

Jackson Hole Closing

Chris Shieff
5 April, 2022



KJAC/Jackson Hole will be **closed to all traffic** from April 11-June 28. Keep an eye out for the new KJAC Notam which has yet to be published.

What's happening?

The runway is being replaced. Work has been happening in phases, and the first happened last year with minimal impacts. But now it's time to get the really heavy machinery out – the entire runway will be dug out, and the sub-base replaced.

If you're wondering what sub-base is, it's the granular layer that the hard stuff sits on top of. Of course, once it's in place, the runway will also be fully re-paved. Unfortunately for traffic this means all operations will be stopped for 78 days.

Once the airport reopens, work will continue to groove the runway and apply markings, but this will happen with closures at night. The entire project will be wrapped up by August.

For more information you can view the official project website.



Phase Two is about to kick off, the big one. Courtesy: Jackson Hole Airport

Is the runway being lengthened though?

Not this time. The existing runway has been in place for nearly half century, and having been re-surfaced several times it is just in need of a full replacement. There will still be 6,300' (1920 m) of runway available when the project is finished.

Where else can I go?

There are several alternative airports that could be considered during the works. We asked OPSGROUP members what their preferred alternate is, and their answer was **KDIJ/Driggs**, Idaho.

It's only 23nm away. The facilities are reportedly great, with a nice big apron that can easily fit your ride. Here is some information on the field:

Runway 04/22 7,300' / 2,225m.

Instrument approaches: All RNAV. There is a discrete approach for 04, and an Alpha approach which will set you up for circling. Just make sure the weather is appropriate.

FBO: Teton Aviation Center. You can reach them on +1 208 354 3100, or via info@tetonaviation.com. Also it's going to get busy - reservations are essential. Teton has put out some guidance to pilots here.

Gotchas: As you'd expect, lots of terrain and high elevation - 6231'. It's also uncontrolled, but there is a UNICOM available on the CTAF frequency, 122.7.

Bonus: Harrison Ford may, or may not, keep a DHC-2 Beaver here. Just word on the street.



Driggs Airport comes highly recommended.

I'd prefer a side of ATC with that thanks.

The nearest controlled airport is **KIDA/Idaho Falls**. It's 63 nm away, and doesn't require any reservation of PPR (unless things start to get really crowded). It would still pay to let your FBO know you're coming.

Runway 03/21 9002' (2743m)

Instrument approaches: ILS available (21).

FBO: Aero Mark +1 208 524 1202 or info@aeromark.com



Idaho Falls is the nearest airport to Jackson Hole with ATC.

I'm on international ops, and need customs.

KJAC/Jackson Hole itself is not a port of entry. But if you're looking for one with CBP nearby, the closest option is **KBTM/Butte**, 160nm away across the state line in Montana.

Runway 15/33 The longest option at 9000'/2743m.

Instrument approaches: ILS available (15).

FBO: Butte Aviation Inc, +1 406 494 6694 or trevor@butteaviation.com.



If you're looking for an airport with customs, Butte is the nearest option.

We welcome other suggestions!

Please get in touch with us at team@ops.group with any other recommendations, we love to hear from you!

China Airport Alternate Restrictions

OPSGROUP Team
5 April, 2022



There are a multitude of Notams advising that certain airports in China are not to be used as alternates. Here is a list of those to look out for so you can plan and ensure your flight is not impacted, and a few others we thought worth mentioning.

The Notams

The 'unavailability' Notams, give or take slightly different dates, all say this –

AD NOT AVBL FOR INTERNATIONAL ALTN FLIGHT(INCLUDE HONG KONG, MACAO AND TAIWAN FLIGHTS) EXCEPT EMERGENCY FLIGHT.

So don't plan to use as an alternate, an en-route fuel or tech diversion, or anything else that wouldn't be classified as **an emergency**.

The Airports

Impact Level	Definition
High	Major airport, closed
Moderate	Secondary international airport, partial closure
Low	Minor airport, for info only

ZJSY/Sanya International - 12/31/2021

G2993/21 Sanya Phoenix International serves the Hainan region – the southernmost province of China (on the island).

ZSWH/Weihai - 12/09/2021

F6913/21 This is not a major international airport, Weihei lies on the eastern coast, north of ZSPD/Shanghai Pudong beside the Yellow Sea and is the closest Chinese airport to South Korea.

ZSNJ/Nanjing Lukou - 12/31/2021

F6912/21 A secondary international airport, this maybe used as an alternate for ZSPD/Shanghai Pudong. ZSHC/Hangzhou remains available, as does ZSSS/Shanghai Hongqiao (see below).

ZSSS/Shanghai Hongqiao - 12/19/2021

F6888/21 Only runway 18L/36R is unavailable, runway 18R/36L remains open and has both ILS CAT I and RNAV capability, and is 10,827' (3300m) length.

ZSOF/Hefei Xinqiao - 01/18/2022

F6798/21 This is a secondary international airport service the Hefei region, inland from Shanghai.

ZBTJ/Tianjin Binhai - 02/28/2022

E3619/21 Runway 16R/34L is not available to any large (B747, A380) aircraft except if an emergency special transportation.

ZLIC/Yinchuan Hedong - 12/09/2021

L1155/21 Another minor international airport. It is unlikely you would feel this a an alternate as it has limited international operations. Hedong serves the autonomous Ningxia Hui region to the north east and lies in close proximity to mountainous terrain.

ZWKC/Kuqu Qiuci - 01/31/2022

W0547/21 This is a domestic airport serving the Xinjiang autonomous region and would not be recommended as an alternate.

ZWWW/Urumqi - 12/30/2021

W0500/21 Urumqi is one of the primary enroute and emergency diversion alternates for the Himalayan region flights into China. Taxiways A and B (so both main taxiways) are closed due maintenance, as is runway 07/25.

However, it remains available for emergencies, but it is not clear how much notice would be required.

ZHHH/Wuhan Tianhe - 12/31/2021

G2452/21 Wuhan is closed for all except emergencies due to stand shortages only.

ZUUU/Chengdu Shuangliu - 12/26/2021

U3453/21 Chengdu is a major international airport in central China. The airport remains open, but is not available for BizAv flights wishing to park overnight unless you are based there, or its an emergency.

ZLXN/Xining Caojiabao - 12/02/2021

L0900/21 Although an international airport, this primarily only serves domestic flights into the region. ZLLL/Lanzhou would be the closest major international airport, and this remains available.

ZPPP/Kunming - 01/31/2022

U3133/21 Kunming is also restricted in parking and not available for overnight parking to any BizAv aircraft unless based there or landing due emergency.

Diverting in China

In general, diversions in China can be **problematic if you head somewhere unplanned** – and by this we mean not on your flight plan.

Much of the **airspace is governed by the military** which can result in delays for you while ATC coordinates with them. **Take extra fuel for dealing with things** like not getting the flight level you wanted, en-route weather deviations, random re-routes and delays with re-clearances if you do need to divert.

China also have stringent ATC procedures and hand out fines for errors, and occasionally impose restrictions for repeated errors so **know the country rules and regs**, including their contingency procedures as these **differ to ICAO**.

China have been known to impose **“do not commit to destination” policies** on some operators – this basically means they expect you to have enough fuel to not get into a low fuel situation at your destination airport. If you are going to, they expect you to divert to your alternate instead (which may result in you committing to that so look at that weather well in advance).

The mystery of the missing Russian Weather

Declan Selleck
5 April, 2022



A little while ago, **Russia stopped sending out METAR and TAF weather** updates on the international wires for a whole bunch of airports.

This made life difficult for international operators, especially airlines and business jet operators that use Siberian alternates. If you don't have the weather reports, you can't use it.

In **OpsGroup**, one of our members reported that they now had issues getting weather for places like UHHH/UHMA/UHMM/UHPP/UIBB/UIII/ULAA/ULLI/UNAA/UNKL/UNNT/USCC/USNN.

Then, another member pointed us at this official site – **<http://metavia2.ru/index.php?lng=en>**. But to register, you need to send an email, and nobody got replies.

So, the mystery remains unsolved. What do you know? Comment below, or email us at bulletin@fsbureau.org.