# ILS Z OR LOC Z RWY 19 JACKSON, WYOMING

An approach to a mountain town replete with high-altitude hazards

BY JASON BLAIR

## TURNS FROM IAFS TO INTERCEPT

With official initial approach fixes (IAFs) at the DNW VOR and the MOSSS points, a pilot might choose to transition from these along feeder routes to the ZIBIV initial fix (IF) onto the approach. From here, there will be more turns after reaching ZOSUV and WOMRU to establish onto the final approach path of 187 degrees for the ILS or LOC. Be ready to make turns whether flying the approach by hand or making sure your autopilot properly transitions along the procedure.

#### **B** DME FROM THE LOC

DME notations along the descent on this approach are listed as from the source I-JAC; this is the localizer. With a VOR that is closely situated to the runway, selecting the wrong source would get a pilot close, but not give them the correct distance when

**A DESTINATION IN BOTH** the summer and winter, Jackson, Wyoming, is a city growing in its attraction, and its aviation activity. With lots of high terrain around, an approach into this airport requires a pilot to closely follow altitude restrictions, especially if a missed approach becomes necessary.

identifying waypoints along the localizer path.

### © CLIMB RATE IN FPNM, NOT FPM Going missed requires a

pilot to fly a path, but in this case it has vertical climb requirements. There are two notes here that depend on if the pilot is flying the ILS or just the LOC approach. They require that a pilot can maintain at least a 241 or 248 feet per nautical mile climb gradient to designated altitudes (9.600 and 9,800 feet, respectively) if a missed approach is needed. The key here is that this climb gradient is not a "feet per minute" climb that we see on our instruments, but "feet per nautical mile," which requires a pilot to get into the performance charts for their aircraft to determine if they can meet or exceed this requirement

at the local altitude.

#### O VOR FOR THE MISSED

Going missed on this approach has a pilot transition their navigation source from the inbound using the LOC to using the VOR 192 degree radial to the KICNE waypoint. Be ready to switch that nav source and turn from the 187 degree inbound to a 192 outbound course from the VOR if needed.

#### **G** CHECK THOSE MSAS

Many airports will have minimum safe altitudes around them a couple of thousand feet above the airport elevation. These altitudes will typically give 1.000 feet of obstacle clearance within a 25 nm radius of the point depicted. These are to be used in the event of an emergency where a pilot needs to get clear of terrain if off of a published segment of the approach. On this chart, altitudes of 14,900 feet

to the northwest and 12,700 to the south and east would be needed to get to a clear altitude. For an aircraft not turbocharged or turbine powered, these might be unreachable altitudes.

#### TERRAIN ALL AROUND

An approach with a lowest decision altitude of 6,651 feet, there is no doubt that the pilot is going to find themselves well below terrain in the surrounding area. Numerous pinnacles above 10,000 feet msland a famous one to the northwest at 13,770 feet msl-might give a pilot pause when thinking about doing this approach in all but the best of conditions. The proximity of high terrain and its significantly higher levels than the approach in the valley makes it critical that a pilot not stray off course. A conservative one might choose to significantly increase their personal minimums at such an airport.

JACKSON, WYO JEPPESEN KJAC/JAC Eff 8 Sep (11-1) ILS Z or LOC Z Rwy 19 JACKSON HOLE \*JACKSON Tower CTAF 118.075 120.625 133.25 124.55 YUSGU Apt Elev 6451' TDZE 6451' 109.1 8000'(1549') 6651'(200') 14,900 MISSED APCH: Climb to 6900' then climbing RIGHT turn to 14000' on JAC VOR R-192 to KICNE INT/D26.6 JAC and hold, continue climb-in-hold Trans level: FL 180 In DME required for LOC only. 2. RNAV 1-GPS required. 3. RADAR required for procedure entry at MOSSS. 4. Use IJAC DME when on the LOC course. 5. Cold temperature altitude correction required at or below -21°C. 6. Pilot controlled lighting 118.075. MSA JAC VOR 8259' 8085' WATBU 1 Procedure not authorized for arrival on DNW VOR airway radials R-219 clockwise R-267. 11310 10221 ZIBIV MAX 180 KT . 12593 11080'11523' NAVIGATIONAL H)117.2 DNW RRYAN 187° 109.1 IJAC 10103' 13770' WOMRU • 10618' 10122 **MAX 230 KT** 10411 115,4 JAC 10893 **ZOSUV WOMRU** 9800′ <del>-232°</del> 11000′ 8700' 205° MALS PAPI and speed-Kts 70 90 100 120 140 160 6900' 14000' JAC 3.00° 372 478 531 637 743 849 ▼ ∘ 115.4 RT R-192 MAP at D1.2 IJAC TERPS CIRCLE-TO-LAND Missed apch requires mim climb of 241'/NM to 9600' Missed apch requires mim climb of 248'/NM to 9800' CATS A/B/C Not LOC (GS out) Authorized East of Rwy 1-19 DA(H) 6651'(200' MDA(H) 6720'(269' 6820'(369') - 1 **RVR** 50 RVR 40 6920'(469') - 1 RVR 40 or 3/4 RVR 45 7400'(949') - 23 NA If unable to meet climb gradient, see ILS Y or LOC Y Rwy 19. CHANGES: Lighting. © JEPPESEN, 2013, 2022. ALL RIGHTS RESERVED

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