts on the surrounding community through improved monitoring, communication, and outreach.

Together, these achievements, along with others described throughout this report, demonstrate the Airport's unwavering dedication to safety, environmental stewardship, resiliency, and community partnership. The Airport and our staff remain proud of the progress made and committed to advancing sustainable aviation practices that set an example for airports nationwide.

Appendix A: Contributors

MEMBERS OF THE JACKSON HOLE AIRPORT BOARD

Members of the Board are appointed jointly by the Town and County. The five members of the Board each serve a five-year term, rotating positions so each member has the opportunity to serve as Member (Past-President), Secretary, Treasurer, Vice President, and President. In February of each year, the Board reorganizes and appoints new officers. At the time of this report, March 2026, the current Board members and their respective positions include:

- Melissa Turley – President
- Bob McLaurin – Vice President
- Ed Liebzeit – Treasurer
- John P. Carey III – Secretary
- Rob Wallace – Member (Past-President)

Board members that served during this reporting period (2024-present) included:

Valerie Brown (previous Board member). Valerie was appointed to the Airport Board in 2021. Valerie brought an extensive financial background to the Board. Throughout her career, Valerie has received numerous awards and has held a number of executive and senior leadership positions. She is actively involved in various boards and committees spanning environmental, business, and finance. Valerie has a chemical engineering degree from Oregon State University and MBA from Stanford University – Graduate School of Business.

Ed Liebzeit. Ed was appointed to the Airport Board in 2020. Ed is the past President and CEO of Jackson Hole Sotheby's International Realty and currently practices real estate. Previously, Ed was an executive of Procter & Gamble where he held senior roles. He was recognized with the Town of Jackson Hometown Hero Award for his efforts in the community. The National Association of Realtors selected Ed for the Good Neighbor Award for his accomplishments with the Community Safety Network.

Bob McLaurin. Bob moved to Wyoming in 1979 to pursue his passion for rock climbing and mountaineering skiing. In 1985 he began his employment with the Town of Jackson. He was the Jackson Town Manager from 1990 through 1994. From 1994 through 2003 he was the Town Manager for Vail, Colorado. In 2003 he returned to Jackson to serve the Jackson Town Manager. He held this position until retiring in 2018. He has been active in numerous nonprofits in Jackson including the Teton Literacy Center, Jackson Hole Historical Society and the Jackson Hole Rotary Club.

Rob Wallace. Rob was appointed to the Airport Board in 2022. Rob is a Natural Resource and Energy Consultant with former experience as the U.S. Department of Interior Assistant Secretary for Fish, Wildlife and Parks; head of Congressional Relations for the National Park Service in Washington, DC; founding member of the Grand Teton National Park Foundation; and a former member of the Yellowstone Park Foundation, the JH Historical Society, and the JH Land Trust. Rob earned a Bachelor of Sciences degree in engineering from the University of Texas at Austin.

Melissa Turley. Melissa was appointed to the Airport Board in 2023. Melissa previously served on the Teton County Commission and Jackson Town Council for a decade. Melissa helped found and served on the boards of Girls Actively Participating, Womentum, and the Jackson Hole Perinatal Advocacy Project. A native of Colorado, Melissa graduated from the University of Montana and is an alumna of Leadership Wyoming and Leadership Jackson Hole.

John P. Carey III. John was appointed to the Airport Board in 2026. John is a senior business executive and attorney with a broad mix of business, regulatory, legal, governance, compliance advisory, and management experience in major consumer financial services companies, a national law firm, a compliance and strategic advisory firm and in government service. He is particularly strong in addressing and solving external and regulatory franchise challenges and leading organizations to drive change.

AIRPORT STAFF

The Airport has a full-time, year-round staff of approximately 125 personnel, which include administration, airfield operations and maintenance, project management, aviation fuel facility operations, community outreach, hospitality, security, and other ordinary airport functions. Seasonal and part-time staff add approximately 20-35 personnel. The Airport's senior staff include:

Jim Elwood, Chief Executive Officer. Jim came to the Jackson Hole Airport in 2014. Before coming to Jackson, Jim was the director of Aspen/Pitkin County Airport in Aspen, CO. While in Aspen, he accomplished significant improvements to the operational infrastructure and effectively advanced environmental stewardship at the airport. Prior to working in Aspen, Jim served as the Airport Manager at both Eagle County Airport and Pueblo Airport in Colorado. His many accomplishments in the industry include currently serving on the Airports Council International-North America Board of Directors. Since his arrival to Jackson Hole Airport, Jim has implemented many new environmental measures and is an active member of the Jackson Hole community.

Dustin Havel, Chief Operations Officer. Dustin Havel joined Jackson Hole Airport in May 2016. Prior to this role, he served as Assistant Aviation Director – Operations at Aspen/Pitkin County Airport. He graduated magna cum laude from Central Missouri State University with a Master of Science in Aviation Safety and brings more than 20 years of experience in aviation, with a strong focus on airport operations and management. He also holds a Bachelor of Science in Aviation Technology – Maintenance Management and a Bachelor of Science in Business Administration – Computer Information Systems. Dustin is an Accredited Airport Executive (AAE), a Certified Aircraft Rescue and Fire Fighter (ARFF), and an Airport Certified Employee (ACE) in multiple disciplines. In addition, he is an instrument-rated private pilot with more than 250 hours of logged flight time.

Michelle Anderson, Chief Finance Officer. Michelle started working at the Jackson Hole Airport as the Office Manager in 2002. While working for the Airport, she earned her Executive MBA from the University of Wyoming. She has also earned her Accredited Airport Executive designation with the American Association of Airport Executives. During her time at the Airport, Michelle has helped the Airport successfully bid the private screening contract with TSA multiple times. Michelle was promoted to Assistant Airport Director in 2017. Her accomplishments include being awarded Wyoming's 40 Under 40 Award for 2017, and her appointment to the Board of the Wyoming Airport Operators Association.

Aimee Crook, Chief Security Officer. Aimee Crook is a Jackson Hole native who started working at the Airport the year she graduated high school. In 2000, Aimee graduated from the University of Wyoming with a Bachelor of Arts in Criminal Justice. Aimee was promoted to the Director of Security Screening in 2002 and played an intricate role in obtaining a Private Security Screening Contract on behalf of the Jackson Hole Airport Board. In 2016 Aimee became the Manager of Security Operations. Aimee is a Certified Member of the American Association of Airport Executives and currently serves as the Chief Security Officer.

Jeremy Barnum, Chief Communications Officer. Jeremy Barnum serves as the Chief Communications Officer at Jackson Hole Airport where he leads efforts to engage the community and traveling public on the Airport's commitment to a positive and unique guest experience, environmental stewardship and a culture of service. He previously served as the chief of staff for Grand Teton National Park where he led the park's external affairs and planning and compliance teams. He also served as the National Park Service chief spokesperson and chief of public affairs in Washington, DC. Before joining the National Park Service, Jeremy was a commissioned member of the U.S. Foreign Service at the Department of State with postings to India, Ecuador, and Finland. Along the way, his love for the outdoors has led him to treks in the Himalayas, the Andes, Arctic fells, and up Mount Kilimanjaro. Jeremy is a certified member of the American Association of Airport Executives.

Tony Cross, Chief Human Resources Officer. Tony has over 30 years of experience in Human Resources, including HR management, employee relations, global HRIS management, policy development, organizational development, compensation, recruiting, and benefits. He has worked for non-profits, technology companies, and a global structured finance company where he interfaced with HR professionals in 32 different countries. Tony currently serves as Chair of the Wyoming Workforce Development Council, the Habitat for Humanity of the Greater Teton Area Board of Directors, and the WAM-JPIC Health Insurance Plan Board of Directors. He is also a volunteer Advocate at Community Safety Network, a Jackson-based nonprofit that supports people affected by domestic violence, sexual assault, and stalking. Tony was born in Detroit, grew up in Manhattan, and lived in San Francisco for 18 years before moving to Wyoming in 2013. He is also a lifelong musician, beginning his violin studies at age 4.

Anna Valsing, Chief of Staff. Anna is a born-and-raised Jackson native. She is a 2009 graduate of Embry-Riddle Aeronautical University with a degree in Aeronautical Science. Anna also holds FAA certifications as a multi-engine, commercial, and instrument rated pilot, a Certified Flight Instructor, and a dispatcher. Anna began her career at ACI Jet where she spent eight years in dispatch and charter sales, ultimately serving as the Dispatch Manager. In 2017, she joined the Jackson Hole Airport, where she currently serves as Chief of Staff. Anna is engaged in the local community and is a graduate of Leadership Jackson Hole (2020) and Leadership Wyoming's Class of 2025. She also participated in the Womentum program as both a mentee (2021) and a mentor (2026). Outside of work, Anna enjoys trail running, mountain biking, skiing, and spending time with family. Anna is an Accredited Airport Executive (A.A.E.) through the American Association of Airport Executives.

Craig Foster, FBO General Manager. Craig Foster brings more than 30 years of experience in FBO management, including operations under Federal Aviation Regulations Part 135 air charter and Part 145 maintenance. He holds a Bachelor of Arts in Business Administration and a private pilot license from Walla Walla University. His career includes leadership roles in FBO startups, acquisitions, and operational development. In 2022, he joined Jackson Hole Airport to lead the transition of FBO services to an airport-operated enterprise.

Jac Stelly, Environmental Manager. Joining the airport team in February of 2025, Jac coordinates the implementation of strategies to operate at the forefront of environmental stewardship in aviation. These efforts include energy efficiency, water quality assurance, noise mitigation, waste diversion, and improving the health and safety of residents, visitors, and wildlife. Coming from a background of research and engineering, Jac has conducted investigations at the National Renewable Energy Lab, the Multi-Scale Food-Energy-Water Systems Modelling Lab, and the Basso Lab for Regenerative Land Use. Moving forward, Jac hopes to amplify the impact of collaboration between the Airport, Grand Teton National Park, and the greater community of Jackson Hole.