2016

WYOMING STATE AVIATION SYSTEM PLAN

WYDOT AERONAUTICS

Grand Teton *(cover)*
Elevation: 13,775’
Location: Northwest Wyoming *(Teton County)*

Grand Teton National Park, established by law in 1929, serves as a gateway to Yellowstone National Park and receives more than 2.7 million annual visitors. Grand Teton, most commonly believed to have been named by French trappers, is the highest point in Grand Teton National Park and second highest in Wyoming (coming in behind only Gannett Peak). The mountain peak was first ascended back in 1872.

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

2016 WYOMING STATE AVIATION SYSTEM PLAN

Plan prepared for:

Wyoming Department of Transportation

Aeronautics Division

Plan prepared by:

GDA Engineers

Mead & Hunt, Inc.

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CHAPTER 1 – INTRODUCTION

1.0 General Information

The State of Wyoming is dedicated to supporting and maintaining a safe, reliable, and efficient state aviation system. With an area of nearly 98,000 square miles and an average elevation of 6,700 feet above sea level[1], Wyoming relies on an extensive network of 40 publicly owned system airports to deliver essential commerce, personal, tourism, and medical transportation connections to the state, its businesses, and its residents. Wyoming's commitment to aviation is evident through its continued support of airport and air service improvements. This commitment is demonstrated by projects such as the opening of the new Hot Springs County Airport in November of 2015, and the continued funding of the Air Service Enhancement Program (ASEP) designed to support reliable commercial air service to multiple Wyoming communities. Since 2007, more than $115 million in state funds have been invested in Wyoming airports, as well as an estimated $257 million in federal funds and $39 million in local funds. To support continued use of Wyoming's aviation system for current and future users, the state has implemented an airport system planning process. The Wyoming Department of Transportation (WYDOT) Aeronautics Division and the Federal Aviation Administration (FAA) have developed this plan, the 2016 Wyoming State Aviation System Plan (WYSASP), which is an update to the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, which provides guidance for the future of Wyoming's state aviation system.

Support and approval of WYDOT Aeronautics Division activities are governed by the Wyoming Aeronautics Commission. This Gubernatorial-appointed seven-member board is tasked with guiding the development of aviation in Wyoming and seeing to the appropriate use of public funds for aviation. Additionally, the Wyoming Legislature demonstrates continued support for aviation through the careful allocation of state funds for airport and air service programs.

Much of Wyoming is open wilderness – in fact, approximately 91 percent of Wyoming land is classified as rural[2]. This open expanse of land includes six national forests, four national parks or monuments, world-class skiing, and abundant wildlife all situated with the backdrop of mountainous rugged terrain, and pristine lakes and rivers with a plentiful supply of fish. These physical characteristics attract millions of tourists and sportsmen to the state annually, and provide for profitable mineral mining and production businesses. Aviation provides the necessary access to these natural treasures. Businesses located in rural communities also rely on Wyoming airports to provide connections and efficient travel options. Without a properly functioning and planned aviation system, Wyoming could lose valuable business and economic opportunities. In addition to the recreational and economic advantages, Wyoming's aviation system provides

[1] Wyoming Facts and Symbols
http://www.wyo.gov/about-wyoming/wyoming-facts-and-symbols
[2] Wyoming Information – http://www.wyo.gov/about-wyoming/wyoming-information

critical access for medical patient and doctor transport, especially when hours of ground travel time are not a viable option.

Although the natural geology and landscape of Wyoming drive its economy, they also present a challenge to aviation. High altitude airports surrounded by rising, sometimes extreme, terrain are an impediment to aviation operations, requiring longer runways, frequent wintertime snow removal, and limits to instrument approaches that restrict airport access during poor weather conditions. The terrain also physically separates rural regions, making commercial air service and general aviation (GA) access a vital component of Wyoming's transportation system. These specialized elements are integrated into the plan in the following sections:

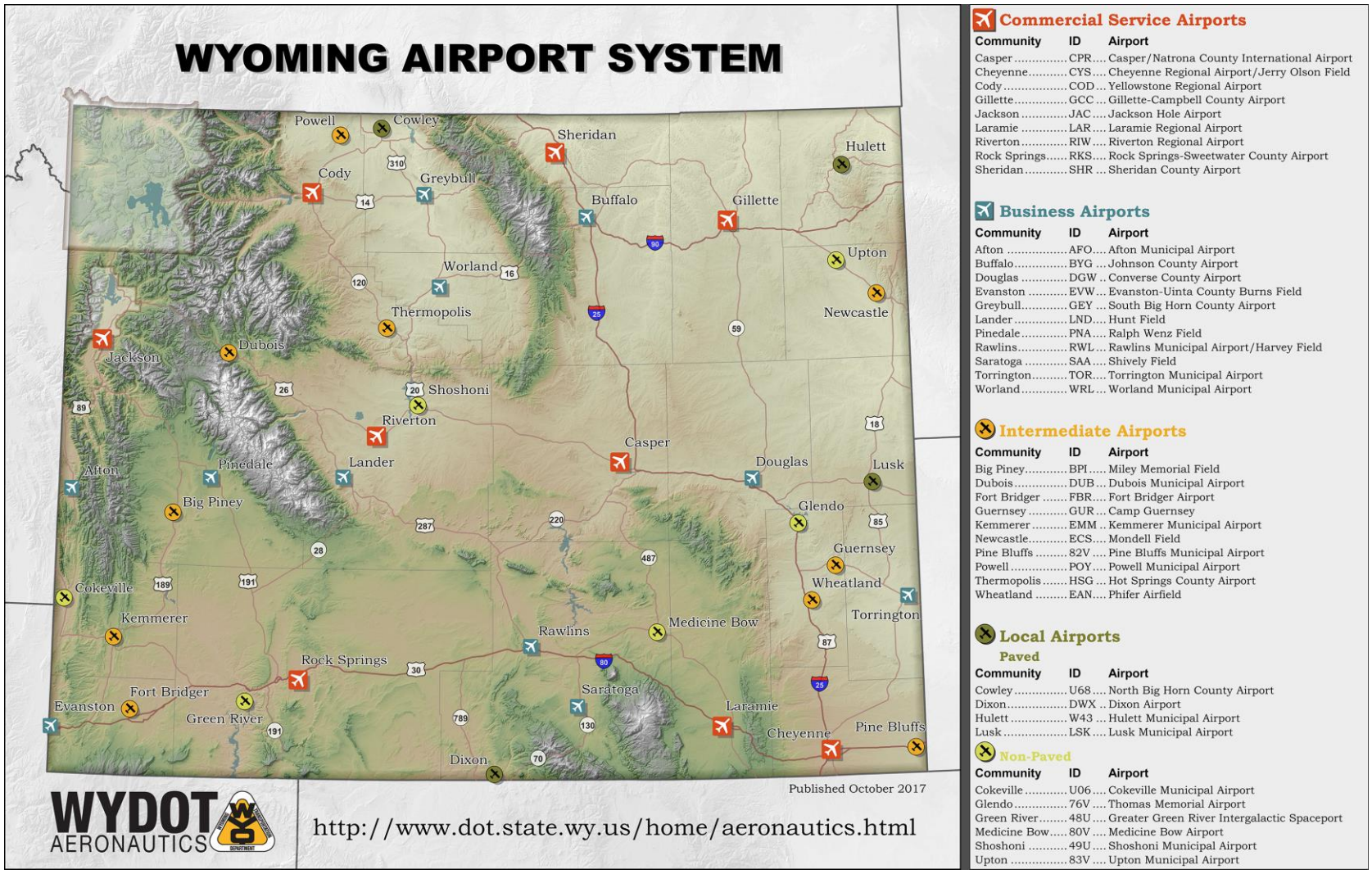
- Chapter 1: Introduction
- Chapter 2: System Goals and Airport Classifications
- Chapter 3: Inventory
- Chapter 4: System Forecasts
- Chapter 5: System Analysis
- Chapter 6: Trends and Technology

1.1 Purpose of Airport System Planning

The purpose of system planning is to facilitate coordination between local, state, and federal agencies in maintaining and promoting a safe and efficient national aviation system. The development and upkeep of Wyoming's airport system (shown in **Figure 1-1**) is a collaborative effort between multiple entities, and is led by the WYDOT Aeronautics Division who uses the WYSASP to assess needs and develop statewide aviation requirements. The WYSASP provides input to the FAA for the National Plan of Integrated Airport Systems (NPIAS), *General Aviation Airports: A National Asset (ASSET 1),* and *ASSET 2: In-Depth Review of 497 Unclassified Airports (ASSET 2)* reports. Although the state uses the WYSASP to evaluate system progress by identifying deficiencies in the state's airport system, it is the responsibility of local municipalities (as owners of the system's public airports) to implement actions identified by the system plan.

The system plan is not a replacement for individual airport planning documents and studies, nor does it have greater influence over airport development. The system plan identifies needs based on creating a system that meets the established goals and objectives, but does not indicate if the development identified is practical, prudent, or feasible. For this reason, local planning, such as airport master plans or Airport Layout Plans (ALP) for individual airports remain as the primary guide to development, and the system plan should only be used to supplement this information to show how the development would benefit the system. For example, the system plan may identify an airport as needing certain development, such as a full parallel taxiway; however, local conditions may present significant obstacles to this development and should first rely on master plan or ALP guidance when deciding whether or not to pursue the improvement.

Figure 1-1: 2016 Map of Wyoming Airports



Source: GDA Engineers

States must evaluate system plans periodically to receive funding from the FAA for NPIAS airports. Airport system plans typically consider a 20-year planning horizon; however, maintaining an updated system plan is important as the needs of each state change incrementally over time. The FAA provides guidance to the states though FAA Advisory Circular (AC) 150/5070-7 *The Airport System Planning Process* on how to conduct system plan evaluations or studies. The AC addresses core components of a system plan, but allows for customization by states due to individual needs unique to each state and plan. Specifically, a customized plan often includes goals, objectives, and performance measures that are tailored to match the vision adopted by a state's aviation agency. Chapter 2 of this plan provide details on the performance metrics established for Wyoming as developed by the WYDOT Aeronautics Division. **Figure 1-2** demonstrates the relationship of the system plan to the users of the system.

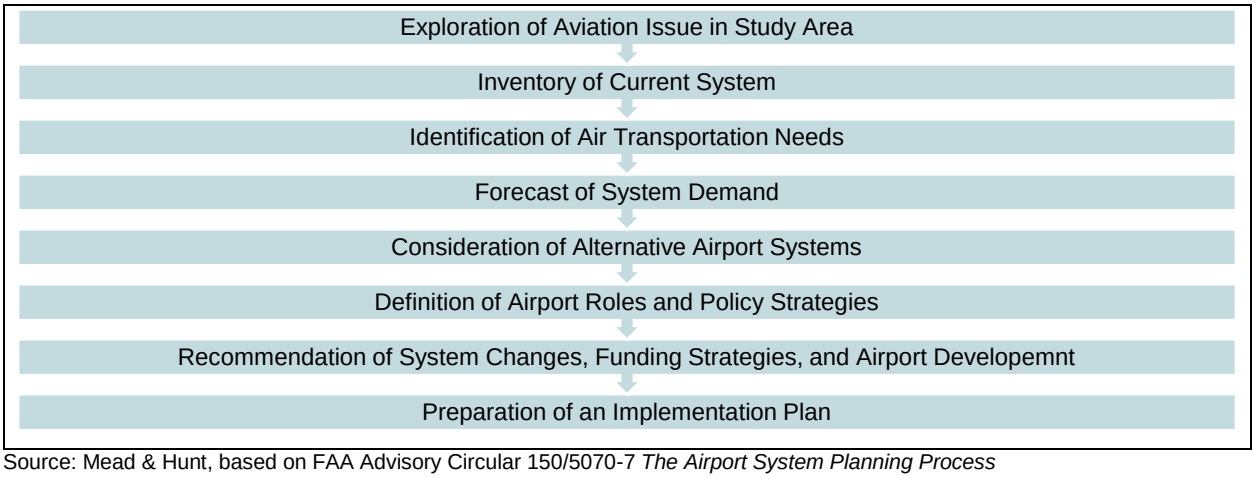
Figure 1-2: Relationship of System Plan to Users

Source: Mead & Hunt

1.2 System Planning Process

The process found in AC 150/5070-7 identifies the core steps used to guide the development of airport system plans. These steps, shown in **Figure 1-3**, are a starting point and provide a foundation for developing each state's system plan. Due to the unique needs and challenges in each state, this general process is augmented with state-specific elements. In Wyoming, the state aviation system is impacted by several factors that are addressed in this plan, including seasonal tourism travel demand, high ground elevations, remote communities, and challenges to providing commercial air service.

Figure 1-3: System Planning Study Process



Source: Mead & Hunt, based on FAA Advisory Circular 150/5070-7 *The Airport System Planning Process*

1.3 National Plan of Integrated Airport Systems

System planning at the federal level is accomplished through the NPIAS. This plan is used nationally to guide airport development and improvements. The FAA considers system plans such as the WYSASP when developing the NPIAS. Airports included in the NPIAS are eligible for federal funding through the Airport Improvement Program (AIP), thus increasing the importance of careful coordination of the WYSASP and the NPIAS.

Presently, 34 airports in Wyoming appear in the NPIAS. However, one of those airports, Hot Springs County – Thermopolis Municipal Airport (THP), was replaced in November of 2015 by a completely new airport. The new airport, Hot Springs County Airport (HSG), is also included in the NPIAS as a planned airport. Once the former THP airport is closed, a total of 33 Wyoming airports will remain in the NPIAS. **Table 1-1** provides a summary of the 40 system airports in Wyoming and their status of inclusion in the NPIAS.

Table 1-1: Wyoming Public Use Airports

Airport	Associated City	ID	NPIAS
Afton Municipal Airport	Afton	AFO	X
Miley Memorial Field	Big Piney	BPI	X
Johnson County Airport	Buffalo	BYG	X
Casper/Natrona County International Airport	Casper	CPR	X
Cheyenne Regional Airport	Cheyenne	CYS	X
Yellowstone Regional Airport	Cody	COD	X
Cokeville Municipal Airport	Cokeville	U06	
North Big Horn County Airport	Cowley	U68	X
Dixon Airport	Dixon	DWX	X
Converse County Airport	Douglas	DGW	X
Dubois Municipal Airport	Dubois	DUB	X
Evanston - Uinta County Burns Field	Evanston	EVW	X
Fort Bridger Airport	Fort Bridger	FBR	X
Gillette - Cambell County Airport	Gillette	GCC	X
Thomas Memorial Airport	Glendo	76V	
Greater Green River Intergalactic Spaceport	Green River	48U	
South Big Horn County Airport	Greybull	GEY	X
Camp Guernsey Army Airfield	Guernsey	GUR	
Hulett Airport	Hulett	W43	X
Jackson Hole Airport	Jackson	JAC	X
Kemmerer Municipal Airport	Kemmerer	EMM	X
Hunt Field	Lander	LND	X
Laramie Regional Airport	Laramie	LAR	X
Lusk Municipal Airport	Lusk	LSK	X
Medicine Bow Airport	Medicine Bow	80V	
Mondell Field	Newcastle	ECS	X
Pine Bluffs Municipal Airport	Pine Bluffs	82V	X
Ralph Wenz Field	Pinedale	PNA	X
Powell Municipal Airport	Powell	POY	X
Rawlins Municipal Airport	Rawlins	RWL	X
Riverton Regional Airport	Riverton	RIW	X
Rock Springs - Sweetwater County Airport	Rock Springs	RKS	X
Shively Field	Saratoga	SAA	X
Sheridan County Airport	Sheridan	SHR	X
Shoshoni Municipal Airport	Shoshoni	49U	
Hot Springs County Airport*	Thermopolis	HSG	X
Torrington - Municipal Airport	Torrington	TOR	X
Upton Municipal Airport	Upton	83V	
Phifer Airfield	Wheatland	EAN	X
Worland Municipal Airport	Worland	WRL	X

*Note: The Hot Springs County Airport (HSG) opened in late 2015 and replaces the Hot Springs County – Thermopolis Municipal Airport (THP) which is now closed.

Source: NPIAS, WYDOT

1.4 Value of Airport System Planning to the State of Wyoming

Aviation plays a critical role in Wyoming by providing transportation for both state residents and visitors. Expansive areas of rural and mountainous terrain limit conventional highway travel, and distances between regions in Wyoming can lead to long travel times. Commercial and GA flights both reduce and ease travel by providing crucial links between communities within the state and outside of Wyoming. To maintain these important links and facilities, system planning is used to provide guidance to the WYDOT Aeronautics Division, airport sponsors, and the FAA as discussed in the following Sections 1.4.1-1.4.3. System planning assists in assessing the current condition of Wyoming's airport system through a series of goals and objectives to identify future development, project priority, and funding. This evaluation is beneficial for multiple levels of government, including the WYDOT Aeronautics Division, local airport sponsors, and the FAA.

1.4.1 Value of this Plan to Wyoming Department of Transportation Aeronautics Division

This system plan provides a comprehensive inventory of the publicly owned airports in Wyoming, which gives WYDOT Aeronautics Division the ability to track system data and trends. This data is used to assess the status of system goals and objectives at the individual airport, regional, and/or the state level. The data can be used to update other statewide or airport planning documents and programs such as the ASEP, Wyoming Aviation Capital Improvement Plan (WACIP), and Pavement Management Plans (PMP). The system plan also directly impacts the score calculation when using the Priority Rating Model (PRM) to prioritize airport projects. When funding is requested for an airport project, the WYSASP is used to determine if a project will have an impact on system goals and objectives. Although this plan analyzes system needs, it does not provide a mechanism or guarantee funding for a particular project.

1.4.2 Value of this Plan to Airports and their Sponsors

This system plan is also of value to airport sponsors. Sponsors who consult the plan are better able to understand the role of their airport in the system as a whole, understand the expectations of WYDOT Aeronautics Division in meeting the service and facility objectives, and recognize how their airport contributes to the achievement of statewide goals. Using the plan, an airport is afforded the opportunity to see how they compare to similar system airports, and to determine individual improvement needs identified by the plan. Using this plan gives airports the ability to plan and prioritize future improvement projects within the context of the larger state system.

1.4.3 Value of this Plan to the Federal Aviation Administration

The WYSASP can assist the FAA and WYDOT Aeronautics Division in recommending inclusion of airports in the NPIAS, and their classification in the ASSET 1 and 2 reports, as discussed in Chapter 2 of this study. Data and analysis from the WYSASP may be used by the FAA to review NPIAS criteria for current and proposed airports, including the

use of airport-specific data on aviation activity, based aircraft, and location in relation to other NPIAS airports. This is important because airports that are included in the NPIAS are automatically included in the Airport Improvement Program (AIP). For this reason, the WYSASP can have a direct impact on funding and capital projects for the airports of Wyoming.

1.5 Commercial Air Service

Nine of the 40 system airports provide commercial air service in Wyoming (**Table 1-2**). According to information provided by WYDOT's Air Service Development Program, these airports generate more than $1 billion in direct and indirect economic impacts annually and support more than 10,000 jobs in the state[3]. The importance of commercial air service is emphasized by the Wyoming Legislature's commitment through the ASEP, which provides state funding for the promotion of commercial air service. Authorized by the Wyoming Legislature in 2004, the ASEP has been used by nine[4] Wyoming airports to retain or attract air service. This legislation, unique to Wyoming, has successfully worked to bring reliable air transportation to the state. Additionally, two[5] airports continue to use the federally authorized Essential Air Service (EAS) program, which provides financial support for air service in rural communities. WYDOT's *Wyoming Air Service Enhancement Program Return on Investment Analysis* and their *Air Service Market Research Report* provide additional detail on the ASEP and commercial air service in the state.

Commercial service airports in Wyoming provide regularly scheduled connections to nationwide and international travel through major airline hubs in Denver, Colorado (United Airlines) and/or Salt Lake City, Utah (Delta Airlines). These connections provide efficient and expedient travel for passengers. Additionally, seasonal service is offered to some Wyoming airports during times of high tourism demand. **Table 1-2** show the non-stop destinations served by airports in Wyoming as of December 2015.

[3] Wyoming Aviation Economic Impact Study 2013, Technical Report, p.72
[4] http://www.dot.state.wy.us/home/aeronautics/air_service/air_service_/contentA.html
[5] https://cms.dot.gov/office-policy/aviation-policy/subsidized-eas-report-communities-not-alaska-june-2017-pdf

Table 1-2: Scheduled Air Service Destinations Served

Airport	City	Destinations
Casper/Natrona County International Airport	Casper	Denver, CO Las Vegas, NV Salt Lake City, UT
Cheyenne Regional Airport	Cheyenne	Denver, CO
Yellowstone Regional Airport	Cody[1]	Chicago, IL (seasonal) Denver, CO Salt Lake City, UT
Gillette - Campbell County Airport	Gillette	Denver, CO Salt Lake City, UT
Jackson Hole Airport	Jackson	Atlanta, GA (seasonal) Chicago, IL (seasonal) Dallas, TX (seasonal) Denver, CO Houston, TX (seasonal) Los Angeles, CA (seasonal) Minneapolis, MN (seasonal) New York, NY – JFK (seasonal) Newark, NJ (seasonal) Salt Lake City, UT San Francisco, CA (seasonal) Seattle, WA (seasonal) Washington, DC – Dulles (seasonal)
Laramie Regional Airport	Laramie[1]	Denver, CO
Riverton Regional Airport	Riverton[3]	Denver, CO
Rock Springs - Sweetwater County Airport	Rock Springs	Denver, CO
Sheridan County Airport	Sheridan[3]	Denver, CO (via Riverton)

Notes: [1]Essential Air Service (EAS) Community

[3]Service offered through scheduled public charter

Source: Individual airport websites as of June 1, 2016; US DOT List of Eligible EAS Communities

1.6 General Aviation

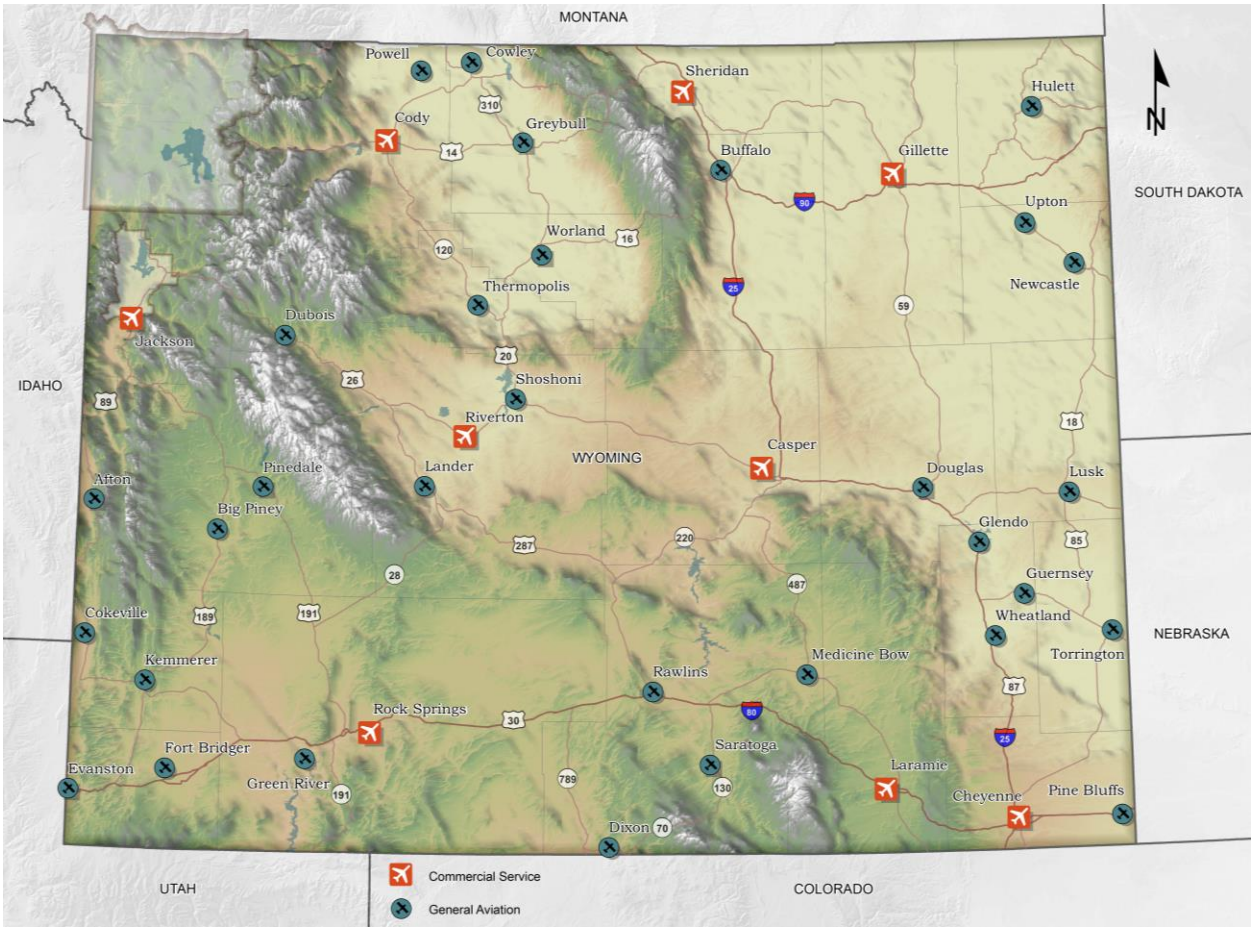
All 40 system airports in Wyoming, including the commercial service airports, support GA operations. Thirty-one of the 40 airports (shown in **Figure 1-4**) only support GA operations, which include private, government, and non-scheduled chartered aircraft. For example, multiple Wyoming businesses rely on aircraft to facilitate efficient travel throughout the state to minimize time away from job duties[6]. Some of the GA uses in Wyoming include:

- Personal travel
- Business travel
- Government travel
- Search and rescue
- Air ambulance services
- Cargo or mail transport
- Flight training
- Agricultural spraying
- Firefighting
- Doctor transport to rural communities

Of the 40 airports included in the Wyoming system plan, 31 of those airports have no commercial air service and solely serve the GA community through a network of facilities ranging from paved runways with GA terminals, and instrument approaches, to unpaved airstrips with no facilities. The rural nature of Wyoming, combined with limited travel routes due to the mountainous terrain and often severe winter weather conditions, increases the need to have a system of safe and efficient GA airports in Wyoming that augment the system of commercial service airports and bring aviation access closer to communities. The topography, combined with the large land area of the state, can result in extended travel time between major regions or cities in Wyoming. For example, a flight from Cody (COD) to Pinedale (PNA) is only 40-minutes as compared to an approximately 5-hour drive time. GA provides a vital link between cities within Wyoming and outside of the state, narrowing and reducing these travel times, often significantly.

[6] Wyoming Airports Economic Impact Study 2013, Technical Report, Appendix B

Figure 1-4: Map of Wyoming's Commercial Service and GA Airports



Source: GDA Engineers

1.7 Summary

The airport system in Wyoming is a major economic and transportation asset for the state. This plan assesses the current airport system, and provides recommendations for future development based upon the goals and objectives established for the system as a whole. Using the FAA's system planning guidance, this plan provides value to state, federal, and local airport entities by aligning planning efforts and identifying areas of improvement. It is hoped that by recognizing the importance of airport system planning, the WYSASP will be used now and in the future to guide decision making and facility investment.

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CHAPTER 2 – SYSTEM GOALS & AIRPORT CLASSIFICATIONS

2.0 General Information

An essential feature of an aviation system plan is the creation of goals to guide the future development of the system and performance measures to evaluate the system's adequacy in meeting those goals. Establishing goals and performance measures provides a framework for analyzing current conditions and future recommendations. Goals are created to facilitate development of the state's aviation system in a coherent and purpose-driven manner. In this way, funding for projects that contribute the most to achievement of the goals can be prioritized appropriately. The purpose of this process is to maximize the value and use of the aviation system to Wyoming citizens. The goals chosen for a system plan are unique to each state and address specific issues and visions for an aviation system. Since these plans often have a 20-year horizon, it is important that the goals and performance measures are chosen with this in mind and are applicable long-term.

> *Air service brings many positive benefits to Wyoming. The state's expansive geography requires the quick and efficient transportation of passengers and goods from across the state with direct links into the national transportation network.*
>
> WYDOT Statewide Long Range Transportation Plan

The 2016 Wyoming State Aviation System Plan (WYSASP) is one of several planning efforts conducted by the Wyoming Department of Transportation (WYDOT). In addition to the WYSASP, WYDOT incorporates airports in its Long Range Transportation Plan (LRTP) along with 16 studies that identify State Significant Corridors (SSCs) containing major transportation connections. Airports are recognized for their importance to the transportation system of Wyoming in these planning studies, including services provided and economic impacts. The WYSASP, along with other guiding documents such as the Wyoming Priority Rating Model (PRM), can be used for planning and prioritization of system development and funding.

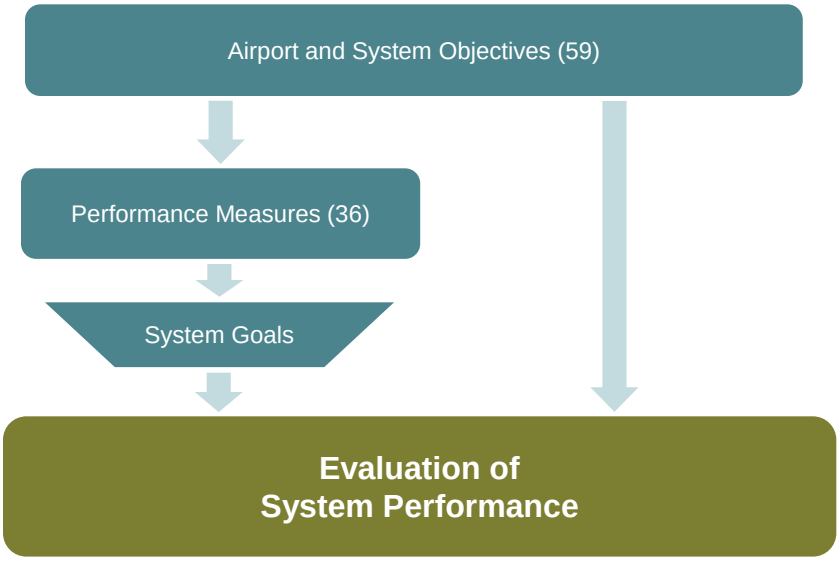
The WYDOT Aeronautics Division used the prior plan, the 2009 Statewide Inventory and Implementation Plan, as a starting point to review the goals, performance measures, and objectives in this 2016 WYSASP update. Due to the dynamic nature of system planning, ineffective or outdated goals, performance measures, and objectives were changed or removed, and new measurements were introduced where necessary. The target value for each performance measure was also reconsidered through the review process. Some performance target values and criteria were removed, altered, or added as needed to better align the system goals with development expectations as the system has matured. Many target values are based upon an airport's classification. The goals, performance measures, and objectives established for the 2016 WYSASP and airport classification are discussed in the following sections:

2.1 System Goals and Performance Measures
2.2 Airport Classifications
2.3 System Objectives
2.4 Summary

The relationship between goals, performance measures, and objectives is illustrated in **Figure 2-1**. An **OBJECTIVE** is an item WYDOT has deemed important to the statewide aviation system. Some objectives are based on industry standards, while others focus on complying with Federal Aviation Administration (FAA)/WYDOT requirements and recommendations or enhancing the airport user's experience. Objectives are further broken down into specific items based on the airport classification of each individual airport (e.g. the Primary Runway Edge Lighting Objective is further broken down into High Intensity Runway Lights for Commercial Service airports and Medium Intensity Runway Lights for the other three airport classifications).

Objectives that assist the system in achieving the six identified goals, discussed later in this chapter, are referred to as **PERFORMANCE MEASURES**. Performance measures serve as a means to evaluate the system performance related to each goal. For example, the percentage of airports meeting the Runway Safety Area Objective is a performance measure used to evaluate the *Goal: Provide a safe and secure integrated aviation system for its users and the general public.* Objectives that are not tied to the goals are simply considered **ADDITIONAL OBJECTIVES** that increase an airport's utility to the system or the user. Additional objectives are broken down into the following categories: airside, landside, service, and administrative. Six **GOALS** guide the future development of the system and performance measures evaluate the system's adequacy in meeting those goals. These goals were carried forward from the 2009 WYSASP.

Figure 2-1: Relationship of Goals, Performance Measures, and Objectives



Source: GDA Engineers

2.1 System Goals and Performance Measures

Goals and their associated performance measures developed during the 2009 Wyoming Statewide Airport Inventory and Implementation Plan were reviewed as part of this planning process. Each of the goals, and the performance measures used to assess each goal, received a comprehensive review by WYDOT Aeronautics Division and FAA Airports Division staff. After review, six of the seven goals from the previous plan were carried into this plan, and the performance measures from the remaining goal were absorbed into other goals as appropriate. The 2016 WYSASP goals (in no particular order) are:

- Provide a safe and secure integrated aviation system for its users and the general public.
- Maintain an aviation system to support current and future demand while optimizing public and private investment.
- Provide accessible, cost-effective, and reliable transportation options.
- Promote an aviation system that is environmentally responsible.
- Promote educational activities and raise public awareness of the aviation system and its value.
- Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

Further descriptions, discussion, and evaluation of the performance measures used to assess each goal are presented in Chapter 5. Each performance measure is gauged by the specific percentage of airports meeting the objective as defined. For example, some performance measures are evaluated at 100% while others may be less.

2.1.1 Provide a safe and secure integrated aviation system for its users and the general public.

Wyoming's aviation system must continue to provide a safe and secure environment for its users and the public. Preserving areas around the airport and providing the necessary infrastructure to allow safe aircraft operations is vital to protecting aircraft operators, passengers, and communities. An asterisk (*) signifies performance measures added or changed from the previous system plan. The following performance measures are used to evaluate the success of system airports in providing a safe and secure aviation system now and during the 20-year planning period by measuring the percent of airports meeting the:

- Runway Safety Area (RSA) objective
- Primary runway edge lighting objective*
- Perimeter fencing objective
- Weather reporting facilities and connected to the National Airspace Data Interchange Network (NADIN) objective*
- Runway Protection Zone (RPZ) ownership objective*
- Runway visual aids objective*
- Airport visual aids objective*

- Apron area lighting objective*
- Apron size objective*
- Equipment objective*

2.1.2 Maintain an aviation system to support current and future demand while optimizing public and private investment.

This goal is focused on providing planning to support the current system and guide future development to meet anticipated demands. This includes regular updates to an airport's Pavement Management Plan (PMP), Master Plan, and Airport Layout Plan (ALP). Since airport development resources are limited, it is important to plan properly for the maintenance and construction needed to protect the public investments made at Wyoming airports. An asterisk (*) indicates performance measures added or changed from the previous system plan. WYDOT can effectively guide current and future airport improvements to meet system demands by measuring the percent of airports that meet the following:

- Pavement Condition Index (PCI) rating of "acceptable"
- Pavement Management Plan objective
- Master Plan objective*
- ALP objective*

2.1.3 Provide accessible, cost-effective, and reliable transportation options.

One of the many roles of the airport system is to provide transportation for goods and people, such as business travel for employees using commercial air service, recreational travel for hunters on a single-engine aircraft, or the delivery of an overnight package. However, for the aviation system to be effective it must be accessible. Accessibility includes considering the geographic, financial, and dependability constraints on the system. Long distance travel to airports is not desirable; airports should be located in proximity to the majority of Wyoming's population and provide a basic set of services. Additionally, an aviation system that is too costly to use reduces the number of users, possibly rendering it ineffective. Lastly, the aviation system should be reliable. Flight cancellations, lack of services, and poor facilities can erode the dependability of the system. An asterisk (*) is used to show which performance measures are new or changed from the previous system plan. All three of these factors are addressed by determining the percent of airports meeting the following performance measures:

- Wyoming Population Within 90 Minutes of a Commercial Service Airport and 30 Minutes of all Other System Airports
- Wyoming Population within 60/90/120 minute drive time of Baseline Air Service Airports*
- Wyoming Population and Area within a 30 minute drive time of all airports*
- Wyoming population within a 90 minute drive time of an airport offering Air Charter Service

- Economic centers located within 60 minutes of a Commercial or Business Airport
- Percent of Wyoming population within a 30 minute drive time to an airport that supports medical operations (5,000ft+ runway, non-precision [or better] approach, and 24 hour Jet A fuel availability)*
- Terminal building objective

2.1.4 Promote an aviation system that is environmentally responsible.

Continued operation of Wyoming's aviation system should include careful consideration of its impact on the environment and surrounding communities. Examples of airport environmental responsibilities include land use planning to protect airport operations and surrounding population from incompatible uses, managing runoff from deicing fluids that may be especially harmful to natural water supplies, and protecting the diverse wildlife that live in Wyoming (as shown in **Figure 2-2**) to maintain safe operating environments. An asterisk (*) indicates performance measures added from the 2009 system planning effort. The following performance measures are used to quantify the environmental responsibility of the aviation system by determining the percent of airports meeting the:

Figure 2-2: Wyoming Wildlife

Source: Mead & Hunt

- Land use protection plan objective
- Deicing containment objective
- Wildlife Hazard Assessment objective*
- Sustainability objective*

2.1.5 Promote educational activities and raise public awareness of the aviation system and its value.

Wyoming's aviation system benefits more than just aviators – it benefits the state as a whole. Promoting an airport and enhancing public awareness of airport contributions supports the aviation system. In an effort to demonstrate the value of aviation in Wyoming, airports should engage in public outreach to educate their local communities about the services that they offer at their individual facilities. Inviting the public to airports is another way to achieve community awareness of airport functions and value. Community outreach can help an airport break down perceived barriers, and gives visitors a chance to learn about aviation. It may also increase airport use while lowering the risk of future airport opposition. To determine if the aviation system is meeting public outreach goals, the percent of airports participating in the following performance measures are considered:

- Commercial Service and Business Airports with Marketing Efforts

- Annual air show, fly-in, or other public event

2.1.6 Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

People and businesses rely on commercial air service to connect communities throughout Wyoming to the national air transportation system. The 2013 Wyoming Airports Economic Impact Study Executive Summary indicates that 34 percent of passengers using Wyoming's airports are traveling for business, 49 percent for pleasure, and the remaining 17 percent for various other purposes. The study also reported that the passengers using Wyoming's commercial air service airports paid over $35 million in annual sales tax to the state. For these reasons, it is vital that the aviation system continues to provide commercial service airports that offer competitive pricing and the reliability and convenient services customers expect. Several trends in the commercial airline industry are creating challenges to this goal, and are further explored in Chapter 6, Trends and Technology. The following performance measures are taken directly from the WYDOT Air Service Enhancement Program (ASEP) benchmarks, to provide continuity. These performance measures differ from the ones used in the 2009 plan, and as such are marked with asterisks (*) to indicate the change. The percent of airports meeting the following performance measures are used to determine if Wyoming is meeting its goal to provide convenient, reliable, and competitive air service:

The 2013 Wyoming Airports Economic Impact Study Executive Summary indicates that 34 percent of passengers using Wyoming's airports are traveling for business, 49 percent for pleasure, and the remaining 17 percent for various other purposes.

- Maintaining critical air service (defined as daily scheduled service to one hub airport)*
- Increasing or sustaining economic benefit, or facilitating new or existing business opportunities, by providing adequate air service to Wyoming communities*
- Increasing or maintaining consistency of service, on-time performance, and reliability*
- Increasing the number of Wyoming passengers originating flights in Wyoming rather than other states*
- Increasing or sustaining the frequency of flight operations from commercial Wyoming airports to regional airport hubs*
- Delivering competitive airfare for Wyoming passengers*

2.2 Airport Classifications

Airports are classified at the state and national level through several planning efforts. At the federal level, the FAA publishes the Report to Congress on the National Plan of Integrated Airport Systems (NPIAS) every two years which provides a five-year forecast of funds needed for development at NPIAS airports. The most recent NPIAS report for years 2017-2021 was delivered to Congress in September 2016. Of the nearly 20,000 public and private aviation facilities nationwide, only 3,340[1] existing and future airports are included in the NPIAS. Airports that primarily serve general aviation (GA) account for a majority of the NPIAS airports. The FAA recently published two studies dedicated to the further classification of the roles of GA airports: *General Aviation Airports: A National Asset (ASSET 1)* and *ASSET 2: In-Depth Review of 497 Unclassified Airports (ASSET 2)*.

At the state level, WYDOT utilizes a separate classification system for airports that was developed during previous system planning efforts. These state-developed classifications define the roles of all Wyoming airports, regardless of their inclusion in the NPIAS (currently seven system airports are not included in the NPIAS). Wyoming's classification system recognizes all 40 system airports and their importance to aviation transportation in the state. Both national- and state-level classifications of Wyoming airports are discussed in the following sections.

2.2.1 National Plan of Integrated Airport Systems (NPIAS)

The NPIAS is the FAA's national airport system plan used to track airport development needs and identify public-use (not necessarily publicly owned) airports of significance to the national aviation system. The 2017-2021 NPIAS Report classifies existing and future airports into two main categories: primary airports and nonprimary airports. Primary airports have commercial air service and are further differentiated by one of four hub sizes. Nonprimary airports mainly serve GA or limited air carrier operations and are described by three additional service levels: commercial service – nonprimary, reliever, and general aviation airports. The four service levels are described as follows:

- **Primary**: Airports that have commercial service with more than 10,000 annual enplanements are considered primary airports. This service level is further broken into hub sizes, based on an airport's percentage of annual passenger enplanements as compared to all commercial enplanements nationwide, as detailed below:
    - Large Hub: These are the largest airports and account for one percent or more of total annual enplanements. Large hub airports are also normally connecting hubs for major airlines, but the NPIAS category is solely based on enplanements.
    - Medium Hub: Airports having between 0.25 percent and one percent total annual enplanements are considered medium hubs.

[1] 2017-2021 NPIAS, Report to Congress: Narrative Report

  - Small Hub: Airports that account for between 0.05 percent and 0.25 percent of total annual US passenger enplanements are considered small hub airports.

  - Nonhub: Airports that have at least 10,000 annual passenger enplanements but account for less than 0.05 percent of the total enplanements in the US are categorized as nonhub airports.

- **Commercial Service – Nonprimary:** Although these airports mainly serve GA operations, and therefore are considered nonprimary, they do have limited commercial service of at least 2,500 but less than 10,000 passenger enplanements annually.

- **Reliever Airports:** The FAA reserves this service level designation for high-volume GA airports open to the public with 100 or more based aircraft or at least 25,000 annual itinerant (transient aircraft), operations. The purpose of reliever airports is to offer an alternative to larger commercial service airports for GA aircraft.

- **General Aviation Airports:** This is the largest group of airports in the NPIAS. Although these airports do not have commercial service operations, they have enough activity and are considered important to the national aviation system. Typically, airports categorized at this service level have at least 10 based aircraft and are outside a 20 mile radius (30 minute ground travel time) from another NPIAS airport. General Aviation airports play an especially significant role in providing aviation access for rural communities.

Of the 40 publicly owned/public-use airports in Wyoming, 33 are included in the NPIAS. This includes:

- 6 primary commercial service
- 3 commercial service – nonprimary
- 24 GA airports
- 0 reliever airports

These NPIAS classifications for commercial service airports are based on the airports' annual passenger enplanements. These airports are shown in **Table 2-1**. There are no large, medium, or small hub airports in Wyoming; however, many of the direct destinations from Wyoming's commercial service airports connect to large hub airports including Denver International (DEN) and Salt Lake City International (SLC).

Table 2-1: Wyoming Primary Commercial Service NPIAS Airports

Associated City	Airport	FAA ID	NPIAS Status
Casper	Casper/Natrona County International Airport	CPR	Nonhub Primary
Cody	Yellowstone Regional Airport	COD	Nonhub Primary
Gillette	Gillette - Campbell County Airport	GCC	Nonhub Primary
Jackson	Jackson Hole Airport	JAC	Nonhub Primary
Laramie	Laramie Regional Airport	LAR	Nonhub Primary
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	Nonhub Primary

Source: FAA 2017-2021 NPIAS Report

The remaining 27 NPIAS airports in Wyoming are considered nonprimary, including 24 GA airports and three nonprimary commercial service airports. These airports are shown in **Table 2-2**. Nonprimary commercial airports may be in the process of changing status; however, they are shown here consistent with the 2017-2021 NPIAS Report.

Table 2-2: Wyoming Nonprimary NPIAS Airports

Associated City	Airport	FAA ID	NPIAS Service Level
Afton	Afton-Lincoln County Municipal Airport	AFO	General Aviation
Big Piney	Miley Memorial Field	BPI	General Aviation
Buffalo	Johnson County Airport	BYG	General Aviation
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS	Nonprimary Commercial Service
Cowley	North Big Horn County Airport	U68	General Aviation
Dixon	Dixon Airport	DWX	General Aviation
Douglas	Converse County Airport	DGW	General Aviation
Dubois	Dubois Municipal Airport	DUB	General Aviation
Evanston	Evanston-Uinta County Burns Field	EVW	General Aviation
Fort Bridger	Fort Bridger Airport	FBR	General Aviation
Greybull	South Big Horn County Airport	GEY	General Aviation
Hulett	Hulett Municipal Airport	W43	General Aviation
Kemmerer	Kemmerer Municipal Airport	EMM	General Aviation
Lander	Hunt Field	LND	General Aviation
Lusk	Lusk Municipal Airport	LSK	General Aviation
Newcastle	Mondell Field	ECS	General Aviation
Pine Bluffs	Pine Bluffs Municipal Airport	82V	General Aviation
Pinedale	Ralph Wenz Field	PNA	General Aviation
Powell	Powell Municipal Airport	POY	General Aviation
Rawlins	Rawlins Municipal - Harvey Field	RWL	General Aviation
Riverton	Riverton Regional Airport	RIW	Nonprimary Commercial Service
Saratoga	Shively Field	SAA	General Aviation
Sheridan	Sheridan County Airport	SHR	Nonprimary Commercial Service
Thermopolis	Hot Springs County Airport	HSG	General Aviation
Torrington	Torrington Municipal Airport	TOR	General Aviation
Wheatland	Phifer Airfield	EAN	General Aviation
Worland	Worland Municipal Airport	WRL	General Aviation

Source: FAA 2017-2021 NPIAS Report

It is important to note that the nonhub primary and commercial service – nonprimary airports in Wyoming are based on the 2017-2021 NPIAS Report, which uses enplanement data based on calendar year (CY) 2014 and does not account for the recent changes in air service to Wyoming, as detailed in Chapter 5. The CY 2014 data indicates that the Cheyenne Regional Airport (CYS), Riverton Regional Airport (RIW), and Sheridan County Airport (SHR) fell below 10,000 annual enplanements since the 2015-2019 NPIAS Report. In response, these three airports have been moved from the primary airport category to the commercial service – nonprimary category in the 2017-2021 NPIAS Report. These passenger counts are important because 10,000 annual passenger enplanements is the cutoff for classification as a nonhub primary airport, a classification that makes an airport eligible for $1 million annually in federal entitlement funding. Additionally, according to data provided by the WYDOT Aeronautics Division, the CYS and SHR airports continued below 2,500 passenger enplanements in 2015. This may result in the airports changing NPIAS classification from their current commercial service – nonprimary status to a GA airport in future NPIAS studies unless current trends are reversed by changes in air service.

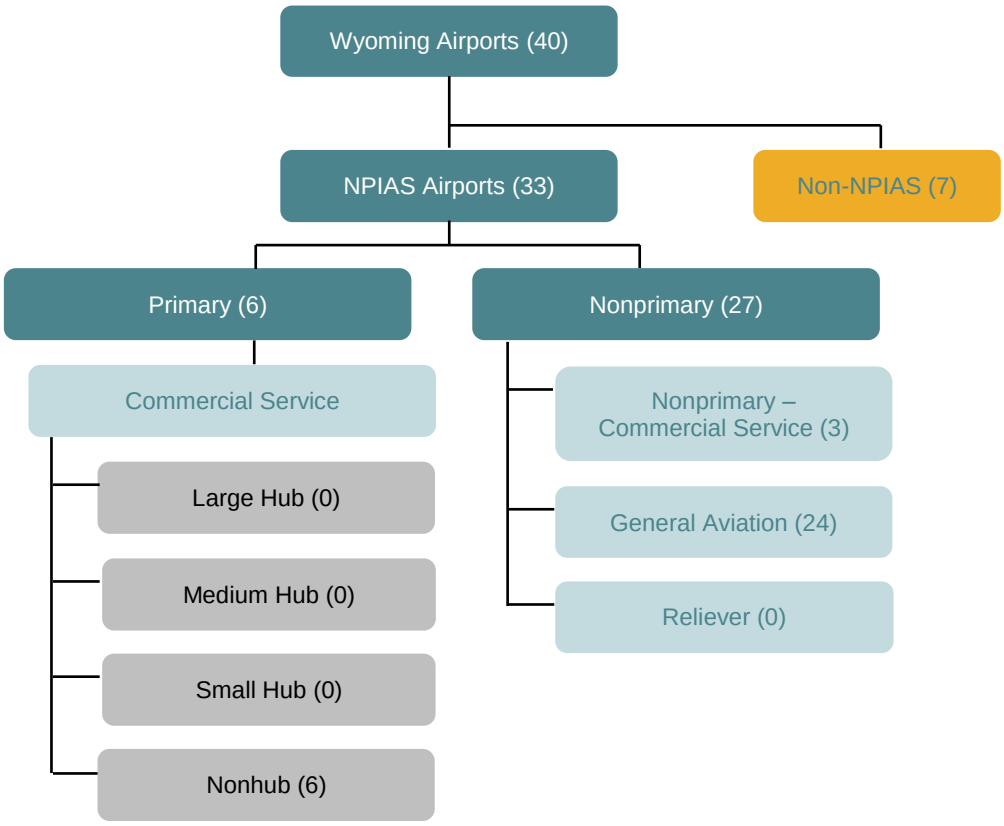
Not all publicly owned airports in Wyoming are included in the NPIAS. There are seven airports, shown in **Table 2-3**, that are not included, and therefore are ineligible for federal AIP funding. These are airports important to the Wyoming airport system, and are given a Wyoming airport classification system designation as discussed later in Section 2.2.3 of this chapter. A breakdown of the NPIAS airports in Wyoming is shown in **Figure 2-3**.

Table 2-3: Wyoming Publicly Owned Airports Not Included in the NPIAS

Associated City	Airport	FAA ID
Cokeville	Cokeville Municipal Airport	U06
Glendo	Thomas Memorial Airport	76V
Green River	Greater Green River Intergalactic Spaceport	48U
Guernsey	Camp Guernsey Army Airfield	GUR
Medicine Bow	Medicine Bow Airport	80V
Shoshoni	Shoshoni Municipal Airport	49U
Upton	Upton Municipal Airport	83V

Source: FAA 2017-2021 NPIAS Report; 2009 Wyoming Statewide Airport Inventory and Implementation Plan

Figure 2-3: Wyoming NPIAS Airports



Source: FAA 2017-2021 NPIAS Report; WYDOT Aeronautics Division

2.2.2 General Aviation Airports: A National ASSET

According to the 2017-2021 NPIAS Report, nonprimary airports that predominantly serve GA account for 2,950 of the 3,332 existing airports in the NPIAS nationwide. To better understand the roles these airports have in their communities, the FAA published the ASSET 1 in May of 2012.[2] This report subdivided nonprimary airports into four defined categories of airport roles. The ASSET 1 report intentionally excludes primary commercial service airports, which are airports with more than 10,000 passenger enplanements annually, as previously discussed in this chapter. Following the ASSET 1 report, 497 GA airports did not fit into any of the defined criteria and remained unclassified. In an attempt to classify these airports a second report, known as ASSET 2, was published in March of 2014 after further input was gathered from the unclassified airports in an attempt to place these airports into one of the four ASSET role categories.[2] The four categories used in the ASSET 1 and 2 reports are generally defined as follows:

[2] General Aviation Airport Reports – http://www.faa.gov/airports/planning_capacity/ga_study/

- **National** "Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States."

- **Regional** "Supports regional economies by connecting communities to statewide and interstate markets."

- **Local** "Supplements communities by providing access to primarily intrastate and some interstate markets."

- **Basic** "Links the community with national airport system and supports general aviation activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training, and personal flying)."

In addition to the narrative description of the four different airport roles, the ASSET reports have certain defined parameters to assist with categorizing each airport. **Table 2-4** shows each ASSET category and lists the criteria used to classify each airport. Each of the four categories has multiple criteria that can be used to classify an airport.

Table 2-4: ASSET Categories and Criteria

National	Regional	Local	Basic
• 5,000 or more Annual Instrument operations, • And 11 or more Based Jets, • And Annual International Flights of 20+ or Interstate Departures of 500+; • OR at least 10,000 annual enplanements and charter passengers service of large certificated air carriers; • OR 500 million pounds of Cargo Landed Weight.	• MSA (Metro or Micro), • And 10 Annual domestic flights over 500 miles, • And 1,000 Annual Instrument Operations, • And 1 based jet or 100 or more based aircraft; • OR are Nonprimary CS within MSA – usually not scheduled service but aircraft for hire.	• 10 or more Annual Instrument operations, • And 15 or more based aircraft; • OR Annual passenger boardings of 2,500 or more – usually not scheduled service but charter.	• 10 or more based aircraft (airports); • OR 4 based helicopters (heliports); • OR 30 or more miles from the nearest NPIAS airport; • OR Critical Community Service Provided by a Federal Service such as: Forest Service, Marshals, Postal Service (Air Stop), Customs/Border Protection, US DOT Essential Air Service • OR is a new airport or replacement facility activated after January 1, 2001.

Source: FAA ASSET 1 – Appendix A

The 27 nonprimary NPIAS airports in Wyoming all have assigned ASSET roles. These airports are comprised of three regional airports (CYS, RIW, SHR), 16 local airports, and 8 basic airports, as shown in **Table 2-5**. It is important to keep in mind that the six primary commercial service airports (CPR, COD, GCC, JAC, LAR, RKS) are not included in the ASSET report and therefore are not given asset roles. Additionally, the seven non-NPIAS airports are not considered part of the ASSET studies. In Wyoming, all but one of the nonprimary airports at the time were initially classified in one of the four roles using the predetermined criteria. One airport, Miley Memorial Field (BPI), remained unclassified in the ASSET 1 study but was later classified as a Basic airport in ASSET 2. The 2017-2021 NPIAS Report incorporates current ASSET classifications which have been updated since the original ASSET 1 and ASSET 2 studies were published.

Table 2-5: Wyoming Airports ASSET Classifications

Associated City	Airport	FAA ID	Asset Role
Afton	Afton-Lincoln County Municipal Airport	AFO	Local
Big Piney	Miley Memorial Field	BPI	Basic
Buffalo	Johnson County Airport	BYG	Local
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS	Regional
Cowley	North Big Horn County Airport	U68	Local
Dixon	Dixon Airport	DWX	Basic
Douglas	Converse County Airport	DGW	Local
Dubois	Dubois Municipal Airport	DUB	Local
Evanston	Evanston-Uinta County Burns Field	EVW	Local
Fort Bridger	Fort Bridger Airport	FBR	Basic
Greybull	South Big Horn County Airport	GEY	Local
Hulett	Hulett Municipal Airport	W43	Basic
Kemmerer	Kemmerer Municipal Airport	EMM	Basic
Lander	Hunt Field	LND	Local
Lusk	Lusk Municipal Airport	LSK	Basic
Newcastle	Mondell Field	ECS	Local
Pine Bluffs	Pine Bluffs Municipal Airport	82V	Local
Pinedale	Ralph Wenz Field	PNA	Local
Powell	Powell Municipal Airport	POY	Local
Rawlins	Rawlins Municipal - Harvey Field	RWL	Basic
Riverton	Riverton Regional Airport	RIW	Regional
Saratoga	Shively Field	SAA	Local
Sheridan	Sheridan County Airport	SHR	Regional
Thermopolis	Hot Springs County Airport	HSG	Basic
Torrington	Torrington Municipal Airport	TOR	Local
Wheatland	Phifer Airfield	EAN	Local
Worland	Worland Municipal Airport	WRL	Local

Source: 2017-2021 NPIAS Report

2.2.3 2009 Wyoming Airport Classification System

Wyoming airports serve a wide range of uses and roles depending on their relationship to tourist activity, population centers, and geographic locations. Because three-quarters of the airports in Wyoming's aviation system are at GA service level, Wyoming developed a unique classification system that reflects the varied nature of Wyoming's airports. At the same time, the state recognizes that airports with similar roles should be grouped together and aim to meet or maintain certain facilities, design standards, and services. For example, commercial service airports should be encouraged to meet certain minimum facility requirements regardless of annual passenger enplanements. It should be noted that the ASSET 1 and ASSET 2 studies were not published until 2012 and 2014 respectively, and therefore were not addressed in past Wyoming aviation system planning efforts.

According to the WYDOT Long Range Transportation Plan[3], the effort to provide tailored airport categories for Wyoming resulted in a classification system that can be summarized as follows:

- Groups airports by facility and service characteristics
- Determines airport roles for each classification
- Outlines facilities and services required to meet present and future system demands
- Creates facility and service objectives in each airport category to meet system goals

Similar in structure to the NPIAS, Wyoming's airport classification system has one category for commercial service airports, and three categories for general aviation airports. The four categories include:

- **Commercial Service Airports** serve major populations, economic centers, and areas of tourism providing a connection to national and global economies and are designed to accommodate commercial air service and business general aviation activity consistent with user demand.

- **Business Airports** serve multi-county areas and economic centers providing a connection to state and national economies and are intended to accommodate larger business jet activity and support tourism and recreational demand.

- **Intermediate Airports** serve counties and medium to small communities to support local economies and are intended to accommodate medium to small business jet activity and recreational users.

[3]http://www.dot.state.wy.us/home/planning_projects/long-range-plan/contentA/statewide-long-range-transportation-plan.html

- **Local Airports** serve smaller communities and have the basic facilities intended to accommodate recreational users and support emergency use.

In 2009 the four airport classifications included the criteria listed below in **Table 2-6**. These characteristics were meant to group airports in terms of location, airport activity, facilities, services, and economic impacts.

Table 2-6: 2009 Wyoming Airport Classification System

Airport Classification	Commercial Service Airports	Business Airports	Intermediate Airports	Local Airports (paved and non-paved)
Geographic Significance	Statewide	Multi-County	County, Community	Community
Type of Facilities and Services Offered	Scheduled Air Service, Full GA services such as maintenance, fuel, charter, based and itinerant aircraft storage	Full GA, maintenance, fuel, charter, based and some itinerant aircraft storage	Fuel, limited maintenance, based aircraft storage	Basic
Type of Aircraft Accommodated	Regional Commercial, Jet GA	Jet GA	Twin, Small jet	Small twin, Single engine
Type of Activity	Commercial, Business GA	Business GA	Some Business and Recreational GA	Some Business, Training, Recreational GA, Emergency Use
Type of Community Served	Economic Centers, Population Centers	Economic Centers	Medium to small	Small
Economic Impact	Connect local, regional and statewide economy to national and global economies	Connect local and regional economy to state and national economies	Support local economy	Support local Economy

Source: 2009 Wyoming Statewide Airport Inventory and Implementation Plan

Table 2-7 and **Figure 2-4** summarize the 40 publicly owned airports in Wyoming and each airport's designated state classification from 2009. This includes nine commercial service, seven business, ten intermediate, and 14 local airports, five of which are unpaved.

Table 2-7: 2009 Wyoming Airport Classifications by Associated City

	Associated City	Airport	FAA ID
Commercial Service	Casper	Casper/Natrona County International Airport	CPR
	Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS
	Cody	Yellowstone Regional Airport	COD
	Gillette	Gillette - Campbell County Airport	GCC
	Jackson	Jackson Hole Airport	JAC
	Laramie	Laramie Regional Airport	LAR
	Riverton	Riverton Regional Airport	RIW
	Rock Springs	Rock Springs - Sweetwater County Airport	RKS
	Sheridan	Sheridan County Airport	SHR
Business	Afton	Afton-Lincoln County Municipal Airport	AFO
	Douglas	Converse County Airport	DGW
	Evanston	Evanston-Uinta County Burns Field	EVW
	Greybull	South Big Horn County Airport	GEY
	Pinedale	Ralph Wenz Field	PNA
	Saratoga	Shively Field	SAA
	Worland**	Worland Municipal Airport	WRL
Intermediate	Big Piney	Miley Memorial Field	BPI
	Buffalo	Johnson County Airport	BYG
	Guernsey	Camp Guernsey Army Airfield	GUR
	Kemmerer	Kemmerer Municipal Airport	EMM
	Lander	Hunt Field	LND
	Newcastle	Mondell Field	ECS
	Powell	Powell Municipal Airport	POY
	Rawlins	Rawlins Municipal - Harvey Field	RWL
	Torrington	Torrington Municipal Airport	TOR
	Wheatland	Phifer Airfield	EAN
Local	Cokeville	Cokeville Municipal Airport	U06
	Cowley	North Big Horn County Airport	U68
	Dixon	Dixon Airport	DWX
	Dubois	Dubois Municipal Airport	DUB
	Fort Bridger	Fort Bridger Airport	FBR
	Lusk	Lusk Municipal Airport	LSK
	Pine Bluffs	Pine Bluffs Municipal Airport	82V
	Thermopolis	Hot Springs County Airport*	HSG
	Hulett	Hulett Municipal Airport	W43
Local Non-Paved	Glendo	Thomas Memorial Airport	76V
	Green River	Greater Green River Intergalactic Spaceport	48U
	Medicine Bow	Medicine Bow Airport	80V
	Shoshoni	Shoshoni Municipal Airport	49U
	Upton	Upton Municipal Airport	83V

*The Hot Springs County Airport (HSG) replaces the Hot Springs County – Thermopolis Municipal Airport (THP)
**Worland was changed to a Business airport due to loss of commercial service.
Source: 2009 Wyoming Statewide Airport Inventory and Implementation Plan

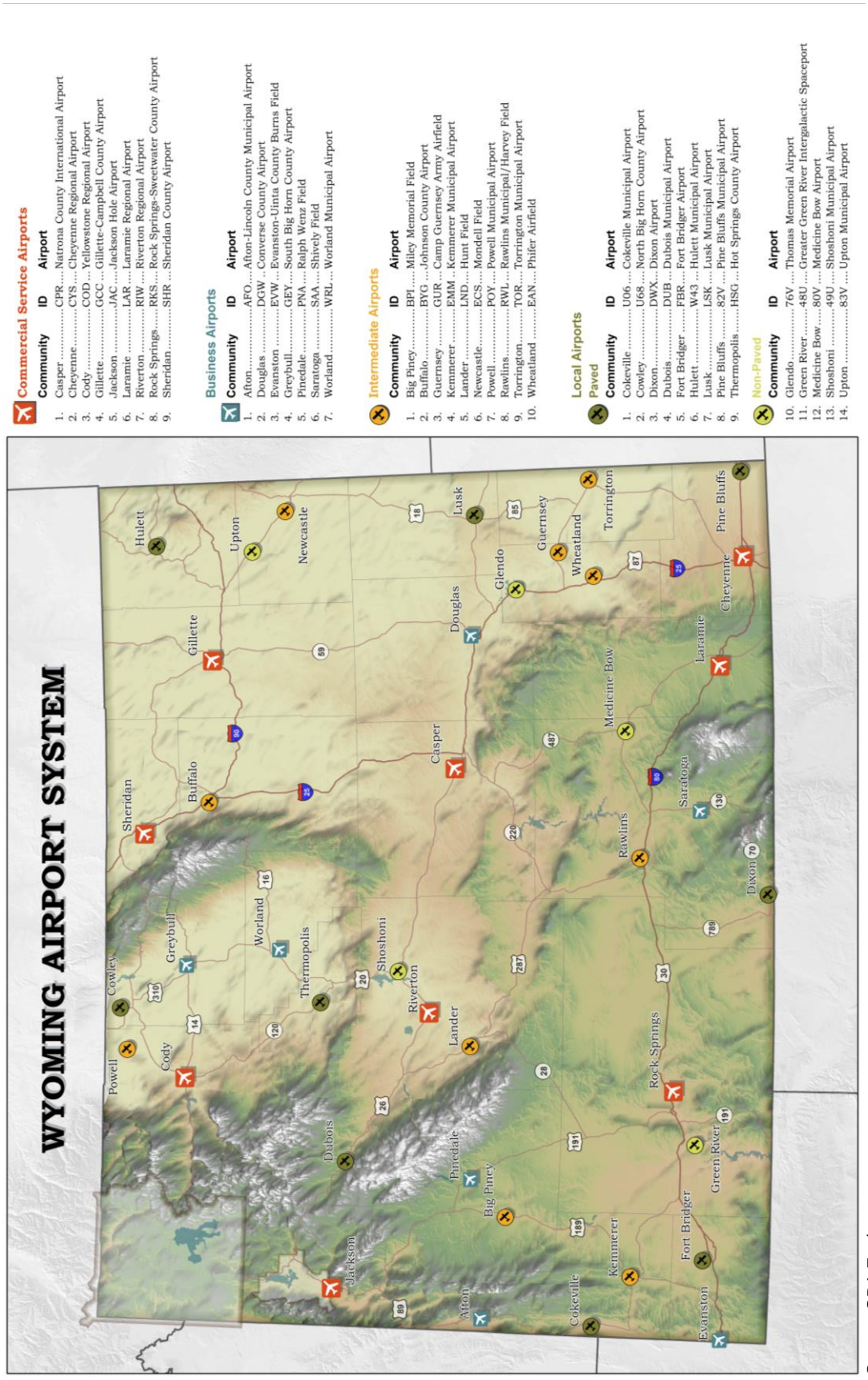


Figure 2-4: 2009 Wyoming Airport Classification Map

Source: GDA Engineers

2.2.4 2016 Wyoming Airport Classification System

The 2009 classification criteria used previously to categorize airports used general descriptions, making it difficult to reclassify airports when improvements were made or conditions change. Therefore, the WYDOT Aeronautics Division, through this 2016 WYSASP update, have created an enhanced system for classifying system airports. The new system uses similar metrics as before, but now includes specific, quantifiable criteria for airports in each classification. This improved classification system provides transparency and a triggering mechanism for airports changing classification. It also gives airports, and their sponsors, the opportunity to understand what circumstances may cause their airport to move between classifications (up or down). The enhanced 2016 classification criteria presented in this section governs airport classification moving forward.

The improved criteria provides detailed, tangible values to use for determining airport classifications. Each system airport is analyzed against five categories of criteria (in no particular order of importance):

1. **Types of Facilities and Services Offered:** Considers five basic/critical airport services, and how many of those services are offered.
2. **Type of Aircraft Accommodated:** Determined by the airport's designed Airport Reference Code (ARC).
3. **Type of Community Served:** Based on the estimated annual retail sales in the city that is associated with the airport, from the Wyoming Department of Revenue.
4. **Economic Impact:** Based on the number of jobs and statewide economic impact of airports, as shown in the *2013 Wyoming Airports Economic Impact Study*, or other studies if updated in the future.
5. **Based Aircraft:** The number of aircraft presented based (stored) at an airport.

Within each one of the five criteria categories, the specific conditions needed to meet the criteria of each airport classification are presented in **Table 2-8**. System airports are evaluated on each category independently and assigned a numerical point value based on what set of criteria is met in each category, regardless of their current classification. For example, an airport might meet the business classification criteria for type of community served, but only meet the local criteria for number of based aircraft. The number of points allotted for meeting classification criteria are shown in **Table 2-9**.

After the number of points for each criteria category is established, the points are totaled to determine the airport's classification. The maximum number of points possible is 20. Airport classifications and their associated point values are presented in **Table 2-10**.

Table 2-8: 2016 WYSASP Classification Criteria

	WYSASP Classification			
Criteria	**Commercial Service**	**Business**	**Intermediate**	**Local**
Types of Facilities and Services Offered	4 of the following 5, Plus Scheduled Commercial Service: • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel	4 of the following 5: • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel	3 of the following 5: • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel	2 of the following 5: • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel
Type of Aircraft Accommodated	C-III or better	C-II or better	B-II or better	A-I / B-I or better
Type of Community Served*	Large Economic Centers ($200M+ annual retail sales)	Medium Economic Centers ($80M-$200M annual retail sales)	Small Economic Centers ($30M-$80M in annual retail sales)	Smallest Economic Centers (<$30M in annual retail sales)
Economic Impact**	Support a minimum of 200 local jobs, and statewide impact of more than $18 million	Support a minimum of 20 local jobs, and a statewide impact of more than $3 million	Support a minimum of 5 local jobs, and a statewide impact of more than $1 million	Support a minimum of 2 local jobs, and a statewide impact of more than $500,000
Based Aircraft	50+ based aircraft	30+ based aircraft	15+ based aircraft	<15 based aircraft

Note: * WY Department of Revenue, Administrative Services Division; Mead & Hunt, Inc.
** 2013 Wyoming Airports Economic Impact Study
Source: WYDOT Aeronautics Division

Table 2-9: Points Awarded by Classification Criteria Met

	Points Awarded			
Criteria	**Commercial Service**	**Business**	**Intermediate**	**Local**
Type of Facilities & Services	4	3	2	1
Type Of Aircraft	4	3	2	1
Type Of Community	4	3	2	1
Economic Impact	4	3	2	1
Based Aircraft	4	3	2	1

Source: WYDOT Aeronautics Division

Table 2-10: Airport Classification Point Ranges

Classification	Point Range
Commercial Service	18 points or more
Business	13 - 17 points
Intermediate	9 - 12 points
Local (Paved)	Less than 9 points
Local (Non-Paved)	Not assigned point values

Source: WYDOT Aeronautics Division

A sample airport is shown in **Figure 2-5** to illustrate the evaluation system process, and classification assignment (Johnson County Airport [BYG] near Buffalo, Wyoming).

Figure 2-5: Sample Airport Classification (BYG)

Types of Facilities and Services Offered: BYG has all five of the five facilities and services criteria met, but does not have commercial service. Therefore, three points are awarded for meeting the Business classification facility and services criteria.

Type of Aircraft Accommodated: The airport's ARC is a B-II, which earns it two points for meeting the Intermediate airport ARC criteria.

	Existing Conditions	Points	Meets
Facilities and Services Offered	5 of the following 5 facilities and services: (no commercial service) • 100 LL and Jet A fuel • Courtesy Car • 24-hour Restrooms • ASOS (weather reporting) • Cell Phone coverage	3	Business
Exiting ARC	B-II	2	Intermediate
Estimated Annual Retail Sales	$131 million in estimated retail sales	3	Business
Economic Impact	Supports 11 local jobs $1.83 million statewide economic impact	2	Intermediate
Number of Based Aircraft	30 based aircraft	3	Business
TOTAL		**13**	**Business**

Type of Community Served: The estimated taxable retail sales is $131 million for Buffalo, which meets the Business airport criteria of estimated retail sales between $80 and $200 million, and awards three points.

Economic Impact: The airport is estimated to support 11 local jobs and create $1.83 million in statewide economic impact, which meets the Intermediate airport economic impact criteria, for two more points.

Based Aircraft: There are 30 based aircraft at BYG, which awards three additional points for meeting the Business airport criteria of 30 or more based aircraft.

Assigned Airport Classification: The total number of points awarded is 13, which puts BYG in the Business airport classification, a move up from its previous Intermediate airport classification.

The 40 airports included in the WYSASP are categorized using the updated classification system outlined in Section 2.2.4. After applying the new, enhanced criteria to the system's airports, a total of nine airports have shifted to a different classification. A summary comparison of the previous and current system is provided in **Table 2-11**. The breakdown of the points awarded and used to classify each system airport is shown in **Table 2-12**. The outcome of this system reclassification effort is presented in **Table 2-13**. **Figure 2-6** illustrates the location and classification of the 2016 Wyoming aviation system airports.

Table 2-11: Summary of Classification Changes

Airport Classification	Previous System (2009)	Current System (2016)	Description of Changes
Commercial Service	9	9	No airports were added to or removed from this category
Business	7	11	Includes the seven airports previously classified as Business (in Chapter 5), plus the four airports previously classified as Intermediate that are reclassified as Business airports (BYG, LND, RWL, and TOR).
Intermediate	10	10	Includes six airports (previously classified as Business) plus the four airports previously classified as Local (Paved) airports that are moving up to Intermediate (DUB, FBR, 82V, and HSG).
Local Paved	9	4	Includes four remaining airports previously classified as Local (Paved) airports that have not moved up or down in classification.
Local Non-Paved	5	6	Includes five airports previously classified as Local (Non-Paved), plus U06 which has moved from a Local (Paved) airport to a Local (Non-Paved) airport.

Table 2-12: 2016 WYSASP Airport Classifications

Airport (by associated City)	Facilities and Services Offered	Aircraft Accommodated	Community Served	Economic Impact	Based Aircraft	Total Points
Commercial: 18 or more total points						
Casper	4	4	4	4	4	20
Cheyenne	4	4	4	4	4	20
Cody	4	4	4	4	4	20
Gillette	4	4	4	4	4	20
Jackson	4	4	4	4	4	20
Laramie	4	4	4	3	3	18
Riverton	4	3	4	3	4	18
Rock Springs	4	4	4	4	3	19
Sheridan	4	4	4	4	4	20
Business: 13 – 17 total points						
Afton	3	2	2	3	4	14
Buffalo	3	2	3	2	3	13
Douglas	3	2	4	2	3	14
Evanston	3	3	4	2	2	14
Greybull	3	4	2	3	2	14
Lander	3	2	3	2	4	14
Pinedale	3	3	4	3	3	16
Rawlins	3	2	4	2	2	13
Saratoga	3	3	2	3	2	13
Torrington	3	2	3	2	3	13
Worland	3	2	3	3	2	13
Intermediate: 9 – 12 total points						
Big Piney	3	2	2	2	1	10
Dubois	3	2	1	1	2	9
Fort Bridger	3	2	2	1	1	9
Guernsey	3	2	1	2	1	9
Kemmerer	3	2	2	2	1	10
Newcastle	3	2	2	2	2	11
Pine Bluffs	2	2	1	2	2	9
Powell	3	2	3	1	2	11
Thermopolis	3	2	2	2	1	10
Wheatland	2	2	3	1	3	11
Local Paved: Less than 9 total points						
Cowley	2	2	1	1	2	8
Dixon	1	2	1	1	1	6
Hulett	3	2	1	1	1	8
Lusk	2	2	2	1	1	8

Note: Local-Non Paved Airports not included, as there are no assigned point values for this classification.

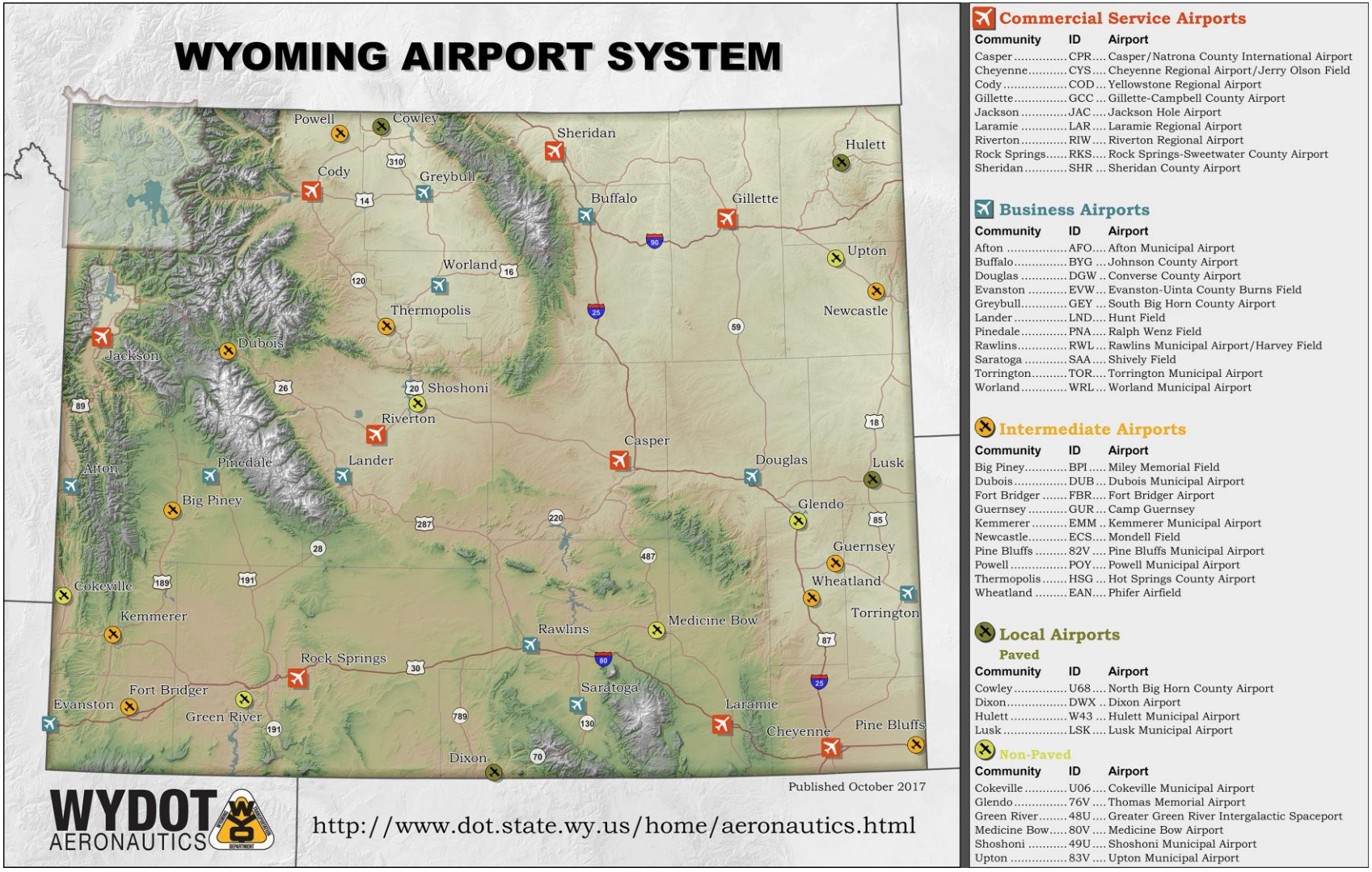
Source: WYDOT Aeronautics Division

Table 2-13: 2009 and 2016 WYSASP Airport Classification Comparison

Airport (by Current Classification)	Associated City	FAA ID	2009 Classification (Previous)	2016 Classification (Current)
Casper/Natrona County International Airport	Casper	CPR	Commercial Service	Commercial Service
Cheyenne Regional Airport - Jerry Olson Field	Cheyenne	CYS	Commercial Service	Commercial Service
Yellowstone Regional Airport	Cody	COD	Commercial Service	Commercial Service
Gillette - Campbell County Airport	Gillette	GCC	Commercial Service	Commercial Service
Jackson Hole Airport	Jackson	JAC	Commercial Service	Commercial Service
Laramie Regional Airport	Laramie	LAR	Commercial Service	Commercial Service
Riverton Regional Airport	Riverton	RIW	Commercial Service	Commercial Service
Rock Springs - Sweetwater County Airport	Rock Springs	RKS	Commercial Service	Commercial Service
Sheridan County Airport	Sheridan	SHR	Commercial Service	Commercial Service
Afton-Lincoln County Municipal Airport	Afton	AFO	Business	Business
Johnson County Airport	Buffalo	BYG	Intermediate	Business
Converse County Airport	Douglas	DGW	Business	Business
Evanston-Uinta County Burns Field	Evanston	EVW	Business	Business
South Big Horn County Airport	Greybull	GEY	Business	Business
Hunt Field	Lander	LND	Intermediate	Business
Ralph Wenz Field	Pinedale	PNA	Business	Business
Rawlins Municipal - Harvey Field	Rawlins	RWL	Intermediate	Business
Shively Field	Saratoga	SAA	Business	Business
Torrington Municipal Airport	Torrington	TOR	Intermediate	Business
Worland Municipal Airport*	Worland	WRL	Business	Business
Miley Memorial Field	Big Piney	BPI	Intermediate	Intermediate
Dubois Municipal Airport	Dubois	DUB	Local Paved	Intermediate
Fort Bridger Airport	Fort Bridger	FBR	Local Paved	Intermediate
Camp Guernsey Army Airfield	Guernsey	GUR	Intermediate	Intermediate
Kemmerer Municipal Airport	Kemmerer	EMM	Intermediate	Intermediate
Mondell Field	Newcastle	ECS	Intermediate	Intermediate
Pine Bluffs Municipal Airport	Pine Bluffs	82V	Local Paved	Intermediate
Powell Municipal Airport	Powell	POY	Intermediate	Intermediate
Hot Springs County Airport	Thermopolis	HSG	Local Paved	Intermediate
Phifer Airfield	Wheatland	EAN	Intermediate	Intermediate
North Big Horn County Airport	Cowley	U68	Local Paved	Local Paved
Dixon Airport	Dixon	DWX	Local Paved	Local Paved
Hulett Municipal Airport	Hulett	W43	Local Paved	Local Paved
Lusk Municipal Airport	Lusk	LSK	Local Paved	Local Paved
Cokeville Municipal Airport	Cokeville	U06	Local Paved	Local Non-Paved
Thomas Memorial Airport	Glendo	76V	Local Non-Paved	Local Non-Paved
Greater Green River Intergalactic Spaceport	Green River	48U	Local Non-Paved	Local Non-Paved
Medicine Bow Airport	Medicine Bow	80V	Local Non-Paved	Local Non-Paved
Shoshoni Municipal Airport	Shoshoni	49U	Local Non-Paved	Local Non-Paved
Upton Municipal Airport	Upton	83V	Local Non-Paved	Local Non-Paved

**Worland was changed to a Business airport due to loss of commercial service.
Source: WYDOT Aeronautics Division

Figure 2-6: 2016 Wyoming Airport Classification Map



Source: GDA Engineers

2.3 System Objectives

The WYDOT Aeronautics Division used the 2009 system planning effort as a starting point for the development of facility and service objectives for this 2016 system plan update. Similar to the process used to evaluate previous goals and performance measures, facility objectives were revised, removed, or added as needed. The tables included in this section reflect the new, updated goals and objectives for the 2016 WYSASP. Different objectives have been established for each Wyoming airport classification system category (Commercial Service, Business, Intermediate, and Local). For example, an Intermediate airport is not compared to or expected to meet the objectives of an airport that has commercial air service. For this reason, an additional Local Non-Paved category was added to the objectives because although local airports serve similar roles, their services and facilities can greatly differ from one airport to another based on runway surface.

In grouping airports together by category, those with similar roles can be evaluated individually and as a group to determine the system's progress toward reaching established objectives. A secondary purpose of objectives is to serve as performance measures. As discussed earlier in this chapter, not all objectives are used as performance measures, but some are used to assisting in assessing system goals.

There are airside, landside, service, and administrative objectives for each Wyoming classification category as follows:

- **Airside** – these are objectives related to facilities for aircraft operations including lighting, navigational aids, and design standards. **Table 2-14** shows the airside objectives. The term airside typically refers to parts of the airport "inside the fence," where facilities required for aircraft operations are located.

- **Landside** – these objectives relate to the non-aviation operation of an airport including ground access, aircraft storage, and safety. **Table 2-15** summarizes the landside objectives. The landside area typically includes airport areas "outside the fence" that can be accessed by the general public.

- **Services** – these objectives relate to the services that are offered to aircraft operators, pilots, airport users, and passengers. **Table 2-16** illustrates the service objectives.

- **Administration** – these objectives relate to the planning and management of airports. **Table 2-17** exhibits the administrative objectives.

In some instances, a specific objective is not applicable to a category of airports and is noted as "not an objective." In other instances, an objective may be listed as "suggested." Suggested objectives are desired airport facilities or services for an airport to have where feasible;

however, suggested objectives were purposely made non-essential, as the ability to meet many of these objectives are often outside of the control of the airport sponsor.

Table 2-14: 2016 WYSASP Airside Objectives

Airport Classification	Commercial Service Airports	Business Airports	Intermediate Airports	Local Airports (Paved)	Local Airports (Non-Paved)
Primary Runway Lights	HIRL	MIRL	MIRL	MIRL	Runway Edge Markers
Primary Runway Strength	Support CRJ 700 75,000lbs	Support Cessna Sovereign 30,300lbs	Support King Air 200 12,500lbs	Support Pilatus PC-12 10,450lbs	Not an Objective
Taxiway	Full Length Parallel	Full Length Parallel	Partial Parallel, Connector and/or Turn Around	Maintain Existing Taxiway(s)	Maintain Existing Taxiway(s)
Taxiway Lights	MITL	MITL	MITL	Reflectors (MITL Suggested)	Not an Objective
Primary Approach Type	Precision	Non-Precision	Non-Precision	Not an Objective	Not an Objective
Primary ALS	ODALS, MALS, or MALSR	ODALS or Appropriate for Approach Type	ODALS or Appropriate for Approach Type Suggested	Not an Objective	Not an Objective
Runway Visual Aids	PAPI or VASI REIL or ALS Both Runway Ends	PAPI or VASI REIL or ALS Both Runway Ends	PAPI or VASI REIL or ALS Both Runway Ends	PAPI REIL or ALS One Runway End (Both ends suggested)	Not an Objective
Airport Visual Aids	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Wind Cone
Wind Coverage	≥95% at 16 knots crosswind	≥95% at 16 knots crosswind	≥95% at 13 knots crosswind	≥95% at 13 knots crosswind suggested	≥95% at 13 knots crosswind suggested
RSA	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	Not an Objective

HIRL=High Intensity Runway Lighting
MIRL=Medium Intensity Runway Lighting
MITL=Medium Intensity Taxiway Lighting
PAPI=Precision Approach Path Indicator
VASI=Visual Approach Slope Indicator
REIL=Runway End Identifier Lights
ALS = Approach Lighting System
RSA = Runway Safety Area

Source: WYDOT Aeronautics Division

Table 2-15: 2016 WYSASP Landside Objectives

Airport Classification	Commercial Service Airports	Business Airports	Intermediate Airports	Local Airports (Paved)	Local Airports (Non-Paved)
Weather Reporting[1]	AWOS or ASOS	AWOS or ASOS	AWOS or ASOS	AWOS or ASOS	Not an Objective
Terminal	Commercial and General Aviation Terminal	General Aviation Terminal	General Aviation Terminal	General Aviation Terminal	Not an Objective
Perimeter Fencing	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Full Perimeter Field Fence (4-strand barbed wire)
Hangars	Hangars Available for 100% of Based Aircraft	Hangars Available for 100% of Based Aircraft	Hangars Available for 75% of Based Aircraft	Hangars Available for 50% of Based Aircraft	Hangars Available for 50% of Based Aircraft
Lighted Apron Area	Lighted Apron Area	Lighted Apron Area	Suggested	Not an Objective	Not an Objective
Apron Size	Apron parking space shortage no more than 14 days per year	Apron parking space shortage no more than 14 days per year	Apron parking space shortage no more than 14 days per year	Apron parking space shortage no more than 14 days per year	Not an Objective
Paved Auto Parking	Paved Auto Parking	Paved Auto Parking	Suggested	Suggested	Not an Objective
Paved Access Road	Paved Access Road	Paved Access Road	Suggested	Suggested	Not an Objective
SRE	4/6 pieces of SRE: Snow plow, broom, rotary plow (blower), and materials spreader. Busier commercial service airports (> 25,000 annual enplanements) may have 2 each of 2 of the following 3: snow plow, broom, or blower, for a total of 6 pieces.	4 pieces of SRE: Snow plow, broom, rotary plow (blower), plus one duplicate plow or broom	3 pieces of SRE: Snow plow, broom, rotary plow (blower)	2 pieces of SRE: plow and broom	Not an Objective

[1]This objective also includes an off-airport category for mountain AWOS locations. Source: WYDOT Aeronautics Division

AWOS = Automated Weather Observing System

ASOS = Automated Surface Observing System

SRE = Snow Removal Equipment

Table 2-16: 2016 WYSASP Service Objectives

Airport Classification	Commercial Service Airports	Business Airports	Intermediate Airports	Local Airports (Paved)	Local Airports (Non-Paved)
FBO	Suggested	Suggested	Suggested	Suggested	Not an Objective
Fuel	100LL and Jet A	100LL and Jet A	100LL	Suggested	Not an Objective
24-Hour Fuel	24-Hour 100LL Jet A "on-call"	24-Hour 100LL Jet A "on-call"	Not an Objective	Not an Objective	Not an Objective
Ground Transportation	On-Airport Rental Car	Courtesy Car or Rental Suggested	Courtesy Car or Rental Suggested	Courtesy Car Suggested	Not an Objective
Pilot Lounge	Pilot Lounge	Pilot Lounge	Suggested	Suggested	Not an Objective
Wi-Fi Internet Access	24-hour Wi-Fi in CS terminal and for GA Pilots and Passengers	24-hour Wi-Fi for Pilots and Passengers	24-hour Wi-Fi for Pilots and Passengers	24-hour Wi-Fi for Pilots and Passengers	Not an Objective
Public Restrooms	CS Terminal inside secure area GA Terminal: 24-hour restrooms	24-hour restrooms	24-hour restrooms	Suggested	Suggested
Food	CS Terminal: Restaurant and Vending suggested GA Terminal: Vending Machines Suggested	Vending Machines Suggested	Vending Machines Suggested	Not an Objective	Not an Objective
Aircraft Maintenance	Major A&P	Major A&P	Minor A&P	Not an Objective	Not an Objective
Aircraft Deicing	Aircraft Deicing	Aircraft Deicing	Not an Objective	Not an Objective	Not an Objective
Aircraft Deicing Containment System	Containment System	Suggested	Not an Objective	Not an Objective	Not an Objective
Flight Training	Suggested	Suggested	Suggested	Suggested	Not an Objective
Aircraft Rental	Suggested	Suggested	Suggested	Suggested	Not an Objective
Aircraft Charter Service	Suggested	Suggested	Suggested	Suggested	Not an Objective

FBO = Fixed Based Operator
100LL = Leaded Aviation Gasoline (Avgas)
A&P = Airframe and Powerplant
CS = Commercial Service
Source: WYDOT Aeronautics Division

Table 2-17: 2016 WYSASP Administration Objectives

Airport Classification	Commercial Service Airports	Business Airports	Intermediate Airports	Local Airports (Paved)	Local Airports (Non-Paved)
Land Use Projection Plan	Meets Priority Rating Model Definition	Meets Priority Rating Model Definition	Meets Priority Rating Model Definition	Not an Objective	Not an Objective
Current Master Plan	On Record with Aeronautics & less than 10 years old	On Record with Aeronautics & less than 12 years old	On Record with Aeronautics & less than 15 years old	Suggested On Record & less than 15 years old	Suggested On Record & less than 15 years old
Current ALP w/Exhibit A	On Record with Aeronautics & less than 5 years old	On Record with Aeronautics & less than 5 years old	On Record with Aeronautics & less than 5 years old	On Record with Aeronautics & less than 10 years old	Suggested On Record & less than 10 years old
Minimum Standards	On Record with Aeronautics	On Record with Aeronautics	On Record with Aeronautics	Suggested	Not an Objective
Pavement Management Plan	Approved / Current & On Record with Aeronautics	Approved / Current & On Record with Aeronautics	Approved / Current & On Record with Aeronautics	Approved / Current & On Record with Aeronautics	Not an Objective
RPZ Ownership	Fee and Title Ownership of all Exiting RPZs	Fee and Title Ownership of all Exiting RPZs	Fee and Title Ownership of all Exiting RPZs	Suggested	Suggested
Wildlife Hazard Assessment	Wildlife Hazard Assessment	Wildlife Hazard "1-Day Site Visit" Suggested	Wildlife Hazard "1-Day Site Visit" Suggested	Not an Objective	Not an Objective
Sustainability	5 Measures Suggested	3 Measures Suggested	2 Measures Suggested	1 Measure Suggested	Not an Objective

ALP = Airport Layout Plan
RPZ = Runway Protection Zone

Source: WYDOT Aeronautics Division

2.4 Summary

This chapter provides an overview of the data and information that forms the foundation of the aviation system planning process. WYDOT's mission "to provide a safe, high quality, and efficient transportation system" is realized through the implementation of these goals and the classification system. Chapter 5 explores current and target values of the goals, performance measures, and objectives as of 2016, along with an assessment of the implementation of these goals, objectives, and performance measures since 2009.

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CHAPTER 3 – SYSTEM INVENTORY

3.0 General Information

A system-wide inventory of facilities and services was undertaken to identify the assets in Wyoming's aviation system, and to compare them to the performance measures and objectives that were established for this plan. Having an updated inventory of all system features provides the Wyoming Aeronautics Commission, Wyoming Department of Transportation (WYDOT), the Federal Aviation Administration (FAA), and other stakeholders with an accurate snapshot of existing conditions. This can be useful when evaluating system performance, identifying necessary improvements, and prioritizing funding requests.

The data contained in the inventory, and summarized in this chapter, provides the informational foundation of the system plan and directly affects the forecasts in Chapter 4, and the system evaluation and recommendations in Chapter 5. The inventory data gathered for the 2016 WYSASP was collected through a number of methods, including airport manager surveys (see **Appendix A** for a copy of the survey), discussions with WYDOT and FAA staff, review of Airport Master Records (FAA 5010 Forms), and individual telephone calls with most of the 40 airport managers. Data collection was completed in March of 2016; therefore, changes to the data after this date are not reflected in this plan. Major projects planned for later in 2016 were considered in the data collection, although they may not have been completed by the time of this writing.

Appendix B includes all of the inventory data in tabular format. Most of the information contained in the appendix is summarized in this chapter in the following sections:

3.1 – Airport Characteristics
3.2 – Land, Zoning, Planning, and Sustainability
3.3 – General Aviation Terminal Facilities
3.4 – Commercial Service Terminal Facilities
3.5 – Airport Services
3.6 – Airport Operations and Based Aircraft
3.7 – Runway and Taxiway Infrastructure and Approaches
3.8 – Airport Events
3.9 – Summary

3.1 Airport Characteristics

Airports are classified in a number of ways based upon their location, size, type, and users. This section reviews the classifications and codes that have been given to Wyoming's 40 system airports at the federal and state levels, along with the general uses that are supported by this state aviation system.

3.1.1 FAA Airport Identifier

The FAA assigns a three character alphanumeric code to each airport in the nation, which is used to quickly identify airports. Please note that airports that are for private use only, which are not included in this plan, are normally assigned four character alphanumeric identification codes. Airports can also be identified by the airport name or city in which an airport is located; however, the FAA identifier is often used by pilots and air traffic controllers to locate airports. All three methods of identification can be used interchangeably. For example, Hunt Field airport in Lander may be referred to as LND, Hunt Field, or Lander. **Table 3-6** lists the three character identifier for all 40 system airports.

3.1.2 WYSASP Airport Classification

As discussed in Chapter 2, each airport in Wyoming's aviation system has been assigned a classification by WYDOT according to a set of criteria. A detailed listing of criteria used to classify airports in the 2016 WYSASP can be found in Chapter 2. **Table 3-1** provides a summary of airports by classification and **Table 3-6** includes the state-level classification for each system airport.

Table 3-1: Summary of Existing WYSASP Classifications

WYSASP Classification	Number of System Airports	Percentage of System Airports
Commercial Service Airport	9	22.5%
Business Airport	7	17.5%
Intermediate Airport	10	25%
Local Airport	14	35%
Total System Airports	**40**	**100%**

Source: WYDOT Aeronautics Division

3.1.3 National Plan of Integrated Airport Systems (NPIAS)

Also discussed in Chapter 2 is the inclusion of Wyoming airports in the national system plan, the National Plan of Integrated Airport Systems (NPIAS). **Table 3-2** summarizes airport inclusion in the NPIAS, showing nearly 83% of Wyoming system airports are included. **Table 3-6** lists NPIAS inclusion by airport.

Table 3-2: Summary of NPIAS Inclusion

NPIAS	Number of System Airports	Percentage of System Airports
NPIAS	33	82.5%
Non-NPIAS	7	17.5%
Total System Airports	**40**	**100%**

Source: FAA 2015-2019 NPIAS Report to Congress

3.1.4 Economic Region

Wyoming has five Labor Market Information (LMI) regions that are used by several entities, such as the Wyoming Regional Economic Analysis Project, to study and evaluate regional and interregional economic policy and changes. **Table 3-3** includes a summary of airports by region. The economic regions for all 40 system airports are listed in **Table 3-6**.

Table 3-3: Summary of Economic Regions

Economic Region	Number of System Airports	Percentage of System Airports
Central	6	15%
Northeast	9	22.5%
Northwest	8	20%
Southeast	7	17.5%
Southwest	10	25%
Total System Airports	**40**	**100%**

Source: Wyoming Economic Analysis Division

3.1.5 Airport Reference Code (ARC)

An Airport Reference Code (ARC) is an airport designation used for the planning and design of airports. Generally, the airport reference code (ARC) at a specific airport is based on the critical aircraft. The aircraft with the most demanding characteristics that conducts, or is forecasted to conduct, at least 500 annual operations is considered to be the critical aircraft. This is normally determined through the airport master planning process. An ARC has two components, the Aircraft Approach Category (AAC) and the Airplane Design Group (ADG) shown in **Figure 3-1**:

- AAC is designated by a letter (A-E). This component relates to the operational characteristic of aircraft approach speed, with "A" being the slowest and "E" being the fastest.
- ADG is designated by a Roman numeral (I-VI), related to the physical characteristics of airplane wingspan, with "I" being the smallest and "VI" being the largest.

Figure 3-1 – Airport Reference Code

Aircraft Approach Category

Category A:	Speed less than 91 knots
Category B:	Speed 91 knots or more but less than 121 knots
Category C:	Speed 121 knots or more but less than 141 knots
Category D:	Speed 141 knots or more but less than 166 knots
Category E:	Speed 166 knots or more

Airplane Design Group

Group I:	Wingspan up to, but not including 49 feet
Group II:	Wingspan 49 feet up to, but not including 79 feet
Group III:	Wingspan 79 feet up to, but not including 118 feet
Group IV:	Wingspan 118 feet up to, but not including 171 feet
Group V:	Wingspan 171 feet up to, but not including 214 feet
Group VI:	Wingspan greater than 214 feet

An ARC of C-II accommodates aircraft with approach speeds less than 141 knots and wingspans less than 79 feet. This ARC accounts for commonly used regional jet aircraft and many large business jet aircraft. Airports that normally accommodate even larger aircraft may determine a higher ARC is necessary based on individual airport needs as

identified through the master planning process. An ARC of B-II is designed to accommodate aircraft with approach speeds less than 121 knots and wings spans of less than 79 feet, such as small or medium business jets and larger turboprop aircraft. The ARC of A-I accommodates aircraft with approach speeds less than 91 knots and wings spans of less than 49 feet, such as small single or twin engine aircraft.

A summary of system airports by ARC is provided in **Table 3-4**. The ARC of each system airport is listed in **Table 3-6**.

Table 3-4: Summary of Airport Reference Codes

Airport Reference Code	Number of System Airports	Percentage of System Airports
A-I	5	12.5%
B-I	1	2.5%
B-II	21	52.5%
C-II	4	10%
C-III	5	12.5%
C-IV	1	2.5%
D-III	1	2.5%
D-IV	2	5%
Total System Airports	**40**	**100%**

Source: Airport Master Plans and ALPs

3.1.6 Airport Uses

While certain uses for airports may seem obvious, such as the transportation of people for business and pleasure, there are a number of other activities that rely on airports which may not be so obvious. Timely delivery of goods such as mail, cargo, and medical supplies and services rely on air transportation, as does crop spraying, aerial firefighting, search and rescue, and remote access. See **Figure 3-2** for a listing of airport uses cataloged for the system plan. **Table 3-5** summarizes the use of system airports with personal/recreational and agricultural uses found at 100% and 90% of airports, respectively. **Table 3-7** lists specific uses by airport. Note that percentages do not add to 100 as many airports support more than one use.

Figure 3-2 – Airport Uses

Personal/Recreational – hobbyists flying for pleasure
Business – transport of employees or products for business purposes
Military – operations performed by military, often for training purposes
Commercial – commercial airline service used for business and pleasure
Cargo – transport of raw and finished materials and products
Flight Training – operations by students pursuing or advancing their pilot certification
Charter – private transport for hire
Agricultural – operations by spray planes to fertilize and protect crops
Firefighting – operations to suppress fire on the ground from the air
Search and Rescue – operations to locate and rescue those in danger
Medical – transportation of patients to medical facilities and medical professionals to rural communities
Other – gateway for diplomat transportation, base for helicopter news reporting operations, etc.

Table 3-5: Summary of Airport Uses

Airport Uses	Number of System Airports	Percentage of System Airports
Personal/Recreational	40	100%
Business	34	85%
Military	24	60%
Commercial	10	25%
Cargo	14	35%
Flight Training	26	65%
Charter	24	60%
Agricultural	36	90%
Firefighting	30	75%
Search and Rescue	24	60%
Medical	32	80%
Other	7	17.5%

Source: Airport Manager Survey

Note: Percentages do not equal 100% as many airports support more than one use.

Table 3-6 – Airport Characteristics I

Associated City	Airport Name	FAA Airport Code	WYSASP Classification	NPIAS	Economic Region	ARC
Afton	Afton-Lincoln County Municipal Airport	AFO	Business	Yes	Southwest	B-II
Big Piney	Miley Memorial Field	BPI	Intermediate	Yes	Southwest	B-II
Buffalo	Johnson County Airport	BYG	Intermediate	Yes	Northeast	B-II
Casper	Casper/Natrona County International Airport	CPR	Commercial Service	Yes	Central	D-IV
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS	Commercial Service	Yes	Southeast	D-IV
Cody	Yellowstone Regional Airport	COD	Commercial Service	Yes	Northeast	D-III
Cokeville	Cokeville Municipal Airport	U06	Local	No	Southwest	A-I
Cowley	North Big Horn County Airport	U68	Local	Yes	Northwest	B-II
Dixon	Dixon Airport	DWX	Local	Yes	Central	B-II
Douglas	Converse County Airport	DGW	Business	Yes	Central	B-II
Dubois	Dubois Municipal Airport	DUB	Local	Yes	Northwest	B-II
Evanston	Evanston-Uinta County Burns Field	EVW	Business	Yes	Southwest	C-II
Fort Bridger	Fort Bridger Airport	FBR	Local	Yes	Southwest	B-II
Gillette	Gillette - Campbell County Airport	GCC	Commercial Service	Yes	Northeast	C-III
Glendo	Thomas Memorial Airport	76V	Local (Non-Paved)	No	Southeast	A-I
Green River	Greater Green River Intergalactic Spaceport	48U	Local (Non-Paved)	No	Southwest	B-II
Greybull	South Big Horn County Airport	GEY	Business	Yes	Northwest	C-III
Guernsey	Camp Guernsey Army Airfield	GUR	Intermediate	No	Southeast	B-II
Hulett	Hulett Municipal Airport	W43	Local	Yes	Northeast	B-II
Jackson	Jackson Hole Airport	JAC	Commercial Service	Yes	Southwest	C-IV
Kemmerer	Kemmerer Municipal Airport	EMM	Intermediate	Yes	Southwest	B-II
Lander	Hunt Field	LND	Intermediate	Yes	Northwest	B-II
Laramie	Laramie Regional Airport	LAR	Commercial Service	Yes	Southeast	C-II
Lusk	Lusk Municipal Airport	LSK	Local	Yes	Northeast	B-II
Medicine Bow	Medicine Bow Airport	80V	Local (Non-Paved)	No	Central	A-I
Newcastle	Mondell Field	ECS	Intermediate	Yes	Northeast	B-II
Pine Bluffs	Pine Bluffs Municipal Airport	82V	Local	Yes	Southeast	B-II
Pinedale	Ralph Wenz Field	PNA	Business	Yes	Southwest	C-II
Powell	Powell Municipal Airport	POY	Intermediate	Yes	Northeast	B-II
Rawlins	Rawlins Municipal - Harvey Field	RWL	Intermediate	Yes	Central	B-II
Riverton	Riverton Regional Airport	RIW	Commercial Service	Yes	Northwest	C-II
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	Commercial Service	Yes	Southwest	C-III
Saratoga	Shively Field	SAA	Business	Yes	Central	C-II
Sheridan	Sheridan County Airport	SHR	Commercial Service	Yes	Northeast	C-III
Shoshoni	Shoshoni Municipal Airport	49U	Local (Non-Paved)	No	Northwest	A-I
Thermopolis	Hot Springs County Airport	HSG	Local	Yes	Northwest	B-II
Torrington	Torrington Municipal Airport	TOR	Intermediate	Yes	Southeast	B-II
Upton	Upton Municipal Airport	83V	Local (Non-Paved)	No	Northeast	A-I
Wheatland	Phifer Airfield	EAN	Intermediate	Yes	Southeast	B-II
Worland	Worland Municipal Airport	WRL	Business	Yes	Northwest	B-II

Source: FAA, WYDOT Aeronautics Division

Table 3-7: Airport Characteristics II

Associated City	Airport Name	Personal	Business	Military	Commercial	Cargo	Flight Training	Charter	Agriculture	Fire Fighting	Search and Rescue	Medical	Other
Afton	Afton-Lincoln County Municipal Airport	✓	✓	✓			✓	✓	✓	✓	✓	✓	
Big Piney	Miley Memorial Field	✓	✓	✓				✓	✓	✓	✓	✓	
Buffalo	Johnson County Airport	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓
Casper	Casper/Natrona County International Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Cody	Yellowstone Regional Airport	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	
Cokeville	Cokeville Municipal Airport	✓							✓				
Cowley	North Big Horn County Airport	✓	✓				✓		✓			✓	
Dixon	Dixon Airport	✓	✓	✓			✓	✓	✓	✓			
Douglas	Converse County Airport	✓	✓	✓			✓	✓	✓	✓	✓	✓	
Dubois	Dubois Municipal Airport	✓	✓				✓	✓		✓	✓	✓	✓
Evanston	Evanston-Uinta County Burns Field	✓	✓	✓			✓	✓	✓	✓	✓	✓	
Fort Bridger	Fort Bridger Airport	✓	✓			✓	✓	✓	✓	✓	✓	✓	
Gillette	Gillette - Campbell County Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Glendo	Thomas Memorial Airport	✓							✓	✓		✓	
Green River	Greater Green River Intergalactic Spaceport	✓							✓				
Greybull	South Big Horn County Airport	✓	✓	✓				✓	✓	✓		✓	
Guernsey	Camp Guernsey Army Airfield	✓	✓	✓					✓		✓	✓	
Hulett	Hulett Municipal Airport	✓	✓				✓		✓			✓	
Jackson	Jackson Hole Airport	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	
Kemmerer	Kemmerer Municipal Airport	✓	✓						✓	✓	✓	✓	
Lander	Hunt Field	✓	✓	✓			✓		✓	✓	✓	✓	
Laramie	Laramie Regional Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Lusk	Lusk Municipal Airport	✓	✓	✓			✓	✓	✓	✓		✓	
Medicine Bow	Medicine Bow Airport	✓							✓				✓
Newcastle	Mondell Field	✓	✓	✓			✓	✓	✓	✓	✓	✓	
Pine Bluffs	Pine Bluffs Municipal Airport	✓	✓	✓			✓		✓				
Pinedale	Ralph Wenz Field	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓
Powell	Powell Municipal Airport	✓	✓	✓		✓			✓	✓	✓	✓	✓
Rawlins	Rawlins Municipal - Harvey Field	✓	✓			✓	✓			✓		✓	
Riverton	Riverton Regional Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rock Springs	Rock Springs - Sweetwater County Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Saratoga	Shively Field	✓	✓	✓				✓	✓	✓	✓		
Sheridan	Sheridan County Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Shoshoni	Shoshoni Municipal Airport	✓							✓				
Thermopolis	Hot Springs County Airport	✓	✓			✓	✓	✓	✓	✓	✓	✓	
Torrington	Torrington Municipal Airport	✓	✓	✓			✓	✓	✓			✓	
Upton	Upton Municipal Airport	✓							✓				
Wheatland	Phifer Airfield	✓	✓						✓	✓		✓	
Worland	Worland Municipal Airport	✓	✓						✓	✓		✓	

Source: Airport Manager Survey

3.2 Land, Zoning, Planning, and Sustainability

Maintaining a safe, operational, and sustainable airport for all airport users, requires proper land ownership and control, planning, and sustainable actions. Each of these efforts by Wyoming airports are discussed in the following sections.

3.2.1 Land

Since an airport's operation is impacted by the surrounding community and vice versa, it is important that airport owners have control over property in proximity to the airport, especially in safety-critical areas.

3.2.1.a Standard FAA Required Runway Safety Area

According to FAA Advisory Circular (AC) 150-5300-13A *Airport Design*, a Runway Safety Area (RSA) is defined as the surface surrounding the runway on all sides that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overrun, or excursion from the runway. Previously, modifications to standards were issued if the actual, graded, and constructed RSA could not meet dimensional standards. In cases where RSAs are non-standard (RSA does not meet required FAA dimensions), the airport owner and FAA must consider operational, environmental, and technological improvements that can be made to enhance the margin of safety.[1] As shown in **Table 3-8**, 85% of system airports have standard RSAs. **Table 3-24** indicates the presence of standard RSAs at each system airport.

Table 3-8: Summary of Standard Runway Safety Areas

Runway Safety Areas	Number of System Airports	Percentage of System Airports
Standard	34	85%
Non-Standard	0	0%
Not Applicable	6	15%
Total System Airports	**40**	**100%**

Source: 2015 Wyoming Airport Design Standards Inventory Update

Note: N/A indicates that an airport is either non-paved or non-NPIAS, and therefore does not need to meet design standards

3.2.1.b Runway Protection Zone (RPZ) Ownership

A Runway Protection Zone (RPZ) is a trapezoidal area off the end of each runway that is established to enhance the safety and protection of people and property on the ground. It is desirable for the airport owner to control all of the land within the RPZs through acquisition of sufficient property interest to prevent incompatible objects (including trees) and activities from impacting airport operation and runway approaches. An airport sponsor's control of land within the RPZs is considered in the WYDOT Aeronautics Division's Priority Rating Model for Project Evaluation, therefore it is beneficial for airports to pursue control of all land within their RPZs for safety as well as project funding. As shown in **Table 3-9**, more than half of the system airports do not have complete control

[1] FAA Advisory Circular (AC) 5300-13A *Airport Design*

(in fee and/or easement) of the property within their RPZs. An airport-specific listing of RPZ ownership status can be found in **Table 3-24**.

Table 3-9: Summary of RPZ Ownership

RPZ Ownership	Number of System Airports	Percentage of System Airports
Complete Control in Fee	6	15.0%
Complete Control in Fee and Easement	11	27.5%
Not all RPZ Land Controlled	23	57.5%
Total System Airports	**40**	**100%**

Source: ALPs

3.2.1.c Land Acquisition (within last 5 years)

Since control of land adjacent to an airport is crucial to preventing incompatible land uses and other negative impacts, airport owners may want to actively seek opportunities to acquire property within proximity to the airport that is not yet under the airport's control. Often airport owners will plan for land acquisition on their Capital Improvement Plan (CIP) so they may utilize FAA Airport Improvement Program (AIP) funding, if eligible. A summary of airports that have conducted land acquisition efforts (20%) is provided in **Table 3-10. Table 3-24** provides a listing of airports that have acquired land within the past five years.

Table 3-10: Summary of Airport Land Acquisition

Land Acquisition	Number of System Airports	Percentage of System Airports
Yes	8	20%
No	32	80%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.2 Zoning

Airport zoning and other land use controls can be helpful in protecting an airport from future incompatible land uses on property that is not owned by the airport. Airport-related zoning control typically has two components – height and land use. The height aspect of zoning protects an airport from tall structures that may be developed in proximity to the airport or within a runway approach that could cause an obstruction to flight. The land use aspect of zoning regulates the use of the land and can prohibit certain types of uses from locating near an airport, such as the prevention of a high density residential area being developed off the end of a runway. The WYDOT Aeronautics Division has established a priority-rating model that considers the implementation of airport zoning efforts, therefore it is beneficial for airports to work with their local municipality to enact airport zoning for safety as well as project funding/prioritization. Each of these efforts are described in this section.

3.2.2.a Height Zoning Ordinance (HZO) Approved by WYDOT

Some communities have airport height zoning in place to limit the heights of structures near an airport. This inventory element catalogs the airports that have shared their Height Zoning Ordinances (HZOs) with the WYDOT Aeronautics Division. The Division then reviews the HZOs to ensure they are compliant with the intent of protecting the airport. Once the HZOs are determined to be compliant, the airport sponsor can earn a point on the Priority Rating Model for Project Evaluation for having HZOs in place. **Table 3-11** shows 55% of system airports have a WYDOT approved HZO. **Table 3-25** includes HZO status by airport.

Table 3-11: Summary of Airports with WYDOT Approved HZOs

WYDOT Approved HZOs	Number of System Airports	Percentage of System Airports
Approved	22	55%
Not Approved/Not Developed	18	45%
Unknown	0	0%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.2.b HZO Height Restriction in Airport Influence Area (AIA) Approach Zone

The specifics of height zoning ordinances can vary from one community to another based on a variety of elements, such as the locations in which the zoning applies. Some Wyoming communities do not have zoning regulations at all. Airports that have height zoning within the approach zone specifically of the Airport Influence Area (AIA) (47.5%) are cataloged in **Table 3-12**. For a detailed listing of airports with height restrictions in the AIA Approach Zone, see **Table 3-25.**

Table 3-12: Summary of Airports with Height Restrictions in AIA Approach Zone

Height Restrictions in AIA Approach Zone	Number of System Airports	Percentage of System Airports
Yes	19	47.5%
No	21	52.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.2.c HZO Height Restriction in AIA

Airports that have height zoning in place in the AIA in general (and not specifically the approach zone) are cataloged here in **Table 3-13**. For a listing of airports with height restrictions in the AIA, see **Table 3-25.**

Table 3-13: Summary of Airports with Height Restrictions in the AIA

Height Restrictions in AIA	Number of System Airports	Percentage of System Airports
Yes	18	45%
No	22	55%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.2.d HZO Land Restriction in AIA

Airport zoning can include restrictions on the types of land uses that can be developed adjacent to airports. The communities that have enacted airport zoning with a land use component (sometimes in addition to height restrictions) are cataloged here. As shown in **Table 3-14**, less than half of Wyoming's system airports have land restrictions in the AIA. For a listing of airports that have land restrictions in the AIA, see **Table 3-25.**

Table 3-14: Summary of Airports with Land Restrictions in the AIA

Land Restrictions in AIA	Number of System Airports	Percentage of System Airports
Yes	15	37.5%
No	25	62.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.2.e HZO Integrated

Airports whose communities have incorporated their airport zoning into municipal comprehensive land use plans are tallied here. It is beneficial for airports to work towards integration as it can bring greater awareness to the existence of airport zoning and enhance compatibility in the larger region. Half of the system airports have integrated HZOs, as shown in **Table 3-15.** See **Table 3-25** for a listing of airports that have integrated HZOs.

Table 3-15: Summary of Airports with Integrated HZOs

Integrated HZOs	Number of System Airports	Percentage of System Airports
Yes	20	50%
No	10	25%
Unknown	10	25%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.2.f Use of Disclosure Statements in AIA

Real estate disclosures notify future property buyers of the subject property's location within the AIA. Municipalities are encouraged to adopt ordinances that require the use of real estate disclosure statements. Airports that are currently using disclosure statements (20%) are summarized in **Table 3-16**. For a detailed listing of airports using disclosure statements, see **Table 3-25**.

Table 3-16: Summary of Disclosure Statement Use

Disclosure Statement Use	Number of System Airports	Percentage of System Airports
Yes	8	20%
No	21	52.5%
Unknown	11	27.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.3 Planning

Over time, an airport's physical footprint and needs will change. Pavement will need to be rehabilitated and perhaps extended, terminals may need expansion and updates, and the needs of airport users will change. In order to prepare for these changes, airport sponsors conduct planning projects in an effort to forecast and fund the airport changes necessary. Several planning tasks are discussed in the following sections.

3.2.3.a Master Plans

An airport's master plan is a narrative report that documents existing facilities, services, and usage levels. It includes forecasting elements to anticipate changes in the use of the airport and identify projects that are likely to be needed. Typically, master plans cover a 20-year horizon and are updated periodically to align with airport changes. Master plans can be a resource for airport sponsors when conducting capital improvement planning to anticipate and secure funding necessary for upcoming projects. They can also provide the justification necessary for identified projects. Master plans are required for airports included in the NPAIS. **Table 3-17** shows nearly 90% of system airports have a master plan. **Table 3-26** includes a detailed listing of master plans and their dates of completion by airport.

Table 3-17: Summary of Airports with Master Plans

Master Plan	Number of System Airports	Percentage of System Airports
Yes	35	87.5%
No	5	12.5%
Total System Airports	**40**	**100%**

Source: FAA

3.2.3.b Airport Layout Plan (ALP)

Similar to a master plan, an ALP is meant to document existing facilities and plan for future airport improvements. An ALP is not a narrative report; however, it is a set of drawings that depicts current development on an airport and illustrates planned development. An ALP is updated periodically, usually after a development project has been completed so the ALP reflects the most recent airport footprint. In order to be considered for state and FAA funding, airports must have an ALP. **Table 3-18** shows 90% of system airports have an ALP. **Table 3-26** includes a detailed listing of ALPs and their dates of completion by airport.

Table 3-18: Summary of Airports with ALPs

ALP	Number of System Airports	Percentage of System Airports
Yes	36	90%
No	4	10%
Total System Airports	**40**	**100%**

Source: FAA

3.2.3.c ALP with Exhibit "A" Property Map

An Exhibit "A" Property Map outlines all property ownership and interest of an airport. Exhibit "A" Property Maps are often included with ALPs, especially for airports having conducted property acquisition. As discussed in the previous section, an ALP is required for an airport to receive state and FAA improvement funds. **Table 3-19** shows 90% of system airports have an ALP with an Exhibit "A" Property Map. **Table 3-26** includes a detailed listing of ALPs with Exhibit "A" Property Maps and their dates of completion by airport.

Table 3-19: Summary of Airports with ALPs and Exhibit "A" Property Maps

ALP w/ Exhibit A	Number of System Airports	Percentage of System Airports
Yes	36	90%
No	4	10%
Total System Airports	**40**	**100%**

Source: FAA

3.2.3.d Minimum Operating Standards

Airport minimum operating standards outline the minimum requirements for individuals or entities wishing to provide aeronautical services to the public at a public-use airport. Standards may include building size requirements, hours of operation, fees, and more. **Table 3-20** shows half of system airports have minimum standards. **Table 3-26** includes a detailed listing of airports with minimum standards and their date of implementation.

Table 3-20: Summary of Airports with Minimum Operating Standards

Minimum Standards	Number of System Airports	Percentage of System Airports
Yes	20	50%
No	14	35%
Unknown	6	15%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.3.e Pavement Management Plan (PMP)

Pavement Management Plans (PMP) are important for the continued maintenance and longevity of airfield pavements. They document existing pavement conditions and identify necessary improvements to keep an airfield in acceptable operating condition. **Table 3-21** shows 80% of system airports have a current PMP. Current is defined as having updated the PMP since an airport's last Pavement Condition Index (PCI) inspection. (See section 3.7.1 for more information about PCI.) **Table 3-26** includes a detailed listing of airports with pavement management plans and their dates of completion by airport.

Table 3-21: Summary of Airports with Pavement Management Plans

Pavement Management Plans	Number of System Airports	Percentage of System Airports
Current	32	80%
Not Current	3	7.5%
Not Applicable	5	12.5%
Total System Airports	**40**	**100%**

Source: WYDOT Aeronautics Division

3.2.3.f Wildlife Hazard Assessment

The presence of wildlife near airports can be detrimental to aircraft operations as it poses a risk for wildlife strikes. Birds and mammals that live, eat, and/or nest on or near airport property can impact the safe operation of an airport. Wildlife Hazard Assessments are conducted by certified wildlife specialists who identify and evaluate wildlife concerns. Wildlife Hazard Assessments are typically accompanied by Wildlife Hazard Management Plans, which provide solutions to address the presence of wildlife on airport property. **Table 3-22** shows only 14 system airports have conducted a Wildlife Hazard Assessment. **Table 3-26** includes a detailed listing of airports with Wildlife Hazard Assessments.

Table 3-22: Summary of Airports with Wildlife Hazard Assessments

Wildlife Hazard Assessment	Number of System Airports	Percentage of System Airports
Yes – Full Assessment	12	30%
Yes – 1 Day Visit	2	5%
No	26	65%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.2.4 Sustainability

The concept of sustainability and responsible environmental actions has been adopted by airports of all sizes and types in an effort to reduce their environmental footprints and reduce operating costs. A variety of sustainable techniques are implementable at airports (as shown in **Table 3-23**), including but not limited to the actions listed below. Percentages do not equal 100 as many airports support multiple sustainability efforts

- Recycling (paper, plastic, metal, other) – reduces waste and haul away costs
- Low flow faucets – reduces water flowage costs
- Dual flush toilets – reduces water flowage costs
- Motion detected lights – reduces energy costs associated with constant lighting
- Recycling of construction materials (such as crushing old pavement and reusing as base material) – reduces material haul away and new material production and transport
- Light-emitting diode (LED) airfield lighting – reduces energy costs
- LED building lighting – reduces energy costs
- Native plant landscaping – reduces the water and nutrients needed to sustain plant life
- Rainwater collection and use – reduces water flowage costs
- Grasscycling – reduces waste and returns nutrients back to the soil
- Other – electric car charging stations, solar power, etc.

A listing of sustainable actions by airport is provided in **Table 3-27** and **Table 3-28.**

Table 3-23: Summary of Airport Sustainability Efforts

Sustainability Efforts	Number of System Airports	Percentage of System Airports
Recycling	14	35%
Low Flow Faucets	12	30%
Dual Flush Toilets	8	20%
Motion Detected Lights	10	25%
Construction Material Recycling	11	27.5%
LED Airfield Lighting	12	30%
LED Building Lighting	7	17.5%
Native Plant Landscaping	19	47.5%
Rainwater Collection and Use	3	7.5%
Grasscycling	18	45%
Other	5	12.5%

Source: Airport Manager Survey

Note: Percentages do not equal 100 as many airports support multiple sustainability efforts

Table 3-24: Land, Zoning, Planning, and Sustainability I

Associated City	Airport Name	Standard RSAs	RPZ Ownership	Land Acquisition*
Afton	Afton-Lincoln County Municipal Airport	Yes	No - not all RPZ land owned	Yes
Big Piney	Miley Memorial Field	Yes	No - not all RPZ land owned	Yes
Buffalo	Johnson County Airport	Yes	No - not all RPZ land owned	No
Casper	Casper/Natrona County International Airport	Yes	Yes - combination of fee and easement	No
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Yes	No - not all RPZ land owned	No
Cody	Yellowstone Regional Airport	Yes	Yes - combination of fee and easement	Yes
Cokeville	Cokeville Municipal Airport	NA	No - not all RPZ land owned	No
Cowley	North Big Horn County Airport	Yes	Yes - combination of fee and easement	No
Dixon	Dixon Airport	Yes	No - not all RPZ land owned	No
Douglas	Converse County Airport	Yes	No - not all RPZ land owned	No
Dubois	Dubois Municipal Airport	Yes	Yes - all in fee	Yes
Evanston	Evanston-Uinta County Burns Field	Yes	Yes - combination of fee and easement	No
Fort Bridger	Fort Bridger Airport	Yes	Yes - all in fee	No
Gillette	Gillette - Campbell County Airport	Yes	Yes - combination of fee and easement	Yes
Glendo	Thomas Memorial Airport	NA	No - not all RPZ land owned	No
Green River	Greater Green River Intergalactic Spaceport	NA	No - not all RPZ land owned	No
Greybull	South Big Horn County Airport	Yes	Yes - combination of fee and easement	No
Guernsey	Camp Guernsey Army Airfield	Yes	Yes - combination of fee and easement	No
Hulett	Hulett Municipal Airport	Yes	No - not all RPZ land owned	No
Jackson	Jackson Hole Airport	Yes	No - not all RPZ land owned	No
Kemmerer	Kemmerer Municipal Airport	Yes	No - not all RPZ land owned	No
Lander	Hunt Field	Yes	No - not all RPZ land owned	No
Laramie	Laramie Regional Airport	Yes	No - not all RPZ land owned	No
Lusk	Lusk Municipal Airport	Yes	Yes - all in fee	No
Medicine Bow	Medicine Bow Airport	NA	No - not all RPZ land owned	No
Newcastle	Mondell Field	Yes	No - not all RPZ land owned	No
Pine Bluffs	Pine Bluffs Municipal Airport	Yes	No - not all RPZ land owned	No
Pinedale	Ralph Wenz Field	Yes	Yes - combination of fee and easement	No
Powell	Powell Municipal Airport	Yes	No - not all RPZ land owned	No
Rawlins	Rawlins Municipal - Harvey Field	Yes	No - not all RPZ land owned	No
Riverton	Riverton Regional Airport	Yes	No - not all RPZ land owned	No
Rock Springs	Rock Springs - Sweetwater County Airport	Yes	Yes - combination of fee and easement	No
Saratoga	Shively Field	Yes	No - not all RPZ land owned	No
Sheridan	Sheridan County Airport	Yes	Yes - combination of fee and easement	Yes
Shoshoni	Shoshoni Municipal Airport	NA	No - not all RPZ land owned	No
Thermopolis	Hot Springs County Airport	Yes	Yes - all in fee	Yes
Torrington	Torrington Municipal Airport	Yes	Yes - combination of fee and easement	No
Upton	Upton Municipal Airport	NA	No - not all RPZ land owned	No
Wheatland	Phifer Airfield	Yes	No - not all RPZ land owned	Yes
Worland	Worland Municipal Airport	Yes	Yes - all in fee	No

* within last 5 years

Source: 2015 Wyoming Airport Design Standards Inventory, WYSASP Inventory, ALPs, Airport Manager Survey

Table 3-25: Land, Zoning, Planning, and Sustainability II

Associated City	Airport Name	WYDOT-Approved HZO	Height Restrictions in AIA Approach Zone	Height Restrictions in AIA	Land Restrictions in AIA	Integrated HZO	Disclosure Statements in AIA
Afton	Afton-Lincoln County Municipal Airport	Yes	Yes	Yes	Yes	Yes	No
Big Piney	Miley Memorial Field	Yes	Yes	Yes	Yes	Yes	No
Buffalo	Johnson County Airport	No	No	No	No	Unknown	Unknown
Casper	Casper/Natrona County International Airport	Yes	Yes	Yes	Yes	Yes	No
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Yes	Yes	Yes	Yes	Yes	Unknown
Cody	Yellowstone Regional Airport	Yes	Yes	Yes	Yes	Yes	Yes
Cokeville	Cokeville Municipal Airport	No	No	No	No	No	No
Cowley	North Big Horn County Airport	Yes	Yes	Yes	Yes	Yes	No
Dixon	Dixon Airport	No	No	No	No	No	No
Douglas	Converse County Airport	Yes	Yes	Yes	Yes	Yes	Yes
Dubois	Dubois Municipal Airport	Yes	Yes	Yes	Yes	Yes	Yes
Evanston	Evanston-Uinta County Burns Field	No	No	No	No	Unknown	Unknown
Fort Bridger	Fort Bridger Airport	No	No	No	No	Unknown	No
Gillette	Gillette - Campbell County Airport	Yes	Yes	Yes	No	Yes	Yes
Glendo	Thomas Memorial Airport	No	No	No	No	Unknown	No
Green River	Greater Green River Intergalactic Spaceport	No	No	No	No	Unknown	Unknown
Greybull	South Big Horn County Airport	Yes	Yes	Yes	Yes	Yes	No
Guernsey	Camp Guernsey Army Airfield	No	No	No	No	Unknown	Unknown
Hulett	Hulett Municipal Airport	Yes	No	No	No	Yes	No
Jackson	Jackson Hole Airport	Yes	Yes	Yes	Yes	Yes	Yes
Kemmerer	Kemmerer Municipal Airport	Yes	Yes	Yes	Yes	Yes	Unknown
Lander	Hunt Field	Yes	Yes	Yes	No	Yes	Yes
Laramie	Laramie Regional Airport	Yes	Yes	Yes	Yes	Yes	Yes
Lusk	Lusk Municipal Airport	No	No	No	No	No	No
Medicine Bow	Medicine Bow Airport	Yes	Yes	Yes	No	Yes	No
Newcastle	Mondell Field	No	No	No	No	No	No
Pine Bluffs	Pine Bluffs Municipal Airport	No	Yes	No	No	Unknown	Unknown
Pinedale	Ralph Wenz Field	Yes	Yes	Yes	No	Yes	No
Powell	Powell Municipal Airport	No	No	No	No	No	No
Rawlins	Rawlins Municipal - Harvey Field	No	No	No	No	No	No
Riverton	Riverton Regional Airport	Yes	No	No	No	Unknown	Yes
Rock Springs	Rock Springs - Sweetwater County Airport	Yes	Yes	Yes	Yes	Yes	Unknown
Saratoga	Shively Field	No	No	No	No	Unknown	No
Sheridan	Sheridan County Airport	Yes	Yes	Yes	Yes	Yes	Unknown
Shoshoni	Shoshoni Municipal Airport	No	No	No	No	No	No
Thermopolis	Hot Springs County Airport	No	No	No	No	No	No
Torrington	Torrington Municipal Airport	Yes	No	No	Yes	Yes	No
Upton	Upton Municipal Airport	No	No	No	No	No	Unknown
Wheatland	Phifer Airfield	No	No	No	No	No	No
Worland	Worland Municipal Airport	Yes	No	No	No	Unknown	Unknown

Source: Airport Manager Survey

Table 3-26: Land, Zoning, Planning, and Sustainability III

Associated City	Airport Name	Master Plan (Date)		ALP (Date)		ALP w Exhibit A (Date)		Minimum Standards (Date)		Pavement Management Plan	Wildlife Hazard Assessment
Afton	Afton-Lincoln County Municipal Airport	Yes	?	Yes	05/2015	Yes	05/2015	Yes	09/2005	Current	No
Big Piney	Miley Memorial Field	Yes	Spring 2016	Yes	Spring 2016	Yes	Spring 2016	No		Current	No
Buffalo	Johnson County Airport	Yes	Winter 2017	Yes	05/2007	Yes	05/2007	No		Not Current	No
Casper	Casper/Natrona County International Airport	Yes	Spring 2016	Yes	Spring 2016	Yes	Spring 2016	Yes	12/2009	Not Current	Yes - Full Assessment
Cheyenne	Cheyenne Regional Airport - Jerry Olsen Field	Yes	03/2014	Yes	05/2014	Yes	05/2014	Yes	06/2015	Current	Yes - Full Assessment
Cody	Yellowstone Regional Airport	Yes	10/2006	Yes	11/2012	Yes	11/2012	Yes	2005	Current	Yes - Full Assessment
Cokeville	Cokeville Municipal Airport	No		Yes	06/2009	Yes	06/2009	No		Not Current	No
Cowley	North Big Horn County Airport	Yes	07/2013	Yes	07/2013	Yes	07/2013	Yes	11/2012	Current	No
Dixon	Dixon Airport	Yes	04/2012	Yes	09/2012	Yes	09/2012	No		Current	No
Douglas	Converse County Airport	Yes	05/2014	Yes	06/2014	Yes	06/2014	No		Not Current	No
Dubois	Dubois Municipal Airport	Yes	03/2008	Yes	08/2013	Yes	08/2013	Yes	07/1999	Current	No
Evanston	Evanston-Uinta County Burns Field	Yes	04/2012	Yes	12/2012	Yes	12/2012	Yes	1995	Current	No
Fort Bridger	Fort Bridger Airport	Yes	Summer 2016	Yes	Summer 2016	Yes	Summer 2016	No		Current	No
Gillette	Gillette - Campbell County Airport	Yes	Summer 2017	Yes	06/2009	Yes	06/2009	Yes	08/1997	Not Current	Yes - Full Assessment
Glendo	Thomas Memorial Airport	No		No		No		No		NA	No
Green River	Greater Green River Intergalactic Spaceport	Yes	02/2015	Yes	02/2015	Yes	02/2015	Unknown		NA	No
Greybull	South Big Horn County Airport	Yes	05/2014	Yes	05/2014	Yes	05/2014	Yes	11/2012	Current	No
Guernsey	Camp Guernsey Army Airfield	Yes	08/2008	Yes	01/2010	Yes	01/2010	Unknown		Not Current	No
Hulett	Hulett Municipal Airport	Yes	03/2013	Yes	03/2013	Yes	03/2013	Yes	2006	Not Current	No
Jackson	Jackson Hole Airport	Yes	07/2014	Yes	07/2014	Yes	07/2014	Yes	06/2014	Current	Yes - Full Assessment
Kemmerer	Kemmerer Municipal Airport	Yes	03/2013	Yes	03/2013	Yes	03/2013	No		Current	No
Lander	Hunt Field	Yes	Spring 2016	Yes	Spring 2016	Yes	Spring 2016	Unknown		Current	Yes - Full Assessment
Laramie	Laramie Regional Airport	Yes	03/2010	Yes	08/2011	Yes	08/2011	Yes	2002	Not Current	Yes - Full Assessment
Lusk	Lusk Municipal Airport	Yes	09/2002	Yes	09/2002	Yes	09/2002	Yes	2002	Current	Yes - Full Assessment
Medicine Bow	Medicine Bow Airport	No		No		No		Unknown		NA	No
Newcastle	Mondell Field	Yes	Winter 2017	Yes	04/2013	Yes	04/2013	No		Not Current	No
Pine Bluffs	Pine Bluffs Municipal Airport	Yes	Summer 2016	Yes	Summer 2016	Yes	Summer 2016	No		Current	Yes - 1 day visit
Pinedale	Ralph Wenz Field	Yes	11/2010	Yes	03/2011	Yes	03/2011	Yes	01/1995	Current	No
Powell	Powell Municipal Airport	Yes	07/2010	Yes	03/2011	Yes	03/2011	Yes	07/2006	Current	No
Rawlins	Rawlins Municipal - Harvey Field	Yes	06/2009	Yes	07/2011	Yes	07/2011	No		Not Current	No
Riverton	Riverton Regional Airport	Yes	11/2011	Yes	06/2012	Yes	06/2012	Yes	09/2011	Current	Yes - Full Assessment
Rock Springs	Rock Springs - Sweetwater County Airport	Yes	05/2015	Yes	05/2015	Yes	05/2015	Yes	03/2011	Current	Yes - Full Assessment
Saratoga	Shively Field	Yes	09/2014	Yes	09/2014	Yes	09/2014	Yes	2013	Current	Yes - 1 day visit
Sheridan	Sheridan County Airport	Yes	11/2015	Yes	11/2015	Yes	11/2015	Yes		Current	Yes - Full Assessment
Shoshoni	Shoshoni Municipal Airport	No		No		No		No		NA	No
Thermopolis	Hot Springs County Airport	Yes	06/2008	Yes	09/2013	Yes	09/2013	Yes	03/2015	Current	No
Torrington	Torrington Municipal Airport	Yes	11/2014	Yes	06/2015	Yes	06/2015	Unknown		Current	No
Upton	Upton Municipal Airport	No		No		No		No		NA	No
Wheatland	Phifer Airfield	Yes	08/2007	Yes	08/2007	Yes	10/2015	No		Current	No
Worland	Worland Municipal Airport	Yes	Winter 2016	Yes	Winter 2016	Yes	Winter 2016	Unknown		Current	Yes - Full Assessment

Source: FAA, WYDOT Aeronautics Division, Airport Manager Survey

Table 3-27: Land, Zoning, Planning, and Sustainability IV

Airport Name	Associated City	Recycling Bins in Terminal/FBO	Recycle				
			Paper	Plastic	Metal	Construction Materials	Other
Afton	Afton-Lincoln County Municipal Airport	No					Other
Big Piney	Miley Memorial Field	No					
Buffalo	Johnson County Airport	Yes	✓				Cardboard
Casper	Casper/Natrona County International Airport	Yes	✓	✓	✓	✓	Aluminum Cans
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Yes	✓	✓	✓	✓	
Cody	Yellowstone Regional Airport	Yes	✓	✓		✓	
Cokeville	Cokeville Municipal Airport	No					
Cowley	North Big Horn County Airport	No					Cardboard
Dixon	Dixon Airport	No					
Douglas	Converse County Airport	Yes			✓	✓	
Dubois	Dubois Municipal Airport	No				✓	
Evanston	Evanston-Uinta County Burns Field	Yes	✓		✓		
Fort Bridger	Fort Bridger Airport	No					
Gillette	Gillette - Campbell County Airport	Yes	✓	✓	✓	✓	
Glendo	Thomas Memorial Airport	No					
Green River	Greater Green River Intergalactic Spaceport	No					
Greybull	South Big Horn County Airport	No					
Guernsey	Camp Guernsey Army Airfield	No					
Hulett	Hulett Municipal Airport	No					
Jackson	Jackson Hole Airport	Yes	✓	✓	✓	✓	
Kemmerer	Kemmerer Municipal Airport	No					Cardboard
Lander	Hunt Field	No					
Laramie	Laramie Regional Airport	No				✓	
Lusk	Lusk Municipal Airport	No					
Medicine Bow	Medicine Bow Airport	No					
Newcastle	Mondell Field	Yes				✓	
Pine Bluffs	Pine Bluffs Municipal Airport	No					
Pinedale	Ralph Wenz Field	No					
Powell	Powell Municipal Airport	No					
Rawlins	Rawlins Municipal - Harvey Field	No	✓		✓		
Riverton	Riverton Regional Airport	Yes				✓	Comment
Rock Springs	Rock Springs - Sweetwater County Airport	Yes	✓	✓	✓	Mix	Cardboard
Saratoga	Shively Field	No				✓	
Sheridan	Sheridan County Airport	No					
Shoshoni	Shoshoni Municipal Airport	No					
Thermopolis	Hot Springs County Airport	No					
Torrington	Torrington Municipal Airport	Yes			✓		
Upton	Upton Municipal Airport	No					
Wheatland	Phifer Airfield	No					
Worland	Worland Municipal Airport	Yes			✓		No

Source: Airport Manager Survey

Table 3-28: Land, Zoning, Planning, and Sustainability V

Airport Name	Associated City	Low Flow Faucets	Dual-Flush Toilets	Motion Detected Lights	LED Lighting		Native Plant Landscape	Rain Water Use	Grass-cycling	Other
					Airfield	Building				
Afton	Afton-Lincoln County Municipal Airport		✓	✓	✓		✓		✓	
Big Piney	Miley Memorial Field						✓		✓	
Buffalo	Johnson County Airport					✓			✓	
Casper	Casper/Natrona County International Airport	✓	✓	✓	✓	✓		✓	✓	✓
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field			✓			✓		✓	✓
Cody	Yellowstone Regional Airport	✓	✓	✓	✓		✓		✓	✓
Cokeville	Cokeville Municipal Airport									
Cowley	North Big Horn County Airport						✓		✓	
Dixon	Dixon Airport			✓						
Douglas	Converse County Airport						✓		✓	
Dubois	Dubois Municipal Airport				✓		✓			
Evanston	Evanston-Uinta County Burns Field									
Fort Bridger	Fort Bridger Airport									
Gillette	Gillette - Campbell County Airport						✓			
Glendo	Thomas Memorial Airport									
Green River	Greater Green River Intergalactic Spaceport						✓			
Greybull	South Big Horn County Airport						✓		✓	
Guernsey	Camp Guernsey Army Airfield						✓			
Hulett	Hulett Municipal Airport									
Jackson	Jackson Hole Airport	✓	✓	✓	✓	✓	✓	✓	✓	✓
Kemmerer	Kemmerer Municipal Airport									
Lander	Hunt Field	✓	✓						✓	
Laramie	Laramie Regional Airport	✓	✓	✓			✓			
Lusk	Lusk Municipal Airport								✓	
Medicine Bow	Medicine Bow Airport									
Newcastle	Mondell Field				✓				✓	
Pine Bluffs	Pine Bluffs Municipal Airport									
Pinedale	Ralph Wenz Field				✓				✓	
Powell	Powell Municipal Airport	✓		✓			✓			
Rawlins	Rawlins Municipal - Harvey Field				✓				✓	
Riverton	Riverton Regional Airport	✓	✓		✓		✓		✓	
Rock Springs	Rock Springs - Sweetwater County Airport	✓	Mix	Mix	✓	✓				
Saratoga	Shively Field	✓				✓	✓	✓		✓
Sheridan	Sheridan County Airport	✓	✓	✓	✓	✓	✓			
Shoshoni	Shoshoni Municipal Airport									
Thermopolis	Hot Springs County Airport	✓		✓	✓	✓			✓	
Torrington	Torrington Municipal Airport						✓			
Upton	Upton Municipal Airport									
Wheatland	Phifer Airfield						✓		✓	
Worland	Worland Municipal Airport	✓								

Source: Airport Manager Survey

3.3 General Aviation Terminal Facilities

General Aviation (GA) terminal buildings may provide a variety of services to GA pilots and passengers, including flight planning, internet access, crew lounges and sleeping rooms, food service, passenger waiting areas, and restrooms. Additionally, GA terminals may also include spaces for airport administration offices, equipment storage, and reception of pilots and passengers. Airports that have commercial service often have a GA terminal that is separate from the commercial service terminal to support the GA activity at these airports.

3.3.1 GA Terminal Buildings

GA terminal buildings provide shelter and often physically contain many of the services offered to GA pilots and passengers. Four out of every five airports in Wyoming have a GA terminal building. The number of Wyoming airports with GA terminals is presented in **Table 3-29** and summarized by airport in **Table 3-36**.

Table 3-29: Summary of Terminal Buildings

Terminal Present	Number of System Airports	Percentage of System Airports
GA Terminal Present	32	85.0%
No GA Terminal	6	15.0%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.3.2 Public Restrooms

Terminal buildings that serve GA aircraft often contain public restroom facilities. Smaller GA aircraft may not have the type of onboard restrooms commonly found on larger GA aircraft or airliners. For this reason, it is important that restroom facilities are available for the pilots and passengers of GA aircraft using Wyoming's airports. Over half of the airports (55%) in Wyoming have restrooms continuously available, while about one quarter of airports have restrooms, but with limited times they can be accessed. Seven airports do not have public restrooms available. A summary of the airports with public restrooms, and the hours they are available, is shown in **Table 3-30** and summarized by airport in **Table 3-36**. Limited availability is generally due to individual airport circumstances, such as a terminal building that is locked after business hours.

Table 3-30: Summary of Public Restrooms

Public Restrooms	Number of System Airports	Percentage of System Airports
24-Hour Availability	22	55.0%
Limited Hours of Accessibility	11	27.5%
Restrooms Not Available	7	17.5%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.3.3 Vending Machines

Vending machines are an alternative to an on-airport restaurant and are able to provide basic snack food and beverages for GA pilots and passengers. Because GA passengers might travel long distances, during all hours of the day, vending machines can provide

needed food where there is limited access to on or off-airport dining. About one half of Wyoming's airports have vending machines available – one quarter of airports have 24-hour vending options, and slightly more than a quarter have limited access to vending options. Almost half of the airports have no vending machines available. **Table 3-31** summarizes the hours and availability of vending machines and **Table 3-36** shows the availability of vending by airport. Typically, limited hours of availability for vending machines are due to their location in an area or building that is locked or inaccessible during certain times, such as after business hours.

Table 3-31: Summary of Vending Machines

Vending Machines	Number of System Airports	Percentage of System Airports
24-Hour Accessibility	10	25.0%
Limited Hours of Availability	11	27.5%
Vending Not Available	19	47.5%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.3.4 Pilot Lounges

Some GA terminals offer areas for flight crews and pilots to rest between flights. The schedules of GA pilots may require extended hours, and long waiting times due to delays and gaps between flights. A pilot lounge often provides an area for pilots to relax until their next flight. Pilot lounges in Wyoming are normally found in the GA terminal building, but can also be located in other airport structures, such as Snow Removal Equipment (SRE) buildings. Just over half of the airports (52.5%) in Wyoming have a 24-hour pilot lounge available. Nearly 33% of airports have a pilot lounge with limited hours and 15% of airports have no pilot lounge. Terminals with limited hours are generally due to access restrictions outside of certain business hours. The number of airports with pilot lounges by their hours of accessibility is shown in **Table 3-32** and detailed by airport in **Table 3-36**.

Table 3-32: Summary of Pilot Lounges

Pilot Lounge Available	Number of System Airports	Percentage of System Airports
24-Hour Availability	21	52.5%
Limited Hours of Accessibility	13	32.5%
Pilot Lounge Not Available	6	15.0%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.3.5 Wi-Fi Internet Access

Internet access has become critical to conducting routine personal and business activities. It is also becoming an increasingly common method of flight planning for GA pilots. Therefore, Wi-Fi wireless internet connection and access in GA terminals serves multiple purposes and can be used by both pilots and passengers. Over half of Wyoming's airports (57.5%) have free 24-hour Wi-Fi and another 10% of airports have free Wi-Fi, but

with limited hours of availability. Generally, limited Wi-Fi is caused by either the service being disconnected during certain hours, or having a signal that does not reach areas that are accessible by pilots and passengers 24-hours per day. None of the airports require payment for use of the Wi-Fi. There is no public Wi-Fi access in 32.5% of system airports. A summary of airport Wi-Fi is presented in **Table 3-33** and shown by airport in **Table 3-37**.

Table 3-33: Summary of Wi-Fi Internet Access

Wi-Fi Internet Access	Number of System Airports	Percentage of System Airports
Free 24-Hours	23	57.5%
Free with Limited Hours	4	10.0%
Paid 24-Hours	0	0.0%
Paid with Limited Hours	0	0.0%
No public Wi-Fi	13	32.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.3.6 Cellular Service

There is an increasing preference to use mobile cellular telephones over landline telephones. For some, the mobile phone has replaced the landline phone. Therefore, it is important that airports have reliable cellular phone service and signal strength. Often, this allows pilots and passengers to make personal and business calls, and for pilots to speak with Flight Service Stations (FSS) and Air Traffic Control (ATC) for flight planning and flight clearances. All of the 40 airports in the WYSASP have cellular phone coverage. Over half (60%) have a strong signal while a majority of the remaining airports (37.5%) have a moderate signal strength. One airport has a weak cellular phone signal. The strength of cellular signal is summarized in **Table 3-34** and shown by airport in **Table 3-37**.

Table 3-34: Summary of Cellular Service

Cellular Signal Strength	Number of System Airports	Percentage of System Airports
Strong Signal	24	60.0%
Moderate Signal	15	37.5%
Weak Signal	1	2.5%
No Signal	0	0.0%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.3.7 Public Use Telephones

Although cellular telephones are preferred by many people, sometimes due to the lack of signal, a dead battery, or a misplaced phone, a public phone can be an added benefit as a backup for the cellular phone. Over half of Wyoming airports (52.5%) have a public telephone available for use. The remaining 19 (47.5%) airports do not have a public telephone available. The availability of a public telephone is summarized in **Table 3-35** and detailed by airport in **Table 3-37**.

Table 3-35: Summary of Public Use Telephones

Public Telephone	Number of System Airports	Percentage of System Airports
Available	21	52.5%
Not Available*	19	47.5%
Total System Airports	**40**	**100%**

*Note: Cellular phone service is considered adequate in lieu of a public telephone at 12 airports.

Source: Airport Manager Survey

Table 3-36: GA Terminal Facilities and Services I

Associated City	Airport Name	Terminal Present	Public Restrooms	Vending Machines	Pilot Lounge
Afton	Afton-Lincoln County Municipal Airport	Yes	24-Hours	Limited Hours	Limited Hours
Big Piney	Miley Memorial Field	Yes	24-Hours	24-Hours	24-Hours
Buffalo	Johnson County Airport	Yes	24-Hours	24-Hours	24-Hours
Casper	Casper/Natrona County International Airport	Yes	24-Hours	24-Hours	24-Hours
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Yes	Limited Hours	Limited Hours	Limited Hours
Cody	Yellowstone Regional Airport	Yes	Limited Hours	Limited Hours	Limited Hours
Cokeville	Cokeville Municipal Airport	No	NA	NA	NA
Cowley	North Big Horn County Airport	Yes	24-Hours	NA	24-Hours
Dixon	Dixon Airport	Yes	NA	NA	24-Hours
Douglas	Converse County Airport	Yes	24-Hours	24-Hours	24-Hours
Dubois	Dubois Municipal Airport	Yes	24-Hours	NA	24-Hours
Evanston	Evanston-Uinta County Burns Field	Yes	Limited Hours	Limited Hours	Limited Hours
Fort Bridger	Fort Bridger Airport	Yes	24-Hours	NA	24-Hours
Gillette	Gillette - Campbell County Airport	Yes	Limited Hours	Limited Hours	Limited Hours
Glendo	Thomas Memorial Airport	No	NA	NA	NA
Green River	Greater Green River Intergalactic Spaceport	No	NA	NA	NA
Greybull	South Big Horn County Airport	Yes	24-Hours	NA	24-Hours
Guernsey	Camp Guernsey Army Airfield	Yes	24-Hours	NA	24-Hours
Hulett	Hulett Municipal Airport	Yes	24-Hours	NA	24-Hours
Jackson	Jackson Hole Airport	Yes	Limited Hours	Limited Hours	Limited Hours
Kemmerer	Kemmerer Municipal Airport	Yes	Limited Hours	NA	24-Hours
Lander	Hunt Field	Yes	24-Hours	24-Hours	24-Hours
Laramie	Laramie Regional Airport	Yes	Limited Hours	NA	Limited Hours
Lusk	Lusk Municipal Airport	No	24-Hours	NA	24-Hours
Medicine Bow	Medicine Bow Airport	No	NA	NA	NA
Newcastle	Mondell Field	Yes	24-Hours	24-Hours	Limited Hours
Pine Bluffs	Pine Bluffs Municipal Airport	No	24-Hours	NA	24-Hours
Pinedale	Ralph Wenz Field	Yes	24-Hours	NA	24-Hours
Powell	Powell Municipal Airport	Yes	24-Hours	24-Hours	24-Hours
Rawlins	Rawlins Municipal - Harvey Field	Yes	Limited Hours	Limited Hours	Limited Hours
Riverton	Riverton Regional Airport	Yes	Limited Hours	Limited Hours	Limited Hours
Rock Springs	Rock Springs - Sweetwater County Airport	Yes	24-Hours	24-Hours	24-Hours
Saratoga	Shively Field	Yes	24-Hours	Limited Hours	Limited Hours
Sheridan	Sheridan County Airport	Yes	Limited Hours	Limited Hours	Limited Hours
Shoshoni	Shoshoni Municipal Airport	No	NA	NA	NA
Thermopolis	Hot Springs County Airport	Yes	24-Hours	24-Hours	24-Hours
Torrington	Torrington Municipal Airport	Yes	24-Hours	24-Hours	24-Hours
Upton	Upton Municipal Airport	No	NA	NA	NA
Wheatland	Phifer Airfield	Yes	24-Hours	NA	24-Hours
Worland	Worland Municipal Airport	Yes	Limited Hours	Limited Hours	Limited Hours

Source: Airport Manager Calls

Table 3-37: GA Terminal Facilities and Services II

Airport Name	Associated City	Wi-Fi Internet Access	Cellular Service	Public Use Telephone
Afton	Afton-Lincoln County Municipal Airport	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Big Piney	Miley Memorial Field	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Buffalo	Johnson County Airport	Free Wi-Fi limited hours	Strong Signal Strength	No*
Casper	Casper/Natrona County International Airport	Free Wi-Fi 24 hours	Moderate Signal Strength	No*
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Free Wi-Fi 24 hours	Strong Signal Strength	No*
Cody	Yellowstone Regional Airport	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Cokeville	Cokeville Municipal Airport	No public Wi-Fi	Moderate Signal Strength	No
Cowley	North Big Horn County Airport	No public Wi-Fi	Moderate Signal Strength	Yes
Dixon	Dixon Airport	No public Wi-Fi	Weak Signal Strength	No
Douglas	Converse County Airport	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Dubois	Dubois Municipal Airport	No public Wi-Fi	Strong Signal Strength	Yes
Evanston	Evanston-Uinta County Burns Field	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Fort Bridger	Fort Bridger Airport	No public Wi-Fi	Strong Signal Strength	No*
Gillette	Gillette - Campbell County Airport	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Glendo	Thomas Memorial Airport	No public Wi-Fi	Strong Signal Strength	No*
Green River	Greater Green River Intergalactic Spaceport	No public Wi-Fi	Moderate Signal Strength	No*
Greybull	South Big Horn County Airport	No public Wi-Fi	Strong Signal Strength	Yes
Guernsey	Camp Guernsey Army Airfield	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Hulett	Hulett Municipal Airport	Free Wi-Fi 24 hours	Strong Signal Strength	No*
Jackson	Jackson Hole Airport	Free Wi-Fi limited hours	Moderate Signal Strength	Yes
Kemmerer	Kemmerer Municipal Airport	No public Wi-Fi	Moderate Signal Strength	Yes
Lander	Hunt Field	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Laramie	Laramie Regional Airport	Free Wi-Fi 24 hours	Strong Signal Strength	No*
Lusk	Lusk Municipal Airport	No public Wi-Fi	Strong Signal Strength	Yes
Medicine Bow	Medicine Bow Airport	No public Wi-Fi	Moderate Signal Strength	No
Newcastle	Mondell Field	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Pine Bluffs	Pine Bluffs Municipal Airport	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Pinedale	Ralph Wenz Field	Free Wi-Fi 24 hours	Strong Signal Strength	No
Powell	Powell Municipal Airport	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Rawlins	Rawlins Municipal - Harvey Field	Free Wi-Fi limited hours	Strong Signal Strength	Yes
Riverton	Riverton Regional Airport	Free Wi-Fi 24 hours	Moderate Signal Strength	No
Rock Springs	Rock Springs - Sweetwater County Airport	Free Wi-Fi 24 hours	Strong Signal Strength	No*
Saratoga	Shively Field	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Sheridan	Sheridan County Airport	Free Wi-Fi 24 hours	Strong Signal Strength	Yes
Shoshoni	Shoshoni Municipal Airport	No public Wi-Fi	Strong Signal Strength	No
Thermopolis	Hot Springs County Airport	Free Wi-Fi 24 hours	Strong Signal Strength	No*
Torrington	Torrington Municipal Airport	Free Wi-Fi limited hours	Strong Signal Strength	No*
Upton	Upton Municipal Airport	No public Wi-Fi	Strong Signal Strength	No
Wheatland	Phifer Airfield	Free Wi-Fi 24 hours	Moderate Signal Strength	Yes
Worland	Worland Municipal Airport	Free Wi-Fi 24 hours	Strong Signal Strength	No*

*Note: Cellular phone service is considered adequate in lieu of a public telephone

Source: Airport Manager Survey

3.4 Commercial Service Terminal Facilities

Commercial service (CS) airports and their terminals link passengers with the broader air transportation system. A summary of commercial terminal services, facilities, and basic metrics of Wyoming's commercial service airports are summarized in **Table 3-55**.

3.4.1 CS Terminal Building

Commercial service terminals are used by passengers traveling via an airline or other publically available passenger operation, such as scheduled and non-scheduled charters flights. CS terminals normally contain the local operations for the airlines serving an airport and provide locations for passengers to enplane and deplane flights, passenger waiting areas, airline counters, baggage claims, rental car facilities, and concessions, such as restaurants. They commonly also contain security screening, offices, and airport administration areas.

3.4.1.a CS Terminal Size and Age

The size of the commercial service terminal in terms of square feet and the age of the facility is captured in this category. Seven out of nine of the commercial service airports in Wyoming have a terminal under 30,000 square feet, including three that are less than 15,000 square feet. Nearly half (44.4%) of the commercial terminals were built before 1975. The summary of the size and age of commercial terminals in Wyoming is found in **Table 3-38** and **Table 3-39**. Details of the sizes and ages of terminals are presented in **Table 3-55**.

Table 3-38: Summary of Terminal Size

Terminal Size	Number of CS Airports	Percentage of CS Airports
Less than 15,000 square feet	3	33.3%
15,000 and 30,000 square feet	4	44.4%
More than 30,000 square feet	2	22.2%
Total CS Airports	**9**	**100%**

Source: Master Plans and ALPs

Table 3-39: Summary of Terminal Age

Year of Terminal Building	Number of CS Airports	Percentage of CS Airports
Built before 1975	4	44.4%
Built between 1975 and 2000	3	33.3%
Built after 2000	2	22.2%
Total CS Airports	**9**	**100%**

Source: Master Plans and ALPs

3.4.1.b Airline Counters

Airline counters are the locations in an airport where passengers can interact with airline employees prior to entering the secure area. These counters are used for checking-in for flights, checking luggage, and customer services such as itinerary changes and flight information. A majority (66.7%) of CS terminals in Wyoming have less than three airline counters, two airports (22.2%) have between three and seven counters, and one airport

(11.1%) has more than seven. A summary of the number of airline counters is found in **Table 3-40** and detailed by airport in **Table 3-55**.

Table 3-40: Summary of Airline Counters

Number of Airline Counters	Number of CS Airports	Percentage of CS Airports
Less than 3	6	66.7%
Between 3 and 7	2	22.2%
More than 7	1	11.1%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.c Boarding Gates

Boarding gates are set locations where passengers enter and exit the CS terminal to board or deplane from aircraft. Gates may simply be doors to the apron area to walk out to an aircraft or may be a jetbridge/jetway that connects directly to the aircraft door. A gate that provides access to the apron can be shared by multiple aircraft, while a jetbridge/jetway normally only allows access to a single aircraft. The more gates an airport has the more aircraft can be simultaneously enplaned or deplaned. A majority of airports (66.7%) have less than three gates. A summary of the number of gates is shown in **Table 3-41** and detailed by airport in **Table 3-55**.

Table 3-41: Summary of Boarding Gates

Number of Gates	Number of CS Airports	Percentage of CS Airports
Less than 3	6	66.7%
Between 3 and 7	2	22.2%
More than 7	1	11.1%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.d Waiting Seats in Secure Area

Airline passengers are expected to be in the boarding area and ready for their flights prior to departure time. Seats provide comfort for passengers and are needed by people who cannot stand for long periods of time. Most airports (88.9%) have less than 200 seats in the secure area, while one airport (11.1%) has more than 200 seats. **Table 3-42** summarizes the number of seats in the waiting area and **Table 3-55** contains number of seats by airport.

Table 3-42: Summary of Waiting Seats in Secure Area

Number of Seats	Number of CS Airports	Percentage of CS Airports
Less than 40	2	22.2%
Between 40 and 100	3	33.3%
Between 101 and 200	3	33.3%
More than 200	1	11.1%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.e Public Restrooms in CS Terminal Pre-Security

Restrooms that are outside the secure area are accessible for use by the general public. These restrooms are used by airport visitors, airline passengers, and airport employees. For some airports, this may be the only option for passengers because there are not restrooms within the secure area. Two airports (22.2%) have 24-hour restrooms pre-security while the remaining airports (77.8%) have restrooms with limited hours of availability. A breakdown of the percentages is summarized in **Table 3-43** and presented in **Table 3-55**.

Table 3-43: Summary of Public Restrooms in CS Terminal Pre-Security

Restrooms Pre-Security	Number of CS Airports	Percentage of CS Airports
24-Hours	2	22.2%
Limited Hours	7	77.8%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.f Restrooms in Secure Area

Having restrooms in the secure area is an added benefit for passengers. It provides an opportunity to use a restroom before boarding an aircraft. This is especially important for passengers flying on smaller aircraft that do not have onboard restrooms, such as Beechcraft 1900D aircraft used by Great Lakes Airlines. Out of the nine commercial service airports in Wyoming, nearly 80% of them have restrooms in the secure area. A summary of the number of airports with restrooms post-security is shown in **Table 3-44** and presented by airport in **Table 3-55**.

Table 3-44: Summary of Restrooms in Secure Area

Restrooms Post-Security	Number of CS Airports	Percentage of CS Airports
Yes	7	77.8%
No	2	22.2%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.g Restaurants

Restaurants inside the terminal provide a place for waiting passengers and airport visitors to eat and relax before boarding their flights or while waiting to pick up passengers. Five of the nine commercial service airports in Wyoming have a restaurant as summarized in **Table 3-45**. The details of which airports have restaurants in the CS terminal are shown in **Table 3-55**.

Table 3-45: Summary of Restaurants

Restaurant in Terminal	Number of CS Airports	Percentage of CS Airports
Yes	5	55.6%
No	4	44.4%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.h Vending Machines

If a restaurant is not available in the CS terminal, vending machines may provide an alternative for basic food and beverage. All nine commercial service airports in Wyoming have vending machines available. Two airports (22.2%) have vending options available 24-hours while the remaining seven airports (77.8%) have vending options available during limited hours. The availability of vending machines is summarized in **Table 3-46** and presented by airport in **Table 3-55**.

Table 3-46: Summary of Vending Machines

Vending Machines	Number of CS Airports	Percentage of CS Airports
24-Hours	2	22.2%
Limited Hours	7	77.8%
Total CS Airports	**9**	**100%**

Source: Calls with Airport Managers

3.4.1.i Free Wi-Fi Internet Access

A wireless internet connection, also known as Wi-Fi, is an access point for computers and other handheld electronic devices. Due to the increasing dependence on internet connectivity, Wi-Fi is important for airport uses, passengers, and airlines. There is free Wi-Fi internet access at all commercial service airport terminals in Wyoming. Eight airports (88.9%) have free Wi-Fi available at all times while one airport (11.1%) has limited hours for the Wi-Fi. The availability of Wi-Fi access is summarized in **Table 3-47** and listed by airport in **Table 3-55**.

Table 3-47: Summary of Free Wi-Fi Internet Access

Free Wi-Fi	Number of CS Airports	Percentage of CS Airports
Yes – 24 Hours	8	88.9%
Yes – Limited Hours	1	11.1%
Total CS Airports	**9**	**100%**

Source: Airport Manager Survey

3.4.1.j Cellular Service

Airline passengers often use mobile cellular telephones while traveling. Therefore, it is important that they have access to cellular coverage while using commercial service terminals. The signal strength is either strong or moderate at all commercial service terminals. A summary of signal strength is shown below in **Table 3-48** and by specific airport in **Table 3-55.**

Table 3-48: Summary of Cellular Service

Cellular Signal Strength	Number of CS Airports	Percentage of CS Airports
Strong Signal Strength	4	44.4%
Moderate Signal Strength	5	55.6%
Weak Signal Strength	0	0.0%
No Signal	0	0.0%
Total CS Airports	**9**	**100%**

Source: Airport Manager Survey

3.4.1.k Public Use Telephones

A telephone available for use by the traveling public can be used by travelers who do not have access to a cellular telephone or the cellular service is weak. In Wyoming, three of the commercial service airports (33.3%) have a public-use telephone and six airports (77.7%) do not have a public-use telephone. The availability of a public telephone is summarized in **Table 3-49** and presented by airport in **Table 3-55**.

Table 3-49: Summary of Public Use Telephones

Public Telephone	Number of CS Airports	Percentage of CS Airports
Yes	3	33.3%
No*	6	77.7%
Total CS Airports	**9**	**100%**

*Note: Five airports do not have a public use telephone but consider the cellular service adequate in lieu of a public telephone.
Source: Airport Manager Survey

3.4.2 Commercial Air Service

The inventory of commercial air services includes four basic measurements of airline activity at Wyoming's commercial service airports. These metrics include the number of average daily flights, number of hub airports served, annual seats available, and annual number of enplaned passengers.

3.4.2.a Average Daily Flights

The number of daily flights might vary because airline schedules may change based on the day of the week or the seasonal demand. The average number of daily flights is used to find a single metric in which to measure airline flight activity. Three (33.3%) commercial service airports in Wyoming average less than two daily flights, while another four airports (44.4%) average between two and four daily flights. Two airports (22.2%) average more than four average daily flights. The number of average daily flights is summarized in **Table 3-50** and shown in detail in **Table 3-55**.

Table 3-50: Summary of Average Daily Flights

Average Daily Flights	Number of CS Airports	Percentage of CS Airports
Less than 2	3	33.3%
Between 2 and 4	4	44.4%
More than 4	2	22.2%
Total CS Airports	**9**	**100%**

Source: WYDOT Aeronautics Division

3.4.2.b Hub Airports Served

Airlines often focus their operations at hub airports and offer connecting flights to several destinations. Flights to hub airports can offer connections to worldwide destinations; therefore, the number of hub airports served is a good measure of how much connectivity an airport has to the national and worldwide aviation system. Four of Wyoming's commercial service airports serve only one hub airport. Two airports serve two hub

airports (22.2%) and three airports serve three or more hub airports (33.3%). **Table 3-51** and **Table 3-55** summarize the number of hub airports served.

Table 3-51: Summary of Hub Airports Served

Number of Hubs Served	Number of CS Airports	Percentage of CS Airports
1 Hub Airport	4	44.4%
2 Hub Airports	2	22.2%
3 or more Hub Airports	3	33.3%
Total CS Airports	**9**	**100%**

Source: WYDOT Aeronautics Division

3.4.2.c Annual Seats Available

One of two measures of airline passenger activity is annual seats available. Rather than considering how many passengers are on each flight, this metric considers the available capacity of an airport by counting the number of total seats available on airline flights. Among commercial service airports in Wyoming, a third have less than 40,000 annual seats which is just over 100 seats per day. Another third have between 40,000 and 100,000 annual seats and the remaining third has more than 100,000 annual seats. A summary of the number of annual seats is presented in **Table 3-52** and detailed by airport in **Table 3-55**.

Table 3-52: Summary of Annual Seats Available

Number of Annual Seats	Number of CS Airports	Percentage of CS Airports
Less than 40,000	3	33.3%
Between 40,000 and 100,000	3	33.3%
More than 100,000	3	33.3%
Total CS Airports	**9**	**100%**

Source: WYDOT Aeronautics Division

3.4.2.d Annual Enplaned Passengers

In this second measure of airline passenger activity, the number of passengers who board a commercial flight, also known as an enplanement, are counted. Rather than a measure of capacity, this metric is better suited to measure utilization of commercial air service. Three airports (33.3%) enplane less than 10,000 passengers annually. Four airports (44.4%) report between 10,000 and 50,000 enplaned passengers annually. There are two airports (22.2%) with more than 100,000 annual passenger enplanements. The number of annual enplaned passengers is summarized in **Table 3-53** and detailed by airport in **Table 3-55**.

Table 3-53: Summary of Annual Enplaned Passengers

Annual Enplanements	Number of CS Airports	Percentage of CS Airports
Less than 10,000	3	33.3%
Between 10,000 and 50,000	4	44.4%
Between 50,001 and 100,000	0	0.0%
More than 100,000	2	22.2%
Total CS Airports	**9**	**100%**

Source: WYDOT Aeronautics Division

3.4.3 Recommendation for Aircraft Rescue and Fire Fighting (ARFF) Equipment

Airports that serve commercial airline flights are expected to have ARFF equipment for airfield emergencies. The commercial service airports in Wyoming were asked via the Airport Manager Survey if the FAA had recommended that the airport either upgrade or acquire additional ARFF equipment. Of the nine commercial service airports surveyed, one airport said that the FAA had recommended that they upgrade or add ARFF equipment. A summary of airport responses is presented in **Table 3-54** and shown by airport in **Table 3-55**.

Table 3-54: Summary of FAA Recommendation for Upgrade or Acquisition of Additional ARFF

FAA Recommended ARFF	Number of CS Airports	Percentage of CS Airports
Yes	1	11.1%
No	8	88.9%
Total CS Airports	**9**	**100%**

Source: Airport Manager Survey

Table 3-55: Commercial Service Terminal Facilities

Airport Name	Cheyenne Regional Airport – Jerry Olson Field	Gillette - Campbell County Airport	Jackson Hole Airport	Laramie Regional Airport	Casper/Natrona County International Airport	Riverton Regional Airport	Rock Springs – Sweetwater County Airport	Sheridan County Airport	Yellowstone Regional Airport
Associated City	Cheyenne	Gillette	Jackson	Laramie	Casper	Riverton	Rock Springs	Sheridan	Cody
Terminal Size (SF)	20,000	26,000	115,600	7,100	74,000	11,013	25,000	10,300	28,000
Year Constructed	1960	1997	2015	1959	1952	1998	1978	1950	2009
Airline Counters	2	6	25	2	4	2	2	2	2
Number of Gates	2	4	9	2	4	1	1	2	1
Secure Area Seating	154	93	900	28	169	30	50	50	102
Recommended ARFF Upgrade	No	No	No	No	No	Yes	No	No	No
Pre-Security Public Restrooms Hours	Limited	Limited	24-Hours	Limited	Limited	Limited	24-Hours	Limited	Limited
Restrooms inside Secure Area	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes
Restaurant in Terminal	Yes	Yes	Yes	No	Yes	No	No	No	Yes
Vending Machines Hours	Limited	Limited	24-Hours	Limited	Limited	Limited	24-Hours	Limited	Limited
Free Wi-Fi Hours	Limited	24 Hours	24 Hours	24 Hours	Limited	24 Hours	24 Hours	24 Hours	24 Hours
Cellular Service Signal Strength	Strong	Moderate	Moderate	Strong	Moderate	Moderate	Strong	Strong	Moderate
Public Telephone	No*	Yes	Yes	No*	No*	No	No*	No	Yes
Average Daily Frequencies	1.9	3	10.3	1.7	7	3.5	2	0.2	2.3
Hub Airports Served	1	2	13	1	3	1	2	1	3
Annual Seats	12,627	103,510	815,139	60,900	281,288	34,960	69,880	5,982	85,620
Annual Enplaned Passengers	2,406	31,386	308,167	13,707	100,951	3,536	17,085	1,097	33,099

Source: ALPs, Master Plans, Calls with Airport Managers, Airport Manager Survey, and WYDOT Aeronautics Division

*Note: Cell service considered adequate in lieu of a public telephone

3.5 Airport Services

In addition to the physical facilities that are provided at airports, a number of services are offered to meet the needs of various users. For example, fueling availability is critical for local and transient users that operate at an airport. Flight training and charter operations are important for student pilots and local businesses. Aircraft deicing and snow removal is key for users that utilize an airport during the winter months. This section focuses on a wide variety of services that can be offered at an airport – from ground transportation to safety and security measures.

3.5.1 Services and Fixed Based Operators (FBOs)

These services can often be provided by an airport owner or an FBO, or both. The presence of FBOs themselves are catalogued in this section as well.

3.5.1.a FBO

FBOs are private or public businesses entities that provide aeronautical services to airport users that may or may not already be offered by the airport itself. Some common services provided by FBOs include fueling, aircraft charter, maintenance, and flight training. **Table 3-56** shows 24 system airports have at least one FBO present. **Table 3-87** includes a detailed listing of airports with FBOs.

Table 3-56: Summary of Airport FBOs

FBO	Number of System Airports	Percentage of System Airports
Yes	24	60%
No	16	40%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.1.b Fuel

Fueling is one of the most important and most common services provided at airports. The type of fuel available often depends on the type of aircraft that are operating at a facility. For example, a small GA airport that is used by mostly small piston aircraft is likely going to have only 100 low-lead (100LL) aviation gasoline, whereas a larger GA airport that serves corporate jets and commercial service airports that serve a wide variety of aircraft are likely to offer 100LL, as well as Jet A fuel. Jet A fuel is used in all turbine powered aircraft, such as jets and turboprops. **Table 3-57** summarizes system airports that provide 100LL and Jet A fuel. **Table 3-87** includes a detailed listing of airports that have each fuel type and the times it is available.

Table 3-57: Summary of Jet A Fuel Availability at Airports

Availability of Fuel	100LL		Jet A	
	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports
24 Hours	20	50%	9	22.5%
24 Hours – On Call Outside of Business Hours	10	25%	16	40%
Business/Limited Hours	3	7.5%	2	5%
Not Available	7	17.5%	13	32.5%
Total System Airports	**40**	**100%**	**40**	**100%**

Source: Airport Manager Survey

3.5.1.c Aircraft Rental

Offering rental aircraft at an airport is beneficial for student pilots who are working towards their pilot's license. It is also beneficial for companies and other users who own aircraft, but can't use them at a particular time due to scheduled maintenance or repair. **Table 3-87** shows only three system airports offer aircraft rental. **Table 3-58** includes a detailed listing of airports with aircraft rental services.

Table 3-58: Summary of Airports with Aircraft Rental

Aircraft Rental	Number of System Airports	Percentage of System Airports
Yes	3	7.5%
No	37	92.5%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.5.1.d Aircraft Charter

For users who cannot or do not want to utilize commercial air service for any reason (cost, timing, or destination), aircraft charter offers an alternate air transportation method. Aircraft charter options can be very beneficial to businesses and individuals looking for private travel without the financial burden of purchasing an aircraft and/or hiring a corporate pilot. **Table 3-59** shows about a quarter of system airports offer aircraft charter. **Table 3-87** includes a detailed listing of airports with charter services. Charter services can also be utilized from near-by airports.

Table 3-59: Summary of Airports with Aircraft Charter

Aircraft Charter	Number of System Airports	Percentage of System Airports
Yes	9	22.5%
No	31	77.5%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.5.1.e Flight Training

Offering a flight training program can be attractive to students of all ages, whether they are pursuing a pilot career or are learning to fly as a hobby. Flight training can also attract students and instructors from other communities where it is unavailable at their local airport. In these cases, airports that offer flight training can benefit from increased operations and fuel sales. **Table 3-60** shows 30% of system airports offer flight training. **Table 3-87** includes a detailed listing of airports with this service

Table 3-60: Summary of Airports with Flight Training

Flight Training	Number of System Airports	Percentage of System Airports
Yes	12	30%
No	28	70%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.5.1.f Aircraft Maintenance

Aircraft must undergo routine maintenance to keep them safe and airworthy. Emergency maintenance is also needed when aircraft malfunction. Offering aircraft maintenance services at an airport is beneficial for both based and itinerant airport users. Minor repairs are regular maintenance procedures that do not substantially alter the characteristics of the aircraft. Major repairs are maintenance or alteration to an aircraft that alter things such as the weight, balance, or structure of an aircraft. **Table 3-61** show airports that offer airframe and powerplant (engine) maintenance. **Table 3-88** includes a detailed listing of airports that offer each maintenance service.

Table 3-61: Summary of Airports with Airframe and Powerplant (A&P) Maintenance

A&P Maintenance	Number of System Airports	Percentage of System Airports
Major	16	40%
Minor	3	7.5%
None	21	52.5%
Total System Airports	**40**	**100%**

Source: Airport 5010 Forms

3.5.1.g Ground Transportation

Since the airport is not often the final destination of visitors, passengers and pilots need ground transportation (courtesy car, on-airport rental car, taxi, and bus) to reach their ultimate destination. Ground transportation can take many forms based on location and availability. For example, the Jackson Hole Airport offers rental cars, taxis, and city bus transportation for GA and commercial service passengers, whereas Hot Springs County Airport offers a courtesy car for GA passengers. **Table 3-62** shows more than half (52.5%) of system airports offer a courtesy car, and over 40% offer on-airport rental cars. **Table 3-88** includes a detailed listing of airports with each of these four ground transportation options.

Table 3-62: Summary of Airports with Ground Transportation

	Number of System Airports	Percentage of System Airports
Courtesy Car	21	52.5%
On-Airport Rental Car	17	42.5%
Taxi	13	32.5%
Bus	4	10%
No Ground Transportation	12	30%

Source: Calls with Airport Managers

Note: Percentages do not equal 100 as some airports offer multiple ground transportation options

3.5.2 Climate

Climate impacts aircraft operations, and this section focuses on climate-related topics, including weather reporting, wind coverage, snow levels and removal, and deicing services.

3.5.2.a Weather Reporting

Weather reporting systems provide essential information to pilots preparing for flight or traveling enroute. Information provided by weather reporting systems can include on-site airfield conditions, such as visibility, ceiling height, atmospheric conditions, wind speed and direction, and barometric pressure. Two common systems include the Automatic Surface Observing Systems (ASOS) and Automated Weather Observing Systems (AWOS). In addition to on-airport ASOS and AWOS, Wyoming maintains five off-airport AWOS stations in mountain locations. **Table 3-63** summarizes the availability of these systems at Wyoming airports. A detailed listing of ASOS and AWOS availability at each system airport is provided in **Table 3-89**.

Table 3-63: Summary of Weather Reporting Availability

Weather Reporting	Number of System Airports	Percentage of System Airports
ASOS	15	37.5%
AWOS	19	47.5%
None	6	15%
Total System Airports	**40**	**100%**
Mountain AWOS Stations	*5*	

Source: FAA Terminal Procedures

3.5.2.b Crosswind (13 and 16 knots)

Crosswinds can impact aircraft of all sizes and types, however smaller aircraft are more susceptible to crosswinds when landing and taking off. A runway's orientation is highly dependent on the coverage it can provide during crosswind conditions. Coverage is measured as a percentage in varying degrees of intensity. The all-weather coverage of system airports at crosswinds of 13 knots and 16 knots was collected for this inventory. **Table 3-64** summarize the coverage at 13 and 16 knots. **Table 3-89** includes individual coverage for each system airport.

Table 3-64: Summary of Crosswind Coverage at 13 and 16 Knots

Crosswind Coverage	13 knots		16 knots	
	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports
95%+ Coverage	28	70%	26	65%
90% - 94.99% Coverage	3	7.5%	2	5%
Less than 90% Coverage	1	2.5%	0	0%
Unknown	8	20%	12	30%
Total System Airports	**40**	**100%**	**40**	**100%**

Source: Master Plans and ALPs

3.5.2.c Snow Level

Wyoming's climate brings varying amounts of snow in the winter months that impact operations at system airports. To better understand the severity of snow conditions at each airport, climate summaries from the Western Regional Climate Center were analyzed and airports were placed in one of four snow level categories based on annual snowfall: very high (>60"), high (45-60"), moderate (28-45"), and low (<28"). **Table 3-65** summarizes the system airports in each category while **Table 3-89** shows the snow level at each individual airport.

Table 3-65: Summary of Snow Levels at Airports

Snow Levels	Number of System Airports	Percentage of System Airports
Very High (>60")	9	22.5%
High (45-60")	9	22.5%
Moderate (28-45")	18	45%
Low (<28")	4	10%
Total System Airports	**40**	**100%**

Source: Wyoming Climate Summaries

3.5.2.d Snow Removal Equipment (SRE)

In order to remove the snow that falls during the winter months and keep system airports operational, a variety of SRE is used. **Table 3-66** summarizes the airports in the system with SRE while **Table 3-89** includes a listing of equipment by airport. Please note that of the 10 airports that do not own airport dedicated SRE, several do have snow removal during winter conditions using non-airport owned SRE.

Table 3-66: Summary of Airports with Snow Removal Equipment (SRE)

Snow Removal Equipment	Number of System Airports	Percentage of System Airports
Yes	30	75.0%
No	10	25.0%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.2.e Runway, Taxiway, and Apron Snow Removal Time

When snow falls, runways and taxiways must be cleared in a timely manner to keep airports open and in safe operating condition. Airport managers were asked how long it takes to clear

runways, taxiways, and aprons during snow events. **Table 3-67** summarizes the ability of airport managers and staff to clear critical airport pavement in winter conditions.

Table 3-67: Summary of Snow Removal Times

Snow Removal Time	Runway		Taxiway		Apron	
	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports
Less than 1 Hour	5	12.5%	5	12.5%	1	2.5%
1 - <2 Hours	15	37.5%	13	32.5%	10	25%
2 - <3 Hours	9	22.5%	9	22.5%	9	22.5%
3+ Hours	5	12.5%	3	7.5%	14	35%
Not Applicable	6	15%	10	25%	6	15%
Total System Airports	**40**	**100%**	**40**	**100%**	**40**	**100%**

Source: Airport Manager Survey

3.2.5.f Aircraft Deicing and Containment

Wyoming's climate includes cold winters with snow and ice. Aircraft operating in these cold temperatures require deicing to remove any snow/ice buildup on the plane. Providing deicing services help keep aircraft operational and safe during the winter season. **Table 3-68** summarizes Wyoming's airports with deicing services, while **Table 3-89** includes availability by airport.

Table 3-68: Summary of Airports with Deicing

Deicing Services	Number of System Airports	Percentage of System Airports
Yes	12	30.0%
No	28	70.0%
Total System Airports	**40**	**100%**

Source: Master Plans and Calls with Airport Managers

3.5.2.g Deicing Containment System

Airports that offer deicing services typically use a form of glycol as the deicing fluid, which can cause groundwater contamination if not diluted, contained and/or disposed of properly. Airports that utilize large volumes of deicing agents often construct containment systems to collect the used fluid and dispose of it properly. **Table 3-69** shows five system airports with deicing containment systems. A listing of availability by airport is provided in **Table 3-89**.

Table 3-69: Summary of Airports with Deicing Containment Systems

Deicing Containment Systems	Number of System Airports	Percentage of System Airports
Yes	5	12.5%
No	35	87.5%
Total System Airports	**40**	**100%**

Source: Master Plans and Calls with Airport Managers

3.5.3 Aircraft Parking

Having adequate room to park based and itinerant aircraft is important for maximum airport utility. The following sections include aircraft parking information and availability throughout the system.

3.5.3.a Aircraft Parked on Apron Daily

The number of aircraft parked on an airport's apron on a daily basis depends on a variety of factors, such as location, time, and size of aircraft. **Table 3-70** shows the majority of system airports having up to five aircraft parked on their aprons daily. See **Table 3-90** for a listing of daily aircraft parking by airport.

Table 3-70: Summary of Aircraft Parked on Aprons Daily

Aircraft Parked	Number of System Airports	Percentage of System Airports
0-5	33	82.5%
6-10	4	10%
11-15	2	5%
16+	1	2.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.3.b Seasonal Occurrence Where Apron Parking is at Capacity

Occasionally, an airport may run out of available parking spaces on their aprons due to seasonal traffic, special events (like fly-ins), or a general increase in airport usage. **Table 3-71** shows the number of airports and days they run out of parking for each of the four seasons. This data shows Wyoming's airports run out of apron parking most often in the summer months. See **Table 3-90** for a listing of each system airport and the days they run out of parking space on their aprons.

Table 3-71: Airports That Run out of Apron Parking by Season

Number of Days Airports Run out of Parking	Spring		Summer		Fall		Winter	
	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports	Number of Airports	Percentage of Airports
0	37	92.5%	29	72.5%	34	85%	38	95%
1	1	2.5%	2	5%	1	2.5%	0	0%
2	1	2.5%	3	7.5%	4	10%	1	2.5%
3	1	2.5%	1	2.5%	0	0%	0	0%
4	0	0%	0	0%	0	0%	0	0%
5+	0	0%	5	12.5%	1	2.5%	1	2.5%
Total System Airports	**40**	**100%**	**40**	**100%**	**40**	**100%**	**40**	**100%**

Source: Airport Manager Survey

3.5.3.c Based Aircraft Parking on Apron

Depending on the airport and the infrastructure available, some based aircraft are parked on an airport's apron, instead of in a hangar. **Table 3-72** shows half of system airports

do not have any based aircraft parking on their aprons. A complete listing of airports with based aircraft parking on aprons is provided in **Table 3-90.**

Table 3-72: Airports with Based Aircraft Parked on Apron

Based Aircraft on Apron	Number of System Airports	Percentage of System Airports
0	20	50%
1	7	17.5%
2	5	12.5%
3	2	5%
4	2	5%
5+	4	10%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.3.d Based Aircraft Stored in Hangars

Typically based aircraft are stored in hangars, when and if available, shown in **Table 3-73**. Only two airports in the system do not have any based aircraft in hangars: Greater Green River Intergalactic Spaceport and Medicine Bow Airport do not have any based aircraft, although Medicine Bow does have one hangar. A listing of the number of based aircraft parked in hangars by airport is provided in **Table 3-90**.

Table 3-73: Airports with Based Aircraft Stored in Hangars

Based Aircraft in Hangars	Number of System Airports	Percentage of System Airports
0	2	5%
1-5	9	22.5%
6-10	3	7.5%
11-15	6	15%
16-20	4	10%
21-25	2	5%
26-30	3	7.5%
31-35	1	2.5%
36-40	3	7.5%
41-45	0	0%
46-50	1	2.5%
51-55	0	0%
56-60	0	0%
61-65	2	5%
66-70	1	2.5%
71+	3	7.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.4 Water Supply

Water at airports is used for several purposes, including restrooms, drinking, refilling aircraft water tanks, and firefighting. An adequate water supply provides for the proper functioning of facilities, allows for airport expansion, and can be used for fire suppression and hydrants.

3.5.4.a Airports with Water Supply for Public Facilities

Depending on airport location and available infrastructure, airports in Wyoming may or may not have a water supply. Additionally, not all water supplied at airports is potable

(suitable for consumption and drinking). A majority of airports in Wyoming (87.5%) have water available in their public facilities. Over three quarters of airports (77.5%) have potable water and 10% have non-potable water sources, which is typically used for fire suppression. A summary of airports with water supplies in their public facilities is shown in **Table 3-74** and presented in **Table 3-91**.

Table 3-74: Summary of Airports with Water Supply for Public Facilities

Water Supply Available	Number of System Airports	Percentage of System Airports
Yes – Potable	31	77.5%
Yes – Not Potable	4	10.0%
No	5	12.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.4.b Water Sources

Water service at Wyoming's airports comes through three primary sources. More than half of the system's airports (52.5%) have water that is delivered via pipes from a municipal or rural water district service. A quarter of airports (25%) have well water that sources groundwater from underground aquifers. Four airports (10%) have water that is trucked in and used to fill an on-airport cistern (water tank) that holds the water until it is used. As previously discussed, five airports (12.5%) have no water supply and therefore have no water source. **Table 3-75** provides a summary of water sources and **Table 3-91** details water source by airport.

Table 3-75: Summary of Water Sources

Water Source	Number of System Airports	Percentage of System Airports
Well	10	25.0%
Trucked	4	10.0%
Municipal/Rural Water District	21	52.5%
Water Not Available	5	12.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.4.c Available Water Pressure or Water Storage Capacity

The ability of an airport's water system to deliver the needed capacity and service is determined by several factors, including water pressure, water storage capacity, and flow speed. The measure used may depend on the water delivery system. For example, water that is piped in through municipal service is measured by pressure, water that is trucked in may best be measured by storage capacity, and airports that use a well may use a combination of water flow speed, pressure, and storage metrics.

Twenty-one airports reported their available water pressure. Adequate water pressure is important for fire suppression. Of those airports, seven (17.5%) reported that it was 40 pounds per square inch (PSI), another seven (17.5%) reported it was between 41 PSI and 60 PSI, and the remaining seven (17.5%) reported their water pressure to be 61 PSI or more. The water pressure available is shown in **Table 3-76** and **Table 3-91** show water pressure by airport.

Table 3-76: Summary Available Water Pressure

Water Pressure PSI	Number of System Airports	Percentage of System Airports
40 PSI or less	7	17.5%
Between 41 PSI and 60 PSI	7	17.5%
61 PSI or more	7	17.5%
Water Pressure Not Reported	19	47.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

Twelve airports reported their water storage capacity. Six airports (15.0%) are capable of storing 5,000 gallons or less of water and six airports (15.0%) can store over 100,000 gallons of water. The water storage available is summarized in **Table 3-77** and detailed in **Table 3-91**.

Table 3-77: Summary of Available Water Storage Capacity

Water Storage Capacity	Number of System Airports	Percentage of System Airports
5,000 gallons or less	6	15.0%
Between 5,001 and 99,999 gallons	0	0.0%
100,000 gallons or more	6	15.0%
Water Storage Not Reported	28	70.0%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

Three airports (7.5%) have a water flow of 15 gallons per minute (GPM) and one airport (2.5%) has more than 15 GPM. The remainder of the 36 airports (90.0%) did not report water flow. The water flow data available is summarized in **Table 3-78** and detailed in **Table 3-91**.

Table 3-78: Summary of Available Water Flow

Water Flow	Number of System Airports	Percentage of System Airports
15 GPM or less	3	7.5%
More than 15 GPM	1	2.5%
Water Flow Not Reported	36	90.0%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.4.d Adequacy of Water System

It is important that a water system at the airport can adequately meet the demand and needs of an airport. This includes water for terminal facilities and ARFF. Individual airport managers were surveyed and asked if their water service and supply adequately met the needs of the airport. Over half of the airports surveyed (52.5%) reported that their water system was adequate while another 35% of airports reported that their water service was inadequate. Five airports (12.5%) do not have water service. The adequacy of airport water systems is summarized in **Table 3-79** and presented in **Table 3-91**.

Table 3-79: Summary of Adequacy of Water System

Adequate Water System	Number of System Airports	Percentage of System Airports
Yes	21	52.5%
No	14	35.0%
No Water	5	12.5%
Total System Airports	**40**	**100%**

Source: Airport Manager Survey

3.5.5 Airport Security

The safety and security of Wyoming's airport system is important. Security is not just the responsibility of commercial service airports – all airports, including GA airports, play an important role in securing their facilities. Lighted aprons and perimeter fencing are common airport security measures.

3.5.5.a Lighted Apron or Ramp

Flood lighting on airport ramps or aprons increases visibility and security during nighttime, low light, and low visibility conditions, and is key for medical evacuation crews. Slightly less than half (45.0%) of Wyoming airports have a lighted ramp or apron area. The number of airports with lighted aprons or ramps is provided in **Table 3-80** and shown by airport in **Table 3-92**.

Table 3-80: Summary of Lighted Apron or Ramp

Lighted Apron / Ramp	Number of System Airports	Percentage of System Airports
Yes	18	45.0%
No	22	55.0%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.5.5.b Full Perimeter Fence

Airport fences serve multiple purposes, such as keeping out people and wildlife. Normally, airport fences must enclose and surround the entire airport perimeter to be effective. Most of the airports in Wyoming (90.0%) have a full perimeter fence. One airport does not have a full perimeter fence and the status of the fencing is unknown at three airports. A summary of the number of airports with a full perimeter fence is shown in **Table 3-81** and detailed in **Table 3-92.**

Table 3-81: Summary of Full Perimeter Fence

Full Perimeter Fence	Number of System Airports	Percentage of System Airports
Yes	36	90.0%
No	1	2.5%
Unknown	3	7.5%
Total System Airports	**40**	**100%**

Source: Master Plans and ALPs

3.5.5.c Type of Airport Fence

The type of fencing should also be considered. A security fence is primarily designed to keep unauthorized persons out of the secure area and can also assist in preventing wildlife from entering the airport property. Wildlife fences are designed to keep wildlife off of the airport, but may not be as effective at providing security, although they do assist in clearly delineating areas unauthorized persons should not enter. A field fence provides a deterrent and clear demarcation of the airport boundary, but offers only limited wildlife and security protection. Not all airports use the same type of fence throughout their perimeter. In Wyoming, 27.5% of airports have a combination of wildlife and security fencing around their perimeter. Security fence only is used at 10.0% of airports, 37.5% of airports have only wildlife fence, and 17.5% of airports use field fencing. The type of fence is not known or is not installed at three airports. A summary of the type of airport fencing is provided in **Table 3-82** and shown by airport in **Table 3-92**.

Table 3-82: Summary of Type of Airport Fence

Type of Fence	Number of System Airports	Percentage of System Airports
Wildlife/Security	11	27.5%
Security	4	10.0%
Wildlife	15	37.5%
Field	7	17.5%
Fence Unknown / Not Installed	3	7.5%
Total System Airports	**40**	**100%**

Source: Master Plans and ALPs

3.5.6 Auto Access

Landside access to airports is primarily provided by trucks and cars in Wyoming. Local land access to airports and their associated buildings, hangars, and facilities is provided by access roads and vehicles are normally stored in designated parking areas. The access roads and parking spaces can be paved or unpaved (dirt, gravel, etc.).

3.5.6.a Paved Auto Parking Spaces

Paved parking spaces provide on-airport storage for automobiles while at the airport. Being paved, they are easier to remove snow from during winter conditions and prevent parking areas from becoming soft or muddy during wet weather conditions. The number of parking spaces is normally proportional to the expected activity at the airport, with commercial service airports having the most spaces to accommodate traveling passengers. Of the 40 airports in Wyoming, 12 airports (30%) have no paved parking spaces and 16 airports (40.0%) have between one and 50 paved parking spaces. There are six airports (15.0%) with between 101 and 400 paved spaces and four airports (10.0%) that have more than 400 paved parking spaces. A summary of paved auto parking spaces is provided in **Table 3-83** and presented by airport in greater detail with the number of parking spaces in **Table 3-92**.

Table 3-83: Summary of Paved Auto Parking Spaces

Number of Parking Spaces	Number of System Airports	Percentage of System Airports
None (0)	12	30.0%
Between 1 and 50	16	40.0%
Between 51 and 100	2	5.0%
Between 101 and 400	6	15.0%
More than 400	4	10.0%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.5.6.b Paved Auto Access Roads

The roadway onto an airport's property is the access road and provides local land access. Similar to paved parking spaces, paved access roads provide comparable benefits of easier snow removal and resistance to wet and rainy conditions. Three quarters of airports (75.0%) in Wyoming have paved vehicular access roads. A summary of airports with paved access roads is provided in **Table 3-84** and detailed by airport in **Table 3-92**.

Table 3-84: Summary of Paved Auto Access Roads

Paved Access Road	Number of System Airports	Percentage of System Airports
Yes	30	75.0%
No	10	25.0%
Total System Airports	**40**	**100%**

Source: Calls with Airport Managers

3.5.7 Airport Navigational Aids (NAVAIDS)

Airport NAVAIDS are not runway-specific and assist aircraft in locating and operating at an airport. These NAVAIDS include wind indicators and rotating beacons.

3.5.7.a Wind Cones

Identifying wind direction and speed are important to aircraft operations. Visual wind indicators provide real-time information about wind conditions, especially during takeoffs, arrivals, and landings. A common wind indicator is the wind sock or wind cone. These wind indicators can be lighted for use during nighttime operations and may be installed at more than one location on the airport. There are wind cones installed at all Wyoming airports, including 35 airports (87.5%) with lighted wind cones. A summary of wind indicators installed is shown in **Table 3-85** and presented in detail in **Table 3-93**.

Table 3-85: Summary of Wind Cones

Wind Cones	Number of System Airports	Percentage of System Airports
Lighted Wind Cone	35*	87.5%
Non-Lighted Wind Cone	5	12.5%
Total System Airports	**40**	**100%**

Note: *Cokeville (U06) wind cone light out of service indefinitely.

Source: Airport 5010 Forms

3.5.7.b Rotating Beacons

An airport beacon is a rotating (or optionally omnidirectional) light that assists in identifying and locating airports. At civilian (land) airports, the beacon consists of an alternating green and while light at regular intervals. Military airports, seaplane airports, and heliports have different light color, sequence or timing combinations to distinguish them from civilian ground based airports. There are rotating beacons at 90% of Wyoming's airports as summarized in **Table 3-86** and shown in **Table 3-93**.

Table 3-86: Summary of Rotating Beacons

Rotating Beacon	Number of System Airports	Percentage of System Airports
Yes	36*	90.0%
No	4	10.0%
Total System Airports	**40**	**100%**

Note: *Upton (83V) and Cokeville (U06) rotating beacon out of service indefinitely.

Source: Airport 5010 Forms

Table 3-87: Airport Services Summary I

Associated City	Airport Name	# FBOs	100LL Fuel	Jet A Fuel	Aircraft Rental	Aircraft Charter	Flight Training
Afton	Afton-Lincoln County Municipal Airport	1	24 Hours	24 Hours	✓	✓	✓
Big Piney	Miley Memorial Field	0	24 Hours	24 Hours			
Buffalo	Johnson County Airport	1	24 Hours	24 hours - on call outside business hours			✓
Casper	Casper/Natrona County International Airport	1	24 Hours	24 hours - on call outside business hours	✓	✓	✓
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	1	24 hours - on call outside business hours	24 hours - on call outside business hours		✓	✓
Cody	Yellowstone Regional Airport	1	Business/Limited Hours	24 hours - on call outside business hours	✓	✓	✓
Cokeville	Cokeville Municipal Airport	0	Not available	Not available			
Cowley	North Big Horn County Airport	0	24 Hours	Not available			
Dixon	Dixon Airport	0	24 Hours	Not available			
Douglas	Converse County Airport	1	24 hours - on call outside business hours	24 hours - on call outside business hours			
Dubois	Dubois Municipal Airport	0	24 Hours	24 Hours			
Evanston	Evanston-Uinta County Burns Field	1	24 hours - on call outside business hours	24 hours - on call outside business hours			
Fort Bridger	Fort Bridger Airport	1	24 Hours	Not available			
Gillette	Gillette - Campbell County Airport	1	24 Hours	24 hours - on call outside business hours		✓	✓
Glendo	Thomas Memorial Airport	0	Not available	Not available			
Green River	Greater Green River Intergalactic Spaceport	0	Not available	Not available			
Greybull	South Big Horn County Airport	0	24 Hours	Business/Limited Hours			
Guernsey	Camp Guernsey Army Airfield	1	24 Hours	Not available			
Hulett	Hulett Municipal Airport	0	24 Hours	24 Hours			
Jackson	Jackson Hole Airport	1	Business/Limited Hours	Business/Limited Hours		✓	✓
Kemmerer	Kemmerer Municipal Airport	0	24 Hours	24 Hours			
Lander	Hunt Field	1	24 Hours	24 Hours			✓
Laramie	Laramie Regional Airport	1	24 hours - on call outside business hours	24 hours - on call outside business hours		✓	✓
Lusk	Lusk Municipal Airport	0	24 Hours	Not available			
Medicine Bow	Medicine Bow Airport	0	Not available	Not available			
Newcastle	Mondell Field	1	24 hours - on call outside business hours	24 hours - on call outside business hours			
Pine Bluffs	Pine Bluffs Municipal Airport	1	24 Hours	Not available			
Pinedale	Ralph Wenz Field	1	24 Hours	24 Hours			
Powell	Powell Municipal Airport	0	24 Hours	24 Hours			
Rawlins	Rawlins Municipal - Harvey Field	1	24 hours - on call outside business hours	24 hours - on call outside business hours			
Riverton	Riverton Regional Airport	1	24 hours - on call outside business hours	24 hours - on call outside business hours			
Rock Springs	Rock Springs - Sweetwater County Airport	1	24 hours - on call outside business hours	24 hours - on call outside business hours		✓	✓
Saratoga	Shively Field	1	Business/Limited Hours	24 hours - on call outside business hours			
Sheridan	Sheridan County Airport	1	24 Hours	24 hours - on call outside business hours		✓	✓
Shoshoni	Shoshoni Municipal Airport	0	Not available	Not available			
Thermopolis	Hot Springs County Airport	1	24 Hours	24 Hours			
Torrington	Torrington Municipal Airport	1	24 hours - on call outside business hours	24 hours - on call outside business hours			✓
Upton	Upton Municipal Airport	0	Not available	Not available			
Wheatland	Phifer Airfield	0	Not available	Not available			
Worland	Worland Municipal Airport	1	24 hours - on call outside business hours	24 hours - on call outside business hours			

Source: Airport Manager Surveys and Calls with Airport Managers

Table 3-88: Airport Services Summary II

Associated City	Airport Name	Airframe Maintenance	Powerplant Maintenance	Courtesy Car	Rental Car	Taxi	Bus	Airshows	Fly-Ins	Other Events
Afton	Afton-Lincoln County Municipal Airport	Major	Major	✓	✓				✓	Star Valley Event
Big Piney	Miley Memorial Field	None	None	✓					✓	
Buffalo	Johnson County Airport	Major	Major	✓						
Casper	Casper/Natrona County International Airport	Major	Major	✓	✓	✓				
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Minor	Minor	✓	✓	✓	✓			
Cody	Yellowstone Regional Airport	Major	Major	✓	✓	✓		✓	✓	Cody Air Fair
Cokeville	Cokeville Municipal Airport	None	None							
Cowley	North Big Horn County Airport	Major	Major							
Dixon	Dixon Airport	None	None							
Douglas	Converse County Airport	Major	Major	✓		✓				
Dubois	Dubois Municipal Airport	None	None	✓	✓					
Evanston	Evanston-Uinta County Burns Field	Minor	Minor	✓	✓	✓		✓	✓	
Fort Bridger	Fort Bridger Airport	Major	Major	✓						
Gillette	Gillette - Campbell County Airport	Major	Major	✓	✓	✓	✓			
Glendo	Thomas Memorial Airport	None	None							
Green River	Greater Green River Intergalactic Spaceport	None	None			✓			✓	Spaceport Days
Greybull	South Big Horn County Airport	Major	Major							
Guernsey	Camp Guernsey Army Airfield	Minor	Minor	✓					✓	
Hulett	Hulett Municipal Airport	None	None	✓					✓	
Jackson	Jackson Hole Airport	Major	Major		✓	✓	✓			Young Eagles
Kemmerer	Kemmerer Municipal Airport	None	None							
Lander	Hunt Field	Major	Major	✓		✓			✓	
Laramie	Laramie Regional Airport	None	None		✓	✓				
Lusk	Lusk Municipal Airport	None	None							
Medicine Bow	Medicine Bow Airport	None	None							
Newcastle	Mondell Field	None	None		✓				✓	
Pine Bluffs	Pine Bluffs Municipal Airport	None	None							
Pinedale	Ralph Wenz Field	Major	Major		✓				✓	
Powell	Powell Municipal Airport	None	None	✓					✓	
Rawlins	Rawlins Municipal - Harvey Field	None	None	✓	✓	✓			✓	
Riverton	Riverton Regional Airport	Major	Major		✓		✓			
Rock Springs	Rock Springs - Sweetwater County Airport	None	None	✓	✓	✓				
Saratoga	Shively Field	None	None		✓					
Sheridan	Sheridan County Airport	Major	Major	✓	✓	✓		✓	✓	
Shoshoni	Shoshoni Municipal Airport	None	None							
Thermopolis	Hot Springs County Airport	None	None	✓						
Torrington	Torrington Municipal Airport	Major	Major	✓	✓					
Upton	Upton Municipal Airport	None	None							
Wheatland	Phifer Airfield	None	None							
Worland	Worland Municipal Airport	Major	Major	✓						

Source: Airport 5010 Forms, and Calls with Airport Managers

Table 3-89: Airport Services Summary III

Associated City	Airport Name	WX Reporting	13 Knot Xwind	16 Knot Xwind	Snow Level	SRE	Runway Snow Removal Time	Taxiway Snow Removal Time	Apron Snow Removal Time	Deicing Service	Deicing Containment
Afton	Afton-Lincoln County Municipal Airport	AWOS	99.59	99.71	Very High	✓	2 hrs	4 hrs	4 hrs	✓	
Big Piney	Miley Memorial Field	ASOS	96.32	98.4	Moderate	✓	2 hrs	N/A	3 hrs		
Buffalo	Johnson County Airport	ASOS	97.4		Moderate	✓	2 hrs	3 hrs	3 hrs		
Casper	Casper/Natrona County International Airport	ASOS	99.04	99.69	Very High	✓	1 hr	1 hr	8 hrs	✓	✓
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	ASOS	96.66	99.22	High	✓	30 mins	2 hrs	2 hrs	✓	✓
Cody	Yellowstone Regional Airport	AWOS	98.02	99.69	Moderate	✓	30 mins	30 mins	2 hrs	✓	
Cokeville	Cokeville Municipal Airport	None	Unknown	Unknown	Moderate		NA	NA	NA		
Cowley	North Big Horn County Airport	AWOS	96.61	98.53	Low	✓	2 hrs	N/A	2 hrs		
Dixon	Dixon Airport	AWOS	97.62	98.75	Very High	✓	6 hrs	2 hrs	4 hrs		
Douglas	Converse County Airport	ASOS	98.62	99.54	Very High	✓	1.5 hrs	1.5 hrs	4 hrs		
Dubois	Dubois Municipal Airport	AWOS			Moderate		2 hrs	1 hr	2 hrs		
Evanston	Evanston-Uinta County Burns Field	ASOS	98.06	99.44	High	✓	45 mins	2 hrs	3 hrs	✓	
Fort Bridger	Fort Bridger Airport	AWOS	98.9	99.8	High	✓	1 hr	NA	3 hrs		
Gillette	Gillette - Campbell County Airport	ASOS	98.02	99.52	High	✓	1 hr	1 hr	1 hr	✓	✓
Glendo	Thomas Memorial Airport	None	Unknown	Unknown	Moderate		NA	NA	NA		
Green River	Greater Green River Intergalactic Spaceport	None	95.43	98.52	Moderate		NA	NA	NA		
Greybull	South Big Horn County Airport	ASOS	99.4	99.9	Low	✓	3 hrs	2 hrs	6 hrs		
Guernsey	Camp Guernsey Army Airfield	AWOS	95.1	98.07	Moderate		2 hrs	2 hrs	2 hrs		
Hulett	Hulett Municipal Airport	AWOS	94.58	98.46	Very High	✓	4 hrs	4 hrs	4 hrs		
Jackson	Jackson Hole Airport	AWOS	98.15	99.4	Very High	✓	40 mins	2 hrs	3 hrs	✓	✓
Kemmerer	Kemmerer Municipal Airport	AWOS	90.57	92.98	High	✓	3 hrs	1 hr	1 hr		
Lander	Hunt Field	AWOS	96.64	98.69	Very High	✓	1.5 hrs	1.5 hrs	2 hrs		
Laramie	Laramie Regional Airport	ASOS	96.89	98.98	High	✓	1.5 hrs	1 hr	1 hr	✓	
Lusk	Lusk Municipal Airport	AWOS	94.82		High	✓	45 mins	N/A	1 hr		
Medicine Bow	Medicine Bow Airport	None	Unknown	Unknown	Moderate		NA	NA	NA		
Newcastle	Mondell Field	AWOS	99.12		Moderate	✓	1 hr	30 mins	3 hrs		
Pine Bluffs	Pine Bluffs Municipal Airport	AWOS	85.55	93.68	Moderate	✓	1 hr	45 mins	1 hr		
Pinedale	Ralph Wenz Field	AWOS	98.93	99.62	Very High	✓	1.5 hrs	1.5 hrs	4.5 hrs	✓	
Powell	Powell Municipal Airport	AWOS	95.5		Low	✓	2.5 hrs	1 hr	2 hrs		
Rawlins	Rawlins Municipal - Harvey Field	ASOS	98.44	99.48	High	✓	3 hrs	1.5 hrs	1 hr		
Riverton	Riverton Regional Airport	ASOS	99.04	99.74	Moderate	✓	1 hr	1 hr	3 hrs	✓	
Rock Springs	Rock Springs - Sweetwater County Airport	ASOS	99.37	99.84	Moderate	✓	1 hr	2 hrs	1.5 hrs	✓	
Saratoga	Shively Field	AWOS	No WR	No WR	High		1.5 hrs	2 hrs	1 hr		
Sheridan	Sheridan County Airport	ASOS	99.13	99.67	Very High	✓	1 hr	45 mins	45 mins	✓	✓
Shoshoni	Shoshoni Municipal Airport	None	Unknown	Unknown	Low		NA	NA	NA		
Thermopolis	Hot Springs County Airport	AWOS	98.04	99.52	Moderate	✓	2 hrs	2 hrs	2 hrs		
Torrington	Torrington Municipal Airport	ASOS	97.72	99.14	Moderate	✓	2 hrs	1 hr	2 hrs		
Upton	Upton Municipal Airport	None	Unknown	Unknown	Moderate		NA	NA	NA		
Wheatland	Phifer Airfield	AWOS	-	-	Moderate		1 hr	30 mins	1 hr		
Worland	Worland Municipal Airport	ASOS	98.82	99.55	Moderate	✓	1 hr	1 hr	1 hr		

Source: Approach Plates, Master Plans, ALPs, Wyoming Climate Summaries, Airport Manager Surveys

Table 3-90: Airport Services Summary IV

Associated City	Airport Name	Aircraft Parked on Apron Daily	Days Out of Parking – Spring	Days Out of Parking – Summer	Days Out of Parking – Fall	Days Out of Parking – Winter	Based Aircraft Parked on Apron	Based Aircraft Parked in Hangars
Afton	Afton-Lincoln County Municipal Airport	2	0	0	0	0	2	40
Big Piney	Miley Memorial Field	0	0	0	0	0	0	12
Buffalo	Johnson County Airport	2	0	0	0	0	0	30
Casper	Casper/Natrona County International Airport	7	0	0	0	0	0	123
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	10	0	5	0	0	12	70
Cody	Yellowstone Regional Airport	8	0	0	0	0	2	73
Cokeville	Cokeville Municipal Airport	0	0	0	0	0	0	1
Cowley	North Big Horn County Airport	2	0	0	0	0	2	12
Dixon	Dixon Airport	1	0	0	0	0	5	5
Douglas	Converse County Airport	4	0	0	0	0	1	36
Dubois	Dubois Municipal Airport	1	2	3	2	2	1	13
Evanston	Evanston-Uinta County Burns Field	3	0	0	0	0	3	15
Fort Bridger	Fort Bridger Airport	2	0	0	0	0	2	9
Gillette	Gillette - Campbell County Airport	12	0	0	0	0	0	65
Glendo	Thomas Memorial Airport	1	0	0	0	0	0	2
Green River	Greater Green River Intergalactic Spaceport	0	0	0	0	0	0	0
Greybull	South Big Horn County Airport	4	0	0	0	0	4	18
Guernsey	Camp Guernsey Army Airfield	1	0	0	0	0	0	10
Hulett	Hulett Municipal Airport	0	0	0	0	0	0	3
Jackson	Jackson Hole Airport	40	0	14	0	7	8	24
Kemmerer	Kemmerer Municipal Airport	0	0	2	0	0	0	4
Lander	Hunt Field	2	0	0	1	0	1	63
Laramie	Laramie Regional Airport	3	0	0	2	0	1	40
Lusk	Lusk Municipal Airport	1	0	0	0	0	2	5
Medicine Bow	Medicine Bow Airport	0	0	0	0	0	0	0
Newcastle	Mondell Field	1	0	5	2	0	0	13
Pine Bluffs	Pine Bluffs Municipal Airport	2	0	0	0	0	1	16
Pinedale	Ralph Wenz Field	3	1	5	2	0	0	30
Powell	Powell Municipal Airport	1	0	0	0	0	0	16
Rawlins	Rawlins Municipal - Harvey Field	5	0	0	0	0	0	12
Riverton	Riverton Regional Airport	5	0	1	0	0	5	46
Rock Springs	Rock Springs - Sweetwater County Airport	12	0	1	0	0	1	34
Saratoga	Shively Field	2	0	2	5	0	0	23
Sheridan	Sheridan County Airport	7	0	0	0	0	4	100
Shoshoni	Shoshoni Municipal Airport	0	0	0	0	0	0	2
Thermopolis	Hot Springs County Airport	1	0	0	0	0	0	1
Torrington	Torrington Municipal Airport	1	0	0	0	0	0	28
Upton	Upton Municipal Airport	0	0	0	0	0	0	2
Wheatland	Phifer Airfield	1	0	2	0	0	1	9
Worland	Worland Municipal Airport	4	3	5	0	0	3	20

Source: Airport Manager Surveys

Table 3-91: Airport Services Summary V

Associated City	Airport Name	Water Supply	Water Source	Water Pressure or Storage Capacity	Adequate Water System for Airport and ARFF
Afton	Afton-Lincoln County Municipal Airport	Yes - Potable	Municipal/Rural Water District	80 PSI	Yes
Big Piney	Miley Memorial Field	Yes - Potable	Municipal/Rural Water District	40 PSI	No
Buffalo	Johnson County Airport	Yes - Potable	Municipal/Rural Water District	50 PSI	Yes
Casper	Casper/Natrona County International Airport	Yes - Potable	Municipal/Rural Water District	28 PSI/1,000,000 Gallons	No
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Yes - Potable	Municipal/Rural Water District	90 PSI	Yes
Cody	Yellowstone Regional Airport	Yes - Potable	Municipal/Rural Water District	80 PSI	Yes
Cokeville	Cokeville Municipal Airport	No	NA	NA	Unknown
Cowley	North Big Horn County Airport	Yes - Potable	Municipal/Rural Water District	70 PSI	Yes
Dixon	Dixon Airport	Yes - Potable	Well	40 PSI	No
Douglas	Converse County Airport	Yes - Not Potable	Well	5 GPM	No
Dubois	Dubois Municipal Airport	Yes - Not Potable	Trucked	100 Gallons	No
Evanston	Evanston-Uinta County Burns Field	Yes - Potable	Well	6 GPM/1500 Gallons	No
Fort Bridger	Fort Bridger Airport	Yes - Potable	Well	30 PSI,500 Gallons	No
Gillette	Gillette - Campbell County Airport	Yes - Potable	Well	350,000 Gallons	Yes
Glendo	Thomas Memorial Airport	Yes - Potable	Municipal/Rural Water District	Unknown	Yes
Green River	Greater Green River Intergalactic Spaceport	No	NA	NA	Unknown
Greybull	South Big Horn County Airport	Yes - Potable	Municipal/Rural Water District	40 PSI/650,000 Gallons	Yes
Guernsey	Camp Guernsey Army Airfield	Yes - Potable	Municipal/Rural Water District	68 PSI	Yes
Hulett	Hulett Municipal Airport	Yes - Not Potable	Trucked	200 Gallons	No
Jackson	Jackson Hole Airport	Yes - Potable	Well	1,500 GPM	Yes
Kemmerer	Kemmerer Municipal Airport	Yes - Not Potable	Well	40 PSI	Yes
Lander	Hunt Field	Yes - Potable	Municipal/Rural Water District	60 PSI	No
Laramie	Laramie Regional Airport	Yes - Potable	Municipal/Rural Water District	Adequate	Yes
Lusk	Lusk Municipal Airport	Yes - Potable	Well	Unknown/Not Given	Yes
Medicine Bow	Medicine Bow Airport	No	NA	NA	Unknown
Newcastle	Mondell Field	Yes - Potable	Municipal/Rural Water District	Unknown/Not Given	No
Pine Bluffs	Pine Bluffs Municipal Airport	Yes - Potable	Well	60 PSI/12 GPM	No
Pinedale	Ralph Wenz Field	Yes - Potable	Well	50 PSI/65 Gallons	No
Powell	Powell Municipal Airport	Yes - Potable	Municipal/Rural Water District	5,000 Gallons	No
Rawlins	Rawlins Municipal - Harvey Field	Yes - Potable	Municipal/Rural Water District	90 PSI	Yes
Riverton	Riverton Regional Airport	Yes - Potable	Municipal/Rural Water District	1,000,000 Gallons	Yes
Rock Springs	Rock Springs - Sweetwater County Airport	Yes - Potable	Trucked	60 PSI /180,000 Gallons	Yes
Saratoga	Shively Field	Yes - Potable	Municipal/Rural Water District	Unknown/Not Given	Yes
Sheridan	Sheridan County Airport	Yes - Potable	Municipal/Rural Water District	65 PSI	Yes
Shoshoni	Shoshoni Municipal Airport	No	NA	NA	Unknown
Thermopolis	Hot Springs County Airport	Yes - Potable	Trucked	5,000 Gallons	No
Torrington	Torrington Municipal Airport	Yes - Potable	Municipal/Rural Water District	60 PSI/1,000,000 Gallons	Yes
Upton	Upton Municipal Airport	No	NA	NA	Unknown
Wheatland	Phifer Airfield	Yes - Potable	Municipal/Rural Water District	35 PSI	Yes
Worland	Worland Municipal Airport	Yes - Potable	Municipal/Rural Water District	60 PSI	Yes

Source: Calls with Airport Managers

Table 3-92: Airport Services Summary VI

Associated City	Airport Name	Lighted Apron/Ramp	Full Perimeter Fence	Type of Airport Fence	Number of Paved Parking Spaces	Paved Access Road
Afton	Afton-Lincoln County Municipal Airport	No	Yes	Wildlife	20	Yes
Big Piney	Miley Memorial Field	Yes	Yes	Wildlife/Security	22	Yes
Buffalo	Johnson County Airport	No	Yes	Wildlife	12	Yes
Casper	Casper/Natrona County International Airport	Yes	Yes	Wildlife/Security	504	Yes
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	No	Yes	Security	290	Yes
Cody	Yellowstone Regional Airport	Yes	Yes	Wildlife/Security	328	Yes
Cokeville	Cokeville Municipal Airport	No	Yes	Field	0	No
Cowley	North Big Horn County Airport	No	Yes	Field	0	Yes
Dixon	Dixon Airport	No	Yes	Field	15	Yes
Douglas	Converse County Airport	Yes	yes	Wildlife	29	Yes
Dubois	Dubois Municipal Airport	Yes[1]	Yes	Wildlife	0	No
Evanston	Evanston-Uinta County Burns Field	Yes	Yes	Wildlife/Security	55	Yes
Fort Bridger	Fort Bridger Airport	No	Yes	Wildlife	0	Yes
Gillette	Gillette - Campbell County Airport	Yes	Yes	Wildlife	411	Yes
Glendo	Thomas Memorial Airport	No	Unknown		0	No
Green River	Greater Green River Intergalactic Spaceport	No	Yes	Field	0	No
Greybull	South Big Horn County Airport	Yes	Yes	Wildlife	0	Yes
Guernsey	Camp Guernsey Army Airfield	No	Yes	Security	25	Yes
Hulett	Hulett Municipal Airport	No	Yes	Security	22	Yes
Jackson	Jackson Hole Airport	Yes	Yes	Wildlife	842	Yes
Kemmerer	Kemmerer Municipal Airport	Yes	Yes	Wildlife	4	No
Lander	Hunt Field	Yes	Yes	Wildlife	19	Yes
Laramie	Laramie Regional Airport	Yes	Yes	Security	192	Yes
Lusk	Lusk Municipal Airport	No	Yes	Field	6	Yes
Medicine Bow	Medicine Bow Airport	No	Unknown		0	No
Newcastle	Mondell Field	No	Yes	Wildlife/Security	20	No
Pine Bluffs	Pine Bluffs Municipal Airport	No	Yes	Wildlife/Security	0	No
Pinedale	Ralph Wenz Field	No	Yes	Wildlife/Security	67	Yes
Powell	Powell Municipal Airport	No	Yes	Wildlife	5	Yes
Rawlins	Rawlins Municipal - Harvey Field	No	Yes	Wildlife	12	Yes
Riverton	Riverton Regional Airport	Yes	Yes	Wildlife/Security	154	Yes
Rock Springs	Rock Springs - Sweetwater County Airport	Yes	Yes	Wildlife/Security	464	Yes
Saratoga	Shively Field	No	Yes	Wildlife	25	Yes
Sheridan	Sheridan County Airport	Yes	Yes	Wildlife/Security	229	Yes
Shoshoni	Shoshoni Municipal Airport	No	Unknown		0	No
Thermopolis	Hot Springs County Airport	Yes	Yes	Wildlife	19	Yes
Torrington	Torrington Municipal Airport	Yes	Yes	Wildlife	20	Yes
Upton	Upton Municipal Airport	No	No	Field	0	No
Wheatland	Phifer Airfield	No	Yes	Field	0	Yes
Worland	Worland Municipal Airport	Yes	Yes	Wildlife/Security	102	Yes

Note: [1]Apron expected have lights in 2017

Source: Calls with Airport Managers

Table 3-93: Airport Services Summary VII

Associated City	Airport Name	Wind Indicator	Rotating Beacon
Afton	Afton-Lincoln County Municipal Airport	Lighted	Yes
Big Piney	Miley Memorial Field	Lighted	Yes
Buffalo	Johnson County Airport	Lighted	Yes
Casper	Casper/Natrona County International Airport	Lighted	Yes
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Lighted	Yes
Cody	Yellowstone Regional Airport	Lighted	Yes
Cokeville*	Cokeville Municipal Airport	Lighted	Yes
Cowley	North Big Horn County Airport	Lighted	Yes
Dixon	Dixon Airport	Lighted	Yes
Douglas	Converse County Airport	Lighted	Yes
Dubois	Dubois Municipal Airport	Lighted	Yes
Evanston	Evanston-Uinta County Burns Field	Lighted	Yes
Fort Bridger	Fort Bridger Airport	Lighted	Yes
Gillette	Gillette - Campbell County Airport	Lighted	Yes
Glendo	Thomas Memorial Airport	Non-Lighted	No
Green River	Greater Green River Intergalactic Spaceport	Non-Lighted	No
Greybull	South Big Horn County Airport	Lighted	Yes
Guernsey	Camp Guernsey Army Airfield	Lighted	Yes
Hulett	Hulett Municipal Airport	Lighted	Yes
Jackson	Jackson Hole Airport	Lighted	Yes
Kemmerer	Kemmerer Municipal Airport	Lighted	Yes
Lander	Hunt Field	Lighted	Yes
Laramie	Laramie Regional Airport	Lighted	Yes
Lusk	Lusk Municipal Airport	Lighted	Yes
Medicine Bow	Medicine Bow Airport	Non-Lighted	No
Newcastle	Mondell Field	Lighted	Yes
Pine Bluffs	Pine Bluffs Municipal Airport	Lighted	Yes
Pinedale	Ralph Wenz Field	Lighted	Yes
Powell	Powell Municipal Airport	Lighted	Yes
Rawlins	Rawlins Municipal - Harvey Field	Lighted	Yes
Riverton	Riverton Regional Airport	Lighted	Yes
Rock Springs	Rock Springs - Sweetwater County Airport	Lighted	Yes
Saratoga	Shively Field	Lighted	Yes
Sheridan	Sheridan County Airport	Lighted	Yes
Shoshoni	Shoshoni Municipal Airport	Non-Lighted	No
Thermopolis	Hot Springs County Airport	Lighted	Yes
Torrington	Torrington Municipal Airport	Lighted	Yes
Upton†	Upton Municipal Airport	Non-Lighted	Yes
Wheatland	Phifer Airfield	Lighted	Yes
Worland	Worland Municipal Airport	Lighted	Yes

Note: *Cokeville Municipal Airport wind indicator light and rotating beacon out of service indefinitely.

†Upton Municipal Airport rotating beacon out of service indefinitely.

Source: Calls with Airport Managers

3.6 Airport Operations and Based Aircraft

Airports can support a wide variety of based aircraft and airport operations depending on their infrastructure. The following sections define each type of operation and aircraft supported by Wyoming airports.

3.6.1 Operations

There are five general types of aircraft operations that are observed, counted, and evaluated at the local, state, and federal levels. Each are described below. **Table 3-94** includes the number of operations by type, by airport. An operation is defined as either a takeoff or landing. For example, a plane landing at an airport and then departing is counted as two operations.

Air Carrier – Operations by aircraft with a seating capacity of more than 60 seats, or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation.

Air Taxi/Air Charter – Operations by aircraft designed to have a maximum seating capacity of 60 seats or less, or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.

GA Local – Operations by GA aircraft that operate in the local traffic pattern or within sight of the airport, are known to be departing or arriving from local practice areas within 20 miles of the airport, or execute simulated instrument approaches or low passes at the airport.

GA Itinerant – Operations by GA aircraft that are not considered to be local operations.

Military – Operations by military aircraft.

3.6.2 Based Aircraft

Each of the seven general aircraft types that operate in Wyoming's aviation system are described below. **Table 3-95** includes the number of based aircraft by type, by airport.

Single Engine – An aircraft powered by a single piston engine.

Multiple Engine – An aircraft powered by multiple piston engines.

Turboprop (Single or Multi) – An aircraft powered by turbine engines that drive propellers.

Jet – A fixed-wing aircraft propelled by jet engines.

Helicopters – A rotary wing aircraft that can move horizontally and vertically.

Military – Any aircraft utilized by the military including jets, helicopters, and more.

Other (Ultralight, Glider, etc.) – Aircraft that do not fit into one of the previous categories. Common aircraft in this category include ultralight aircraft and gliders.

Table 3-94: Airport Operations and Based Aircraft I

Associated City	Airport Name	Air Carrier	Air Taxi/Air Charter	GA Itinerant	GA Local	Military	Total Ops
Afton	Afton-Lincoln County Municipal Airport		300	4,500	3,800	0	8,600
Big Piney	Miley Memorial Field		600	1,875	675	0	3,150
Buffalo	Johnson County Airport		90	518	4662	10	5,280
Casper	Casper/Natrona County International Airport	1260	10,720	16,585	9,380	179	38,124
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	4490	1,650	6,470	11,310	24,710	48,630
Cody	Yellowstone Regional Airport	16	1,726	17,808	36,192	30	55,772
Cokeville	Cokeville Municipal Airport		0	0	40	0	40
Cowley	North Big Horn County Airport		115	656	2,099	48	2,918
Dixon	Dixon Airport		0	520	480	0	1,000
Douglas	Converse County Airport		0	2,773	2,792	20	5,585
Dubois	Dubois Municipal Airport		35	1,200	500	0	1,735
Evanston	Evanston-Uinta County Burns Field		150	4,700	1,200	30	6,080
Fort Bridger	Fort Bridger Airport		0	1,200	2,300	0	3,500
Gillette	Gillette - Campbell County Airport	12	4,058	9,866	10,190	37	24,163
Glendo	Thomas Memorial Airport		0	275	125	0	400
Green River	Greater Green River Intergalactic Spaceport		0	175	0	0	175
Greybull	South Big Horn County Airport		238	858	2741	143	3,980
Guernsey	Camp Guernsey Army Airfield		0	300	1,600	2,000	3,900
Hulett	Hulett Municipal Airport		100	1,500	900	0	2,500
Jackson	Jackson Hole Airport	8040	6,240	12,952	2,730	271	30,233
Kemmerer	Kemmerer Municipal Airport		83	830	1,799	55	2,767
Lander	Hunt Field		0	1,274	4,794	0	6,068
Laramie	Laramie Regional Airport	94	4,606	7,400	4,800	690	17,590
Lusk	Lusk Municipal Airport		50	50	320	0	420
Medicine Bow	Medicine Bow Airport		0	5	15	0	20
Newcastle	Mondell Field		80	2,800	1,930	20	4,830
Pine Bluffs	Pine Bluffs Municipal Airport		52	250	1,708	234	2,244
Pinedale	Ralph Wenz Field		1,561	910	1,821	43	4,335
Powell	Powell Municipal Airport		100	1,300	1,985	0	3,385
Rawlins	Rawlins Municipal - Harvey Field		500	1,500	2,200	70	4,270
Riverton	Riverton Regional Airport	2920	0	3,216	2,426	180	8,742
Rock Springs	Rock Springs - Sweetwater County Airport	0	4,380	9,946	2,119	18	16,463
Saratoga	Shively Field		800	4,600	3,500	40	8,940
Sheridan	Sheridan County Airport	0	2,118	20,767	14,052	150	37,087
Shoshoni	Shoshoni Municipal Airport		0	20	90	0	110
Thermopolis	Hot Springs County Airport		20	215	815	0	1,050
Torrington	Torrington Municipal Airport		130	2,800	1,900	40	4,870
Upton	Upton Municipal Airport		0	35	15	0	50
Wheatland	Phifer Airfield		180	600	1,800	0	2,580
Worland	Worland Municipal Airport	610	800	1,334	1,067	0	3,811

Source: FAA, Airport 5010 Forms, Master Plans

Table 3-95: Airport Operations and Based Aircraft II

Associated City	Airport Name	Single Engine	Multiple Engine	Turboprop (Single or Multi)	Jet	Helicopters	Military	Other	Total
Afton	Afton-Lincoln County Municipal Airport	37	2	0	2	1	0	0	42
Big Piney	Miley Memorial Field	12	0	0	0	0	0	0	12
Buffalo	Johnson County Airport	27	1	0	1	1	0	0	30
Casper	Casper/Natrona County International Airport	94	3	16	6	4	0	0	123
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	30	9	0	2	2	9	0	82
Cody	Yellowstone Regional Airport	61	5	0	6	2	0	1	75
Cokeville	Cokeville Municipal Airport	1	0	0	0	0	0	0	1
Cowley	North Big Horn County Airport	13	0	0	0	1	0	2	14
Dixon	Dixon Airport	10	0	0	0	0	0	0	10
Douglas	Converse County Airport	33	3	0	0	0	0	0	36
Dubois	Dubois Municipal Airport	12	1	0	0	1	0	0	14
Evanston	Evanston-Uinta County Burns Field	16	2	0	0	0	0	0	18
Fort Bridger	Fort Bridger Airport	11	0	0	0	0	0	0	11
Gillette	Gillette - Campbell County Airport	57	7	0	1	0	0	0	65
Glendo	Thomas Memorial Airport	2	0	0	0	0	0	0	2
Green River	Greater Green River Intergalactic Spaceport	0	0	0	0	0	0	0	0
Greybull	South Big Horn County Airport	16	6	0	0	0	0	0	22
Guernsey	Camp Guernsey Army Airfield	10	0	0	0	0	0	0	10
Hulett	Hulett Municipal Airport	3	0	0	0	0	0	0	3
Jackson	Jackson Hole Airport	20	0	6	4	1	0	1	32
Kemmerer	Kemmerer Municipal Airport	5	0	0	0	0	0	0	5
Lander	Hunt Field	56	1	3	0	0	0	4	64
Laramie	Laramie Regional Airport	30	2	8	1	0	0	0	41
Lusk	Lusk Municipal Airport	7	0	0	0	0	0	0	7
Medicine Bow	Medicine Bow Airport	0	0	0	0	0	0	0	0
Newcastle	Mondell Field	9	0	0	0	0	0	4	13
Pine Bluffs	Pine Bluffs Municipal Airport	16	1	0	0	0	0	0	17
Pinedale	Ralph Wenz Field	27	1	0	0	2	0	0	30
Powell	Powell Municipal Airport	16	0	0	0	0	0	0	20
Rawlins	Rawlins Municipal - Harvey Field	11	0	0	0	0	0	0	12
Riverton	Riverton Regional Airport	41	3	2	0	3	0	2	51
Rock Springs	Rock Springs - Sweetwater County Airport	29	3	0	0	1	0	2	35
Saratoga	Shively Field	17	1	3	1	0	0	1	23
Sheridan	Sheridan County Airport	81	16	3	2	2	0	0	104
Shoshoni	Shoshoni Municipal Airport	2	0	0	0	0	0	0	2
Thermopolis	Hot Springs County Airport	1	0	0	0	0	0	0	1
Torrington	Torrington Municipal Airport	27	1	0	0	0	0	0	28
Upton	Upton Municipal Airport	2	0	0	0	0	0	0	2
Wheatland	Phifer Airfield	10	0	0	0	0	0	0	10
Worland	Worland Municipal Airport	12	2	0	0	9	0	0	23

Source: FAA, Airport 5010 Forms, Master Plans

3.7 Runway and Taxiway Infrastructure and Approaches

The runways and taxiways at an airport support aviation operations. Runway surfaces are long areas of pavement or turf used for the takeoff and landing of aircraft. Taxiways are paved or turf paths that take aircraft to and from the airport runways, and between different locations on the airport. The primary runway is normally able to accommodate the landing and takeoff of the airport's critical aircraft. The critical aircraft, or design aircraft, is the type of aircraft or group of aircraft with similar characteristics, which has at least 500 annual operations. Airports often have one or more secondary runways to support additional capacity and crosswind conditions for smaller aircraft. Taxiways associated with runways are also designed to match the design aircraft. The design standards for runways and taxiways are available in FAA AC 150/5300-13A *Airport Design*. To assist in access to runways and taxiways, airports may have airport lighting aids to guide aircraft on the ground and in the air. This includes edge lighting on taxiways and runways and visual and instrument approach lighting aids. Instrument approach procedures are published by the FAA and consist of a predetermined navigational procedures that guide aircraft to runways during periods of poor weather conditions. Runway data, airport lighting aids, taxiway data, and instrument approaches for the primary runway are summarized in this section and detailed, including information about secondary runways and approaches, in **Table 3-111**, **Table 3-112**, and **Table 3-113** at the end of this section.

3.7.1 Pavement Condition Index (PCI)

The Pavement Condition Index (PCI) is a measure of the condition of airport pavements. PCI is a scale of zero to 100, where the higher the score the better the pavement condition. PCI scores of 70 or greater indicate that the pavement is in acceptable condition. Pavements with a PCI of less than 70 may require rehabilitation or reconstruction, and are considered unacceptable. Unpaved airports (turf runways) are not given a PCI and do not have an associated surface condition rating. The PCI presented in this section is an average for all airport surfaces including aprons, taxiways and runways. Four out of every five paved airports in Wyoming (80%) have an acceptable PCI, which indicates they have a PCI of 70 or greater. The remaining seven paved airports (20%) have unacceptable PCI scores. A summary of the PCI scores and PCI ratings are shown in **Table 3-96** and **Table 3-97**, respectively. The PCI scores and ratings are detailed by airport in **Table 3-111**.

Table 3-96: Summary of Pavement Condition Index (PCI) Scores

PCI Score	Number of System Airports	Percentage of System Airports
86-100	6	17.1%
70-85	22	62.9%
56-69	5	14.2%
41-55	1	2.9%
26-40	0	0.0%
11-25	1	2.9%
0-10	0	0.0%
Total Paved Runways	**35**	**100%**
Not Applicable (non-paved runways)	*5*	
Total System Airports	**40**	

Source: WYDOT Aeronautics Division

Table 3-97: Summary of Pavement Condition Index (PCI) Ratings

PCI Rating	Number of System Airports	Percentage of System Airports
Acceptable (70 or more)	28	80.0%
Unacceptable (69 or less)	7	20.0%
Total Paved Runways	**35**	**100%**
Not Applicable (non-paved runways)	*5*	
Total System Airports	**40**	

Source: WYDOT Aeronautics Division

3.7.2 Runways

This section inventories the length, width, surface types, and pavement strengths of primary runways at Wyoming's airports. Additional details about secondary runways are presented in **Table 3-111** at the end of this section.

3.7.2.a Runway Orientation

The orientation of the runway refers to its directional alignment. The runway number is the compass heading of a runway rounded to the nearest ten degrees and its 180 degree reciprocal. For example, a runway oriented at 90 degrees (east) and the reciprocal of 270 degrees (west) in normally designated 09/27. Typically, runways are oriented in a direction that best aligns with the prevailing wind directions and terrain restrictions at the airport's location. Consequently, each airport will have a runway orientation that is best suited for its location. Therefore, this is not a universal trait that can be summarized and analyzed in this study.

3.7.2.b Primary Runway Length

The runway length is the distance, usually measured in feet, that aircraft have available to use during takeoff and landing. Published runway lengths are not always measured to the pavement ends. Runway length required depends on many factors, including the type and weight of an aircraft, the elevation (altitude) of the airport, and the air temperature. Runway lengths are based on the design aircraft and can be used in conjunction with FAA AC 150/5325-4B *Runway Length Requirements for Airport Design* to determine the required runway lengths at an airport.

Because of the high elevation and high summer average temperatures of many airports in Wyoming, runways are generally longer than in other areas of the United States. Thirty-five airports (87.5%) have a runway that is at least 5,000 feet long, including 25% of airports that have runways of 8,000 feet or greater. A summary of the runways lengths found at Wyoming airports is shown in **Table 3-98** and presented in detail in **Table 3-111**.

Table 3-98: Summary of Primary Runway Length

Runway Length	Number of System Airports	Percentage of System Airports
4,999 feet or less	5	12.5%
5,000 – 5,999 feet	9	22.5%
6,000 – 6,999 feet	9	22.5%
7,000 – 7,999 feet	7	17.5%
8,000 feet or greater	10	25.0%
Total System Airports	**40**	**100%**

Source: Airport 5010 Forms

3.7.2.c Primary Runway Width

Runway width is the lateral distance across a runway able to support the weight of an aircraft. Runway width standards are also based on the design aircraft (see section 3.7.2 Primary Runway Data: Primary Runway Length) and can be found in FAA AC 150/5300-13A. Wider runways are typically able to accommodate larger aircraft and provide a greater margin for safety in the event of loss of lateral control. Among Wyoming airports, 37.5%, 25.0%, and 22.5% of airports have primary runways that are 75 feet, 100 feet, and 150 feet wide, respectively. The remaining 15% of airports have primary runways with nonstandard widths between 75 and 100 feet or less than 75 feet wide. **Table 3-99** summarizes runway widths and provides the typical ARC associated with the runway width. Detailed widths by airport and runway are found in **Table 3-111**.

Table 3-99: Summary of Primary Runway Width

Runway Width	Number of System Airports	Percentage of System Airports
Less than 75 feet (A/B-I)	2	5.0%
75 feet (A/B-II or less)	15	37.5%
80 feet (A/B-II or less)	2	5.0%
90 feet (A/B-II or less)	2	5.0%
100 feet (A/B-III, C/D/E- II or less)	10	25.0%
150 feet (C/D/E-V or less)	9	22.5%
Total System Airports	**40**	**100%**

Source: Airport 5010 Forms; Runway widths and associated ARCs from FAA AC 150/5300-13A *Airport Design*

3.7.2.d Primary Runway Surface

There are three types of runway surfaces found at Wyoming airports: turf, asphalt, and concrete. Turf runways are normally grass, gravel, or dirt, and account for 12.5% of the primary runways. Two airports (5.0%) have concrete primary runways, and the majority of airports (82.5%) have asphalt paved runways. Asphalt is considered a more economical investment at Wyoming airports. A summary of runway surfaces is found in **Table 3-100** and presented by airport in in **Table 3-111**.

Table 3-100: Summary of Primary Runway Surface

Runway Surface	Number of System Airports	Percentage of System Airports
Concrete	2	5.0%
Asphalt	33	82.5%
Turf	5	12.5%
Total System Airports	**40**	**100%**

Source: Airport 5010 Forms

3.7.2.d Primary Runway Single and Dual Wheel Pavement Strength

Airport pavements are designed to support the weight of the aircraft that typically use the airport. The strength of a pavement surface depends on the wheel configuration of an aircraft's landing gear. Single wheel (SW) aircraft have only one tire (wheel) on each landing gear. Aircraft with two tires (wheels) on one landing gear are considered dual wheels (DW). Typically, the SW weight limit of pavements is lower than the DW weight limit because the weight can be spread out more evenly on DW aircraft. All paved airports in Wyoming have a SW weight strength listed on their ALP or Form 5010 Master Record, while not all runways have a DW strength because the runway is not anticipated to be available to DW aircraft. Pavement strength is not considered for non-paved airports and therefore, have been removed from the system airport counts and percentages in this section. **Table 3-101** summaries the SW strength and **Table 3-102** provides a summary of DW strengths. Pavement strengths are presented by runway in **Table 3-111**.

Table 3-101: Summary of Single Wheel (SW) Pavement Strength

SW Pavement Strength	Number of System Airports	Percentage of System Airports
Less than 12,500	1	2.9%
12,500 – 24,999 pounds	13	37.1%
25,000 – 44,999 pounds	7	20.0%
45,000 – 64,999 pounds	6	17.1%
65,000 – 84,999 pounds	3	8.6%
85,000 – 104,999 pounds	3	8.6%
105,000 pounds or greater	2	5.7%
Total Paved Runways	**35**	**100%**
Not Applicable (non-paved runways)	*5*	
Total System Airports	**40**	

Source: Airport 5010 Forms

Table 3-102: Summary of Dual Wheel (DW) Pavement Strengths.

DW Pavement Strength	Number of System Airports	Percentage of System Airports
Less than 30,000	4	11.4%
30,000 – 59,999 pounds	5	14.3%
60,000 – 99,999 pounds	7	20.0%
100,000 – 149,999 pounds	5	14.3%
150,000 pounds or greater	4	11.4%
No DW strength given	10	28.6%
Total Paved Runways	**35**	**100%**
Not Applicable (non-paved runways)	*5*	
Total System Airports	**40**	

Source: Airport 5010 Forms

3.7.3 Primary Runway Lighting Aids

Runway lighting aids provide visual cues for pilots during nighttime and low visibility weather conditions. Runway lighting aids for primary runways are inventoried in this section.

3.7.3.a Primary Runway Edge Lighting

The purpose of runway edge lighting is to delineate the edge of the runway surface during nighttime and low visibility conditions. Runway lights also assist pilots in determining

the beginning and end of the runway surface, as well as the available distance remaining during takeoff and landing. Runway edge lighting is available in three intensities: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL) and Low Intensity Runway Lights (LIRL). Normally, the intensity designation signifies the highest intensity available, with the ability in some instances for lighting to be adjusted to lower intensities as needed. Of the 40 airports in Wyoming, a majority (67.5%) of primary runways have MIRL and nine airports (22.5%) have HIRL. No airports have LIRL, and one airport has unlighted edge markers on the primary runway. Three airports (7.5%) have no lighting or edge markers. A summary of primary runway edge lighting is found in **Table 3-103** and show by airport in **Table 3-112**.

Table 3-103: Summary of Primary Runway Edge Lighting

Runway Edge Lights	Number of System Airports	Percentage of System Airports
HIRL	9	22.5%
MIRL	27*	67.5%
LIRL	0	0.0%
Edge Markers	1	2.5%
No Lighting/No Edge Markings	3	7.5%
Total System Airports	**40**	**100%**

Note: *Cokeville (U06) and Upton (83V) MIRL out of service indefinitely.
Source: Airport 5010 Forms

3.7.3.b Primary Runway Approach Lighting Systems (ALS)

Approach Lighting Systems (ALS) are located prior to the runway threshold and designed to assist a pilot transitioning to visual flight from instrument flight conditions. It can also assist in locating the runway in low visibility or nighttime conditions. Descriptions of selected ALS are outlined below. A summary of approach lighting systems installed is shown in **Table 3-104**. Because only one ALS can be installed on each runway end, and therefore a primary runway could have an ALS at each end, this summary table provides ALS by the total number of primary runway ends. **Table 3-112** at the end of this section presents ALS by airport and runway.

- *ODALS* – The Omnidirectional Approach Light System (ODALS) consists of a series of flashing lights aligned along the centerline of the runway prior to the runway threshold and a pair of Runway End Identifier Lights (REIL).

- *MALS* – The Medium Approach Light System (MALS) contains a series of light bars and runway threshold lights that assist a pilot with aircraft orientation during low visibility conditions.

- *MALSR* – When sequenced, flashing lights are added to the MALS along the runway centerline, the MALS becomes a Medium Approach Light System with Runway Alignment Indicator Lights (MALSR). The MALS and MALSR are typically found on runways with precision approaches (down to half-mile visibility).

Table 3-104: Summary of Primary Approach Lighting Systems (ALS)

ALS Type	Number of Runway Ends	Percentage of Runways Ends
ODALS	3*	2.5%
MALS	2	2.5%
MALSR	7	8.8%
No ALS	68	86.2%
Total Primary Runway Ends	**80**	**100%**

*Laramie has ODALS on one end of their crosswind runway (instead of their primary runway) which was counted in this evaluation.
Source: Airport 5010 Forms

3.7.3.c Primary Runway End Identifier Lights (REIL)

Runway End Identifier Lights (REIL) are a pair of lights that flash simultaneously located on both sides of the runway just off the edge of the pavement, adjacent to the threshold. These lights aid pilots in locating the runway during periods of low visibility, or during nighttime in areas with many other light sources or featureless terrain. The REIL can be installed at one or both ends of a runway. It is important to note that an ALS and a separate REIL system are not installed on the same approach end. Therefore, runways with REIL at one end only may have an ALS at the other end. A summary of primary runways with REIL installed at one or both ends are shown in **Table 3-105** and given by airport in **Table 3-112**.

Table 3-105: Summary of Primary Runway REIL

Primary Runway REILs	Number of Runway Ends	Percentage of Runways Ends
REIL Installed	43	53.7%
No REIL	37	46.3%
Total Primary Runway Ends	**80**	**100%**

Source: Airport 5010 Forms

3.7.4 Primary Runway Visual Glideslope Indicators (VGSI)

A Visual Glideslope Indicator (VGSI) gives a visual confirmation that a pilot is on the proper glideslope (angle of descent) to a runway and assists the aircraft in maintaining obstacle clearance. VGSIs are normally a series of red and white light beams arranged upward at varying angles to provide vertical guidance to a runway. Because VGSIs are entirely ground-based equipment and only require pilots to maintain visual contact with the VGSI, all aircraft can take advantage of this visual aid. There are two primary types of VGSIs: the Visual Approach Slope Indicator (VASI) and the Precision Approach Path Indicator (PAPI). Although both VGSIs serve a similar purpose, their visual indications are arranged differently and can each be installed in various configurations. **Table 3-106** summarizes the VGSI found on primary runways in Wyoming and **Table 3-112** shows the details of VGSI by type and airport.

- *PAPI* – The PAPI is a single row of two (2-box) or four (4-box) light units aligned laterally (left to right), usually to the left side of the runway when on approach to land. The 2-box PAPI is commonly found on runways that do not have instrument approach guidance and runways where failure to maintain glide path would present a hazard. Four-box PAPI units are common on runways that support jet aircraft operations. The

2-box PAPI indicates if an aircraft is high, low or on approach slope, whereas the 4-box PAPI has the advantage of showing the same indications, plus if an aircraft is slightly high or slightly low.

- *VASI* – A VASI provides vertical guidance during visual weather conditions. The VASI installations used at Wyoming airports consist of two rows (2-bar) of lights, arranged one behind the other, with one or two light units in each row. A VASI with one light in each row is known as a Simplified Abbreviated VASI (SAVASI). A 2-bar VASI provides an indication if the aircraft is below, on, or above glide path. The VASI is normally located at the left side of the runway like a PAPI. Other variations of VASIs are available, some with three rows of lights (3-bar) to provide a high and low glide path, and some installed on both sides of the runway; however, these alternative installations are not used at Wyoming airports.

Table 3-106: Summary of Primary Runway Visual Glideslope Indicators (VGSI)

VGSI Type	Number of Runway Ends	Percentage of Runways Ends
PAPI	63	78.8%
VASI	2	2.5%
SAVASI	2*	2.5%
No VGSI	13	16.2%
Total Primary Runway Ends	**80**	**100%**

Note: *Upton (83V) SAVASI (both ends) out of service indefinitely.
Source: Airport 5010 Forms

3.7.5 Taxiways

Taxiways provide connections between runways, hangars, and apron areas. Aircraft normally move on taxiways on their own power under the control of the pilot, known as "taxiing." The taxiways are also used by snow removal, ARFF equipment, or maintenance vehicles. The design standards for taxiways are provided in FAA AC 150/5300-13A *Airport Design*.

3.7.5.a Type of Lighting for Taxiways Associated with the Primary Runway

Taxiway lights and reflectors delineate the taxiway edge during periods of low visibility weather or nighttime operations. Medium Intensity Taxiway Lights (MITL) or reflective edge makers that can be seen when aircraft or vehicle lights illuminate the reflectors, or a combination of both, are used along taxiway edges at Wyoming airports. A majority of airports (62.5%) have MITL on the taxiways that connect to primary runways only and 12.5% have reflectors. Eight airports (20.0%) have no reflectors or taxiway lighting to the primary runway. A summary of lighting for taxiways that connect to primary runways is shown in **Table 3-107** and presented by airport in **Table 3-112**.

Table 3-107: Summary of Type of Lighting for Taxiways Associated with the Primary Runway

Taxiway Lighting Type	Number of System Airports	Percentage of System Airports
MITL	25	62.5%
MITL and Reflectors	2	5.0%
Reflectors	5	12.5%
No Taxiway Lighting	8	20.0%
Total System Airports	**40**	**100%**

Source: Master Plans and ALPs

3.7.5.b Type of Taxiway Associated with the Primary Runway

There are three types of taxiways that connect to primary runways at Wyoming airports. Partial and Full Parallel taxiways assist in moving aircraft to and from runways and minimize or eliminate the time an aircraft is on the runway for other than takeoff or landing. Direct Connector taxiways may require aircraft to taxi on the runway to get into position for takeoff or to exit the runway after landing. A description of taxiway types is provided below and a summary of the type of taxiways associated with the primary runway is shown in **Table 3-108** and detailed by airport and runway in **Table 3-112**.

- *Direct Connector* – A Direct Connector taxiway does not run parallel to the runway, but provides a connection to a single point along the runway. Direct connector taxiways that adhere to design standards will have a turn so that there is not a direct connection between the apron and the runway.

- *Full Parallel* – A Full Parallel taxiway parallels the entire runway length and provides access to each end of the runway, and often multiple intermediate points between runway ends.

- *Partial Parallel* – A Partial Parallel taxiway also parallels the runway and may connect in several locations, but it does not run parallel to the entire length of the runway.

Table 3-108: Summary of Type of Taxiway Associated with the Primary Runway

Taxiway Type	Number of System Airports	Percentage of System Airports
Direct Connector	14	35.0%
Full Parallel	18	45.0%
Partial Parallel	8	20.0%
Total System Airports	**40**	**100%**

Source: Master Plans and ALPs

3.7.5.c Taxiway Separation Distance from the Primary Runway

The separation distance between the parallel taxiway centerline and the runway centerline is used in some instances to determine what type of aircraft can operate on adjacent taxiways during certain weather conditions. This standard and separation distance relate to Approach Reference Code (APRC) and Departure Reference Code (DPRC) as presented in FAA AC 150/5300-13A *Airport Design*, and provide safe passing for aircraft. Direct Connector taxiways, which account for 35.0% of the primary runway taxiways in Wyoming, do not have a separation distance. Where airports have a parallel

taxiway, a separation distance of 400 feet is most common, making up 27.5% of airports. A summary of the primary runway to taxiway separation distance is shown in **Table 3-109** and detailed by airport in **Table 3-112**.

Table 3-109: Summary of Taxiway Separation Distance from the Primary Runway

Taxiway Separation Distance	Number of System Airports	Percentage of System Airports
Less than 240 feet	4	10.0%
240 feet	2	5.0%
300 feet	5	12.5%
400 feet	11	27.5%
500 feet or greater	4	10.0%
NA (Direct Connector Taxiway)	14	35.0%
Total System Airports	**40**	**100%**

Source: Master Plans and ALPs

3.7.6 Primary Runway Approach Procedures

Approach procedures are used during periods of poor weather, including reduced visibility and low cloud cover. These conditions are known as Instrument Metrological Conditions (IMC) and aircraft flown in IMC operate using Instrument Flight Rules (IFR). During IFR operations, aircraft may not be able to see the ground, runway, other aircraft, and high terrain, such as mountains. Instrument approaches, published by the FAA, allow aircraft to navigate safely to airport runways during IMC, through a series of charted altitude and course changes. Instrument approaches are critical to Wyoming's airports to increase safety during nighttime operations and when outside visual cues are reduced. Not all airports have published instrument approach procedures and when absent, pilots must rely on outside visual cues to navigate to the airport and/or runway. A brief description of the types of approaches found in the WYSASP is provided below. A summary of the approach types available to primary runways is shown in **Table 3-110.** A list of all approaches at individual Wyoming airports is presented in **Table 3-113**.

- *Precision Approach* – A precision approach is normally accomplished through a ground-based Instrument Landing System (ILS) which provides both vertical (glideslope) and lateral or horizontal (localizer) guidance to a runway. Typically, an ILS allows aircraft to descend to a height of 200 feet above the runway threshold and land with visibility down to one-half (1/2) mile.

- *Non-precision Approach* – A non-precision approach historically provides lateral guidance to the runway through the use of ground based radio beacons, such as a very-high frequency (VHF) omnidirectional range (VOR), nondirectional radio beacon (NDB), or localizer (LOC). Aircraft equipment that can tune multiple VOR radios and interpret positions is known as area navigation (RNAV), allowing for navigation in any area with appropriate radio coverage. Most RNAV approach capabilities have now been replaced using Global Positioning System (GPS) satellite navigation inputs. This has resulted in airports and aircraft relying on GPS for approaches, known as RNAV (GPS). Some of these RNAV (GPS) approaches now offer vertical guidance (VNAV), and

can offer approach minimums similar to precision approaches and precise approaches with curved paths using Required Navigation Performance (RNP).

- *Visual Approach* – In the absence of an approach procedure and instrument guidance, pilots must rely on visual references and aids to navigate to airport runways.

Table 3-110: Summary of Primary Runway Approach Type

Primary Approach Type	Number of System Airports	Percentage of System Airports
Precision	8	20.0%
Non-Precision	21	52.5%
Visual	11	27.5%
Total System Airports	**40**	**100%**

Source: FAA Terminal Procedures

Table 3-111: Runway/Taxiway Summary I

Airport Name	Associated City	PCI Score	PCI Rating	Runway	Runway Length (feet)	Runway Width (feet)	Runway Surface	SW Pavement Strength (pounds)	DW Pavement Strength (pounds)
Afton	Afton-Lincoln County Municipal Airport	84	Acceptable	16/34	7,025	75	Asphalt	24,000	NA
Big Piney	Miley Memorial Field	76	Acceptable	13/31	6,803	75	Asphalt	45,000	60,000
				08/26	3,300	60	Turf	NA	NA
Buffalo	Johnson County Airport	83	Acceptable	13/31	6,143	75	Asphalt	12,500	
Casper	Casper/Natrona County International Airport	64	Unacceptable	03/21	10,164	150	Asphalt	130,000	170,000
				08/26	8,677	150	Asphalt	85,000	140,000
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	72	Acceptable	09/27	9,270	150	Concrete	75,000	140,000
Cody	Yellowstone Regional Airport	80	Acceptable	04/22	8,266	100	Asphalt	45,000	80,000
Cokeville	Cokeville Municipal Airport	21	Unacceptable	15/33	3,400	60	Asphalt	10,000	NA
Cowley	North Big Horn County Airport	78	Acceptable	09/27	5,200	75	Asphalt	12,500	30,000
				16/34	1,880	65	Turf	NA	NA
Dixon	Dixon Airport	83	Acceptable	06/24	7,000	75	Asphalt	24,500	NA
Douglas	Converse County Airport	72	Acceptable	11/29	6,532	100	Asphalt	20,000	40,000
Dubois	Dubois Municipal Airport	69	Unacceptable	10/28	6,700	75	Asphalt	12,500	NA
Evanston	Evanston-Uinta County Burns Field	70	Acceptable	05/23	7,300	100	Asphalt	30,000	70,000
Fort Bridger	Fort Bridger Airport	81	Acceptable	04/22	6,404	75	Asphalt	12,500	20,000
Gillette	Gillette - Campbell County Airport	91	Acceptable	16/34	7,500	150	Concrete	70,000	110,000
				03/21	5,803	75	Concrete	40,000	60,000
Glendo	Thomas Memorial Airport	Turf	NA	16/34	4,397	70	Turf	NA	NA
Green River	Greater Green River Intergalactic Spaceport	Turf	NA	04/22	6,178	150	Turf	NA	NA
Greybull	South Big Horn County Airport	75	Acceptable	16/34	7,000	150	Asphalt	85,000	150,000
				7/25	3,950	75	Asphalt	12,500	NA
Guernsey	Camp Guernsey Army Airfield	62	Unacceptable	14/32	5,060	90	Asphalt	120,000	175,000
Hulett	Hulett Municipal Airport	94	Acceptable	13/31	5,500	75	Asphalt	12,500	NA
Jackson	Jackson Hole Airport	86	Acceptable	01/19	6,300	150	Asphalt	75,000	200,000
Kemmerer	Kemmerer Municipal Airport	78	Acceptable	16/34	8,200	75	Asphalt	18,000	27,000
				04/22	2,671	60	Concrete	9,000	45,000
				10/28	3,270	60	Turf	NA	NA
Lander	Hunt Field	61	Unacceptable	03/21	5,007	100	Asphalt	30,000	NA

Table 3-111: Runway/Taxiway Summary I

Airport Name	Associated City	PCI Score	PCI Rating	Runway	Runway Length (feet)	Runway Width (feet)	Runway Surface	SW Pavement Strength (pounds)	DW Pavement Strength (pounds)
Laramie	Laramie Regional Airport	81	Acceptable	03/21	8,500	150	Asphalt	86,000	105,000
				12/30	6,300	100	Asphalt	86,000	150,000
Lusk	Lusk Municipal Airport	94	Acceptable	10/28	5,058	75	Asphalt	12,500	27,000
Medicine Bow	Medicine Bow Airport	Turf	NA	10/28	3,170	80	Turf	NA	NA
Newcastle	Mondell Field	85	Acceptable	14/32	5,310	75	Asphalt	30,000	NA
				04/22	1,670	60	Turf	NA	NA
Pine Bluffs	Pine Bluffs Municipal Airport	75	Acceptable	08/26	5,330	75	Asphalt	12,500	NA
Pinedale	Ralph Wenz Field	77	Acceptable	11/29	8,900	100	Asphalt	45,000	65,000
Powell	Powell Municipal Airport	75	Acceptable	13/31	6,200	100	Asphalt	15,000	27,500
				03/21	2,600	100	Turf	NA	NA
				17/35	2,700	100	Turf	NA	NA
Rawlins	Rawlins Municipal - Harvey Field	82	Acceptable	04/22	7,008	100	Asphalt	30,000	60,000
				11/29	4,323	60	Asphalt	12,000	NA
Riverton	Riverton Regional Airport	62	Unacceptable	10/28	8,201	150	Asphalt	85,000	110,000
				01/19	4,800	75	Asphalt	30,000	50,000
Rock Springs	Rock Springs - Sweetwater County Airport	71	Acceptable	09/27	10,000	150	Asphalt	55,000	110,000
				03/21	5,226	75	Asphalt	12,000	25,000
Saratoga	Shively Field	84	Acceptable	05/23	8,801	100	Asphalt	30,000	50,000
Sheridan	Sheridan County Airport	88	Acceptable	15/33	8,301	100	Asphalt	60,000	75,000
				06/24	5,039	75	Asphalt	36,000	50,000
Shoshoni	Shoshoni Municipal Airport	Turf	NA	08/26	4,650	90	Turf	NA	NA
				11/29	2,950	75	Turf	NA	NA
Thermopolis	Hot Springs County Airport	100	Acceptable	05/23	6,370	75	Asphalt	30,000	45,000
Torrington	Torrington Municipal Airport	73	Acceptable	10/28	5,703	75	Asphalt	33,000	45,000
				02/20	3,001	60	Asphalt	Not Available	NA
Upton	Upton Municipal Airport	Turf	NA	13/31	3,710	80	Turf	NA	NA
Wheatland	Phifer Airfield	54	Unacceptable	08/26	5,900	75	Asphalt	15,000	NA
Worland	Worland Municipal Airport	76	Acceptable	16/34	7,000	100	Asphalt	50,000	70,000
				10/28	2,500	60	Turf	NA	NA
				04/22	2,240	60	Turf	NA	NA

Source: WYDOT Aeronautics Division, Airport 5010 Forms

Table 3-112: Runway/Taxiway Summary II

Associated City	Airport Name	Runway	Runway Edge Lighting	ODALS	MALS	MALSR	REIL	PAPI	VASI	Taxiway Lighting	Taxiway Type	Taxiway Separation Distance (ft)
Afton	Afton-Lincoln County Municipal Airport	16/34	MIRL				✓	✓		Reflectors	Full Parallel	300
Big Piney	Miley Memorial Field	13/31	MIRL				✓	✓		Reflectors	Direct Connector	NA
		08/26	None							None	Direct Connector	NA
Buffalo	Johnson County Airport	13/31	MIRL				✓	✓		MITL and Reflectors	Partial Parallel	240
Casper	Casper/Natrona County International Airport	03/21	HIRL			✓	✓		✓	MITL	Full Parallel	538
		08/26	HIRL			✓	✓		✓	MITL	Partial Parallel	500
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	09/27	HIRL			✓	✓	✓		MITL	Full Parallel	530
		13/31	MIRL				✓		✓	MITL	Full Parallel	360
Cody	Yellowstone Regional Airport	04/22	HIRL				✓	✓		MITL	Full Parallel	400
Cokeville*	Cokeville Municipal Airport	15/33	MIRL							None	Direct Connector	NA
Cowley	North Big Horn County Airport	09/27	MIRL				✓	✓		MITL	Direct Connector	NA
		16/34	None							None	Direct Connector	NA
Dixon	Dixon Airport	06/24	MIRL				✓	✓		MITL	Partial Parallel	217.5
Douglas	Converse County Airport	11/29	MIRL				✓	✓		Reflectors	Full Parallel	200
		5/23	MIRL							Reflectors	Direct Connector	NA
Dubois	Dubois Municipal Airport	10/28	MIRL				✓	✓		MITL	Direct Connector	NA
Evanston	Evanston-Uinta County Burns Field	05/23	HIRL			✓	✓	✓		MITL	Full Parallel	400
Fort Bridger	Fort Bridger Airport	04/22	MIRL				✓	✓		MITL	Direct Connector	NA
		07/25	None							None	None	NA
Gillette	Gillette - Campbell County Airport	16/34	HIRL			✓	✓	✓		MITL	Partial Parallel	400
		03/21	MIRL				✓	✓		MITL	Partial Parallel	300
Glendo	Thomas Memorial Airport	16/34	None							None	Direct Connector	NA
Green River	Greater Green River Intergalactic Spaceport	04/22	None							None	Direct Connector	NA
Greybull	South Big Horn County Airport	16/34	MIRL				✓	✓		MITL	Full Parallel	400
		7/25	None							MITL	Direct Connector	NA
Guernsey	Camp Guernsey Army Airfield	14/32	MIRL					✓		MITL	Partial Parallel	520
Hulett	Hulett Municipal Airport	13/31	MIRL				✓	✓		Reflectors	Full Parallel	300
Jackson	Jackson Hole Airport	01/19	HIRL		✓			✓		MITL	Full Parallel	400

Table 3-112: Runway/Taxiway Summary II

Associated City	Airport Name	Runway	Runway Edge Lighting	ODALS	MALS	MALSR	REIL	PAPI	VASI	Taxiway Lighting	Taxiway Type	Taxiway Separation Distance (ft)
Kemmerer	Kemmerer Municipal Airport	16/34	MIRL				✓	✓		MITL	Direct Connector	NA
		04/22	MIRL						✓	None	Direct Connector	NA
		10/28	None							None	Direct Connector	NA
Lander	Hunt Field	03/21	MIRL					✓		Reflectors	Full Parallel	165
Laramie	Laramie Regional Airport	03/21	MIRL				✓	✓		MITL	Partial Parallel	400
		12/30	MIRL	✓			✓	✓	✓	MITL	Full Parallel	400
Lusk	Lusk Municipal Airport	10/28	MIRL				✓	✓		None	Direct Connector	NA
Medicine Bow	Medicine Bow Airport	10/28	Markers							None	Direct Connector	NA
		06/24	None							None	Direct Connector	NA
Newcastle	Mondell Field	14/32	MIRL	✓			✓	✓		None	Direct Connector	NA
		04/22	None							None	Direct Connector	NA
Pine Bluffs	Pine Bluffs Municipal Airport	08/26	MIRL				✓	✓		MITL and Reflectors	Partial Parallel	300
Pinedale	Ralph Wenz Field	11/29	MIRL				✓	✓		MITL	Full Parallel	400
Powell	Powell Municipal Airport	13/31	MIRL				✓	✓		MITL	Partial Parallel	240
		03/21	None							None	Direct Connector	NA
		17/35	None							None	Direct Connector	NA
Rawlins	Rawlins Municipal - Harvey Field	04/22	MIRL				✓	✓		MITL	Full Parallel	300
		11/29	MIRL				✓			None	Direct Connector	NA
Riverton	Riverton Regional Airport	10/28	HIRL			✓	✓	✓		MITL	Full Parallel	400
		01/19	MIRL				✓	✓		MITL	Full Parallel	300
Rock Springs	Rock Springs - Sweetwater County Airport	09/27	HIRL	✓		✓		✓		MITL	Full Parallel	400
		03/21	MIRL				✓	✓		MITL	Partial Parallel	400
Saratoga	Shively Field	05/23	MIRL				✓	✓		MITL	Full Parallel	400
Sheridan	Sheridan County Airport	15/33	HIRL			✓	✓	✓		MITL	Full Parallel	500
		06/24	MIRL				✓	✓		MITL	Full Parallel	320

Table 3-112: Runway/Taxiway Summary II

Associated City	Airport Name	Runway	Runway Edge Lighting	ODALS	MALS	MALSR	REIL	PAPI	VASI	Taxiway Lighting	Taxiway Type	Taxiway Separation Distance (ft)
Shoshoni	Shoshoni Municipal Airport	08/26	None							None	Direct Connector	NA
		11/29	None							None	Direct Connector	NA
Thermopolis	Hot Springs County Airport	05/23	MIRL				✓	✓		MITL	Full Parallel	400
Torrington	Torrington Municipal Airport	10/28	MIRL				✓	✓		MITL	Partial Parallel	200
		02/20	None							None	Direct Connector	NA
Upton†	Upton Municipal Airport	13/31	MIRL						✓	None	Direct Connector	NA
Wheatland	Phifer Airfield	08/26	MIRL					✓		MITL	Direct Connector	NA
Worland	Worland Municipal Airport	16/34	MIRL				✓	✓		MITL	Full Parallel	300
		10/28	None							None	Direct Connector	NA
		04/22	None							None	Direct Connector	NA

Note: *Cokeville Municipal Airport MIRL out of service indefinitely.

†Upton Municipal Airport SAVASI and MIRL out of service indefinitely.

Source: Airport 5010 Forms Master Plans and ALPs

Table 3-113: Runway/Taxiway Summary III

Associated City	Airport Name	Primary Runway Approach Type	Primary Approach Runway	Primary Runway Procedure	Additional Approach Procedures
Afton	Afton-Lincoln County Municipal Airport	Non-Precision	16	RNAV/GPS	RNAV/GPS RWY 32
Big Piney	Miley Memorial Field	Non-Precision	31	RNAV/GPS	VOR/TVOR RWY 31
Buffalo	Johnson County Airport	Non-Precision	31	RNAV/GPS	VOR/TVOR RWY 31
Casper	Casper/Natrona County International Airport	Precision[3]	03	ILS	RNAV/GPS RWY 3 RNAV/GPS RWY 8 RNAV/GPS RWY 21 RNAV/GPS RWY 26 VOR/TVOR RWY 3 VOR/TVOR RWY 21
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	Precision	27	ILS	RNAV/GPS RWY 9 RNAV/GPS RWY 13 RNAV/GPS RWY 27 RNAV/GPS RWY 31 NDB RWY 27 VOR/TVOR (circling)
Cody	Yellowstone Regional Airport	Non-Precision	22	RNAV/GPS	RNAV/GPS (circling) VOR/TVOR (circling)
Cokeville	Cokeville Municipal Airport	Visual		Visual only	
Cowley	North Big Horn County Airport	Non-Precision	09	RNAV/GPS	NDB RWY 9
Dixon	Dixon Airport	Non-Precision[1]		Visual only	
Douglas	Converse County Airport	Non-Precision	11	RNAV/GPS	RNAV/GPS RWY 29 VOR RWY 29
Dubois	Dubois Municipal Airport	Visual		Visual only	
Evanston	Evanston-Uinta County Burns Field	Precision	23	ILS	RNAV/GPS RWY 5 RNAV/GPS RWY 23 VOR/TVOR RWY 5 VOR/TVOR RWY 23
Fort Bridger	Fort Bridger Airport	Non-Precision	22	RNAV/GPS	VOR/TVOR RWY 22
Gillette	Gillette - Campbell County Airport	Precision	34	ILS	RNAV/GPS RWY 16 RNAV/GPS RWY 34 VOR/TVOR RWY 16 VOR/TVOR RWY 34

Table 3-113: Runway/Taxiway Summary III

Associated City	Airport Name	Primary Runway Approach Type	Primary Approach Runway	Primary Runway Procedure	Additional Approach Procedures
Glendo	Thomas Memorial Airport	Visual		Visual only	
Green River	Greater Green River Intergalactic Spaceport	Visual		Visual only	
Greybull	South Big Horn County Airport	Non-Precision	34	RNAV/GPS	RNAV/GPS RWY 7 NDB RWY 34
Guernsey	Camp Guernsey Army Airfield	Non-Precision	32	RNAV/GPS	NDB RWY 32
Hulett	Hulett Municipal Airport	Non-Precision	13	RNAV/GPS	RNAV/GPS (circling)
Jackson	Jackson Hole Airport	Precision	19-Y	ILS	ILS-Z RWY 19 RNP RWY 1 RNP RWY 19 RNAV/GPS RWY 1 RNAV/GPS RWY 19 VOR/TVOR RWY 1 VOR/TVOR RWY 19
Kemmerer	Kemmerer Municipal Airport	Non-Precision	16	RNAV/GPS	RNAV/GPS RWY 34
Lander	Hunt Field	Visual[2]		Visual only	
Laramie	Laramie Regional Airport	Non-Precision	03	RNAV/GPS	RNAV/GPS RWY 12 RNAV/GPS RWY 21 RNAV/GPS RWY 30 VOR/TVOR RWY 12 VOR/TVOR RWY 30
Lusk	Lusk Municipal Airport	Visual		Visual only	
Medicine Bow	Medicine Bow Airport	Visual		Visual only	
Newcastle	Mondell Field	Non-Precision	14	RNAV/GPS	RNAV/GPS RWY 32 VOR/TVOR RWY 32
Pine Bluffs	Pine Bluffs Municipal Airport	Visual		Visual only	
Pinedale	Ralph Wenz Field	Non-Precision	11	RNAV/GPS	RNAV/GPS RWY 29 NDB (circling)

Table 3-113: Runway/Taxiway Summary III

Associated City	Airport Name	Primary Runway Approach Type	Primary Approach Runway	Primary Runway Procedure	Additional Approach Procedures
Powell	Powell Municipal Airport	Non-Precision	13	RNAV/GPS	RNAV/GPS RWY 31 NDB RWY 31
Rawlins	Rawlins Municipal - Harvey Field	Non-Precision	22	RNAV/GPS	
Riverton	Riverton Regional Airport	Precision	28	ILS	RNAV/GPS RWY 10 RNAV/GPS RWY 28 VOR/TVOR RWY 10 VOR/TVOR RWY 28
Rock Springs	Rock Springs - Sweetwater County Airport	Precision	27	ILS	RNAV/GPS RWY 9 RNAV/GPS RWY 27 VOR/TVOR RWY 9 VOR/TVOR RWY 27
Saratoga	Shively Field	Non-Precision	05	RNAV/GPS	RNAV/GPS (circling) NDB (circling)
Sheridan	Sheridan County Airport	Precision	33	ILS	RNAV/GPS RWY 15 RNAV/GPS RWY 33 VOR/TVOR RWY 15
Shoshoni	Shoshoni Municipal Airport	Visual		Visual only	
Thermopolis	Hot Springs County Airport	Non-Precision	05	RNAV/GPS	RNAV/GPS RWY 23
Torrington	Torrington Municipal Airport	Non-Precision	10	RNAV/GPS	RNAV/GPS RWY 28 NDB RWY 10 NDB RWY 28
Upton	Upton Municipal Airport	Visual		Visual only	
Wheatland	Phifer Airfield	Visual		Visual only	RNAV/GPS (circling)
Worland	Worland Municipal Airport	Non-Precision	16	RNAV/GPS	RNAV/GPS RWY 34 VOR/TVOR RWY 16

NDB = NDB approach
ILS = ILS; ILS or LOC; LOC/DME approaches
RNAV/GPS = RNAV (GPS); GPS approaches
VOR/TVOR = VOR; VOR/DME; TACAN approaches
RNP = RNAV (RNP) approach
Notes:
[1]RNAV/GPS RWY 24 expected 10/2017
[2]RNAV/GPS RWY 24 expected in 2019
[3]ILS or LOC RWY 8 expected to be decommissioned
Source: FAA Terminal Procedures

3.8 Airport Events

Airport events, such as airshows, fly-ins, etc., can be a great opportunity for the local community and aviation enthusiasts to socialize and familiarize themselves with the airport and the role it plays in their local region. Airshows and fly-in events can bring visitors from near and far to an airport and can serve as great marketing and revenue-generating opportunities. Several of Wyoming's airports host airport events, as shown in **Table 3-114**. Percentages do not equal 100 as some airports host multiple events and others do not host any events. A listing of events by airport can be found alongside airport services in **Table 3-88**.

Table 3-114: Summary of Airports with Air Shows, Fly-Ins and Other Events

Airshows/Fly-Ins/Other Events	Number of System Airports	Percentage of System Airports
Airshows	3	7.5%
Fly-Ins	13	32.5%
Other Events	5	12.5%

Source: Calls with Airport Managers

Note: Percentages do not equal 100 as some airports host multiple events and others do not host any.

3.9 Summary

An incredible amount of investment has been made into Wyoming's aviation system, as demonstrated in this chapter. Keeping a record of the infrastructure and facilities present at the 40 system airports provides a historical look at the progress and enhancement of the system as a whole. The information cataloged for this inventory will be evaluated against system goals, performance measures, and objectives in Chapter 5 - System Analysis to help identify areas for improvement and future resource allocation.

CHAPTER 4 – SYSTEM FORECASTS

4.0 General Information

Developing projections of aviation activity is a required and important component of system plans. Forecasting serves several purposes, including:

- Evaluating if the current system can meet future demands
- Estimating capital improvement projects at airports that may be necessary in the future as the result of changes in activity
- Assisting in classification of airports within the Wyoming system

Projections of aviation activity for the 40 airports included in the Wyoming State Aviation System Plan (WYSASP) are summarized in this chapter. Detailed individual airport projections are provided in **Appendix C**. These forecasts include the aviation activities for aircraft operations, based aircraft, and enplanements (at commercial service airports) for the 20-year planning period. The base year for the forecasts is 2015, as this is the last complete year for which data was available at the time of development. Projections of aviation activity were developed at 5-year increments for the years 2020, 2025, 2030, and 2035. The forecasts developed and presented in this study are for general informational purposes only. They are not intended to take the place of individual airport planning studies, such as airport master plans. Instead, they are designed to be an additional resource for airports when considering projections of future aviation activity.

The comprehensive inventory of the 40 public use airports, developed as part of this study, provided the most recent data used in preparation of the forecasts. Several methodologies were explored as part of the forecasting task. A discussion of each of the methodologies and which method was selected is included this chapter.

Also included in this chapter is information about the socioeconomic trends that Wyoming has experienced in the past, as well as trends that Wyoming is presently facing, and a summary of anticipated future trends. The purpose of this discussion is to understand the forces that drive aviation activity and demand in Wyoming.

As a state, Wyoming has historically relied on a robust energy production industry. Coal, natural gas, and oil production have played a vital role in shaping the state's economy and tax revenue, in turn driving population, income, and employment changes in the state. Another sector of the economy discussed is tourism. National park visits, combined with a large recreation and outdoor sports industry, affects aviation activity within the state.

The following sections contain information about trends, methods, and aviation forecasts for Wyoming:

4.1 Wyoming's Economy
4.2 Statewide Demographic and Socioeconomic Trends
4.3 National US Aviation Industry Trends
4.4 Forecasting Methodology
4.5 Projections of Aviation Activity
4.6 Summary

4.1 Wyoming's Economy

A summary of economic trends and conditions in Wyoming is presented in this chapter. The FAA Aerospace Forecast (FY 2016-2036) states: "Fundamentally, over the medium and long term, demand for aviation is driven by economic activity." In Wyoming, economic conditions are driven by two large industries: energy production and tourism. In addition to these two industries, other leading private sectors in the state economy include retail trade, construction, and health care.

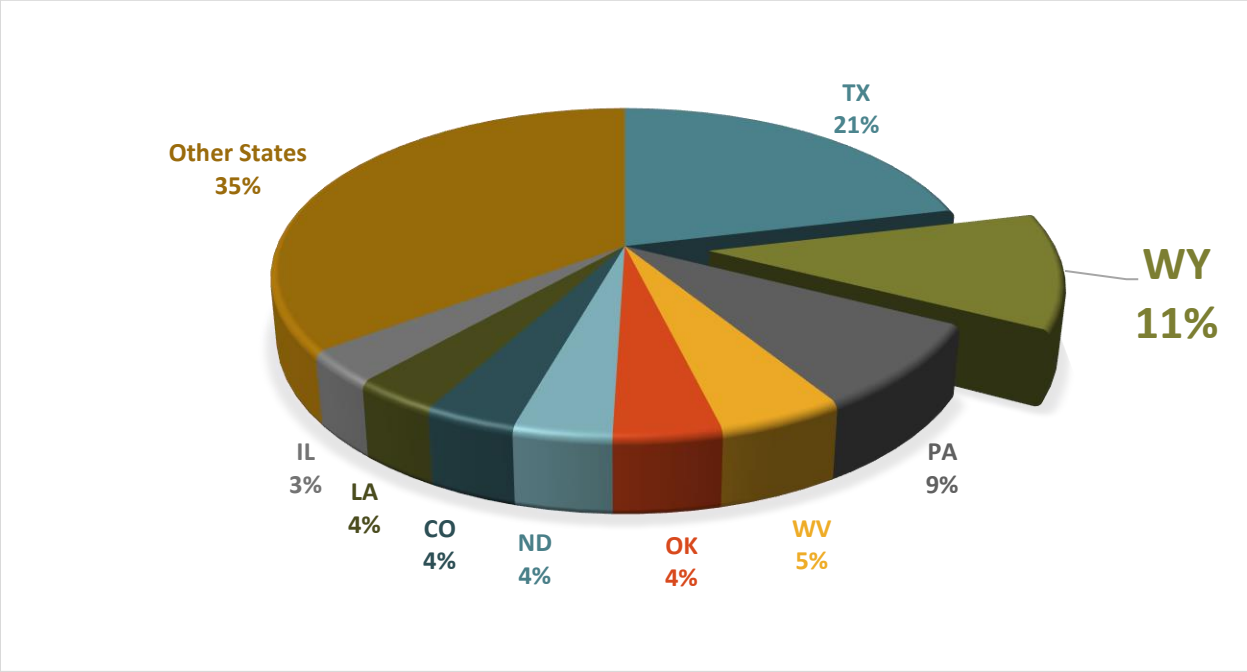
Energy production has been historically strong in the state, but recent changes in employment may indicate decreasing trends. Between the first quarters of 2015 and 2016, employment in the Mining, Quarrying, Oil, and Gas Extraction industries had the sharpest decline in the state at a loss of -23%.[1] In contrast, tourism is continuing to grow over the long term, and indications are that this trend continues in the future. During the same time frame, between the first quarters of 2015 and 2016, industries related to tourism, such as retail and entertainment, showed signs of growth. Employment in accommodation and food services declined modestly at -1.8% during this time period; however, jobs in retail trade and the category of arts, entertainment, and recreation increased at 2.3% and 4.0%, respectively.

4.1.1 Energy Production and Mineral Extraction

Wyoming leads the nation in the supply of energy to other states, especially as the number one coal producer in the US.[2] Overall, Wyoming accounts for about 11% of the nation's energy production, second only to Texas in national rank, according to the US Energy Information Administration, shown in **Figure 4-1**. This production is the source of significant activity in the mineral extraction industries of mining, oil drilling, and natural gas.

[1] Wyoming Department of Workforce Services, 2016
[2] Profile Analysis, Wyoming. US Energy Information Administration. http://www.eia.gov/state/analysis.cfm?sid=WY

Figure 4-1: Percent of Total US Energy Production (trillion BTUs)



Note: BTU = British thermal unit
Source: US Energy Information Administration, 2014

At nearly 400,000,000 short tons of coal mined annually[3], Wyoming produces more than three times the second ranked state of West Virginia. Eight of the ten largest coal mines in the United States are located in the Powder River Basin, in northeastern Wyoming. The 2014 coal production of top ten US mines is shown in **Table 4-1**.

Table 4-1: Major US Coal Mines, 2014

Rank	Mine Name / Operating Company	State	Production (short tons)
1	**North Antelope Rochelle Mine / Peabody Powder River Mining LLC**	**Wyoming**	**117,965,515**
2	**Black Thunder / Thunder Basin Coal Company LLC**	**Wyoming**	**101,016,860**
3	**Cordero Mine / Cordero Mining LLC**	**Wyoming**	**34,809,101**
4	**Antelope Coal Mine / Antelope Coal LLC**	**Wyoming**	**33,646,960**
5	**Eagle Butte Mine / Alpha Coal West, Inc.**	**Wyoming**	**20,690,237**
6	Spring Creek Coal Company / Spring Creek Coal LLC	Montana	17,338,424
7	**Belle Ayr Mine / Alpha Coal West, Inc.**	**Wyoming**	**15,796,556**
8	**Rawhide Mine / Peabody Caballo Mining, LLC**	**Wyoming**	**15,473,474**
9	**Buckskin Mine / Buckskin Mining Company**	**Wyoming**	**15,334,726**
10	Freedom Mine / The Coteau Properties Company	North Dakota	14,432,335

Source: US Energy Information Administration Form EIA-7A, Annual Survey of Coal Production and Preparation, and US Department of Labor, Mine Safety and Health Administration Form 7000-2, Quarterly Mine Employment and Coal Production Report.

[3] Wyoming State Profile and Energy Estimates, US Energy Information Administration, 2014

In addition to coal mining, both oil and natural gas are extracted from Wyoming's land as part of the state's energy production. According to the US Energy Information Administration, two of the ten highest producing natural gas fields in the United States are located in Wyoming.[4] The Pinedale and Jonah gas fields had a combined estimated production of over 800,000 million cubic feet during 2013, as shown in **Table 4-2**.

Table 4-2: Top 10 US Gas Fields as of December 31, 2013

2013 Rank	Field Name	Location	2013 Estimated Production (mil. cu. ft.)	Discovery Year
1	Marcellus Shale Area	PA & WV	2,836,043	2008
2	Newark East (Barnett Shale)	TX	1,951,750	1981
3	B-43 Area (Fayetteville Shale)	AR	1,025,153	2005
4	San Juan Basin Gas Area	CO & NM	1,024,962	1927
5	Haynesville Shale Unit	LA	1,425,661	2008
6	**Pinedale**	**WY**	**568,153**	**1955**
7	Carthage	TX	653,093	1936
8	**Jonah**	**WY**	**239,233**	**1977**
9	Wattenberg	CO	304,540	1970
10	Prudhoe Bay	AK	147,554	1967

Source: *Top 100 US Oil and Gas Fields*, US Energy Information Administration, March 2015
Note: Estimated production measured in million cubic feet at 14.73 psia and 60 degrees Fahrenheit

In summary, the production of coal, natural gas, and crude oil in Wyoming ranked within the top ten states nationally in 2014, as shown in **Table 4-3**. The production is presented in trillion British Thermal Units (BTU) for the purpose of equal comparison. Energy businesses and their employees rely on airports for transportation to and from Wyoming, and increase employment and population in energy producing counties. It is likely that energy production trends in Wyoming will impact aviation operations during the forecast period.

Table 4-3: 2014 Wyoming Energy Production Rankings

Energy Type	National Rank	Annual Production (trillion Btu)	Percent of US Production
Coal Production	1st	6,880.2	34.1%
Natural Gas Production	5th	1,986.3	6.8%
Crude Oil Production	8th	441.3	2.9%
Renewable Energy	40th	54.0	0.6%
All Energy Types	**2nd**	**9,361.8**	**11.3%**

Note: Share of US production excludes federal offshore production; Energy Production Estimates in Trillion BTU
Source: US Energy Information Administration, 2014

[4] *Top 100 US Oil and Gas Fields*, US Energy Information Administration, March 2015 – https://www.eia.gov/naturalgas/crudeoilreserves/top100/pdf/top100.pdf

4.1.2 Tourism and National Parks

The tourism industry is heavily reliant on air transportation for tourists and visitors for both business and leisure purposes. To illustrate, economic impact data of visitor air transportation prepared for the Wyoming Office of Tourism was reviewed.

Air transportation was included in the statewide economic impact study because it provides essential travel services that benefit businesses throughout the state. The study noted that while impacts, such as jobs, associated with air transportation typically occur within communities with commercial air service, it is vital to recognize that such benefits extend to other communities, as well.

As evidenced by **Figure 4-2**, spending on air transportation by visitors has generally increased (except during the recent recession), while visitor air transportation earnings generated by travel spending have remained steady and visitor air transportation employment (jobs) generated by travel spending has declined. As such, it appears that while visitors are spending more on air transportation, employees in the industry are earning roughly the same amount, despite the total number of jobs in the industry decreasing by approximately 23% at its peak.

Recent trends can be attributed downturns in the energy extraction industry beginning in 2014, especially near the communities of Rock Springs and Gillette, which created lower air travel demands in those markets. In addition, ongoing issues with pilot supply at regional carriers, such as Great Lakes Airlines, has caused a reduction in flight schedules. However, due to weaker travel demand, steps have not been taken to mitigate the pilot supply issue. Low wildfire activity during 2014 and 2015 also slowed demand for air travel services, including a reduction in total statewide fuel sales.

Based on longer term trends, it seems likely that visitor spending on air transportation will remain steady, if not continue to improve. As such, tourism will continue to contribute to increases in aviation activity.

Figure 4-2: Impacts of Visitor Air Transportation in Wyoming

Source: *Wyoming Travel Impacts 2000-2015*, Wyoming Office of Tourism, 2016

The National Parks celebrated their 100th anniversary in 2016 and experienced a record number of visitors. Millions of visitors each year come to Wyoming to visit National Parks. The majority of Yellowstone National Park and all of Grand Teton National Park are located in Wyoming. Nationally, these two parks ranked fifth and eighth respectively in recreation visitors during the year 2015[5], as shown in **Table 4-4**. These two parks also accounted for nearly 10% of national park visits nationwide in 2015. The Yellowstone Regional Airport in Cody and the Jackson Hole Airport near Jackson are the two closest airports in Wyoming to these parks. Both airports have commercial airline service available and are likely to see passenger activity increase with tourism demands. A map of all Commercial Service airports and national park locations in Wyoming are shown in **Figure 4-3**.

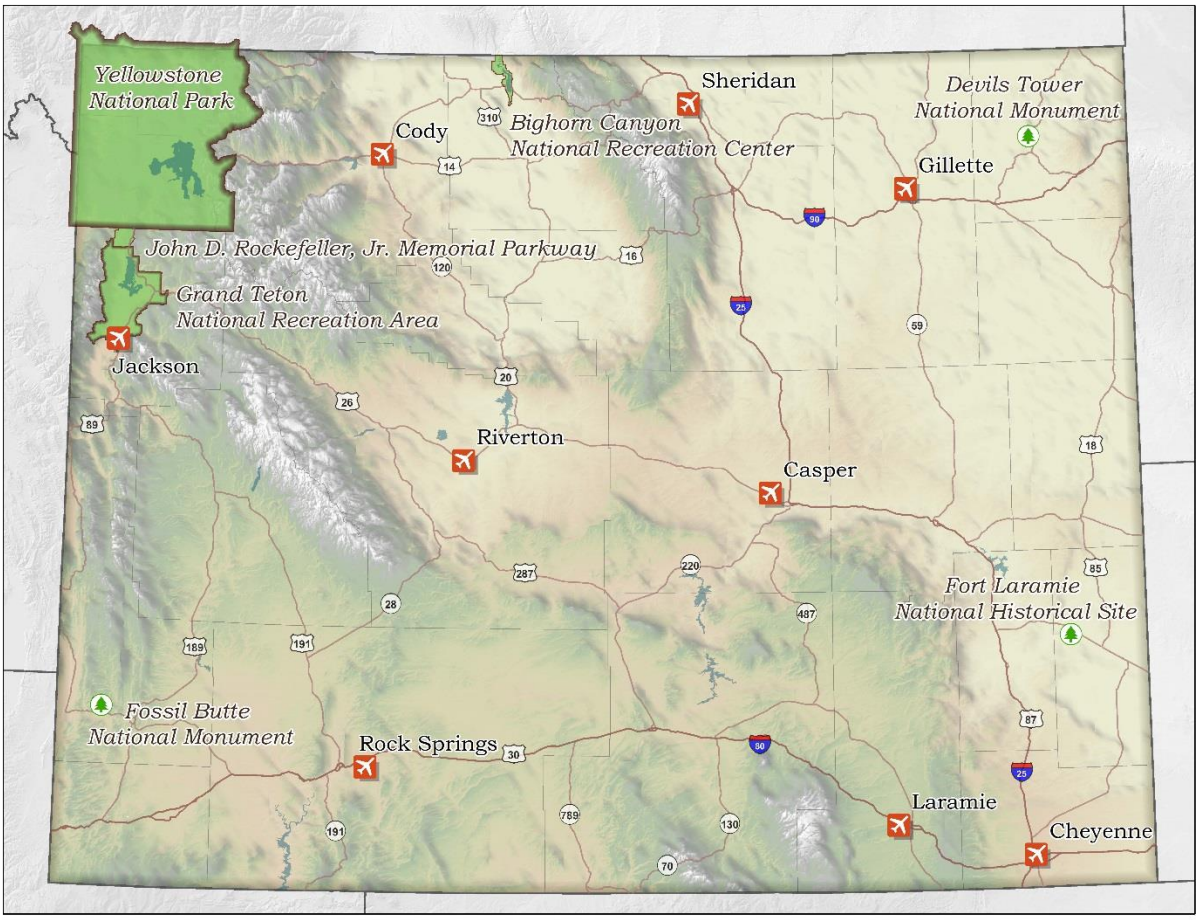
[5] National Park Service Visitor Use Statistics – https://irma.nps.gov/Stats/

Table 4-4: Top 10 National Park Recreation Visitors in 2015

Park	Rank	Recreation Visitors	% of Total
Great Smoky Mountains National Park	1	10,712,674	14.23%
Grand Canyon National Park	2	5,520,736	7.33%
Rocky Mountain National Park	3	4,155,916	5.52%
Yosemite National Park	4	4,150,217	5.51%
Yellowstone National Park	**5**	**4,097,710**	**5.44%**
Zion National Park	6	3,648,846	4.85%
Olympic National Park	7	3,263,761	4.33%
Grand Teton National Park	**8**	**3,149,921**	**4.18%**
Acadia National Park	9	2,811,184	3.73%
Glacier National Park	10	2,366,056	3.14%

Source: National Park Service Visitor Use Statistics, Annual Park Ranking Report for Recreation Visitors in 2015.
Note: Ranking only includes the park type of National Park

Figure 4-3: Commercial Service Airports and National Parks in Wyoming



Source: GDA Engineers

The National Park System uses specific terminology to describe and title parks found throughout the US[6]. In additional to national parks, other parks have titles such as national monuments, national recreation areas, and national parkways. Visits to several park types in Wyoming have increased during the past 10 years. Overall visits to National Park System areas located in Wyoming have seen a 38% increase since 2006. A summary of these visits are shown in **Table 4-5**. Visits to Yellowstone National Park and Devils Tower National Monument are tied for the largest growth in visitors, with a 43% increase over the past 10 years. A significant 38% increase in visitors to the Bighorn Canyon National Recreational Area also occurred during the same time period, while visits to Grand Teton National Park are up by about 31%. Continued park visitors and tourism are likely to contribute to increases in aviation activity.

Table 4-5: Wyoming National Park System Recreation Visitors 2006-2015

Park Name	2006	2010	2015	Percent Change 2006-2015
Bighorn Canyon National Recreation Area	177,414	258,637	245,173	38%
Devils Tower National Monument	335,764	436,200	478,833	43%
Fort Laramie National Historical Site	40,651	57,128	51,616	27%
Fossil Butte National Monument	16,631	19,700	19,293	16%
Grand Teton National Park	2,406,476	2,669,374	3,149,921	31%
John D. Rockefeller, Jr. Memorial Parkway	1,034,954	1,222,931	1,430,337	38%
Yellowstone National Park	2,870,295	3,640,185	4,097,710	43%
Wyoming Total	**6,882,185**	**8,304,155**	**9,472,883**	**38%**

Source: National Park Service Visitor Use Statistics, Annual Recreation Visitation Report by Years: 2005 to 2015

The impact of the national parks on Wyoming is illustrated by the information presented in **Table 4-6**. Between 2012 and 2015 all areas of visitor spending effects have increased by at least 20%. As of 2015, Wyoming ranked either 6th or 7th nationally in all categories of visitor spending effects, which demonstrates the importance of the parks with regard to tourism activity. Access and use of the state aviation system is vital to continued growth in this area. Additionally, increases in visitor spending effects, which are indicators of economic growth, are also likely to drive demand for aviation services and facilities in Wyoming.

Table 4-6: Visitor Spending Effects of Wyoming's National Park Areas

Visitor Spending Effect	2012	2015	Percent Increase 2012-2015	2015 National Rank
Visitor Spending	$721.0 million	$890.2 million	23%	6
Jobs	9,400 jobs	12,800 jobs	36%	7
Labor Income	$272.7 million	$370.2 million	36%	7
Value Added	$483.1 million	$646.6 million	34%	7
Economic Output	$831.2 million	$1.1 billion	32%	7

Source: National Park System Visitor Spending Effects, 2016

[6] Nomenclature of Park System Areas, https://www.nps.gov/parkhistory/hisnps/NPSHistory/nomenclature.html

4.2 Statewide Demographic and Socioeconomic Trends

Socioeconomic indicators include population, employment, and income. These indicators are considered as part of the WYSASP because they may play a significant role in changes in aviation activity. Increased incomes and populations are likely to also cause increases in travel, including air travel. Employment also can be tied to aviation activity because increases in jobs may create similar gains in travel for business and personal purposes. This section explores these socioeconomic factors, their past trends, and projected changes over the 20-year planning horizon of this study.

4.2.1 Population Trends

Between 2000 and 2010, the population of Wyoming grew by 14.1%, reaching more than one half of a million people by 2010. According to the US Census Bureau, the population of Wyoming was 563,626, as of July 1, 2010. The Wyoming Department of Administration & Information, Economic Analysis Division estimates that, as of 2015, the population of Wyoming has grown to approximately 587,660, an increase of approximately 4.3%. Population forecasts indicate that from the 2010 census, Wyoming's population could grow by 21.7%, nearing 700,000 residents by 2035.

Wyoming is the least populated state in the US, and much of the state's population is spread out among towns and rural areas. According to 2010 census estimates, only five cities (Cheyenne, Casper, Laramie, Gillette, and Rock Springs) exceed a population of 20,000 residents. As of 2010, the most populous county in the state was Laramie County, home to the state capital and Wyoming's most populous city, Cheyenne (population 59,466). Wyoming's second most populated county was Natrona County, home to the state's second most populous city, Casper (population 55,316). The population of these two cities accounts for roughly 20% of Wyoming's population, and their respective counties account for nearly 30% of the state's population. **Table 4-7** presents historical and forecast population data of Wyoming by county. County populations are from the 2000 and 2010 US Census. The 2015-2035 populations are estimated, forecast projections created by the Wyoming Department of Administration & Information, Economic Analysis Division.

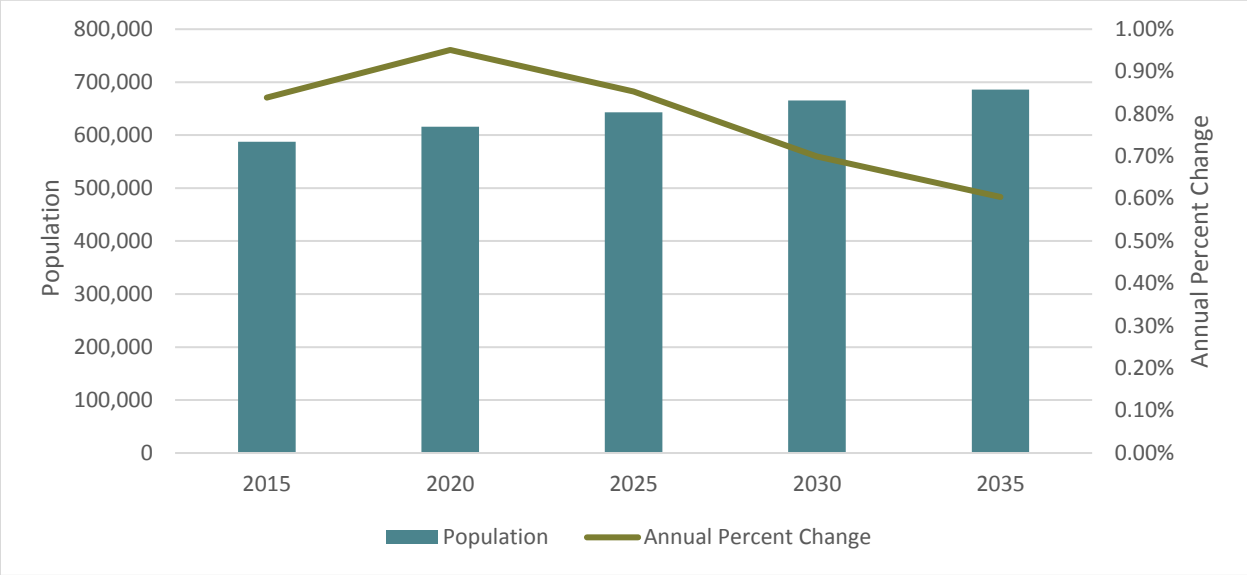
Table 4-7: Wyoming Population Changes and Forecasts 2000-2035

County	2000	2010	Percent Change 2000-2010	2015	2020	2025	2030	2035	Percent Change 2010-2035
Albany County	32,029	36,299	13.3%	38,050	39,820	41,270	42,240	42,970	18.4%
Big Horn County	11,442	11,668	2.0%	12,020	12,630	13,110	13,440	13,690	17.3%
Campbell County	33,705	46,133	36.9%	48,550	51,140	54,450	57,910	61,390	33.1%
Carbon County	15,626	15,885	1.7%	15,880	16,210	16,390	16,340	16,190	1.9%
Converse County	12,046	13,833	14.8%	14,240	15,270	16,350	17,090	17,700	28.0%
Crook County	5,886	7,083	20.3%	7,300	7,730	8,160	8,490	8,780	24.0%
Fremont County	35,805	40,123	12.1%	40,810	42,120	43,360	44,520	45,530	13.5%
Goshen County	12,537	13,249	5.7%	13,530	13,810	14,000	14,100	14,140	6.7%
Hot Springs County	4,877	4,812	-1.3%	4,820	4,930	5,030	5,060	5,060	5.2%
Johnson County	7,084	8,569	21.0%	8,590	8,870	9,140	9,520	9,910	15.6%
Laramie County	81,617	91,738	12.4%	97,200	102,770	107,600	111,730	115,420	25.8%
Lincoln County	14,568	18,106	24.3%	18,620	19,180	19,640	20,320	21,010	16.0%
Natrona County	66,541	75,450	13.4%	82,620	88,980	94,770	98,870	102,280	35.6%
Niobrara County	2,410	2,484	3.1%	2,470	2,550	2,620	2,650	2,660	7.1%
Park County	25,788	28,205	9.4%	29,100	30,140	30,990	31,890	32,720	16.0%
Platte County	8,792	8,667	-1.4%	8,840	9,140	9,270	9,350	9,390	8.3%
Sheridan County	26,563	29,116	9.6%	30,180	31,460	32,560	33,650	34,670	19.1%
Sublette County	5,913	10,247	73.3%	10,000	10,140	10,620	11,530	12,580	22.8%
Sweetwater County	37,620	43,806	16.4%	45,200	47,170	49,300	50,510	51,340	17.2%
Teton County	18,257	21,294	16.6%	23,240	25,190	26,970	28,870	30,810	44.7%
Uinta County	19,745	21,118	7.0%	20,870	21,070	21,230	21,450	21,620	2.4%
Washakie County	8,292	8,533	2.9%	8,300	8,360	8,410	8,430	8,420	-1.3%
Weston County	6,643	7,208	8.5%	7,230	7,460	7,630	7,710	7,740	7.4%
State of Wyoming	**493,786**	**563,626**	**14.1%**	**587,660**	**616,140**	**642,870**	**665,670**	**686,020**	**21.7%**

Sources: Intercensal Estimates of the Resident Population for Counties of Wyoming: April 1, 2000 to July 1, 2010 (CO-EST00INT-01-56) US Census Bureau, Population Division, Release Date September 2011
Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015
Note: 2010 state, county and municipality population are 2010 Census data; 2015 to 2040 state and county population forecasts were developed based on trends of demographic and economic variables.

The increase in population forecast is not consistent over the planning period. Although growth is expected during the 20-year period, the rate of growth is projected to slow. Between 2015 and 2020, the percent change in population is expected to be close to 1% annually. This rate is forecasted to decrease over the rest of the planning period, falling to about 0.6% annual change between 2030 and 2035. The population charted with the annual percent change is shown in **Figure 4-4**.

Figure 4-4: Wyoming Population and Annual Percent Change 2015-2035



Sources: Intercensal Estimates of the Resident Population for Counties of Wyoming: April 1, 2000 to July 1, 2010 (CO-EST00INT-01-56) US Census Bureau, Population Division, Release Date September 2011
Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015
Note: 2010 state, county and municipality population are 2010 Census data; 2015 to 2040 state and county population forecasts were developed based on trends of demographic and economic variables.

Historically, between 2000 and 2010, eight Wyoming counties experienced population growth greater than the state did as a whole. Sublette County grew the most (73.3%) during this time period due to expanding energy production business in the region. The remaining seven counties grew less than 40%. A list of the eight counties with rates higher than statewide growth are shown in **Table 4-8**.

Table 4-8: High-Growth Counties 2000-2010

County	Percent Change 2000-2010	Annual Percent Change 2000-2010
Sublette	73.3%	5.7%
Campbell	36.9%	3.2%
Lincoln	24.3%	2.2%
Johnson	21.0%	1.9%
Crook	20.3%	1.9%
Teton	16.6%	1.6%
Sweetwater	16.4%	1.5%
Converse	14.8%	1.4%
Wyoming	**14.1%**	**1.3%**

Sources: Intercensal Estimates of the Resident Population for Counties of Wyoming: April 1, 2000 to July 1, 2010 (CO-EST00INT-01-56) US Census Bureau, Population Division, Release Date September 2011

The latest census was taken in 2010. Population changes for 2011 and after are estimates and forecasts. Based on these estimates, seven counties are expected to experience population growth that is higher than the state as a whole between 2010 and 2035. Teton County leads with a forecasted growth of nearly 45% over the 25-year period. Teton County is home to the city of Jackson, which is forecasted to be the fastest growing city during the same time period, with an expected population increase of 40%. Jackson is experiencing a boom in tourism due to skiing and national park visits. It is becoming a seasonal destination for many travelers, and growing as a popular location for second home owners. Teton County is followed by Natrona and Campbell counties which are expected to grow by over 30%. The remaining four counties are expected to experience at least 22% growth by 2035. The forecasted high-growth counties are shown in **Table 4-9**.

Table 4-9: Forecasted High-Growth Counties 2010-2035

County	Percent Change 2010-2035	Annual Percent Change 2010-2035
Teton	44.7%	1.49%
Natrona	35.6%	1.22%
Campbell	33.1%	1.15%
Converse	28.0%	0.99%
Laramie	25.8%	0.92%
Crook	24.0%	0.86%
Sublette	22.8%	0.82%
Wyoming	**21.7%**	**0.8%**

Sources: Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

4.2.2 Economic Trends

Historical changes in socioeconomic factors such as employment, income, and retail sales are presented in this section. The tables below highlight the historical and forecasted changes for the three important economic measures. In the past 20 years, between 1995 and 2015, employment, income per capita, and retail sales all experienced an increase, as shown in **Table 4-10**.

Table 4-10: Wyoming Socioeconomic Trends 1995-2015

Year	Employment	Income Per Capita (in 2015 dollars)	Total Retail Sales (in 2015 dollars)
1995	300,567	$31,229	$6,589,817,297
2000	322,276	$38,403	$8,012,232,108
2005	353,734	$46,865	$9,896,752,992
2010	381,610	$48,876	$10,519,566,185
2015	408,784	$55,744	$12,403,581,667
CAGR 1995-2015	*1.55%*	*2.94%*	*3.21%*

Note: Compound Annual Growth Rate (CAGR)

Source: Woods & Poole Economics, Inc. Washington, D.C. Copyright 2015. Woods & Poole does not guarantee the accuracy of this data. The use of this data and the conclusion drawn from it are solely the responsibility of Mead & Hunt.

The forecasted employment, per capita income, and retail sales for the next 20 years shows growth, but at a lower rate than the previous 20 years. Employment is expected to grow slightly less, at about 1.3% annually. The growth in total retail sales is also forecasted to decline over the next 20 years to about half of the rate experienced during the past 20-year period. Income per capita is also forecasted to see continued growth, but at a rate of less than 1.2% annually, down from the past 20-year rate of over 2.9%. **Table 4-11** summarizes the forecasted changes in these three economic indicators over the 20-year planning period.

Table 4-11: Forecast of Socioeconomic Indicators in Wyoming 2015-2035

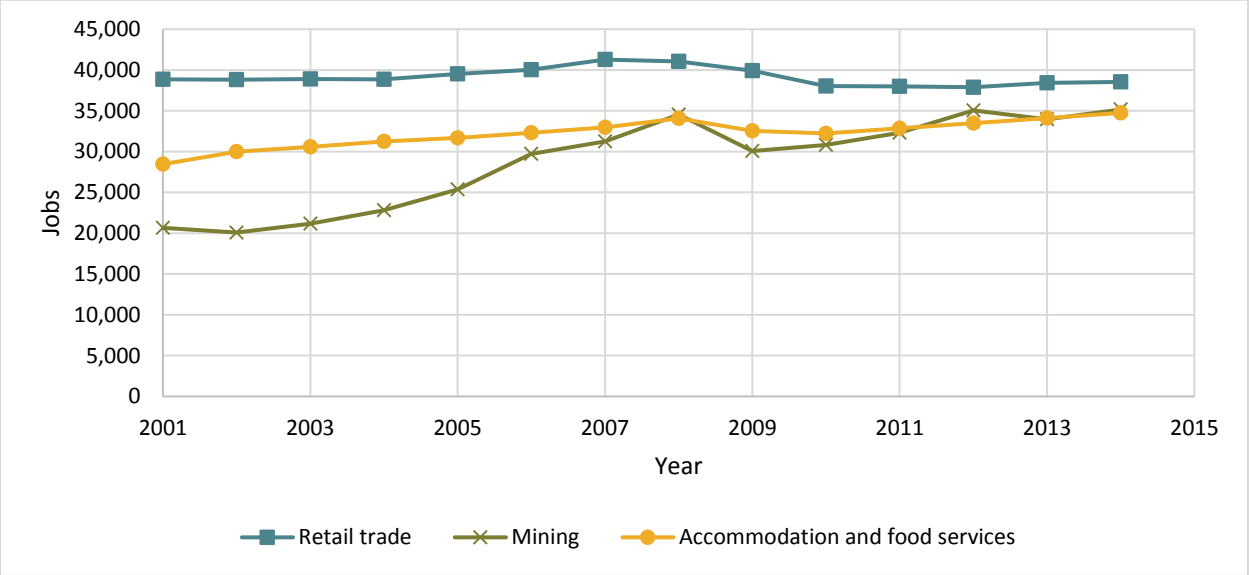
Year	Employment	Income Per Capita (in 2015 dollars)	Total Retail Sales (in 2015 dollars)
2015	408,784	$55,744	$12,403,581,667
2020	440,878	$59,538	$13,597,947,167
2025	472,212	$63,444	$14,744,486,978
2030	501,889	$67,020	$15,884,782,082
2035	529,753	$70,184	$17,050,835,083
CAGR 2015-2035	*1.30%*	*1.16%*	*1.60%*

Note: Compound Annual Growth Rate (CAGR)

Source: Woods & Poole Economics, Inc. Washington, D.C. Copyright 2015. Woods & Poole does not guarantee the accuracy of this data. The use of this data and the conclusion drawn from it are solely the responsibility of Mead & Hunt.

Because energy production and tourism account for a large percentage of Wyoming's economy, the three largest private (non-government) employment sectors in the state as of 2014 are retail trade, mining, and accommodation and food services. Jobs in retail trade remained mostly steady since 2001, but did decline slightly starting in 2008 to 2010. Jobs in accommodation also peaked around 2008, but made moderate gains since recovering around 2010. Jobs in mining made large gains between 2001 and 2008, but declined again by 2009. Employment in mining has rebounded since then, nearly matching the 2008 employment values in 2014. The number of jobs each year between 2001 and 2014 are shown for these three industries in **Figure 4-5**.

Figure 4-5: Top Three Industries of Non-Government Employment 2001-2014



Source: Wyoming Department of Administration & Information, Economic Analysis Division

However, recent changes in the energy business may indicate a shift in this standing. According to the quarterly *MACRO Report*[7] released on June 30, 2016 by the Wyoming Department of Administration & Information, Economic Analysis Division, between May 2015 and May 2016 businesses categorized as "mining and logging" lost about 4,500 jobs, a drop of almost 19%. This may indicate that companies dedicated to energy production are experiencing a downturn in business.

Between the first quarters of 2015 and 2016, employment increased in seven counties but declined in 16 counties. Similarly, overall total wages increased in eight counties and declined in 15 counties.[8] Not surprisingly, the greatest increase came from Teton County which saw a 3.7% rise in employment and a 9.3% increase in payroll, due to continued tourism and visitor growth. This trend is aligned with the population forecast for Teton County, which is expected to be one of the fastest growing counties over the next 20 years. Lincoln County had the second highest increases, with a gain of 3.4% in both employment and total wages. In contrast, during the same time frame, Sublette County saw a decline of employment of 14.5% and a decrease in total wages of 24.3%. Sublette County is the home to the Pinedale gas field, which was ranked the sixth largest in the nation as of 2013. The booming energy industry has historically created growth in the county, including a 73% increase in population between 2000 and 2010. However, a diminished gas market has led to the recent downturn in employment and wages. Natrona County experienced the second highest declines between the first quarters of 2015 and 2016, with a decrease in employment and total wages of 8.4% and 17.8%, respectively.

[7] http://eadiv.state.wy.us/creg/MACRO_Report.pdf

[8] Wyoming Covered Employment, Total Wages, & Average Weekly Wages by County, First Quarter 2015 & 2016, Wyoming Department of Workforce Services, 2016

Future monitoring of these trends may be important as they could have impacts on aviation activity trends in Wyoming. Reductions in employment and incomes may be an indicator of less economic activity, and therefore, less aviation activity. However, counties with increases in jobs and income may signal increased demands on the aviation system.

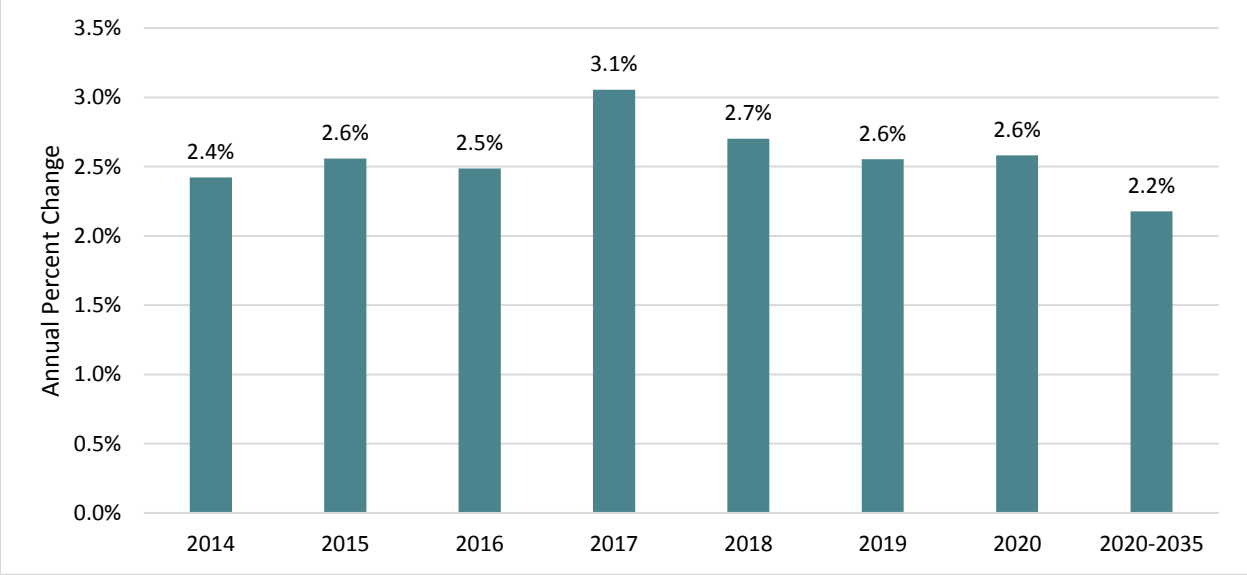
4.3 National US Aviation Industry Trends

A review of trends in aviation at the national level are an important part of developing state system forecasts. Although aviation activity in each state is different and driven by unique forces, it occurs in the larger domestic aviation system. The Wyoming aviation system may not completely mirror national trends, but it is shaped by them.

4.3.1 Economic Trends Affecting Aviation

As stated earlier in this chapter, economic performance over the medium and long term is likely to impact aviation activity. Economic trends affecting Wyoming were discussed in the previous section. Because aviation has a great reach, allowing people and goods to move between states in a matter of minutes or hours, the importance of domestic economic strength should not be overlooked. The US Real Gross Domestic Product, which is a major macroeconomic indicator, is expected to increase during this planning window. The greatest gains are forecasted in the first five years, between 2015 and 2020, with continued annual increases of just above two percent through 2035. This may translate into gains in aviation activity, which is generally forecasted by the FAA to increase over the 20-year planning period. The US Real Gross Domestic Product, and its projected annual percent change is shown in **Figure 4-6**.

Figure 4-6: US Real Gross Domestic Product 2014-2035

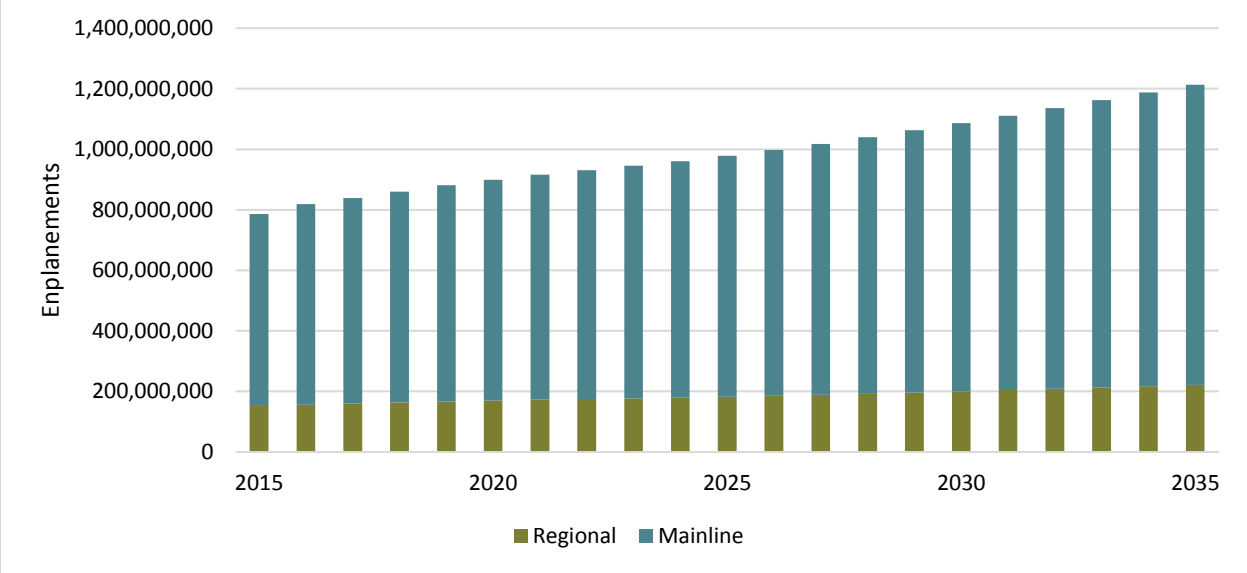


Source: IHS Global Insight; FAA Aerospace Forecasts 2016-2036

4.3.2 US Domestic and International Air Service Trends

Nationally, enplanements by domestic and international passengers are expected to increase over the forecast period. According to estimates from the FAA Aerospace Forecasts for 2016-2036, total enplanements are expected to increase from nearly 800 million in 2015 to over 1.2 billion by the year 2035. Yearly forecasted increases in both regional and mainline airline enplanements are shown in **Figure 4-7**.

Figure 4-7: US Mainline and Regional Enplanement Forecast



Source: FAA Aerospace Forecasts 2016-2036

A notable feature of the enplanement forecast is the split between mainline and regional enplanements over the forecast period. As of 2014, regional airlines accounted for about 21% of the total US enplanements. By 2035, this share is forecasted to fall to about 18%. Rapid decline in enplanements between 2008 and 2009, followed by slower increases between 2010 and 2014 result in an average annual percent change of almost zero during the 2007 to 2014 time period. Starting at 2015 through the end of the forecast period in 2035 the annual percent change is expected to be about 2.2% for all US airlines. However, the annual percent change for mainline airlines is forecasted to be about 0.5% higher than the regional airlines over the same time period. **Table 4-12** shows the historical and forecast changes in mainline and regional airline enplanements.

Table 4-12: Mainline and Regional Airline Growth in the US Market (in millions)

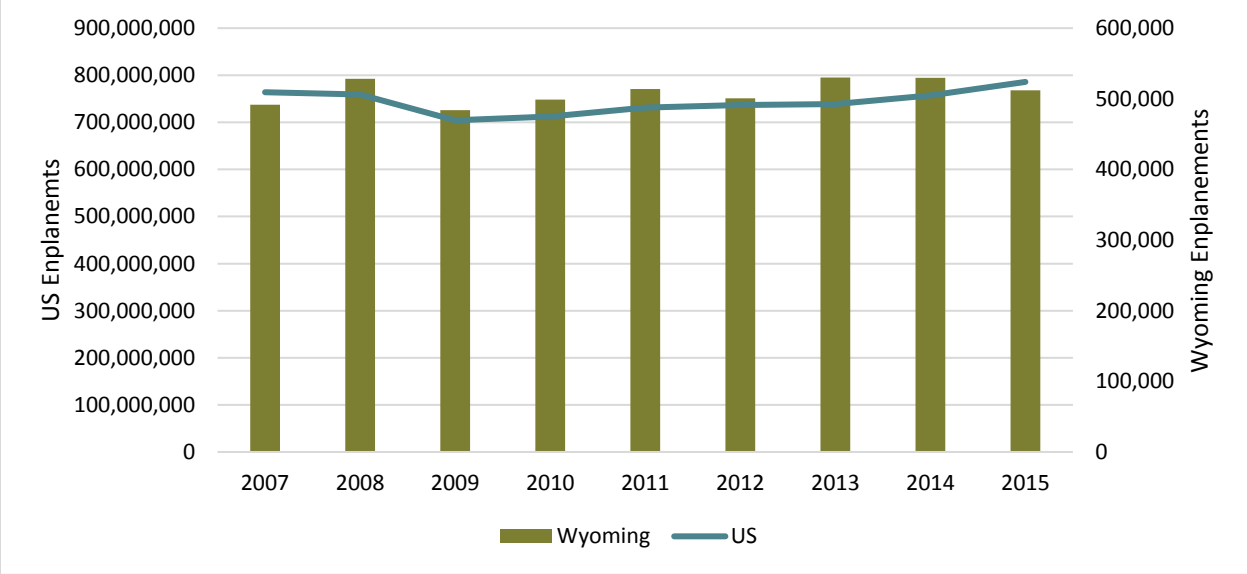
Year	2007	2014	Annual Percent Change 2007-2014	2015	2020	2025	2030	2035	Annual Percent Change 2015-2035
Regional Enplanements	159.7	157.0	-0.2%	155.2	170.1	182.4	200.2	221.5	1.8%
Mainline Enplanements	604.1	600.0	-0.1%	630.6	729.1	796.3	886.6	991.9	2.3%
Total Enplanements	**763.8**	**757.0**	**-0.1%**	**785.8**	**899.2**	**978.7**	**1,086.8**	**1,213.4**	**2.2%**
Percent Regional	*21%*	*21%*		*20%*	*19%*	*19%*	*18%*	*18%*	

Source: FAA Aerospace Forecasts 2016-2036

4.3.3 Wyoming Commercial Air Service Trends

Enplanements nationwide have experienced several fluctuations over the past eight years. Economic conditions and a recession, which began in late 2008, had a negative impact on enplanement numbers. By the end of 2009, enplanements reduced dramatically and did not rebound to 2008 levels until 2014. Throughout the period, enplanements in Wyoming have closely mirrored that of national trends, but recovered at a faster rate. During 2013, enplanements in Wyoming increased at a greater rate than the national trend. However, since 2014 Wyoming enplanements have stagnated and then subsequently declined, while the national trend has experienced a steady increase. A comparison of overall US enplanements as compared to those in Wyoming is shown in **Figure 4-8**.

Figure 4-8: Wyoming and US Enplanements 2007-2015



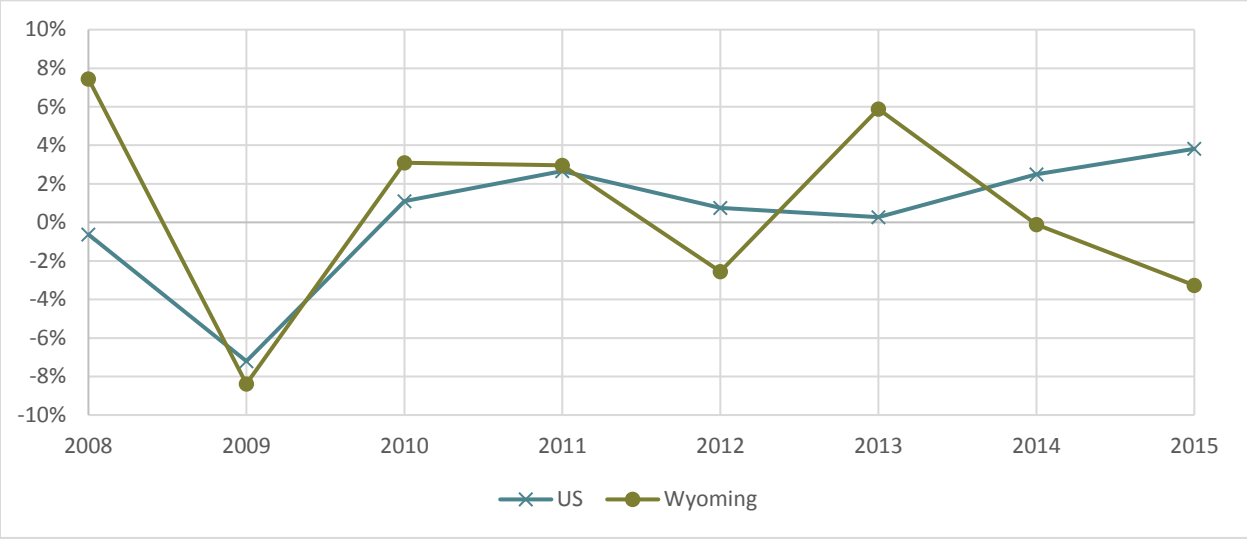
Note: 2015 enplanements are estimated

Source: FAA Aerospace Forecasts 2016-2036, FAA TAF Issued January 2016

A summary of the annual percent change of US and Wyoming enplanements is shown in **Figure 4-9**. Between 2008 and 2009, Wyoming experienced a significant decrease that was double the national decline. As enplanements rebounded starting in 2010, the US

and Wyoming followed similar yearly percent change trends until 2013 when Wyoming experienced an increase followed by two years of decreasing enplanements between 2014 and 2015. During that same three year time period, the US has shown steady growth in the annual change of enplanements nationwide.

Figure 4-9: US and Wyoming Annual Percent Change of Enplanements



Source: FAA Aerospace Forecasts 2016-2036, FAA Terminal Area Forecast Issued January 2016

Since 2010, available seats have also generally declined. The total number of seats available to airline passengers declined by more than 100,000 between 2010 and 2015, resulting in a negative average annual growth rate of -2.76%. During the same time period, seats available in all states combined rose slowly, at an annual rate of about 0.70%. The number of seats available in Wyoming and the total number of seats available on US domestic flight segments is shown in **Table 4-13**.

Table 4-13: US Domestic and Wyoming Departure Seats Available 2010-2015

	Wyoming		Total US Domestic	
Year	Seats	Annual % Change	Seats	Annual % Change
2010	872,107	0.23%	829,168,354	-0.76%
2011	831,555	-4.65%	833,804,035	0.56%
2012	772,815	-7.06%	825,373,594	-1.01%
2013	777,410	0.59%	827,330,766	0.24%
2014	763,954	-1.73%	828,753,935	0.17%
2015	758,232	-0.75%	858,426,054	3.58%
CAGR		*-2.76%*		*0.70%*

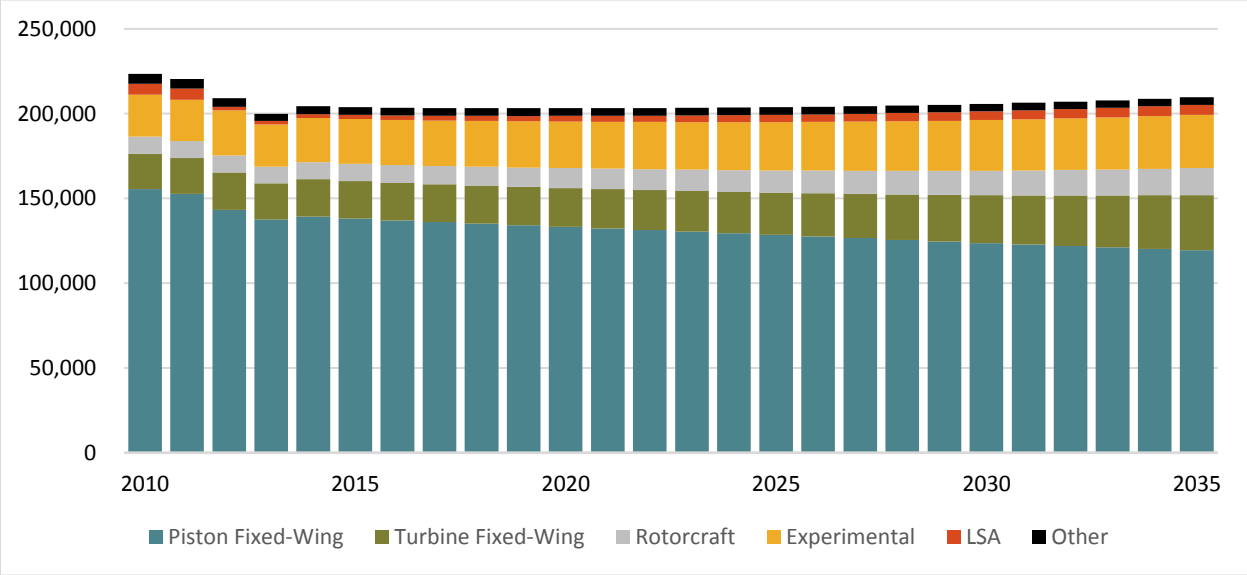
Note: Compound Annual Growth Rate (CAGR)

Source: US DOT T-100 Domestic Segment (US Carriers)

4.3.4 Domestic Aircraft Fleet Trends

The GA fleet in the US declined nearly 9% since 2010 according to estimates provided by the FAA Aerospace Forecasts. This decline is chiefly attributed to the decrease in piston-powered aircraft. The declining trend in piston aircraft is forecasted to continue through the planning period. However, not all segments of aircraft are projected to see this decrease. Presented in **Figure 4-10** is a breakdown of aircraft types in the GA fleet and their estimated changes since 2010 and forecasts through 2035.

Figure 4-10: National GA Fleet Forecast 2010-2035



Source: FAA Aerospace Forecasts 2016-2036

Figure 4-11: Single-engine Aircraft Parked at Afton-Lincoln County Municipal Airport

Source: WYDOT

The FAA Aerospace Forecasts estimate that as of 2015 there were 203,880 GA aircraft in the US fleet. That number is expected to only make slight gains, up to 209,685 aircraft by 2035. However, forecasted growth is not the same for all aircraft types. Both single-engine (as pictured in **Figure 4-11**) and multi-engine piston powered fixed-wing aircraft are expected to decline by over 18,000 aircraft through 2035, resulting in an average annual growth rate of -0.7%. In contrast to the decline in piston-powered aircraft, turbine aircraft, such as turboprops and business jets, are forecasted to grow by about 10,000 new aircraft during the same time period, resulting in an annual growth rate of 2%. Another growing segment of aircraft

is light sport aircraft (LSA). This category is expected to more than double between 2015 and 2035, resulting in an annual growth rate of 4.6%. To learn more about LSA, see Chapter 6. A summary of the forecasted changes in the GA aircraft fleet, including the forecast for selected aircraft types, is shown in **Table 4-14**. The table highlights a shift from a GA market dominated by traditional piston engine fixed-wing aircraft to a larger fleet of turbine-powered aircraft, both single and multi-engine, jet, and turboprop.

Table 4-14: Forecast Changes in National GA Fleet 2015-2036

Aircraft Type	2015 (estimated)	2035 (forecasted)	Compound Annual Growth Rate (CAGR) 2015-2035
Piston-powered (fixed wing)	138,135	119,545	-0.7%
Turbine-powered (fixed wing)	22,045	32,455	2.0%
Rotorcraft	10,240	15,935	2.2%
Experimental	26,435	31,365	0.9%
Light Sport Aircraft	2,410	5,940	4.6%
Other	4,615	4,445	-0.2%
Total GA	**203,880**	**209,685**	**0.1%**

Source: FAA Aerospace Forecasts 2016-2036

4.4 Forecasting Methodology

Aviation activity forecasts for a state system plan differ slightly from those developed as part of a regional system plan or individual airport master plan. The aim is to develop a forecast methodology that can be applied to each airport in the system and produce realistic results that estimate future activity. The FAA provides the Terminal Area Forecast (TAF) for all airports included in the National Plan of Integrated Airport Systems (NPIAS). The TAF is updated annually to reflect estimated changes in the forecasts. In conjunction with exploring forecast methodologies, the appropriate literature was consulted to gain more information about the forecasting process. Information reviewed included FAA Advisory Circular (AC) 150/5070-7 *The Airport System Planning Process*, the FAA Office of Aviation Policy and Plans (APO) report *Forecasting Aviation Activity by Airport*, and Airport Cooperative Research Program (ACRP) Synthesis 2 *Airport Aviation Activity Forecasting*.

The typical approach to forecasting begins with a collection of past aviation activity, such as based aircraft, operations, and passenger enplanements. This historical information is then used to determine if the past data can be used as a predictor of future activity. The other primary forecasting task is to determine other factors that will affect the forecasts. Aviation activity does not happen in a vacuum; socioeconomic changes and national trends, such as those discussed in this chapter, also affect the forecasts.

Producing forecasts for the WYSASP encountered several challenges. Those included:

- Only five airports in the state have an air traffic control tower (ATCT), and of those, only three record detailed historical operations information;

- For many airports, historical and projected FAA TAF aviation activity estimates were either unchanging or experienced a recent one time large adjustment. This reduced the value of usable historical information for forecasting;
- Recent changes in commercial air service;
- Domestic aviation trends are not likely the same as aviation trends in Wyoming; and
- Finding a "one size fits all" approach and methodology.

4.4.1 Forecasting Methodology Evaluation

Several forecasting methods were evaluated for use in the WYSASP. These included the following:

- Time Series and Trend Line Models
- Market Share Analysis
- Socioeconomic Models
- Econometric Models (regression analysis)

For methodologies that relied on historical information, such as time series and econometric methods, data from 2010 and later was used to remove the recession years of 2008 and 2009, which did not represent typical growth. To test the forecast methodologies, eight sample airports were chosen that represented a mix of state classifications and geographical locations. The eight airports are shown below in **Table 4-15**.

Table 4-15: Sample Airports for Forecasting Methodology

City	Airport	Classification	Geographic Area
Casper	Casper/Natrona County International Airport	Commercial Service	Central/East-Central
Buffalo	Johnson County Airport	Intermediate	Northeast
Lusk	Lusk Municipal Airport	Local	Central/East-Central
Powell	Powell Municipal Airport	Intermediate	Northwest
Pinedale	Ralph Wenz Field	Business	Southwest
Rock Springs	Rock Springs - Sweetwater County Airport	Commercial Service	Southwest
Saratoga	Shively Field	Business	Southeast/South-Central
Upton	Upton Municipal Airport	Local (non-paved)	Northeast

Note: Geographic areas based on WYDOT District descriptions

Historical aviation activity data for the years 2010-2014 was obtained through the FAA TAF data, and data collected as part of the system plan inventory was used for 2015. A challenge in the use of historical information was the accuracy of TAF data. Forecast models which rely on historical data must have accurate input or they will produce inaccurate outputs. Airports that have operating air traffic control towers (ATCT) typically have more accurate aviation activity data, while uncontrolled (non-towered) airports only have estimates. With only three of the 40 airports in the system having control towers, obtaining accurate historical data proved difficult. This was an important consideration

while evaluating forecasting methodologies. A description of each of the methodologies, their strengths, drawbacks, and adoption or rejection of the methodology is described below.

4.4.1.a Time Series and Trend Line Models

The use of historical data to predict future trends over a period of time is one of the simplest forms of forecast modeling. The assumption used with this methodology is that past changes over time will continue into the future at a similar rate because the factors that influenced the demand will also remain the same. Although time series models are simple, they can be a dependable benchmark, especially when accurate historical data exists to support the model input. However, time series models are best applied when accurate, stable, and lengthy historical data exist, and are more reliable for short-range forecasts.[9] Historical data that either remained constant over time or showed a sudden one time shift created either no trend, excessive trends, or extreme positive or negative growth rates when applied to forecast models at Wyoming airports. Additionally, the data is sensitive to small changes. For example, a small change in commercial air service can drastically alter the total enplanements at a commercial service airport, or an increase of one or two based aircraft may result in a large change in the percent of based aircraft. These high rates of change create unlikely forecast scenarios, such as unrealistic growth or activity quickly reaching zero. For these reasons, time series and trend line analyses were considered, but not used for the WYSASP forecasts.

4.4.1.b Market Share Analysis

A market share analysis uses a top-down approach to forecasting. Overall national trends, such as domestic aircraft operations forecasts, can be applied as a ratio to local aviation activity to produce forecasts. The assumption made when creating a share model is that the national trends in aviation activity, and the factors that influence demand, are similar to local trends. If this relationship changes in the future, market share forecasts are likely to be inaccurate. The market share approach may be appropriate when limited, or inconsistent historical data exists. However, this approach is considered less accurate because it assumes that aggregate changes at the national level will be the same as the changes expected at individual Wyoming airports. Because Wyoming has recently experienced aviation trends dissimilar to national trends, this methodology was dismissed. Between 2010 and 2015, the GA aircraft fleet in Wyoming has increased while the fleet nationally has continued to decline. The number of aircraft operations both statewide and nationally declined during the same time period; however, the change was about -3% nationally and over -5% in Wyoming. Further, since 2013, passenger enplanements nationally have increased, an opposite trend of the decline observed in Wyoming.

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4.4.1.c Socioeconomic Methodology

Socioeconomic models are similar to market share analysis in methodology, but rather than comparing changes in national aviation activity to local activity, socioeconomic factors are used as the basis for the ratio. The socioeconomic variables considered included population, income, employment, and retail spending. These variables were collected at the county level and, therefore, are believed to have improved the forecasting value because they do not rely on national trends, such as the market share approach. For these models, the local socioeconomic variables are compared directly to aviation activity. This ratio is then applied to future socioeconomic forecasts. For example, the population per based aircraft can be determined during the base year, and then that ratio can be applied to future population forecasts. This methodology assumes that the base year relationship between aviation activity and socioeconomic variables will remain constant throughout the forecast period, and that the chosen socioeconomic variables accurately describe the aviation activity. Therefore, it is important to carefully choose explanatory socioeconomic variables when using this methodology. Population was found to be an accurate and conservative factor that could be used in the socioeconomic analyses – which is why it is our recommended methodology (discussed in Section 4.2.2 below).

4.4.1.d Econometric Methodology (Regression Analysis)

Econometric models are used to explain the relationship between a dependent variable and one or more independent variables. This type of model is also often referred to as a regression analysis. A regression is an equation where one or more independent variables explains the changes of a dependent variable. The idea behind this methodology is that changes in factors such as population, incomes, or employment (independent variables) can explain changes in aviation activity (dependent variable). The regression equation is developed using historical data. This methodology was explored as part of the time series analysis because that method uses time as the independent variable.

Regression analysis was explored on a local level for the Casper (CPR) and Cheyenne (CYS) airports because of their detailed historical data available from ATCT facilities. Using a group approach, the econometric method was also explored on an airport set that included airports in the business classification only and another set that included the entire 40-airport system. The regression methodology analysis was accomplished using Microsoft Excel with the Data Analysis add-in.

The challenge with this method was finding one or a combined set of independent variables (such as employment, income, retail spending, or based aircraft) that could appropriately explain changes in the dependent variable, such as annual aircraft operations. As discussed in the trend line and time series methodology, available historical data is either unchanging, or contains sudden changes, especially decreasing

trends. In comparison, the economic factors used for the regression analysis generally indicate a gradual increase over time.

The regression methodology was dismissed after initial sample models produced unlikely and unrealistic forecast results due to the inconsistent historical data and difficulty in identifying regression variables that could be used to explain aviation activity.

4.4.2 Preferred Forecast Methodology

The population growth method produced conservative, realistic forecasts. In addition, current population data available from the Wyoming Department of Administration & Information, Economic Analysis Division was used to add accuracy and validity to the population forecasts. Using population forecasts produced locally by the state was believed to have an advantage over commercially available population forecasts. Therefore, the population growth methodology was the preferred forecast technique used in the WYSASP. The population method used the predicted compounded annual growth rate (CAGR) of the population over the forecast period (2015-2035) in the county in which an airport was located, and applied that rate directly to changes in aviation activity, using 2015 as the base year. For example, an airport located in a county with an estimated population CAGR of 1.03% would have a forecast that showed operations and based aircraft increasing at a rate of 1.03% annually over the forecast period.

This methodology was not used for airports with minimal activity (400 or less operations annually). For these airports projections were kept flat at existing activity estimates through the forecast period. This assumes that airports that average less than one takeoff and landing per day will not see the growth in activity that may be experienced by busier airports.

4.5 Projections of Aviation Activity

Projections (forecasts) of aviation activity were developed for all 40 Wyoming system airports. This included projections of based aircraft, aircraft operations, and enplanements (for commercial service airports). Each county, their estimated 20-year population change, CAGR over the same 20-year period, and the cities (airports) associated with each county growth rate are shown in **Table 4-16**.

Table 4-16: Compound Annual Growth Rate (CAGR) by County and Associated Airports

County	Estimated Population		Population CAGR	Associated Cities (Airports)
	2015	2035	2015-2035	Airport(s) using CAGR Methodology
Albany	38,050	42,970	0.61%	Laramie (LAR)
Big Horn	12,020	13,690	0.65%	Greybull (GEY), Cowley (U68)
Campbell	48,550	61,390	1.18%	Gillette (GCC)
Carbon	15,880	16,190	0.10%	Saratoga (SAA), Rawlins (RWL), Dixon (DWX)
Converse	14,240	17,700	1.09%	Douglas (DGW)
Crook	7,300	8,780	0.93%	Hulett (W43)
Fremont	40,810	45,530	0.55%	Riverton (RIW), Lander (LND), Dubois (DUB)
Goshen	13,530	14,140	0.22%	Torrington (TOR)
Hot Springs	4,820	5,060	0.24%	Thermopolis (HSG)
Johnson	8,590	9,910	0.72%	Buffalo (BYG)
Laramie	97,200	115,420	0.86%	Cheyenne (CYS), Pine Bluffs (82V)
Lincoln	18,620	21,010	0.61%	Afton (AFO), Kemmerer (EMM)
Natrona	82,620	102,280	1.07%	Casper (CPR)
Niobrara	2,470	2,660	0.37%	Lusk (LSK)
Park	29,100	32,720	0.59%	Cody (COD), Powell (POY)
Platte	8,840	9,390	0.30%	Gurnsey (GUR), Wheatland (EAN)
Sheridan	30,180	34,670	0.70%	Sheridan (SHR)
Sublette	10,000	12,580	1.15%	Pinedale (PNA), Big Piney (BPI)
Sweetwater	45,200	51,340	0.64%	Rock Springs (RKS)
Teton	23,240	30,810	1.42%	Jackson (JAC)
Uinta	20,870	21,620	0.18%	Evanston (EVW), Fort Bridger (FBR)
Washakie	8,300	8,420	0.07%	Worland (WRL)
Weston	7,230	7,740	0.34%	Newcastle (ECS)

Notes: Airports with low activity (less than 400 annual operations) not included

2015 to 2040 state and county population forecasts were developed based on trends of demographic and economic variables.

Source: Mead & Hunt; Wyoming Department of Administration & Information, Economic Analysis Division

The use of a single methodology for all airports in the state was chosen to maintain consistency between airports. This allows an "apples to apples" comparison of all airports in the system, regardless of size or classification. The use of individual airport master plans was considered as a replacement for individual forecasts presented in this study; however, it was decided to use one methodology for all airports so they are comparable. As previously mentioned, this study is

one of several resources available to airports when planning for future development, and is not intended to replace airport-specific planning documents and studies.

Forecasts for 32 airports were developed using the preferred methodology, detailed in Section 4.4.2. There are a few exceptions to the preferred methodology and data sources for unique situations at the other eight airports:

- Airports that reported low activity (400 or less operations annually) in the base year of 2015 were given no growth (0%) over the forecast period. These airports are shown in **Table 4-17**.

Table 4-17: Zero-Growth Rate Airports

City	FAA ID	Associated County	Annual Operations (2015)
Cokeville	U06	Lincoln	40
Glendo	76V	Platte	400
Green River	48U	Sweetwater	175
Medicine Bow	80V	Carbon	20
Shoshoni	49U	Fremont	110
Upton	83V	Weston	50

- Scheduled commercial service at the Worland Municipal Airport (WRL) ended on September 30, 2016. The forecast at WRL shows both air carrier operations and enplanements at zero by 2017. The forecast for WRL was adjusted to account for this change.
- The Hot Springs County Airport (HSG) is a replacement airport for Hot Springs County-Thermopolis Municipal Airport (THP). At the writing of this study, aircraft were continuing to transition to the new airport. Therefore, the forecast for HSG was developed using the FAA TAF for the THP airport, including the TAF estimated based aircraft and operations for the base year of 2015 to more accurately reflect the future activity at the airport. A TAF is not yet available for the new HSG airport.

In general, the FAA TAF was not used as a basis for the forecasts; however, it was consulted in order to establish a historical context for the forecast, and to provide a comparison to evaluate the system and airport forecasts developed as part of this study. Base year (2015) data was obtained from several sources. The annual number of operations was collected as part of the inventory task of this study. The operations were either from an airport's Master Plan or the most recent FAA Form 5010 *Airport Master Record*. The number of based aircraft at each airport was collected as part of a survey given to airport managers. A subsequent telephone call to airport managers was used to collect the breakdown of aircraft fleet mix at an airport. Passenger enplanement data was obtained from WYDOT Aeronautics Division.

4.5.1 Projections of Passenger Enplanements

Nine of Wyoming's airports are classified as Commercial Service airports and report annual passenger enplanements. An enplanement is considered one boarded revenue (paying) passenger. Enplanements are forecasted to increase throughout the planning period. Enplanements for Wyoming's commercial service airports are presented in **Table 4-18**. Generally, enplanement projections are influenced by numerous factors including changes in air service, such as destinations, equipment (type of aircraft), and flight frequencies. Enplanements may also be affected by socioeconomic factors or market conditions such as leakage. However, the scope of this study was limited to applying the approved study methodology for projections of enplanements. Airports are encouraged to continue to use their individual airport planning documents for enplanement projections.

Table 4-18: Passenger Enplanement Forecast 2015-2035

	Base Year	Base +5	Base +10	Base +15	Base +20
Airport	2015	2020	2025	2030	2035
Casper/Natrona County International Airport	100,951	106,485	112,322	118,479	124,973
Cheyenne Regional Airport - Jerry Olson Field	2,406	2,512	2,622	2,737	2,857
Gillette - Campbell County Airport	31,386	33,282	35,293	37,425	39,687
Jackson Hole Airport	308,167	330,674	354,825	380,739	408,547
Laramie Regional Airport	13,707	14,130	14,566	15,016	15,479
Riverton Regional Airport	3,536	3,634	3,735	3,838	3,945
Rock Springs - Sweetwater County Airport	17,085	17,638	18,208	18,798	19,406
Sheridan County Airport	1,097	1,136	1,176	1,217	1,260
Yellowstone Regional Airport	33,099	34,084	35,097	36,141	37,216
TOTAL ENPLANEMENTS	**511,434**	**543,575**	**577,844**	**614,390**	**653,370**

Source: WYDOT Aeronautics Division; Mead & Hunt

All airports are expected to see gains in enplanements through the 20-year forecast period, increasing nearly 28%, resulting in an annual growth rate of 1.22%. The airport with the lowest forecast growth is the Riverton Regional Airport (RIW). The primary runway at RIW is pictured in **Figure 4-12**. The Jackson Hole Airport is forecasted to continue to make up a majority of Wyoming's annual enplanements through the 20-year forecast period, and is projected to grow over 32% with 100,000 additional annual enplanements by 2035. Both the

Figure 4-12: Runway at Riverton Regional Airport

Source: GDA Engineers

Casper/Natrona County International and Gillette-Campbell County airports are also forecasted to experience gains in excess of 20% by the year 2035. The high growth of enplanements is because commercial service airports are generally located in counties that have substantial growth. **Table 4-19** shows the expected change in enplanements, the percent of change, and the CAGR (which is equal to the county population CAGR) between 2015 and 2035.

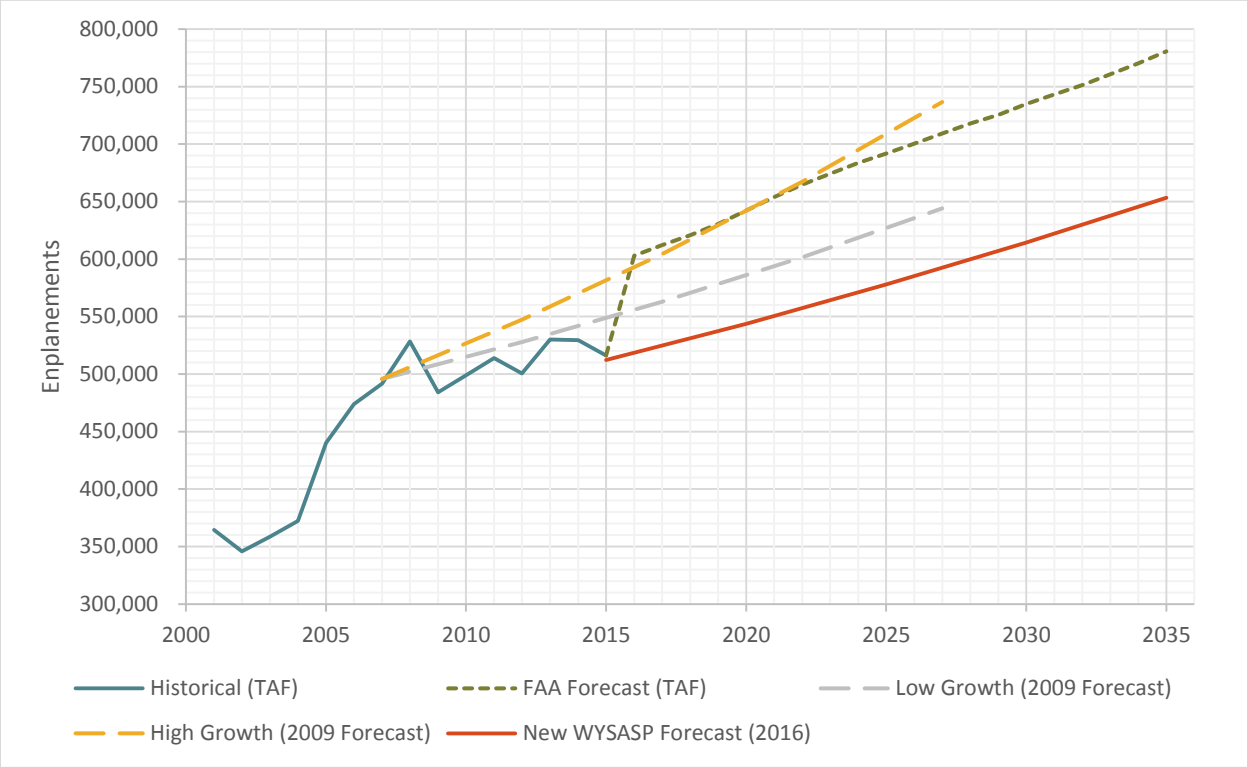
Table 4-19: Forecast of Enplanement Changes at Commercial Service Airports 2015-2035

	Enplanement Change	Percent Change	Compound Annual Growth Rate (CAGR)
Airport	2015-2035	2015-2035	2015-2035
Casper/Natrona County International Airport	24,022	23.8%	1.07%
Cheyenne Regional Airport - Jerry Olson Field	451	18.7%	0.86%
Gillette - Campbell County Airport	8,301	26.4%	1.18%
Jackson Hole Airport	100,380	32.6%	1.42%
Laramie Regional Airport	1,772	12.9%	0.61%
Riverton Regional Airport	409	11.6%	0.55%
Rock Springs - Sweetwater County Airport	2,321	13.6%	0.64%
Sheridan County Airport	163	14.9%	0.70%
Yellowstone Regional Airport	4,117	12.4%	0.59%
TOTAL ENPLANEMENTS	**141,936**	**27.8%**	**1.23%**

Source: WYDOT Aeronautics Division; Mead & Hunt

A comparison of enplanement projections for the new forecast are shown in contrast to other forecasts in **Figure 4-13**. Forecasts developed as part of the 2009 Wyoming Statewide Airport Inventory and Implementation Plan (previous system plan) show both a high and low growth rate scenario, with a base year of 2007. Since that forecast was published, the actual enplanements have generally remained below the low growth scenario. The FAA TAF is also shown as both historical enplanements and the forecast through 2015. The TAF projections show drastic increases between the base year 2015 and 2017, where it generally meets up with the high growth scenario from the 2009 system plan. The enplanement projections developed for this study take a less aggressive approach, showing a rising trend in line with the historical TAF.

Figure 4-13: Comparison of Enplanement Projections



Source: FAA TAF, 2009 Wyoming Statewide Airport Inventory and Implementation Plan, Mead & Hunt

4.5.2 Airport Activity Forecasts

Projections of aviation activity at each of the 40 airports in Wyoming's system were developed for this study. This activity included aircraft operations and based aircraft. An aircraft operation is considered a takeoff or landing. For example, an aircraft that arrives, loads passengers, and subsequently departs is considered two operations. If a GA aircraft considers a specific airport as its home base then it is counted as a based aircraft for that airport. Individual, detailed forecasts for all 40 system airports are available in **Appendix C**. Please note that several of the activity forecasts displayed in this section have total values that may differ slightly between tables, depending on how the data is divided. This is due to rounding that occurred during the forecasting process. Although data are displayed as whole numbers, they remain as fractions for calculation purposes, and may cause total values to vary slightly when summed and subsequently rounded. A summary of the base year activity (2015) to the 20-year forecast (2035) is shown in **Table 4-20**.

Table 4-20: Forecast Summary by Airport

City	Airport	ID	Operations		Based Aircraft	
			2015	2035	2015	2035
Afton	Afton-Lincoln County Municipal Airport	AFO	8,600	9,704	42	47
Big Piney	Miley Memorial Field	BPI	3,150	3,963	12	15
Buffalo	Johnson County Airport	BYG	5,280	6,091	30	35
Casper	Casper/Natrona County International Airport	CPR	38,124	47,196	123	152
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS	48,630	57,746	82	97
Cody	Yellowstone Regional Airport	COD	55,772	62,710	75	84
Cokeville	Cokeville Municipal Airport	U06	40	40	1	1
Cowley	North Big Horn County Airport	U68	2,918	3,323	14	16
Dixon	Dixon Airport	DWX	1,000	1,020	10	10
Douglas	Converse County Airport	DGW	5,585	6,942	37	46
Dubois	Dubois Municipal Airport	DUB	1,735	1,936	14	16
Evanston	Evanston-Uinta County Burns Field	EVW	6,080	6,298	18	19
Fort Bridger	Fort Bridger Airport	FBR	3,500	3,626	11	11
Gillette	Gillette-Campbell County Airport	GCC	24,163	30,553	65	82
Glendo	Thomas Memorial Airport	76V	400	400	2	2
Green River	Greater Green River Intergalactic Spaceport	48U	175	175	0	0
Greybull	South Big Horn County Airport	GEY	3,980	4,533	22	25
Guernsey	Camp Guernsey Army Airfield	GUR	3,900	4,143	10	11
Hulett	Hulett Municipal Airport	W43	2,500	3,007	3	4
Jackson	Jackson Hole Airport	JAC	30,233	40,081	32	42
Kemmerer	Kemmerer Municipal Airport	EMM	2,767	3,122	5	6
Lander	Hunt Field	LND	6,068	6,770	64	71
Laramie	Laramie Regional Airport	LAR	17,590	19,864	41	46
Lusk	Lusk Municipal Airport	LSK	420	452	7	8
Medicine Bow	Medicine Bow Airport	80V	20	20	0	0
Newcastle	Mondell Field	ECS	4,830	5,171	13	14
Pine Bluffs	Pine Bluffs Municipal Airport	82V	2,244	2,665	17	20
Pinedale	Ralph Wenz Field	PNA	4,335	5,453	30	38
Powell	Powell Municipal Airport	POY	3,385	3,806	16	18
Rawlins	Rawlins Municipal - Harvey Field	RWL	4,270	4,353	12	12
Riverton	Riverton Regional Airport	RIW	8,742	9,753	51	57
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	16,463	18,699	35	40
Saratoga	Shively Field	SAA	8,940	9,115	23	23
Sheridan	Sheridan County Airport	SHR	37,087	42,605	104	119
Shoshoni	Shoshoni Municipal Airport	49U	110	110	2	2
Thermopolis*	Hot Springs County Airport	HSG	2,480	2,603	11	12
Torrington	Torrington Municipal Airport	TOR	4,870	5,090	28	29
Upton	Upton Municipal Airport	83V	50	50	2	2
Wheatland	Phifer Airfield	EAN	2,580	2,741	10	11
Worland	Worland Municipal Airport	WRL	3,811	3,247	23	23

*Note: Base year data from the FAA TAF for the Hot Springs County-Thermopolis Municipal Airport (THP)

Source: Base year data from FAA Form 5010 Airport Master Records, Airport Master Plans, and survey of airport managers; Projections by Mead & Hunt.

4.5.2.a Projections of Aircraft Operations

The forecast of aircraft operations is summarized in **Table 4-21** and sorted by Wyoming airport classification. Detailed projections for each individual airport, including the breakdown of operations by type, are provided in **Appendix C**. Commercial Service airports are expected to continue to comprise nearly 75% of the annual operations that occur in Wyoming. Business and Intermediate airports account for a similar number of operations, about 10% of the statewide total each. Local airports, such as the Hot Springs County Airport (HSG) pictured in **Figure 4-14**, make up the remaining 5% of annual operations. The change from the base year (2015) to the end of the 20-year forecast period (2035) projects an approximate 10% increase at Business, Intermediate, and Local airports. Commercial Service airports are projected to see almost double that increase, at about 19% over the same period. A breakdown of forecast operations at five-year increments is shown in **Table 4-21** and in **Figure 4-15**.

Figure 4-14: Hot Springs County Airport

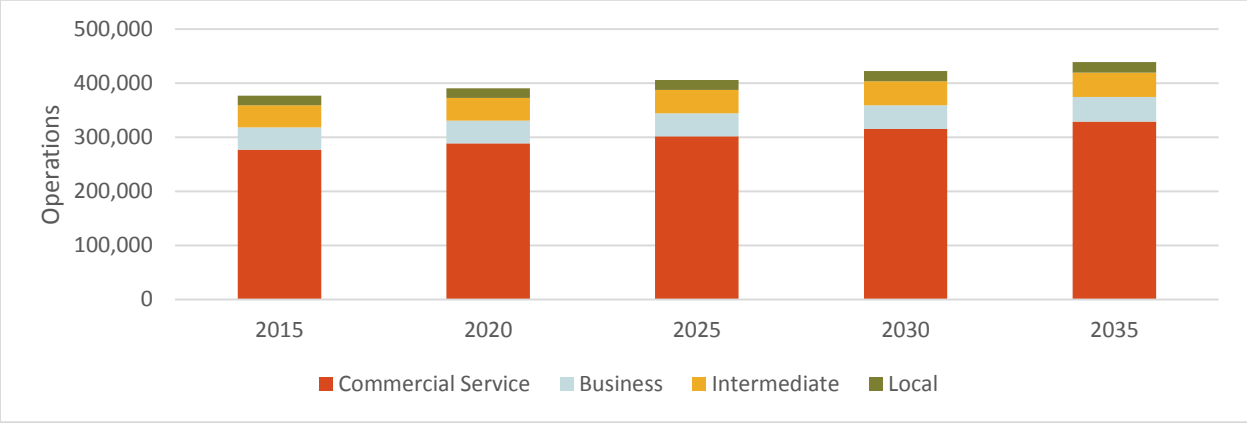
Source: GDA Engineers

Table 4-21: Summary of Aircraft Operation Projections

	Base Year Operations	Base +5	Base +10	Base +15	Base +20	% Change
Airport Classification	2015	2020	2025	2030	2035	2015-2035
Commercial Service Airports	276,804	288,982	301,753	315,150	329,207	18.9%
Business Airports	41,331	41,793	42,911	44,076	45,293	9.6%
Intermediate Airports	41,100	42,088	43,108	44,161	45,249	10.1%
Local Airports	17,592	18,027	18,478	18,944	19,427	10.4%
TOTAL	**376,827**	**390,890**	**406,250**	**422,331**	**439,176**	**16.5%**

Source: Base year data from FAA Form 5010 Airport Master Records and Airport Master Plans; Projections by Mead & Hunt

Figure 4-15: Projections of Aircraft Operations by Airport Classification



Source: Base year data from FAA Form 5010 Airport Master Records and Airport Master Plans; Projections by Mead & Hunt

A breakdown of the type of each operation was also projected as part of this study. Base year operation counts were taken from FAA Form 5010 Master Records and from airport master plans. The breakdown of operations includes itinerant (transient) aircraft operations by air carriers, air taxi, and GA aircraft. Air carrier operations are normally reported as aircraft with greater than 60 seats. Air taxi operations are considered aircraft with less than 60 seats (such as 50-seat regional jets) or for-hire charter flights. General Aviation operations are those performed by private aircraft owned by individuals, organizations, or corporations. A GA aircraft departing the Dixon Airport (DWX) is pictured in **Figure 4-16**. The number of local GA operations, aircraft that remain near the airport during the flight, and operations by military aircraft were also forecasted. In step with national trends, air carrier and air taxi operations are expected to see the largest percent increases over the forecast period. Itinerant GA operations are also expected to gain over the forecast period, with the lowest growth resulting from local GA operations. The breakdown of operations for all system airports is presented in **Table 4-22**.

Table 4-22: Aircraft Operation Category Projections

	Base Year Operations	Base +5	Base +10	Base +15	Base + 20	% Change
Operations Category	2015	2020	2025	2030	2035	2015-2035
Air Carrier	17,442	17,770	18,767	19,824	20,947	20.10%
Air Taxi	41,582	43,537	45,597	47,769	50,059	20.40%
GA (Itinerant)	149,412	155,134	161,126	167,401	173,975	16.40%
GA (Local)	139,353	144,207	149,262	154,529	160,018	14.80%
Military	29,038	30,242	31,498	32,808	34,176	17.70%
TOTAL	**376,827**	**390,890**	**406,250**	**422,332**	**439,175**	**16.50%**

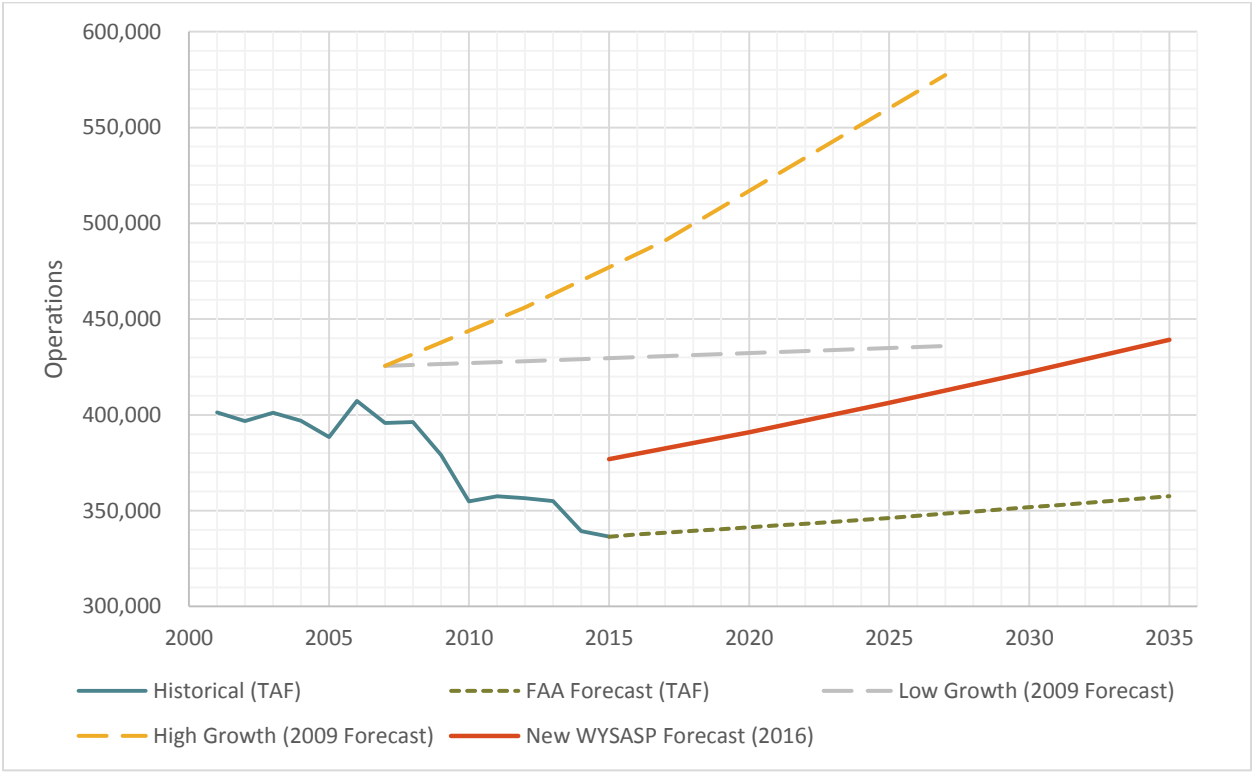
Source: Base year data from FAA Form 5010 Airport Master Records and Airport Master Plans; Projections by Mead & Hunt

The aircraft operations forecast is higher than the FAA TAF forecast, but below the previous 2009 system plan projections. Counts of aircraft operations obtained during the inventory process for this study revealed that airports experience greater numbers of operations than presented in the TAF. Therefore, the base year starting point was also higher, resulting in the new forecasts being higher than the TAF. The growth forecast as part of the new forecast is also higher than the TAF forecast. According to the historical TAF data, the number of aircraft operations peaked around 2007, the base year of the previous system plan forecast. Since 2007, historical operations have not exceeded either the high or low growth scenarios presented. **Figure 4-17** provides a comparison of the FAA TAF, previous system plan forecast, and the new projections.

Figure 4-16: Dixon Airport

Source: GDA Engineers

Figure 4-17: Comparison of Aircraft Operation Forecasts



Source: FAA TAF, 2009 Wyoming Statewide Airport Inventory and Implementation Plan, Mead & Hunt

4.5.2.b Projections of Based Aircraft

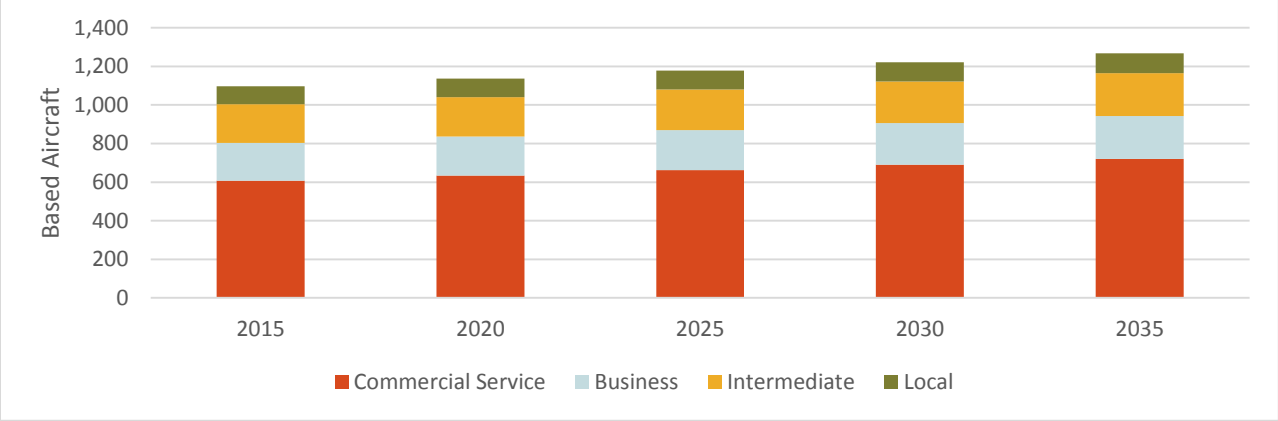
Projections of based aircraft for the forecast period are shown in **Table 4-23**, sorted by airport classification. Commercial Service airports are forecasted to have over half of the based aircraft in the airport system. Business and Intermediate airports are expected to continue to be the base for almost 20% of the based aircraft each. Local airports are projected to have less than 10% of the system's based aircraft throughout the forecast period. Commercial Service airports are also forecasted to experience the largest change in based aircraft, and are projected to see a 19% gain in based aircraft by 2035. Over the same forecast period, Business, Intermediate, and Local airports are forecasted to see gains in based aircraft of approximately 14%, 11%, and 10%, respectively. The graph in **Figure 4-18** depicts the projected gains in based aircraft.

Table 4-23: Summary of Based Aircraft Projections

	Base Year Aircraft	Base +5	Base +10	Base +15	Base +20	% Change
Airport Classification	2015	2020	2025	2030	2035	2015-2035
Commercial Service Airports	608	634	662	691	721	18.6%
Business Airports	195	201	208	214	222	13.6%
Intermediate Airports	200	205	210	216	221	10.7%
Local Airports	94	96	98	101	103	9.6%
TOTAL	**1,097**	**1,136**	**1,178**	**1,222**	**1,267**	**15.5%**

Source: Base year data from airport manager survey; Projections by Mead & Hunt

Figure 4-18: Projections of Based Aircraft by Airport Classification



Source: Base year data from airport manager survey; Projections by Mead & Hunt

The fleet mix refers to the type of aircraft based at an airport. The fleet mix for this study included single engine and multi-engine piston aircraft, turboprops, jets, helicopters (rotorcraft), and other types such as gliders, ultralights, and military aircraft. The existing fleet mix for system airports was determined though a two-step process: an initial survey to airport managers in which they indicated the total number of based aircraft and a follow-up telephone call to determine the fleet breakdown. Airports were not allowed to change the total number of aircraft on the follow-up call to keep the data collection point

consistent for all system airports. The fleet mix for the 40 airports in Wyoming's system during the base year, and each subsequent five-year forecast period is shown in **Table 4-24**. In step with forecasted domestic aviation trends, the number of jet and turboprop aircraft are expected to increase the most over the forecast period. Single engine piston aircraft and helicopters are expected to see the least increase during the same time period.

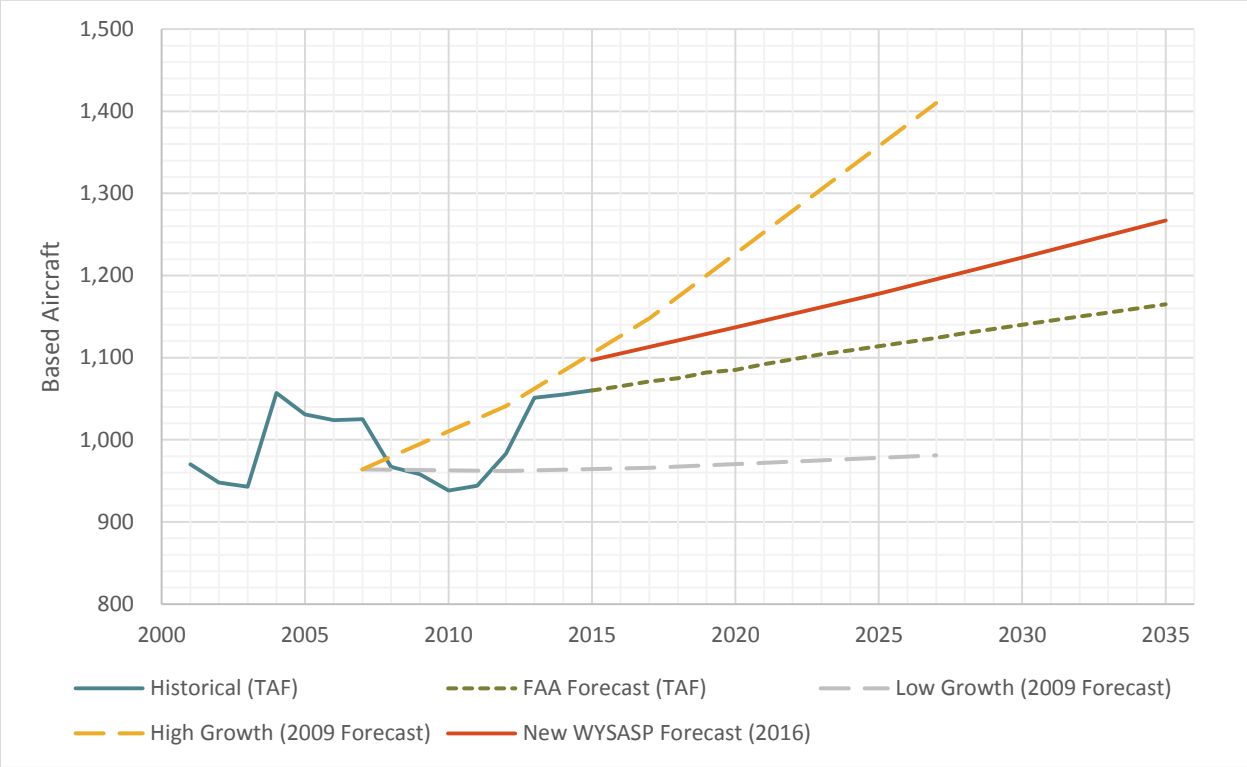
Table 4-24: Based Aircraft Fleet Mix Projections

	Base Year Aircraft	Base +5	Base +10	Base +15	Base +20	% Change
Fleet Type	2015	2020	2025	2030	2035	2015-2035
Single Engine	875	906	939	973	1,008	15.2%
Multi Engine	100	104	108	112	117	17.0%
Turboprop	41	43	45	47	49	19.5%
Jet	26	27	28	30	31	19.2%
Helicopter	30	31	32	33	34	13.3%
Other/Military	25	26	27	28	29	16.0%
TOTAL	**1,097**	**1,137**	**1,179**	**1,223**	**1,268**	15.6%

Source: Base year data from discussion with airport managers; Projections by Mead & Hunt

A review of the forecasts indicates that after a dip in based aircraft beginning around 2007 and lasting until 2011, the number of based aircraft has steadily increased, almost up to the high growth projections from the previous system plan. Generally, the historical numbers of based aircraft from the TAF have outpaced the low growth scenario presented in the 2009 system plan. The inventory data for this study indicates that the number of based aircraft remains slightly less than the high growth scenario from the 2009 system plan, but above the FAA TAF projections. Going forward, the projections of based aircraft developed for this study are forecasted to increase at a lower rate than the high growth 2009 forecast, but slightly above the FAA TAF forecast, and well above the low growth 2009 projections. A comparison of the different forecasts for based aircraft is presented in **Figure 4-19**.

Figure 4-19: Comparison of Based Aircraft Forecasts



Source: FAA TAF, 2009 Wyoming Statewide Airport Inventory and Implementation Plan, Mead & Hunt

4.5.3 Air Cargo

In addition to enplanements, operations, and based aircraft, air cargo continues to be an aviation activity at several airports in Wyoming. No cargo-specific projections were prepared as a part of this study. Rather, information from the Air Cargo section of the 2014 *Wyoming Statewide Freight Plan* was used to provide existing conditions.

Although any airport in Wyoming's aviation system could be used as a cargo airport as needed, ten airports have regular cargo operations. A majority of these cargo operations are conducted by third-party cargo airlines that contract with the nation's two largest private cargo companies, Federal Express (FedEx) and the United Parcel Service (UPS). These smaller companies provide a "feeder" service, using smaller aircraft to move cargo to hubs for introduction into their worldwide networks. The exception to this is the FedEx hub located at the Casper/Natrona County International Airport (CPR). This hub is served by large FedEx-operated cargo aircraft, such as the Airbus 300/310 or Boeing 757. A summary of the airports with regularly scheduled cargo service is shown in **Table 4-25**. In addition to these airports with dedicated cargo flights, cargo is also shipped on commercial passenger aircraft. This is especially true at Jackson Hole Airport (JAC) where

larger mainline commercial aircraft have the capability to carry air cargo in addition to passengers and baggage.[10]

Table 4-25: Cargo Airports in Wyoming

City	Airport	Airport ID	Cargo Feeder Services	
			FedEx	UPS
Casper	Casper/Natrona County International Airport	CPR	HUB	X
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS		X
Cody	Yellowstone Regional Airport	COD	X	X
Gillette	Gillette - Campbell County Airport	GCC		X
Jackson	Jackson Hole Airport	JAC	X	X
Laramie	Laramie Regional Airport	LAR		X
Rawlins	Rawlins Municipal - Harvey Field	RWL		X
Riverton	Riverton Regional Airport	RIW		X
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	X	X
Sheridan	Sheridan County Airport	SHR		X

Source: 2014 Wyoming Statewide Freight Plan: Air Cargo

CPR is Wyoming's sole cargo hub and has developed a forecast of air cargo activity, which was presented in the *Casper/Natrona County International Airport Master Plan*, published in June of 2016. This plan carries forward forecast methodology developed as part of the airport's *April 2010 Airport Cargo Study*, which was validated and used for the master plan forecast. The forecast of cargo operations for CPR, developed as part of the airport's master planning process, is shown in **Table 4-26**. The base year for this forecast is 2012 and provides a 20-year projection to 2032. In that time frame the number of cargo operations is expected to grow slowly, at a rate of less than 0.7% per year. However, the cargo volume is expected to grow at a much greater pace during the same time frame, going from about 19.4 million pounds to 38.8 million pounds by 2032, an increase of 100%. The difference in growth between operations and volume can be attributed to how the air cargo industry controls capacity. Rather than increasing the number of flights when demand increases (a practice common in the passenger airline industry), cargo operators are more likely to increase the size of the aircraft used.[11] Therefore, the number of aircraft operations may have little bearing on the volume of cargo being moved. This is an important consideration when considering future airport development because an increase in cargo volumes may result in the need for larger processing facilities and increased airport infrastructure, such as runways and aprons.

[10] Wyoming Statewide Freight Plan: Air Cargo, October 2014
[11] Casper/Natrona County International Airport Master Plan, June 2016

Table 4-26: Projections of Cargo Activity at CPR

	Operations			Cargo Volume
Year	Jet	Non-Jet	Total	Pounds
Historical				
2012	1,052	3,486	4,537	19,392,097
Projected				
2017	1,090	3,600	4,700	24,200,000
2022	1,130	3,730	4,900	28,300,000
2032	1,200	3,990	5,200	38,800,000
CAGR	**0.7%**	**0.7%**	**0.7%**	**3.5%**

Source: Casper/Natrona County International Airport Master Plan, June 2016

4.6 Summary

Aviation activity in Wyoming is forecasted to experience moderate gains over the medium and long term of the 20-year planning horizon. Changes in economic conditions within the state, as well as nationwide trends in aviation, should be monitored as they continue to shape aviation activities in the future. Nationally, passenger enplanements are expected to increase over the next 20 years and GA activity is forecasted to see modest gains, mainly in the turboprop, jet, and LSA fleets. The forecasts in this study point to similar trends occurring in Wyoming. These trends should be monitored and forecasts updated as new information is available in future years.

The forecasts developed for this study may be used as a resource for future system development, and are not intended to replace other airport-specific planning studies or documents. Individual forecasts for each system airport, developed as part of this system plan update, are available in **Appendix C**. For more information about air service, please see WYDOT's *Wyoming Air Service Enhancement Program Return on Investment Analysis* report.

CHAPTER 5 – SYSTEM ANALYSIS

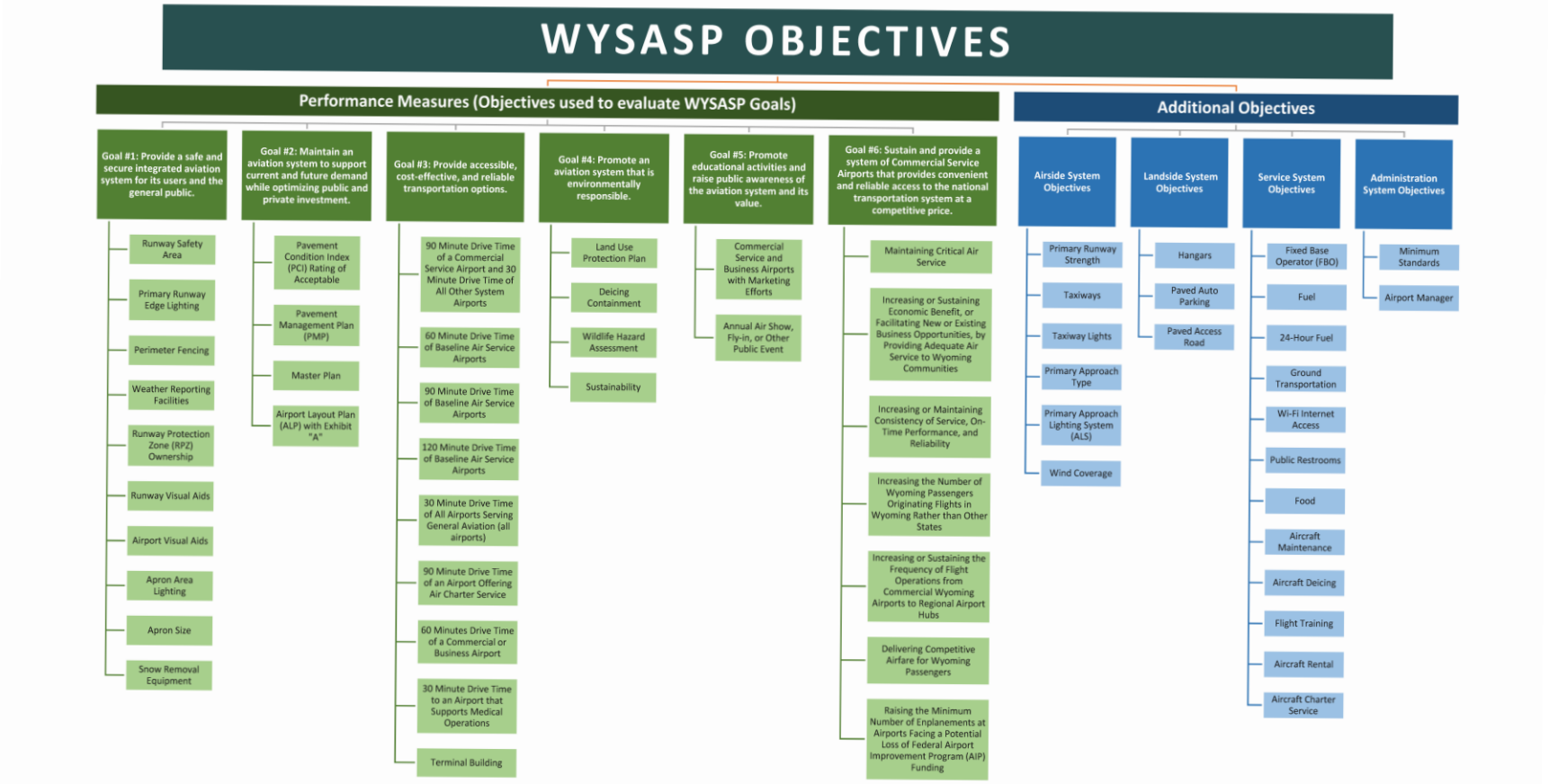
5.0 Introduction

Evaluation of system performance is a key element of the Wyoming State Aviation System Plan (WYSASP). This analysis gives decision makers, the citizens of Wyoming, and the Wyoming Department of Transportation (WYDOT) Aeronautics Division, which assists the state with the airport funding process, a holistic view of achievements and deficiencies in the state's aviation system, and is the basis for the system recommendations. Although this chapter highlights some of the gaps in the system, it is important to note that not all of the objectives presented are eligible for state and/or federal grant funding. Despite funding eligibility, all objectives are important for the continued operation and success of Wyoming's state aviation system.

Airport planning at the local level takes priority over system plan recommendations and goals for specific airports. Even though airports are classified in the WYSASP and given specific development criteria objectives, it may not be appropriate, or even possible, for airports to reach certain objectives for their classification. For example, an airport may be classified as a Commercial Service airport, which calls for a full parallel taxiway. However, local physical site constraints identified during the master planning process may significantly prohibit upgrading the airport to meet this standard. This is especially true if the master plan indicates that a full parallel taxiway is not necessary based on the type of approach to the runway. In this case, recommendations put forth by an airport's master plan should take precedence over the WYSASP objectives. However, changing conditions such as the development of a new approach, may be reason to reconsider the local master plan and WYSASP recommendations.

Wyoming's aviation system performance is measured through a series of goals, performance measures, and objectives. As introduced in Chapter 2, an **OBJECTIVE** is an item WYDOT has deemed important to the statewide aviation system. Objectives that assist the system in achieving the six identified goals are referred to as **PERFORMANCE MEASURES**. Performance measures serve as a means to evaluate the system performance related to each goal. Objectives that are not tied to the goals are simply considered **ADDITIONAL OBJECTIVES** that increase an airport's utility to the system or the user. **Figure 5-1** lists all of the objectives and indicates which ones are performance measures and which ones are additional objectives.

Figure 5-1: WYSASP Objectives



Since the development of the 2009 WYSASP, WYDOT Aeronautics has maintained a robust set of objectives that provides guidance on the facilities and services that are expected to be offered by airports within the system, as well as the overall accessibility of the system. These objectives provide the foundation of what WYDOT deems as desirable facilities, services, and access that airports should offer to the flying public. These can generally be categorized into four primary areas: airside objectives, landside objectives, services objects, and administrative objectives. There are 59 objectives, all of which are shown in **Figure 5-1**. Many of these objectives are listed in the individual airport report cards contained in Appendix E. Thirty-six of the objectives support the implementation of the six goals for the system plan and therefore are also defined as performance measures.

Those objectives that are not performance measures (blue objectives in **Figure 5-1**) are predominately facilities or services an airport can offer to supplement their core operations and are more discretionary on an airport-by-airport basis. The performance measure may vary for each Wyoming airport classification, as introduced in Chapter 2. The purpose of this variable performance target is to recognize that airports serving the system in different capacities may have different circumstances. For example, Local airports are not expected to have the same level of service and facilities as Commercial Service airports.

While all 59 objectives are important to the system, those that carry the additional title of performance measure are more critical to the overall success of the system since they support the goals of the WYSASP. Some of these performance measures are focused on items that can extend beyond the control of an individual airport. For example, eight of the performance measures that support Goal #3, which is focused on accessibility, are based on drive time analyses. These measures combine individual airport elements with proximity analysis to establish both the area encompassed and the population served for the various drive time assessments. Individual airports can only control their own facilities and services; they are not able to control the speed at which a person drives, road conditions, or location. Additionally, Goal #6, which is focused on maintaining commercial air service, is supported by seven performance measures that are a shared responsibility between individual commercial service airports, WYDOT, and individual commercial service airlines.

This chapter examines system performance through two distinct sets of analyses:

- The first set of analyses determines the performance of Wyoming's aviation system in meeting the goals of the plan. Each performance measure, associated by the individual goals, is evaluated on a classification specific level and a system-wide level. All system-wide performance percentages are weighted based upon the number of airports considered in the calculation. The six goals for Wyoming's aviation system are presented in the following sections:

5.1 Goal: Provide a safe and secure integrated aviation system for its users and the general public.
5.2 Goal: Maintain an aviation system to support current and future demand while optimizing public and private investment.
5.3 Goal: Provide accessible, cost-effective, and reliable transportation options.
5.4 Goal: Promote an aviation system that is environmentally responsible.
5.5 Goal: Promote educational activities and raise public awareness of the aviation system and its value.
5.6 Goal: Sustain and provide a system of Commercial Service airports that provides convenient and reliable access to the national transportation system at a competitive price.

- The second set of analyses examines the performance of the system in meeting the additional objectives established for each of the airport classifications. These additional objectives are used to guide future development of airports according to their classification and provide targets to work toward the established performance measures. A percentage of system airports meeting/not meeting the additional objectives is not provided since these objectives are not formally used in the system performance. Only objectives that also serve as performance measures impact the system performance calculation. The airside, landside, services, and administration system objectives are presented in the following sections:

5.7 Additional Airside System Objectives
5.8 Additional Landside System Objectives
5.9 Additional Service System Objectives
5.10 Additional Administration System Objectives

System Analysis and Evaluation Overview

This chapter includes two new system analyses based on the data collected as part of the 2016 WYSASP. First, an updated analysis based on the airport classifications previously established in the *Wyoming Statewide Airport Inventory and Implementation Plan*, published in November 2009, is presented. The 2009 airport classifications were carried forward into this plan and each airport was evaluated using the performance measures and objectives that were retained, altered, or developed for this system plan update[1]. Next, using the same updated performance measures and objectives, the system is evaluated based on the new 2016 airport classifications, as presented in Chapter 2. In addition to the new system analyses, this chapter also reintroduces the performance from 2009 to assist with evaluating the system's progress over time. The following sections, and tables contained within, summarize the system performance and analysis at these three analysis time points:

2009 / 2009	Evaluation of the Wyoming aviation system using the data directly from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*
2009 / 2016	Evaluation of the airport system carried forward from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*[1] using the data collected in the 2016 WYSASP.
2016 / 2016	Evaluation of the current system in the 2016 classifications using the data collected in the 2016 WYSASP.

The reclassification of the nine airports from the 2009 system to the 2016 system has created changes in the system analysis. First, the number of airports in each classification has changed, with the exception of the Commercial Service airports. Since system performance is calculated using a weighted average of each airport classification's target value, the overall system performance target also changed. Second, because of a change in the number of airports in four of the five classifications, the performance within those classifications also changed.

The system analysis at each time point is combined into a single table for each performance measure or objective, with the exception of performance measures that require maps to present the analysis. To demonstrate performance changes between the three time points, the performance, airports not meeting the performance measure and/or objective, and system targets are shown side-by-side. The performance analysis from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* is presented (if available) next to the analysis of the 2009 system carried forward using the updated 2016 WYSASP data. Lastly, the analysis of the updated 2016 classifications recalculated after the nine airports were moved to their current, reclassified status are presented. Note that performance targets from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* are not shown.

[1] The exception to this method is the Worland Municipal Airport, which was changed from a Commercial Service Airport to a Business Airport (and evaluated as such) after commercial service ended on September 30, 2016.

The airports that are not meeting an objective or performance measure are listed in each table. Airports that met the objective or performance measure at all three time points are not listed. Details of specific airport deficiencies are available in the Airport Report Cards in **Appendix E**. For each time point, a symbol is used to show the airport's status:

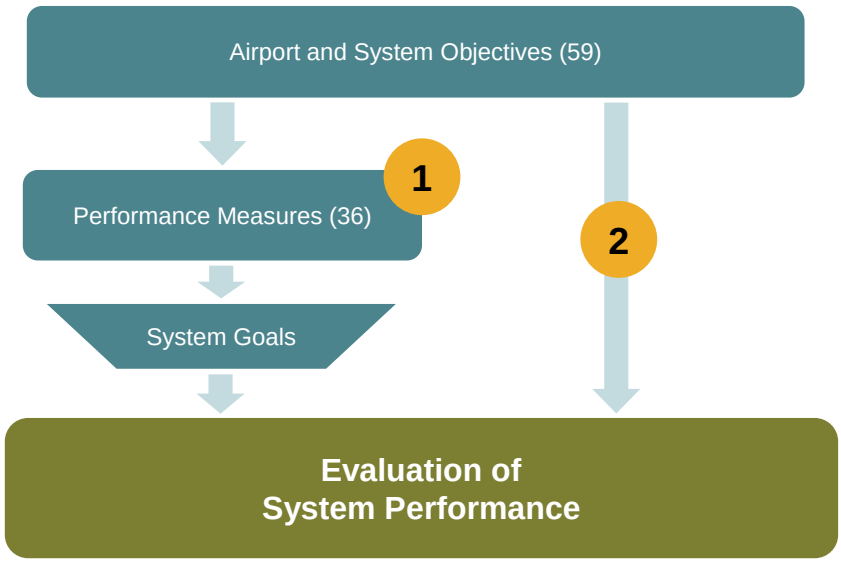
- A red (**X**) indicates an airport did not meet the objective.
- A green check mark (✓) indicates that an airport met the objective.
- A not applicable (**n/a**) indicates an airport was in a different airport classification at the time of analysis.

As first presented in Chapter 2, the relationship between the goals, performance measures, and objectives is illustrated in **Figure 5-2.** Some objectives are used to determine a performance measure, which in turn evaluates a system goal. Other objectives are simply targets for system development. To better understand how objectives, performance measures, and goals relate to each other, a yellow number has been assigned to each of these two scenarios in **Figure 5-2**:

1 Performance Measure used to meet a system Goal.

2 Objective that is not related to a Goal.

Figure 5-2: Relationship of Goals, Performance Measures, and Objectives



Source: Mead & Hunt

Because the evaluation is slightly different for both of the scenarios, the tables used in this chapter differ from the tables used in previous chapters and are based on the type of objective or performance measure. An example of each type of table presented in this chapter for each of the system evaluation methods is shown in **Figures 5-3** and **5-4,** and explained with their corresponding scenario number.

1 Performance Measure used to meet a System Goal

Scenario one demonstrates how a performance measure used to meet a system goal is presented in this chapter. In this example, shown in **Figure 5-3**, the performance measure is "Percent of Airports meeting the Airport Visual Aids Objective." The Airport Visual Aids objective is shown for each airport classification (e.g. beacon and lighted wind cone) along with the performance measure target value (e.g. 76%). The number of airports meeting the respective objective is shown next to the total number of airports considered in the analysis (e.g. 9/9). The ratio of these values (number meeting to number considered) is the current system performance, shown as a percentage. Overall system performance and targets are weighted based on the number of airports in each classification. This performance measure is part of the system *Goal: Provide a safe and secure integrated aviation system for its users and the general public.*

Figure 5-3: Sample Airport Visual Aids Performance Measure Associated with an Objective

Associated Objective

System-Wide, Weighted Performance

System-Wide, Weighted Target Performance

	Airport Visual Aids Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System			**100% (40/40)**	**100% (40/40)**					**76%**	**81%**
Commercial Service	Beacon Lighted Wind Cone	100% (10/10)	100% (9/9)	100% (9/9)					100%	100%
Business	Beacon Lighted Wind Cone	100% (6/6)	100% (7/7)	100% (11/11)					100%	100%
Intermediate	Beacon Lighted Wind Cone	100% (10/10)	100% (10/10)	100% (10/10)					75%	75%
Local Paved	Beacon Lighted Wind Cone	100% (9/9)	100% (9/9)[1]	100% (4/4)					50%	50%
Local Non-Paved	Wind Cone (Beacon-Not an Objective)	20% (1/5)	100% (5/5)	100% (6/6)	Green River Medicine Bow Shoshoni Upton	X X X X	✓ ✓ ✓ ✓	✓ ✓ ✓ ✓	50%	50%

Number of System Airports Meeting Objective / Number of Airports Included in Analysis

Classification-Specific Performance

Classification-Specific Performance Target

2 Objective that is not related to a Goal

Scenario two shows how an objective not associated with a goal or performance measure is presented in this chapter. **Figure 5-4** is an example of the Aircraft Deicing objective. This objective is either considered to be met or not met, and the table lists any airports not meeting the objective. In this example, aircraft deicing is an objective for both Commercial Service and Business class airports, and not an objective for the remaining airport classifications. The Business airports in Douglas, Greybull, Saratoga, and Worland do not meet this objective when the 2009 classifications are measured against the 2016 data (2009/2016). This objective is not part of an overall system goal, but rather a predetermined system benchmark.

Figure 5-4: Sample Objective not associated with a Goal

	Aircraft Deicing Objective	Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Wyoming System					
Commercial Service	Aircraft Deicing	Worland	X	n/a	n/a
Business	Aircraft Deicing	Buffalo Douglas Greybull Lander Rawlins Saratoga Torrington Worland	n/a X X n/a n/a ✓ n/a n/a	n/a X X n/a n/a X n/a X	X X X X X X X X
Intermediate	Not an Objective		–	–	–
Local Paved	Not an Objective		–	–	–
Local Non-Paved	Not an Objective		–	–	–

The system performance for suggested objectives is presented in the tables. The performance of suggested objectives is not figured into the overall system performance and not used to determine if the objective, and associated performance measure (if applicable), is meeting the established targets. Suggested objectives are shown in an *italic font* to highlight where a particular objective is only suggested and not essential. If an objective is considered not applicable for an airport classification, it is noted as such and no system performance is shown, nor is it used to calculate progress toward system targets. The presentation of essential, suggested, and not applicable objectives are shown in **Figure 5-5**.

Figure 5-5: Suggested and Not Applicable Objectives

	Ground Transportation Objective	Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Essential Objective →	On-Airport Rental Car				
	Courtesy Car or Rental Suggested	*Greybull*	✓	X	X
Suggested Objective →	*Courtesy Car or Rental Suggested*	*Kemmerer*	✓	X	X
		Pine Bluffs	**n/a**	**n/a**	X
		Wheatland	X	X	X
	Courtesy Car Suggested	*Cokeville*	X	X	**n/a**
		Cowley	✓	X	X
		Dixon	X	X	X
		Fort Bridger	X	✓	**n/a**
		Lusk	✓	X	X
		Pine Bluffs	✓	X	**n/a**
Not Applicable (Not an Objective) →	Not an Objective		–	–	–

5.0.1 Introduction of System Objectives

The example tables introduced in this chapter are used to evaluate the actual system objectives that are presented in this section. The WYDOT Aeronautics Division developed 59 objectives, which are used to evaluate each airport in the state system. Thirty-six of the objectives are considered performance measures because they are tied to a system goal. There are 23 additional objectives, which are not connected to a system goal. The additional objectives fall into one of four areas: airside, landside, services, and administration, as shown in **Figure 5-6**. System objectives are shown by airport classification in **Table 5-1**, **Table 5-2**, **Table 5-3**, **Table 5-4**, and **Table 5-5**. It is important to note that not all of the objectives apply to each airport classification. **Tables 5-1** through **5-5** indicate whether an objective is essential, suggested, or not an objective for a particular airport classification. In some instances, the objective may be a federal requirement.

Figure 5-6: Organization of System Objectives

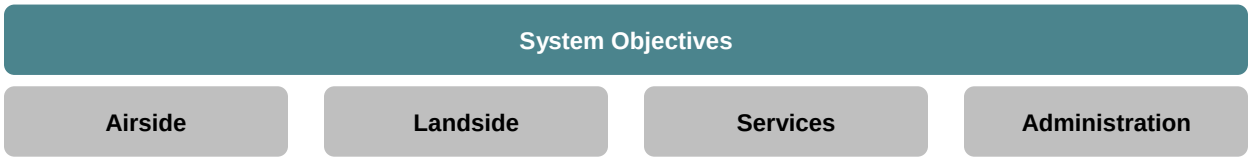


Table 5-1: Commercial Service Airport Objectives

	Airside
Primary Runway Lights	**High Intensity Runway Lights (HIRL)**
Primary Runway Strength	Can Support Bombardier CRJ-700 – 75,000 pounds
Taxiway	Full Length Parallel
Taxiway Lights	Medium Intensity Taxiway Lights (MITL)
Primary Approach Type	Precision
Primary Approach Lighting System (ALS)	ODALS, MALS, or MALSR
Runway Visual Aids	**PAPI or VASI – Both Runway Ends** **REIL or ALS – Both Runway Ends**
Airport Visual Aids	**Beacon** **Lighted Wind Cone**
Wind Coverage	≥ 95% Coverage at 16 knots
Runway Safety Area (RSA)	**Standard RSA on All Paved Runways**
	Landside
Weather Reporting	**AWOS/ASOS**
Terminal	**Commercial Service (CS) and General Aviation (GA)**
Perimeter Fencing	**Full Perimeter Security or Wildlife Fence**
Hangars	100% of Based Aircraft in Hangars
Lighted Apron Area	**Lighted Apron Area**
Apron Size	**Apron parking shortage 14 days per year or less**
Paved Auto Parking	Paved Auto Parking
Paved Access Road	Paved Access Road
Snow Removal Equipment (SRE)	**Snow plow, broom, and a carrier vehicle, plus a materials spreader and a rotary plow (blower). Airports with >25,000 annual passenger enplanements add 2 each of 2 of these 3: Plow, broom or a rotary plow (blower)**
	Services
Fixed Base Operator (FBO)	*Suggested*
Fuel	100 LL and Jet A
24-Hour Fuel	24-Hour 100 LL; Jet A “on call”
Ground Transportation	On-Airport Rental Car
Wi-Fi Internet Access	CS Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers
Public Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms
Food	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*
Aircraft Maintenance	Major Airframe & Powerplant (A&P)
Aircraft Deicing	Aircraft Deicing
Aircraft Deicing Containment System	**Containment System**
Flight Training	*Suggested*
Aircraft Rental	*Suggested*
Aircraft Charter Service	*Suggested*
	Administration
Land Use Protection Plan	**All Priority Rating Model Land Use Protection Elements***
Current Master Plan	**On Record with Aeronautics and Less than 10 years old**
Current Airport Layout Plan (ALP) with Exhibit A	**On Record with Aeronautics and Less than 5 years old**
Minimum Standards	On Record with Aeronautics
Pavement Management Plan	**Approved, Current, and On Record with Aeronautics**
Airport Manager	Airport Manager
RPZ Ownership	**Fee and Title Ownership of All Existing RPZs**
Wildlife Hazard Assessment	**Wildlife Hazard Assessment**
Sustainability	***5 Sustainable Measures Suggested***

Source: WYDOT Aeronautics Division

Notes: Objectives are essential unless noted; *See Section 5.4.1 for descriptions of land use protection elements

Bolded objectives are also performance measures

Table 5-2: Business Airport Objectives

	Airside
Primary Runway Lights	**Medium Intensity Runway Lights (MIRL)**
Primary Runway Strength	Can support Cessna Citation Sovereign – 30,300 pounds
Taxiway	Full Length Parallel
Taxiway Lights	Medium Intensity Taxiway Lights (MITL)
Primary Approach Type	Non-Precision
Primary Approach Lighting System (ALS)	ODALS or Appropriate for Approach Type
Runway Visual Aids	**PAPI or VASI – Both Runway Ends** **REIL or ALS – Both Runway Ends**
Airport Visual Aids	**Beacon** **Lighted Wind Cone**
Wind Coverage	≥ 95% Coverage at 16 knots
Runway Safety Area (RSA)	**Standard RSA on All Paved Runways**
	Landside
Weather Reporting	**AWOS/ASOS**
Terminal	**General Aviation (GA) Terminal**
Perimeter Fencing	**Full Perimeter Wildlife Fence**
Hangars	100% of Based Aircraft in Hangars
Lighted Apron Area	**Lighted Apron Area**
Apron Size	**Apron parking shortage 14 days per year or less**
Paved Auto Parking	Paved Auto Parking
Paved Access Road	Paved Access Road
Snow Removal Equipment (SRE)	**Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom**
	Services
Fixed Base Operator (FBO)	Suggested
Fuel	100 LL and Jet A
24-Hour Fuel	24-Hour 100 LL; Jet A “on call”
Ground Transportation	*Courtesy Car or Rental Suggested*
Wi-Fi Internet Access	24-hour Wi-Fi for Pilots and Passengers
Public Restrooms	24-hour Restrooms
Food	*Vending Machines Suggested*
Aircraft Maintenance	Major Airframe & Powerplant (A&P)
Aircraft Deicing	Aircraft Deicing
Aircraft Deicing Containment System	***Suggested***
Flight Training	*Suggested*
Aircraft Rental	*Suggested*
Aircraft Charter Service	*Suggested*
	Administration
Land Use Protection Plan	**Airspace Protection + 2 Additional Priority Rating Model Land Use Protection Elements***
Current Master Plan	**On Record with Aeronautics and Less than 12 years old**
Current Airport Layout Plan (ALP) with Exhibit A	**On Record with Aeronautics and Less than 5 years old**
Minimum Standards	On Record with Aeronautics
Pavement Management Plan	**Approved, Current, and On Record with Aeronautics**
Airport Manager	Airport Manager
RPZ Ownership	**Fee and Title Ownership of All Existing RPZs**
Wildlife Hazard Assessment	***Wildlife Hazard “1-day visit” Suggested***
Sustainability	***3 Sustainable Measures Suggested***

Source: WYDOT Aeronautics Division

Notes: Objectives are essential unless noted; *See Section 5.4.1 for descriptions of land use protection elements

Bolded objectives are also performance measures

Table 5-3: Intermediate Airport Objectives

	Airside
Primary Runway Lights	**Medium Intensity Runway Lights (MIRL)**
Primary Runway Strength	Can Support Beechcraft King Air 200 – 12,500 pounds
Taxiway	Partial Parallel, Connector and/or Turn Around
Taxiway Lights	Medium Intensity Taxiway Lights (MITL)
Primary Approach Type	Non-Precision
Primary Approach Lighting System (ALS)	*ODALS or Appropriate for Approach Type Suggested*
Runway Visual Aids	**PAPI or VASI – Both Runway Ends** **REIL or ALS – Both Runway Ends**
Airport Visual Aids	**Beacon** **Lighted Wind Cone**
Wind Coverage	≥ 95% Coverage at 13 knots
Runway Safety Area (RSA)	**Standard RSA on All Paved Runways**
	Landside
Weather Reporting	**AWOS/ASOS**
Terminal	**General Aviation (GA) Terminal**
Perimeter Fencing	**Full Perimeter Wildlife Fence**
Hangars	80% of Based Aircraft in Hangars
Lighted Apron Area	***Suggested***
Apron Size	**Apron parking shortage 14 days per year or less**
Paved Auto Parking	*Suggested*
Paved Access Road	*Suggested*
Snow Removal Equipment (SRE)	**3 pieces of SRE: Snow plow, broom and rotary plow (blower); including a carrier vehicle**
	Services
Fixed Base Operator (FBO)	*Suggested*
Fuel	100 LL
24-Hour Fuel	Not an Objective
Ground Transportation	*Courtesy Car or Rental Suggested*
Wi-Fi Internet Access	24-hour Wi-Fi for Pilots and Passengers
Public Restrooms	24-hour Restrooms
Food	*Vending Machines Suggested*
Aircraft Maintenance	Minor Airframe & Powerplant (A&P)
Aircraft Deicing	Not an Objective
Aircraft Deicing Containment System	**Not an Objective**
Flight Training	*Suggested*
Aircraft Rental	*Suggested*
Aircraft Charter Service	*Suggested*
	Administration
Land Use Protection Plan	**Airspace Protection +1 Additional Priority Rating Model Land Use Protection Element†**
Current Master Plan	**On Record with Aeronautics and Less than 15 years old**
Current Airport Layout Plan (ALP) with Exhibit A	**On Record with Aeronautics and Less than 5 years old***
Minimum Standards	On Record with Aeronautics
Pavement Management Plan	**Approved, Current, and On Record with Aeronautics**
Airport Manager	Airport Manager
RPZ Ownership	**Fee and Title Ownership of All Existing RPZs**
Wildlife Hazard Assessment	***Wildlife Hazard "1-day visit" Suggested***
Sustainability	***2 Sustainable Measures Suggested***

Source: WYDOT Aeronautics Division

Notes: Objectives are essential unless noted; *See Section 5.4.1 for descriptions of land use protection elements

Bolded objectives are also performance measures

Table 5-4: Local Paved Airport Objectives

	Airside
Primary Runway Lights	**Medium Intensity Runway Lights (MIRL)**
Primary Runway Strength	Can Support Pilatus PC-12 – 10,450 pounds
Taxiway	Maintain Existing Taxiways
Taxiway Lights	Reflectors *(MITL Suggested)*
Primary Approach Type	Not an Objective
Primary Approach Lighting System (ALS)	Not an Objective
Runway Visual Aids	**PAPI – One Runway End (Both Ends Suggested)** **REIL or ALS – One Runway End (Both Ends Suggested)**
Airport Visual Aids	**Beacon** **Lighted Wind Cone**
Wind Coverage	≥ 95% Coverage at 13 knots Suggested
Runway Safety Area (RSA)	**Standard RSA on All Paved Runways**
	Landside
Weather Reporting	**AWOS/ASOS**
Terminal	**General Aviation (GA) Terminal**
Perimeter Fencing	**Full Perimeter Wildlife Fence**
Hangars	50% of Based Aircraft in Hangars
Lighted Apron Area	**Not an Objective**
Apron Size	**Apron parking shortage 14 days per year or less**
Paved Auto Parking	*Suggested*
Paved Access Road	*Suggested*
Snow Removal Equipment (SRE)	**Snow plow and broom, including a carrier vehicle**
	Services
Fixed Base Operator (FBO)	*Suggested*
Fuel	*Suggested*
24-Hour Fuel	Not an Objective
Ground Transportation	*Courtesy Car Suggested*
Wi-Fi Internet Access	24-hour Wi-Fi for Pilots and Passengers
Public Restrooms	*Suggested*
Food	Not an Objective
Aircraft Maintenance	Not an Objective
Aircraft Deicing	Not an Objective
Aircraft Deicing Containment System	**Not an Objective**
Flight Training	*Suggested*
Aircraft Rental	*Suggested*
Aircraft Charter Service	*Suggested*
	Administration
Land Use Protection Plan	**Priority Rating Model Land Use Airspace Protection Element†**
Current Master Plan	**On Record with Aeronautics and Less than 15 years old**
Current Airport Layout Plan (ALP) with Exhibit A	**On Record with Aeronautics and Less than 10 years old***
Minimum Standards	*Suggested on Record with Aeronautics*
Pavement Management Plan	**Approved, Current, and On Record with Aeronautics**
Airport Manager	Airport Manager
RPZ Ownership	***Suggested***
Wildlife Hazard Assessment	**Not an Objective**
Sustainability	***1 Sustainable Measure Suggested***

Source: WYDOT Aeronautics Division

Notes: Objectives are essential unless noted, *See section 5.4.1 for descriptions of land use protection elements

Bolded objectives are also performance measures

Table 5-5: Local Non-Paved Airport Objectives

	Airside
Primary Runway Lights	**Runway Edge Markers**
Primary Runway Strength	Not an Objective
Taxiway	Maintain Existing Taxiways
Taxiway Lights	Not an Objective
Primary Approach Type	Not an Objective
Primary Approach Lighting System (ALS)	Not an Objective
Runway Visual Aids	**PAPI – Not an Objective** **REIL or ALS – Not an Objective**
Airport Visual Aids	**Beacon – Not an Objective** **Wind Cone**
Wind Coverage	≥ 95% Coverage at 13 knots Suggested
Runway Safety Area (RSA)	**Not an Objective**
	Landside
Weather Reporting	**Not an Objective**
Terminal	**Not an Objective**
Perimeter Fencing	**Full Perimeter Field Fence**
Hangars	50% of Based Aircraft in Hangars
Lighted Apron Area	**Not an Objective**
Apron Size	**Not an Objective**
Paved Auto Parking	Not an Objective
Paved Access Road	Not an Objective
Snow Removal Equipment (SRE)	**Not an Objective**
	Services
Fixed Base Operator (FBO)	Not an Objective
Fuel	Not an Objective
24-Hour Fuel	Not an Objective
Ground Transportation	Not an Objective
Wi-Fi Internet Access	Not an Objective
Public Restrooms	*Suggested*
Food	Not an Objective
Aircraft Maintenance	Not an Objective
Aircraft Deicing	Not an Objective
Aircraft Deicing Containment System	**Not an Objective**
Flight Training	Not an Objective
Aircraft Rental	Not an Objective
Aircraft Charter Service	Not an Objective
	Administration
Land Use Protection Plan	**Not an Objective**
Current Master Plan	***Suggested On Record with Aeronautics and Less than 15 years old***
Current Airport Layout Plan (ALP) with Exhibit A	***Suggested On Record with Aeronautics and Less than 10 years old***
Minimum Standards	Not an Objective
Pavement Management Plan	**Not an Objective**
Airport Manager	*Suggested*
RPZ Ownership	***Suggested***
Wildlife Hazard Assessment	**Not an Objective**
Sustainability	**Not an Objective**

Source: WYDOT Aeronautics Division

Notes: Objectives are essential unless noted

Bolded objectives are also performance measures

5.1 Goal: Provide a safe and secure integrated aviation system for its users and the general public.

Wyoming's aviation system must continue to provide a safe and secure environment for its users and the public. Preserving areas around the airport and providing the necessary infrastructure to allow safe aircraft operations is vital to protecting aircraft operators, passengers, and communities. The following performance measures are used to evaluate the success of system airports in providing a safe and secure aviation system now and during the 20-year planning period by measuring the percentage of airports meeting each objective. An asterisk (*) signifies performance measures added or changed from the 2009 system plan.

- Runway Safety Area (RSA) objective
- Primary runway edge lighting objective*
- Perimeter fencing objective
- Weather reporting facilities and connection to the National Airspace Data Interchange Network (NADIN) objective*
- Runway Protection Zone (RPZ) ownership objective*
- Runway visual aids objective*
- Airport visual aids objective*
- Apron area lighting objective*
- Apron size objective*
- Snow Removal Equipment (SRE) objective*

5.1.1 Performance Measure: Percent of Airports Meeting the Runway Safety Area (RSA) Objective

According to FAA Advisory Circular (AC) 150/5300-13A *Airport Design*, the RSA is a rectangular shaped boundary that designates an area outside the edges of a runway that should be able to support the weight of an aircraft in the event of an aircraft undershoot, overshoot, or lateral excursion. The size of the RSA is based on the runway's Airport Reference Code (ARC) as determined by FAA design criteria. Having an RSA that meets the standard FAA design criteria on all paved, primary runways is considered an essential objective for the WYSASP, as shown in **Table 5-6**.

Only the Cokeville airport does not meet the objective using the 2009 classifications. Airport reclassification in 2016 resulted in better system performance. Cokeville became a Local Non-paved airport; therefore, the Primary Runway RSA performance is no longer an objective for Cokeville. The Local Paved airports now meet the RSA objective at 100%. This is a significant improvement over the 54% system performance published in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

There are no further recommendations, as all paved system airports have fully compliant RSAs and the system is meeting its target performance of 100%.

Table 5-6: RSA Objective Performance

	Primary Runway RSA Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**54% (21/35)**	**97% (34/35)**	**100% (34/34)**					**100%**	**100%**
Commercial Service	Standard RSA on All Paved Runways	80% (8/10)	100% (9/9)	100% (9/9)	Gillette Riverton	X X	✓ ✓	✓ ✓	100%	100%
Business	Standard RSA on All Paved Runways	33% (2/6)	100% (7/7)	100% (11/11)	Afton Greybull Lander Pinedale Rawlins Saratoga Torrington	X X **n/a** X **n/a** X **n/a**	✓ ✓ **n/a** ✓ **n/a** ✓ **n/a**	✓ ✓ ✓ ✓ ✓ ✓ ✓	100%	100%
Intermediate	Standard RSA on All Paved Runways	40% (4/10)	100% (10/10)	100% (10/10)	Guernsey Kemmerer Lander Newcastle Rawlins Thermopolis Torrington	X X X X X **n/a** X	✓ ✓ ✓ ✓ ✓ **n/a** ✓	✓ ✓ **n/a** ✓ **n/a** ✓ **n/a**	100%	100%
Local Paved	Standard RSA on All Paved Runways	56% (5/9)	89% (8/9)	100% (4/4)	Cokeville Hulett Lusk Thermopolis[1]	X X X X	X ✓ ✓ ✓	**n/a** ✓ ✓ **n/a**	100%	100%
Local Non-Paved	Not an Objective	–	–	–	Cokeville	**n/a**	**n/a**	–	–	–

Notes:

1. Thermopolis performance in 2009 is based on the Hot Springs County-Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG). The new HSG airport meets the RSA objective.

Source: 2015 Wyoming Airport Design Standards Inventory Update

5.1.2 Performance Measure: Percent of Airports Meeting the Primary Runway Edge Lighting Objective

Runway edge lights assist pilots in identifying the edges of a runway during low visibility and nighttime conditions. There are three types of runway edge lighting based on their illumination intensity:

- High Intensity Runway Lights (HIRL)
- Medium Intensity Runway Lights (MIRL)
- Low Intensity Runway Lights (LIRL)

Runways with HIRL typically have precision instrument approaches. Lighting with lower intensities are normally installed on runways with non-precision or visual only approaches. The runway edge lighting objectives shown in **Table 5-7** are minimum objectives – some airports have higher intensity lighting than the listed objective.

The analysis of the 2009 airport classifications to the 2016 data shows that one of the nine Commercial Service airports does not have HIRL, and three Non-Paved Local airports do not have edge markers or runway lighting. All Business, Intermediate and Local Paved airports meet the primary runway edge lighting objective with 100% performance. The system as a whole is exceeding the performance target established for this objective.

Airport reclassification in 2016 did not cause any further shortfalls or system gaps with regards to runway edge lighting. The current system performance is a 12% improvement over the performance from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

While the system as a whole is exceeding the goal of 89%, by a small margin of 1%, it should still be a goal to improve the lighting at Laramie to meet the Commercial Service goal of HIRL. Adding runway edge markers at Green River, Shoshoni, and Glendo could be future goals to assess on a case-by-case basis, but are not necessary to meet the statewide performance target.

Table 5-7: Primary Runway Edge Lighting Objective Performance

Primary Runway Edge Lighting Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**78% (31/40)**	**90% (36/40)**	**90% (36/40)**					**83%**	**89%**
Commercial Service	HIRL (High Intensity Runway Lights)	70% (7/10)	100% (8/9)	89% (8/9)	Cody Laramie Worland	X X X	✓ X **n/a**	✓ X **n/a**	100%	100%
Business	MIRL (Medium Intensity Runway Lights)	100% (6/6)	100% (7/7)	100% (11/11)	Worland	**n/a**	✓	✓	100%	100%
Intermediate	MIRL (Medium Intensity Runway Lights)	100% (10/10)	100% (10/10)	100% (10/10)					75%	75%
Local Paved	MIRL (Medium Intensity Runway Lights)	89% (8/9)	100% (9/9)	100% (4/4)	Cokeville[1]	X	✓	**n/a**	50%	50%
Local Non-Paved	Runway Edge Markers	0% (0/5)	40% (2/5)	50% (3/6)	Cokeville[1] Glendo Green River Medicine Bow Shoshoni Upton[2]	**n/a** X X X X X	**n/a** X X ✓ X ✓	✓ X X ✓ X ✓	100%	100%

Notes:

1. Cokeville (U06) MIRL out of service indefinitely.
2. Upton (83V) MIRL out of service indefinitely.

Source: FAA 5010 Forms – Airport Master Record

5.1.3 Performance Measure: Percent of Airports Meeting the Perimeter Fencing Objective

Airport perimeter fences keep an airport secure and prevent people or wildlife from entering the aircraft operation areas. There are three types of fences installed at Wyoming airports: security, wildlife, and field fences. In order to satisfy the perimeter fencing objective the airport fence needs to enclose the entire airport boundary and meet the minimum fence type established. The perimeter fencing objective is presented in **Table 5-8**. See Chapter 3 for additional information on fence types.

Commercial Service, Business, Intermediate, and Local Paved airports meet their respective performance targets using the 2009 airport classifications. Local Non-Paved airports do not meet their 50% performance target with only one of the five airports currently meeting the objective (20%).

The 2016 reclassification of airports increased the overall system performance target from 76% to 81%. The classification changes also increased actual system performance from 78% to 80%; however, with the system target increased to 81%, the system performance is still falling short by 1%.

Installing fences at the airports that are not meeting their objectives would boost overall system performance. Both Local Paved and Non-Paved airports are falling short of their classification's target performance. Intermediate airports are meeting their performance target, but there is one airport (Wheatland) that is not meeting the objective. Therefore, the recommendation is for Wheatland, as an Intermediate airport, to work towards an upgrade of their fencing type and Local airports (Paved and Non-Paved) to work towards meeting their respective fencing objectives, when feasible.

Table 5-8: Perimeter Fencing Objective Performance

Perimeter Fencing Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**78% (31/40)**	**78% (31/40)**	**80% (32/40)**					**76%**	**81%**
Commercial Service	Full Perimeter Security or Wildlife Fence	100% (10/10)	100% (9/9)	100% (9/9)					100%	100%
Business	Full Perimeter Wildlife Fence	83% (5/6)	100% (7/7)	100% (11/11)	Afton	X	✓	✓	100%	100%
Intermediate	Full Perimeter Wildlife Fence	80% (8/10)	90% (9/10)	90% (9/10)	Guernsey Pine Bluffs Wheatland	X **n/a** X	✓ **n/a** X	✓ ✓ X	75%	75%
Local Paved	Full Perimeter Wildlife Fence	67% (6/9)	56% (5/9)	25% (1/4)	Cokeville Cowley Dixon Lusk Pine Bluffs	X X ✓ ✓ X	X X X X ✓	**n/a** X X X **n/a**	50%	50%
Local Non-Paved	Full Perimeter Field Fence (4–Strand Barbed Wire)	40% (2/5)	20% (1/5)	33% (2/6)	Cokeville Glendo Green River Medicine Bow Shoshoni Upton	**n/a** X X X ✓ ✓	**n/a** X ✓ X X X	✓ X ✓ X X X	50%	50%

Notes: Type of fencing at Glendo, Medicine Bow, and Shoshoni is unknown. Field fence at Upton is not full perimeter. Dixon and Lusk have full perimeter field fencing.

Source: Individual Airport Master Plans and Airport Layout Plans (ALP) as of April 2016.

5.1.4 Performance Measure: Percent of Airports Meeting the Weather Reporting Facilities Objective

Automated weather reporting systems provide current airport weather conditions, 24-hours a day, to pilots and may include information such as wind speed and direction, visibility, cloud height and coverage, precipitation type, temperature, and barometric pressure. The two automated weather reporting systems used in Wyoming are the Automated Weather Observation System (AWOS) and Automated Surface Observation System (ASOS). Automated weather observations are normally broadcast over a VHF radio to aircraft within range of the station but may also be obtained via direct telephone line, electronically via online weather websites, and aircraft datalink systems. Weather reporting systems connected to the National Airspace Data Interchange Network (NADIN) provide a channel for dissemination and storage of weather observations. This data is useful when information such as wind speed and direction in relation to sky conditions requires review for determining runway wind coverage, or historical weather patterns for development planning, during the ALP update process.

The State of Wyoming has made significant investments in AWOS installation and maintenance because of the added safety they provide. The weather reporting objective and performance for each airport classification is shown in **Table 5-9**. The system analysis using the 2009 classifications with the 2016 data indicated that Commercial Service, Business, and Intermediate airports are meeting their performance targets. One Local Paved airport (Cokeville) is not meeting the performance target as it does not have an AWOS or ASOS. As a whole, the system is falling just short of meeting this objective by 3%.

Airport reclassification has resulted in improved system performance for weather reporting facilities. Moving Cokeville to the Local Non-Paved category has allowed the system to reach its performance target of 100%, an improvement from the 91% performance reported in 2009.

The system is achieving its 100% target and therefore no further recommendations are needed beyond maintaining the existing AWOS/ASOS stations.

Table 5-9: Weather Reporting Facilities Objective Performance

	Weather Reporting Facilities Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**91% (32/35)**	**97% (34/35)**	**100% (34/34)**					**100%**	**100%**
Commercial Service	AWOS/ASOS and Connected to NADIN[1]	100% (10/10)[2]	100% (9/9)	100% (9/9)					100%	100%
Business	AWOS/ASOS and Connected to NADIN[1]	100% (6/6)[2]	100% (7/7)	100% (11/11)					100%	100%
Intermediate	AWOS/ASOS	90% (9/10)	100% (10/10)	100% (10/10)	Wheatland Thermopolis[3]	**X** **n/a**	✓ **n/a**	✓ ✓	100%	100%
Local Paved	AWOS/ASOS	78% (7/9)	89% (8/9)	100% (4/4)	Cokeville Thermopolis[3]	**X** **X**	**X** ✓	**n/a** **n/a**	100%	100%
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Notes:

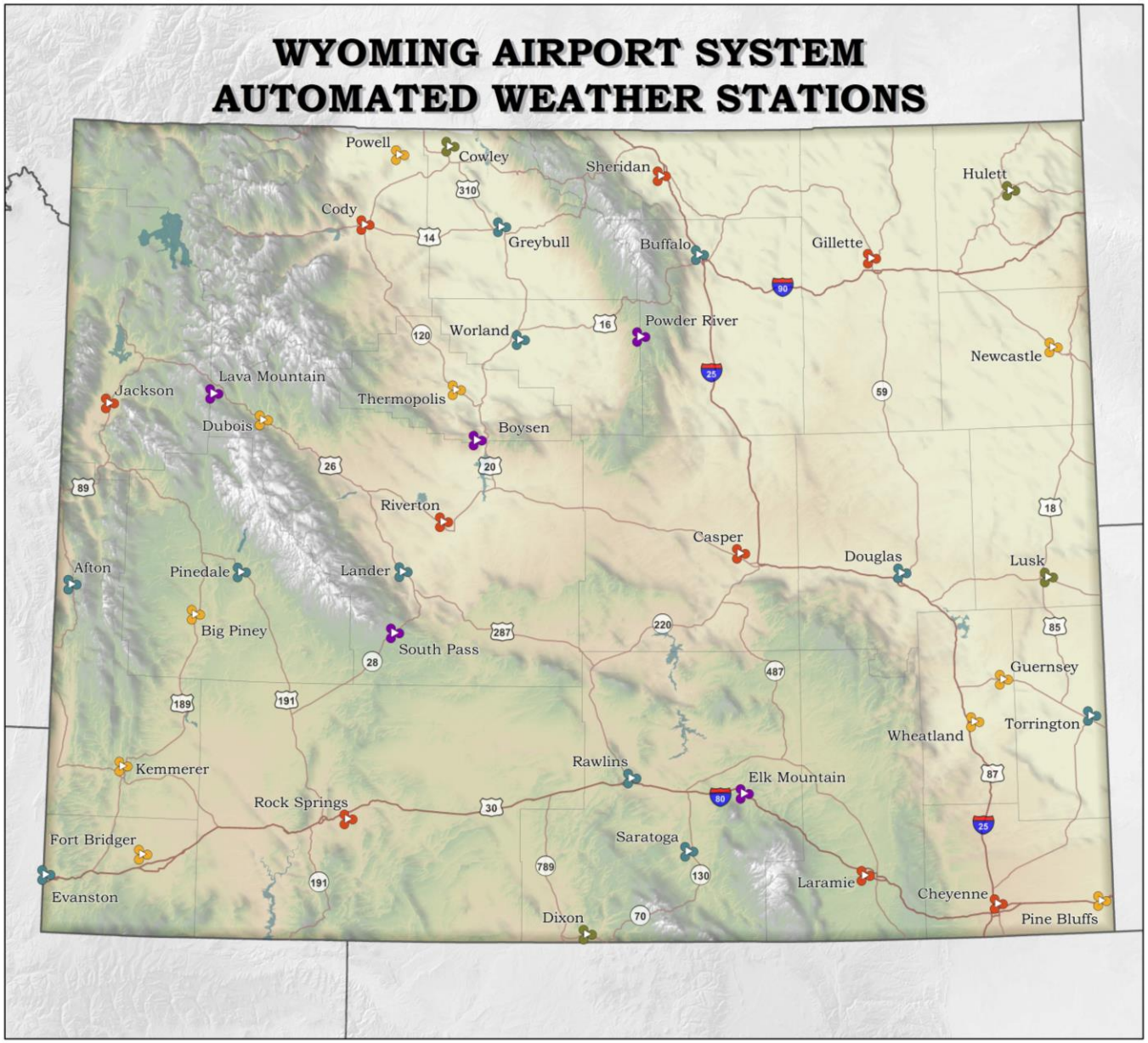
1. NADIN = National Airspace Data Interchange Network. NADIN connectivity recorded, but not part of the objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.
2. The 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* indicated that 100% (10/10) Commercial Service and 67% (4/6) Business airports had NADIN connectivity.
3. Thermopolis performance in 2009 is based on the Hot Springs County-Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG). The new HSG airport meets the Weather Reporting Facilities objective.

Source: FAA Terminal Procedures and WYDOT Aeronautics Division

Wyoming also has five off-airport mountain AWOS locations. These automated weather stations provide pilots with current weather conditions for remote locations where reporting gaps exist between on-airport weather observations. The remote AWOS locations are part of the comprehensive approach to the overall safety of the aviation system in Wyoming. The mountain AWOS locations are not directly tied to the evaluation of this performance measure; however, it is vital that Wyoming maintains existing mountain AWOS locations in order to preserve the success of the investments made, just as the state would do for the on-airport weather reporting facilities.

All on- and off-airport AWOS locations in Wyoming are shown on the map in **Figure 5-7**.

Figure 5-7: Map of On- and Off-Airport AWOS/ASOS Locations in Wyoming



Commercial Service Airports

	Community	ID	Airport
1.	Casper	CPR	Natrona County International Airport
2.	Cheyenne	CYS	Cheyenne Regional Airport
3.	Cody	COD	Yellowstone Regional Airport
4.	Gillette	GCC	Gillette-Campbell County Airport
5.	Jackson	JAC	Jackson Hole Airport
6.	Laramie	LAR	Laramie Regional Airport
7.	Riverton	RIW	Riverton Regional Airport
8.	Rock Springs	RKS	Rock Springs-Sweetwater County Airport
9.	Sheridan	SHR	Sheridan County Airport

Business Airports

	Community	ID	Airport
1.	Afton	AFO	Afton-Lincoln County Municipal Airport
2.	Buffalo	BYG	Johnson County Airport
3.	Douglas	DGW	Converse County Airport
4.	Evanston	EVW	Evanston-Uinta County Burns Field
5.	Greybull	GEY	South Big Horn County Airport
6.	Lander	LND	Hunt Field
7.	Pinedale	PNA	Ralph Wenz Field
8.	Rawlins	RWL	Rawlins Municipal/Harvey Field
9.	Saratoga	SAA	Shively Field
10.	Torrington	TOR	Torrington Municipal Airport
11.	Worland	WRL	Worland Municipal Airport

Intermediate Airports

	Community	ID	Airport
1.	Big Piney	BPI	Miley Memorial Field
2.	Dubois	DUB	Dubois Municipal Airport
3.	Fort Bridger	FBR	Fort Bridger Airport
4.	Guernsey	GUR	Camp Guernsey Army Airfield
5.	Kemmerer	EMM	Kemmerer Municipal Airport
6.	Newcastle	ECS	Mondell Field
7.	Pine Bluffs	82V	Pine Bluffs Municipal Airport
8.	Powell	POY	Powell Municipal Airport
9.	Thermopolis	HSG	Hot Springs County Airport
10.	Wheatland	EAN	Phifer Airfield

Local Airports - Paved

	Community	ID	Airport
1.	Cowley	U68	North Big Horn County Airport
2.	Dixon	DWX	Dixon Airport
3.	Hulett	W43	Hulett Municipal Airport
4.	Lusk	LSK	Lusk Municipal Airport

Weather Stations

	Community	ID	Airport
1.	Boysen	TBX	N/A
2.	Elk Mountain	EHY	N/A
3.	Lava Mountain	AJL	N/A
4.	South Pass	FWZ	N/A
5.	Powder River	JPD	N/A

Source: WYDOT; GDA Engineers, 2017

5.1.5 Performance Measure: Percent of Airports Meeting the Runway Protection Zone (RPZ) Ownership Objective

As discussed in Chapter 3, a RPZ is a trapezoidal area off each end of a runway that is established to enhance the safety of people and property on the ground. Control of this land through fee-simple ownership is considered in WYDOT Aeronautics Division's Priority Rating Model for Project Evaluation. In order to meet this objective, an airport must control all land within their RPZs in fee-simple ownership. It is recognized that this can be challenging for some airports due to previous development of land within RPZs and costs associated with acquiring RPZ property. As such, the performance targets for each airport classification have been set to 60%, 50%, and 40% for Commercial Service, Business, and Intermediate airports, respectively, as shown in **Table 5-10**.

The analysis of the 2016 data using the 2009 classifications reveals that only two airports (for which this is an essential objective) own all RPZ property in fee-simple ownership. As a whole, Wyoming's aviation system is falling short of meeting the system-wide performance target by 42%.

One additional airport is not meeting their individual target for RPZ ownership as a result of the 2016 WYSASP airport reclassification – Pine Bluffs moves from a Local Paved airport to an Intermediate airport and does not meet the Intermediate target of complete RPZ ownership. However, due to the reclassification of two other local airports to Intermediate that do meet their respective classification objective, system performance improves to 13%, with the overall target remaining at 50%.

The current performance is still below the 27% system performance reported in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*. However, the previous plan allowed for easements to count toward RPZ ownership objective. The updated objective that requires fee and title ownership lowered the present performance.

When planning for capital improvements, the 26 Commercial Service, Business, and Intermediate airports not meeting this objective should prioritize the acquisition of land within their RPZs. While many airports own a portion of their RPZ land and/or own easements over the property, WYDOT determined that fee purchase and control is required to achieve this objective. No Commercial Service airports, and a minimal number of Business and Intermediate airports, are meeting the objective.

Table 5-10: RPZ Ownership Objective Performance

RPZ Ownership Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**27% (7/26)**	**8% (1/26)**	**17% (5/30)**					**50%**	**50%**
Commercial Service	Fee and Title Ownership of All Existing RPZs	50% (5/10)	0% (0/9)	0% (0/9)	Casper	✓	X	X	60%	60%
					Cheyenne	X	X	X		
					Cody	✓	X	X		
					Gillette	✓	X	X		
					Jackson	X	X	X		
					Laramie	X	X	X		
					Riverton	✓	X	X		
					Rock Springs	X	X	X		
					Sheridan	✓	X	X		
					Worland	X	**n/a**	**n/a**		
Business	Fee and Title Ownership of All Existing RPZs	33% (2/6)	29% (2/7)	18% (2/11)	Buffalo	**n/a**	**n/a**	X	50%	50%
					Douglas	X	X	X		
					Evanston	✓	X	X		
					Greybull	X	X	X		
					Lander	**n/a**	**n/a**	X		
					Pinedale	X	X	X		
					Rawlins	**n/a**	**n/a**	X		
					Saratoga	X	X	X		
					Torrington	**n/a**	**n/a**	X		
					Worland	**n/a**	✓	✓		
Intermediate	Fee and Title Ownership of All Existing RPZs	0% (0/10)	0% (0/10)	30% (3/10)	Big Piney	X	X	X	40%	40%
					Buffalo	X	X	**n/a**		
					Fort Bridger	**n/a**	**n/a**	✓		
					Guernsey	X	X	X		
					Kemmerer	X	X	X		
					Lander	X	X	**n/a**		
					Newcastle	X	X	X		
					Pine Bluffs	**n/a**	**n/a**	X		
					Powell	X	X	X		
					Rawlins	X	X	**n/a**		
					Thermopolis	**n/a**	**n/a**	✓		
					Torrington	X	X	**n/a**		
					Wheatland	X	X	X		
Local Paved	*Suggested*	*44% (4/9)*	*44% (4/9)*	*25% (1/4)*	*Cokeville*	X	X	**n/a**	–	–
					Cowley	✓	X	X		
					Dixon	X	X	X		
					Fort Bridger	X	✓	**n/a**		
					Hulett	X	X	X		
					Pine Bluffs	✓	X	**n/a**		
					Thermopolis[1]	X	✓	**n/a**		
Local Non-Paved	*Suggested*	*0% (0/5)*	*0% (0/5)*	*0% (0/6)*	*Cokeville*	**n/a**	**n/a**	X	–	–
					Glendo	X	X	X		
					Green River	X	X	X		
					Medicine Bow	X	X	X		
					Shoshoni	X	X	X		
					Upton	X	X	X		

Notes: The 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* allowed for easements to meet the ownership requirement. This change in definition likely caused the Casper, Cody, Cowley, Evanston, Gillette, Pine Bluffs, Riverton, and Sheridan airports to no longer meet the objective. However, details as to the ownership structure (fee or easement) were not detailed in the 2009 plan.

1. Thermopolis objective in 2009 is based on the Hot Springs County-Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG). The new HSG airport meets the RPZ Ownership objective.

Source: Individual Airport Layout Plans (ALP) as of April 2016.

5.1.6 Performance Measure: Percent of Airports Meeting the Runway Visual Aids Objective

The purpose of runway visual aids is to provide lateral and vertical visual guidance to a runway. Either a Precision Approach Path Indicator (PAPI) or a Visual Approach Slope Indicator (VASI) may be installed on a runway to provide visual vertical guidance to landing aircraft. Both systems provide similar information to the pilot but provide a different visual display configuration.

Approach Lighting Systems (ALS) are used in conjunction with instrument approaches to provide runway alignment and identification, and may also assist in the transition to visual conditions on approach by providing roll guidance and distance cues to pilots. Runway End Identifier Lights (REIL) are used to mark and assist in the identification of runway ends, especially during nighttime or low visibility conditions. A runway may have a REIL or an ALS but both are not installed on the same runway end.

The runway visual aids objective and system performance are shown in **Table 5-11**:

- It is essential that Commercial Service, Business and Intermediate airports have either a PAPI or VASI and REIL or ALS on both ends of the primary runway.
- For Local Paved airports, the objective is for a PAPI and a REIL or ALS on one runway end, although it is suggested for both ends.
- Runway visual aids are not an objective for Local Non-Paved airports.

Analysis of the 2009 classifications using the 2016 data shows that 100% of Commercial Service airports are meeting the performance target established for their airport classification, along with 71% of Business airports, 30% of Intermediate airports, and 89% of Local Paved airports. System-wide, performance is nearing the established target of 80%, falling short by 9%.

One additional airport is not meeting its individual target as a result of the 2016 reclassification. Dubois, moved from a Local Paved airport to an Intermediate airport, and does not meet the Intermediate target of PAPI or VASI, and REIL or ALS, on either ends of their primary runway. Many of the airports are missing the runway visual aids on at least one runway end, causing the deficiencies in system performance. Although after reclassification the performance remained at 71%, it is now 16% below the 87% target, as compared to only 9% short of the previous 80% system-wide target.

The 10 airports not meeting this goal, should consider installation of PAPI or VASI systems and REIL or ALS, so that there is one of each on both ends of their primary runway.

Table 5-11: Runway Visual Aids Objective Performance

	Runway Visual Aids Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**See note**	**71% (25/35)**	**71% (24/34)**					**80%**	**87%**
Commercial Service	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	100% (10/10)	100% (9/9)	100% (9/9)					100%	100%
Business	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	50% (3/6)	71% (5/7)	45% (5/11)	Buffalo Douglas Lander Pinedale Rawlins Saratoga Torrington	**n/a** X **n/a** X **n/a** X **n/a**	**n/a** X **n/a** ✓ **n/a** X **n/a**	X X X ✓ X X X	100%	45%
Intermediate	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	30% (3/10)	30% (3/10)	60% (6/10)	Buffalo Dubois Guernsey Lander Powell Rawlins Thermopolis Torrington Wheatland	X **n/a** X X X X **n/a** X X	X **n/a** X X X X **n/a** X X	**n/a** X X **n/a** X **n/a** ✓ **n/a** X	75%	60%
Local Paved	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	67% (6/9)	89% (8/9)	100% (4/4)	Cokeville Dubois Thermopolis[1]	X X X	X ✓ ✓	**n/a** **n/a** **n/a**	50%	100%
Local Non-Paved	PAPI – Not an Objective REIL or ALS – Not an Objective	–	–	–	Cokeville	**n/a**	**n/a**	–	–	–

Notes: There is no overall system performance information available from 2009 because this objective was part of the Other Visual Aids Objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

1. Thermopolis objective in 2009 is based on the Hot Springs County-Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG). The new HSG airport meets the Runway Visual Aids objective.

Source: FAA 5010 Forms – Airport Master Record

5.1.7 Performance Measure: Percent of Airports Meeting the Airport Visual Aids Objective

Airport visual aids, separate from runway visual aids, are not runway specific but rather provide visual information for the entire airport. There are two airport visual aids considered for this objective: airport beacon and wind cone. There are other airport visual aids but those are not included here. The airport beacon is an elevated, rotating, or flashing light that assists pilots in identifying and locating an airport at dawn, dusk, night, and bad weather or low visibility, and can be seen for up to 50 miles at high flight altitudes and good visibility conditions. A wind cone, commonly referred to as a windsock, is used to show wind direction and give an approximate indication of ground level wind speed. Adding a light to a wind cone makes it visible to pilots in low or night lighting conditions. It is an objective that all paved airports have a beacon and lighted wind cone. A wind cone (not lighted) is the objective for Local Non-paved airports. The airport visual aids objectives and system performance is shown in **Table 5-12**.

All airports in the system are meeting their respective performance target using the 2009 classifications, resulting in a system-wide performance of 100% which exceeds the target of 76% set for the 2016 data.

Airport reclassification did not result in any further system shortfalls for visual aids. Although the overall system target increased to 81% from the previous target of 76%, the overall system performance remains at 100%. Improvement since the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* came from the Local Non-Paved airports, where performance increased from 20% to 100%.

No recommendations are necessary beyond maintaining the existing airport visual aids.

Table 5-12: Airport Visual Aids Objective Performance

Airport Visual Aids Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**See note**	**100% (40/40)**	**100% (40/40)**					**76%**	**81%**
Commercial Service	Beacon Lighted Wind Cone	100% (10/10)	100% (9/9)	100% (9/9)					100%	100%
Business	Beacon Lighted Wind Cone	100% (6/6)	100% (7/7)	100% (11/11)					100%	100%
Intermediate	Beacon Lighted Wind Cone	100% (10/10)	100% (10/10)	100% (10/10)					75%	75%
Local Paved	Beacon Lighted Wind Cone	100% (9/9)	100% (9/9)[1]	100% (4/4)	Cokeville	✓	✓	**n/a**	50%	50%
Local Non-Paved	Wind Cone (Beacon-Not an Objective)	20% (1/5)	100% (5/5)	100% (6/6)	Cokeville Green River Medicine Bow Shoshoni Upton	**n/a** X X X X	**n/a** ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓	50%	50%

Notes: There is no overall system performance information available from 2009 because this objective was part of the Other Visual Aids Objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.
Cokeville (U06) and Upton (83V) rotating beacon out of service indefinitely. Cokeville (U06) wind cone light out of service indefinitely.
Source: FAA 5010 Forms – Airport Master Record

5.1.8 Performance Measure: Percent of Airports Meeting the Apron Area Lighting Objective

Lighted apron areas provide safety and security for aircraft during low-light or nighttime conditions. It is also desired by medical transport crews because the lighted apron allows for safe patient loading operations at night. The objective is for Commercial Service and Business airports to have a lighted apron area, and it is also suggested for Intermediate airports. Having a lighted apron area is not an objective for Local Non-Paved airports. The apron lighting objective and system performance are presented in **Table 5-13**.

Commercial Service airports are nearly meeting their established target, while Business airports are falling short of their target by 23%. Overall the system is 11% shy of meeting the system-wide performance target of 86% in the analysis of the 2009 airport classifications against the 2016 data.

The airport reclassification identified two additional airports that are not meeting their individual target. Buffalo and Rawlins, having moved from Intermediate to Business airports, do not meet the Business objective of a lighted apron area. Airport reclassifications also slightly decreased the system target performance, which is now at 85% as compared to the previous 86%. Overall current system performance is at 70%, which is a decrease from the previous performance of 75%. Eight of nine Commercial Service airports are meeting this objective, while Business airports are falling short of their target by 25%.

The recommendation for this objective is to first bring Commercial Service airports to the target of 90%, by installing apron lighting at Cheyenne, and then to focus on lighted aprons at additional Business airports.

Table 5-13: Apron Area Lighting Objective Performance

	Apron Area Lighting Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System			**75% (12/16)**	**70% (14/20)**					**86%**	**85%**
Commercial Service	Lighted Apron Area	–	89% (8/9)	89% (8/9)	Cheyenne	–	X	X	90%	90%
Business	Lighted Apron Area	–	57% (4/7)	55% (6/11)	Afton Buffalo Pinedale Rawlins Saratoga	–	X n/a X n/a X	X X X X X	80%	80%
Intermediate	*Suggested*	–	*40% (4/10)*	*40% (4/10)*	*Buffalo* *Fort Bridger* *Guernsey* *Newcastle* *Pine Bluffs* *Powell* *Rawlins* *Wheatland*	–	X n/a X X n/a X X X	n/a X X X X X n/a X	–	–
Local Paved	Not an Objective	–	–	–		–	–	–	–	–
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).
Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.1.9 Performance Measure: Percent of Airports Meeting the Apron Size Objective

Generally, an apron is used to load, unload, fuel, and temporarily park transient aircraft, but may also be used for longer term parking of aircraft. Aprons are often shared spaces that commonly accommodate vehicular traffic (fuel trucks, vehicles for loading/unloading of aircraft, etc.) in addition to aircraft traffic. Unlike taxiways and runways, aprons do not have a set size or minimal dimensional requirements related to safety areas. Rather, they are tailored to the needs of the airport. General apron design considerations are presented in Appendix 5 of FAA AC 150/5300-13A *Airport Design*.

The apron size needed depends upon several factors that are unique to each system airport. Although specific apron characteristics such as square footage and number of parking spaces could be used to evaluate the apron size objective, it may not accurately capture the adequacy of an apron to accommodate aircraft activity and parking at a particular airport. This presented a challenge when developing the apron size objective. A primary factor considered when evaluating the apron size was the aircraft fleet mix, which refers to variations in the types and sizes of aircraft that typically use an airport. For example, a large business jet uses more apron space than small single engine aircraft; therefore, an airport that serves business jets will need a larger apron area to accommodate the same number of aircraft than an airport that primarily serves small aircraft.

Other factors may also influence apron size requirements. The overall design and use of space is specific to each apron in the system. The layout of parking and tie-down spaces, apron taxiways and taxilanes, and other designated uses, such as aircraft fueling, affect the overall efficiency of an apron. If an apron has areas that are dedicated for activities such as fueling or shared space used for taxiways, the amount of space left for stationary aircraft may be reduced. Some airports use trucks to deliver fuel to parked aircraft, while others may have a fixed pump with apron space designated for fueling aircraft, thus reducing parking spaces available on the apron area.

Some airports experience unique situations or events that cause apron capacity issues. Sporting events, prime holidays, seasonal vacation or hunting travel, special events such as fly-ins, airshows, or other attractions that generate an influx of aircraft may create apron parking shortages. Additionally, aerial firefighting operations, which are seasonally common in Wyoming, may also create temporary apron space shortages. While these events may cause aprons to reach capacity, it is normally temporary and does not necessarily demonstrate a continuous need for additional apron space. As part of the data collection for this update of the WYSASP, airports were asked how many days apron space was at capacity, in which seasons, and to provide a specific reason if it was known. Generally, airports that did have apron space issues noted that it was temporary and due to the various factors listed above.

Due to the numerous factors considered when determining an appropriate apron size, a simple apron objective was developed to apply to all paved airports. The objective states that airports should not have a parking shortage more than 14 days per year. In other words, there should be adequate parking for all aircraft wanting to park on an airport's apron for at least 50 weeks out of the year.

Table 5-14 shows the apron objective, the target performance, and the current system performance. Only one airport is not meeting the objective – Jackson Hole Airport – however all other airports in the system are meeting their target. Overall the system is very close to reaching system-wide target performance (97%), falling only 3% short of the target.

The feasibility of constructing an apron expansion at Jackson Hole should be evaluated to achieve 100% system performance. However, the National Park Service and site constraints may preclude new construction and therefore this goal may not be able to be realized.

Table 5-14: Apron Size Objective Performance

Apron Size Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System			**97% (35/35)**	**97% (33/34)**					**100%**	**100%**
Commercial Service	Apron parking shortage 14 days per year or less	–	89% (8/9)	89% (8/9)	Jackson	–	X	X	100%	100%
Business	Apron parking shortage 14 days per year or less	–	100% (7/7)	100% (11/11)		–			100%	100%
Intermediate	Apron parking shortage 14 days per year or less	–	100% (10/10)	100% (10/10)		–			100%	100%
Local Paved	Apron parking shortage 14 days per year or less	–	100% (9/9)	100% (4/4)		–			100%	100%
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).
Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.1.10 Performance Measure: Percent of Airports Meeting the Snow Removal Equipment Objective

Wyoming's climate produces varying amounts of snow in the winter months that impact airports and their operations. In order for an airport to remain open and operational, the snow must be removed from the paved surfaces so aircraft can land safely. A number of factors are considered when determining the types and quantity of snow removal equipment (SRE) that an airport should have, such as airport classification, types of aircraft served, manpower, and the average amount of snow fall at a given airport. The minimum SRE requirement for this objective is for all paved airports to have one carrier vehicle with one snow plow and one broom attachment. In conjunction with the minimum SRE for paved airports, additional SRE objectives based on airport classification are summarized below, and in **Tables 5-15** and **5-16**:

- Commercial Service (CS) Airports – Six pieces of dedicated SRE:
  In addition to the minimum SRE, commercial service airports are allowed to add a rotary plow (blower) and materials spreader. Busier Commercial Service airports should have two each of two of the following three SRE: snow plow, broom or blower. Busier is defined as having more than 25,000 passenger enplanements annually. Airports that see a temporary decline in enplanements below the 25,000 threshold should continue to be considered busier and keep additional SRE.

- Business Airports – Four pieces of dedicated SRE:
  In addition to the minimum SRE, Business airports are allowed to add a blower and possibility a second plow or broom.

- Intermediate Airports – Three pieces of dedicated SRE:
  Allowed to add a blower to the minimum SRE, particularly if they have more than 30" of snow per year.

- Local Airports – Two pieces dedicated SRE:
  The minimum SRE of a snow plow and broom, including a carrier vehicle capable of attaching both pieces of equipment. Local airports typically have limited manpower and as such may exceed their true useful need with any more than the minimum SRE.

Table 5-15: Snow Removal Equipment (SRE) Objective

Classification	Minimum Equipment	Additional Equipment	# of SRE	Special Considerations
Commercial Service	Snow plow, broom, and a carrier vehicle capable of attaching both pieces of equipment	Blower and a materials spreader (plus 2 more of the following: duplicate plow, broom, and/or blower)	4 (6)	Busier (> 25,000 annual passenger enplanements) CS should have 2 each of 2 of these 3: plow, broom, or blower
Business		Blower plus possibly one duplicate piece of the minimum equipment (plow or broom)	4	
Intermediate		Blower	3	More than 30" of annual snowfall
Local		None	2	Limited man power
Local Non-Paved	NA			

Source: WYDOT Aeronautics Division

Of the 35 paved system airports considered in the 2009 classification system, a total of eight are meeting the SRE objective. Twenty-two airports are partially meeting the SRE objective and many are missing just one piece of SRE. The remaining five paved airports do not own SRE and therefore are not meeting the objective. In some cases, snow removal at airports that do not own SRE is handled by another entity, such as the military at a joint-use facility, or another municipal department. One paved airport in the 2009 classification system, Cokeville (U06), does not have any wintertime snow removal. The five non-paved airports do not have snow removal. **Table 5-16** shows the performance of the system and a listing of airports not meeting this objective.

Airport reclassification decreased system performance for the equipment objectives. This is due to the upward movement of an airport (Thermopolis) that is no longer meeting class-specific Snow Removal Equipment (SRE) criteria after reclassification.

Since the target performance is 100%, all airports considered in this objective need to meet their classification-specific SRE criteria in order to achieve 100% performance targets. Airports should continue to obtain the necessary SRE equipment so this performance measure can be met.

Table 5-16: Snow Removal Equipment (SRE) Objective Performance

SRE Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System			**23% (8/35)**	**21% (7/34)**					**100%**	**100%**
Commercial Service	Minimum SRE[1] plus a rotary plow (blower) and materials spreader. Busier airports should have 2 each of 2 of the following 3: snow plow, broom, or rotary plow. Total of 6 pieces.	–	11% (1/9)	11% (1/9)	Cheyenne Cody[2] Gillette[2] Jackson[2] Laramie Riverton Rock Springs Sheridan	–	X X X X X X X X	X X X X X X X X	100%	100%
Business	Minimum SRE[1] plus a rotary plow (blower) and a duplicate plow or broom. Total of 4 pieces.	–	57% (4/7)	36% (4/11)	Buffalo Douglas Greybull Lander Rawlins Saratoga Torrington	–	**n/a** X X **n/a** **n/a** X **n/a**	X X X X X X X	100%	100%
Intermediate	Minimum SRE[1] plus a rotary plow (blower), particularly if the airport has more than 30 inches of snowfall per year. Total of 3 pieces.	–	10% (1/10)	20% (2/10)	Big Piney Buffalo Dubois Guernsey Lander Newcastle Pine Bluffs Powell Rawlins Thermopolis Torrington Wheatland	–	X X **n/a** X X X **n/a** X X **n/a** X X	X **n/a** X X **n/a** X X X **n/a** X **n/a** X	100%	100%
Local Paved	Minimum SRE[1] Total of 2 pieces.	–	22% (2/9)	0% (0/4)	Cokeville Cowley Dixon Dubois Hulett Lusk Pine Bluffs Thermopolis	–	X X X X X X X ✓	**n/a** X X **n/a** X X **n/a** **n/a**	100%	100%
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Notes: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

1. Minimum SRE = a snow plow and broom, including a carrier vehicle capable of attaching both pieces of equipment.

2. Considered busier (> 25,000 annual passenger enplanements) Commercial Service airports.

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.2 Goal: Maintain an aviation system to support current and future demand while optimizing public and private investment.

This goal is focused on providing planning to support the current system and guide future development to meet anticipated demands. This includes regular updates to an airport's Pavement Management Plan, Master Plan, and Airport Layout Plan (ALP). An asterisk (*) indicates performance measures added or changed from the previous system plan. WYDOT can effectively guide current and future airport improvements to meet system demands by measuring the percentage of airports that meet the following:

- Pavement Condition Index (PCI) rating of "acceptable"
- Pavement Management Plan objective
- Master Plan objective*
- ALP objective*

5.2.1 Performance Measure: Percent of Airports Meeting Pavement Condition Index (PCI) Rating of Acceptable.

The Pavement Condition Index (PCI) is a numerical score between zero and 100 that indicates the condition of airfield pavement. There is no associated PCI rating objective for the WYSASP; however, a performance measure has been developed based on whether or not the PCI is acceptable. For the purpose of the WYSASP, a PCI score of 70 or greater, when taken as an average of all airside pavement, is considered acceptable. This number is based on an average from runway, taxiway, and apron surfaces. Non-paved airports are not included in this performance measure.

Table 5-17 presents the performance targets for the system with regard to acceptable PCI. An analysis of the 2009 system with the new 2016 data reveals that all Business airports are meeting the target. Two Commercial Service, three Intermediate, and two Local Paved airports are not meeting the target, which brings the total system performance to 80%, which is 20% short of the 100% system-wide target. Airport reclassification to the current 2016 system results in a slightly improved performance of 82%, but remains short of the 100% target.

Both the evaluation of the 2009 and 2016 system against the current data shows a decrease of performance since the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, which showed a system performance of 86%. The PCI at several airports has fallen below the acceptable range (70+) since the 2009 plan: Casper (64), Riverton (62), Guernsey (62), Lander (61), and Dubois (69).

It is recommended that airports continue to maintain pavements to remain above the acceptable PCI threshold (PCI of 70 or more). Airports of all classifications (except non-paved) with PCI below 70 may need reconstruction or rehabilitation of airport surfaces to meet the performance measure target of 100%.

Table 5-17: Acceptable PCI (70+) System Performance

Acceptable PCI (70+)	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**86% (30/35)**	**80% (28/35)**	**82% (28/34)**					**100%**	**100%**
Commercial Service	100% (10/10)	78% (7/9)	78% (7/9)	Casper Riverton	✓ ✓	X X	X X	100%	100%
Business	83% (5/6)	100% (7/7)	91% (10/11)	Greybull Lander	X **n/a**	✓ **n/a**	✓ X	100%	100%
Intermediate	90% (9/10)	70% (7/10)	70% (7/10)	Dubois Guernsey Lander Thermopolis Wheatland	**n/a** ✓ ✓ **n/a** X	**n/a** X X **n/a** X	X X **n/a** ✓ X	100%	100%
Local Paved	67% (6/9)	78% (7/9)	100% (4/4)	Cokeville Cowley Dubois Thermopolis[1]	X X ✓ X	X ✓ X ✓	**n/a** ✓ **n/a** **n/a**	100%	100%
Local Non-Paved	–	–	–					–	–

Notes:

1. Thermopolis performance in 2009 is based on the Hot Springs County-Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG). The new HSG airport meets acceptable PCI performance.

Source: WYDOT Aeronautics Division

5.2.2 Performance Measure: Percent of Airports Meeting the Pavement Management Plan (PMP) Objective

Pavement Management Plans (PMP) document existing pavement conditions and identify necessary improvements to keep an airfield in good operating condition. The objective is for all paved airports in the system (35 airports) to have a PMP that is approved, current, and on record with WYDOT Aeronautics Division. Current is defined as having updated the PMP since an airport's last PCI inspection.

Performance and targets for the PMP objective are shown in **Table 5-18**. The analysis of the 2009 airport classifications using the 2016 data shows three system airports that are not meeting this objective resulting in an overall system performance of 91%. The analysis of current 2016 airport classifications increases performance by 3% because Cokeville moved to the Local Non-Paved classification. The system continues to fall short of the 100% target, but has improved since the previous 2009 performance of 89%.

Airports without pavement management plans should develop a current PMP that is on record with the WYDOT Aeronautics Division in order to meet the 100% system target.

Table 5-18: Pavement Management Plan Objective Performance

	Pavement Management Plan Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**89% (31/35)**	**91% (32/35)**	**94% (32/34)**					**100%**	**100%**
Commercial Service	Approved and Current and On Record with Aeronautics	90% (9/10)	100% (9/9)	100% (9/9)	Jackson	X	✓	✓	100%	100%
Business	Approved and Current and On Record with Aeronautics	100% (6/6)	86% (6/7)	91% (10/11)	Douglas	✓	X	X	100%	100%
Intermediate	Approved and Current and On Record with Aeronautics	80% (8/10)	90% (9/10)	90% (9/10)	Guernsey Wheatland	X X	X ✓	X ✓	100%	100%
Local Paved	Approved and Current and On Record with Aeronautics	89% (8/9)	89% (8/9)	100% (4/4)	Cokeville Hulett	✓ X	X ✓	**n/a** ✓	100%	100%
Local Non-Paved	Not an Objective	–	–	–					–	–

Source: WYDOT Aeronautics Division

5.2.3 Performance Measure: Percent of Airports Meeting the Master Plan Objective

Airport master plans capture and inventory existing airport facilities, conditions, services, and usage. These plans typically forecast future growth to identify airport needs over a 20-year horizon. Airport master plans are an important resource at the local, state, and federal level when conducting capital improvement planning.

This objective varies by airport classification as shown in **Table 5-19** and different performance targets are noted (except for Local Non-Paved airports where performance was not identified). The analysis of the 2009 classification with the new 2016 data shows that each of the airport classifications are exceeding their individual performance targets, and the system as a whole is exceeding the system-wide performance target of 61% by 30%. This is a significant improvement over the previous system performance of 54% published in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*. The current 2016 classifications result in system performance of 94% as Cokeville moved to a Local Non-Paved airport classification.

The system and each individual airport classification met their respective performance targets. Therefore, the only recommendation is that the two airports not meeting the Master Plan objective (Cody and Afton) work toward obtaining the funds needed to update their airport master plans to further the system performance above targets. Although several Local Non-Paved airports do not meet this suggested objective, these airports are only likely to pursue a Master Plan if identified for future airport development.

Table 5-19: Master Plan Objective Performance

Master Plan Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**54% (14/26)**	**91% (32/35)**	**94% (32/34)**					**61%**	**65%**
Commercial Service	On Record with Aeronautics and Less Than 10 Years Old	70% (7/10)	89% (8/9)	89% (8/9)	Cody Jackson Laramie Sheridan	✓ X X X	X ✓ ✓ ✓	X ✓ ✓ ✓	75%	75%
Business	On Record with Aeronautics and Less Than 12 Years Old[1]	17% (1/6)	86% (6/7)	91% (10/11)	Afton Douglas Evanston Pinedale Saratoga	X X X X X	X ✓ ✓ ✓ ✓	X ✓ ✓ ✓ ✓	75%	75%
Intermediate	On Record with Aeronautics and Less Than 15 Years Old[1]	60% (6/10)	100% (10/10)	100% (10/10)	Fort Bridger Guernsey Lander Torrington Wheatland	**n/a** X X X X	**n/a** ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓	50%	50%
Local Paved	On Record with Aeronautics and Less Than 15 Years Old[2]	*67% (6/9)*[3]	89% (8/9)	100% (4/4)	Cokeville Fort Bridger Hulett	X X X	X ✓ ✓	**n/a** **n/a** ✓	50%	50%
Local Non-Paved	*Suggested On Record with Aeronautics and Less Than 15 Years Old*	*0% (0/5)*	*20% (1/5)*	*17% (1/6)*	*Cokeville* *Glendo* *Green River* *Medicine Bow* *Shoshoni* *Upton*	**n/a** X X X X X	**n/a** X ✓ X X X	X X ✓ X X X	–	–

Notes:

1. 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* objective was "Less than 10 years old and on record with Aeronautics."

2. 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* objective was "Less than 15 years old and on record with Aeronautics Suggested."

3. Performance not included in overall system performance because this was a suggested objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

Source: FAA

5.2.4 Performance Measure: Percent of Airports Meeting the Airport Layout Plan (ALP) with Exhibit "A" Objective

Airport Layout Plans (ALPs) accomplish very similar goals of master plans but in a graphic format rather than a narrative report. ALPs are composed of a set of drawings and maps that depict current and planned airport development. Usually ALPs are updated after a development project has been completed so the ALP shows any new development or construction. Additionally, up-to-date ALPs include an Exhibit "A" Property Map which identifies ownership of land on and near the airport. The purpose of the Exhibit "A" Property Map is to show where an airport has acquired land, or is planning to acquire land in the future, and show new or proposed property boundaries.

Table 5-20 includes the objectives and performance targets for the state system and by airport classification. If an airport acquired land in the last five years, their ALP set must include an Exhibit "A" Property Map (reflecting the change in land ownership around the airport) to meet this objective. Airports not included in the National Plan of Integrated Airport Systems (NPIAS) were excluded from the calculation of system performance in this performance measure, which, in the 2009 classification system, includes Guernsey (GUR), Cokeville (U06), and all five non-paved local airports. For these seven airports the ALP objective is suggested.

Overall, the 2009 and 2016 statewide system is falling short of reaching the 100% performance target by 24%. A total of eight airports have ALPs that are older than their objective. This is an improvement over the 51% system performance published in 2009.

Airports not meeting this objective should work toward updating their ALPs. All airports need to have updated ALPs to meet this performance measure because the overall and individual classification performance targets are set at 100%.

Table 5-20: Airport Layout Plan (ALP) with Exhibit "A" Objective Performance

ALP with Exhibit "A" Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**51% (18/35)**	**76% (25/33)**	**76% (25/33)**					**100%**	**100%**
Commercial Service	On Record with Aeronautics and Less Than 5 Years Old	40% (4/10)	78% (7/9)	78% (7/9)	Gillette	X	X	X	100%	100%
					Jackson	X	✓	✓		
					Laramie	X	X	X		
					Riverton	X	✓	✓		
					Rock Springs	X	✓	✓		
					Worland	X	**n/a**	**n/a**		
Business	On Record with Aeronautics and Less Than 5 Years Old	17% (1/6)	86% (6/7)	73% (8/11)	Afton	X	✓	✓	100%	100%
					Buffalo	**n/a**	**n/a**	X		
					Douglas	X	✓	✓		
					Evanston	X	✓	✓		
					Pinedale	X	X	X		
					Rawlings	**n/a**	**n/a**	X		
					Saratoga	X	✓	✓		
					Worland	**n/a**	✓	✓		
Intermediate	On Record with Aeronautics and Less Than 5 Years Old[1]	50% (5/10)	56% (5/9)	78% (7/9)	Buffalo	✓	X	**n/a**	100%	100%
					Guernsey[1]	X	X[1]	X[1]		
					Lander	X	✓	✓		
					Powell	X	X	X		
					Rawlins	X	X	**n/a**		
					Torrington	X	✓	✓		
					Wheatland	✓	X	X		
Local Paved	On Record with Aeronautics and Less Than 10 Years Old[2]	89% (8/9)	88% (7/8)	75% (3/4)	Cokeville[2]	X	✓[2]	**n/a**	100%	100%
					Lusk	✓	X	X		
Local Non-Paved	*Suggested On Record with Aeronautics and Less Than 10 Years Old*	*0% (0/5)*	*20% (1/5)*	*17% (1/6)*	*Cokeville*	**n/a**	**n/a**	✓	–	–
					Glendo	X	X	X		
					Green River	X	✓	✓		
					Medicine Bow	X	X	X		
					Shoshoni	X	X	X		
					Upton	X	X	X		

Notes:

1. Objective (in 2016 WYSASP) for Guernsey is suggested because it is non–NPIAS and excluded for performance calculations.
2. Objective (in 2016 WYSASP) for Cokeville (when classified as a Local airport) is suggested because it is non–NPIAS and excluded for performance calculations.

Source: FAA

5.3 Goal: Provide accessible, cost-effective, and reliable transportation options.

One of the many roles of the airport system is to provide transportation for goods and people, such as business travel for employees using commercial air service, recreational travel for hunters on a single-engine aircraft, or the delivery of an overnight package. For the aviation system to be effective it must be accessible. Accessibility includes considering the geographic, financial, and dependability constraints on the system. Long distance travel to airports is not desirable; airports should be located in proximity to the majority of Wyoming's population and provide a basic set of services. Additionally, an aviation system that is too costly to use reduces the number of users, possibly rendering it ineffective. Lastly, the aviation system should be reliable. Flight cancellations, lack of services, and poor facilities can erode the dependability of the system.

An asterisk (*) is used to show which performance measures are new or changed from the previous system plan. All three of these factors are addressed by determining the percentage of airports meeting the following performance measures:

- Percent of Wyoming Population within 90 Minute Drive Time of a Commercial Service Airport and 30 Minute Drive Time of All Other System Airports
- Percent of Wyoming Population within 60/90/120 Minute Drive Time of Baseline Air Service Airports* (see Section 5.3.2 for definition of baseline air service)
- Percent of Wyoming Population and Area within 30 Minute Drive Time of All Airports Serving GA (all airports)*
- Percent of Wyoming Population within 90 Minute Drive Time of an Airport Offering Air Charter Service
- Percent of Economic Centers Located within 60 Minute Drive Time of a Commercial or Business Airport
- Percent of Wyoming Population within 30 Minute Drive Time to an Airport that Supports Medical Operations (5,000+ feet of runway, non-precision [or better] approach, and 24 hour Jet A fuel availability)*
- Terminal Building Objective

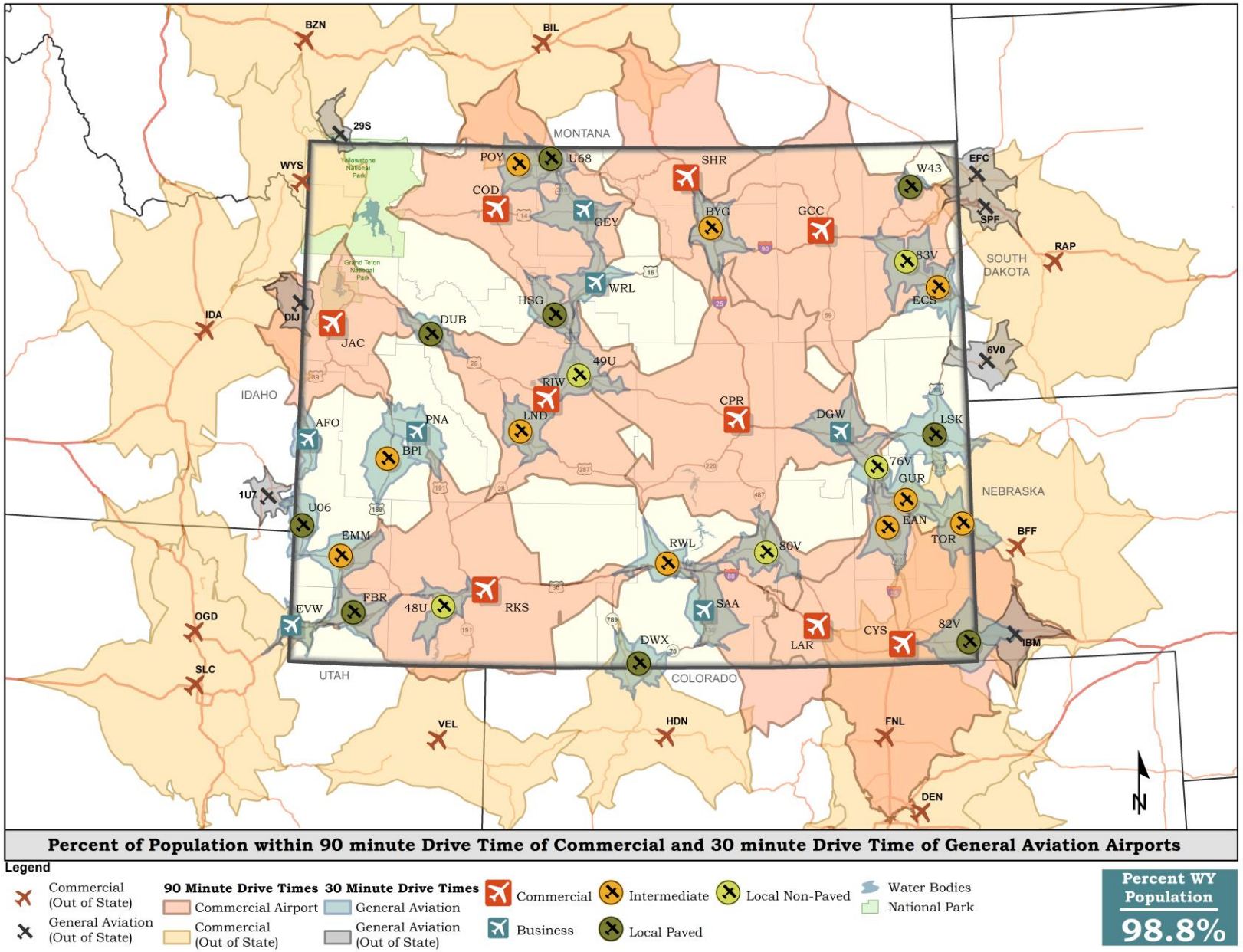
5.3.1 Percent of Wyoming Population within 90 Minute Drive Time of a Commercial Service Airport and 30 Minute Drive Time of All Other System Airports

Providing airport access for Wyoming residents and visitors within a reasonable driving time is important for both business and personal travel. A reasonable drive time to Commercial Service airports and GA airports was established at 90 minutes and 30 minutes, respectively.

Nearly 99% of Wyoming's population falls within these drive times, as shown in **Figure 5-8** and **Figure 5-9**, for the 2009 classifications and updated 2016 classifications, respectively. In addition to evaluating the coverage of airports in the state, airports outside of Wyoming were also considered in this analysis.

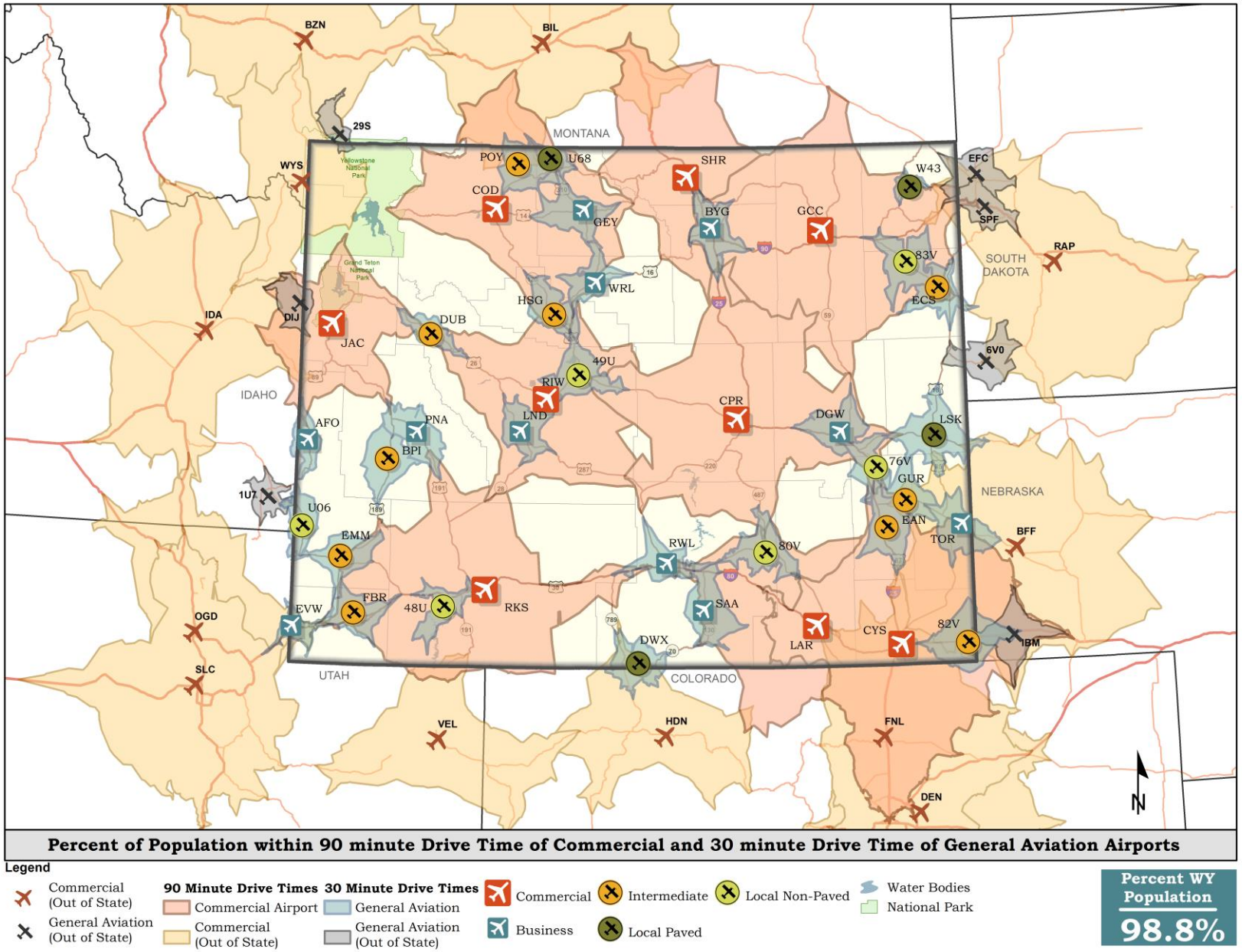
In the previous 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, 98% of Wyoming's population was covered. This increase is likely due to the increase in speed limits along many of Wyoming's major driving corridors. The target for this performance measure is 95% and therefore the system is meeting this performance measure. The system performance is identical for the analysis using the 2009 classifications (with Worland moved to Business airport) and the 2016 classifications.

Figure 5-8: Commercial Service and GA Airport Drive Times (2009 classifications)



Source: Mead & Hunt, Inc

Figure 5-9: Commercial Service and GA Airport Drive Times (2016 classifications)



Source: Mead & Hunt, Inc

5.3.2 Percent of Wyoming Population within 60/90/120 Minute Drive Time of Baseline Air Service Airports

Baseline air service airports are defined as having a minimum of 11 round trips per week and include the following:

- Two round trips per weekday
- One round trip per weekend
- Flights must be to a small hub or larger (as defined in the NPIAS)

Information was collected from airport managers on the average number of daily commercial trips from their airports. This information was supplemented by data gathered from airport websites and airline time tables. All nine Commercial Service airports in the state meet the baseline air service criteria of two round trips per weekday and one round trip per weekend:

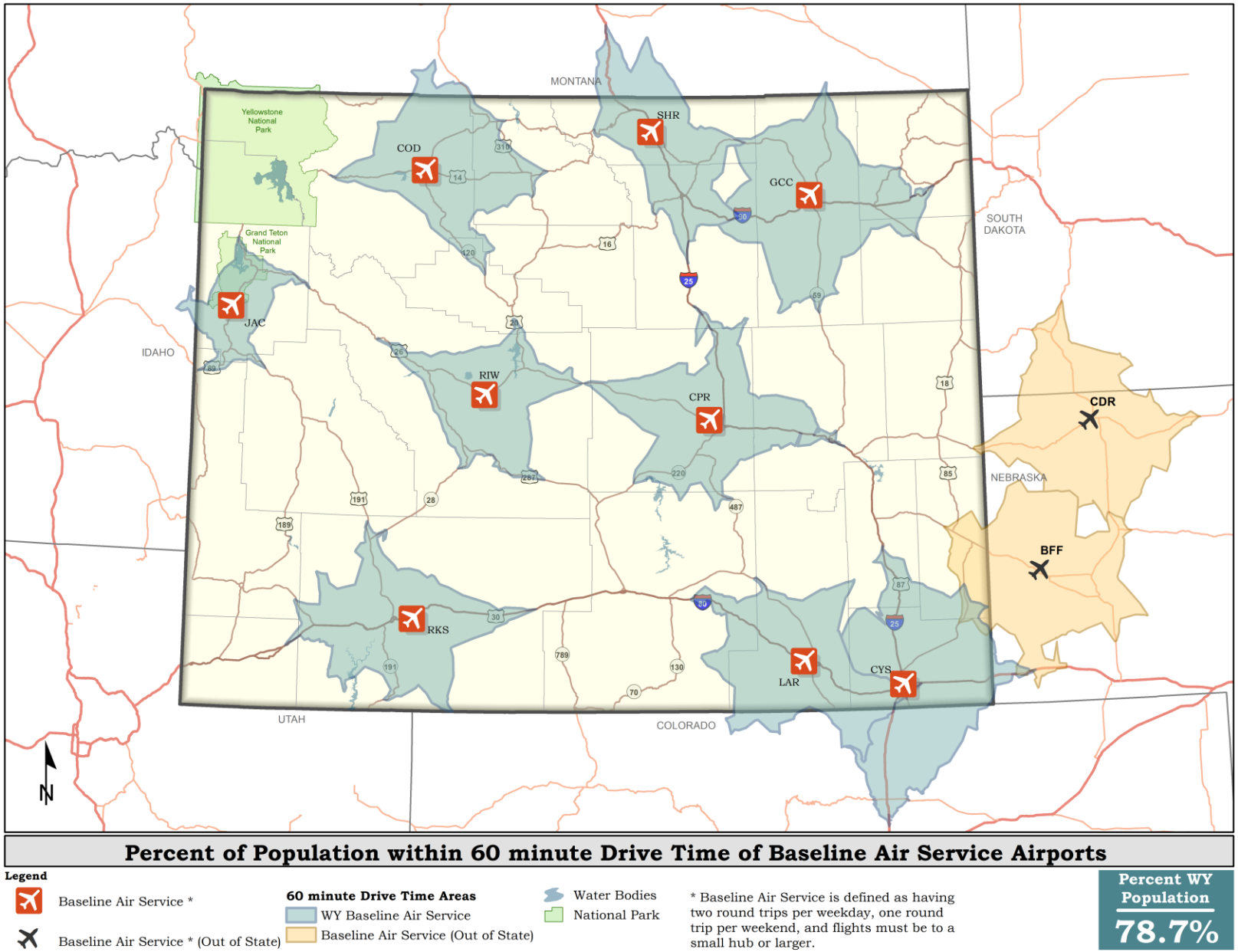
- Casper
- Cheyenne
- Cody
- Gillette
- Jackson
- Laramie
- Riverton
- Rock Springs
- Sheridan

A drive time analysis was completed for these airports in three separate time frames – 60 minutes, 90 minutes, and 120 minutes. Since these nine airports provide the most options for the traveling public, it is important that the majority of the state's population is located within a reasonable distance from these facilities.

Figures 5-10 through **5-12** illustrate the population coverage within the three time frames. Population coverage increases from 78.7% within 60 minutes to 90.4% within 90 minutes to 98.8% within 120 minutes. The target performance within 60 minutes is 75%, 90 minutes is 90%, and 120 minutes is 95%. The system is meeting the target performance in all three scenarios. This is a new performance measure for the 2016 WYSASP.

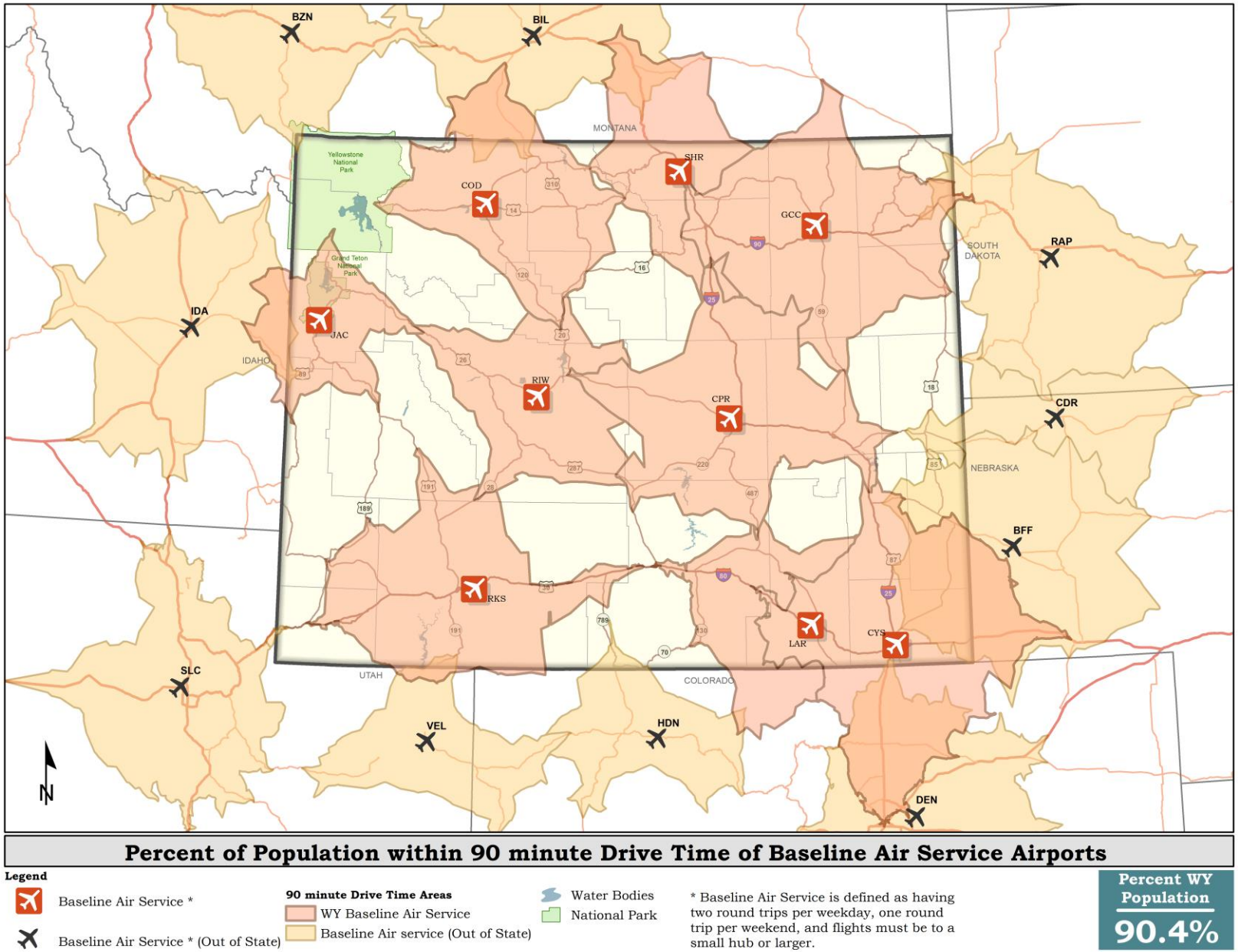
The system performance is identical using the 2009 classifications (with Worland moved to Business airport) and the 2016 classifications because this performance measure only considered the nine Commercial Service airports in Wyoming, and no Commercial Service airports were reclassified.

Figure 5-10: Baseline Air Service Airports 60 Minute Drive Time (2009 and 2016 classifications)



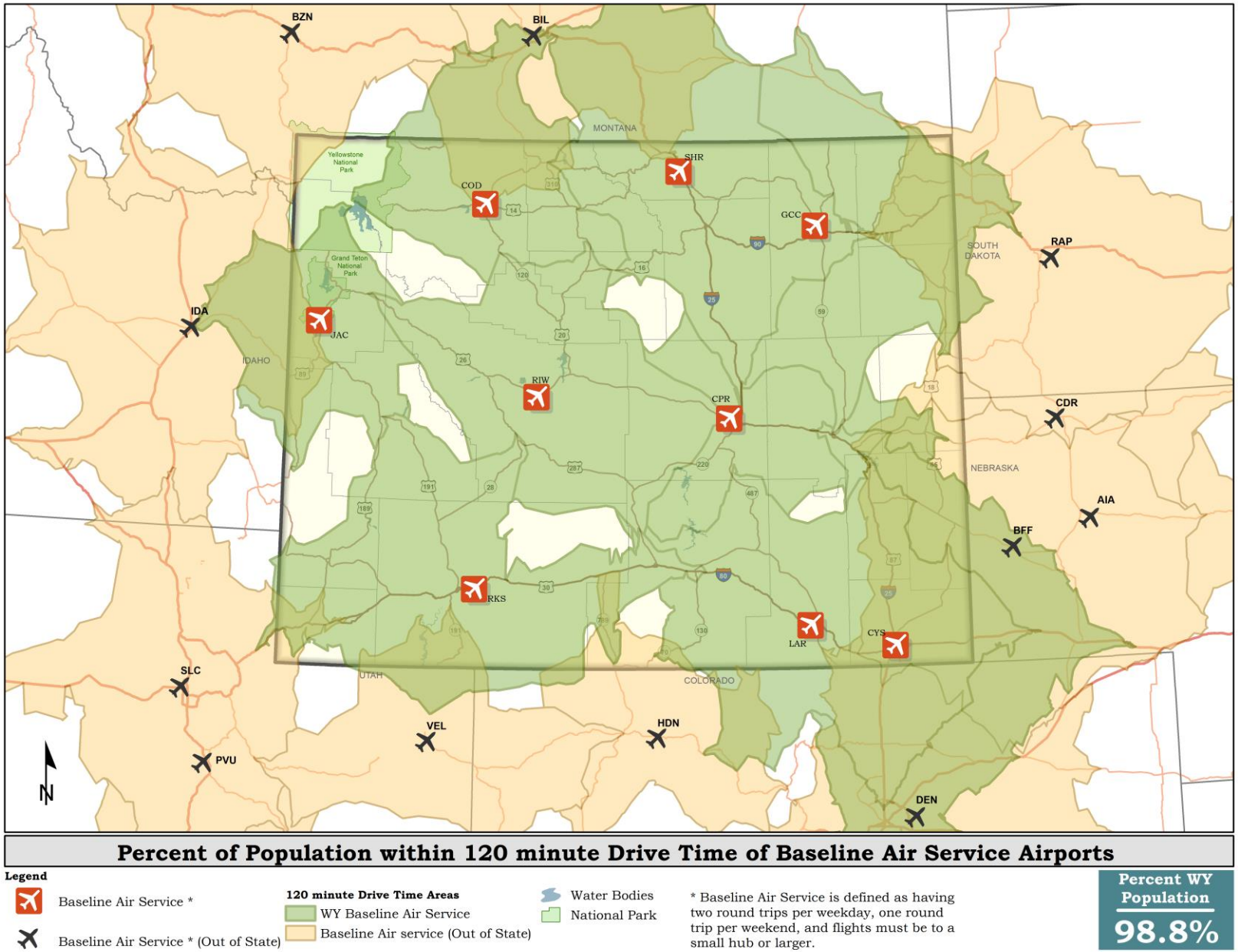
Source: Mead & Hunt, Inc.

Figure 5-11: Baseline Service Airports 90 Minute Drive Time (2009 and 2016 classifications)



Source: Mead & Hunt, Inc

Figure 5-12: Baseline Air Service Airports 120 Minute Drive Time (2009 and 2016 classifications)



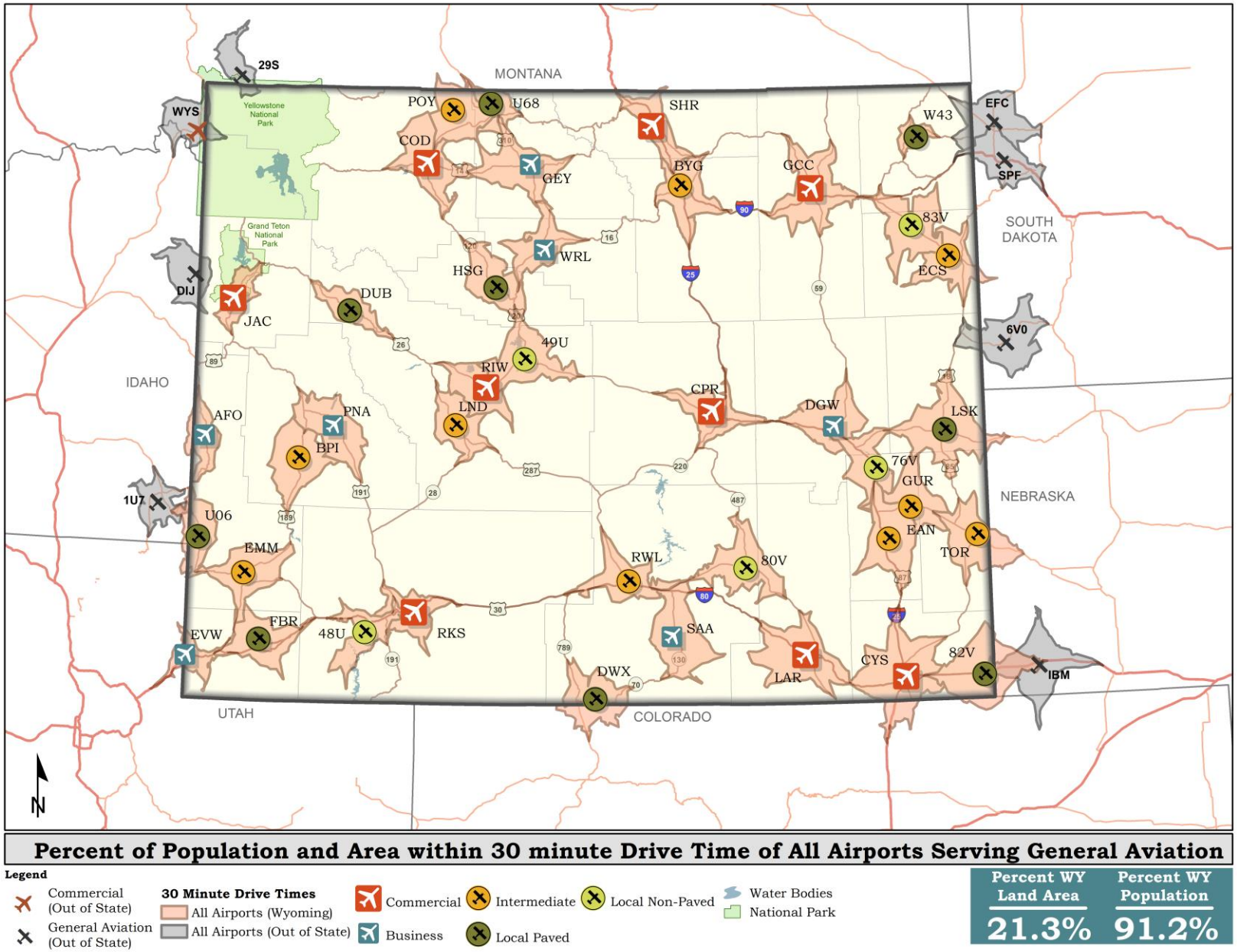
Source: Mead & Hunt, Inc

5.3.3 Percent of Wyoming Population and Area within a 30 Minute Drive Time of All Airports Serving GA (all airports)

A variety of users rely on general aviation (GA) to conduct business, transport goods and services, conduct emergency medical operations, and reach remote locations. All system airports support some type of GA activity. Airports in surrounding states that are within a 30 minute drive time are also considered in this analysis as populations near the state border may be closer to airports outside of Wyoming.

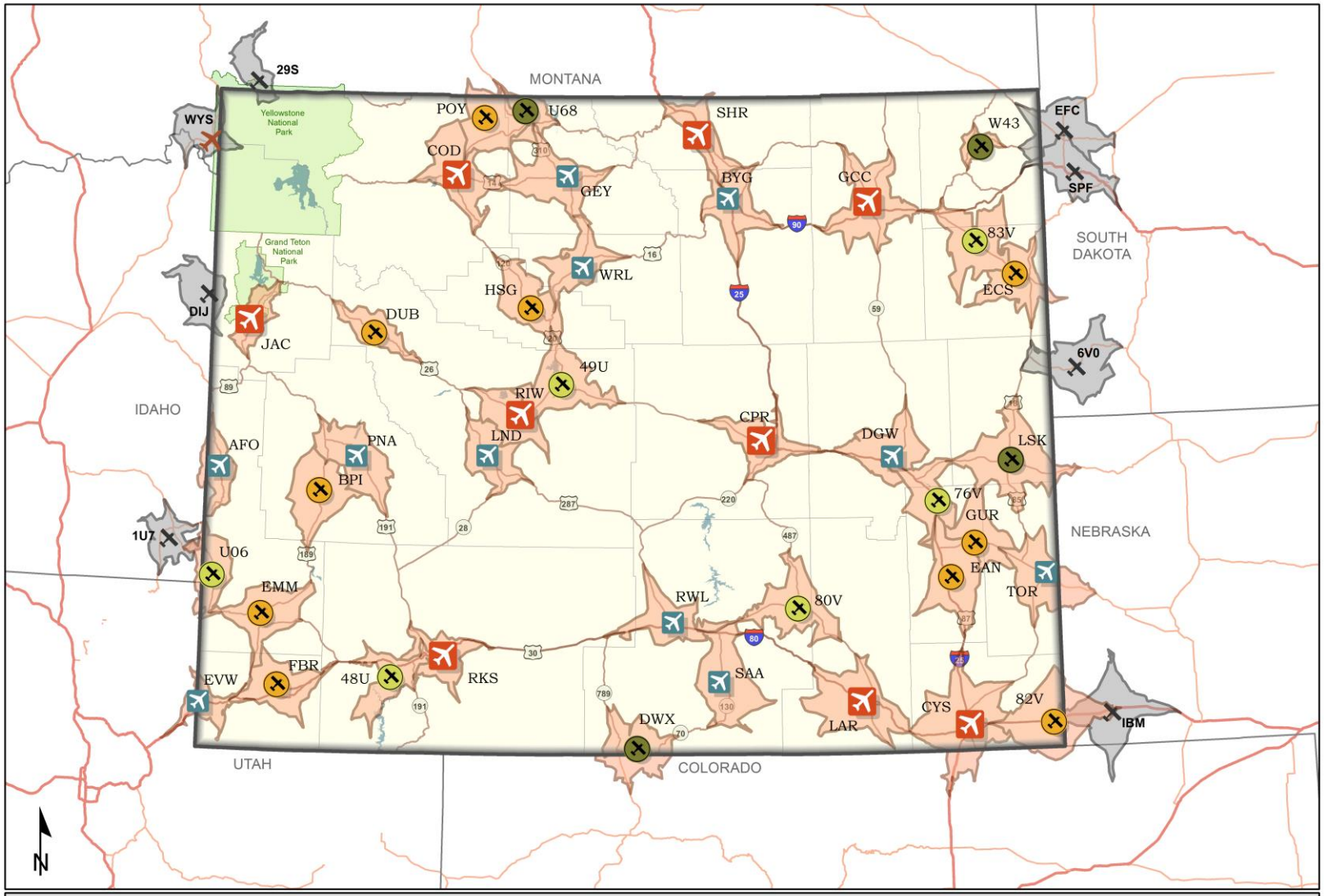
Figure 5-13 and **Figure 5-14** illustrate the coverage of all airports within a 30 minute drive time using the 2009 and 2016 classifications, respectively. Due to population patterns and natural topographic features, 91.2% of Wyoming's population is covered compared to 21.3% of the land area. The population coverage target is 80%, therefore the system is exceeding the target performance. This is a new performance measure for the 2016 WYSASP. The system evaluation is identical for the 2009 classifications and the 2016 classifications because this performance measure considered all system airports as GA airports, and therefore the reclassification did not affect the system analysis.

Figure 5-13: Drive Time of 30 Minutes to All Airports Serving General Aviation (2009 classifications)



Source: Mead & Hunt, Inc

Figure 5-14: Drive Time of 30 Minutes to All Airports Serving General Aviation (2016 classifications)



Percent of Population and Area within 30 minute Drive Time of All Airports serving General Aviation

Legend

- Commercial (Out of State)
- General Aviation (Out of State)

30 Minute Drive Times

- All Airports (Wyoming)
- All Airports (Out of State)

- Commercial
- Business
- Intermediate
- Local Paved
- Local Non-Paved
- Water Bodies
- National Park

Percent WY Land Area	Percent WY Population
21.3%	91.2%

Source: Mead & Hunt, Inc

5.3.4 Percent of Wyoming Population within a 90 Minute Drive Time of an Airport Offering Air Charter Service

Air charter refers to the temporary hiring of an aircraft and operator to transport goods or people from one destination to another. Aircraft charter is often used by individuals and business that do not own and operate a personal or corporate aircraft, but wish to travel privately rather than commercially. Charter is used to reach destinations that cannot be reached using commercial air service carriers. A 90 minute drive to an airport that offers based charter service was the benchmark for this performance measure.

Figure 5-15 illustrates the coverage of Wyoming and surrounding states' airports that offer based air charter service. Eighty five percent (85%) of Wyoming's population is located within a 90 minute drive time of an airport that offers based charter service. The target coverage for this performance measure is 85%, therefore the system is meeting this performance target. System performance in the 2016 WYSASP is identical using the 2009 classifications and the 2016 classifications because specific airport classifications were not a consideration in this analysis. However, this is a slight decrease in performance from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* in which system performance was reported to be 87%. The change in performance is likely due to several factors including a shift in population, a change in analysis technique or input data, and the specific airports offering air charter service. In the 2009 plan Rawlins and Worland offered aircraft charter. The new data collected for the 2016 WYSASP update shows that Rawlins and Worland no longer offer charter, but that Afton and Laramie do have a based charter service available.

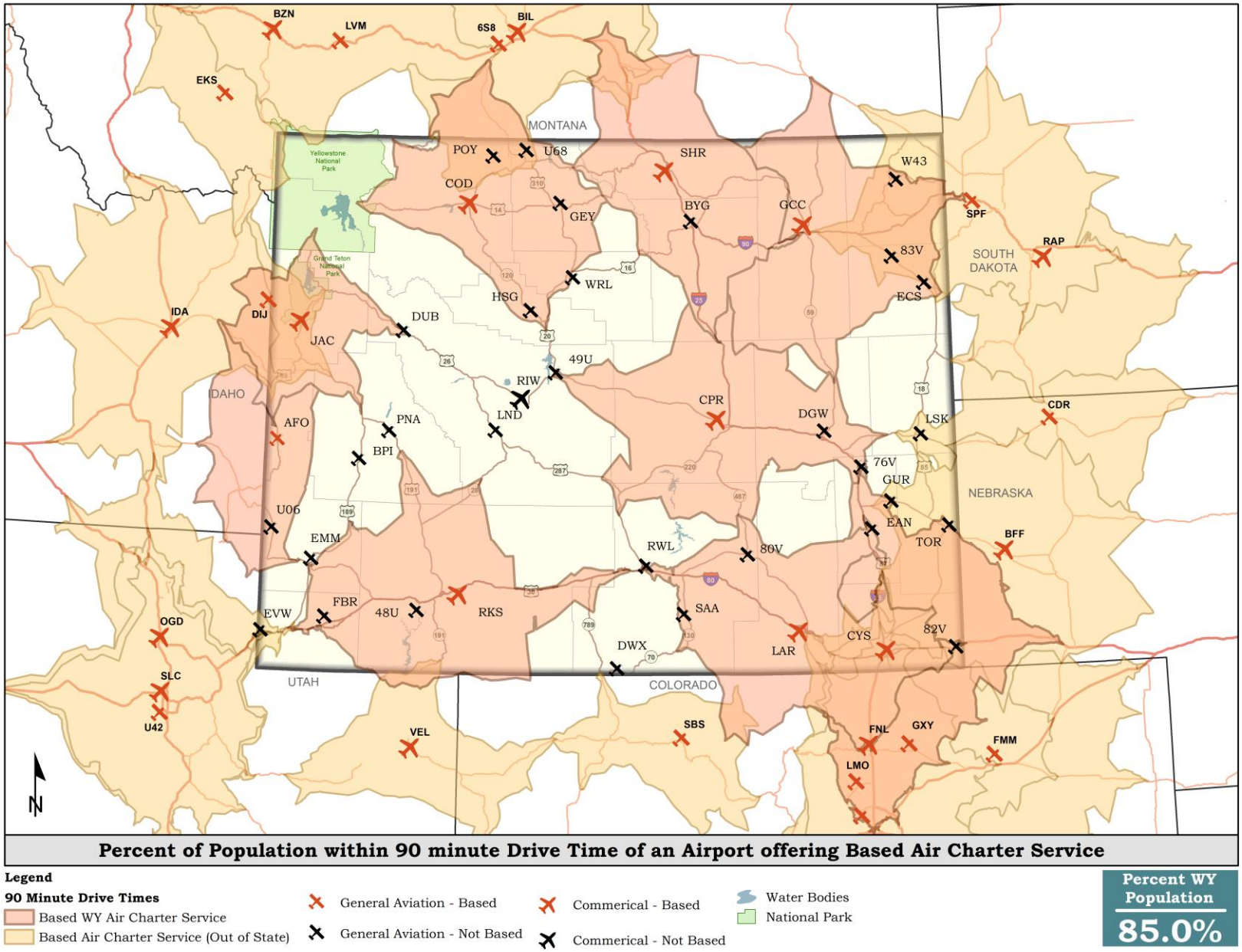
Although an airport may not offer charter service that is based at their facility, charter service can be accessed at all airports. Airports offering based charter service in the 2009 plan and the 2016 WYSASP update are listed in **Table 5-21.**

Table 5-21: Wyoming Airports with Based Charter Service

Associated City	Airport Name	2009 Plan Data	2016 Plan Data
Afton	Afton-Lincoln County Municipal Airport		✓
Casper	Casper/Natrona County International Airport	✓	✓
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	✓	✓
Cody	Yellowstone Regional Airport	✓	✓
Gillette	Gillette - Campbell County Airport	✓	✓
Jackson	Jackson Hole Airport	✓	✓
Laramie	Laramie Regional Airport		✓
Rawlins	Rawlins Municipal/Harvey Field	✓	
Rock Springs	Rock Springs - Sweetwater County Airport	✓	✓
Sheridan	Sheridan County Airport	✓	✓
Worland	Worland Municipal Airport	✓	

Source: 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*; Calls with Airport Managers and Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

Figure 5-15: Airports Offering Air Charter Service Drive Time (2009 and 2016 classifications)



Source: Mead & Hunt, Inc

5.3.5 Percent of Economic Centers Located within 60 Minute Drive Time of a Commercial or Business Airport

For the purpose of this analysis, economic centers are defined as having more than $100 million in estimated taxable retail sales annually, shown in **Table 5-22**. It is important for the cities that are identified as economic centers to be within a reasonable distance of an airport classified as Commercial Service or Business as these larger airports offer the services and facilities that are often needed to support business and leisure users. Many businesses rely on air transportation for the movement of goods and people. Economic centers are also typically associated with popular destinations for tourism. For these reasons, access to air transportation within the state and connections to the larger air transportation network is critical to sustain the economic activity present in these economic centers. Estimated retail sales data was provided by the Wyoming Department of Revenue.

Table 5-22: Wyoming Economic Centers

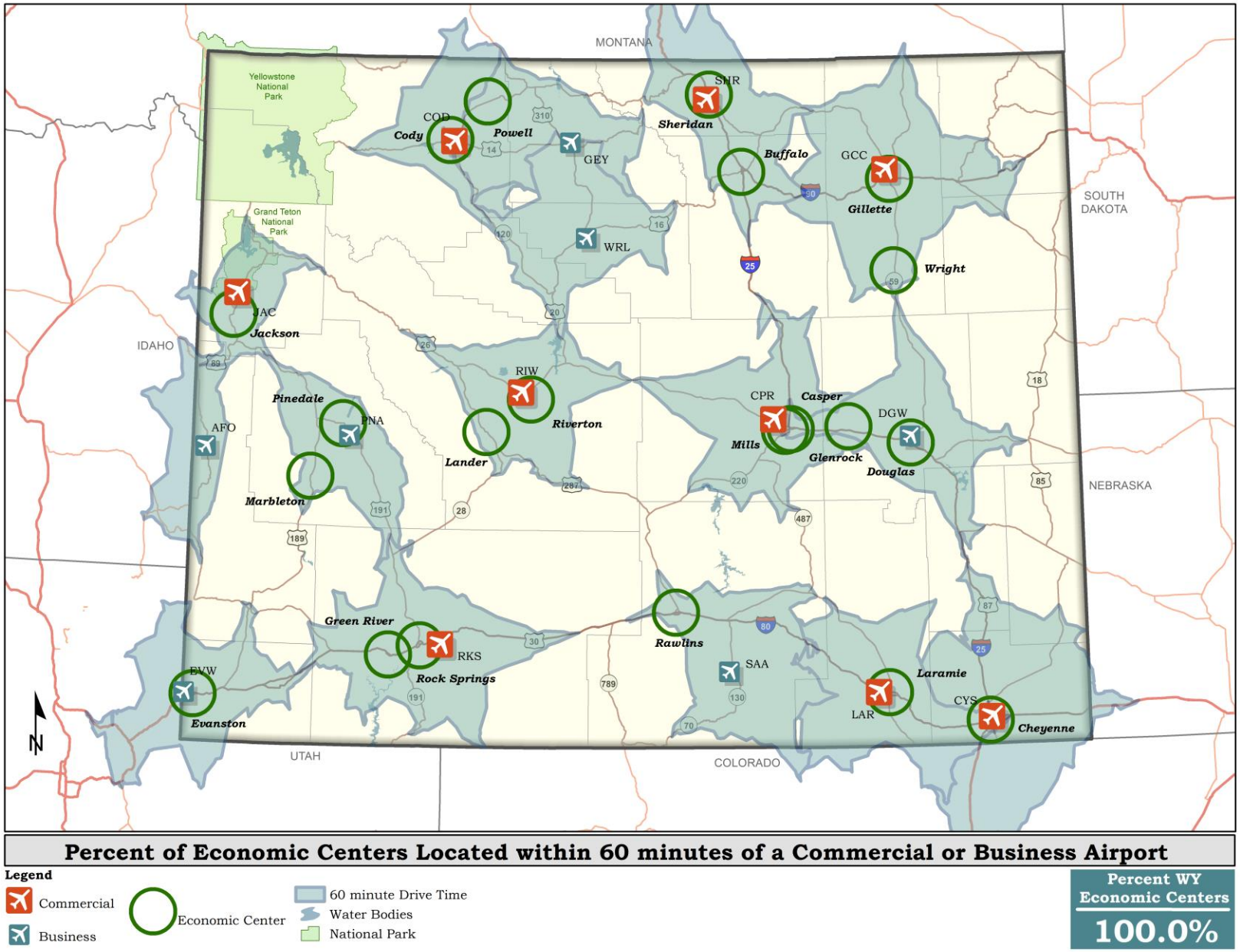
City/Town	County	Estimated Taxable Retail Sales (FY 2015)
Gillette	Campbell	$2,460,495,040
Casper	Natrona	$1,986,550,200
Cheyenne	Laramie	$1,264,311,67
Rock Springs	Sweetwater	$784,754,900
Douglas	Converse	$713,162,180
Jackson	Teton	$455,603,300
Green River	Sweetwater	$423,415,650
Laramie	Albany	$379,174,350
Glenrock	Converse	$299,714,560
Sheridan	Sheridan	$285,087,850
Cody	Park	$259,274,700
Evanston	Uinta	$227,794,960
Rawlins	Carbon	$227,194,900
Pinedale	Sublette	$223,767,625
Riverton	Fremont	$218,873,760
Powell	Park	$171,627,975
Lander	Fremont	$153,368,840
Wright	Campbell	$148,015,160
Buffalo	Johnson	$131,154,350
Mills	Natrona	$124,307,640
Marbleton	Sublette	$119,173,375

Source: WY Department of Revenue, Administrative Services Division; Mead & Hunt, Inc.

All 21 economic centers in the state are located within a 60 minute drive time of a Commercial Service or Business airport, shown in **Figure 5-16** (2009 classifications) and **Figure 5-17** (2016 classifications). The system is meeting this performance measure at 100%, an improvement of 10% over the 90% performance published in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

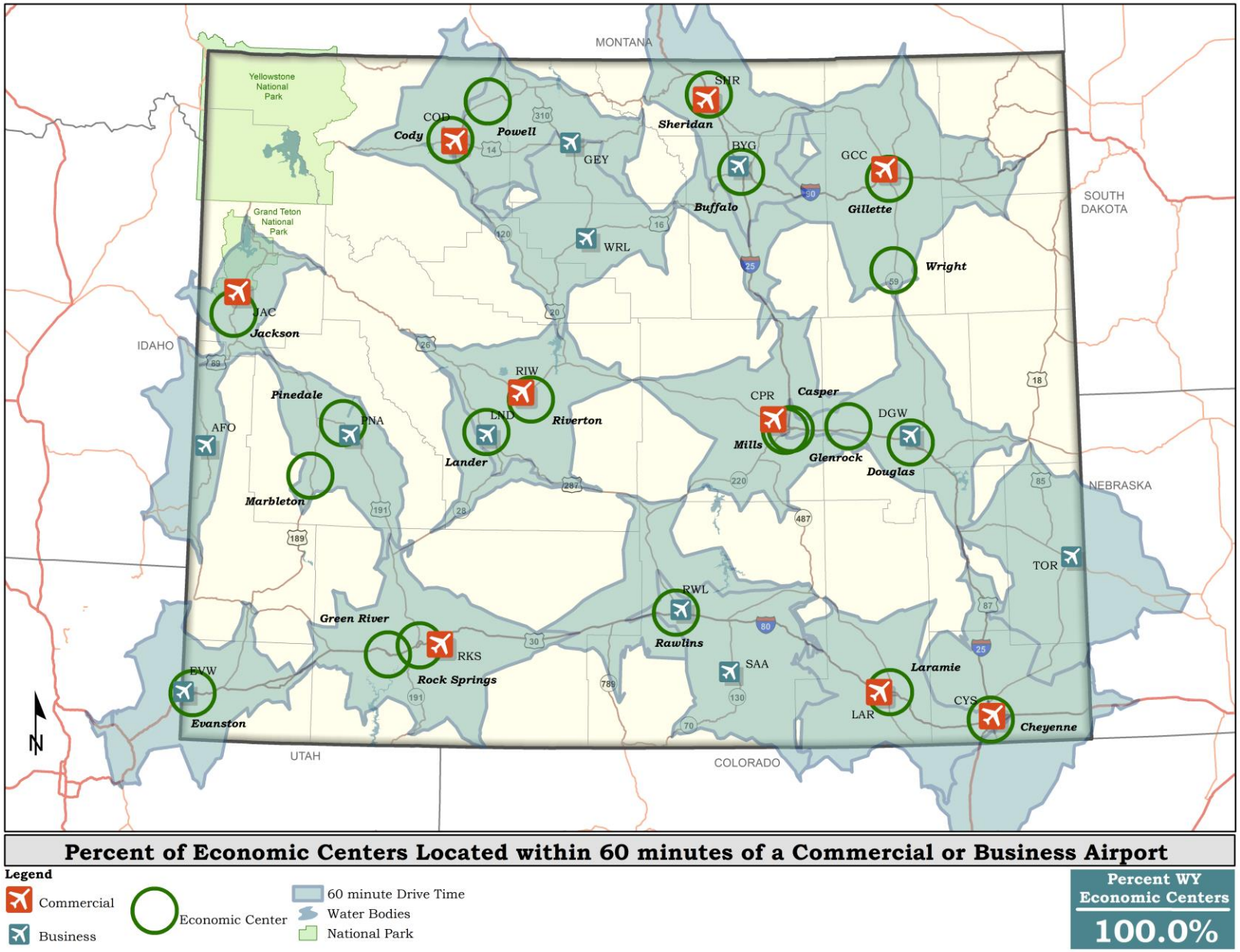
In this analysis, the 2016 classifications only added to the number of Business airports. However, with the system already at 100% in the 2009 system, system performance was already at its maximum and reclassifications did not affect performance. Both maps are shown for comparison purposes.

Figure 5-16: Economic Centers within a 60 Minute Drive Time of a Commercial Service or Business Airport (2009 classifications)



Source: Mead & Hunt, Inc

Figure 5-17: Economic Centers within a 60 Minute Drive Time of a Commercial Service or Business Airport (2016 classifications)



Source: Mead & Hunt, Inc

5.3.6 Percent of Wyoming Population within 30 Minute Drive Time to an Airport that Supports Medical Operations (5,000+ feet of runway, non-precision [or better] approach, and 24 hour Jet A fuel availability)

Access to larger medical facilities and more specialized doctors is a primary mission for Wyoming's airports. Every paved facility in the state is at times used to transport critical patients out of or specialists into even the most rural areas. It is essential to Wyoming's residents and visitors that the state system of airports be ready and able to accommodate the typical aircraft used for medical transport, even in marginal weather conditions.

Previous acknowledgment of this important function has prioritized projects at airports to the point that all paved airports in Wyoming's aviation system meet the basic runway requirements of the common medical transport aircraft (typically the Super King Air or Pilatus PC-12). The state's varied terrain, elevations, and wide range of temperatures do not result in a common required runway length. However, 5,000 feet of runway is generally considered statewide as the minimum required length for Super King Air operation. Every paved primary runway in the state is at least this length.

In a 2012 report conducted by WYDOT Aeronautics Division titled "Wyoming Statewide Air Ambulance Assessment," concluded that the state's paved airports were physically adequate for the common air ambulance mission. Two items that were specifically recognized by the medical flight users as being important were instrument approach procedures for all-weather conditions and 24 hour Jet A fuel availability (either based or on-call).

As such, to meet this performance measure, airports must have at least 5,000 feet of paved runway length, a non-precision [or better] approach, and either 24-hour staffed, 24-hour self-service, or 24 hour on-call Jet A fuel availability. **Figure 5-18** illustrates:

- Airports meeting all three criteria (in green)
- Airports meeting the runway length and approach, but not fuel criteria (in yellow)
- Airports meeting the runway length and fuel, but not approach criteria (in orange)
- Airports meeting the runway length, but not fuel nor approach criteria (in red)

As shown in **Figure 5-18** and **Table 5-23**, a total of 91.2% of Wyoming's population is located within a 30 minute drive time of an airport with at least a 5,000 foot paved runway. When all three criteria are applied (runway length, approach, and fuel), 23 system airports qualify, covering 78.5% of the state's population. The target performance for population coverage by airports meeting all three medical criteria is 80%, therefore the system is shy of meeting the target performance by 1.5%.

Table 5-23 – Percent of Population and Area within a 30 Minute Drive Time of Airports Supporting Medical Operations

	Meeting: - Runway Length - Approach - Fuel	Meeting: - Runway Length - Approach	Meeting: - Runway Length - Fuel	Meeting: - Runway Length	Population Not Served within 30 minute Drive Time	Total
% of WY Population	**78.5%**	**7.0%**	**3.2%**	**2.5%**	**8.8%**	**100%**
	Afton Big Piney Buffalo Casper Cheyenne Cody Douglas Evanston Gillette Hulett Kemmerer Laramie Newcastle Pinedale Powell Rawlins Riverton Rock Springs Saratoga Sheridan Thermopolis Torrington Worland	Cowley Dixon Fort Bridger Greybull Guernsey Jackson	Dubois Lander	Lusk Pine Bluffs Wheatland		

Note: Approaches scheduled for 2017 publication are incorporated in this analysis (Dixon, Thermopolis)

The most significant population center in Wyoming impacted by the lack of a paved runway for medical flights is the community of Green River. The service area's airport facility is Rock Springs Sweetwater County Airport (RKS), which is located about ten minutes east of the City of Rock Springs. Green River is located about 15 minutes west of Rock Springs along Interstate 80. The interstate is the only paved surface road connecting Green River's nearly 13,000 residents and medical evacuation from the RKS airport.

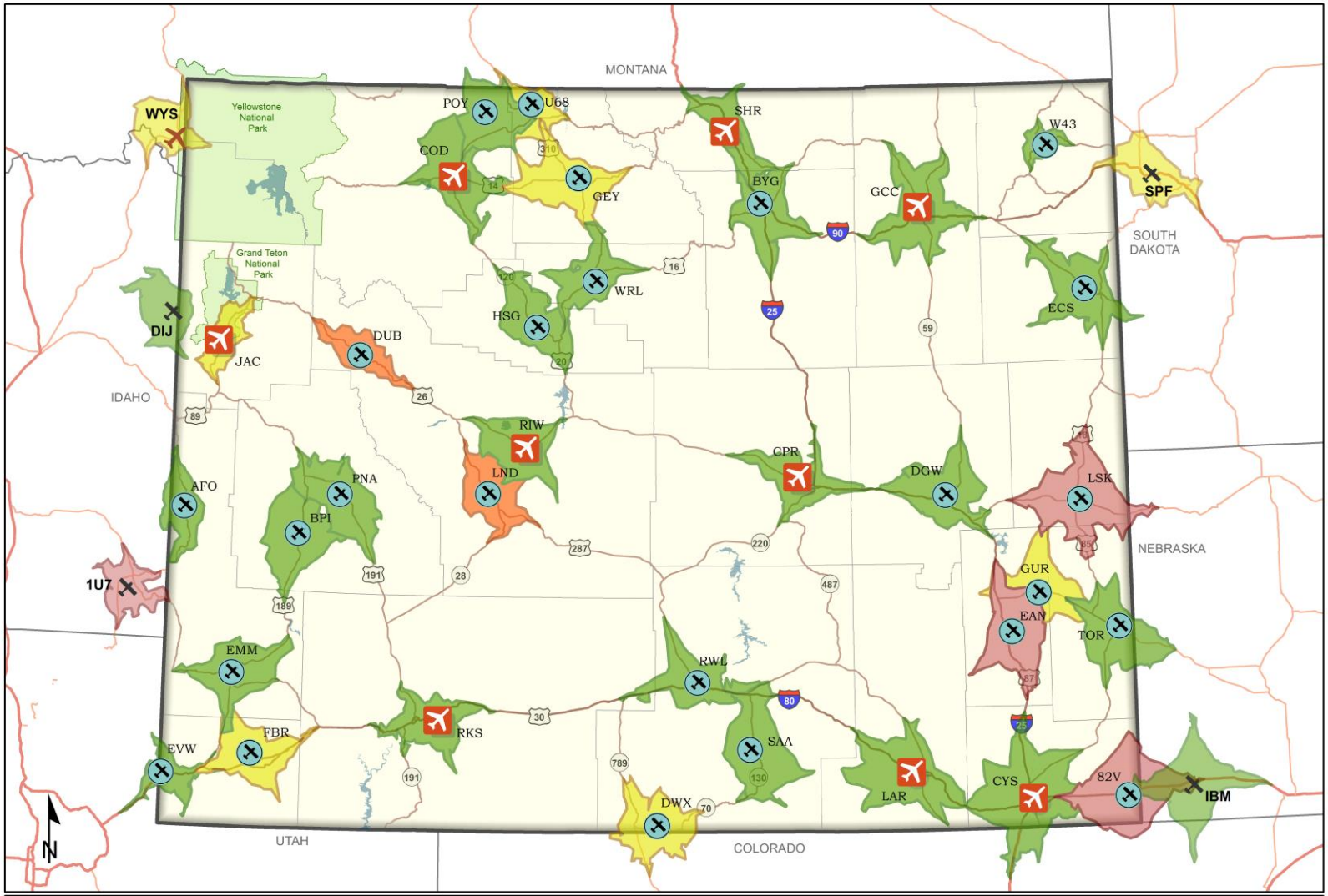
Instrument approach procedures in Wyoming are a vital component of all-weather medical flight availability and include the use of legacy NAVAIDs and state-of-the-art precision level GPS. However, five paved airports currently do not have published approach procedures (Dubois [DUB], Lander [LND], Lusk [LSK], Pine Bluffs [82V], and an additional airport (Wheatland [EAN]) only has circling minimums. Typically, instrument approaches have published visibility and descent minima for straight-in landings and circling approaches. As the name implies, conducting a circling approach requires the pilot to maneuver in order to make a normal landing at the airport once visual contact is established. Circling minimums associated with these approaches may have higher minimum descent altitude and visibility requirements than typical runway-specific, straight-in instrument procedures. In some cases, instrument approaches only have circling minimums published. Additionally, circling is a difficult maneuver, not normally

recommended at night or near mountainous terrain. Additionally, the approach criteria, or certain aircraft operators, may prohibit circling approaches or place restrictions on its use. Dixon Airport (DWX) and the new Hot Spring County Airport (HSG) are scheduled to receive their first published instrument approaches in 2017, which will help fill some of the gaps that exist currently. Credit was given to these two airports in this analysis for the planned publication of their approaches.

In the "Wyoming Statewide Air Ambulance Assessment," all users except non-critical transports, utilized turbine engine aircraft. In Wyoming's higher elevations, aircraft often must sacrifice fuel load for performance and thus may need to re-fuel prior to completing critical emergency missions. Having access to Jet A fuel on a 24/7 basis is important for operations that do not occur during business hours. The Wyoming Aeronautics Commission tries to assist communities with loans for fuel systems, but the high cost to construct fuel systems, maintain and keep jet fuel fresh at low-use facilities is challenging.

Note that the 2016 system performance is identical using the 2009 classifications and the 2016 classifications. This is because the only factor that would affect performance with respect to classifications is if an airport is paved or not. The only airport that moved from paved to non-paved was Cokeville. However, Cokeville did not meet any of the criteria for supporting medical operations using the data collected for the 2016 WYSASP. Therefore, the reclassification of Cokeville to a Local Non-Paved airport did not affect the system performance when comparing the 2009 system and the 2016 system.

Figure 5-18: Airports Supporting Medical Operations 30 Minute Drive Time (2009 and 2016 classifications)



Percent of Population and Area within 30 minute Drive Time of Airports Supporting Medical Operations

Legend

- Commercial (Out of State)
- General Aviation (Out of State)
- Commercial
- General Aviation
- Water Bodies
- National Park

Medical Operations Criteria	Criteria Met (Yes/No)			
Criterion/Map Key				
Runway Length > 5,000 ft	Yes	Yes	Yes	Yes
Approach Non-Precision or better	Yes	Yes	No	No
24 hr Jet A Fuel Availability	Yes	No	Yes	No

Percent of WY Population				Total
78.5%	7.0%	3.2%	2.5%	91.2%

Notes: Approaches scheduled for 2017 are incorporated in this analysis (DWX, HSG). WYS (Yellowstone Airport) is only open in warmer months and is closed during the winter.
Source: Mead & Hunt, Inc.

5.3.7 Terminal Building

Two types of terminal buildings are considered in conjunction with this objective. Commercial service terminals provide a location for airline operations, which include ticket counters, boarding gates, and passenger facilities such as restaurants, restrooms, and ground transportation connections. General Aviation terminals primarily serve GA aircraft by providing pilots and passengers with restroom and waiting facilities, or a location to conduct flight planning business. A terminal should be an enclosed building with heat and electricity – small shacks or lean-to type structures are not considered terminal buildings. Some GA terminals are operated by the airport sponsor, while others are privately operated by a Fixed Based Operator (FBO). In the later instance, the FBO's terminal is considered, and counted toward meeting, the GA terminal objective.

Commercial Service airports have an objective of both commercial service and GA terminals. Business, Intermediate, and Local Paved airports have only an objective of GA terminal because they do not have regularly scheduled commercial service. A terminal building is not an objective for Local Non-Paved airports.

The terminal building objective and system performance is presented in **Table 5-24**. The current 2016 system is meeting the 100% performance target after Cokeville (U06) was reclassified as a Local Non-Paved airport.

Table 5-24: Terminal Objective Performance

Terminal Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**100% (26/26)**	**97% (34/35)**	**100% (34/34)**					**100%**	**100%**
Commercial Service	Commercial Service & GA Terminal	100% (10/10)	100% (9/9)	100% (9/9)					100%	100%
Business	GA Terminal	100% (6/6)	100% (7/7)	100% (11/11)					100%	100%
Intermediate	GA Terminal	100% (10/10)	100% (10/10)	100% (10/10)					100%	100%
Local Paved	GA Terminal[1]	67% (6/9)[2]	89% (8/9)	100% (4/4)	Cokeville Dixon Lusk	X X X	X ✓ ✓	n/a ✓ ✓	100%	100%
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Notes:

1. GA Terminal was "Not an Objective" for Local Paved airports in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

2. Performance of Local Paved airports in 2009 not included in overall system performance because it was not an objective.

Source: WYDOT Aeronautics Division

5.4 Goal: Promote an aviation system that is environmentally responsible.

Continued operation of Wyoming's aviation system should include careful consideration of its impact on the environment and surrounding communities. Examples of airport environmental responsibilities include land use planning to protect airport operations and surrounding populations from incompatible uses, managing runoff from deicing fluids that may be harmful to natural water supplies, and protecting the diverse wildlife that lives in Wyoming. An asterisk (*) indicates performance measures added from the 2009 system planning effort. The following performance measures are used to quantify the environmental responsibility of the aviation system by determining the percentage of airports meeting the:

- Land use protection plan objective
- Deicing containment objective
- Wildlife Hazard Assessment objective*
- Sustainability objective*

5.4.1 Performance Measure: Percent of Airports Meeting the Land Use Protection Plan Objective

Protection of land near airports serves two purposes: it protects people and property from the hazards of airports and aircraft and it prevents development of land uses that affect the ability to safely operate an airport, thereby protecting public investment. Land use protection is achieved through four methods (shown in **Table 5-25**) as defined by the Wyoming Priority Rating Model for Project Evaluation 2014 (PRM). The height of built and natural objects should be limited, land ownership can be achieved through title or easement, zoning ordinances should be integrated with local comprehensive plans or land use plans, and real estate disclosure statements should be used.

Table 5-25: Priority Rating Model (PRM) Land Use Protection Elements

PRM Land Use Protection Element	Description
Airspace Protections	Airport Owner has an adopted zoning ordinance (overlay zoning) approved by the Wyoming Aeronautics Division with height restrictions for the Airport Influence Area (AIA).
Land Ownership Control	Airport Owner owns 100% of the acreage in runway protection zone in fee title, easement, or a combination of both. For purposes of RPZ protection, a lease with a federal or state government agency is considered equal to ownership; the lease agreement must provide for a minimum lease period greater than 20 years.
Plan Integration	The airport zoning ordinance is incorporated into a municipality and/or county comprehensive land use plan. It is desirable that the municipality and/or county provide an opportunity for the airport representative to review and comment on all variance requests for properties within the AIA.
Disclosure Statement	The municipality and/or county has passed a resolution and adopted an ordinance requiring that a Real Estate Disclosure Statement be provided to the purchaser of any property within the AIA. Sample wording is provided in Definitions for Real Estate Disclosure Statement.

Source: Based on Wyoming Priority Rating Model (PRM) – Status of Airport Protection

Airspace protection is an important part of land use protection and is included in all of the classification-specific objectives developed for this performance measure. In addition to airspace protection, other remaining PRM options may be included in the objective. The land use protection objectives by airport classification plus current and target system performance are shown in **Table 5-26**.

The performance target for this objective is 86% based on the 2009 classification system and 90% for the current 2016 system. Actual system performance is at 29% for both analyses. This is a decrease over the 40% performance published in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*. There may be many reasons for decreased performance. However, reduced performance is likely due to a change in how this objective is now defined. A land use protection plan "On Record with Aeronautics" was the objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, while the 2016 WYSASP has defined specific land use protection elements from the Wyoming PRM that must be met in order to meet the objective.

Commercial Service and Business airports should prioritize meeting their respective objective criteria as they have a performance target of 100%. Next, the focus should be on Intermediate and Local airports, where the performance target is set at 75%.

Table 5-26: Land Use Protection Plan Objective Performance

Land Use Protection Plan Objective[1]		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**40% (14/35)**	**29% (10/35)**	**29% (10/34)**					**86%**	**90%**
Commercial Service	All Priority Rating Model Land Use Protection Elements[2]	60% (6/10)	22% (2/9)	22% (2/9)	Casper	X	X	X	100%	100%
					Cheyenne	✓	X	X		
					Jackson	X	X	X		
					Laramie	X	X	X		
					Riverton	✓	X	X		
					Rock Springs	✓	X	X		
					Sheridan	✓	X	X		
					Worland	X	**n/a**	**n/a**		
Business	Airspace Protection + Two (2) Additional Priority Rating Model Land Use Protection Elements[2]	50% (3/6)	43% (3/7)	36% (4/11)	Afton	✓	X	X	100%	100%
					Buffalo	**n/a**	**n/a**	X		
					Evanston	✓	X	X		
					Greybull	X	✓	✓		
					Lander	**n/a**	**n/a**	✓		
					Pinedale	X	✓	✓		
					Rawlins	**n/a**	**n/a**	X		
					Saratoga	X	X	X		
					Torrington	**n/a**	**n/a**	X		
					Worland	**n/a**	X	X		
Intermediate	Airspace Protection + One (1) Additional Priority Rating Model Land Use Protection Element[2]	10% (1/10)	30% (3/10)	30% (3/10)	Big Piney	X	✓	✓	75%	75%
					Buffalo	X	X	**n/a**		
					Fort Bridger	**n/a**	**n/a**	X		
					Guernsey	X	X	X		
					Lander	X	✓	**n/a**		
					Newcastle	X	X	X		
					Pine Bluffs	**n/a**	**n/a**	X		
					Powell	X	X	X		
					Rawlins	X	X	**n/a**		
					Thermopolis	**n/a**	**n/a**	X		
					Torrington	X	X	**n/a**		
					Wheatland	X	X	X		
Local Paved	Airspace Protection Priority Rating Model Land Use Protection Element[2]	44% (4/9)	22% (2/9)	25% (1/4)	Cokeville	✓	X	**n/a**	75%	75%
					Cowley	X	✓	✓		
					Dixon	X	X	X		
					Fort Bridger	X	X	**n/a**		
					Hulett	✓	X	X		
					Lusk	X	X	X		
					Pine Bluffs	✓	X	**n/a**		
					Thermopolis[3]	X	X	**n/a**		
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Notes:

1. The 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* objective for Land Use Protection Plan was "On Record with Aeronautics."

2. See **Table 5-25** for a list and description of Priority Rating Model (PRM) Land Use Protection Elements

3. Thermopolis performance in 2009 is based on the Hot Springs County–Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG).

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.4.2 Performance Measure: Percent of Airports Meeting the Deicing Containment Objective

Excess runoff from deicing operations may enter the ground and contaminate water resources. To prevent this runoff, a deicing containment system may be installed to capture excess deicing fluids. A deicing containment system is an objective at Commercial Service airports and is suggested at Business airports. However, a deicing containment system is only needed if an airport offers deicing services. The deicing objective in Section 5.9.9 shows airports with aircraft deicing available. **Table 5-27** shows the deicing containment system objectives by airport classification plus the current and target system performance.

Currently the system is not meeting the performance target of 100% and is falling short by 44% for both the 2009 and 2016 classification systems. However, this is an improvement over the 40% performance reported in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* as Jackson now has a deicing containment system.

It is recommended that the remaining four Commercial Service airports without deicing containment systems work toward meeting this objective.

Table 5-27: Deicing Containment Objective Performance

	Deicing Containment Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System		**40% (4/10)**	**56% (5/9)**	**56% (5/9)**					**100%**	**100%**
Commercial Service	Containment System	40% (4/10)	56% (5/9)	56% (5/9)	Cody Jackson Laramie Riverton Rock Springs Worland	X X X X X X	X ✓ X X X n/a	X ✓ X X X n/a	100%	100%
Business	*Suggested*	*0% (0/6)*	*0% (0/7)*	*0% (0/11)*	*Afton* *Buffalo* *Douglas* *Evanston* *Greybull* *Lander* *Pinedale* *Rawlins* *Saratoga* *Torrington* *Worland*	X n/a X X X n/a X n/a X n/a n/a	X n/a X X X n/a X n/a X n/a X	X X X X X X X X X X X	–	–
Intermediate	Not an Objective	–	–	–		–	–	–	–	–
Local Paved	Not an Objective	–	–	–		–	–	–	–	–
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Source: Calls with Airport Managers by GDA Engineers, on or before March 2016; Individual Airport Master Plans as of April 2016.

5.4.3 Performance Measure: Percent of Airports Meeting the Wildlife Hazard Assessment Objective

The presence of wildlife near airports can be detrimental to aircraft operations as it poses a risk for wildlife strikes. Birds and mammals that live, feed, and/or nest on or near airport property can impact the safe operation of an airport. A Wildlife Hazard Assessment is conducted by certified wildlife specialists who identify and evaluate wildlife concerns and provide solutions to address the presence of wildlife on airport property in Wildlife Hazard Management Plans (WHMP). The Wildlife Hazard Assessment is standard for airports used by air carriers. Alternatively, airports that mainly serve GA aircraft may find a Wildlife Hazard Site Visit (WHSV), commonly known as a one-day visit, sufficient. Both studies aim to identify wildlife hazards and mitigation strategies; however, the Wildlife Hazard Assessment is a more comprehensive study effort, versus the shorter and less intensive one-day visit.

The objective is to have a WHA conducted at all Commercial Service airports, and wildlife hazard one-day visits are suggested at all Business and Intermediate airports, as shown in **Table 5-28**. This is a new objective for the 2016 WYSASP.

The system is meeting its essential objective of having Wildlife Hazard Assessments at 100% of Commercial Service airports. Although performance targets were established for Business and Intermediate airports, they are not counted toward the overall system performance because they are suggested. However, they are used to establish a benchmark of where the system performance currently stands.

Business and Intermediate airports without a one-day visit should consider conducting the WHSV.

Table 5-28: Wildlife Hazard Assessment Objective Performance

	Wildlife Hazard Assessment Objective	System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System			**100% (9/9)**	**100% (9/9)**					**90%**	**92%**
Commercial Service	Wildlife Hazard Assessment	–	100% (9/9)	100% (9/9)		–			100%	100%
Business	*Wildlife Hazard "1–Day Visit" Suggested*	–	*29% (2/7)*	*27% (3/11)*	*Afton* *Buffalo* *Douglas* *Evanston* *Greybull* *Pinedale* *Rawlins* *Torrington*	–	X n/a X X X X n/a n/a	X X X X X X X X	*100%*	*100%*
Intermediate	*Wildlife Hazard "1–Day Visit" Suggested*	–	*10% (1/10)*	*10% (1/10)*	*Big Piney* *Buffalo* *Dubois* *Fort Bridger* *Guernsey* *Kemmerer* *Newcastle* *Powell* *Rawlins* *Thermopolis* *Torrington* *Wheatland*	–	X X n/a n/a X X X X X n/a X X	X n/a X X X X X X n/a X n/a X	*75%*	*75%*
Local Paved	Not an Objective	–	–	–		–	–	–	–	–
Local Non-Paved	Not an Objective	–	–	–		–	–	–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.4.4 Performance Measure: Percent of Airports Meeting the Sustainability Objective

Measures taken by an airport to meet near-term needs without compromising future needs are considered sustainable. Sustainable measures seek to balance and improve economic, environmental, and social impacts of airports. During the data collection process for the WYSASP, several sustainable actions were listed for airport managers to select and indicate if they have been or are being implemented. Some measures, such as native plant landscaping or grasscycling are often existing conditions or practices, or may be easily implemented. Other sustainable measures require more planning, effort, and investment. The sustainable measures that airport mangers responded to in the survey are presented in **Table 5-29**.

Table 5-29: Sustainable Airport Measures

Sustainable Measures	Description
Recycling	Placing recycling bins in the FBO or terminal to recycle paper, plastic, or metals.
Low flow faucets	Installing faucets, especially in bathrooms, that use a low rate of water flow.
Dual-flush toilets	Installing toilets that can use two different amounts of water per flush as needed.
Motion detected lights	Using lights that are activated by motion so they remain on only when needed.
Recycling of construction materials	Reusing materials, such as ground up pavement, in new construction projects.
LED airfield lighting	Replacing traditional taxiway, runway, and other airfield lights with LEDs.
LED building lighting	Using LED lights in buildings in lieu of CFL or traditional incandescent bulbs.
Native plant landscaping	Planting naturally occurring local vegetation to reduce watering and upkeep.
Collection and use of rainwater	Capturing rainwater for non-potable use such as landscape watering.
Grasscycling	Allowing grass clipping to remain after mowing to naturally fertilize the soil.
Other sustainable actions	Employing other actions that improve social, economic, or environmental impacts.

The sustainability objective is new to the WYSASP and the data collected will be useful in determining the objective targets in future WYSASP updates. Since this is a new objective, all targets are suggested. Performance has been calculated despite these objectives only being suggested, in order to gauge the sustainability efforts of Wyoming airports. **Table 5-30** shows the efforts of system airports in implementing a number of sustainable actions. The aim of this objective is to have 100% of airports meeting sustainability targets.

Table 5-30: Sustainability Objective Performance

Sustainability Objective		System Performance			Airports not Meeting Objective				Target Performance	
		2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System			**69% (24/35)**	**68% (23/34)**					**100%**	**100%**
Commercial Service	*Five (5) Sustainable Measures Suggested*	–	89% (8/9)	89% (8/9)	*Gillette*	–	X	X	100%	100%
Business	*Three (3) Sustainable Measures Suggested*	–	43% (3/7)	55% (6/11)	*Evanston* *Greybull* *Pinedale* *Torrington* *Worland*	–	X X X **n/a** X	X X X X X	100%	100%
Intermediate	*Two (2) Sustainable Measures Suggested*	–	80% (8/10)	60% (6/10)	*Fort Bridger* *Guernsey* *Kemmerer* *Pine Bluffs* *Torrington*	–	**n/a** X X **n/a** ✓	X X X X **n/a**	100%	100%
Local Paved	*One (1) Sustainable Measure Suggested*	–	56% (5/9)	75% (3/4)	*Cokeville* *Fort Bridger* *Hulett* *Pine Bluffs*	–	X X X X	**n/a** **n/a** X **n/a**	100%	100%
Local Non-Paved	Not at Objective	–	–	–		–	–	–	–	–

Notes: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).
Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.5 Goal: Promote educational activities and raise public awareness of the aviation system and its value.

Wyoming's aviation system benefits more than just aviators – it benefits the state as a whole by creating economic opportunities, providing access for medical doctor and patient transport, and promoting tourism. Promoting an airport and enhancing public awareness of airport contributions support the aviation system. In an effort to demonstrate the value of aviation in Wyoming, airports should engage in public outreach to educate their local communities on the services that they offer. Inviting the public to airports is another way to achieve community awareness of airport functions and value. Community outreach can help an airport break down perceived barriers, and gives visitors a chance to learn about aviation. It may also increase airport use while lowering the risk of future airport opposition. To determine if the aviation system is meeting public outreach goals, the percentage of airports participating in the following performance measures are considered:

- Commercial Service and Business Airports with Marketing Efforts
- Annual Air Show, Fly-in, or Other Public Event

5.5.1 Commercial Service and Business Airports with Marketing Efforts

Airports that market their facilities and services may generate additional business and use and become better-known entities in their communities. Airports can use marketing efforts to advertise ticket prices, discount codes, maintenance and fueling services, and more. For the purposes of this performance measure, the data collected included the identification of airport websites and whether they had a dedicated website or a page on a municipal/county website, or neither. There is no objective established for this performance measure. Rather, a system performance target and performance targets for each airport classification considered are used to evaluate the system's success in meeting this goal, as shown in **Table 5-31**.

Commercial Service airports have a target of 100% and Business airports have a target of 50%. The overall performance is 81% using the 2009 classification system and 75% using the current 2016 classifications. Both airport classifications are meeting or exceeding their overall system targets of 78% (2009 system) and 73% (2016 system). This is an improvement over the 63% performance reported in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*. There are no performance targets for Intermediate or local airports.

Commercial Service airports have 100% performance, so it is recommended that Business airports continue to improve their marketing efforts even though they have already met their classification's target of 50%.

Table 5-31: Marketing Efforts System Performance

Marketing Efforts	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**63% (10/16)**	**81% (13/16)**	**75% (15/20)**					**78%**	**73%**
Commercial Service	90% (9/10)	100% (9/9)	100% (9/9)	Worland	X	**n/a**	**n/a**	100%	100%
Business	17% (1/6)	57% (4/7)	55% (6/11)	Afton Douglas Evanston Greybull Lander Pinedale Rawlins Saratoga Worland	✓ X X X **n/a** X **n/a** X **n/a**	X X ✓ ✓ **n/a** ✓ **n/a** X ✓	X X ✓ ✓ X ✓ X X ✓	50%	50%
Intermediate	–	–	–					–	–
Local Paved	–	–	–					–	–
Local Non-Paved	–	–	–					–	–

Note: 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* performance measure was "Percent of Commercial Service/Business Airports with Web Site or a Dedicated Page on a Sponsor Web Site."
Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.5.2 Annual Air Show, Fly-in, or Other Public Event

Public events attract visitors to an airport, encourage participation in aviation, and demonstrate the value of the airport to the community. A target for 50% of Commercial Service, Business, and Intermediate airports to host aviation-related events was set. A target of 20% was established for Local Paved airports. As a whole, the system using 2009 classifications is just 2% short of meeting the system-wide performance targets of 42%, as shown in **Table 5-32**. The current 2016 system is 5% short of its 46% target.

Additional public events at Commercial Service, Business, and Intermediate airports would boost performance beyond the 50% target, and bring the overall system above the 46% goal. Each of these airport classifications is short of their target by 10% or less. Local Paved airports are currently meeting their target, but Local Paved airports not meeting this objective should consider also hosting public events.

Table 5-32: Public Event System Performance

Public Event	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**38% (15/35)**	**40% (13/35)**	**41% (14/34)**					**42%**	**46%**
Commercial Service	60% (6/10)	44% (4/9)	44% (4/9)	Cheyenne	✓	X	X	50%	50%
				Cody	X	✓	✓		
				Gillette	✓	X	X		
				Jackson	X	✓	✓		
				Laramie	✓	X	X		
				Riverton	✓	X	X		
				Rock Springs	✓	X	X		
				Sheridan	X	✓	✓		
				Worland	X	**n/a**	**n/a**		
Business	17% (1/6)	43% (3/7)	45% (5/11)	Afton	X	✓	✓	50%	50%
				Buffalo	**n/a**	**n/a**	X		
				Douglas	X	X	X		
				Greybull	X	X	X		
				Pinedale	X	✓	✓		
				Rawlins	**n/a**	**n/a**	✓		
				Saratoga	X	X	X		
				Torrington	**n/a**	**n/a**	X		
				Worland	**n/a**	X	X		
Intermediate	50% (5/10)	60% (6/10)	40% (4/10)	Big Piney	X	✓	✓	50%	50%
				Buffalo	X	X	**n/a**		
				Dubois	**n/a**	**n/a**	X		
				Fort Bridger	**n/a**	**n/a**	X		
				Kemmerer	X	X	X		
				Pine Bluffs	**n/a**	**n/a**	X		
				Rawlins	X	✓	**n/a**		
				Thermopolis	**n/a**	**n/a**	X		
				Torrington	✓	X	**n/a**		
				Wheatland	X	X	X		
Local Paved	33% (3/9)	11% (1/9)	25% (1/4)	Cokeville	X	X	**n/a**	20%	20%
				Cowley	X	X	X		
				Dixon	X	X	X		
				Dubois	✓	X	**n/a**		
				Fort Bridger	X	X	**n/a**		
				Lusk	X	X	X		
				Pine Bluffs	X	X	**n/a**		
				Thermopolis[1]	✓	X	**n/a**		
Local Non-Paved	–	–	–		–	–	–	–	–

Note:

1. Thermopolis performance in 2009 is based on the Hot Springs County–Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG).

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.6 Goal: Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

People and businesses rely on commercial air service to connect communities throughout Wyoming to the national air transportation system. The 2013 Wyoming Airports Economic Impact Study Executive Summary indicates that 34% of passengers using Wyoming's airports are traveling for business, 49% for pleasure, and the remaining 17% for various other purposes. The study also reported that the passengers using Wyoming's commercial air service airports paid more than $35 million in annual sales tax, which was estimated using local and state tax revenues related to aviation activity. For these reasons, it is vital that the aviation system continues to provide commercial service airports that offer competitive pricing, and the reliable and convenient services customers expect. Several trends in the commercial airline industry are creating challenges to this goal, and are further explored in Chapter 6, Trends and Technologies.

The following performance measures are taken directly from the WYDOT Air Service Enhancement Program (ASEP) benchmarks, to provide continuity. These performance measures differ from the ones used in the 2009 plan, and as such are marked with asterisks (*) to indicate the change. Data used to evaluate the performance measures is presented in **Appendix D**. The percentage of airports meeting the following performance measures are used to determine if Wyoming is meeting its goal to provide convenient, reliable, and competitive air service:

- Maintaining Critical Air Service (defined as daily scheduled service to one hub airport)*
- Increasing or Sustaining Economic Benefit, or Facilitating New or Existing Business Opportunities, by Providing Adequate Air Service to Wyoming Communities*
- Increasing or Maintaining Consistency of Service, On-Time Performance, and Reliability*
- Increasing the Number of Wyoming Passengers Originating Flights in Wyoming Rather Than Other States*
- Increasing or Sustaining the Frequency of Flight Operations from Commercial Wyoming Airports to Regional Airport Hubs*
- Delivering Competitive Airfare for Wyoming Passengers*
- Raising the Minimum Number of Enplanements at Airports Facing a Potential Loss of Federal Airport Improvement Program (AIP) Funding*

The analysis of the performance measures contained in this section remains the same for both the evaluation of the system using the 2009 classifications and the current 2016 airport classifications. This is because this section only applies to airports with commercial air service and no airports are moving in or out of the Commercial Service category due to reclassification. As previously discussed, the 2009 classification system used in the 2016 WYASP does not include Worland (WRL) as a Commercial Service airport. Additionally, all performance measures in this section are new to the 2016 WYASP and therefore, no data from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* is available for benchmarking.

5.6.1 Maintaining Critical Air Service (defined as daily scheduled service to one hub airport)

Wyoming is situated between two large hub airports – one in Denver, Colorado and the other in Salt Lake City, Utah. Providing daily scheduled service to at least one of these hubs allows Wyoming residents and visitors to quickly and efficiently access the national air transportation network to reach destinations around the world.

All nine of Wyoming's commercial service airports offer daily service to at least one hub at the time data was collected in June of 2016. Therefore, the system is meeting this measure at 100% as shown in **Table 5-33**. For a listing of hub airports served by each of Wyoming's Commercial Service airports, see **Table D-1** in **Appendix D**. For more information on the non-stop destinations offered at each airport, see Chapter 1.

Table 5-33: Critical Air Service Performance

Critical Air Service	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**100% (9/9)**	**100% (9/9)**					**100%**	**100%**
Commercial Service	–	100% (9/9)	100% (9/9)					100%	100%

Note: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).
Source: Individual airport websites as of June 1, 2016

5.6.2 Increasing or Sustaining Economic Benefit, or Facilitating New or Existing Business Opportunities, by Providing Adequate Air Service to Wyoming Communities

To meet the targets of this performance measure, airports must demonstrate that providing adequate air service to Wyoming communities has increased or sustained economic benefit, or continued to facilitate new or existing business opportunities. This is best measured by determining the economic value and return on state investments in air service programs and projects.

The Wyoming State Legislature created the Air Service Enhancement Program (ASEP) in 2004 to combat limited air service, high airfares, and generate economic growth. At the time, Wyoming had the fifth highest airfares in the country, which led many Wyoming residents to drive to airports outside of the state to find reduced fares, better schedules, increased reliability, and greater air service choices. Since 2004, the ASEP, operated by the WYDOT Aeronautics Division's Air Service Development Program, has provided a revenue guarantee for 60 routes with an investment of over $21 million. As part of the WYSASP, Mead & Hunt along with Keystone Aviation Consulting, LLC completed an

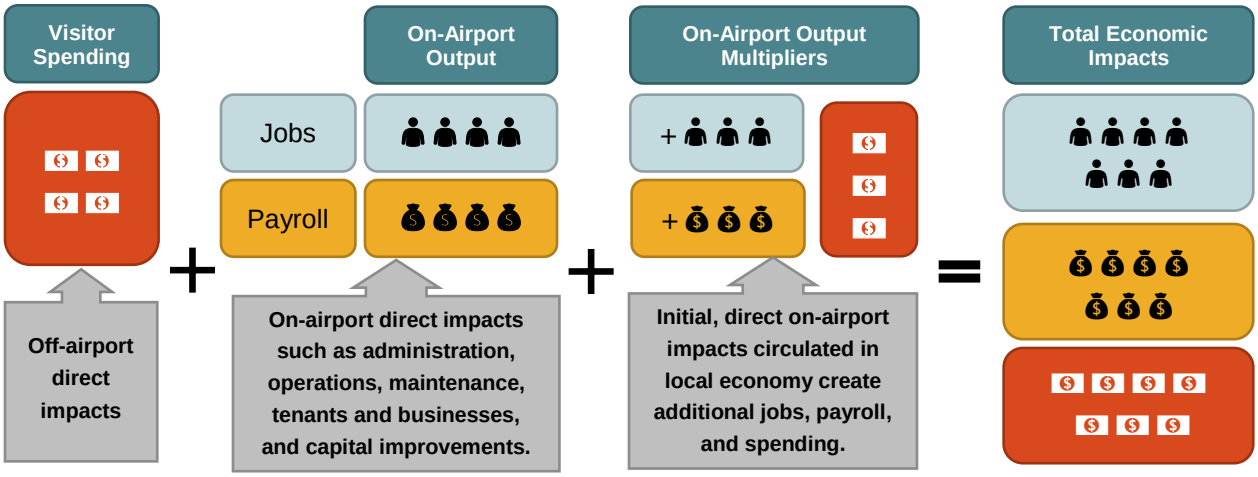
economic impact analysis that estimated the economic impact for each flight which used a revenue guarantee by the ASEP from 2004-2015.

The direct impact of each flight with a revenue guarantee was analyzed based on two categories: off-airport visitor spending and on-airport related activities such as businesses and organizations engaged in day-to-day airport operations and projects. Off-airport direct economic impact visitor spending attributed to each ASEP flight was based on the number of enplanements, percentage of visitors for each market, and average spending per visit (from 2013 Wyoming Airports Economic Impact Study surveys) adjusted for inflation. On-airport economic impacts were based on the percentage of total airport output, employment, and payroll attributed to each ASEP route based on the ratio of ASEP enplanements as a percentage of total enplanements (all enplanements at the airport during the time period), adjusted for inflation.

In addition to measuring the direct impacts of each flight, estimates of the re-circulation and re-spending of direct impacts within the economy, known as multiplier effects, were calculated. Multiplier effects include indirect impacts (which occur when businesses spend their revenue on business expenses such as payroll or equipment) and induced impacts (which occur when employees spend their earnings on goods and services in the local economy). Multiplier effects were calculated using the IMPLAN model for each county in which the airport of the route analyzed was located. The IMPLAN model is the same model used in the 2013 Wyoming Airports Economic Impact Study, and the use of it again in this analysis provides consistency in data analysis. This was done to better estimate the economic impact based on influencing factors such as the overall size and diversity of the region's economy, and the nature of the economic sectors under consideration.

To calculate the total economic impacts, direct off-airport visitor related spending was added to the direct and multiplier effects (see **Figure 5-19**) for on-airport impacts where: Total Impact = Visitor Spending + On-Airport Output + On-Airport Output Multipliers.

Figure 5-19: Multiplier Effect on Initial On-Airport Outputs

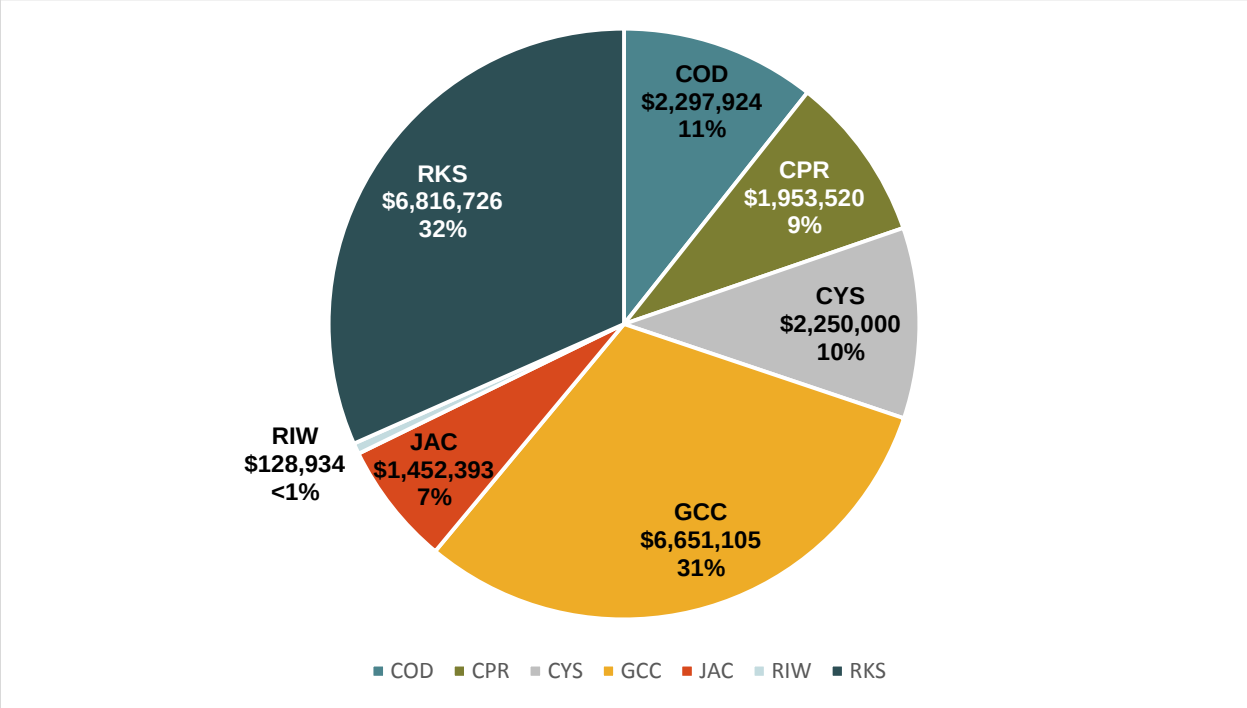


To calculate the return on investment (ROI) for each route provided with a revenue guarantee through the ASEP, the following formula was utilized:

$$ROI = \frac{Economic\ Impact\ from\ Investment - Initial\ Investment}{Initial\ Investment}$$

Between 2004 and 2015, the ASEP provided revenue guarantees for a total of 60 routes across seven of the state's commercial service airports, with a total investment of $21,550,602. **Figure 5-20** below illustrates the distribution of ASEP revenue guarantee dollars by Wyoming airport from 2004 to 2015.

Figure 5-20: Total ASEP Revenue Guarantee Investments by Airport



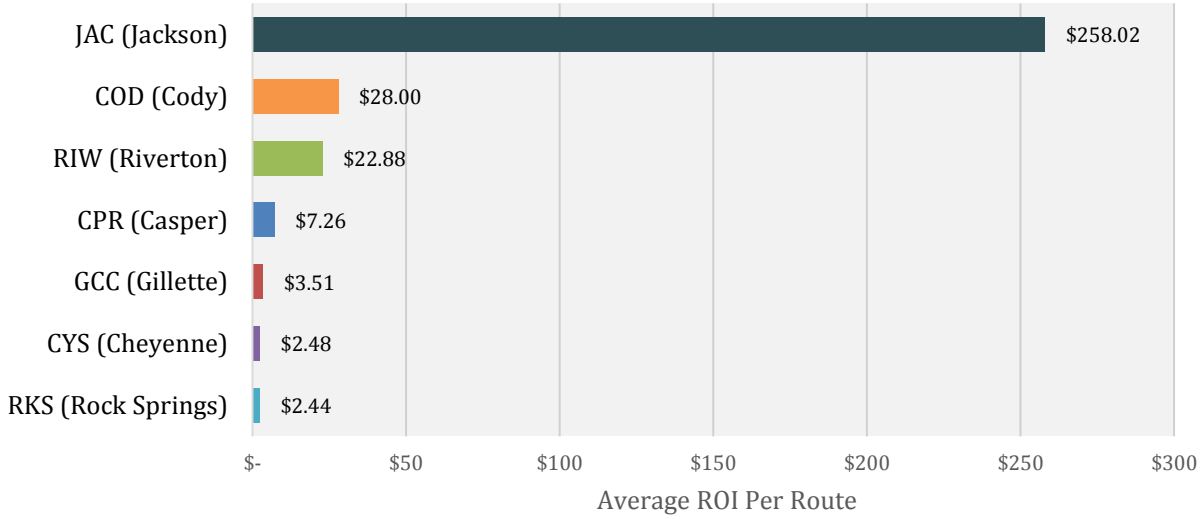
Source: Mead & Hunt, 2016

The results presented herein are based on the 60 routes with revenue guarantees provided by WYDOT. In total, the flights provided with a revenue guarantee by the ASEP resulted in a total economic impact of over $523 million. The total on-airport output attributable to the ASEP flights was approximately $101 million, which generated a total of roughly $51 million in indirect and induced multiplier effects. In addition, the ASEP flights brought over 307,000 visitors to the state of Wyoming, resulting in visitor spending of over $370 million. The total of the on-airport output, on-airport multiplier effects, and total visitor spending resulted in a total economic impact of $523,283,240.

Using the total revenue guarantee amount ($21,550,602) and the total economic impact ($523,283,240) a return of $24.28 for each dollar invested by the state was calculated.

The overall ROI is $23.28 after the initial dollar invested is subtracted from the total return of $24.28. Substantively, this means that for every revenue guarantee dollar invested by the State of Wyoming for air service through ASEP, $24.28 is generated in local economic output. **Figure 5-21** below illustrates the distribution of ASEP revenue guarantee dollars by Wyoming airport from 2004 to 2015.

Figure 5-21: Average ROI per ASEP Flight by Airport



Source: Mead & Hunt, 2016

A more conservative approach would be to examine the return on investment from only direct visitor spending generated by the ASEP flights with revenue guarantees (visitor spending of $370,396,076 and ASEP investment/revenue guarantees of $21,550,602). Using the ROI formula, $17.19 (ROI $16.19) of visitor spending is generated for each dollar invested through the ASEP.

In summary, the ASEP has generated significant economic benefits for Wyoming while also improving air service connectivity, since it can be inferred that many of these routes would not have been in service without ASEP funding. The program has also resulted in a net increase in tax revenue to the state, largely due to increased visitor spending (a total of $30.8 million in state tax revenue was generated over the 12 year evaluation period). Importantly, all of the flights with revenue guarantees through the ASEP program resulted in economic benefits larger than the investment made by the state. This suggests that the ASEP program provides a vital and responsible public investment of taxpayer dollars by the Wyoming Legislature that enhances access and economic performance in the state.

Note: The Sheridan County Airport and Laramie Regional Airport were not included in the analysis because there were no ASEP projects at these two airports during the time frame of the initial evaluation. However, Laramie's service under the Essential Air Service (EAS) program along with Sheridan's participation in the ASEP in 2016 was completed as an add-on to this analysis.

An ASEP grant given to the Sheridan airport in 2016 resulted in an ROI of 4.93. Laramie received an EAS grant in 2016 that produced an ROI of 6.0 (with no money from the ASEP used). This additional impact is not added to the initial ROI due to Laramie being funded through EAS (versus the ASEP) and Sheridan's impact being completed as a stand-alone analysis separate from the initial market sets. Laramie and Sheridan should be additional considerations when assessing the value of this program.

Given the overall success of the ASEP, all seven commercial service airports that received ASEP funding during the 2004-2015 time frame are meeting the performance target. Additionally, Sheridan and Laramie are also meeting this performance target with notable ROI from Sheridan's ASEP grant and Laramie's EAS grant in 2016. All nine commercial service airports have a positive ROI resulting in a system performance of 100%, as shown in **Table 5-34**. Without the ASEP there would continue to be travel to and from Wyoming communities, but likely at a much reduced level.

Table 5-34: Increasing or Sustaining Economic Benefit Performance

Increasing or Sustaining Economic Benefit	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**100% (9/9)**	**100% (9/9)**					**100%**	**100%**
Commercial Service	–	100% (9/9)	100% (9/9)					100%	100%

Notes: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Mead & Hunt ASEP Return on Investment (ROI) Analysis, WYDOT Aeronautics Division ASEP 2004–2015

5.6.3 Increasing or Maintaining Consistency of Service, On-Time Performance, and Reliability

While providing scheduled commercial service is important for Wyoming travelers, providing reliable and on-time flights is just as important. If airlines cannot provide consistent on-time performance (OTP), travelers are more likely to use alternate airports with more reliable service. As such, airports and airlines should work together to maintain or improve the consistency of air service in order to retain their passenger base.

To meet this performance measure, airports must have demonstrated that they maintained or improved reliability and on-time performance during the 2010-2015 evaluation period. **Table 5-35** identifies the four commercial service airports that had an annual average decline in either reliability, on-time performance, or both. See **Table D-2** and **Table D-3** in **Appendix D** for reliability and on-time performance data used in this analysis.

Table 5-35: Reliability and On-Time Performance

Reliability and On-Time	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**56% (5/9)**	**56% (5/9)**					**100%**	**100%**
Commercial Service	–	56% (5/9)	56% (5/9)	Cheyenne Cody Jackson Riverton	–	X X X X	X X X X	100%	100%

Note: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: WYDOT Aeronautics Division

5.6.4 Increasing the Number of Wyoming Passengers Originating Flights in Wyoming Rather Than Other States

Maximizing the number of Wyoming passengers flying from Wyoming airports is of great interest to airport sponsors and stakeholders as it increases the number of enplanements made at the nine commercial service airports in the state. Higher enplanement counts can make airports eligible for additional federal funding, can support the need for enhanced service, make an airport attractive to airlines looking to establish new service, and can make a community more attractive to a company that is deciding where to locate its business. Minimizing leakage of Wyoming passengers is beneficial to airports, continued success of the ASEP, and the provision of commercial service at all nine commercial airports.

To meet this performance measure, airports must have maintained or increased their passenger retention rates over a five-year evaluation period (2010-2015). **Table 5-36** shows the current performance of 56% of commercial service airports meeting the measure. The four airports shown as not meeting this performance measure have experienced a decrease in the annual percentage of tickets sold in Wyoming for travel from Wyoming airports. The smallest loss occurred at Jackson Hole Airport with an average annual change of -0.09%. The other airports are losing Wyoming passengers at rates of -0.80% to -1.74%. See **Table D-4** in **Appendix D** for passenger retention data used in this analysis.

Table 5-36: Passenger Leakage Performance

Passenger Leakage	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**56% (5/9)**	**56% (5/9)**					**100%**	**100%**
Commercial Service	–	56% (5/9)	56% (5/9)	Cheyenne Jackson Riverton Sheridan	–	X X X X	X X X X	100%	100%

Note: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Wyoming Commercial Air Service Statistics & Data Database

5.6.5 Increasing or Sustaining the Frequency of Flight Operations from Commercial Wyoming Airports to Regional Airport Hubs

All nine commercial service airports in the state provide service to at least one hub airport. Two airports provide service to additional hubs besides Denver, CO and Salt Lake City, UT. A decline in the number of commercial flights originating in Wyoming occurred over the past several years. However, seats per aircraft are on the rise somewhat offsetting the loss of frequency.

Casper and Jackson are the only two commercial service airports that have increased their number of departures since 2010. The remaining seven airports have experienced a steady decline in the frequency of flight operations as shown in **Table 5-37**. Currently 22% of the system is meeting this goal. See **Table D-5** in **Appendix D** for flight operation frequency data used in this analysis.

Table 5-37: Flight Operation Frequencies Performance

Flight Operation Frequencies	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**22% (2/9)**	**22% (2/9)**					**100%**	**100%**
Commercial Service	–	22% (2/9)	22% (2/9)	Cheyenne Cody Gillette Laramie Riverton Rock Springs Sheridan	–	X X X X X X X	X X X X X X X	100%	100%

Note: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Scheduled Departures from Diio Mi U.S. DOT T100

5.6.6 Delivering Competitive Airfare for Wyoming Passengers

Typically, consumers seek the best pricing available for air travel and then book flights accordingly. In some instances, this may result in passengers traveling to alternative airports farther away when the savings are worth the longer trip. Providing competitive airfare for Wyoming residents and visitors at the commercial service airports in the state is key to maintaining and growing the consumer base. Although reasonable market increases in airfare is expected across the country, it is critical that airfare to and from Wyoming airports does not exceed the increases found at alternative airports. Otherwise, passengers will continue to travel through other airports outside of the state.

The average weighted yearly increase in pricing for all commercial service airports in the US was 1.92% (from 2010 through 2015). The average weighted national yearly increase for Small Hub and Non-Hub airports was 3.4% (2010 through 2015). Since all nine airports serving commercial service in the state are either Non-Hub or Nonprimary Commercial Service airports, airfares from WY airports are compared to the average weighted national yearly increase for Small and Non-Hub airports, rather than the weighted US average for all airports.

Seven of the nine commercial service airports in the state have experienced airfare increases greater than the weighted average for Small and Non-Hub airports at 4.06% to 9.40%, shown in **Table 5-38.** Sheridan and Casper fall below the weighted national average for Small and Non-Hub airports at 2.80% and 3.37%, respectively. See **Table D-6** in **Appendix D** for average airfare pricing data used in this analysis.

Table 5-38: Competitive Airfare Performance

Competitive Airfare	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**22% (2/9)**	**22% (2/9)**					**100%**	**100%**
Commercial Service	–	22% (2/9)	22% (2/9)	Cheyenne Cody Gillette Jackson Laramie Riverton Rock Springs	–	X X X X X X X	X X X X X X X	100%	100%

Note: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: WYDOT Aeronautics Division

5.6.7 Raising the Minimum Number of Enplanements at Airports Facing a Potential Loss of Federal Airport Improvement Program (AIP) Funding

Commercial service airports that reach or exceed 10,000 enplanements annually (primary commercial service airports in the NPIAS) receive a significantly larger sum of federal funding through the FAA's Airport Improvement Program (AIP). Airports that have 10,000+ annual enplanements receive $1M annually instead of the $150,000 provided to GA airports and commercial service airports that do not reach the 10,000 enplanement threshold. This funding is critical for commercial service airports as they are typically larger and have more infrastructure and equipment to purchase and maintain in support of commercial operations.

It is important for airports that are near or under the enplanement threshold to work with the WYDOT Air Service Development Program, local business groups, and airlines to determine if additional service could be implemented successfully to keep or regain their status as a primary commercial service airport to receive the larger sum of AIP funding.

Three of the nine commercial service airports in the state fell below the enplanement threshold between 2010 and 2015. **Table 5-39** includes the three airports. Rock Springs has experienced a decline since 2012 but continues to maintain over 17,000 annual enplanements. See **Table D-7** in **Appendix D** for enplanement data used in this analysis.

Table 5-39: Raising Enplanements Performance

Raising Enplanements	System Performance			Airports not Meeting Objective				Target Performance	
	2009 / 2009	2009 / 2016	2016 / 2016	Associated City	2009 / 2009	2009 / 2016	2016 / 2016	2009 / 2016	2016 / 2016
Wyoming System	**See note**	**0% (0/3)**	**0% (0/3)**					**100%**	**100%**
Commercial Service	–	0% (0/3)	0% (0/3)	Cheyenne Riverton Sheridan	–	X X X	X X X	100%	100%

Note: New performance measure for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: 2010–2014 Enplanements from the FAA TAF; 2015 enplanements from WYDOT Aeronautics Division

5.7 Additional Airside System Objectives

Several objectives were established to further guide future airport development in addition to the system goals and performance measures. These additional objectives are categorized as either airside objectives, landside objectives, service, or administration objectives depending on their context. The six objectives in this section are related to airside components.

5.7.1 Primary Runway Strength

Runway strength refers to the maximum structural load a runway can sustain under normal use. Pavement strength is typically presented as a weight in pounds, and may include several weights based on landing gear wheel configuration. Single wheel aircraft have one wheel on each main gear, while dual wheel have two wheels on each main landing gear. Dual wheel pavement strengths are typically higher than single wheel because of the ability of an aircraft to distribute the weight. For the Wyoming system plan, the runway strength objective is based on the maximum takeoff weight (MTOW) of the typical aircraft that uses each classification of airport. A list of the aircraft type, weight, and main gear configuration is shown in **Table 5-40**.

Table 5-40: Aircraft Weights Used for the Runway Strength Objective

Aircraft	Type	Description	MTOW	Main Gear Configuration
CRJ7	Bombardier CRJ-700	Regional Jet	75,000 lbs.	Dual wheel
C680	Cessna Citation Sovereign	Business Jet	30,300 lbs.	Dual wheel
BE20	Beechcraft King Air 200	Twin-engine turboprop	12,500 lbs.	Dual wheel
PC12	Pilatus PC-12	Single-engine turboprop	10,450 lbs.	Single wheel

Sources: FAA AC 150/5300-13A *Airport Design*; FAA Aircraft Characteristics Database; Pilatus Aircraft Ltd website

The commercial service airport objective was increased from 55,000 pounds dual wheel in the previous system plan to 75,000 pounds in the 2016 WYSASP because airlines are planning to, or are have, switched to larger regional jet aircraft. The new 75,000 pound objective was chosen because it is the MTOW of the Bombardier CRJ-700 Regional Jet. The objective for Business airports was adjusted slightly from 30,000 pounds single wheel in the last system plan to 30,300 pounds, the MTOW of the Cessna Citation Sovereign, a mid-size business jet.

The primary runway pavement strength objective for Intermediate airports has lowered slightly, from 20,000 pounds single wheel in the previous system plan to the MTOW of a Beechcraft King Air 200 twin-engine turboprop, which is 12,500 pounds. The Local Paved airport objective is aligned with aircraft that provide air ambulance and medical transport, such as the single-engine turboprop Pilatus PC-12, which has MTOW of 10,450 pounds, slightly lower than the previous 12,500 pounds single wheel objective. Local Non-paved airports do not have a strength objective.

Two airports are falling short of meeting their classification-specific objectives for primary runway pavement strength using the 2009 classifications, as seen in **Table 5-41**. One airport is moving to the Local Non-Paved category (Cokeville) and an additional two airports do not meet the objective after reclassification to Business airports, for a total of three airports not meeting the objective using the 2016 system for analysis.

It is recommended that the three Business airports with pavement weight strength below their target consider this objective during future runway reconstruction and rehabilitation projects.

Table 5-41: Primary Runway Strength Objective

Primary Runway Strength Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Can Support Bombardier CRJ–700 – 75,000 pounds				
Business	Can Support Cessna Citation Sovereign – 30,300 pounds	Afton Buffalo Lander	X n/a n/a	X n/a n/a	X X X
Intermediate	Can Support Beechcraft King Air 200 – 12,500 pounds	Buffalo Kemmerer Lander Powell Wheatland	X X ✓ X X	✓ ✓ ✓ ✓ ✓	n/a ✓ n/a ✓ ✓
Local Paved	Can Support Pilatus PC–12 – 10,450 pounds	Cokeville	X	X	n/a
Local Non-Paved	Not an Objective	–	–	–	–

Note: Objective pavement strength weights used in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* differ from those used in the 2016 WYSASP. Paved Runway Strength Objective used in 2009 study are as follows: Commercial Service=55,000 lbs. DWG; Business=30,000 lbs. SWG; Intermediate=20,000 lbs. SWG; Local=12,500 lbs. SWG.
(SWG=Single Wheel Gear, DWG=Dual Wheel Gear)
Source: FAA 5010 Forms – Airport Master Record

5.7.2 Taxiways

Taxiways provide aircraft access to the runway and improve safety by reducing or eliminating the need for aircraft to back-taxi on runways. A full length parallel taxiway runs parallel to the entire length of the runway and connects to each end. A partial parallel taxiway also runs parallel to the runway, but not the entire length. A turn around taxiway is an area or loop taxiway at the end of a runway, not connected to other taxiways, which typically allows aircraft to briefly exit the runway and wait or turn around. A connector taxiway provides connection to the runway from the apron, often to the middle or one end, but does not run parallel to the runway.

The objective for Commercial Service and Business airports is to have a full length parallel taxiway. It should be noted that full parallel taxiways are required by the FAA design standards for instrument approaches to runways with visibility minimums less than one mile. The objective for Intermediate airports is, at a minimum, a partial parallel, connector, or turn around taxiway. Both Local Paved and Non-Paved airports are expected to maintain (keep) their existing taxiway system operational, regardless of pavement or surface conditions.

The 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* reported that six airports did not meet the taxiway objective. All but two airports using the 2009 system and 2016 data are meeting their taxiway objectives, as shown in **Table 5-42**. An additional two airports do not meet the objective after 2016 reclassification from Intermediate to Business airports.

It is recommended that the four airports in the current system work toward having a full length parallel taxiway as needed and as airfield and airport conditions allow.

Table 5-42: Taxiway Objective

Taxiway Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Full Length Parallel	Gillette[1] Laramie	✓ X	X X	X X
Business	Full Length Parallel	Afton Buffalo Greybull Torrington	X n/a X n/a	✓ n/a ✓ n/a	✓ X ✓ X
Intermediate	Partial Parallel, Connector, and/or Turn Around	Buffalo Guernsey Kemmerer Torrington	✓ X X X	✓ ✓ ✓ ✓	n/a ✓ ✓ n/a
Local Paved	Maintain Existing Taxiway(s)				
Local Non-Paved	Maintain Existing Taxiway(s)				

Notes: Taxiway objective used in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* differs from those used in the 2016 WYSASP. Taxiway objective used in 2009 study is as follows: Commercial Service and Business airports=Full Length Parallel – 35' width; Intermediate airports=Partial Parallel, Connector and/or Turn Around – 35' width, Local airports=Maintain Existing Taxiway(s).

1. Gillette received credit in the 2009 plan for a full parallel taxiway because a pilot could taxi from one end of the runway to the other using the partial parallels connecting through the apron. No pavement has changed since that time, but for the purposes of the 2016 WYSASP update Gillette is considered a partial parallel taxiway.

Source: Individual Airport Master Plans and Airport Layout Plans (ALP) as of April 2016.

5.7.3 Taxiway Lights

Taxiway lights assist in delineating the taxiway edge during nighttime and low visibility conditions. The objective for Commercial Service, Business, and Intermediate airports is to have medium intensity taxiway lights (MITL). The objective for Local Paved airports is taxiway edge reflectors in lieu of lights, but MITL is suggested. Reflectors are a low-cost alternative to taxiway lighting. The taxiway lighting objective is presented by airport classification in **Table 5-43**.

The analysis of the 2009 classifications and the 2016 data reveals two Business, three Intermediate, and two Local Paved airports that are not meeting their specific objectives. After reclassification to the 2016 system three Business, two Intermediate, and one Local Paved airport are not meeting the taxiway lights objective. A review of the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* showed that three Intermediate and one Local Paved airport did not meet the taxiway lights objective.

Recommendations for the system include installation of MITL at the five airports for which this is an essential objective, and installation of at least reflectors at the one Local Paved airport without any taxiway lighting.

Table 5-43: Taxiway Lights Objective

Taxiway Lights Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	MITL (Medium Intensity Taxiway Lights)				
Business	MITL (Medium Intensity Taxiway Lights)	Afton Douglas Lander Torrington	✓ ✓ **n/a** **n/a**	X X **n/a** **n/a**	X X X ✓
Intermediate	MITL (Medium Intensity Taxiway Lights)	Big Piney Lander Newcastle Powell Torrington	✓ X ✓ X X	X X X ✓ ✓	X **n/a** X ✓ **n/a**
Local Paved	Reflectors (MITL Suggested)	Cokeville Lusk	X ✓	X X	**n/a** X
Local Non-Paved	Not an Objective		–	–	–

Notes: Afton, Douglas, and Big Piney reported in error as having MITL in the 2009 plan. The 2015 *JVI Design Standards Report* correctly identifies the taxiways as having reflectors only, which matches data collected for the 2016 WYSASP.
Newcastle and Lusk reported MITL in the 2009 plan, and the 2015 *JVI Design Standards Report* identifies the taxiways as having MITL. The 2016 WYSASP data collection did not capture the taxiway lighting (unreported/unfound) at Newcastle and Lusk; therefore, a deficiency is indicated.
Source: Individual Airport Master Plans and Airport Layout Plans (ALP) as of April 2016.

5.7.4 Primary Approach Type

Instrument approach procedures are used by pilots to fly under Instrument Flight Rules (IFR) to an airport during poor weather conditions, such as low cloud ceilings or reduced visibility. It is increasingly common for charter and business aircraft operators to require that pilots fly with Air Traffic Control (ATC) services and to use the published approach procedures. Pilots unfamiliar with the terrain, such as airline pilots, often elect to fly the entire approach procedure regardless of the weather conditions. Avionics onboard the aircraft use signals from ground or satellite based navigational stations to provide instrument approach guidance. Airports may have more than one instrument approach, and there may be more than one type of approach to each runway. **Table 5-44** presents the approach categories and the types of approaches typically associated with each category. For the purposes of the WYSASP there are three categories of approaches:

- Precision approaches provide both lateral and vertical guidance to a specific runway via a ground-based Instrument Landing System (ILS).
- Non-precision approaches provide lateral guidance to a runway or airport. Some non-precision approaches may also provide vertical guidance.
- Visual approaches are conducted using outside cues to visually navigate to a runway, and may be conducted by aircraft operating under Visual Flight Rules (VFR) or IFR.

Table 5-44: Approach Types

Approach Category	Approach Type(s)
Precision	Instrument Landing System (ILS)
Non-Precision	Localizer Performance with Vertical Guidance (LPV) Area Navigation (RNAV) or Global Positioning System (GPS) Localizer (LOC) Very High Frequency Omni-Directional Range (VOR) Nondirectional Beacon (NDB)
Visual	Visual only

Note: Not all instrument approach types are listed, only those commonly found in Wyoming.
Source: FAA AC 150/5300-13A

Table 5-45 lists the primary approach type objective by airport classification and shows airports that are not meeting the objective. Four airports did not meet the objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* and in the analysis of the system using 2009 classification with the updated 2016 data. Following reclassification to the current 2016 system, six airports did not meet the primary approach type objective.

It is recommended that the two Commercial Service airports not meeting this objective have precision approaches and that the four other airports not meeting the objective have Non-Precision approaches. However, airports not meeting this objective may be constrained by terrain or other airport site characteristics preventing these types of approaches.

Table 5-45: Primary Approach Type Objective

Primary Approach Type Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Precision	Cody Laramie Worland	X X X	X X n/a	X X n/a
Business	Non–Precision	Lander Worland	n/a n/a	n/a ✓	X ✓
Intermediate	Non–Precision	Dubois Lander Pine Bluffs Wheatland[1]	n/a X n/a ✓	n/a X n/a X	X n/a X X
Local Paved	Not an Objective		–	–	–
Local Non-Paved	Not an Objective		–	–	–

Note:

1. Wheatland has a non–precision approach, but it does not offer straight–in landing minimums; circling only.

Source: FAA Terminal Procedures

5.7.5 Primary Approach Lighting System (ALS)

Approach Lighting Systems (ALS) provide visual cues to pilots transitioning from instrument flight (low visibility) to visual landing conditions, and can help with runway end identification during low-light or night landings. The ALS is installed prior to the runway threshold and typically includes a series of light bars to provide visual information to pilots on runway alignment, height perception, roll guidance, and horizontal references. The system may also include sequenced flashing lights along the extended runway centerline to assist with runway alignment. The type of ALS installed normally depends on the approach type to the runway. If a precision approach is available, a system with light bars and sequenced lights may be installed, such as a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), to achieve the lowest visibility minimums. For non-precision approaches, an Omnidirectional Approach Lighting System (ODALS) or Medium Approach Lighting System (MALS) are generally sufficient.

Table 5-46 lists the ALS installed at Wyoming system airports with the associated approach characteristics and types, while **Table 5-47** shows the ALS objective for each individual airport classification. The objective is for Commercial Service airports to have one of the three systems (ODALS, MALS, or MALSR) on the primary runway, while the objective for Business airports is to have ODALS on the primary runway. It is recommended that Intermediate airports have ODALS as well. It is important to note that the type of ALS that is appropriate for each airport is dependent on the type of approach that an airport has.

Evaluation of the 2009 airport classifications using the updated 2016 data shows that seven of the 16 system airports for which an ALS objective has been established are not meeting the specific objective. Following the reclassification of four Intermediate airports to Business airports in the current 2016 system, 11 out of 20 airports are not meeting the ALS objective.

The recommendations for the ALS objective is for Cody (COD) to have a MALSR system, and for ten other Business airports to have ODALS or another system that is appropriate for their approaches. It should be noted that the type of ALS installed is typically tied to the type of instrument approach. Therefore, this objective should also consider the previous Primary Instrument Approach Type objective.

Table 5-46: ALS by Approach Type

Approach Category	Visibility Minimums	Approach Type(s)	Appropriate ALS
Precision	Less than ¾ statute mile	ILS	MALSR
Non-Precision	¾ statute mile or greater	ILS, LPV, RNAV (GPS), LOC, VOR, NDB	MALS,ODALS
Visual	NA	Visual only	None

MALSR = Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MALS = Medium Intensity Approach Lighting System
ODALS = Omnidirectional Approach Lighting System
Source: FAA AC 150/5300-13A, Table 3-4

Table 5-47: Primary Approach Lighting System (ALS) Objective

Primary Approach Lighting System (ALS) Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	ODALS, MALS, MALSR	Cody	X	X	X
		Jackson	X	✓	✓
		Laramie[1]	X	✓	✓
		Worland	X	n/a	n/a
Business	ODALS or Appropriate to Approach Type	Afton	X	X	X
		Buffalo	n/a	n/a	X
		Douglas	X	X	X
		Greybull	X	X	X
		Lander	n/a	n/a	X
		Pinedale	X	X	X
		Rawlins	n/a	n/a	X
		Saratoga	X	X	X
		Torrington	n/a	n/a	X
		Worland	n/a	X	X
Intermediate	*ODALS or Appropriate to Approach Type Suggested*	*Big Piney*	X	X	X
		Buffalo	X	X	n/a
		Dubois	n/a	n/a	X
		Fort Bridger	n/a	n/a	X
		Guernsey	X	X	X
		Kemmerer	X	X	X
		Lander	X	X	n/a
		Newcastle	X	✓	✓
		Pine Bluffs	n/a	n/a	X
		Powell	X	X	X
		Rawlins	X	X	n/a
		Thermopolis	n/a	n/a	X
		Torrington	X	X	n/a
		Wheatland	X	X	X
Local Paved	Not an Objective				
Local Non-Paved	Not an Objective				

Notes: Objective used in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* is as follows:
Commercial Service=MALSR, Business=MALSR Suggested, All Others=Not an Objective.
1. Laramie has approach lighting on its secondary runway, not the primary runway. WYDOT considers this as meeting the objective.
Source: FAA 5010 Forms – Airport Master Record

5.7.6 Wind Coverage

Airport runways are typically built to align with the prevailing winds. It is recommended, by FAA design standards, that 95% of the time the runway is adequately aligned with the wind and does not exceed crosswind limitations. The maximum acceptable crosswind allowed is based on the ARC of the airport's critical aircraft as shown in **Table 5-48**.

Table 5-48: 95% Allowable Crosswind Components

Airport Reference Code (ARC)	Allowable Crosswind Component
A-I and B-I *(Includes A-I and B-I small aircraft)*	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III, D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Source: FAA AC 150/5300-13A, Table 3-1

The objective is for Commercial Service and Business airports to have 95% or more wind coverage at 16 knots of crosswind, and 95% or more wind coverage at 13 knots of crosswind for Intermediate airports. The suggested objective is for Local airports, both Paved and Non-Paved, to have 95% or greater wind coverage at 13 knots. **Table 5-49** shows the wind coverage objective by airport classification and airports meeting the objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, and using the 2016 data for both the 2009 and 2016 airport classifications.

The objective is not met by three airports (for which the wind coverage objective is essential) using the 2009 classifications, and by five airports using the 2016 classifications. This is an improvement over the six airports that did not meet the objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

Some airports are not meeting this objective because data is insufficient or not available. Wind coverage for these airports should be obtained before any further recommendations. Airports not meeting this objective could consider runway realignment, relocation, crosswind runway on a case by case basis.

Table 5-49: Wind Coverage Objective

Wind Coverage Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	≥ 95% Coverage at 16 knots	Jackson	X	✓	✓
Business	≥ 95% Coverage at 16 knots	Pinedale	X	✓	✓
		Saratoga[1]	X	X	X
Intermediate	≥ 95% Coverage at 13 knots	Dubois[1]	n/a	n/a	X
		Fort Bridger	n/a	n/a	✓
		Guernsey	X	✓	✓
		Kemmerer[3]	✓	X	X
		Pine Bluffs	n/a	n/a	X
		Torrington	X	✓	✓
		Wheatland	X	X	X
Local Paved	*≥ 95% Coverage at 13 knots Suggested*	*Cokeville*	X	X	n/a
		Dubois	X	X	n/a
		Fort Bridger	X	✓	n/a
		Hulett	X	X	X
		Lusk	X	X	X
		Pine Bluffs[2]	✓	X	n/a
Local Non-Paved	*≥ 95% Coverage at 13 knots Suggested*	*Cokeville*	n/a	n/a	X
		Glendo	X	X	X
		Green River	X	✓	✓
		Medicine Bow	X	X	X
		Shoshoni	X	X	X
		Upton	X	X	X

Notes: Most airports not meeting the wind coverage is due to either no certified systems or weather reporting systems that have not been in place long enough to develop a wind-rose.

1. Saratoga and Dubois do not have a wind rose to determine wind coverage because weather stations (AWOS) were recently installed and not enough wind data is yet available.

2. Pine Bluffs wind rose was generated using weather data from Cheyenne showing 85.55% coverage at 13 knots. The 2009 plan reported 96.35% coverage, but did not report the crosswind limit. Recently installed AWOS at Pine Bluffs will allow for future wind data collection.

3. Kemmerer reported 99.58% coverage at 13 knots in 2009 plan. Data collected for 2016 WYSASP update reported 90.57% wind coverage, which was the first wind rose calculated using an on-airport wind sensor.

Source: Individual Airport Master Plans and Airport Layout Plans (ALP) as of April 2016.

5.8 Additional Landside System Objectives

The following three objectives have been established to guide landside airport development, outside of the system goals and performance measures explored earlier in this chapter.

5.8.1 Hangars

Aircraft are high-value assets and hangars provide indoor storage and protection from the weather, especially in Wyoming where high winds and severe winter conditions are common. Hangars are used for regular storage of based aircraft as well as short term storage of itinerant aircraft. Having hangars available for an airport's based aircraft is desirable for aircraft owners that currently base their aircraft at a particular airport and those who are considering basing their aircraft at an airport. Larger and more active airports (Commercial Service and Business airports) have an objective of having 100% of their based aircraft in hangars, while Intermediate airports have an objective of 80% of based aircraft in hangars, and Local airports (Paved and Non-Paved) have an objective of 50% of their based aircraft in hangars. These hangar objectives are shown in **Table 5-50**.

All Local and Intermediate airports are meeting their objective, while five Business airports and seven Commercial Service airports are not meeting their objective when evaluating the system using the 2009 classifications. The reclassification results in an additional Business airport not meeting the hangar objective.

Some airports may not be meeting this objective because aircraft owners choose not to keep their aircraft in hangars, even if hangars or hangar lots are available. In this case, there is limited means to meeting this objective. However, airports where aircraft are not stored in hangars due to lack of sufficient space should explore the construction of additional hangars. At airports with a hangar waiting list and no hangar lots available, the priority should be to construct hangar taxi lanes and aprons.

Table 5-50: Hangars Objective

Hangars Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	100% of Based Aircraft in Hangars	Cheyenne	X	X	X
		Cody	X	X	X
		Jackson	✓	X	X
		Laramie	✓	X	X
		Riverton	X	X	X
		Rock Springs	X	X	X
		Sheridan	X	X	X
		Worland	✓	n/a	n/a
Business	100% of Based Aircraft in Hangars	Afton	✓	X	X
		Douglas	✓	X	X
		Evanston	✓	X	X
		Greybull	X	X	X
		Lander	n/a	n/a	X
		Pinedale	X	✓	✓
		Worland	n/a	X	X
Intermediate	80% of Based Aircraft in Hangars	Lander	✓	✓	n/a
Local Paved	50% of Based Aircraft in Hangars	Lusk	X	✓	✓
Local Non-Paved	50% of Based Aircraft in Hangars				

Note: Objective used in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* differed as follows: Intermediate=75% of based aircraft in hangars; all other classification objectives did not change.
Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.8.2 Paved Auto Parking

Parking areas provide temporary automobile storage for airport users. Paved parking areas are easier to maintain, increase accessibility, and generate less debris and dust. Having paved parking areas is an objective for Commercial Service and Business airports as they experience larger volumes of vehicular traffic and temporary storage is a necessity. Paved auto parking is also desirable and suggested for Intermediate and Local Paved airports, as presented in **Table 5-51**.

Greybull (GEY) is the only airport not meeting the objective for any time point in which paved auto parking is an essential objective. The analysis shows that six airports did not meet the suggested objective in either the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* or the evaluation of the 2009 system using the 2016 data. This improves to five airports not meeting the suggested objective after Cokeville is reclassified in the current 2016 system. The Fort Bridger and Wheatland airports reported paved parking in the 2009 plan, but reported zero paved parking spaces when data was collected for the 2016 WYSASP update.

A paved parking area at Greybull is recommended to meet this objective. Other airports not meeting the suggested objective may want to explore paved parking as local conditions and funding permit.

Table 5-51: Paved Auto Parking Objective

Paved Auto Parking Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Paved Auto Parking				
Business	Paved Auto Parking	Greybull	X	X	X
Intermediate	*Suggested*	*Dubois* *Fort Bridger* *Pine Bluffs* *Wheatland*	**n/a** **n/a** **n/a** ✓	**n/a** **n/a** **n/a** X	X X X X
Local Paved	*Suggested*	*Cokeville* *Cowley* *Dixon* *Dubois* *Fort Bridger* *Lusk* *Pine Bluffs*	X X X X ✓ X X	X X ✓ X X ✓ X	**n/a** X ✓ **n/a** **n/a** ✓ **n/a**
Local Non-Paved	Not an Objective		–	–	–

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.8.3 Paved Access Road

Airport access roads provide land access at airports, especially to terminals, FBOs, hangars, and their associated parking areas. Similar to paved parking areas, paved roads provide a better driving surface, less dust and debris, plus easier maintenance and snow removal. This objective is new to the 2016 WYSASP and complements the objective of paved auto parking. Therefore, it is essential that Commercial Service and Business airports have paved access roads, while they are only suggested for Intermediate and Local Paved airports. The paved access road objectives are shown in **Table 5-52**.

All airports for which a paved access road is an objective have a paved access road. Other airports for which this is a suggested objective should consider adding a paved access road if found to be an appropriate investment by the airport.

Table 5-52: Paved Access Road Objective

	Paved Access Road Objective	Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Paved Access Road		–		
Business	Paved Access Road		–		
Intermediate	*Suggested*	*Dubois* *Kemmerer* *Newcastle* *Pine Bluffs*	–	**n/a** **X** **X** **n/a**	**X** **X** **X** **X**
Local Paved	*Suggested*	*Cokeville* *Dubois* *Pine Bluffs*	–	**X** **X** **X**	**n/a** **n/a** **n/a**
Local Non-Paved	Not an Objective		–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.9 Additional Service System Objectives

There are 13 additional objectives related to airport services that are presented in this section, and are intended to further guide development of the system in conjunction with system goals and performance measures.

5.9.1 Fixed Base Operator (FBO)

A fixed base operator (FBO) provides on-airport aeronautical services and facilities for pilots and passengers and may include fuel, restrooms, aircraft maintenance, pilot lounges, flight instruction, and aircraft charter. Although these services are commonly provided by an FBO, they are not necessarily the exclusive provider. Other individuals or companies may also provide aeronautical services in addition to the FBO. An FBO is suggested at all but Local Non-Paved airports, as shown in **Table 5-53**. Local conditions drive the demand for FBO services; therefore, this objective is only suggested.

One Business airport, four Intermediate airports, and six Local Paved airports do not have an FBO according to the analysis of the 2009 system using the current 2016 data. This changes to one Business airport, five Intermediate airports, and four Local Paved airports after the 2016 reclassification. This objective is being met at a similar rate as what was published in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, but with a slight variation in the actual airports meeting the objective.

The airports not meeting this objective should consider recruiting a third party FBO business or providing airport sponsored FBO services to make the airport more appealing to itinerant traffic. Larger airports, such as those classified as Business or Intermediate, would likely see the greatest benefits from having an FBO.

Table 5-53: Fixed Based Operator (FBO) Objective

FBO Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	*Suggested*	*Rock Springs*	X	✓	✓
Business	*Suggested*	*Greybull*	✓	X	X
Intermediate	*Suggested*	*Big Piney*	X	X	X
		Dubois	n/a	n/a	X
		Guernsey	X	✓	✓
		Kemmerer	✓	X	X
		Pine Bluffs	n/a	n/a	✓
		Powell	✓	X	X
		Wheatland	X	X	X
Local Paved	*Suggested*	*Cokeville*	X	X	n/a
		Cowley	✓	X	X
		Dixon	X	X	X
		Dubois	X	X	n/a
		Hulett	X	X	X
		Lusk	X	X	X
		Pine Bluffs	X	✓	n/a
Local Non-Paved	Not an Objective		–	–	–

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.9.2 Fuel

Generally, two types of fuel are used by aircraft. Aircraft powered by piston engines, such as many light single and twin engine aircraft, use 100 LL (100 octane low-lead) aviation gasoline (AVGAS). This is an essential fuel for Commercial Service, Business, and Intermediate airports and is a suggested fuel for Local Paved airports. Turbine aircraft, such as jets and turboprops, use Jet A fuel. Because Jet A is used by many airlines, most medical evacuation and business aircraft, and helicopters, it is an essential fuel for Commercial Service and Business airports. The fuel objectives, by classification, are shown in **Table 5-54**.

All but one airport is meeting the essential fuel objectives. Eight out of nine Local Paved airports are meeting their suggested objective using the 2009 classifications and all Local Paved airports are meeting the suggested objective using the current 2016 system classifications.

It is recommended that Wheatland considers making 100LL fuel available for purchase.

Table 5-54: Fuel Objective

Fuel Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	100 LL and Jet A				
Business	100 LL and Jet A				
Intermediate	100 LL	Pine Bluffs Wheatland	**n/a** X	**n/a** X	✓ X
Local Paved	*100 LL Suggested*	*Cokeville* *Dixon* *Pine Bluffs*	X X X	X ✓ ✓	**n/a** ✓ **n/a**
Local Non-Paved	Not an Objective		–	–	–

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.9.3 24-hour Fuel

Aviation operations, especially emergency flights, occur at all times of the day and aircraft may need to refuel outside of standard business hours. Therefore, a 24-hour fuel objective is new for the 2016 WYSASP. The objective of 24-hour access to 100 LL has been established for Commercial Service and Business airports. This means that fuel can be dispensed at any time of the day, either by an airport or FBO employee, or by a self-serve fuel pump. In addition, the objective states that Jet A fuel should be available "on call" – that is, pilots can get Jet A fuel at any time of the day by calling an attendant for fuel on an as-needed basis. The 24-hour fuel objective is shown in **Table 5-55**.

Many of the airports listed in **Table 5-55** meet part of the objective but not the complete objective. Six Commercial Service airports do not meet the objective, and five and seven Business airports are deficient in the 2009 and 2016 classifications, respectively.

Of the 13 airports not meeting this objective, 11 of the airports do not meet this objective because their 100 LL fuel has either limited or on-call only hours, even though they meet the "on call" criteria for Jet A. It is recommended that these airports consider adding a 24-hour self-serve 100 LL pump.

Table 5-55: 24-Hour Fuel Objective

24-Hour Fuel Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	24-Hour 100 LL; Jet A "on call"	Cheyenne Cody Jackson Laramie Riverton Rock Springs	–	X X X X X X	X X X X X X
Business	24-Hour 100 LL; Jet A "on call"	Douglas Evanston Greybull Rawlins Saratoga Torrington Worland	–	X X X **n/a** X **n/a** X	X X X X X X X
Intermediate	Not an Objective	Rawlins Torrington	–	–	–
Local Paved	Not an Objective		–	–	–
Local Non-Paved	Not an Objective		–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.9.4 Ground Transportation

Ground transportation at Wyoming airports is reliant on automobile access through the use of rental cars and courtesy cars. As such, on-airport rental car availability is an objective for Commercial Service airports. At Business and Intermediate airports, it is suggested that the airport either have a rental car or courtesy car available, and at local airports a courtesy car is suggested. Since the liability associated with offering courtesy cars can be significant, and may not be a realistic option for all system airports, this objective has been changed to a suggested objective, shown in **Table 5-56**.

Seven airports do not meet the suggested ground transportation objective using the 2016 reclassified system as compared to four airports not meeting in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*, likely due to the reasons previously mentioned regarding courtesy cars. All airports for which this is an essential objective are meeting the objective.

Airports not meeting the suggested objective may want to offer a courtesy car or make rentals available if the current level and type of itinerant traffic would support it.

Table 5-56: Ground Transportation Objective

Ground Transportation Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	On-Airport Rental Car				
Business	*Courtesy Car or Rental Suggested*	*Greybull*	✓	X	X
Intermediate	*Courtesy Car or Rental Suggested*	*Fort Bridger*	**n/a**	**n/a**	✓
		Kemmerer	✓	X	X
		Pine Bluffs	**n/a**	**n/a**	X
		Wheatland	X	X	X
Local Paved	*Courtesy Car Suggested*	*Cokeville*	X	X	**n/a**
		Cowley	✓	X	X
		Dixon	X	X	X
		Fort Bridger	X	✓	**n/a**
		Lusk	✓	X	X
		Pine Bluffs	✓	X	**n/a**
Local Non-Paved	Not an Objective		–	–	–

Note: Objective used in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* differed as follows: Ground Transportation (Courtesy Car) was essential for Business and Intermediate airports.
Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.9.5 Wi-Fi Internet Access

Wireless internet access, or Wi-Fi, may be used by pilots during preflight planning and allows passengers to access internet while waiting for flights. Increasing dependence on internet and online applications means that travelers expect to have Wi-Fi available at airports 24/7. This is a new objective for the WYSASP because the reliance on internet has increased greatly since the last system plan update. It is also useful in areas with poor cellular call service and coverage. The objective for GA terminals at Commercial Service, Business, Intermediate, and Local Paved airports, and at Commercial Service terminals, is to have 24-hour Wi-Fi access, illustrated in **Table 5-57**.

Many of Wyoming's airports are not meeting the Wi-Fi objective as a result of having limited hours of Wi-Fi availability. Some airports do not offer public Wi-Fi at all.

Internet access is a must-have for many airport users, including pilots who need it for preflight planning purposes such as gathering weather information and filing a flight plan. It is recommended that airports without Wi-Fi consider adding this service if feasible, or if they do currently have Wi-Fi, making sure it is accessible 24-hours daily.

Table 5-57: Wi-Fi Internet Access Objective

Wi-Fi Internet Access Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Commercial Service Terminal: 24-hour Wi-Fi	Cheyenne	–	X	X
Commercial Service	GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	Jackson	–	X	X
Business	24-hour Wi-Fi for Pilots and Passengers	Buffalo Greybull Rawlins Torrington	–	n/a X n/a n/a	X X X X
Intermediate	24-hour Wi-Fi for Pilots and Passengers	Buffalo Dubois Fort Bridger Kemmerer Rawlins Torrington	–	X n/a n/a X X X	n/a X X X n/a n/a
Local Paved	24-hour Wi-Fi for Pilots and Passengers	Cokeville Cowley Dixon Dubois Fort Bridger Lusk	–	X X X X X X	n/a X X n/a n/a X
Local Non-Paved	Not an Objective		–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016.

5.9.6 Public Restrooms

Restrooms that are accessible 24-hours per day are essential for GA terminals at Commercial Service, Business, and Intermediate airports. For commercial service terminals, the objective is to have restrooms available inside of the secure area for passengers during boarding. Commercial Service airports are also likely to have restrooms available in the terminal pre-security during operating hours. The public restroom objective for each airport classification is shown in **Table 5-58**. Many of the system airports are not meeting the objective as a result of limited hours of restroom availability.

The Commercial Service airports Laramie and Sheridan should consider adding restrooms to their secure passenger waiting area for airline travelers. It is also recommended that Commercial Service, Business, and Intermediate airports without 24-hour GA terminal restrooms consider finding a way to offer this service beyond the limited hours currently provided.

Table 5-58: Public Restrooms Objective

Public Restrooms Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Commercial Service Terminal: Restrooms Inside Secure Passenger Area[1]	Laramie Sheridan	–	X X	X X
Commercial Service	GA Terminal: 24-hour Restrooms[2]	Casper Cheyenne Cody Gillette Jackson Laramie Riverton Rock Springs Sheridan Worland	X ✓ ✓ X ✓ X X X X X	✓ X X X X X X ✓ X n/a	✓ X X X X X X ✓ X n/a
Business	24-hour Restrooms	Buffalo Evanston Greybull Lander Rawlins Saratoga Worland	n/a X X n/a n/a X n/a	n/a X ✓ n/a n/a ✓ X	✓ X ✓ ✓ X ✓ X
Intermediate	24-hour Restrooms	Buffalo Kemmerer Lander Pine Bluffs Powell Rawlins Wheatland	X X X n/a X X X	✓ X ✓ n/a ✓ X ✓	n/a X n/a ✓ ✓ n/a ✓
Local Paved	*Suggested*	*Cokeville* *Cowley* *Dixon* *Lusk* *Pine Bluffs*	X X X X X	X ✓ X ✓ ✓	n/a ✓ X ✓ n/a
Local Non-Paved	*Suggested*	*Cokeville* *Glendo* *Green River* *Medicine Bow* *Shoshoni* *Upton*	n/a X X X X X	n/a X X X X X	X X X X X X

Notes:

1. Restrooms inside the secure passenger area at Commercial Service airports was not part of the objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

2. Commercial Service airport objective in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* was "24-hour Restrooms."

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.9.7 Food

Food and beverages are provided through restaurants or vending machines. A restaurant and vending machines are suggested for commercial service terminals. Vending machines are also suggested for GA terminals at Commercial Service, Business, and Intermediate airports. The objective for each airport classification is presented in **Table 5-59**.

Four Commercial Service airports do not have restaurants in their commercial service terminals, one Commercial Service airport does not offer vending in their GA terminal, and nine GA airports do not offer vending in the current 2016 reclassified system. However, vending, and restaurants for commercial service terminals is a suggested objective at GA airports.

The four Commercial Service airports may want to investigate if adding a restaurant or 24-hour vending services would benefit their passengers, airport users, and employees. The GA airports not meeting this suggested objective should consider adding, or making available at all times, vending machines for aircraft pilots and passengers.

Table 5-59: Food Objective

Food Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	*Commercial Service Terminal: Restaurant and Vending Suggested*	Laramie Riverton Rock Springs Sheridan Worland	X ✓ ✓ X X	X X X X n/a	X X X X n/a
Commercial Service	*GA Terminal: Vending Machines Suggested*	Laramie	See note	X	X
Business	*Vending Machines Suggested*	*Greybull* *Pinedale* *Worland*	✓ ✓ n/a	X X ✓	X X ✓
Intermediate	*Vending Machines Suggested*	*Big Piney* *Dubois* *Fort Bridger* *Guernsey* *Kemmerer* *Pine Bluffs* *Wheatland*	X n/a n/a ✓ ✓ n/a X	✓ n/a n/a X X n/a X	✓ X X X X X X
Local Paved	Not an Objective		–	–	–
Local Non-Paved	Not an Objective		–	–	–

Note: The food objective was not separated into commercial service and GA terminals in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.9.8 Aircraft Maintenance

Airframe and Powerplant (A&P) services are provided by an FAA licensed mechanic and are necessary for periodic maintenance required by the FAA, aircraft upgrades or alterations, and unexpected aircraft repair. This service is commonly offered through an FBO, but may also be offered by independent mechanics or other entities. Major repairs and alterations are those that may significantly affect aircraft characteristics and airworthiness such as weight, performance, or operation. Major repairs are completed using specific FAA approved guidance and necessitate additional paperwork and an inspection by an authorized inspector prior to return to service. Minor alterations and repairs are general procedures that are not considered to be in the major category. **Table 5-60** shows the objectives for major or minor A&P services by airport classification.

Several system airports do not offer either airframe or powerplant (engine) maintenance. Two airports offer minor A&P, but not major A&P per their classification specific objective. It should be noted that some mechanics are willing to travel, either as needed or on a regular schedule, to other airports to provide A&P services.

This objective relies on having qualified mechanics available and in the local market for this service. Airports not meeting this objective should investigate if this service is something that is needed and could be recruited by the airport.

Table 5-60: Aircraft Maintenance Objective

Aircraft Maintenance Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Major Airframe & Powerplant (A & P)	Cheyenne Laramie Rock Springs	✓ X X	X X X	X X X
Business	Major Airframe & Powerplant (A & P)	Evanston Rawlins Saratoga	X n/a X	X n/a X	X X X
Intermediate	Minor Airframe & Powerplant (A & P)	Big Piney Dubois Guernsey Kemmerer Newcastle Pine Bluffs Powell Rawlins Wheatland	X n/a X X X n/a ✓ ✓ X	X n/a ✓ X X n/a X X X	X X ✓ X X X X n/a X
Local Paved	Not an Objective		–	–	–
Local Non-Paved	Not an Objective		–	–	–

Note: Maintenance may be provided at airports as a based service, or on-call, or by prior arrangement.
Source: FAA 5010 Forms – Airport Master Record

5.9.9 Aircraft Deicing

Aircraft are restricted from taking off with surfaces, such as wings and tail, contaminated with frost, ice, or snow. To remove frost, ice, or snow, aircraft operators typically spray the aircraft with deicing fluids that remove contamination. Sometimes an additional application of anti-icing fluids that prevents snow and ice buildup for a limited time period (while the aircraft is still on the ground) is also used. Deicing is an objective at Commercial Service and Business airports (shown in **Table 5-61**) as they serve higher volumes of scheduled and non-scheduled (charter) traffic that must be deiced in order to operate in a timely manner.

All Commercial Service airports are meeting this objective, while eight Business airports do not meet it in the current 2016 classifications. A similar objective related to containment of excess deicing fluids after use is part of a performance measure that is presented in Section 5.4.2 of this chapter.

Business airports without deicing services may want to explore the feasibility of offering this service, especially if they regularly support business type aircraft such as jets and turboprops. This service may not be necessary if hangars are available for both based and transient aircraft.

Table 5-61: Aircraft Deicing Objective

Aircraft Deicing Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Aircraft Deicing	Worland	X	n/a	n/a
Business	Aircraft Deicing	Buffalo	n/a	n/a	X
		Douglas	X	X	X
		Greybull	X	X	X
		Lander	n/a	n/a	X
		Rawlins	n/a	n/a	X
		Saratoga	✓	X	X
		Torrington	n/a	n/a	X
		Worland	n/a	X	X
Intermediate	Not an Objective		–	–	–
Local Paved	Not an Objective		–	–	–
Local Non-Paved	Not an Objective		–	–	–

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016; Individual Airport Master Plans as of April 2016.

5.9.10 Flight Training

Flight training and instruction is the primary path to earning an FAA pilot certificate and maintaining flying privileges. To offer flight instruction, a pilot must have a Certified Flight Instructor (CFI) certificate issued by the FAA. Student pilots new to flying, existing pilots seeking additional ratings or certificates, and pilots requesting continuing training use the services of a flight instructor. In addition, flight instructors are needed to administer periodic checks which satisfy requirements that allow pilots to keep their flying privileges current. Flight instruction is typically offered by either independent flight schools, individual flight instructors, or as part of a service offered by an FBO. Instructors may travel to other airports to provide instruction at several locations throughout the state. Flight training is suggested at all airports with the exception of Local Non-Paved airports, as shown in **Table 5-62**.

One Commercial Service airport and several airports in the Business, Intermediate, and Local Paved classifications do not offer flight training and therefore do not meet this suggested objective.

This is only a suggested objective, but flight training is recommended for airports where the service would be supported by local customers. Airports should consider having this service regularly available or recruit a traveling instructor if possible.

Table 5-62: Flight Training Objective

Flight Training Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	*Suggested*	*Riverton*	–	X	X
Business	*Suggested*	*Douglas*		X	X
		Evanston		X	X
		Greybull		X	X
		Pinedale	–	X	X
		Rawlins		n/a	X
		Saratoga		X	X
		Worland		X	X
Intermediate	*Suggested*	*Big Piney*		X	X
		Dubois		n/a	X
		Fort Bridger		n/a	X
		Guernsey		X	X
		Kemmerer		X	X
		Newcastle	–	X	X
		Pine Bluffs		n/a	X
		Powell		X	X
		Rawlins		X	n/a
		Thermopolis		n/a	X
		Wheatland		X	X
Local Paved	*Suggested*	*Cokeville*		X	n/a
		Cowley		X	X
		Dixon		X	X
		Dubois		X	n/a
		Fort Bridger	–	X	n/a
		Hulett		X	X
		Lusk		X	X
		Pine Bluffs		X	n/a
		Thermopolis		X	n/a
Local Non-Paved	Not an Objective		–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.9.11 Aircraft Rental

Aircraft rental is an alternative to aircraft ownership. This is a common choice for pilots learning to fly, pilots who fly a limited number of hours annually, or for pilots who cannot afford aircraft ownership or simply do not wish to maintain their own aircraft. Aircraft rental is a service commonly provided by an FBO, although it can be arranged through individuals or groups, such as a flying club. Aircraft rental is suggested at all airports, with the exception of Local Non-Paved airports, as shown in **Table 5-63**.

Thirty-one of the 34 suggested airports do not offer aircraft rental in the current 2016 classification system. The airports that do offer aircraft rental are Afton, Casper, and Cody.

To meet this objective a business or individual at an airport needs to be willing to make this service available, and there would need to be sufficient demand for the service. It is suggested that the 31 airports not meeting this objective consider adding this service if they believe there is sufficient demand.

Table 5-63: Aircraft Rental Objective

Aircraft Rental Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	*Suggested*	*Cheyenne*	–	X	X
		Gillette		X	X
		Jackson		X	X
		Laramie		X	X
		Riverton		X	X
		Rock Springs		X	X
		Sheridan		X	X
Business	*Suggested*	*Buffalo*	–	**n/a**	X
		Douglas		X	X
		Evanston		X	X
		Greybull		X	X
		Lander		**n/a**	X
		Pinedale		X	X
		Rawlins		**n/a**	X
		Saratoga		X	X
		Torrington		**n/a**	X
		Worland		X	X
Intermediate	*Suggested*	*Big Piney*	–	X	X
		Buffalo		X	**n/a**
		Dubois		**n/a**	X
		Fort Bridger		**n/a**	X
		Guernsey		X	X
		Kemmerer		X	X
		Lander		X	**n/a**
		Newcastle		X	X
		Pine Bluffs		**n/a**	X
		Powell		X	X
		Rawlins		X	**n/a**
		Thermopolis		**n/a**	X
		Torrington		X	**n/a**
		Wheatland		X	X
Local Paved	*Suggested*	*Cokeville*	–	X	**n/a**
		Cowley		X	X
		Dixon		X	X
		Dubois		X	**n/a**
		Fort Bridger		X	**n/a**
		Hulett		X	X
		Lusk		X	X
		Pine Bluffs		X	**n/a**
		Thermopolis		X	**n/a**
Local Non-Paved	Not an Objective		–	–	–

Note: New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.9.12 Aircraft Charter Service

Aircraft charter services provide on-demand travel between airports of the client's choosing, and are most commonly used for the purpose of business travel. This is a convenient option for passengers needing to travel quickly and efficiently, especially to and from areas without commercial air service. Charter operators, including their pilots and aircraft, must be certificated by the FAA.

Aircraft charter is a suggested service for Commercial Service, Business, Intermediate, and Local Paved airports, shown in **Table 5-64**.

Nine of the suggested airports offer aircraft charter in both the 2009 system and the reclassified 2016 system. Although it is convenient to have charter at all airports, it is common for the service to include flying from a home base to another airport to pick up and drop off passengers. For these operations, most, if not all, paved airports in Wyoming are capable of supporting charter operations.

It is suggested that airports without current charter service consider the local market to better understand if there is demand for this service.

Table 5-64: Aircraft Charter Service Objective

Aircraft Charter Service Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	*Suggested*	*Riverton*		X	X
Business	*Suggested*	*Buffalo*	–	n/a	X
		Douglas		X	X
		Evanston		X	X
		Greybull		X	X
		Lander		n/a	X
		Pinedale		X	X
		Rawlins		n/a	X
		Saratoga		X	X
		Torrington		n/a	X
		Worland		X	X
Intermediate	*Suggested*	*Big Piney*	–	X	X
		Buffalo		X	n/a
		Dubois		n/a	X
		Fort Bridger		n/a	X
		Guernsey		X	X
		Kemmerer		X	X
		Lander		X	n/a
		Newcastle		X	X
		Pine Bluffs		n/a	X
		Powell		X	X
		Rawlins		X	n/a
		Thermopolis		n/a	X
		Torrington		X	n/a
		Wheatland		X	X
Local Paved	*Suggested*	*Cokeville*	–	X	n/a
		Cowley		X	X
		Dixon		X	X
		Dubois		X	n/a
		Fort Bridger		X	n/a
		Hulett		X	X
		Lusk		X	X
		Pine Bluffs		X	n/a
		Thermopolis		X	n/a
Local Non-Paved	Not an Objective		–	–	–

Note: Charter service must be based at the airport to be considered meeting this objective. New objective for the 2016 WYSASP (not included in the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*).
Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016.

5.10 Additional Administration System Objectives

Two objectives related to airport administration have been established to guide future system development in addition to the system goals and performance measures presented earlier in this chapter.

5.10.1 Minimum Standards

Minimum standards are established by airport sponsors and provide the conditions necessary to provide commercial aeronautical services or construction at an airport. These standards promote safety of airport activities and protect airport users from unlicensed and unauthorized services, while promoting orderly development of an airport. The development of minimum standards is outlined by the FAA AC 150/5190-7 *Minimum Standards for Commercial Aeronautical Activities*. The standards should be reasonable, nondiscriminatory, and reflect the anticipated uses at the airport.

It is an objective for Commercial Service, Business, and Intermediate airports to have minimum standards on record with the WYDOT Aeronautics Division, shown in **Table 5-65**. In order to meet this objective, an airport must provide the WYDOT Aeronautics Division with a copy of their minimum standards. Minimum standards are also suggested for Local Paved airports and are not an objective for Local Non-Paved airports.

Evaluation of the 2009 system using the 2016 data showed that all Commercial Service airports are meeting this objective, along with five of the seven Business airports, and one of the ten Intermediate airports. After reclassification to the 2016 system, all of the Commercial Service airports continue to meet the objective; however, the performance has decreased at Business and Intermediate airports where five of the 11 Business airports, and four of the ten Intermediate airports meet the objective. Additionally, one of four Local Paved airports meets the objective in the 2016 system; however, this is only a suggested objective for Local Paved airports.

Airports not meeting this objective should develop minimum standards and submit them to the WYDOT Aeronautics Division. This is especially true for the six Business airports and seven Intermediate airports without minimum standards for which this is an essential objective.

Table 5-65: Minimum Standards Objective

Minimum Standards Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	On Record with Aeronautics	Casper	X	✓	✓
		Cody	X	✓	✓
		Gillette	X	✓	✓
		Jackson	X	✓	✓
		Riverton	X	✓	✓
		Rock Springs	X	✓	✓
		Sheridan	X	✓	✓
		Worland	X	n/a	n/a
Business	On Record with Aeronautics	Afton	X	✓	✓
		Buffalo	n/a	n/a	X
		Douglas	X	X	X
		Evanston	X	✓	✓
		Greybull	X	✓	✓
		Lander	n/a	n/a	X
		Pinedale	X	✓	✓
		Rawlins	n/a	n/a	X
		Saratoga	X	✓	✓
		Torrington	n/a	n/a	X
		Worland	n/a	X	X
Intermediate	On Record with Aeronautics	Big Piney	X	X	X
		Buffalo	X	X	n/a
		Dubois	n/a	n/a	✓
		Fort Bridger	n/a	n/a	X
		Guernsey	X	X	X
		Kemmerer	X	X	X
		Lander	X	X	n/a
		Newcastle	X	X	X
		Pine Bluffs	n/a	n/a	X
		Powell	X	✓	✓
		Rawlins	X	X	n/a
		Thermopolis	n/a	n/a	✓
		Torrington	✓	X	n/a
		Wheatland	X	X	X
Local Paved	*Suggested On Record with Aeronautics*	*Cokeville*	✓	X	n/a
		Cowley	X	✓	✓
		Dixon	✓	X	X
		Dubois	X	✓	n/a
		Fort Bridger	X	X	n/a
		Hulett	X	✓	✓
		Lusk	X	✓	✓
		Pine Bluffs	X	X	n/a
		Thermopolis[1]	X	✓	n/a
Local Non-Paved	Not an Objective		–	–	–

Note:

1. Thermopolis performance in 2009 is based on the Hot Springs County–Thermopolis Municipal Airport (THP) which was replaced in late 2015 by the new Hot Springs County Airport (HSG).

Source: Airport Manager Survey by GDA Engineers between December 2015 and March 2016 and WYDOT Aeronautics Division.

5.10.2 Airport Manager

The airport manager is the person designated by the airport sponsor to oversee the daily operation of an airport. Airport mangers have several duties including coordinating airport development and programs with local, state, and federal agencies, such as the WYDOT Aeronautics Division and the FAA. The airport manager is also responsible for interacting with airport users and promoting the airport. An airport manager is considered an objective for Commercial Service, Business, Intermediate, and Local Paved airports, as shown in **Table 5-66**.

Ten airports shown in the table as not meeting the objective do have a point of contact (which may be a municipal clerk, mechanic, or other airport or government employee), but do not have an official airport manager, and therefore are not meeting this objective. The airports not meeting the objective are the same for both the 2009 and 2016 system classifications using the 2016 data. A review of the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* indicates that in the past more airports met this objective, when only seven airports did not have airport managers.

Airports in Big Piney, Guernsey, Kemmerer, Wheatland, Dixon, and Hulett should designate somebody as the airport manager in order to meet this essential objective. The remainder of the Local Non-Paved airports may want to consider adding an airport manager, but this is only suggested.

Table 5-66: Airport Manager Objective

Airport Manager Objective		Airports not Meeting Objective			
		Associated City	2009 / 2009	2009 / 2016	2016 / 2016
Commercial Service	Airport Manager				
Business	Airport Manager				
Intermediate	Airport Manager	Big Piney	✓	X	X
		Guernsey	X	✓	✓
		Kemmerer	✓	X	X
		Wheatland	X	X	X
Local Paved	Airport Manager	Dixon	X	X	X
		Hulett	✓	X	X
Local Non-Paved	*Airport Manager Suggested*	*Glendo*	X	X	X
		Green River	✓	X	X
		Medicine Bow	X	X	X
		Shoshoni	X	X	X
		Upton	X	X	X

Source: Calls with Airport Managers by GDA Engineers between December 2015 and March 2016, WYDOT Aeronautics Division, and Airport Websites.

5.11 Summary

Wyoming's aviation system is an incredible asset to the state and the nation. The 40 airports that compose the system offer a variety of facilities and services to support numerous uses, including business, recreation, medical, remote access, cargo, and more. This transportation system serves as a catalyst to the state and local economies and provides access to the larger air transportation network in order to reach regional, national, and international destinations.

The performance measures and objectives that are presented in this chapter guide the continued development of the system in a way that achieves the six system goals. Progress has been made and performance has improved for a number of the performance measures and objectives that were carried forward from the previous system plan. However, there are opportunities for continued growth and enhancement to meet all performance measures and objectives.

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CHAPTER 6 – TRENDS AND TECHNOLOGY

6.0 General Information

Several trends and new technologies in the aviation industry are currently impacting or are anticipated to impact aviation in Wyoming during the planning period. Examples of these trends include increased usage of unmanned aircraft and continued integration of satellite-based navigation. While some trends and technologies are specifically related to a type of operation (commercial service versus general aviation [GA]) many are impacting the aviation industry as a whole. The following list includes specific trends that have been evaluated for the Wyoming State Aviation System Plan (WYSASP) and are discussed in greater detail in this chapter:

- Commercial Air Service Trends
- Unmanned Aircraft Systems (UAS)
- General Aviation Trends
- Avgas Replacement Fuel
- NextGen Airspace Modernization
- Airports Geographic Information System (Airports GIS or AGIS)
- Airport Sustainability

6.1 Commercial Air Service Trends

Commercial air service is a vital component of Wyoming's economy transporting tourism, business, and personal travelers directly to and from communities throughout the state. Recent national trends and changes in the airline industry are affecting commercial air service in Wyoming and are likely to continue affecting service during the planning period. These trends are driven by several factors including the availability of pilots, aircraft fleet changes, and seasonal tourism demands.

Figure 6-1: Airline Ramp at Jackson Hole Airport (JAC)

Source: Mead & Hunt

Industry trends are having a negative impact on air service to the small communities that constitute a majority of Wyoming's commercial air service locations. These airports are confronting a multi-faceted challenge to keep air service coming to these communities. First, airlines are carefully considering their passenger capacity, and are choosing to reduce capacity and move aircraft to other routes that are more profitable. The result is that smaller Wyoming commercial service markets are experiencing a reduction or cancellation of flight

schedules. Second, about half of Wyoming residents choose out-of-state airports for air travel – although this option is often more costly[1]. Lastly, airline fleet changes and the lack of pilots are expected to continue to contribute to air service challenges in Wyoming. These four factors are discussed in further detail in this section.

While several of Wyoming's commercial service airports are struggling to keep air service running, others are prospering with strong operational counts. For example, Jackson Hole Airport (JAC) continues to make gains in directly served destinations and annual passenger enplanements, especially during winter ski season and summer visits to Grand Teton and Yellowstone National Parks. During these peak periods airlines upgrade aircraft equipment to larger narrow-body jets (shown in **Figure 6-1**), increase frequencies, and add several destinations. This trend is expected to continue as JAC is forecasted to see over a half-million annual enplanements by the year 2035[2].

6.1.1 Availability of Airline Pilots

The reduction in pilot availability is a concern throughout the industry as smaller airlines are struggling to employ an adequate number of pilots to sustain operations. There are several factors contributing to this complex issue, including the revised Federal Aviation Administration (FAA) requirement for all pilots flying for air carriers to hold an Airline Transport Pilot (ATP) certificate, which requires at least 1,500 hours of flight experience. This is a significant increase from the previous threshold of 250 hours and a requirement to hold a Commercial Pilot certificate. Although some flight experience credit is awarded for certain flight education programs to reduce the 1,500 hour requirement, the number of pilots eligible to fly for air carriers has declined in response to this change in requirements. The effect of this has been experienced mainly by regional air carriers (regional airlines serve multiple airports in Wyoming) that typically employ pilots just entering the profession. Although regional air carriers are regulated by the same rules as major airlines, regional airlines typically fly smaller aircraft under a service agreement with a major airline, and often provide connection services to airline hubs from smaller cities. Major airlines typically offer better pay and benefits, usually keeping pilots for the remainder of their careers. Seasoned pilots working for regional air carriers are being hired at the major airlines, leaving unfillable gaps in pilot scheduling. To complicate this issue, the number of new pilots needed is increasing due to:

- The FAA imposed revised pilot duty and rest requirements that resulted in airlines needing to employ more pilots to fill their flight schedules;
- The increasing number of aging pilots and mandatory retirement regulations at major airlines, allowing pilots at regional airlines to obtain higher paying employment with the major air carriers;

[1] WYDOT Aeronautics Division: The State of Wyoming Air Service and Future Risks
[2] FAA Terminal Area Forecast (TAF) 2015-2035

- Financial barriers resulting from increased cost of flight training and stagnant pilot wages that deter people from pursuing careers as pilots with entry-level (regional) air carriers; and
- Decreasing numbers of military pilots continuing their careers as civilian pilots.

6.1.2 Airline Fleet Changes

Contributing to the changes in air service availability are trends in airline aircraft fleets. Wyoming's commercial service relies heavily on regional airlines. Approximately 78-percent of air carrier operations in Wyoming rely on regional jet (RJ) aircraft[3], and 8 out of 9 of Wyoming's commercial service airports primarily rely on aircraft with 50 seats or less[1] – including 50 seat RJ aircraft and smaller turboprop airliners. Early RJs were typically 50-seat passenger aircraft, but as their popularity with the airlines has grown because of increased efficiency, new models often seat between 70 and 90 passengers. As larger RJ aircraft are introduced to airline fleets it is unlikely that the aircraft with 50 seats or less will be replaced. This presents an issue for Wyoming communities that have traditionally relied on smaller turboprop or 50-seat aircraft for air service. The result may be less frequent flights to/from Wyoming's communities, or for airports that cannot support larger RJ aircraft, a complete loss of air service[1].

6.2 General Aviation Trends

Two specific trends in the GA sector may impact Wyoming during the planning period and are discussed below. General aviation is usually considered to include all flight operations that are not conducted by an airline or the military. A photo of a GA aircraft parked at the Converse County Airport near Douglas, WY is shown in **Figure 6-2**.

Figure 6-2: GA Aircraft Parked at DGW

Source: GDA Engineers

6.2.1 Light Sport Aircraft (LSA)

To make flying more accessible and affordable for recreational pilots, the FAA introduced the light sport aircraft/sport pilot (LSA/SP) rules in July of 2004. Aircraft meeting certain weight, speed, and other specifications can be certified as LSA. There are five classes of LSA including single-engine airplanes, gliders, gyroplanes, powered parachutes and weight-shift-control trikes, and lighter-than-air aircraft such as balloons and airships[4]. The advantages of LSA include reduced maintenance costs and fewer barriers to pilot certification. The LSA/SP rules are aimed at opening up new avenues for entry into recreational flying and to keep long-time fliers involved in aviation. According to the General Aviation Manufacturers Association

[3] Regional Air Service Alliance – http://airservicealliance.org/
[4] FAA AIR-230: Light-Sport Aircraft Airworthiness Certification

(GAMA), it is anticipated that interest in this segment of aircraft will continue to grow. Between 2015 and 2035, the average annual growth rate for LSA is forecasted to be 4.3%, compared to .04% for total aircraft[5]. This rate of annual growth in the LSA market indicates that this segment of aircraft may increase much more over the next 20 years than other types of GA aircraft, such as single engine piston aircraft. This growing segment of aircraft has the potential to contribute to increases in GA activity in Wyoming because of the advantages of LSA noted above.

As outlined by the Experimental Aircraft Association (EAA) on the *FAA Sport Pilot Rule* webpage, aircraft certified as LSA must weigh no more than 1,320 pounds, have a maximum speed of no more than 120 knots (138 mph), and a stall speed (the speed at which the aircraft wing no longer produces enough lift to sustain flight) of no more than 45 knots (51 mph). In addition, if the aircraft is powered it must have only one engine and a fixed-pitch propeller. LSA can have a maximum of two seats and must have an unpressurized cabin and fixed landing gear (with the exception of seaplanes and gliders)[6]. LSA are essentially low-performance, simple to operate aircraft. To match with the simplicity of the aircraft types, a new sport pilot certificate was developed. This pilot certificate has two main advantages over the traditional Private Pilot Certificate: it reduces the minimum number of hours of flight experience needed to obtain the license from 40 hours to 20 hours and allows the pilot to use a valid state driver's license in lieu of an FAA Medical Certificate[7]. Because pilot certification requirements are reduced, pilot privileges are also more restrictive. Notably, sport pilots can only fly during daylight, good weather conditions, and carry no more than one passenger.

6.2.2 Third Class FAA Medical Reform

As of May 2017, student, recreational, and private pilots may use the provisions of the FAA BasicMed program in lieu of the traditional medical certificate. This new program allows pilots of small, privately operated aircraft to exercise their flying privileges without holding a Third Class FAA Medical Certificate, thus keeping more pilots flying and active in the aviation community. Under BasicMed, pilots work with their regular physicians to determine fitness for flight instead of a designated FAA medical examiner. The new program may facilitate pilot certification, thus encouraging operations at GA airports nationwide, including Wyoming.

6.3 Unmanned Aircraft Systems (UAS)

One of the fastest growing trends in the aviation industry is the increasing use of UAS, sometimes referred to as drones or Unmanned Aerial Vehicles (UAVs). To simplify the categorization of these aircraft, the FAA now refers to all unmanned aircraft as UAS. UAS are remotely or automatically piloted aircraft, and their associated communication and control equipment. UAS can be

[5] GAMA 2015 General Aviation Statistical Databook & 2016 Industry Outlook
[6] EAA Become a Sport Pilot: FAA Sport Pilot Rule
[7] AOPA Frequently Asked Questions About Sport Pilot

operated by individual hobbyists, government agencies, military units, and commercial businesses, and are used for a variety of applications including surveying, research, media production, and aerial photography. UAS are not new; the military used primitive UAS for combat and reconnaissance as early as World War I[8], and scale model remote control aircraft have been flown by aviation enthusiasts since the late 1920s[9]. However, advances in technology have allowed mass marketing of UAS to the general public, rather than a niche group of hobbyist operators. Modern UAS commonly use multiple small electric motors for ease of controllability and to provide a platform stable enough for camera mounting, similar to the UAS shown in **Figure 6-3**. The wide availability of UAS has created expansive growth of this segment of aircraft, which quickly raised concerns over airspace protection, safety, and privacy. These concerns prompted the FAA to begin requiring the registration of all UAS weighing more than 0.55 pounds beginning in late 2015. However, registration requirements differ depending on the size of the UAS and if it is to be used for personal or commercial purposes.

Figure 6-3: Example of an UAS with Camera

Source: iStock

Both individual and business use of UAS is expected to increase in the future as UAS are readily purchased and flown by a variety of users. The use of UAS has the potential to affect airports within Wyoming. If UAS operators are unaware of their proximity to airports and/or operate in flight paths that interrupt airport activities, they could pose a threat to aircraft. Because UAS can be operated from almost any location, airports are often unaware of their presence. Wyoming communities should be prepared to protect the surrounding public use airports and continue to monitor trends and regulation regarding UAS operations.

6.4 Avgas Replacement Fuel

Most piston-powered aircraft continue to operate using 100-octane low-lead fuel (100LL), known as aviation gasoline, or avgas. The lead in 100LL avgas assists in engine reliability and performance but unfortunately also creates lead emissions, which can be harmful to air quality[10]. Researchers with the FAA, in conjunction with the Environmental Protection Agency (EPA) and industry partners, are working to develop a replacement unleaded fuel that provides the desired high-octane and engine protection properties of 100LL without the harmful emissions. The timeframe for research to be completed and a new fuel introduced for production is by 2018[11]. The goal is to find a "drop-in" replacement – a fuel that can be used in the current GA fleet without aircraft or ground system modifications. However, depending on the fuel developed,

[8] *Spies that Fly*, NOVA – http://www.pbs.org/wgbh/nova/spiesfly/uavs.html
[9] *Aeromodeling History*, Academy of Model Aeronautics (AMA) – http://www.modelaircraft.org/museum/aerohistory.aspx
[10] About Aviation Gasoline – http://www.faa.gov/about/initiatives/avgas/
[11] Press Release (July 10, 2014) – *FAA Receives Unleaded Fuels Proposal*

aircraft nationwide, including Wyoming, may need to be retrofitted, and airport distribution systems may need to be updated to support the new fuel. This has the potential to result in significant costs to airports and/or aircraft owners in Wyoming.

6.5 NextGen Airspace Modernization

The National Airspace System (NAS) is going through a series of technological upgrades and advances to increase information sharing, navigational performance, and system efficiency. This program is collectively known as the Next Generation National Airspace System (NextGen). Previously, aircraft relied primarily on ground-based navigational radios and signals to fly between predetermined points. NextGen is changing this model by shifting navigation to more-precise satellite based navigation and modern aircraft equipment and avionics. There are several anticipated benefits to NextGen, including reduced flight delays, direct aircraft routing, reductions in carbon emissions, and avoidance of noise sensitive areas.

Local and nationwide impacts of NextGen are anticipated to affect Wyoming during the planning period. Nationally, the reduction in delays and increases in airspace efficiency created by the implementation of NextGen technologies should have noticeable effects at major airline hubs. Because most of Wyoming's air service provides direct flights to major hubs, airports in Wyoming are expected to see a reduction in flight delays. Within Wyoming, NextGen is expected to improve airport access, especially through increased navigation performance. The mountainous terrain found throughout the state traditionally made the implementation of ground-based navigation procedures for aircraft challenging and restrictive. The increased accuracy of NextGen is already creating new aircraft routing procedures to and from Wyoming airports. This trend is expected to continue as NextGen related procedures are developed, especially for business class aircraft.

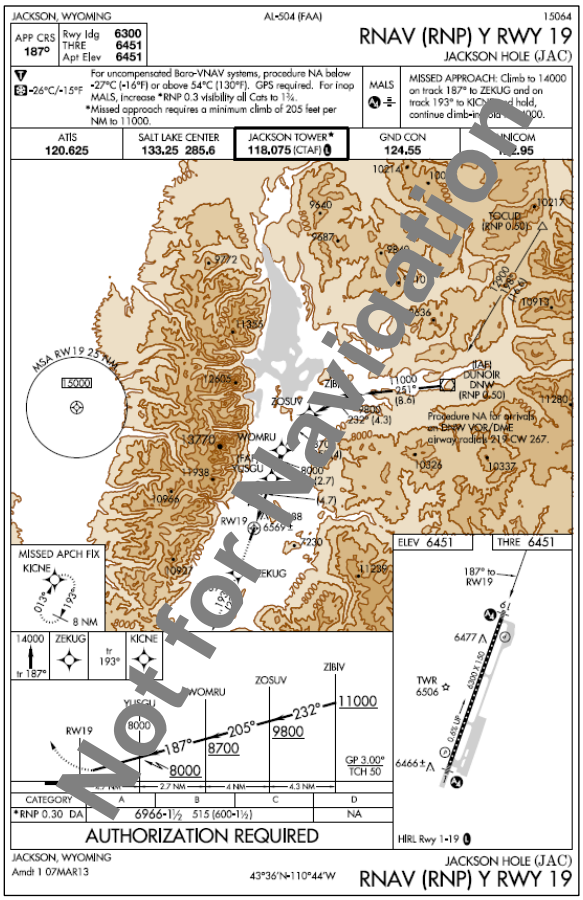
6.5.1 Automatic Dependent Surveillance – Broadcast (ADS-B)

Starting January of 2020, as part of the NextGen modernization program, all aircraft will require ADS-B Out (transmitting capabilities) to operate in certain areas of controlled airspace. The ADS-B equipment is replacing the traditional transponder that has historically been used by aircraft for radar tracking by Air Traffic Control (ATC). The new ADS-B systems will broadcast aircraft location and groundspeed information every second to ground receivers that will relay the information to ATC much quicker than the current system of intermittent radar scans. This advantage is two-fold: faster location updates will increase location precision for ATC, and also allow ground stations to be positioned in locations not previously accessible by radar, effectively eliminating radar coverage gaps in some locations. Ground stations will also relay aircraft location information back to other aircraft properly equipped with ADS-B In (receiving capability in addition to transmitting). These aircraft will have the ability to not only visually depict the location of other aircraft transmitting ADS-B Out signals, but also receive important weather and Notices to Airmen (NOTAM) information on specially designed avionic displays.

ADS-B will be required in certain areas of airspace over Wyoming when the requirement takes effect in 2020. Controlled airspace (Class E) above 10,000 feet above mean sea level (MSL), excluding airspace below 2,500 feet above ground level (AGL), will require this technology. Aircraft flying across a state such as Wyoming with high elevations and mountainous terrain will likely need to operate above 10,000 feet MSL to safely traverse certain areas unless the flight path is consistently altered to stay within 2,500 feet AGL. This is important to aircraft flying in Wyoming because not all aircraft are equipped with ADS-B. Newer aircraft, updated aircraft, and more technically advanced aircraft with more recent avionics may already have ADS-B capabilities. However, older, less advanced aircraft may not have ADS-B technology, which could result in a significant cost to the aircraft owner to properly upgrade aircraft equipment. Pilots and owners who choose not to upgrade their aircraft will need to avoid airspace requiring ADS-B, which could prove difficult due to Wyoming's topography.

Although costs may be incurred by aircraft operators during the implementation of ADS-B, there will be advantages to the new system in Wyoming. Traditional radar relies on line-of-sight scans from a single point creating areas behind mountains and in valleys where radar coverage cannot reach. With ADS-B technology, multiple ground stations will be transmitting data and receiving position and speed information from properly equipped aircraft. This will allow aircraft in areas previously in radar shadows to be visible to ATC. Due to the mountainous topography of Wyoming, past coverage gaps are being removed, resulting in an expanded view of controlled airspace, thus increasing system safety and efficiency. New ADS-B coverage is already available in some parts of Wyoming, especially at lower altitudes, and more areas are expected to be covered during the forecast period.

Figure 6-4: RNP Approach to JAC Airport



Source: FAA Terminal Procedures
Note: Chart Not for Navigation

6.5.2 Performance Based Navigation

NextGen technology is creating new possibilities for aircraft flight paths and procedures to Wyoming's airports and within the state's airspace. Through the use of several technologies, new approach, departure, and arrival procedures are increasing airport access. Airports that

previously did not have ground-based instrument procedures are now able to implement such procedures through the use of this new technology, known as Performance Based Navigation, or PBN. This is creating a safer and more efficient operating environment.

One such technological advancement is Required Navigation Performance (RNP), which allows properly equipped aircraft to fly precise curved paths. The advantages of such an approach are already having an impact at JAC[12]. The approach to JAC is challenging, even for experienced pilots, due to high density altitudes during the summer (hot and humid conditions) and contaminated runways (snow and ice) during the winter months that reduce aircraft braking. Additionally, high terrain limits ground-based navigation options, requiring long approaches into JAC over national park lands. To improve the situation at JAC, an RNP approach (shown in **Figure 6-4**) was developed to provide a curved flight path into the airport, allowing aircraft to precisely navigate between areas of higher terrain and shorten the approach while avoiding sensitive national park lands. The results include reduced emissions, shorter flight time, and a safer approach to a challenging airport. Procedures similar to the JAC RNP approach should become more commonplace during the NextGen implementation period and comparable approaches may be developed to other Wyoming airports also challenged by environmentally sensitive areas, high terrain, and severe winter weather.

Another advantage of PBN approaches is using Global Positioning System (GPS) satellites to further advance the accessibility of airports through Area Navigation (RNAV) approaches. Advanced on-aircraft and ground-based technologies are allowing not only lateral navigation, but vertical navigation during RNAV approaches, similar to ground-based legacy Instrument Landing System (ILS) approaches[13]. (See Chapter 3 for more about ILS approaches.) Aircraft properly equipped with avionics that allow vertical navigation, and that have the capability to receive transmissions from ground-based Wide-Area Augmentation System (WAAS) stations to enhance GPS accuracy, can now navigate via a virtual glideslope to a runway. With increased GPS accuracy, RNAV approaches sometimes have approach minima similar to ILS approaches. Localizer Performance with Vertical Guidance (LPV) approaches are now being established at airports that never had an ILS approach, giving these airports access during low visibility and cloud conditions that previously would have been not feasible (see inside the dashed yellow box in **Figure 6-5**). These

Figure 6-5: Example of LPV Approach Minima

CATEGORY	A	B	C	D
LPV DA	7530-1	250 (300-1)	NA	
LNAV/VNAV DA	7530-1	250 (300-1)	NA	
LNAV MDA	7540-1	260 (300-1)	NA	
C CIRCLING	7660-1 371 (400-1)	8240-1½ 951 (1000-1½)	NA	

Not for Navigation

KEMMERER MUNI (EMM)
RNAV (GPS) RWY 34

Source:
FAA Terminal Procedures
Note: Not for Navigation

[12] "A Win-Win at Jackson Hole" – https://www.faa.gov/nextgen/snapshots/stories/?slide=29
[13] Satellite-Guided Approach Procedures – http://www.faa.gov/nextgen/update/general_aviation/approach_procedures/

approaches also serve as backup approaches to airports if ground-based ILS equipment is out of service.

Several airports in Wyoming have LPV approaches. There are 20 airports in Wyoming, shown in **Table 6-1,** with at least one LPV approach. Eight of the airports have an LPV approach in addition to an ILS, providing either a back-up approach to their ILS approach or an approach to additional runways. The other 12 airports have an LPV approach but no ILS, which gives 12 Wyoming airports approaches with lower minima than previously available.

Table 6-1: Wyoming Airports with LPV Approaches

Airport	Associated City	ID	Approaches	
			ILS	LPV
Casper/Natrona County International Airport	Casper	CPR	X	X
Cheyenne Regional Airport	Cheyenne	CYS	X	X
Converse County Airport	Douglas	DGW		X
Evanston - Uinta County Burns Field	Evanston	EVW	X	X
Gillette - Campbell County Airport	Gillette	GCC	X	X
Jackson Hole Airport	Jackson	JAC	X	X
Johnson County Airport	Buffalo	BYG		X
Kemmerer Municipal Airport	Kemmerer	EMM		X
Laramie Regional Airport	Laramie	LAR		X
Mondell Field	Newcastle	ECS		X
North Big Horn County Airport	Cowley	U68		X
Powell Municipal Airport	Powell	POY		X
Ralph Wenz Field	Pinedale	PNA		X
Rawlins Municipal Airport	Rawlins	RWL		X
Riverton Regional Airport	Riverton	RIW	X	X
Rock Springs - Sweetwater County Airport	Rock Springs	RKS	X	X
Sheridan County Airport	Sheridan	SHR	X	X
Shively Field	Saratoga	SAA		X
Worland Municipal Airport	Worland	WRL		X
Yellowstone Regional Airport	Cody	COD		X

Source: FAA Satellite-Guided Approach Procedures and Satellite Navigation – GPS/WAAS Approaches

As aircraft are retrofitted or purchased with this technologically advanced equipment, the use of this type of procedure will likely increase. The relatively low cost and minimal ground infrastructure required also makes this type of approach financially feasible and easier to implement. It is anticipated that Wyoming aviation system will benefit greatly from this technology. During the planning period, new approaches, some with LPV performance, may be established giving greater access to Wyoming's communities and airports, especially during nighttime or diminished weather conditions such as low visibility and ceilings (lowest layer of broken or overcast clouds).

In addition to RNP or LPV instrument approaches, PBN can be used to implement RNAV Standard Instrument Departures (SIDs) and Standard Terminal Arrival (STAR) procedures. These are predetermined flight paths that are commonly used to manage traffic to and from airports in high density airspace. These flight paths can also be used to avoid environmentally sensitive areas or provide clearance from high terrain and obstacles. Similar to the approach procedures, the accuracy using PBN technologies allows precise flight paths and the development of procedures in areas where ground-based navigation procedures would be otherwise difficult to implement. In Wyoming, the Afton Municipal Airport (AFO), Kemmerer Municipal Airport (EMM), and South Big Horn County Airport (GEY) are using PBN for SIDS.

6.6 Airports Geographic Information System (Airports GIS)

To assist in the transition to NextGen, the FAA began the Airports GIS (AGIS) program in 2010. The purpose of AGIS is to provide a web-based repository for all airport data that can be managed by the FAA and the airport sponsor. The AGIS provides a single standard for the collection of airport data and attributes, which can then be used for planning and engineering functions. To support NextGen, AGIS is assisting with the development of new approach procedures. Another function of the system is to allow the development of electronic Airport Layout Plans (eALPs). This will allow standardization of ALP drawings and archiving of past drawings. Many Wyoming airports have already conducted initial submittals to the AGIS program while others are expected to migrate to the system in the future. Eventually, AGIS will be the standard for all airport data, facilitating easy access to airport information, and sharing of data between the airport sponsor, the FAA, and local or state agencies. In Wyoming, airports should expect AGIS to be a required part of development projects during the planning period.

6.7 Sustainability

To secure future success, airports are commonly integrating sustainable practices into their planning process, construction projects, and daily operations. Sustainability is more than just green (environmental) initiatives; it is how an airport can meet present needs without sacrificing the needs of the future. According to the FAA Northwest Mountain Region Airports District Office, sustainability is "considered a way of doing business [14]." Further stated, it is "a holistic approach to managing an airport to ensure the economic viability, operational efficiency, natural resource conservation, and social responsibility of the airport[14]." Implementation of sustainable practices have been identified as a method to create long-term airport success. The FAA defines the following actions as sustainable[15]:

- Reduce environmental impacts.
- Help maintain high, stable levels of economic growth.
- Help achieve "social progress," broad set of actions that ensures organizational goals are achieved in a way that's consistent with the needs and values of the local community.

[14] FAA 2015 Northwest Mountain Regional Airport Plan
[15] Airports Sustainability – http://www.faa.gov/airports/environmental/sustainability/

Several trends and technologies in sustainability are expected to continue during the planning period including preparing airport sustainability plans, recycling construction materials, reducing aircraft noise, integrating new airfield lighting, building environmentally friendly structures, and using alternative energy.

6.7.1 Airport Sustainability Planning

The FAA allows airports that receive Airport Improvement Program (AIP) funding to use allocated funds for creating Airport Sustainability Master Plans and Management Plans. In Wyoming, the Cheyenne Regional Airport (CYS) has received airport sustainability planning funds[16]. It is anticipated that more airports may consider sustainability as the FAA incorporates sustainability into airport master planning process.

6.7.2 Construction Materials Recycling

Airports commonly have expansive areas of paved surfaces comprised of concrete and asphalt, such as runways, taxiways, and aprons. The preservation of pavement and managing pavement lifecycles is part of comprehensive sustainability practices[14]. Nevertheless, seasonal climate extremes combined with the high, concentrated weight of aircraft tires eventually cause these paved areas to deteriorate and erode, creating the need for pavement rehabilitation and replacement. Previously, old pavement materials were hauled away and disposed of as waste. By recycling or reusing materials in new construction projects the amount of new, raw materials and amount of waste sent to landfills can be dramatically reduced[17]. Recycling materials on-site may also save Wyoming airports significant costs. Using pavement that has been removed and crushed as a new base layer reduces the cost of new construction by lessening transportation costs associated with transporting new materials in and hauling old material out. Additionally, reusing or repurposing pavement (such as a runway becoming a taxiway) can reduce construction costs impacts to the environment.

6.7.3 Aircraft Noise

Noise from aircraft is an important factor to consider because of the impact noise may have on the community and the long term success of an airport. Airports that continue to create noise that negatively impact their communities may be pressured to restrict flight operations or possibly close. The focus on noise is shifting from one-way public education to community interaction and cooperation when dealing with airport noise[18]. Balancing noise-related environmental and social responsibilities of an airport with the economic needs of a community is key to airport sustainability[14]. To advance this effort, airports may be eligible for FAA financial support for conducting 14 Code of Federal Regulations (CFR) Part 150 noise studies. These studies identify areas in the community,

[16] FAA Airport Sustainability – http://www.faa.gov/airports/environmental/sustainability/
[17] ACRP Synthesis 10 *Airport Sustainability Practices*
[18] ACRP Report 15 *Aircraft Noise: A Toolkit for Managing Community Expectations*

such as homes and businesses, which are incompatible with high levels of airport noise, to receive mitigation and removal support. The goal of the Part 150 program is to provide a sustainable future for both the community and the airport.

Additionally, changes in technology such as quieter engines have contributed to reduction of noise impacts over the years. Furthermore, the air service trends discussed previously in this chapter also contribute to changes in noise impacts. As airlines bring newer, quieter aircraft into their fleets and reduce flight schedules, the overall impact of noise is lessened[14]. Although newer aircraft may be larger, they are typically quieter because of advanced design that leads to reduced noise footprints. Since 1968, the FAA has been working to impose aircraft noise standards. As recently as 2005, the FAA adopted changes in aircraft noise standards, which applied to all aircraft designs submitted after July 2005. New aircraft must demonstrate that they have incorporated available noise reduction technologies into their designs[19]. As a result, the trend toward quieter and more efficient aircraft should continue over the forecast period, thus contributing to future airport sustainability and reduced impacts in Wyoming communities.

6.7.4 Airfield Lighting

Airports intended for use during low visibility or nighttime conditions are normally equipped with airfield lighting. This consists of edge or centerline lighting on taxiways, runways, and other movement areas such as parking aprons. This results in numerous lights illuminating at once, dramatically increasing energy use and airport operating costs. Replacing traditional halogen light bulbs or installing lights with Light-Emitting Diodes (LEDs), such as the taxiway edge light at the Hot Springs County Airport (HSG) near Thermopolis shown in **Figure 6-6**, can save on operating costs and reduce energy consumption. Although LED lights are more expensive to purchase and install, their long-term financial, such as less use of substantially less electricity, make them a sustainable choice for airports. LED lights require less maintenance and have higher reliability because they do not have filaments that burn out such as those found in incandescent bulbs, and also have an expected lifespan greater than their predecessor. One noted drawback is that LED lights produce minimal radiant heat as compared to traditional lighting, possibly allowing snow or ice to accumulate on the lights (reducing their visibility) and requiring the installation of additional heating elements[20], which could

Figure 6-6: LED Taxiway Light at HSG

Source: GDA Engineers

[19] NoiseQuest – http://www.noisequest.psu.edu/noiseeffects-mitigation.html
[20] ACRP Synthesis 35 *Issues With Use of Airfield LED Light Fixtures*

reduce overall long-term financial gains. Careful evaluation of the local climate and individual airport needs is necessary when considering LED lights.

6.7.5 Green Buildings

Figure 6-7: The LEED Certified Terminal at COD

Source: GDA Engineers

The construction or remodeling of airport buildings and structures using green building principles can have a positive impact on airport sustainability. Green buildings are structures designed to reduce operating costs and environmental impacts while improving the quality of life for its occupants. Benefits of green buildings include decreased water and energy consumption, improved health of occupants, increased productivity, and boosts in employee morale[17]. The US Green Building Council (USGBC) has developed a rating system to certify buildings based on their inclusion of environmental features and sustainable practices. This rating system, known as the Leadership in Energy and Design (LEED) program, provides a framework for determining green building features. Shown in **Figure 6-7** is the LEED Certified terminal building at the Yellowstone Regional Airport (COD) in Cody, Wyoming.

Although some buildings are designed from inception to be LEED certified, certain green features can be incorporated into non-LEED certified building designs, operations, and maintenance. These features include, but are not limited to:

- **Building automation** – Programmed heating, ventilating, and cooling (HVAC) controls can be installed in buildings to alter use of these systems during different times of the day.

- **Electrically-powered equipment** – Using ground support equipment powered by electricity instead of gasoline can reduce the introduction of exhaust gasses into the atmosphere.

- **Energy audit** – A review of present building features and systems can be used to identify where there is room for improvement in building design, utility use, and insulation. This may result in significant energy savings for the airport.

- **Geothermal climate control** – Geothermal systems reduce dependence on traditional HVAC by taking advantage of the constant underground temperature to circulate the naturally cool air throughout buildings.

- **Recycling programs** – Reducing the amount of waste sent to landfills by daily operations can improve the environmental impacts of an airport.

- **LED lighting** – LED lights are not only advantageous for saving energy on the airfield, but can also be installed in airport structures such as terminals, hangars, and maintenance buildings in lieu of traditional lighting types.

- **Native landscaping** – Using plants or trees native to a region keeps landscaping maintenance costs low and reduces watering needs.

- **Natural lighting** – Buildings with more windows reduce the overall energy needed to power artificial lighting.

- **Occupancy sensing** – Installing sensors that detect activity or daylight can reduce energy consumption in areas of a building with good natural light or that are currently unused.

- **Solar energy** – The powerful radiant energy from the sun can be used for providing building-level electrical generation through solar panels or thermal heating for water and air.

- **Water savings** – Installing low-flow faucets and dual-flush or no-water toilets is an excellent way to participate in sustainability. For areas with a lower water supply these measures reduce costs, water waste, and lessen the strain on community water resources.

Wyoming's airports could potentially use these green building features in their GA and commercial service terminals. In doing so, airports may become more economically sustaining while preserving resources and reducing environmental impacts on the community. Much of Wyoming experiences sunshine between 60 percent of the time during the winter to about 75 percent of the time during the summer[21]. Mountain areas generally receive less sunshine, especially mountain areas in the northwestern part of the state where winter sunshine is only about 45 percent of the time. This lends to the use of solar-electric panels and natural lighting features. In dry areas, such as the southwestern portion of the state that has mountain ranges surrounding a high plateau[21], water saving features could be incorporated to reduce the use of this resource.

[21] Wyoming State Climate Office – http://www.wrds.uwyo.edu/sco/wyoclimate.html

Overall, the use of sustainable features may help to offset the operational costs of the Wyoming Airport System while maintaining an appropriate level of service for communities and airports of all sizes.

6.7.6 Alternative Energy

Wyoming relies mainly on coal for electrical energy, with about 11% of energy in 2014 coming from renewable sources such a wind[22]. The use of solar, geothermal, and wind energy sources can significantly contribute to airport sustainability by reducing operating costs and environmental impacts.

Figure 6-8: Roof-Mounted Solar Panel

Source: WYDOT

Solar energy is harnessed using solar panels mounted to the roofs of buildings or in stand-alone areas to turn the sun's energy into electrical power. An example of a roof-mounted solar panel is shown in **Figure 6-8**, and is commonly used in public rest areas throughout Wyoming. At an average of 64%, Wyoming ranks 9th in the US with regard to average annual sunshine[23]. Climates with abundant and intense sunshine, such as those found in Wyoming, can take advantage of this renewable energy source which is becoming less expensive as technology advances. The installation of solar panels are well-suited to the airport environment because the structures are normally low to the ground and do not create obstruction hazards. However, care should be taken in their placement to avoid glare that could inhibit pilot vision both on and off airport[24]. The FAA recently released the Solar Glare Hazard Analysis Tool (SGHAT) to analyze solar glare impacts.

Wind energy is another excellent source of renewable energy. The greatest challenge to wind energy is the wind turbine that must be elevated away from the ground to capture winds unaffected by the surrounding terrain and foliage. Because tall objects are not generally compatible with airports and their surrounding airspace, wind energy is not always possible for airports. Care must be taken to avoid penetrating 14 CFR Part 77 or approach surfaces that could affect airport operations. However, wind turbines are available in a variety of sizes. Small wind machines have rotors between 8 and 25 feet in diameter, stand about 30 feet tall, and can support the power demands of a small

[22] Wyoming State Profile and Energy Estimates – US Energy Information Administration
[23] Wyoming Climate Atlas – http://www.wrds.uwyo.edu/sco/climateatlas/solar.html#121
[24] ACRP Report 151 (Pre-Publication Draft) *Developing a Business Case for Renewable Energy at Airports*

business[25]. Smaller wind turbines, such as these, could be valuable sources of renewable energy at Wyoming's airports.

6.8 Summary

Wyoming airports and the aviation system as a whole should be prepared for the technologies and trends discussed in this chapter. Some trends are already having a widespread impact on Wyoming's aviation system, while others are anticipated to have future impact. It is important for Wyoming airports to continue adapting to these changes, strengthening the overall aviation system while preparing to meet these challenges.

[25] Wind Energy Development Programmatic EIS Information Center – http://windeis.anl.gov/guide/basics/

CHAPTER 7 – RECOMMENDATIONS

7.0 General Information

Each study airport was evaluated to determine its ability to satisfy the established facility and service objectives. An airport report card was produced for each airport to inform local, state, and federal decision makers about individual airport needs, and to assist the Federal Aviation Administration (FAA) and Wyoming Department of Transportation (WYDOT) Aeronautics Division with airport improvement and air service enhancement funding decisions.

Additionally, an implementation plan was created for each airport to identify the projects necessary for satisfying the aviation system's stated goals, performance measures, and objectives. The listed projects merely document how best to enhance, expand, and maintain the Wyoming Aviation System as a whole and how to meet the deficiencies previously identified in each airport's report card. The implementation plans do not indicate whether the listed development projects are practical, prudent, or feasible and not all projects shown are eligible for state and/or federal funding.

Since individual airport conditions that impact project expenses vary significantly, cost estimates were not produced. Instead, a cost estimate range for each project was identified using the scale listed in **Table 7-1**:

Table 7-1: Cost Estimate Scale

Amount	Sign
$0 - < $250,000	$
$250,000 - < $500.000	$$
$500,000 - < $1,000,000	$$$
$1,000,000 - < $5,000,000	$$$$
$5,000,000 - < $10,000,000	$$$$$
> $10,000,000	$$$$$$

Projects may be cataloged in a variety of ways, such as by general project type, cost range, or airport classification, to present the amount of investment needed. For example, one of the administrative system objectives states that airports should implement minimum operating standards and place them on record with WYDOT Aeronautics. This is an objective for all Commercial Service, Business, and Intermediate airports. The data reflects that 13 of these 30 airports have yet to meet this objective. This project has been assigned a single dollar sign ($) to indicate that the estimated cost associated with completing the task is between $0 and $250,000 per airport.

7.1 System Plan Goals and Priority Rating Models

Essentially, the WYSASP is an inventory of the state's aviation assets grouped in sections for easy reference. All of the identified items are important to building a system of airports that will maintain or enhance value to the state. Although all of the items are important, many of the inventoried areas may be categorized as wants, rather than needs, to improve the overall system. With unlimited financial resources, the state would be able to fund all of the projects identified in each airport's individual implementation plan. However, resources are limited, especially for projects categorized as non-essential. In these instances, communities should consider if the added value of the item to the airport users is worth the local expense.

For years, the state has managed funding shortfalls by utilizing the Priority Rating Model (PRM) for Airport Improvement Program (AIP) projects and the PRM for Air Service Enhancement Program (ASEP) projects to determine the most critical projects for meeting system-wide goals. These documents are not part of the WYSASP, but are related tools to evaluate and rank projects for planning, budgeting, and granting. They allow the state to prioritize projects that further the established goals of the WYSASP and the Wyoming Aeronautics Commission.

As introduced in Chapter 2, goals and objectives developed during the 2009 Wyoming Statewide Airport Inventory and Implementation Plan were reviewed and updated as part of this planning process.

The 2016 WYSASP goals (in no particular order) are:

- Provide a safe and secure integrated aviation system for its users and the general public.
- Maintain an aviation system to support current and future demand while optimizing public and private investment.
- Provide accessible, cost-effective, and reliable transportation options.
- Promote an aviation system that is environmentally responsible.
- Promote educational activities and raise public awareness of the aviation system and its value.
- Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.

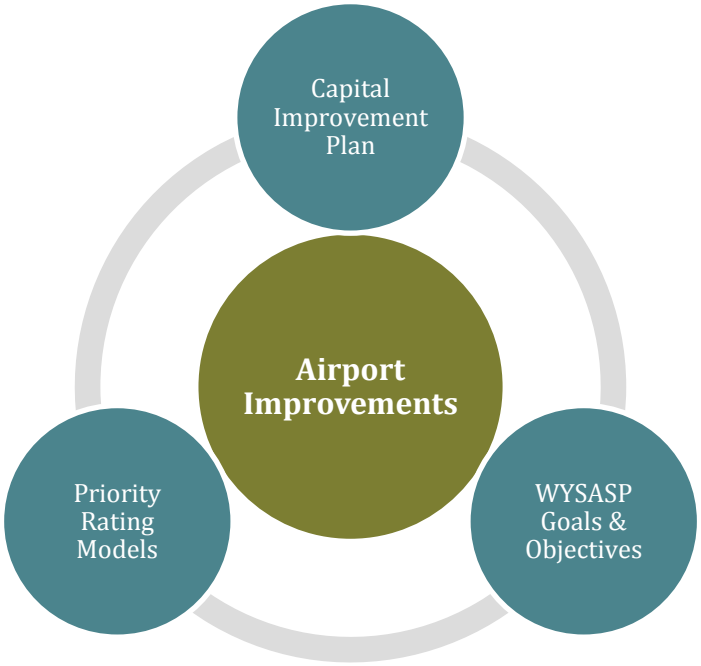
Each goal has several associated objectives. Objectives that are tied to goals are called performance measures. The performance measures and objectives for each airport are identified in the individual airport report cards. Individual performance measures and their targets, as well as additional objectives, are summarized in the tables in Chapter 5.

The 2016 WYSASP goals closely identify with the "Purpose of Project" categories listed in the PRM for AIP projects, which are as follows:

- Safety - projects that are generally defined as improvements to existing infrastructure, facilities and equipment, which support the daily functions of the airport, support the short-term and long-term operations of the airport, and provide for the safety of airport personnel and airport users;
- Security - projects that provide for facilities or equipment that are designed to prevent or deter persons or vehicles from unauthorized access to airside operations, and provide facilities or equipment designed to aid in providing secure [and safe] movement in and around all airport facilities;
- Maintenance - projects that facilitate the existing operations of the airport;
- Enhancement - projects directed towards creating new or expanded facilities that accommodate more passengers, cargo, aircraft operations, or based aircraft; or the enhancement of airport use and efficiency; and
- Planning - projects directed to a comprehensive or specific issue/location study of short-term or long-term airport needs; resultant recommendations support the development of a project or program of projects.

The Purpose of Project categories are weighted and considered one of the most important categories in the PRM for AIP projects. The projects identified in each airport's implementation plan are based on performance measures and objectives, which can then be input into their respective Capital Improvement Plans (CIPs). Projects listed in airport CIPs are then prioritized by the PRM for AIP projects. The PRM for AIP projects connects the WYSASP goals to each airport's implementation plan and CIP and provides a system-wide method for prioritizing projects.

Figure 7.1 Airport Improvement Process



The ASEP PRM gauges the merits of a potential Air Service Enhancement Program project, typically in the form of a minimum revenue guarantee (MRG) grant to a community for airline service. The ASEP PRM evaluates to what degree a potential grant would contribute to the statutorily intended benefits of the ASEP including:

- Meeting the 10,000 enplanement threshold for FAA entitlement funds,
- Increasing enplanements,
- Increasing commercial flight operations within the state,
- Reducing passenger leakage to out of state airports,
- Improving reliability and on-time performance, and
- Lowering air fares.

The ASEP PRM also takes into account community involvement in air service development, economic impacts, and differentiating characteristics of the proposed grant. Scores from the ASEP PRM are then compared against other proposed air service MRGs.

Through the PRM documents, points are awarded to projects based on each proposed project's overall potential contribution to the achievement of state system plan goals or ASEP benchmarks. If a project supports WYSASP system performance measures, ASEP benchmarks, or Commission priorities, it is awarded two points. A proposed project can earn one point if it supports a current classification facility and service objective identified in the airport's individual report card. If a proposed project supports both performance measures and objectives, such as a project consisting of multiple tasks, it has the potential to earn three points at WYDOT's discretion.

7.2 Performance Measure Recommendations

Examining the system's performance measures and targets assist in identifying system-wide recommendations. Performance measures that meet their targets exemplify effective administration of project prioritization and funding, while performance measures that do not meet their targets indicate the need for a system-wide recommendation.

Fourteen of the 36 performance measures missed their targets by at least 15% or more. Each performance measure (and objective) that has not been met has a corresponding project. For example, the implementation plan for each airport that failed to meet the Snow Removal Equipment performance measure includes the project "acquire additional Snow Removal Equipment." The acquisition of Snow Removal Equipment falls into the safety purpose category of the PRM for AIP projects. Each performance measure also relates to a system plan goal. The Snow Removal Equipment performance measure falls under the goal of providing a safe and secure integrated aviation system for its users and the general public. As such, identified projects satisfy a system plan goal and fulfill a PRM project purpose.

Table 7-2 below lists the 14 performance measures that missed their targets by 15% or more, as well as each performance measure's corresponding system plan goal, PRM project purpose, target performance (%), and actual system performance (%):

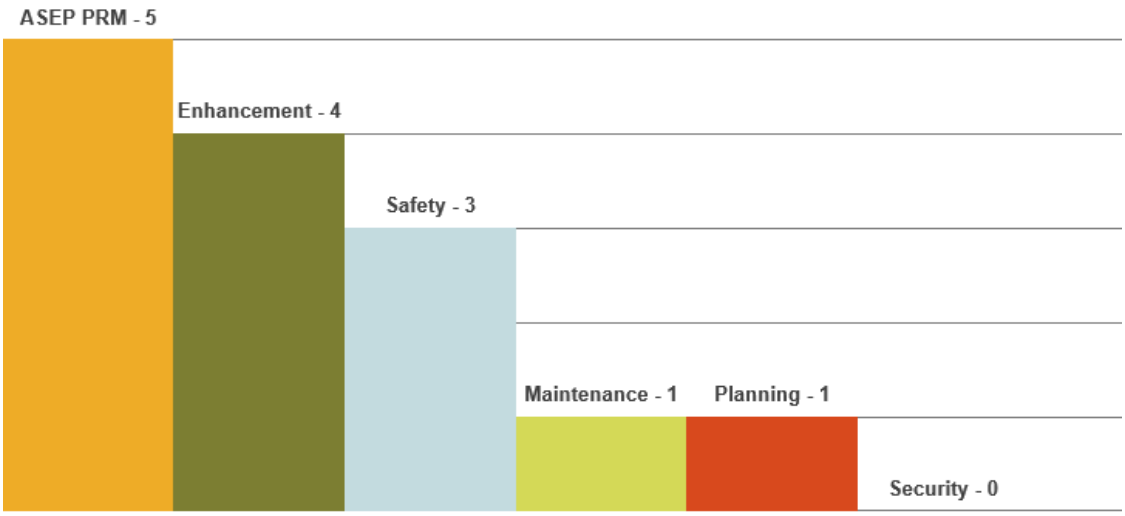
Table 7-2: Performance Measures that Missed Their Targets by 15% or More

Performance Measure	System Plan Goal	PRM Project Purpose	Target %	Actual %
Raising the Minimum Number of Enplanements at Airports Facing a Potential Loss of Federal Airport Improvement Program (AIP) Funding	Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.	ASEP PRM	100%	0% (0 out of 3 airports)
Snow Removal Equipment (SRE) Objective	Provide a safe and secure integrated aviation system for its users and the general public.	Safety	100%	21% (7 out of 34 airports)
Increasing or Sustaining the Frequency of Flight Operations from Commercial Wyoming Airports to Regional Airport Hubs	Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.	ASEP PRM	100%	22% (2 out of 9 airports)
Delivering Competitive Airfare for Wyoming Passengers	Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.	ASEP PRM	100%	22% (2 out of 9 airports)
Land Use Protection Plan Objective	Promote an aviation system that is environmentally responsible.	Enhancement	90%	29% (10 out of 34 airports)
Deicing Containment Objective	Promote an aviation system that is environmentally responsible.	Enhancement	100%	56% (5 out of 9 airports)
Increasing or Maintaining Consistency of Service, On-Time Performance, and Reliability	Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.	ASEP PRM	100%	56% (5 out of 9 airports)
Increasing the Number of Wyoming Passengers Originating Flights in Wyoming Rather Than Other States	Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.	ASEP PRM	100%	56% (5 out of 9 airports)
RPZ Ownership Objective	Provide a safe and secure integrated aviation system for its users and the general public.	Enhancement	50%	17% (5 out of 30 airports)
Sustainability Objective	Promote an aviation system that is environmentally responsible.	Enhancement	100%	68% (23 out of 34 airports)
ALP with Exhibit A Objective	Maintain an aviation system to support current and future demand while optimizing public and private investment.	Planning	100%	76% (25 out of 33 airports)
Acceptable PCI (70+) Objective	Maintain an aviation system to support current and future demand while optimizing public and private investment.	Maintenance	100%	82% (28 out of 34 airports)
Runway Visual Aids Objective	Provide a safe and secure integrated aviation system for its users and the general public.	Safety	87%	71% (24 out of 34 airports)
Apron Lighting Objective	Provide a safe and secure integrated aviation system for its users and the general public.	Safety	85%	70% (14 out of 20 airports)

Of these performance measures, five relate to projects under the ASEP PRM. This is an important conclusion to the WYSASP study because it has the potential to influence how the Wyoming Aeronautics Commission and WYDOT Aeronautics choose to direct their limited funding. Of the remaining nine performance measures that missed their assigned targets, four pertain to airport enhancement, three are safety-related, and one falls into the maintenance category and one into the planning category.

Only three of the measures are considered safety-related, indicating that nearly all of the highest priority performance measures have been successfully met. Wyoming's winters can wreak havoc on airport activity, thus the Snow Removal Equipment performance measure should remain a priority. This is especially true for airports that serve remote population centers since they may be the only transportation option for public safety and welfare at certain times. Additionally, runway visual aids are a key safety feature, especially in mountainous terrain where these visual cues may be critical during nighttime and adverse weather conditions. The last measure listed in the table addresses a need for both safety and security. Most of the airports in the aviation system are not attended at night, so visibility on the apron for movement of aircraft and for pilots and crew to identify other people and objects on the ramp is important. **Figure 7-2** depicts the breakdown of missed performance measures by PRM project purpose.

Figure 7-2: Missed Performance Measures by PRM Project Purpose

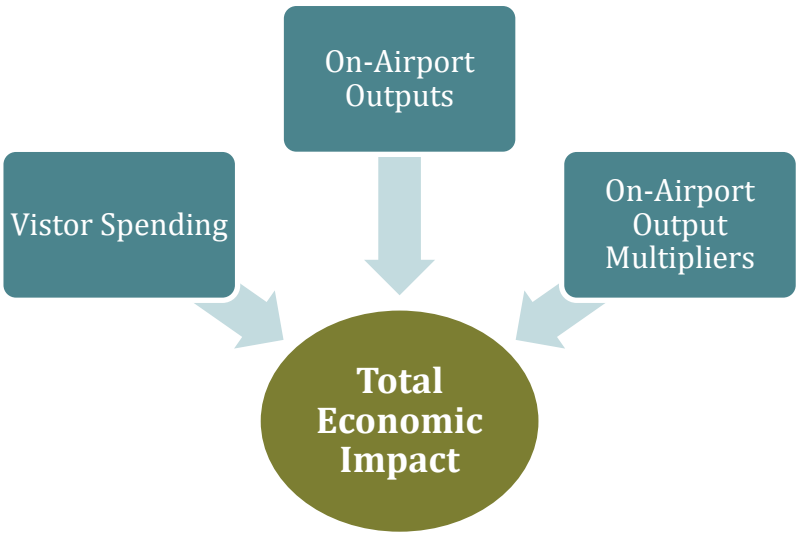


7.3 Return on Investment (ROI) Analysis

A return on investment analysis was completed as part of the WYSASP that estimated the economic benefit for each flight supported through WYDOT's ASEP from 2004-2015. The direct impact of each ASEP-supported flight was analyzed based on two categories: 1) off-airport visitor spending, and 2) on-airport related activities, such as businesses and organizations engaged in day-to-day airport operations and projects.

In addition to measuring the direct impacts of each flight, estimates of the re-circulation and re-spending of direct impacts within the economy, known as multiplier effects, were also made. Multiplier effects include indirect impacts (that occur when businesses spend their revenue on business expenses such as payroll or equipment) and induced impacts (that occur when employees spend their earnings on goods and services in the local economy). **Figure 7-3** illustrates the factors that go into calculating total economic impacts.

Figure 7-3: Composition of Economic Impacts for Individual Flights



The $21 million invested in the 60 ASEP grant programs evaluated over the 12-year period produced a total economic impact of over $523 million, resulting in an average return of $24 of economic impact for every $1 invested.

The statewide economic impact for all flights supported through the ASEP from 2004 to 2015 is presented in the table below. **Table 7-3** illustrates that the 60 routes supported by the ASEP resulted in a total of 464,700 enplanements that supported 6,365 jobs and generated more than $30.8 million in state tax revenue.

Table 7-3: ASEP Economic Impacts and Tax Revenue

Number of Routes Subsidized	Total Amount of Revenue Guarantees	Total Enplanements	Total Jobs Supported	Total Economic Impact	State Tax Revenue
60	$21,550,602	464,700	6,365	$523,283,240	$30,800,170

Table 7-4 outlines the composition of the $523 million total economic impact. On-airport output, on-airport multiplier effects, and total visitor spending yielded a total economic impact of $523,283,240 for the 60 routes subsidized by the ASEP.

Table 7-4: Composition of Statewide Total Economic Impact

Total On-Airport Output	On-Airport Multiplier Effects	Total Visitor Spending	Total Economic Impact
$101,755,978	$51,131,186	$370,396,076	$523,283,240

Table 7-5 presents the statewide ROI results of all flights supported by the ASEP. Using the total revenue guarantee amount of $21,550,602 for the 60 flights analyzed and the total economic impact of $523,283,240 produces a return of $24.28 for each dollar invested by the state and an

overall ROI of 23.28. For every dollar the State of Wyoming invested in subsidizing air service through the ASEP, $24.28 was generated in local economic output.

Table 7-5: ROI Analysis-Total Economic Impact

Total Revenue Guarantees	Total Economic Impact	Impact Per Dollar of Revenue Guarantee	Statewide Total ROI
$21,550,602	$523,283,240	$24.28	23.28

Given the positive ROI of the ASEP, it is recommended that this program continue to be supported to further facilitate the statewide economic benefits of commercial air service in Wyoming.

7.4 Air Service Market Research Report

The WYSASP also reviewed air service at Wyoming's 10 commercial service airports to understand each airport's air service requirements and how these airports could best meet the region's future transportation and economic development needs. (Note: it was during this analysis that Worland Municipal Airport lost commercial air service due to termination of the airport's Essential Air Service program eligibility.)

General conclusions from this analysis include the following:

- Airline business model and fleet changes impact commercial air service in Wyoming;
- Continued increases in average seats per departure may result in frequency reductions or the loss of commercial air service in small communities;
- Wyoming's seats per capita is nearly double the national average and ranks as the 23rd highest among the 50 states;
- While visitor travel remains strong and creates seasonal opportunities for some communities, Wyoming has low numbers for originating local market;
- Airline fares and revenues have increased at a rate faster than the national average, but air service performance for the individual airlines serving Wyoming was typically below average;
- With the exception of Jackson, no new airline opportunities were identified at Wyoming's commercial service airports, although there is a strong opportunity for improved passenger growth at Wyoming's Essential Air Service airports (Cody and Laramie); and
- Five of Wyoming 10 commercial service airports saw origin and destination (O&D) passengers and revenues increase or remain unchanged since 2005, indicating strong air service performance. However, the other half of the airports saw significant decreases in passengers and revenues.

Additionally, this analysis included a brief narrative of recommended action items for each of Wyoming's commercial service airports, which are summarized below:

- Focus on supporting existing air service to ensure success at five of the nine airports (Cody, Casper, Gillette, Laramie, and Sheridan);
- Consider community incentives to entice a regional airline at Cheyenne;
- Consider expanding seasonal services or larger aircraft to existing markets at Jackson;
- Focus on community education regarding new air service opportunities and procedures at Riverton; and
- Improve load factor and revenue per available seat mile at Rock Springs.

7.6 Trends and Technologies

As noted in Chapter 6, Wyoming airports should be prepared for the challenges associated with upcoming trends and technologies. Some trends and technologies are already having a widespread impact on Wyoming's aviation system, such as commercial air service changes and Unmanned Aircraft Systems (UAS) in the vicinity of airports, while others are anticipated to have future impact. It is important for Wyoming airports to continue adapting to and welcoming these developments. An important and fairly easy to attain goal for all of the aviation system airports is to move to more sustainable operations.

7.7 Summary

The effort involved in implementing the PRMs has already been expended, and, as evidenced by the WYSASP findings, it has been a successful endeavor. On-going maintenance, expansion, and enhancement of airports is needed to protect the state's investment in this vital resource. This will allow the economic impact generated by the airports to continue and provide opportunity for further diversification within Wyoming. Now is the time to direct Wyoming's limited aviation dollars to projects that satisfy the current system plan goals and fulfill the PRMs' highest ranking projects, while also taking into account the results of local planning efforts and the practicality, prudence, and feasibility of all proposed development.

In-depth exploration of commercial air service in Wyoming indicates that there is a positive return on investment for every dollar expended by the state. As a result, continued focus on supporting existing commercial air service is likely to remain a fruitful investment.

In summary, the missed performance measures, ROI analysis, ASMR report, and trends and technology data were all integral factors in developing the WYSASP recommendations as follows:

Recommendations related to missed performance measures:

- Satisfy the few remaining safety-related WYSASP performance measures at individual airports, when practical, prudent, and feasible based on local planning efforts, and
- Utilize the WYSASP goals and Priority Rating Model documents to prioritize funding for remaining projects.

Recommendation associated with the ROI analysis:

- Continue to support the ASEP for Wyoming's Commercial Service airports to foster the statewide economic benefits of commercial air service.

Recommendations drawn from individual airport conclusions outlined in the Air Service Market Research report:

- Focus on supporting existing commercial air service at five of the nine Commercial Service airports in Wyoming (Cody, Casper, Gillette, Laramie, and Sheridan),
- Consider community incentives to entice a regional airline in Cheyenne,
- Consider expanding seasonal services or larger aircraft to existing markets at Jackson,
- Focus on community education regarding new air service opportunities and procedures at Riverton, and
- Improve load factor and revenue per available seat mile at Rock Springs.

Recommendation based on trends and technology data:

- Remain attentive to current and future aviation trends and technologies to ensure Wyoming airports and the aviation system as a whole are able to adapt to and capitalize on upcoming changes and developments.

Staying true to the WYSASP and the PRM documents will optimize public and private investment, providing a safe and efficient system of airports. As stakeholders collaborate to address the few remaining safety measures, the aviation system will naturally be able to shift the focus to measures that improve aviation travel and the experience for Wyoming's citizens and visitors. As the system matures, focus can also be directed towards meeting the goals and objectives for airport land use protections. Meeting these important enhancement, maintenance, and planning objectives will ensure that the aviation system in Wyoming stays viable and useful throughout the planning period and beyond.

GLOSSARY AND ACRONYM DICTIONARY

WYSASP Glossary

Air Service Enhancement Program (ASEP) – A state program, enabled by the Wyoming Legislature, designed to provide Wyoming communities with financial assistance for the retention and improvement of scheduled airline service. (WYDOT Aeronautics Division)

Aircraft Operation – The landing, takeoff or touch-and-go procedure by an aircraft on a runway at an airport. (AC 150/5070-6B Change 2)

Airplane Design Group (ADG) - A classification of aircraft based on wingspan and tail height. When the aircraft wingspan and tail height fall in different groups, the higher group is used. (FAA AC 5300/13A)

Airport Approach Category (AAC) - A grouping of aircraft based on a reference landing speed (VREF), if specified, or if VREF is not specified, 1.3 times stall speed (VSO) at the maximum certificated landing weight. (FAA AC 5300/13A)

Airport Influence Area (AIA) – All lands under the approach surfaces defined in FAA Part 77, Objects Affecting Navigable Airspace, and as shown on an approved Airport Master Plan or Airport Layout Plan drawings. (FAA Part 77 as stated in the WYDOT PRM)

Airport Layout Plan (ALP) - A scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA. (FAA AC 150/5300-13A)

Airport Reference Code (ARC) - An airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The ARC is used for planning and design only and does not limit the aircraft that may be able to operate safely on the airport. (FAA AC 5300/13A)

Airside – The non-public portion of an airport where aircraft operations occur, including runways, taxiways, aprons, aircraft parking, and facilities to service and maintain aircraft; the airside is typically separated from other areas of the airport by fencing or other boundaries. The airside generally includes those areas beyond security checks and passport and customs control (at airports with commercial service) in an airport terminal. (WYDOT PRM)

Approach Lighting System (ALS) – Provides visual cues to transition from instrument flight to visual flight for landing. Operational requirements dictate the sophistication and configuration of the approach light system for a particular runway. (FAA Airman Information Manual [AIM])

Apron – Accommodates aircraft during the loading and unloading of passengers and/or cargo. Activities such as fueling, maintenance and short/long-term parking can take place on an apron. (AC 150/5300-13A)

Based Aircraft – The general aviation aircraft that use a specific airport as a home base. (AC 150/5070-6B Change 2)

Baseline Air Service – An airport with a minimum of 11 round trips per week of flights to a small hub or larger (as defined in the NPIAS) and must include two round trips per weekday and one round trip per weekend. (WYDOT Aeronautics Division)

Commercial Service – For the purposes of this study, commercial service is regular, scheduled passenger air service in which the public can buy tickets for air travel.

Critical Air Service – For the purposes of evaluating ASEP benefits: daily scheduled service to at least one hub airport.

Dual Wheel (DW) – Aircraft in which the main landing gear (excluding the nose wheel) have two wheels/tires.

Easement – The right to use the real property of another for a specific purpose. The easement is itself a real property interest, but legal title to the underlying land is retained by the original owner for all other purposes. Typical easements are for access to another property, for utility lines, water, entry for maintenance, or a "negative easement" such as a prohibition against a building structure height or use. Easements can be created by a deed to be recorded just like any real property interest, for a number of years, and can be specifically described by boundaries. (WYDOT PRM)

Fee Title (Fee Simple) – Absolute ownership with title to land, free of any other claims against the title, which one can sell or pass to another by will or inheritance. (WYDOT PRM)

Fixed Base Operator (FBO) – A commercial business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-downs and parking, aircraft rental, aircraft maintenance, flight instruction, etc. (FAA AC 150/5190-7)

General Aviation (GA) – All non-scheduled flights other than military conducted by non-commercial aircraft. General aviation covers local recreational flying to business transport that is not operating under the FAA regulations for commercial air carriers. (FAA AC 105/5300-13A)

Hangar – A building located on an airport used for the storage of aircraft.

Instrument Approach Procedure (IAP) – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority. (FAA AC 150/5300-13A)

Itinerant Operation – An itinerant operation is defined as an operation that is other than a local operation. (FAA AC 150/5200-35A)

Land Use Protection Plan – As used by the WYDOT PRM, fee title or full control of lands within the RPZ; directed to the removal of incompatible land uses with priority to the removal of wildlife attractions and facilities that serve congregations of people. (WYDOT PRM)

Landside – The remaining portion of the airport property not defined as airside; it typically includes all public areas such as portions of the terminal, access roadways, rental car facilities, vehicle parking facilities, and taxi and ground transportation areas. (WYDOT PRM).

Local Operation – A local operation is defined as an operation within the airport traffic pattern or the aircraft is known to be from within 20 miles of the airport. (FAA AC 150/5200-35A)

Master Plan – The airport's concept of the long-term development and use of an airport's land and facilities. (FAA AC 150/5070-6B)

National Plan of Integrated Airport Systems (NPIAS) – The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public use airports to meet national air transportation needs. (FAA AC 150/5070-6B)

Navigation Aid (NAVAID) – Electronic and visual air navigation aids, lights, signs, and associated supporting equipment. (FAA AC 150/5300-13A)

Non-Precision Approach (NP) – A straight-in instrument approach procedure that provides course guidance, with or without vertical path guidance, with visibility minimums not lower than 3/4 mile (4000 RVR). (FAA AC 150/5300-13A)

Parallel Taxiway – A taxiway parallel to a runway. A parallel taxiway may be fulfilled by a series of taxiways generally parallel to the runway, allowing taxiing between each end of the runway without crossing the runway that they are generally parallel to, and providing an unobstructed view of the runway. (FAA AC 150/5300-13A)

Pavement Condition Index (PCI) – A score between 0 and 100 which indicates the condition of an airport pavement. A score of 100 is considered best; a score of 0 is considered complete pavement failure.

Pavement Management Plan (PMP) – Pavement Management Plans (PMP) document existing pavement conditions and identify necessary improvements to keep an airfield in good operating condition. (2016 WYSASP)

Precision Approach – An instrument approach procedure that provides course and vertical path guidance with visibility below 3/4 mile (4000 RVR). (FAA AC 150/5300-13A)

Primary Runway – A single primary runway; the primary runway provides a runway length for all airplanes that will regularly use it without causing operational weight restrictions.
(FAA AC 150/5325-4B as stated in the WYDOT PRM).

Priority Rating Model (PRM) – The purpose of a priority rating model is to evaluate and rank projects for planning, budgeting, and granting by utilizing objective information to make decisions considering the collective needs of the state's aviation system.
(Wyoming Priority Rating Model for Project Evaluation – 2014)

Real Estate Disclosure Statements – A statement provided to the purchaser of any property within the boundary of the Airport Influence Area (AIA). A Real Estate Disclosure Statement could read: The property known as (legal description and address) is located with the Airport Influence Area identified in the (name of airport) Zoning Ordinance and may be subject to aircraft overflights both now and in the future; concerns with overflights may include increased noise levels, air-quality impacts, and light intensity impacts. Airport operations are expected to increase and the fleet mix of aircraft is subject to change as industry and community needs change. (WYDOT PRM)

Runway - A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of aircraft. (FAA AC 150/5300-13A)

Runway Protection Zone (RPZ) - An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground.
(FAA AC 150/5300-13A)

Runway Safety Area (RSA) - A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. (FAA AC 150/5300-13A)

Secondary Runway – Secondary runway, not primary, to serve as a crosswind runway, to separate general from non-general aviation, or to accommodate existing or forecasted aviation traffic volumes. (FAA AC 150/5325-4B as stated in the WYDOT PRM).

Single Wheel (SW) – Aircraft in which the main landing gear (excluding the nose wheel) has only one wheel/tire.

Snow Removal Equipment (SRE) – The equipment, such as snow plows, rotary plows (blowers), brooms, and materials spreaders, which are used to remove snow and ice on airport surfaces.

Sustainability – Sustainability refers to three actions: (1) Reduce environmental impacts; (2) Help maintain high, stable levels of economic growth; (3) Help achieve "social progress", a broad set of actions that ensure organizational goals are achieved in a way that's consistent with the needs and values of the local community. (FAA – Airports Sustainability)

Taxiway - A defined path established for the taxiing of aircraft from one part of an airport to another. (FAA AC 150/5300-13A)

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WYSASP Acronym Dictionary

A&P	Airframe and Powerplant
AAC	Aircraft Approach Category
AC	Advisory Circular
ADG	Airplane Design Group
ADS-B	Automatic Dependent Surveillance-Broadcast
AGL	Above Ground Level
AIA	Airport Influence Area
AIP	Airport Improvement Plan
ALP	Airport Layout Plan
ALS	Approach Lighting System
APRC	Approach Reference Code
ARC	Airport Reference Code
ARFF	Airport Rescue and Fire Fighting
ASEP	Air Service Enhancement Program
ASOS	Automated Surface Observing Systems
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
AWOS	Automated Weather Observing Systems
CAGR	Compound Annual Growth Rate
CIP	Capital Improvement Plan
CS	Commercial Service
CY	Calendar Year
DPRC	Departure Reference Code
DW	Dual Wheel
EAA	Experimental Aircraft Association
EAS	Essential Air Service
FAA	Federal Aviation Administration
FBO	Fixed Base Operator
FSS	Flight Service Station
FY	Fiscal Year
GA	General Aviation
GIS	Geographic Information System
GPS	Global Positioning System
HIRL	High Intensity Runway Lights
IAP	Instrument Approach Procedure
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
HZO	Height Zoning Ordinance
LED	Light Emitting Diode
LIRL	Low Intensity Runway Lights
LL	Low Lead

LPV	Localizer Performance with Vertical Guidance
LSA	Light Sport Aircraft
MALS	Medium Approach Light System
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MIRL	Medium Intensity Runway Lights
MITL	Medium Intensity Taxiway Lights
MP	Master Plan
MSL	Mean Sea Level
NAVAID	Navigation Aid
NDB	Non-Directional Beacon
NextGen	Next Generation National Airspace System
NOTAM	Notices to Airmen
NPIAS	National Plan of Integrated Airport Systems
ODALS	Omnidirectional Approach Light System
OTP	On-Time Performance
PAPI	Precision Approach Path Indicator
PBN	Performance Based Navigation
PCI	Pavement Condition Index
PMP	Pavement Management Plan
PRM	Priority Rating Model
REIL	Runway End Indicator Lights
RJ	Regional Jet
RNAV	Area Navigation
RNP	Required Navigation Performance
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SAVASI	Simplified Abbreviated Visual Approach Slope Indicator
SP	Sport Pilot
SW	Single Wheel
SRE	Snow Removal Equipment
TAF	Terminal Area Forecast
TSA	Transportation Security Administration
UAS	Unmanned Aircraft System
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VGSI	Visual Glide Slope Indicator
VHF	Very High Frequency
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
WAAS	Wide-Area Augmentation System
WACIP	Wyoming Aeronautics Capital Improvement Plan
WHA	Wildlife Hazard Assessment
WYDOT	Wyoming Department of Transportation
WYSASP	Wyoming State Aviation System Plan

APPENDIX A – AIRPORT MANAGER SURVEY

Wyoming State Airport System Plan (WYSASP)

Airport Managers Survey

The Wyoming Department of Transportation (WYDOT) Aeronautics Division is conducting an update to the Wyoming State Aviation System Plan (WYSASP) and we ask that you complete this survey to assist with this update. Your participation in the survey is critical in evaluating Wyoming's aviation system to plan for future system development. **Please be sure to fully complete the survey and sign your name on the last page.**

Please return survey using the included postage paid envelope or other means to GDA Engineers by December 18, 2015 via:
Mail: 502 33rd Street, Cody, WY 82414
Fax: (307) 527-5182
Email: emaldonado@gdaengineers.com

Please remember the survey is two-sided. If you have any questions regarding the survey, contact Emmanuel Maldonado with GDA Engineers at (307) 587-3411 or emaldonado@gdaengineers.com. If you would prefer to complete this survey electronically, a PDF is available by emailing Emmanuel at the address above.

If you have any questions regarding the WYSASP update, contact Christy Yaffa at (307) 777-3956 or christy.yaffa@wyo.gov. Thank you for helping plan for the future of Wyoming's aviation system!

1. GENERAL AIRPORT INFORMATION	
Airport name	
What type of website does your airport have?	**What is the airport's website address?**
☐ Dedicated page ☐ Page on city/county website ☐ Other _____	http://_____

2. AIRPORT MANAGER		
First name	**Last name**	
Physical address		
Mailing address		
City	**Zip**	**Phone number**
Email address		

3. WILDLIFE

Has the airport had a Wildlife Hazard Assessment conducted by the USDA?

☐ Yes – Full Assessment ☐ Yes – "1 Day Visit" ☐ No

4. FUEL

What hours are 100LL fuel available at the airport?

☐ Business / Limited hours only

☐ Available 24-hours, but "on call" only outside business hours

☐ Available 24-hours (includes self-serve)

☐ 100LL not available at this airport

What hours are Jet A fuel available at the airport?

☐ Business / Limited hours only

☐ Available 24-hours, but "on call" only outside business hours

☐ Available 24-hours (includes self-serve)

☐ Jet A not available at this airport

5. ZONING

Has the local municipality adopted a height zoning ordinance (overlay zoning) for the airport that has been approved by the Wyoming Department of Transportation's Aeronautics Division?

☐ Yes ☐ No ☐ Unknown

If yes, does the height zoning ordinance: (Check all the apply)

○ Place height restriction in the approach zone of the Airport Influence Area?

○ Place height restriction in the Airport Influence Area?

○ Restrict non-compatible land uses in the Airport Influence Area?

Has the zoning ordinance been integrated (i.e., incorporated into your local municipality and/or county comprehensive land use plan)?

☐ Yes ☐ No ☐ Unknown

Has the local municipality and/or county adopted an ordinance requiring the use of real estate disclosure statements for purchasers of property within the Airport Influence Area?

☐ Yes ☐ No ☐ Unknown

6. LAND ACQUISITION

Has the airport acquired land in the last 5 years?

☐ Yes (Please provide the year of acquisition)_____ ☐ No ☐ Unknown

7. MINIMUM STANDARDS

Has the airport adopted any minimum standards and regulations? If so, when?

☐ Yes – Date Adopted : _____ ☐ No ☐ Unknown

8. FIXED BASED OPERATOR (FBO)

How many fixed based operators (FBOs) are there at the airport?

_____ # FBOs

9. CELLULAR SERVICE INFORMATION

In general, how strong is the cellular signal strength at the airport?

☐ Strong signal strength ☐ Moderate signal strength ☐ Weak signal strength ☐ No signal

If signal is weak or nonexistent, is a telephone for public use available at the airport?

☐ Yes ☐ No ☐ Not Applicable – Service is adequate

Is public Wi-Fi internet available in the General Aviation (GA) terminal or FBO buildings?

☐ Free Wi-Fi available 24 hours per day ☐ Free Wi-Fi with limited hours
☐ Paid Wi-Fi available 24 hours per day ☐ Paid Wi-Fi with limited hours
☐ No public Wi-Fi internet

10. SNOW REMOVAL EQUIPMENT (SRE)

Do you have equipment capable of clearing snow around runway/taxiway lights? Please only provide information on equipment owned specifically by the airport for airside snow removal. Do not include city or county equipment.

☐ Yes ☐ No

Given the equipment and staffing available to you, how long does it take to clear the following areas:

Runway(s):_____

Taxiway(s):_____

Apron(s):_____

Please list all Snow Removal Equipment owned by the airport. Attach additional pages if necessary.

Under equipment type, please state if it is a **vehicle** (tractor, dump truck, or truck), **snow plow, bucket attachment**, **high speed rotary vehicle**, **rotary attachment**, **broom**, **broom with blower**, or **broom attachment**.

Equipment Type	Manufacturer	Year/Model	Width/Volume/Rate

11. AIRCRAFT PARKING AND STORAGE

On average, how many aircraft park on the apron daily?

_____ # aircraft

On approximately how many days does the airport run out of paved apron aircraft parking space during each season?

Spring (March 1 - May 31)	Summer (June 1 - Aug. 31)	Fall (Sept. 1 - Nov. 31)	Winter (Dec. 1 - Feb. 28)
_____ # days	_____ # days	_____ # days	_____ # days

If your airport does run out of space, what is the reason? For example, an airport may have an annual fly-or community event that brings in extra traffic that exceeds parking capacity.

_____

_____

_____

List the number of aircraft based at this airport that park on the apron and that park in hangars:

_____ # apron based aircraft _____ # hangar based aircraft

12. AIRPORT USES

For which of the following is the airport used? (Check all the apply)

- ○ Personal/Recreational
- ○ Business
- ○ Military
- ○ Commercial
- ○ Cargo
- ○ Flight Training
- ○ Charter
- ○ Agricultural
- ○ Fire Fighting
- ○ Search and Rescue
- ○ Medical/Patient Transfer
- ○ Other (please specify): _____

13. AIRPORT WATER SUPPLY

Do the public facilities at the airport have a water supply?

- ☐ No
- ☐ Yes, the water is potable
- ☐ Yes, the water is not potable (please explain): _____

If answered yes above, what is the water source?

☐ Well ☐ Trucked (Cistern) ☐ Municipal/Rural Water District (Piped) ☐ Other:_____

If answered yes above, what is the available pressure or storage capacity?

Does the water system adequately support the needs of the airport, including fire suppression and firefighting requirements?

- ☐ Yes
- ☐ No (please explain): _____

14. SUSTAINABILITY

Are recycling bins available in the FBO or terminal building(s)?

☐ Yes ☐ No

If so, what materials can be recycled? (check all that apply)

○ Paper ○ Metal

○ Plastic ○ Other _____

Mark each of the following sustainable actions or items that the airport uses or employs: (check all that apply)

○ Low-flow faucets in bathrooms

○ Dual-flush toilets in bathrooms

○ Motion activated lights

○ Recycle construction materials (e.g. re-use crushed concrete in paving projects)

○ LED airfield lighting

○ LED lighting in airport buildings

○ Native plant species landscaping

○ Collect and use rainwater for irrigation

○ Grasscycling (leaving clippings in place to decompose and return nutrients to soil)

○ Other sustainable actions? If so, please describe:

_____

_____

15. COMMERCIAL SERVICE AIRPORTS

Is free Wi-Fi internet access available to passengers in the commercial service terminal?

☐ Yes – Limited hours ☐ Yes – 24-hours ☐ No

Has the FAA recommended that you upgrade existing or acquire additional ARFF equipment?

☐ Yes – please explain _____

☐ No

16. COMMENTS
Please share any additional comments, question or concerns with us here:
_____ _____ _____ _____ _____ _____
Name of person completing this survey:
Title
Organization
Affiliation to airport (airport manager, city employee, consultant, etc.)
Please note that airport managers are responsible for the accuracy of the information provided in this survey.
I, (please print name) _____ verify that the information provided in this survey is accurate to the best of my knowledge.
Signature

Date	Phone	Email

Thank you for your time to complete this survey. This information is critical for the update to Wyoming's Aviation System Plan and we appreciate your assistance in this survey effort.

Please return survey to GDA Engineers by December 18, 2015 via:
Mail: 502 33rd Street, Cody, WY 82414
Fax: (307) 527-5182
Email: emaldonado@gdaengineers.com

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APPENDIX B – SYSTEM PERFORMANCE TABLES

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Table B-1: 24-Hour Fuel Objective - System Performance

Airport	24-Hour Fuel Objective	Fuel Hours	Objective Met
Casper	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; Jet A “on call”	Yes
Cheyenne	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Cody	**24-Hour 100 LL; Jet A “on call”**	**100 LL Business Hours; Jet A "on call"**	**No**
Gillette	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; Jet A “on call”	Yes
Jackson	**24-Hour 100 LL; Jet A “on call”**	**100 LL Business Hours; Jet A Business Hours**	**No**
Laramie	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Riverton	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Rock Springs	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Sheridan	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; Jet A “on call”	Yes
Afton	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; 24-Hour Jet A	Yes
Buffalo	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; Jet A “on call”	Yes
Douglas	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Evanston	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Greybull	**24-Hour 100 LL; Jet A “on call”**	**24-Hour 100 LL; Jet A Business Hours**	**No**
Lander	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; 24-Hour Jet A	Yes
Pinedale	24-Hour 100 LL; Jet A “on call”	24-Hour 100 LL; 24-Hour Jet A	Yes
Rawlins	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Saratoga	**24-Hour 100 LL; Jet A “on call”**	**100 LL Business Hours; Jet A "on call"**	**No**
Torrington	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Worland	**24-Hour 100 LL; Jet A “on call”**	**100 LL "on call"; Jet A "on call"**	**No**
Big Piney	Not an Objective	24-Hour 100 LL; 24-Hour Jet A	N/A
Dubois	Not an Objective	24-Hour 100 LL; 24-Hour Jet A	N/A
Fort Bridger	Not an Objective	24-Hour 100 LL; Jet A Not Available	N/A
Guernsey	Not an Objective	24-Hour 100 LL; Jet A Not Available	N/A
Kemmerer	Not an Objective	24-Hour 100 LL; 24-Hour Jet A	N/A
Newcastle	Not an Objective	100 LL "on call"; Jet A "on call"	N/A
Pine Bluffs	Not an Objective	24-Hour 100 LL; Jet A Not Available	N/A
Powell	Not an Objective	24-Hour 100 LL; 24-Hour Jet A	N/A
Thermopolis	Not an Objective	24-Hour 100 LL; 24-Hour Jet A	N/A
Wheatland	Not an Objective	Fuel not available	N/A
Cowley	Not an Objective	24-Hour 100 LL; Jet A Not Available	N/A
Dixon	Not an Objective	24-Hour 100 LL; Jet A Not Available	N/A
Hulett	Not an Objective	24-Hour 100 LL; 24-Hour Jet A	N/A
Lusk	Not an Objective	24-Hour 100 LL; Jet A Not Available	N/A
Cokeville	Not an Objective	Fuel not available	N/A
Glendo	Not an Objective	Fuel not available	N/A
Green River	Not an Objective	Fuel not available	N/A
Medicine Bow	Not an Objective	Fuel not available	N/A
Shoshoni	Not an Objective	Fuel not available	N/A
Upton	Not an Objective	Fuel not available	N/A

Table B-2: Aircraft Charter Service Objective - System Performance

Airport	Aircraft Charter Service Objective	Existing Aircraft Charter	Objective Met
Casper	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Cheyenne	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Cody	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Gillette	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Jackson	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Laramie	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Riverton	***Aircraft Charter Service Suggested***	***None***	***No***
Rock Springs	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Sheridan	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Afton	*Aircraft Charter Service Suggested*	*Aircraft Charter Available*	*Yes*
Buffalo	***Aircraft Charter Service Suggested***	***None***	***No***
Douglas	***Aircraft Charter Service Suggested***	***None***	***No***
Evanston	***Aircraft Charter Service Suggested***	***None***	***No***
Greybull	***Aircraft Charter Service Suggested***	***None***	***No***
Lander	***Aircraft Charter Service Suggested***	***None***	***No***
Pinedale	***Aircraft Charter Service Suggested***	***None***	***No***
Rawlins	***Aircraft Charter Service Suggested***	***None***	***No***
Saratoga	***Aircraft Charter Service Suggested***	***None***	***No***
Torrington	***Aircraft Charter Service Suggested***	***None***	***No***
Worland	***Aircraft Charter Service Suggested***	***None***	***No***
Big Piney	***Aircraft Charter Service Suggested***	***None***	***No***
Dubois	***Aircraft Charter Service Suggested***	***None***	***No***
Fort Bridger	***Aircraft Charter Service Suggested***	***None***	***No***
Guernsey	***Aircraft Charter Service Suggested***	***None***	***No***
Kemmerer	***Aircraft Charter Service Suggested***	***None***	***No***
Newcastle	***Aircraft Charter Service Suggested***	***None***	***No***
Pine Bluffs	***Aircraft Charter Service Suggested***	***None***	***No***
Powell	***Aircraft Charter Service Suggested***	***None***	***No***
Thermopolis	***Aircraft Charter Service Suggested***	***None***	***No***
Wheatland	***Aircraft Charter Service Suggested***	***None***	***No***
Cowley	***Aircraft Charter Service Suggested***	***None***	***No***
Dixon	***Aircraft Charter Service Suggested***	***None***	***No***
Hulett	***Aircraft Charter Service Suggested***	***None***	***No***
Lusk	***Aircraft Charter Service Suggested***	***None***	***No***
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Note: This objective is suggested only and not essential for any classifications.

Table B-3: Aircraft Deicing Objective - System Performance

Airport	Aircraft Deicing Objective	Existing Aircraft Deicing	Objective Met
Casper	Aircraft Deicing	Aircraft Deicing Available	Yes
Cheyenne	Aircraft Deicing	Aircraft Deicing Available	Yes
Cody	Aircraft Deicing	Aircraft Deicing Available	Yes
Gillette	Aircraft Deicing	Aircraft Deicing Available	Yes
Jackson	Aircraft Deicing	Aircraft Deicing Available	Yes
Laramie	Aircraft Deicing	Aircraft Deicing Available	Yes
Riverton	Aircraft Deicing	Aircraft Deicing Available	Yes
Rock Springs	Aircraft Deicing	Aircraft Deicing Available	Yes
Sheridan	Aircraft Deicing	Aircraft Deicing Available	Yes
Afton	Aircraft Deicing	Aircraft Deicing Available	Yes
Buffalo	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Douglas	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Evanston	Aircraft Deicing	Aircraft Deicing Available	Yes
Greybull	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Lander	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Pinedale	Aircraft Deicing	Aircraft Deicing Available	Yes
Rawlins	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Saratoga	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Torrington	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Worland	**Aircraft Deicing**	**No Aircraft Deicing**	**No**
Big Piney	Not an Objective	No Aircraft Deicing	N/A
Dubois	Not an Objective	No Aircraft Deicing	N/A
Fort Bridger	Not an Objective	No Aircraft Deicing	N/A
Guernsey	Not an Objective	No Aircraft Deicing	N/A
Kemmerer	Not an Objective	No Aircraft Deicing	N/A
Newcastle	Not an Objective	No Aircraft Deicing	N/A
Pine Bluffs	Not an Objective	No Aircraft Deicing	N/A
Powell	Not an Objective	No Aircraft Deicing	N/A
Thermopolis	Not an Objective	No Aircraft Deicing	N/A
Wheatland	Not an Objective	No Aircraft Deicing	N/A
Cowley	Not an Objective	No Aircraft Deicing	N/A
Dixon	Not an Objective	No Aircraft Deicing	N/A
Hulett	Not an Objective	No Aircraft Deicing	N/A
Lusk	Not an Objective	No Aircraft Deicing	N/A
Cokeville	Not an Objective	No Aircraft Deicing	N/A
Glendo	Not an Objective	No Aircraft Deicing	N/A
Green River	Not an Objective	No Aircraft Deicing	N/A
Medicine Bow	Not an Objective	No Aircraft Deicing	N/A
Shoshoni	Not an Objective	No Aircraft Deicing	N/A
Upton	Not an Objective	No Aircraft Deicing	N/A

Table B-4: Deicing Containment Objective - System Performance

Airport	Deicing Containment Objective	Existing Deicing Containment	Objective Met
Casper	Containment System	Containment System	Yes
Cheyenne	Containment System	Containment System	Yes
Cody	**Containment System**	**None**	**No**
Gillette	Containment System	Containment System	Yes
Jackson	Containment System	Containment System	Yes
Laramie	**Containment System**	**None**	**No**
Riverton	**Containment System**	**None**	**No**
Rock Springs	**Containment System**	**None**	**No**
Sheridan	Containment System	Containment System	Yes
Afton	***Containment System Suggested***	***None***	***No***
Buffalo	***Containment System Suggested***	***None***	***No***
Douglas	***Containment System Suggested***	***None***	***No***
Evanston	***Containment System Suggested***	***None***	***No***
Greybull	***Containment System Suggested***	***None***	***No***
Lander	***Containment System Suggested***	***None***	***No***
Pinedale	***Containment System Suggested***	***None***	***No***
Rawlins	***Containment System Suggested***	***None***	***No***
Saratoga	***Containment System Suggested***	***None***	***No***
Torrington	***Containment System Suggested***	***None***	***No***
Worland	***Containment System Suggested***	***None***	***No***
Big Piney	Not an Objective	None	N/A
Dubois	Not an Objective	None	N/A
Fort Bridger	Not an Objective	None	N/A
Guernsey	Not an Objective	None	N/A
Kemmerer	Not an Objective	None	N/A
Newcastle	Not an Objective	None	N/A
Pine Bluffs	Not an Objective	None	N/A
Powell	Not an Objective	None	N/A
Thermopolis	Not an Objective	None	N/A
Wheatland	Not an Objective	None	N/A
Cowley	Not an Objective	None	N/A
Dixon	Not an Objective	None	N/A
Hulett	Not an Objective	None	N/A
Lusk	Not an Objective	None	N/A
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Table B-5: Aircraft Maintenance Objective - System Performance

Airport	Aircraft Maintenance Objective	Existing Aircraft Maintenance	Objective Met
Casper	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Cheyenne	**Major Airframe & Powerplant (A&P)**	**Minor A&P**	**No**
Cody	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Gillette	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Jackson	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Laramie	**Major Airframe & Powerplant (A&P)**	**None**	**No**
Riverton	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Rock Springs	**Major Airframe & Powerplant (A&P)**	**None**	**No**
Sheridan	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Afton	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Buffalo	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Douglas	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Evanston	**Major Airframe & Powerplant (A&P)**	**Minor A&P**	**No**
Greybull	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Lander	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Pinedale	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Rawlins	**Major Airframe & Powerplant (A&P)**	**None**	**No**
Saratoga	**Major Airframe & Powerplant (A&P)**	**None**	**No**
Torrington	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Worland	Major Airframe & Powerplant (A&P)	Major A&P	Yes
Big Piney	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Dubois	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Fort Bridger	Minor Airframe & Powerplant (A&P)	Major A&P	Yes
Guernsey	Minor Airframe & Powerplant (A&P)	Minor A&P	Yes
Kemmerer	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Newcastle	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Pine Bluffs	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Powell	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Thermopolis	Minor Airframe & Powerplant (A&P)	Minor A&P	Yes
Wheatland	**Minor Airframe & Powerplant (A&P)**	**None**	**No**
Cowley	Not an Objective	Major A&P	N/A
Dixon	Not an Objective	None	N/A
Hulett	Not an Objective	None	N/A
Lusk	Not an Objective	None	N/A
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Table B-6: Aircraft Rental Objective - System Performance

Airport	Aircraft Rental Objective	Existing Aircraft Rental	Objective Met
Casper	*Aircraft Rental Suggested*	*Aircraft Rental Available*	*Yes*
Cheyenne	***Aircraft Rental Suggested***	***None***	***No***
Cody	*Aircraft Rental Suggested*	*Aircraft Rental Available*	*Yes*
Gillette	***Aircraft Rental Suggested***	***None***	***No***
Jackson	***Aircraft Rental Suggested***	***None***	***No***
Laramie	***Aircraft Rental Suggested***	***None***	***No***
Riverton	***Aircraft Rental Suggested***	***None***	***No***
Rock Springs	***Aircraft Rental Suggested***	***None***	***No***
Sheridan	***Aircraft Rental Suggested***	***None***	***No***
Afton	*Aircraft Rental Suggested*	*Aircraft Rental Available*	*Yes*
Buffalo	***Aircraft Rental Suggested***	***None***	***No***
Douglas	***Aircraft Rental Suggested***	***None***	***No***
Evanston	***Aircraft Rental Suggested***	***None***	***No***
Greybull	***Aircraft Rental Suggested***	***None***	***No***
Lander	***Aircraft Rental Suggested***	***None***	***No***
Pinedale	***Aircraft Rental Suggested***	***None***	***No***
Rawlins	***Aircraft Rental Suggested***	***None***	***No***
Saratoga	***Aircraft Rental Suggested***	***None***	***No***
Torrington	***Aircraft Rental Suggested***	***None***	***No***
Worland	***Aircraft Rental Suggested***	***None***	***No***
Big Piney	***Aircraft Rental Suggested***	***None***	***No***
Dubois	***Aircraft Rental Suggested***	***None***	***No***
Fort Bridger	***Aircraft Rental Suggested***	***None***	***No***
Guernsey	***Aircraft Rental Suggested***	***None***	***No***
Kemmerer	***Aircraft Rental Suggested***	***None***	***No***
Newcastle	***Aircraft Rental Suggested***	***None***	***No***
Pine Bluffs	***Aircraft Rental Suggested***	***None***	***No***
Powell	***Aircraft Rental Suggested***	***None***	***No***
Thermopolis	***Aircraft Rental Suggested***	***None***	***No***
Wheatland	***Aircraft Rental Suggested***	***None***	***No***
Cowley	***Aircraft Rental Suggested***	***None***	***No***
Dixon	***Aircraft Rental Suggested***	***None***	***No***
Hulett	***Aircraft Rental Suggested***	***None***	***No***
Lusk	***Aircraft Rental Suggested***	***None***	***No***
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Note: This objective is suggested only and not essential for any classifications.

Table B-7: Current Airport Layout Plan (ALP) Objective - System Performance

Airport	ALP (with Exhibit A) Objective	Existing ALP	Objective Met
Casper	On Record and Less than 5 years old	Spring 2016	Yes
Cheyenne	On Record and Less than 5 years old	May 2014	Yes
Cody	On Record and Less than 5 years old	November 2012	Yes
Gillette	**On Record and Less than 5 years old**	**June 2009**	**No**
Jackson	On Record and Less than 5 years old	July 2014	Yes
Laramie	**On Record and Less than 5 years old**	**August 2011**	**No**
Riverton	On Record and Less than 5 years old	June 2012	Yes
Rock Springs	On Record and Less than 5 years old	May 2015	Yes
Sheridan	On Record and Less than 5 years old	November 2015	Yes
Afton	On Record and Less than 5 years old	July 2015	Yes
Buffalo	**On Record and Less than 5 years old**	**May 2007**	**No**
Douglas	On Record and Less than 5 years old	June 2014	Yes
Evanston	On Record and Less than 5 years old	December 2012	Yes
Greybull	On Record and Less than 5 years old	May 2014	Yes
Lander	On Record and Less than 5 years old	Spring 2016	Yes
Pinedale	**On Record and Less than 5 years old**	**March 2011**	**No**
Rawlins	**On Record and Less than 5 years old**	**July 2011**	**No**
Saratoga	On Record and Less than 5 years old	September 2014	Yes
Torrington	On Record and Less than 5 years old	June 2015	Yes
Worland	On Record and Less than 5 years old	Winter 2016	Yes
Big Piney	On Record and Less than 5 years old	Spring 2016	Yes
Dubois	On Record and Less than 5 years old	August 2013	Yes
Fort Bridger	On Record and Less than 5 years old	Summer 2016	Yes
Guernsey	Not an Objective (non-NPIAS)	January 2010	N/A
Kemmerer	On Record and Less than 5 years old	March 2013	Yes
Newcastle	On Record and Less than 5 years old	April 2013	Yes
Pine Bluffs	On Record and Less than 5 years old	Summer 2016	Yes
Powell	**On Record and Less than 5 years old**	**March 2011**	**No**
Thermopolis	On Record and Less than 5 years old	September 2013	Yes
Wheatland	**On Record and Less than 5 years old**	**August 2007**	**No**
Cowley	On Record and Less than 10 years old	July 2013	Yes
Dixon	On Record and Less than 10 years old	September 2012	Yes
Hulett	On Record and Less than 10 years old	March 2013	Yes
Lusk	**On Record and Less than 10 years old**	**September 2002**	**No**
Cokeville	*Suggested On Record and Less than 10 years old*	*June 2009*	*No*
Glendo	***Suggested On Record and Less than 10 years old***	***None***	***No***
Green River	*Suggested On Record and Less than 10 years old*	*February 2015*	*Yes*
Medicine Bow	***Suggested On Record and Less than 10 years old***	***None***	***No***
Shoshoni	***Suggested On Record and Less than 10 years old***	***None***	***No***
Upton	***Suggested On Record and Less than 10 years old***	***None***	***No***

Note: On Record indicates that the ALP is on record with the WYDOT Aeronautics Division. ALPs at Big Piney, Casper, Fort Bridger, Lander, Pine Bluffs, and Worland are being updated as of 2016.

Table B-8: Airport Manager Objective - System Performance

Airport	Airport Manager Objective	Existing Airport Manager	Objective Met
Casper	Airport Manager	Yes	Yes
Cheyenne	Airport Manager	Yes	Yes
Cody	Airport Manager	Yes	Yes
Gillette	Airport Manager	Yes	Yes
Jackson	Airport Manager	Yes	Yes
Laramie	Airport Manager	Yes	Yes
Riverton	Airport Manager	Yes	Yes
Rock Springs	Airport Manager	Yes	Yes
Sheridan	Airport Manager	Yes	Yes
Afton	Airport Manager	Yes	Yes
Buffalo	Airport Manager	Yes	Yes
Douglas	Airport Manager	Yes	Yes
Evanston	Airport Manager	Yes	Yes
Greybull	Airport Manager	Yes	Yes
Lander	Airport Manager	Yes	Yes
Pinedale	Airport Manager	Yes	Yes
Rawlins	Airport Manager	Yes	Yes
Saratoga	Airport Manager	Yes	Yes
Torrington	Airport Manager	Yes	Yes
Worland	Airport Manager	Yes	Yes
Big Piney	**Airport Manager**	**No**	**No**
Dubois	Airport Manager	Yes	Yes
Fort Bridger	Airport Manager	Yes	No
Guernsey	Airport Manager	Yes	Yes
Kemmerer	**Airport Manager**	**No**	**No**
Newcastle	Airport Manager	Yes	Yes
Pine Bluffs	Airport Manager	Yes	Yes
Powell	Airport Manager	Yes	Yes
Thermopolis	Airport Manager	Yes	No
Wheatland	**Airport Manager**	**No**	**No**
Cowley	Airport Manager	Yes	Yes
Dixon	**Airport Manager**	**No**	**No**
Hulett	**Airport Manager**	**No**	**No**
Lusk	Airport Manager	Yes	Yes
Cokeville	*Airport Manager Suggested*	*Yes*	*Yes*
Glendo	***Airport Manager Suggested***	***No***	***No***
Green River	***Airport Manager Suggested***	***No***	***No***
Medicine Bow	***Airport Manager Suggested***	***No***	***No***
Shoshoni	***Airport Manager Suggested***	***No***	***No***
Upton	***Airport Manager Suggested***	***No***	***No***

Table B-9: Airport Visual Aids Objective - System Performance

Airport	Airport Visual Aids Objective	Existing Airport Visual Aids	Objective Met
Casper	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Cheyenne	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Cody	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Gillette	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Jackson	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Laramie	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Riverton	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Rock Springs	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Sheridan	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Afton	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Buffalo	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Douglas	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Evanston	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Greybull	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Lander	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Pinedale	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Rawlins	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Saratoga	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Torrington	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Worland	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Big Piney	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Dubois	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Fort Bridger	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Guernsey	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Kemmerer	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Newcastle	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Pine Bluffs	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Powell	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Thermopolis	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Wheatland	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Cowley	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Dixon	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Hulett	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Lusk	Beacon and Lighted Wind Cone	Beacon and Lighted Wind Cone	Yes
Cokeville	Wind Cone (Beacon Not an Objective)	Beacon and Lighted Wind Cone	Yes
Glendo	Wind Cone (Beacon Not an Objective)	Wind Cone	Yes
Green River	Wind Cone (Beacon Not an Objective)	Wind Cone	Yes
Medicine Bow	Wind Cone (Beacon Not an Objective)	Wind Cone	Yes
Shoshoni	Wind Cone (Beacon Not an Objective)	Wind Cone	Yes
Upton	Wind Cone (Beacon Not an Objective)	Beacon and Lighted Wind Cone	Yes

Note: Cokeville (U06) and Upton (83V) rotating beacon out of service indefinitely. Cokeville (U06) wind cone light out of service indefinitely.

Table B-10: Apron Area Lighting Objective - System Performance

Airport	Apron Area Lighting Objective	Existing Apron Lighting	Objective Met
Casper	Lighted Apron Area	Lighted Apron Area	Yes
Cheyenne	**Lighted Apron Area**	**No Apron Lighting**	**No**
Cody	Lighted Apron Area	Lighted Apron Area	Yes
Gillette	Lighted Apron Area	Lighted Apron Area	Yes
Jackson	Lighted Apron Area	Lighted Apron Area	Yes
Laramie	Lighted Apron Area	Lighted Apron Area	Yes
Riverton	Lighted Apron Area	Lighted Apron Area	Yes
Rock Springs	Lighted Apron Area	Lighted Apron Area	Yes
Sheridan	Lighted Apron Area	Lighted Apron Area	Yes
Afton	**Lighted Apron Area**	**No Apron Lighting**	**No**
Buffalo	**Lighted Apron Area**	**No Apron Lighting**	**No**
Douglas	Lighted Apron Area	Lighted Apron Area	Yes
Evanston	Lighted Apron Area	Lighted Apron Area	Yes
Greybull	Lighted Apron Area	Lighted Apron Area	Yes
Lander	Lighted Apron Area	Lighted Apron Area	Yes
Pinedale	**Lighted Apron Area**	**No Apron Lighting**	**No**
Rawlins	**Lighted Apron Area**	**No Apron Lighting**	**No**
Saratoga	**Lighted Apron Area**	**No Apron Lighting**	**No**
Torrington	Lighted Apron Area	Lighted Apron Area	Yes
Worland	Lighted Apron Area	Lighted Apron Area	Yes
Big Piney	*Lighted Apron Area Suggested*	*Lighted Apron Area*	*Yes*
Dubois	*Lighted Apron Area Suggested*	*Lighted Apron Area*	*Yes*
Fort Bridger	***Lighted Apron Area Suggested***	***No Apron Lighting***	***No***
Guernsey	***Lighted Apron Area Suggested***	***No Apron Lighting***	***No***
Kemmerer	*Lighted Apron Area Suggested*	*Lighted Apron Area*	*Yes*
Newcastle	***Lighted Apron Area Suggested***	***No Apron Lighting***	***No***
Pine Bluffs	***Lighted Apron Area Suggested***	***No Apron Lighting***	***No***
Powell	***Lighted Apron Area Suggested***	***No Apron Lighting***	***No***
Thermopolis	*Lighted Apron Area Suggested*	*Lighted Apron Area*	*Yes*
Wheatland	***Lighted Apron Area Suggested***	***No Apron Lighting***	***No***
Cowley	Not an Objective	No Apron Lighting	N/A
Dixon	Not an Objective	No Apron Lighting	N/A
Hulett	Not an Objective	No Apron Lighting	N/A
Lusk	Not an Objective	No Apron Lighting	N/A
Cokeville	Not an Objective	No Apron Lighting	N/A
Glendo	Not an Objective	No Apron Lighting	N/A
Green River	Not an Objective	No Apron Lighting	N/A
Medicine Bow	Not an Objective	No Apron Lighting	N/A
Shoshoni	Not an Objective	No Apron Lighting	N/A
Upton	Not an Objective	No Apron Lighting	N/A

Note: Pinedale has hangar area lighting but not apron lighting for transient aircraft. Dubois apron lighting expected in 2017.

Table B-11: Apron Size Objective - System Performance

Airport	Apron Size Objective	Existing Apron Parking Shortage	Objective Met
Casper	Apron parking shortage 14 days per year or less	No shortage	Yes
Cheyenne	Apron parking shortage 14 days per year or less	5 days per year	Yes
Cody	Apron parking shortage 14 days per year or less	No shortage	Yes
Gillette	Apron parking shortage 14 days per year or less	No shortage	Yes
Jackson	**Apron parking shortage 14 days per year or less**	**21 days per year**	**No**
Laramie	Apron parking shortage 14 days per year or less	2 days per year	Yes
Riverton	Apron parking shortage 14 days per year or less	1 day per year	Yes
Rock Springs	Apron parking shortage 14 days per year or less	1 day per year	Yes
Sheridan	Apron parking shortage 14 days per year or less	No shortage	Yes
Afton	Apron parking shortage 14 days per year or less	No shortage	Yes
Buffalo	Apron parking shortage 14 days per year or less	No shortage	Yes
Douglas	Apron parking shortage 14 days per year or less	No shortage	Yes
Evanston	Apron parking shortage 14 days per year or less	No shortage	Yes
Greybull	Apron parking shortage 14 days per year or less	No shortage	Yes
Lander	Apron parking shortage 14 days per year or less	1 day per year	Yes
Pinedale	Apron parking shortage 14 days per year or less	8 days per year	Yes
Rawlins	Apron parking shortage 14 days per year or less	No shortage	Yes
Saratoga	Apron parking shortage 14 days per year or less	7 days per year	Yes
Torrington	Apron parking shortage 14 days per year or less	No shortage	Yes
Worland	Apron parking shortage 14 days per year or less	8 days per year	Yes
Big Piney	Apron parking shortage 14 days per year or less	No shortage	Yes
Dubois	Apron parking shortage 14 days per year or less	9 days per year	Yes
Fort Bridger	Apron parking shortage 14 days per year or less	No shortage	Yes
Guernsey	Apron parking shortage 14 days per year or less	No shortage	Yes
Kemmerer	Apron parking shortage 14 days per year or less	2 days per year	Yes
Newcastle	Apron parking shortage 14 days per year or less	7 days per year	Yes
Pine Bluffs	Apron parking shortage 14 days per year or less	No shortage	Yes
Powell	Apron parking shortage 14 days per year or less	No shortage	Yes
Thermopolis	Apron parking shortage 14 days per year or less	No shortage	Yes
Wheatland	Apron parking shortage 14 days per year or less	2 days per year	Yes
Cowley	Apron parking shortage 14 days per year or less	No shortage	Yes
Dixon	Apron parking shortage 14 days per year or less	No shortage	Yes
Hulett	Apron parking shortage 14 days per year or less	No shortage	Yes
Lusk	Apron parking shortage 14 days per year or less	No shortage	Yes
Cokeville	Not an Objective	No shortage	N/A
Glendo	Not an Objective	No shortage	N/A
Green River	Not an Objective	No shortage	N/A
Medicine Bow	Not an Objective	No shortage	N/A
Shoshoni	Not an Objective	No shortage	N/A
Upton	Not an Objective	No shortage	N/A

Table B-12: Fixed Base Operator (FBO) Objective - System Performance

Airport	FBO Objective	Existing FBO	Objective Met
Casper	*FBO Suggested*	*Yes*	*Yes*
Cheyenne	*FBO Suggested*	*Yes*	*Yes*
Cody	*FBO Suggested*	*Yes*	*Yes*
Gillette	*FBO Suggested*	*Yes*	*Yes*
Jackson	*FBO Suggested*	*Yes*	*Yes*
Laramie	*FBO Suggested*	*Yes*	*Yes*
Riverton	*FBO Suggested*	*Yes*	*Yes*
Rock Springs	*FBO Suggested*	*Yes*	*Yes*
Sheridan	*FBO Suggested*	*Yes*	*Yes*
Afton	*FBO Suggested*	*Yes*	*Yes*
Buffalo	*FBO Suggested*	*Yes*	*Yes*
Douglas	*FBO Suggested*	*Yes*	*Yes*
Evanston	*FBO Suggested*	*Yes*	*Yes*
Greybull	***FBO Suggested***	***No***	***No***
Lander	*FBO Suggested*	*Yes*	*Yes*
Pinedale	*FBO Suggested*	*Yes*	*Yes*
Rawlins	*FBO Suggested:*	*Yes*	*Yes*
Saratoga	*FBO Suggested*	*Yes*	*Yes*
Torrington	*FBO Suggested*	*Yes*	*Yes*
Worland	*FBO Suggested*	*Yes*	*Yes*
Big Piney	***FBO Suggested***	***No***	***No***
Dubois	***FBO Suggested***	***No***	***No***
Fort Bridger	*FBO Suggested*	*Yes*	*Yes*
Guernsey	*FBO Suggested*	*Yes*	*Yes*
Kemmerer	***FBO Suggested***	***No***	***No***
Newcastle	*FBO Suggested*	*Yes*	*Yes*
Pine Bluffs	*FBO Suggested*	*Yes*	*Yes*
Powell	***FBO Suggested***	***No***	***No***
Thermopolis	*FBO Suggested*	*Yes*	*Yes*
Wheatland	***FBO Suggested***	***No***	***No***
Cowley	***FBO Suggested***	***No***	***No***
Dixon	***FBO Suggested***	***No***	***No***
Hulett	***FBO Suggested***	***No***	***No***
Lusk	***FBO Suggested***	***No***	***No***
Cokeville	Not an Objective	No	N/A
Glendo	Not an Objective	No	N/A
Green River	Not an Objective	No	N/A
Medicine Bow	Not an Objective	No	N/A
Shoshoni	Not an Objective	No	N/A
Upton	Not an Objective	No	N/A

Note: This objective is suggested only and not essential for any classifications.

Table B-13: Flight Training Objective - System Performance

Airport	Flight Training Objective	Existing Flight Training	Objective Met
Casper	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Cheyenne	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Cody	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Gillette	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Jackson	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Laramie	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Riverton	***Flight Training Suggested***	***None***	***No***
Rock Springs	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Sheridan	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Afton	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Buffalo	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Douglas	***Flight Training Suggested***	***None***	***No***
Evanston	***Flight Training Suggested***	***None***	***No***
Greybull	***Flight Training Suggested***	***None***	***No***
Lander	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Pinedale	***Flight Training Suggested***	***None***	***No***
Rawlins	***Flight Training Suggested***	***None***	***No***
Saratoga	***Flight Training Suggested***	***None***	***No***
Torrington	*Flight Training Suggested*	*Flight Training Available*	*Yes*
Worland	***Flight Training Suggested***	***None***	***No***
Big Piney	***Flight Training Suggested***	***None***	***No***
Dubois	***Flight Training Suggested***	***None***	***No***
Fort Bridger	***Flight Training Suggested***	***None***	***No***
Guernsey	***Flight Training Suggested***	***None***	***No***
Kemmerer	***Flight Training Suggested***	***None***	***No***
Newcastle	***Flight Training Suggested***	***None***	***No***
Pine Bluffs	***Flight Training Suggested***	***None***	***No***
Powell	***Flight Training Suggested***	***None***	***No***
Thermopolis	***Flight Training Suggested***	***None***	***No***
Wheatland	***Flight Training Suggested***	***None***	***No***
Cowley	***Flight Training Suggested***	***None***	***No***
Dixon	***Flight Training Suggested***	***None***	***No***
Hulett	***Flight Training Suggested***	***None***	***No***
Lusk	***Flight Training Suggested***	***None***	***No***
Cokeville	Non an Objective	None	N/A
Glendo	Non an Objective	None	N/A
Green River	Non an Objective	None	N/A
Medicine Bow	Non an Objective	None	N/A
Shoshoni	Non an Objective	None	N/A
Upton	Non an Objective	None	N/A

Note: This objective is suggested only and not essential for any classifications.

Table B-14: Food Objective - System Performance

Airport	Food Objective	Existing Food	Objective Met
Casper	*CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested*	*CS: Restaurant and Limited Hours Vending GA: 24-Hours Vending*	*CS: Yes GA: Yes*
Cheyenne	*CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested*	*CS: Restaurant and Limited Hours Vending GA: Limited Hours Vending*	*CS: Yes GA: Yes*
Cody	*CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested*	*CS: Restaurant and Limited Hours Vending GA: Limited Hours Vending*	*CS: Yes GA: Yes*
Gillette	*CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested*	*CS: Restaurant and Limited Hours Vending GA: Limited Hours Vending*	*CS: Yes GA: Yes*
Jackson	*CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested*	*CS: Restaurant and 24-Hours Hours Vending GA: Limited Hours Vending*	*CS: Yes GA: Yes*
Laramie	***CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested***	***CS: No Restaurant and Limited Hours Vending GA: Vending not Available***	***CS: No GA: No***
Riverton	***CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested***	***CS: No Restaurant and Limited Hours Vending GA: Limited Hours Vending***	***CS: No*** *GA: Yes*
Rock Springs	***CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested***	***CS: No Restaurant and 24-Hours Vending GA: 24-Hours Vending***	***CS: No*** *GA: Yes*
Sheridan	***CS Terminal: Restaurant Suggested and Vending Machines Suggested GA Terminal: Vending Machines Suggested***	***CS: No Restaurant and Limited Hours Vending GA: Limited Hours Vending***	***CS: No*** *GA: Yes*
Afton	*Vending Machines Suggested*	*Limited Hours Vending*	*Yes*
Buffalo	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Douglas	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Evanston	*Vending Machines Suggested*	*Limited Hours Vending*	*Yes*
Greybull	***Vending Machines Suggested***	***Vending not Available***	***No***
Lander	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Pinedale	***Vending Machines Suggested***	***Vending not Available***	***No***
Rawlins	*Vending Machines Suggested*	*Limited Hours Vending*	*Yes*
Saratoga	*Vending Machines Suggested*	*Limited Hours Vending*	*Yes*
Torrington	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Worland	*Vending Machines Suggested*	*Limited Hours Vending*	*Yes*
Big Piney	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Dubois	***Vending Machines Suggested***	***Vending not Available***	***No***
Fort Bridger	***Vending Machines Suggested***	***Vending not Available***	***No***
Guernsey	***Vending Machines Suggested***	***Vending not Available***	***No***
Kemmerer	***Vending Machines Suggested***	***Vending not Available***	***No***
Newcastle	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Pine Bluffs	***Vending Machines Suggested***	***Vending not Available***	***No***
Powell	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Thermopolis	*Vending Machines Suggested*	*24-Hours Vending*	*Yes*
Wheatland	***Vending Machines Suggested***	***Vending not Available***	***No***

Table B-14: Food Objective - System Performance

Airport	Food Objective	Existing Food	Objective Met
Cowley	Not an Objective	Vending not Available	N/A
Dixon	Not an Objective	Vending not Available	N/A
Hulett	Not an Objective	Vending not Available	N/A
Lusk	Not an Objective	Vending not Available	N/A
Cokeville	Not an Objective	Vending not Available	N/A
Glendo	Not an Objective	Vending not Available	N/A
Green River	Not an Objective	Vending not Available	N/A
Medicine Bow	Not an Objective	Vending not Available	N/A
Shoshoni	Not an Objective	Vending not Available	N/A
Upton	Not an Objective	Vending not Available	N/A
Note: Caper requires call out after 10:00 PM for GA vending access.			

Table B-15: Fuel Objective - System Performance

Airport	Fuel Objective	Fuel Available	Objective Met
Casper	100 LL and Jet A	100 LL and Jet A	Yes
Cheyenne	100 LL and Jet A	100 LL and Jet A	Yes
Cody	100 LL and Jet A	100 LL and Jet A	Yes
Gillette	100 LL and Jet A	100 LL and Jet A	Yes
Jackson	100 LL and Jet A	100 LL and Jet A	Yes
Laramie	100 LL and Jet A	100 LL and Jet A	Yes
Riverton	100 LL and Jet A	100 LL and Jet A	Yes
Rock Springs	100 LL and Jet A	100 LL and Jet A	Yes
Sheridan	100 LL and Jet A	100 LL and Jet A	Yes
Afton	100 LL and Jet A	100 LL and Jet A	Yes
Buffalo	100 LL and Jet A	100 LL and Jet A	Yes
Douglas	100 LL and Jet A	100 LL and Jet A	Yes
Evanston	100 LL and Jet A	100 LL and Jet A	Yes
Greybull	100 LL and Jet A	100 LL and Jet A	Yes
Lander	100 LL and Jet A	100 LL and Jet A	Yes
Pinedale	100 LL and Jet A	100 LL and Jet A	Yes
Rawlins	100 LL and Jet A	100 LL and Jet A	Yes
Saratoga	100 LL and Jet A	100 LL and Jet A	Yes
Torrington	100 LL and Jet A	100 LL and Jet A	Yes
Worland	100 LL and Jet A	100 LL and Jet A	Yes
Big Piney	100 LL	100 LL and Jet A	Yes
Dubois	100 LL	100 LL and Jet A	Yes
Fort Bridger	100 LL	100 LL	Yes
Guernsey	100 LL	100 LL	Yes
Kemmerer	100 LL	100 LL and Jet A	Yes
Newcastle	100 LL	100 LL and Jet A	Yes
Pine Bluffs	100 LL	100 LL	Yes
Powell	100 LL	100 LL and Jet A	Yes
Thermopolis	100 LL	100 LL and Jet A	Yes
Wheatland	**100 LL**	**Fuel not available**	**No**
Cowley	Fuel Suggested	100 LL	Yes
Dixon	Fuel Suggested	100 LL	Yes
Hulett	Fuel Suggested	100 LL and Jet A	Yes
Lusk	Fuel Suggested	100 LL	Yes
Cokeville	Not an Objective	Fuel not available	N/A
Glendo	Not an Objective	Fuel not available	N/A
Green River	Not an Objective	Fuel not available	N/A
Medicine Bow	Not an Objective	Fuel not available	N/A
Shoshoni	Not an Objective	Fuel not available	N/A
Upton	Not an Objective	Fuel not available	N/A

Table B-16: Ground Transportation Objective - System Performance

Airport	Ground Transportation Objective	Existing Ground Transportation	Objective Met
Casper	On-Airport Rental Car	Courtesy Car, On-Airport Rental Car	Yes
Cheyenne	On-Airport Rental Car	Courtesy Car, On-Airport Rental Car	Yes
Cody	On-Airport Rental Car	Courtesy Car, On-Airport Rental Car	Yes
Gillette	On-Airport Rental Car	Courtesy Car, On-Airport Rental Car	Yes
Jackson	On-Airport Rental Car	On-Airport Rental Car	Yes
Laramie	On-Airport Rental Car	On-Airport Rental Car	Yes
Riverton	On-Airport Rental Car	On-Airport Rental Car	Yes
Rock Springs	On-Airport Rental Car	Courtesy Car, On-Airport Rental Car	Yes
Sheridan	On-Airport Rental Car	Courtesy Car, On-Airport Rental Car	Yes
Afton	*Courtesy Car or Rental Suggested*	*Courtesy Car, On-Airport Rental Car*	*Yes*
Buffalo	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Douglas	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Evanston	*Courtesy Car or Rental Suggested*	*Courtesy Car, On-Airport Rental Car*	*Yes*
Greybull	***Courtesy Car or Rental Suggested***	***None***	***No***
Lander	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Pinedale	*Courtesy Car or Rental Suggested*	*On-Airport Rental Car*	*Yes*
Rawlins	*Courtesy Car or Rental Suggested*	*Courtesy Car, On-Airport Rental Car*	*Yes*
Saratoga	*Courtesy Car or Rental Suggested*	*On-Airport Rental Car*	*Yes*
Torrington	*Courtesy Car or Rental Suggested*	*Courtesy Car, On-Airport Rental Car*	*Yes*
Worland	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Big Piney	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Dubois	*Courtesy Car or Rental Suggested*	*Courtesy Car, On-Airport Rental Car*	*Yes*
Fort Bridger	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Guernsey	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Kemmerer	***Courtesy Car or Rental Suggested***	***None***	***No***
Newcastle	*Courtesy Car or Rental Suggested*	*On-Airport Rental Car*	*Yes*
Pine Bluffs	***Courtesy Car or Rental Suggested***	***None***	***No***
Powell	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Thermopolis	*Courtesy Car or Rental Suggested*	*Courtesy Car*	*Yes*
Wheatland	***Courtesy Car or Rental Suggested***	***None***	***No***
Cowley	***Courtesy Car Suggested***	***None***	***No***
Dixon	***Courtesy Car Suggested***	***None***	***No***
Hulett	*Courtesy Car Suggested*	*Courtesy Car*	*Yes*
Lusk	***Courtesy Car Suggested***	***None***	***No***
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Note: Some airports also offer taxi and/or public transit (bus) services but they are not counted toward this objective.

Table B-17: Hangars Objective - System Performance

Airport	Hangars Objective	Existing Percent of Based Aircraft in Hangars	Objective Met
Casper	100% of Based Aircraft in Hangars	100%	Yes
Cheyenne	**100% of Based Aircraft in Hangars**	**85%**	**No**
Cody	**100% of Based Aircraft in Hangars**	**97%**	**No**
Gillette	100% of Based Aircraft in Hangars	100%	Yes
Jackson	**100% of Based Aircraft in Hangars**	**75%**	**No**
Laramie	**100% of Based Aircraft in Hangars**	**98%**	**No**
Riverton	**100% of Based Aircraft in Hangars**	**90%**	**No**
Rock Springs	**100% of Based Aircraft in Hangars**	**97%**	**No**
Sheridan	**100% of Based Aircraft in Hangars**	**96%**	**No**
Afton	**100% of Based Aircraft in Hangars**	**95%**	**No**
Buffalo	100% of Based Aircraft in Hangars	100%	Yes
Douglas	**100% of Based Aircraft in Hangars**	**97%**	**No**
Evanston	**100% of Based Aircraft in Hangars**	**83%**	**No**
Greybull	**100% of Based Aircraft in Hangars**	**82%**	**No**
Lander	**100% of Based Aircraft in Hangars**	**98%**	**No**
Pinedale	100% of Based Aircraft in Hangars	100%	Yes
Rawlins	100% of Based Aircraft in Hangars	100%	Yes
Saratoga	100% of Based Aircraft in Hangars	100%	Yes
Torrington	100% of Based Aircraft in Hangars	100%	Yes
Worland	**100% of Based Aircraft in Hangars**	**87%**	**No**
Big Piney	80% of Based Aircraft in Hangars	100%	Yes
Dubois	80% of Based Aircraft in Hangars	93%	Yes
Fort Bridger	80% of Based Aircraft in Hangars	82%	Yes
Guernsey	80% of Based Aircraft in Hangars	80%	Yes
Kemmerer	80% of Based Aircraft in Hangars	80%	Yes
Newcastle	80% of Based Aircraft in Hangars	100%	Yes
Pine Bluffs	80% of Based Aircraft in Hangars	94%	Yes
Powell	80% of Based Aircraft in Hangars	100%	Yes
Thermopolis	80% of Based Aircraft in Hangars	100%	Yes
Wheatland	80% of Based Aircraft in Hangars	90%	Yes
Cowley	50% of Based Aircraft in Hangars	86%	Yes
Dixon	50% of Based Aircraft in Hangars	50%	Yes
Hulett	50% of Based Aircraft in Hangars	100%	Yes
Lusk	50% of Based Aircraft in Hangars	71%	Yes
Cokeville	50% of Based Aircraft in Hangars	100%	Yes
Glendo	50% of Based Aircraft in Hangars	100%	Yes
Green River	50% of Based Aircraft in Hangars	No based aircraft	Yes
Medicine Bow	50% of Based Aircraft in Hangars	No based aircraft	Yes
Shoshoni	50% of Based Aircraft in Hangars	100%	Yes
Upton	50% of Based Aircraft in Hangars	100%	Yes

Table B-18: Land Use Protection Objective - System Performance

Airport	Land Use Protection Plan Objective	Existing Land Use Protection	Objective Met
Casper	**All PRM Land Use Protection Elements**	**Airspace Protection + Land Ownership Control and HZO Plan Integration**	**No**
Cheyenne	**All PRM Land Use Protection Elements**	**Airspace Protection + HZO Plan Integration**	**No**
Cody	All PRM Land Use Protection Elements	All Priority Rating Model Elements	Yes
Gillette	All PRM Land Use Protection Elements	All Priority Rating Model Elements	Yes
Jackson	**All PRM Land Use Protection Elements**	**Airspace Protection + HZO Plan Integration and Use of Disclosure Statements**	**No**
Laramie	**All PRM Land Use Protection Elements**	**Airspace Protection + HZO Plan Integration and Use of Disclosure Statements**	**No**
Riverton	**All PRM Land Use Protection Elements**	**Use of Disclosure Statements**	**No**
Rock Springs	**All PRM Land Use Protection Elements**	**Airspace Protection + Land Ownership Control and HZO Plan Integration (Disclosure Statements unknown)**	**No**
Sheridan	**All PRM Land Use Protection Elements**	**Airspace Protection + Land Ownership Control and HZO Plan Integration; (Disclosure Statements unknown)**	**No**
Afton	**Airspace Protection + 2 PRM Elements**	**Airspace Protection + HZO Integration**	**No**
Buffalo	**Airspace Protection + 2 PRM Elements**	**No Land Use Protection**	**No**
Douglas	Airspace Protection + 2 PRM Elements	Airspace Protection + HZO Plan Integration and Use of Disclosure Statements	Yes
Evanston	**Airspace Protection + 2 PRM Elements**	**Land Ownership Control**	**No**
Greybull	Airspace Protection + 2 PRM Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration	Yes
Lander	Airspace Protection + 2 PRM Elements	Airspace Protection + HZO Plan Integration and Use of Disclosure Statements	Yes
Pinedale	Airspace Protection + 2 PRM Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration	Yes
Rawlins	**Airspace Protection + 2 PRM Elements**	**No Land Use Protection**	**No**
Saratoga	**Airspace Protection + 2 PRM Elements**	**No Land Use Protection**	**No**
Torrington	**Airspace Protection + 2 PRM Elements**	**HZO Land Use Restrictions, HZO Plan Integration, and Land Ownership Control**	**No**
Worland	**Airspace Protection + 2 PRM Elements**	**Land Ownership Control**	**No**

Table B-18: Land Use Protection Objective - System Performance

Airport	Land Use Protection Plan Objective	Existing Land Use Protection	Objective Met
Big Piney	Airspace Protection + 1 PRM Element	Airspace Protection + HZO Plan Integration	Yes
Dubois	Airspace Protection + 1 PRM Element	Airspace Protection + Land Ownership Control, HZO Plan Integration, and Use of Disclosure Statements	Yes
Fort Bridger	**Airspace Protection + 1 PRM Element**	**Land Ownership Control**	**No**
Guernsey	**Airspace Protection + 1 PRM Element**	**Land Ownership Control**	**No**
Kemmerer	Airspace Protection + 1 PRM Element	Airspace Protection + HZO Plan Integration	Yes
Newcastle	**Airspace Protection + 1 PRM Element**	**No Land Use Protection**	**No**
Pine Bluffs	**Airspace Protection + 1 PRM Element**	**HZO height restrictions in AIA - Approach Zone only**	**No**
Powell	**Airspace Protection + 1 PRM Element**	**No Land Use Protection**	**No**
Thermopolis	**Airspace Protection + 1 PRM Element**	**Land Ownership Control**	**No**
Wheatland	**Airspace Protection + 1 PRM Element**	**No Land Use Protection**	**No**
Cowley	PRM Airspace Protection	Airspace Protection + Land Ownership Control and HZO Plan Integration	Yes
Dixon	**PRM Airspace Protection**	**No Land Use Protection**	**No**
Hulett	**PRM Airspace Protection**	**HZO Plan Integration**	**No**
Lusk	**PRM Airspace Protection**	**Land Ownership Control**	**No**
Cokeville	Not an Objective	No Land Use Protection	N/A
Glendo	Not an Objective	No Land Use Protection	N/A
Green River	Not an Objective	No Land Use Protection	N/A
Medicine Bow	Not an Objective	Airspace Protection + HZO Plan Integration	N/A
Shoshoni	Not an Objective	No Land Use Protection	N/A
Upton	Not an Objective	No Land Use Protection	N/A

Note: PRM=Wyoming Priority Rating Model. See Chapter 5, Section 5.4.1 for PRM Land Use Protection Elements. HZO=Height Zoning Ordinance; AIA=Airport Influence Area

Table B-19 Marketing Efforts - System Performance

Airport	Marketing Efforts Measure	Existing Marketing Efforts	Measure Met
Casper	Airport Website	Airport Website	Yes
Cheyenne	Airport Website	Airport Website	Yes
Cody	Airport Website	Airport Website	Yes
Gillette	Airport Website	Airport Website	Yes
Jackson	Airport Website	Airport Website	Yes
Laramie	Airport Website	Airport Website	Yes
Riverton	Airport Website	Airport Website	Yes
Rock Springs	Airport Website	Airport Website	Yes
Sheridan	Airport Website	Airport Website	Yes
Afton	**Airport Website**	**No Website**	**No**
Buffalo	Airport Website	Airport Website	Yes
Douglas	**Airport Website**	**No Website**	**No**
Evanston	Airport Website	Airport Website	Yes
Greybull	Airport Website	Airport Website	Yes
Lander	**Airport Website**	**No Website**	**No**
Pinedale	Airport Website	Airport Website	Yes
Rawlins	**Airport Website**	**No Website**	**No**
Saratoga	**Airport Website**	**No Website**	**No**
Torrington	Airport Website	Airport Website	Yes
Worland	Airport Website	Airport Website	Yes
Big Piney	N/A	No Website	N/A
Dubois	N/A	No Website	N/A
Fort Bridger	N/A	No Website	N/A
Guernsey	N/A	Airport Website	N/A
Kemmerer	N/A	No Website	N/A
Newcastle	N/A	Airport Website	N/A
Pine Bluffs	N/A	No Website	N/A
Powell	N/A	Airport Website	N/A
Thermopolis	N/A	Airport Website	N/A
Wheatland	N/A	No Website	N/A
Cowley	N/A	Airport Website	N/A
Dixon	N/A	Airport Website	N/A
Hulett	N/A	No Website	N/A
Lusk	N/A	Airport Website	N/A
Cokeville	N/A	Airport Website	N/A
Glendo	N/A	No Website	N/A
Green River	N/A	No Website	N/A
Medicine Bow	N/A	No Website	N/A
Shoshoni	N/A	No Website	N/A
Upton	N/A	No Website	N/A

Table B-20: Current Master Plan Objective - System Performance

Airport	Master Plan Objective	Existing Master Plan Date	Objective Met
Casper	On Record and Less than 10 years old	Spring 2016	Yes
Cheyenne	On Record and Less than 10 years old	March 2014	Yes
Cody	**On Record and Less than 10 years old**	**October 2006**	**No**
Gillette	On Record and Less than 10 years old	Summer 2017	Yes
Jackson	On Record and Less than 10 years old	July 2014	Yes
Laramie	On Record and Less than 10 years old	March 2010	Yes
Riverton	On Record and Less than 10 years old	November 2011	Yes
Rock Springs	On Record and Less than 10 years old	May 2015	Yes
Sheridan	On Record and Less than 10 years old	November 2015	Yes
Afton	**On Record and Less than 12 years old**	**1992 (month unknown)**	**No**
Buffalo	On Record and Less than 12 years old	Winter 2017	Yes
Douglas	On Record and Less than 12 years old	May 2014	Yes
Evanston	On Record and Less than 12 years old	April 2012	Yes
Greybull	On Record and Less than 12 years old	May 2014	Yes
Lander	On Record and Less than 12 years old	Spring 2016	Yes
Pinedale	On Record and Less than 12 years old	November 2010	Yes
Rawlins	On Record and Less than 12 years old	June 2009	Yes
Saratoga	On Record and Less than 12 years old	September 2014	Yes
Torrington	On Record and Less than 12 years old	November 2014	Yes
Worland	On Record and Less than 12 years old	Winter 2016	Yes
Big Piney	On Record and Less than 15 years old	Spring 2016	Yes
Dubois	On Record and Less than 15 years old	March 2008	Yes
Fort Bridger	On Record and Less than 15 years old	Summer 2016	Yes
Guernsey	On Record and Less than 15 years old	August 2008	Yes
Kemmerer	On Record and Less than 15 years old	March 2013	Yes
Newcastle	On Record and Less than 15 years old	Winter 2017	Yes
Pine Bluffs	On Record and Less than 15 years old	Summer 2016	Yes
Powell	On Record and Less than 15 years old	July 2010	Yes
Thermopolis	On Record and Less than 15 years old	June 2008	Yes
Wheatland	On Record and Less than 15 years old	August 2007	Yes
Cowley	On Record and Less than 15 years old	July 2013	Yes
Dixon	On Record and Less than 15 years old	April 2012	Yes
Hulett	On Record and Less than 15 years old	March 2013	Yes
Lusk	On Record and Less than 15 years old	September 2002	Yes
Cokeville	***Suggested On Record and Less than 15 years old***	***None***	***No***
Glendo	***Suggested On Record and Less than 15 years old***	***None***	***No***
Green River	*Suggested On Record and Less than 15 years old*	*February 2015*	*Yes*
Medicine Bow	***Suggested On Record and Less than 15 years old***	***None***	***No***
Shoshoni	***Suggested On Record and Less than 15 years old***	***None***	***No***
Upton	***Suggested On Record and Less than 15 years old***	***None***	***No***

Note: On Record indicates that the Master Plan is on record with the WYDOT Aeronautics Division. Master Plans at Big Piney, Buffalo, Casper, Fort Bridger, Gillette, Lander, Newcastle, Pine Bluffs, and Worland are being updated as of 2016.

Table B-21: Minimum Standards Objective - System Performance

Airport	Minimum Standards Objective	Existing Minimum Standards	Objective Met
Casper	On Record with Aeronautics	Yes	Yes
Cheyenne	On Record with Aeronautics	Yes	Yes
Cody	On Record with Aeronautics	Yes	Yes
Gillette	On Record with Aeronautics	Yes	Yes
Jackson	On Record with Aeronautics	Yes	Yes
Laramie	On Record with Aeronautics	Yes	Yes
Riverton	On Record with Aeronautics	Yes	Yes
Rock Springs	On Record with Aeronautics	Yes	Yes
Sheridan	On Record with Aeronautics	Yes	Yes
Afton	On Record with Aeronautics	Yes	Yes
Buffalo	**On Record with Aeronautics**	**No**	**No**
Douglas	**On Record with Aeronautics**	**No**	**No**
Evanston	On Record with Aeronautics	Yes	Yes
Greybull	On Record with Aeronautics	Yes	Yes
Lander	**On Record with Aeronautics**	**Unknown**	**No**
Pinedale	On Record with Aeronautics	Yes	Yes
Rawlins	**On Record with Aeronautics**	**No**	**No**
Saratoga	On Record with Aeronautics	Yes	Yes
Torrington	**On Record with Aeronautics**	**Unknown**	**No**
Worland	**On Record with Aeronautics**	**Unknown**	**No**
Big Piney	**On Record with Aeronautics**	**No**	**No**
Dubois	On Record with Aeronautics	Yes	Yes
Fort Bridger	**On Record with Aeronautics**	**No**	**No**
Guernsey	**On Record with Aeronautics**	**Unknown**	**No**
Kemmerer	**On Record with Aeronautics**	**No**	**No**
Newcastle	**On Record with Aeronautics**	**No**	**No**
Pine Bluffs	**On Record with Aeronautics**	**No**	**No**
Powell	On Record with Aeronautics	Yes	Yes
Thermopolis	On Record with Aeronautics	Yes	Yes
Wheatland	**On Record with Aeronautics**	**No**	**No**
Cowley	*Suggested On Record with Aeronautics*	*Yes*	*Yes*
Dixon	***Suggested On Record with Aeronautics***	***No***	***No***
Hulett	*Suggested On Record with Aeronautics*	*Yes*	*Yes*
Lusk	*Suggested On Record with Aeronautics*	*Yes*	*Yes*
Cokeville	Not an Objective	No	N/A
Glendo	Not an Objective	No	N/A
Green River	Not an Objective	Unknown	N/A
Medicine Bow	Not an Objective	Unknown	N/A
Shoshoni	Not an Objective	No	N/A
Upton	Not an Objective	No	N/A

Note: Aeronautics=WYDOT Aeronautics Division

Table B-22: Paved Access Road Objective - System Performance

Airport	Paved Access Road Objective	Existing Access Road	Objective Met
Casper	Paved Access Road	Paved	Yes
Cheyenne	Paved Access Road	Paved	Yes
Cody	Paved Access Road	Paved	Yes
Gillette	Paved Access Road	Paved	Yes
Jackson	Paved Access Road	Paved	Yes
Laramie	Paved Access Road	Paved	Yes
Riverton	Paved Access Road	Paved	Yes
Rock Springs	Paved Access Road	Paved	Yes
Sheridan	Paved Access Road	Paved	Yes
Afton	Paved Access Road	Paved	Yes
Buffalo	Paved Access Road	Paved	Yes
Douglas	Paved Access Road	Paved	Yes
Evanston	Paved Access Road	Paved	Yes
Greybull	Paved Access Road	Paved	Yes
Lander	Paved Access Road	Paved	Yes
Pinedale	Paved Access Road	Paved	Yes
Rawlins	Paved Access Road	Paved	Yes
Saratoga	Paved Access Road	Paved	Yes
Torrington	Paved Access Road	Paved	Yes
Worland	Paved Access Road	Paved	Yes
Big Piney	*Paved Access Road Suggested*	*Paved*	*Yes*
Dubois	***Paved Access Road Suggested***	***Not Paved***	***No***
Fort Bridger	*Paved Access Road Suggested*	*Paved*	*Yes*
Guernsey	*Paved Access Road Suggested*	*Paved*	*Yes*
Kemmerer	***Paved Access Road Suggested***	***Not Paved***	***No***
Newcastle	***Paved Access Road Suggested***	***Not Paved***	***No***
Pine Bluffs	***Paved Access Road Suggested***	***Not Paved***	***No***
Powell	*Paved Access Road Suggested*	*Paved*	*Yes*
Thermopolis	*Paved Access Road Suggested*	*Paved*	*Yes*
Wheatland	*Paved Access Road Suggested*	*Paved*	*Yes*
Cowley	*Paved Access Road Suggested*	*Paved*	*Yes*
Dixon	*Paved Access Road Suggested*	*Paved*	*Yes*
Hulett	*Paved Access Road Suggested*	*Paved*	*Yes*
Lusk	*Paved Access Road Suggested*	*Paved*	*Yes*
Cokeville	Not an Objective	Not Paved	N/A
Glendo	Not an Objective	Not Paved	N/A
Green River	Not an Objective	Not Paved	N/A
Medicine Bow	Not an Objective	Not Paved	N/A
Shoshoni	Not an Objective	Not Paved	N/A
Upton	Not an Objective	Not Paved	N/A

Table B-23: Paved Auto Parking Objective - System Performance

Airport	Paved Auto Parking Objective	Existing Auto Parking	Objective Met
Casper	Paved Auto Parking	Paved	Yes
Cheyenne	Paved Auto Parking	Paved	Yes
Cody	Paved Auto Parking	Paved	Yes
Gillette	Paved Auto Parking	Paved	Yes
Jackson	Paved Auto Parking	Paved	Yes
Laramie	Paved Auto Parking	Paved	Yes
Riverton	Paved Auto Parking	Paved	Yes
Rock Springs	Paved Auto Parking	Paved	Yes
Sheridan	Paved Auto Parking	Paved	Yes
Afton	Paved Auto Parking	Paved	Yes
Buffalo	Paved Auto Parking	Paved	Yes
Douglas	Paved Auto Parking	Paved	Yes
Evanston	Paved Auto Parking	Paved	Yes
Greybull	**Paved Auto Parking**	**Not Paved**	**No**
Lander	Paved Auto Parking	Paved	Yes
Pinedale	Paved Auto Parking	Paved	Yes
Rawlins	Paved Auto Parking	Paved	Yes
Saratoga	Paved Auto Parking	Paved	Yes
Torrington	Paved Auto Parking	Paved	Yes
Worland	Paved Auto Parking	Paved	Yes
Big Piney	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Dubois	***Paved Auto Parking Suggested***	***Not Paved***	***No***
Fort Bridger	***Paved Auto Parking Suggested***	***Not Paved***	***No***
Guernsey	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Kemmerer	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Newcastle	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Pine Bluffs	***Paved Auto Parking Suggested***	***Not Paved***	***No***
Powell	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Thermopolis	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Wheatland	***Paved Auto Parking Suggested***	***Not Paved***	***No***
Cowley	***Paved Auto Parking Suggested***	***Not Paved***	***No***
Dixon	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Hulett	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Lusk	*Paved Auto Parking Suggested*	*Paved*	*Yes*
Cokeville	Not an Objective	Not Paved	N/A
Glendo	Not an Objective	Not Paved	N/A
Green River	Not an Objective	Not Paved	N/A
Medicine Bow	Not an Objective	Not Paved	N/A
Shoshoni	Not an Objective	Not Paved	N/A
Upton	Not an Objective	Not Paved	N/A

Table B-24: Acceptable PCI (70+) - System Performance

Airport	Acceptable PCI Measure	Existing PCI	Measure Met
Casper	**Acceptable PCI (70 or greater)**	**64 - Unacceptable**	**No**
Cheyenne	Acceptable PCI (70 or greater)	72 - Acceptable	Yes
Cody	Acceptable PCI (70 or greater)	80 - Acceptable	Yes
Gillette	Acceptable PCI (70 or greater)	91 - Acceptable	Yes
Jackson	Acceptable PCI (70 or greater)	86 - Acceptable	Yes
Laramie	Acceptable PCI (70 or greater)	81 - Acceptable	Yes
Riverton	**Acceptable PCI (70 or greater)**	**62 - Unacceptable**	**No**
Rock Springs	Acceptable PCI (70 or greater)	71 - Acceptable	Yes
Sheridan	Acceptable PCI (70 or greater)	88 - Acceptable	Yes
Afton	Acceptable PCI (70 or greater)	84 - Acceptable	Yes
Buffalo	Acceptable PCI (70 or greater)	83 - Acceptable	Yes
Douglas	Acceptable PCI (70 or greater)	72 - Acceptable	Yes
Evanston	Acceptable PCI (70 or greater)	70 - Acceptable	Yes
Greybull	Acceptable PCI (70 or greater)	75 - Acceptable	Yes
Lander	**Acceptable PCI (70 or greater)**	**61 - Unacceptable**	**No**
Pinedale	Acceptable PCI (70 or greater)	77 - Acceptable	Yes
Rawlins	Acceptable PCI (70 or greater)	82 - Acceptable	Yes
Saratoga	Acceptable PCI (70 or greater)	84 - Acceptable	Yes
Torrington	Acceptable PCI (70 or greater)	73 - Acceptable	Yes
Worland	Acceptable PCI (70 or greater)	76 - Acceptable	Yes
Big Piney	Acceptable PCI (70 or greater)	76 - Acceptable	Yes
Dubois	**Acceptable PCI (70 or greater)**	**69 - Unacceptable**	**No**
Fort Bridger	Acceptable PCI (70 or greater)	81 - Acceptable	Yes
Guernsey	**Acceptable PCI (70 or greater)**	**62 - Unacceptable**	**No**
Kemmerer	Acceptable PCI (70 or greater)	78 - Acceptable	Yes
Newcastle	Acceptable PCI (70 or greater)	85 - Acceptable	Yes
Pine Bluffs	Acceptable PCI (70 or greater)	75 - Acceptable	Yes
Powell	Acceptable PCI (70 or greater)	75 - Acceptable	Yes
Thermopolis	Acceptable PCI (70 or greater)	100 - Acceptable	Yes
Wheatland	**Acceptable PCI (70 or greater)**	**54 - Unacceptable**	**No**
Cowley	Acceptable PCI (70 or greater)	78 - Acceptable	Yes
Dixon	Acceptable PCI (70 or greater)	83 - Acceptable	Yes
Hulett	Acceptable PCI (70 or greater)	94 - Acceptable	Yes
Lusk	Acceptable PCI (70 or greater)	94 - Acceptable	Yes
Cokeville	N/A	Not Paved	N/A
Glendo	N/A	Not Paved	N/A
Green River	N/A	Not Paved	N/A
Medicine Bow	N/A	Not Paved	N/A
Shoshoni	N/A	Not Paved	N/A
Upton	N/A	Not Paved	N/A

Table B-25: Pavement Management Plan Objective - System Performance

Airport	Pavement Management Plan Objective	Existing Pavement Management Plan	Objective Met
Casper	Approved, Current, and On Record with Aeronautics	Current	Yes
Cheyenne	Approved, Current, and On Record with Aeronautics	Current	Yes
Cody	Approved, Current, and On Record with Aeronautics	Current	Yes
Gillette	Approved, Current, and On Record with Aeronautics	Current	Yes
Jackson	Approved, Current, and On Record with Aeronautics	Current	Yes
Laramie	Approved, Current, and On Record with Aeronautics	Current	Yes
Riverton	Approved, Current, and On Record with Aeronautics	Current	Yes
Rock Springs	Approved, Current, and On Record with Aeronautics	Current	Yes
Sheridan	Approved, Current, and On Record with Aeronautics	Current	Yes
Afton	Approved, Current, and On Record with Aeronautics	Current	Yes
Buffalo	Approved, Current, and On Record with Aeronautics	Current	Yes
Douglas	**Approved, Current, and On Record with Aeronautics**	**Not Current**	**No**
Evanston	Approved, Current, and On Record with Aeronautics	Current	Yes
Greybull	Approved, Current, and On Record with Aeronautics	Current	Yes
Lander	Approved, Current, and On Record with Aeronautics	Current	Yes
Pinedale	Approved, Current, and On Record with Aeronautics	Current	Yes
Rawlins	Approved, Current, and On Record with Aeronautics	Current	Yes
Saratoga	Approved, Current, and On Record with Aeronautics	Current	Yes
Torrington	Approved, Current, and On Record with Aeronautics	Current	Yes
Worland	Approved, Current, and On Record with Aeronautics	Current	Yes
Big Piney	Approved, Current, and On Record with Aeronautics	Current	Yes
Dubois	Approved, Current, and On Record with Aeronautics	Current	Yes
Fort Bridger	Approved, Current, and On Record with Aeronautics	Current	Yes
Guernsey	**Approved, Current, and On Record with Aeronautics**	**Not Current**	**No**
Kemmerer	Approved, Current, and On Record with Aeronautics	Current	Yes
Newcastle	Approved, Current, and On Record with Aeronautics	Current	Yes
Pine Bluffs	Approved, Current, and On Record with Aeronautics	Current	Yes
Powell	Approved, Current, and On Record with Aeronautics	Current	Yes
Thermopolis	Approved, Current, and On Record with Aeronautics	Current	Yes
Wheatland	Approved, Current, and On Record with Aeronautics	Current	Yes
Cowley	Approved, Current, and On Record with Aeronautics	Current	Yes
Dixon	Approved, Current, and On Record with Aeronautics	Current	Yes
Hulett	Approved, Current, and On Record with Aeronautics	Current	Yes
Lusk	Approved, Current, and On Record with Aeronautics	Current	Yes
Cokeville	Not an Objective	N/A	N/A
Glendo	Not an Objective	N/A	N/A
Green River	Not an Objective	N/A	N/A
Medicine Bow	Not an Objective	N/A	N/A
Shoshoni	Not an Objective	N/A	N/A
Upton	Not an Objective	N/A	N/A

Note: All current Pavement Management Plans were checked in January 2016 and updated June 2016.

Table B-26: Perimeter Fencing Objective - System Performance

Airport	Perimeter Fencing Objective	Existing Perimeter Fence	Objective Met
Casper	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Cheyenne	Full Perimeter Security or Wildlife Fence	Full Perimeter Security Fence	Yes
Cody	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Gillette	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Jackson	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Laramie	Full Perimeter Security or Wildlife Fence	Full Perimeter Security Fence	Yes
Riverton	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Rock Springs	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Sheridan	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Afton	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Buffalo	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Douglas	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Evanston	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Greybull	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Lander	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Pinedale	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Rawlins	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Saratoga	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Torrington	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Worland	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Big Piney	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Dubois	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Fort Bridger	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Guernsey	Full Perimeter Wildlife Fence	Full Perimeter Security Fence	Yes
Kemmerer	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Newcastle	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Pine Bluffs	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	Yes
Powell	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Thermopolis	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	Yes
Wheatland	**Full Perimeter Wildlife Fence**	**Full Perimeter Field Fence**	**No**
Cowley	**Full Perimeter Wildlife Fence**	**Full Perimeter Field Fence**	**No**
Dixon	**Full Perimeter Wildlife Fence**	**Full Perimeter Field Fence**	**No**
Hulett	Full Perimeter Wildlife Fence	Full Perimeter Security Fence	Yes
Lusk	**Full Perimeter Wildlife Fence**	**Full Perimeter Field Fence**	**No**
Cokeville	Full Perimeter Field Fence	Full Perimeter Field Fence	Yes
Glendo	**Full Perimeter Field Fence**	**Unknown Fence**	**No**
Green River	Full Perimeter Field Fence	Full Perimeter Field Fence	Yes
Medicine Bow	**Full Perimeter Field Fence**	**Unknown Fence**	**No**
Shoshoni	**Full Perimeter Field Fence**	**Unknown Fence**	**No**
Upton	**Full Perimeter Field Fence**	**Partial Field Fence**	**No**

Table B-27: Primary Approach Lighting System (ALS) - System Performance

Airport	Approach Lighting System (ALS) Objective	Existing ALS	Objective Met
Casper	ODALS, MALS, or MALSR	MALSR	Yes
Cheyenne	ODALS, MALS, or MALSR	MALSR	Yes
Cody	**ODALS, MALS, or MALSR**	**None**	**No**
Gillette	ODALS, MALS, or MALSR	MALSR	Yes
Jackson	ODALS, MALS, or MALSR	MALS	Yes
Laramie	ODALS, MALS, or MALSR	ODALS	Yes
Riverton	ODALS, MALS, or MALSR	MALSR	Yes
Rock Springs	ODALS, MALS, or MALSR	MALSR	Yes
Sheridan	ODALS, MALS, or MALSR	MALSR	Yes
Afton	**ODALS or Appropriate to Approach Type**	**None**	**No**
Buffalo	**ODALS or Appropriate to Approach Type**	**None**	**No**
Douglas	**ODALS or Appropriate to Approach Type**	**None**	**No**
Evanston	ODALS or Appropriate to Approach Type	MALSR	Yes
Greybull	**ODALS or Appropriate to Approach Type**	**None**	**No**
Lander	**ODALS or Appropriate to Approach Type**	**None**	**No**
Pinedale	**ODALS or Appropriate to Approach Type**	**None**	**No**
Rawlins	**ODALS or Appropriate to Approach Type**	**None**	**No**
Saratoga	**ODALS or Appropriate to Approach Type**	**None**	**No**
Torrington	**ODALS or Appropriate to Approach Type**	**None**	**No**
Worland	**ODALS or Appropriate to Approach Type**	**None**	**No**
Big Piney	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Dubois	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Fort Bridger	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Guernsey	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Kemmerer	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Newcastle	*ODALS or Appropriate to Approach Type Suggested*	*ODALS*	*Yes*
Pine Bluffs	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Powell	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Thermopolis	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Wheatland	***ODALS or Appropriate to Approach Type Suggested***	***None***	***No***
Cowley	Not an Objective	None	N/A
Dixon	Not an Objective	None	N/A
Hulett	Not an Objective	None	N/A
Lusk	Not an Objective	None	N/A
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Note: Laramie has approach lighting on its secondary runway, not the primary runway. WYDOT considers this as meeting the objective.

Table B-28: Primary Approach Type Objective - System Performance

Airport	Approach Type Objective	Existing Approach Type	Objective Met
Casper	Precision	Precision	Yes
Cheyenne	Precision	Precision	Yes
Cody	**Precision**	**Non-Precision**	**No**
Gillette	Precision	Precision	Yes
Jackson	Precision	Precision	Yes
Laramie	**Precision**	**Non-Precision**	**No**
Riverton	Precision	Precision	Yes
Rock Springs	Precision	Precision	Yes
Sheridan	Precision	Precision	Yes
Afton	Non-Precision	Non-Precision	Yes
Buffalo	Non-Precision	Non-Precision	Yes
Douglas	Non-Precision	Non-Precision	Yes
Evanston	Non-Precision	Precision	Yes
Greybull	Non-Precision	Non-Precision	Yes
Lander	**Non-Precision**	**Visual**	**No**
Pinedale	Non-Precision	Non-Precision	Yes
Rawlins	Non-Precision	Non-Precision	Yes
Saratoga	Non-Precision	Non-Precision	Yes
Torrington	Non-Precision	Non-Precision	Yes
Worland	Non-Precision	Non-Precision	Yes
Big Piney	Non-Precision	Non-Precision	Yes
Dubois	**Non-Precision**	**Visual**	**No**
Fort Bridger	Non-Precision	Non-Precision	Yes
Guernsey	Non-Precision	Non-Precision	Yes
Kemmerer	Non-Precision	Non-Precision	Yes
Newcastle	Non-Precision	Non-Precision	Yes
Pine Bluffs	**Non-Precision**	**Visual**	**No**
Powell	Non-Precision	Non-Precision	Yes
Thermopolis	Non-Precision	Non-Precision	Yes
Wheatland	**Non-Precision**	**Visual**	**No**
Cowley	Not an Objective	Non-Precision	N/A
Dixon	Not an Objective	Non-Precision	N/A
Hulett	Not an Objective	Non-Precision	N/A
Lusk	Not an Objective	Visual	N/A
Cokeville	Not an Objective	Visual	N/A
Glendo	Not an Objective	Visual	N/A
Green River	Not an Objective	Visual	N/A
Medicine Bow	Not an Objective	Visual	N/A
Shoshoni	Not an Objective	Visual	N/A
Upton	Not an Objective	Visual	N/A

Note: Wheatland has a non–precision approach, but it does not offer straight–in landing minimums, circling only. Dixon expected to have a non-precision approach published in 2017.

Table B-29: Primary Runway Edge Light Objective - System Performance

Airport	Runway Edge Light Objective	Existing Runway Lighting	Objective Met
Casper	High Intensity Runway Lights (HIRL)	HIRL	Yes
Cheyenne	High Intensity Runway Lights (HIRL)	HIRL	Yes
Cody	High Intensity Runway Lights (HIRL)	HIRL	Yes
Gillette	High Intensity Runway Lights (HIRL)	HIRL	Yes
Jackson	High Intensity Runway Lights (HIRL)	HIRL	Yes
Laramie	**High Intensity Runway Lights (HIRL)**	**MIRL**	**No**
Riverton	High Intensity Runway Lights (HIRL)	HIRL	Yes
Rock Springs	High Intensity Runway Lights (HIRL)	HIRL	Yes
Sheridan	High Intensity Runway Lights (HIRL)	HIRL	Yes
Afton	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Buffalo	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Douglas	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Evanston	Medium Intensity Taxiway Lights (MITL)	HIRL	Yes
Greybull	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Lander	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Pinedale	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Rawlins	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Saratoga	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Torrington	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Worland	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Big Piney	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Dubois	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Fort Bridger	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Guernsey	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Kemmerer	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Newcastle	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Pine Bluffs	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Powell	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Thermopolis	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Wheatland	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Cowley	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Dixon	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Hulett	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Lusk	Medium Intensity Taxiway Lights (MITL)	MIRL	Yes
Cokeville	Runway Edge Markers	MIRL	Yes
Glendo	**Runway Edge Markers**	**None**	**No**
Green River	**Runway Edge Markers**	**None**	**No**
Medicine Bow	Runway Edge Markers	Runway Edge Markers	Yes
Shoshoni	**Runway Edge Markers**	**None**	**No**
Upton	Runway Edge Markers	MIRL	Yes

Note: Cokeville and Upton MIRL out of service indefinitely.

Table B-30: Primary Runway Strength Objective - System Performance

Airport	Runway Strength Objective	Existing Runway Strength	Objective Met
Casper	75,000 pounds DW (Bombardier CRJ-700)	170,000 pounds DW	Yes
Cheyenne	75,000 pounds DW (Bombardier CRJ-700)	140,000 pounds DW	Yes
Cody	75,000 pounds DW (Bombardier CRJ-700)	80,000 pounds DW	Yes
Gillette	75,000 pounds DW (Bombardier CRJ-700)	110,000 pounds DW	Yes
Jackson	75,000 pounds DW (Bombardier CRJ-700)	200,000 pounds DW	Yes
Laramie	75,000 pounds DW (Bombardier CRJ-700)	105,000 pounds DW	Yes
Riverton	75,000 pounds DW (Bombardier CRJ-700)	110,000 pounds DW	Yes
Rock Springs	75,000 pounds DW (Bombardier CRJ-700)	110,000 pounds DW	Yes
Sheridan	75,000 pounds DW (Bombardier CRJ-700)	75,000 pounds DW	Yes
Afton	**30,300 pounds SW (Citation Sovereign)**	**24,000 pounds SW**	**No**
Buffalo	**30,300 pounds SW (Citation Sovereign)**	**12,500 pounds SW**	**No**
Douglas	30,300 pounds SW (Citation Sovereign)	40,000 pounds DW	Yes
Evanston	30,300 pounds SW (Citation Sovereign)	70,000 pounds DW	Yes
Greybull	30,300 pounds SW (Citation Sovereign)	150,000 pounds DW	Yes
Lander	**30,300 pounds SW (Citation Sovereign)**	**30,000 pounds SW**	**No**
Pinedale	30,300 pounds SW (Citation Sovereign)	65,000 pounds DW	Yes
Rawlins	30,300 pounds SW (Citation Sovereign)	60,000 pounds DW	Yes
Saratoga	30,300 pounds SW (Citation Sovereign)	50,000 pounds DW	Yes
Torrington	30,300 pounds SW (Citation Sovereign)	45,000 pounds DW	Yes
Worland	30,300 pounds SW (Citation Sovereign)	70,000 pounds DW	Yes
Big Piney	12,500 pounds DW (King Air 200)	60,000 pounds DW	Yes
Dubois	12,500 pounds DW (King Air 200)	12,500 pounds SW	Yes
Fort Bridger	12,500 pounds DW (King Air 200)	20,000 pounds DW	Yes
Guernsey	12,500 pounds DW (King Air 200)	175,000 pounds DW	Yes
Kemmerer	12,500 pounds DW (King Air 200)	27,000 pounds DW	Yes
Newcastle	12,500 pounds DW (King Air 200)	30,000 pounds SW	Yes
Pine Bluffs	12,500 pounds DW (King Air 200)	12,500 pounds SW	Yes
Powell	12,500 pounds DW (King Air 200)	27,500 pounds DW	Yes
Thermopolis	12,500 pounds DW (King Air 200)	45,000 pounds DW	Yes
Wheatland	12,500 pounds DW (King Air 200)	15,000 pounds SW	Yes
Cowley	10,450 pounds SW (Pilatus PC-12)	30,000 pounds DW	Yes
Dixon	10,450 pounds SW (Pilatus PC-12)	24,500 pounds SW	Yes
Hulett	10,450 pounds SW (Pilatus PC-12)	12,500 pounds SW	Yes
Lusk	10,450 pounds SW (Pilatus PC-12)	27,000 pounds DW	Yes
Cokeville	Not an Objective	N/A	N/A
Glendo	Not an Objective	N/A	N/A
Green River	Not an Objective	N/A	N/A
Medicine Bow	Not an Objective	N/A	N/A
Shoshoni	Not an Objective	N/A	N/A
Upton	Not an Objective	N/A	N/A

Note: DW=dual wheel land gear, SW=single wheel landing gear

Table B-31: Public Events - System Performance

Airport	Public Event(s) Measure	Existing Public Events	Measure Met
Casper	Air Show, Fly-in, and/or Public Event(s)	Public Event	Yes
Cheyenne	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Cody	Air Show, Fly-in, and/or Public Event(s)	Airshow and Fly-in	Yes
Gillette	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Jackson	Air Show, Fly-in, and/or Public Event(s)	Public Event	Yes
Laramie	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Riverton	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Rock Springs	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Sheridan	Air Show, Fly-in, and/or Public Event(s)	Airshow and Fly-in	Yes
Afton	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Buffalo	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Douglas	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Evanston	Air Show, Fly-in, and/or Public Event(s)	Airshow and Fly-in	Yes
Greybull	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Lander	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Pinedale	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Rawlins	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Saratoga	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Torrington	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Worland	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Big Piney	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Dubois	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Fort Bridger	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Guernsey	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Kemmerer	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Newcastle	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Pine Bluffs	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Powell	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Thermopolis	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Wheatland	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Cowley	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Dixon	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Hulett	Air Show, Fly-in, and/or Public Event(s)	Fly-in	Yes
Lusk	**Air Show, Fly-in, and/or Public Event(s)**	**None**	**No**
Cokeville	N/A	None	N/A
Glendo	N/A	None	N/A
Green River	N/A	Fly-in	N/A
Medicine Bow	N/A	None	N/A
Shoshoni	N/A	None	N/A
Upton	N/A	None	N/A

Table B-32: Public Restrooms Objective - System Performance

Airport	Restrooms Objective	Existing Restrooms	Objective Met
Casper	CS Terminal: Restrooms in Secure Passenger Area GA Terminal: 24-hour Restrooms	CS: Restrooms in Secure Area GA: 24-Hours	CS: Yes GA: Yes
Cheyenne	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: Restrooms in Secure Area** **GA: Limited Hours**	CS: Yes **GA: No**
Cody	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: Restrooms in Secure Area** **GA: Limited Hours**	CS: Yes **GA: No**
Gillette	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: Restrooms in Secure Area** **GA: Limited Hours**	CS: Yes **GA: No**
Jackson	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: Restrooms in Secure Area** **GA: Limited Hours**	CS: Yes **GA: No**
Laramie	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: No Secure Area Restrooms** **GA: Limited Hours**	**CS: No** **GA: No**
Riverton	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: Restrooms in Secure Area** **GA: Limited Hours**	CS: Yes **GA: No**
Rock Springs	CS Terminal: Restrooms in Secure Passenger Area GA Terminal: 24-hour Restrooms	CS: Restrooms in Secure Area GA: 24-Hours	CS: Yes GA: Yes
Sheridan	**CS Terminal: Restrooms in Secure Passenger Area** **GA Terminal: 24-hour Restrooms**	**CS: No Secure Area Restrooms** **GA: Limited Hours**	**CS: No** **GA: No**
Afton	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Buffalo	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Douglas	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Evanston	**GA Terminal: 24-hour Restrooms**	**Limited Hours**	**No**
Greybull	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Lander	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Pinedale	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Rawlins	**GA Terminal: 24-hour Restrooms**	**Limited Hours**	**No**
Saratoga	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Torrington	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Worland	**GA Terminal: 24-hour Restrooms**	**Limited Hours**	**No**
Big Piney	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Dubois	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Fort Bridger	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Guernsey	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Kemmerer	**GA Terminal: 24-hour Restrooms**	**Limited Hours**	**No**
Newcastle	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Pine Bluffs	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Powell	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Thermopolis	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Wheatland	GA Terminal: 24-hour Restrooms	24-Hours	Yes
Cowley	*GA Terminal: 24-hour Restrooms Suggested*	*24-Hours*	*Yes*
Dixon	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Hulett	*GA Terminal: 24-hour Restrooms Suggested*	*24-Hours*	*Yes*
Lusk	*GA Terminal: 24-hour Restrooms Suggested*	*24-Hours*	*Yes*

Table B-32: Public Restrooms Objective - System Performance

Airport	Restrooms Objective	Existing Restrooms	Objective Met
Cokeville	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Glendo	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Green River	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Medicine Bow	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Shoshoni	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Upton	***GA Terminal: 24-hour Restrooms Suggested***	***No Restrooms***	***No***
Note: Caper requires call out after 10:00 PM for GA restroom access.			

Table B-33: Runway Protection Zone (RPZ) Ownership Objective - System Performance

Airport	RPZ Ownership Objective	Existing RPZ Ownership	Objective Met
Casper	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Cheyenne	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Cody	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Gillette	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Jackson	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Laramie	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Riverton	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Rock Springs	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Sheridan	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Afton	Fee and Title Ownership of All RPZs	All in fee	Yes
Buffalo	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Douglas	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Evanston	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Greybull	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Lander	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Pinedale	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Rawlins	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Saratoga	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Torrington	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Worland	Fee and Title Ownership of All RPZs	All in fee	Yes
Big Piney	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Dubois	Fee and Title Ownership of All RPZs	All in fee	Yes
Fort Bridger	Fee and Title Ownership of All RPZs	All in fee	Yes
Guernsey	**Fee and Title Ownership of All RPZs**	**Combination fee and easement**	**No**
Kemmerer	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Newcastle	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Pine Bluffs	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Powell	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Thermopolis	Fee and Title Ownership of All RPZs	All in fee	Yes
Wheatland	**Fee and Title Ownership of All RPZs**	**Not all RPZ land owned**	**No**
Cowley	***Fee and Title Ownership of All RPZs Suggested***	***Combination fee and easement***	***No***
Dixon	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Hulett	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Lusk	*Fee and Title Ownership of All RPZs Suggested*	*All in fee*	*Yes*
Cokeville	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Glendo	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Green River	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Medicine Bow	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Shoshoni	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***
Upton	***Fee and Title Ownership of All RPZs Suggested***	***Not all RPZ land owned***	***No***

Table B-34: Runway Safety Area (RSA) Objective - System Performance

Airport	Runway Safety Area (RSA) Objective	Existing RSA	Objective Met
Casper	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Cheyenne	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Cody	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Gillette	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Jackson	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Laramie	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Riverton	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Rock Springs	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Sheridan	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Afton	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Buffalo	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Douglas	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Evanston	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Greybull	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Lander	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Pinedale	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Rawlins	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Saratoga	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Torrington	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Worland	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Big Piney	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Dubois	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Fort Bridger	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Guernsey	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Kemmerer	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Newcastle	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Pine Bluffs	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Powell	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Thermopolis	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Wheatland	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Cowley	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Dixon	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Hulett	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Lusk	Standard RSA on All Paved Runways	Standard FAA Required RSA	Yes
Cokeville	Not an Objective	N/A	N/A
Glendo	Not an Objective	N/A	N/A
Green River	Not an Objective	N/A	N/A
Medicine Bow	Not an Objective	N/A	N/A
Shoshoni	Not an Objective	N/A	N/A
Upton	Not an Objective	N/A	N/A

Table B-35: Runway Visual Aids Objective - System Performance

Airport	Runway Visual Aids Objective	Existing Runway Visual Aids	Objective Met
Casper	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Cheyenne	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Cody	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Gillette	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Jackson	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Laramie	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Riverton	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Rock Springs	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Sheridan	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Afton	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Buffalo	**PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends REIL or ALS - One End**	**No**
Douglas	**PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends REIL or ALS - One End**	**No**
Evanston	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Greybull	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Lander	**PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends REIL or ALS - One End**	**No**
Pinedale	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Rawlins	**PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends REIL or ALS - One End**	**No**
Saratoga	**PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends**	**PAPI or VASI - One End REIL or ALS - One End**	**No**
Torrington	**PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends REIL or ALS - One End**	**No**
Worland	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes

Table B-35: Runway Visual Aids Objective - System Performance

Airport	Runway Visual Aids Objective	Existing Runway Visual Aids	Objective Met
Big Piney	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Dubois	**PAPI or VASI - Both Runway Ends** **REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends** **REIL or ALS - One End**	**No**
Fort Bridger	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Guernsey	**PAPI or VASI - Both Runway Ends** **REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends** **REIL or ALS - None**	**No**
Kemmerer	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Newcastle	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Pine Bluffs	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Powell	**PAPI or VASI - Both Runway Ends** **REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends** **REIL or ALS - One End**	**No**
Thermopolis	PAPI or VASI - Both Runway Ends REIL or ALS - Both Runway Ends	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Wheatland	**PAPI or VASI - Both Runway Ends** **REIL or ALS - Both Runway Ends**	**PAPI or VASI - Both Ends** **REIL or ALS - None**	**No**
Cowley	PAPI or VASI - One Runway End *(Suggested Both Ends)* REIL or ALS - One Runway End *(Suggested Both Ends)*	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Dixon	PAPI or VASI - One Runway End *(Suggested Both Ends)* REIL or ALS - One Runway End *(Suggested Both Ends)*	PAPI or VASI - One End REIL or ALS - Both Ends	Yes
Hulett	PAPI or VASI - One Runway End *(Suggested Both Ends)* REIL or ALS - One Runway End *(Suggested Both Ends)*	PAPI or VASI - Both Ends REIL or ALS - Both Ends	Yes
Lusk	PAPI or VASI - One Runway End *(Suggested Both Ends)* REIL or ALS - One Runway End *(Suggested Both Ends)*	PAPI or VASI - One End REIL or ALS - One End	Yes
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	PAPI or VASI - Both Ends REIL or ALS - None	N/A

Note: Upton SAVASI out of service indefinitely.

Table B-36: Snow Removal Equipment (SRE) Objective - System Performance

Airport	SRE Objective	Existing SRE	Objective Met
Casper	Snow plow, broom, and a carrier vehicle, plus a materials spreader and a rotary plow (blower). Airports with >25,000 annual passenger enplanements add 2 each of 2 of these 3: Plow, broom or a rotary plow (blower)	10 plows, 2 brooms, 2 spreaders	Yes
Cheyenne		**4 plows, 1 broom, and 1 rotary plow (blower)**	**No**
Cody		**2 plows, 1 rotary plow (blower), and 1 broom**	**No**
Gillette		**4 plows, 2 brooms, and 2 rotary plows (blower)**	**No**
Jackson		**2 plows, 2 rotary plows (blowers), and 2 brooms**	**No**
Laramie		**1 plow, 1 rotary plow (blower), and 1 broom**	**No**
Riverton		**2 plows, 3 rotary plows (blowers)**	**No**
Rock Springs		**plows, 1 broom, and 1 rotary plow (blower)**	**No**
Sheridan		**3 plows, 2 rotary plows (blowers)**	**No**
Afton	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	2 plows, 2 brooms, 1 rotary plow (blower)	Yes
Buffalo		**1 plow and 1 small blower**	**No**
Douglas		**1 Plow**	**No**
Evanston		3 plows, 1 rotary plow (blower), and 1 sweeper	Yes
Greybull		**2 plows and 1 broom**	**No**
Lander		**2 plows**	**No**
Pinedale		3 plows, 1 broom, and 1 rotary plow (blower)	Yes
Rawlins		**1 plow, 1 loader, 1 broom**	**No**
Saratoga		**Airport does not own snow removal equipment**	**No**
Torrington		**2 plows**	**No**
Worland		2 plows, 1 broom, and 1 rotary plow (blower)	Yes
Big Piney	Snow plow, broom and rotary plow (blower); including a carrier vehicle	**2 plows and 1 broom**	**No**
Dubois		**Airport does not own snow removal equipment**	**No**
Fort Bridger		2 plows, 2 rotary plows (blowers), 1 sweeper	Yes
Guernsey		**Airport does not own snow removal equipment**	**No**
Kemmerer		1 plow, 1 rotary plow, 1 broom, and 1 material spreader	Yes
Newcastle		**1 plow**	**No**
Pine Bluffs		**1 plow**	**No**
Powell		**1 plow and 1 loader**	**No**
Thermopolis		**2 plows, 1 broom**	**No**
Wheatland		**Airport does not own snow removal equipment**	**No**
Cowley	Snow plow and broom, including a carrier vehicle	**1 plow**	**No**
Dixon		**1 plow**	**No**
Hulett		**2 plows**	**No**
Lusk		**1 plow and 1 rotary plow (blower)**	**No**
Cokeville	Not an Objective	Airport does not own snow removal equipment	N/A
Glendo		Airport does not own snow removal equipment	N/A
Green River		Airport does not own snow removal equipment	N/A
Medicine Bow		Airport does not own snow removal equipment	N/A
Shoshoni		Airport does not own snow removal equipment	N/A
Upton		Airport does not own snow removal equipment	N/A

Note: Casper, Cody, Gillette, and Jackson should have two each of two of the following three: snow plow, broom or blower because they are considered busier (> 25,000 annual enplanements) Commercial Service airports.

Table B-37: Sustainability Objective - System Performance

Airport	Sustainability Objective	Existing Sustainability Measures	Objective Met
Casper	*5 Sustainable Measures*	*Recycling, Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, Recycle Const. Materials, LED Airfield Lighting, LED Building Lighting, Collect/Use Rainwater, Grasscycling*	*Yes*
Cheyenne	*5 Sustainable Measures*	*Recycling, Motion Detected Lights, Recycle Const. Materials, Native Plant Landscape, Grasscycling*	*Yes*
Cody	*5 Sustainable Measures*	*Recycling, Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, Recycle Const. Materials, LED Airfield Lighting, Native Plant Landscape, Grasscycling*	*Yes*
Gillette	***5 Sustainable Measures***	***Recycling, Recycle Const. Materials, Native Plant Landscape***	***No***
Jackson	*5 Sustainable Measures*	*Recycling, Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, Recycle Const. Materials, LED Airfield Lighting, LED Building Lighting, Native Plant Landscape, Collect/Use Rainwater, Grasscycling*	*Yes*
Laramie	*5 Sustainable Measures*	*Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, Recycle Const. Materials, Native Plant Landscape*	*Yes*
Riverton	*5 Sustainable Measures*	*Low Flow Faucets, Dual-Flush Toilets, Recycle Const. Materials, LED Airfield Lighting, Native Plant Landscape, Grasscycling*	*Yes*
Rock Springs	*5 Sustainable Measures*	*Recycling, Low Flow Faucets, LED Airfield Lighting, LED Building Lighting*	*Yes*
Sheridan	*5 Sustainable Measures*	*Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, LED Airfield Lighting, LED Building Lighting, Native Plant Landscape*	*Yes*

Table B-37: Sustainability Objective - System Performance

Airport	Sustainability Objective	Existing Sustainability Measures	Objective Met
Afton	*3 Sustainable Measures*	*Dual-Flush Toilets, Motion Detected Lights, LED Airfield Lighting, Native Plant Landscape, Grasscycling*	*Yes*
Douglas	*3 Sustainable Measures*	*Recycling, Recycle Const. Materials, Native Plant Landscape, Grasscycling*	*Yes*
Evanston	***3 Sustainable Measures***	***Recycling***	***No***
Greybull	***3 Sustainable Measures***	***Native Plant Landscape, Grasscycling***	***No***
Lander	*3 Sustainable Measures*	*Low Flow Faucets, Dual-Flush Toilets, Grasscycling*	*Yes*
Pinedale	***3 Sustainable Measures***	***LED Airfield Lighting, Grasscycling***	***No***
Rawlins	*3 Sustainable Measures*	*Recycling, LED Airfield Lighting, Grasscycling*	*Yes*
Saratoga	*3 Sustainable Measures*	*Low Flow Faucets, Recycle Const. Materials, LED Building Lighting, Native Plant Landscape, Collect/Use Rainwater*	*Yes*
Torrington	***3 Sustainable Measures***	***Recycling, Native Plant Landscape***	***No***
Worland	***3 Sustainable Measures***	***Recycling, Low Flow Faucets***	***No***
Big Piney	*2 Sustainable Measures*	*Native Plant Landscape, Grasscycling*	*Yes*
Dubois	*2 Sustainable Measures*	*Recycle Const. Materials, LED Airfield Lighting, Native Plant Landscape*	*Yes*
Fort Bridger	***2 Sustainable Measures***	***No sustainability measures***	***No***
Guernsey	***2 Sustainable Measures***	***Native Plant Landscape***	***No***
Kemmerer	***2 Sustainable Measures***	***No sustainability measures***	***No***
Newcastle	*2 Sustainable Measures*	*Recycle Const. Materials, LED Airfield Lighting, Grasscycling*	*Yes*
Pine Bluffs	***2 Sustainable Measures***	***No sustainability measures***	***No***
Powell	*2 Sustainable Measures*	*Low Flow Faucets, Motion Detected Lights, Native Plant Landscape*	*Yes*
Thermopolis	*2 Sustainable Measures*	*Low Flow Faucets, Motion Detected Lights, LED Airfield Lighting, LED Building Lighting, Grasscycling*	*Yes*
Wheatland	*2 Sustainable Measures*	*Native Plant Landscape, Grasscycling*	*Yes*

Table B-37: Sustainability Objective - System Performance

Airport	Sustainability Objective	Existing Sustainability Measures	Objective Met
Cowley	*1 Sustainable Measure*	*Native Plant Landscape, Grasscycling*	*Yes*
Dixon	*1 Sustainable Measure*	*Motion Detected Lights*	*Yes*
Hulett	***1 Sustainable Measure***	***No sustainability measures***	***No***
Lusk	*1 Sustainable Measure*	*Grasscycling*	*Yes*
Cokeville	*Not an Objective*	*No sustainability measures*	*N/A*
Glendo	*Not an Objective*	*No sustainability measures*	*N/A*
Green River	*Not an Objective*	*Native Plant Landscape*	*N/A*
Medicine Bow	*Not an Objective*	*No sustainability measures*	*N/A*
Shoshoni	*Not an Objective*	*No sustainability measures*	*N/A*
Upton	*Not an Objective*	*No sustainability measures*	*N/A*

Note: All sustainability objectives are suggested only and are not essential.

Table B-38: Taxiway Objective - System Performance

Airport	Taxiway Objective	Existing Taxiway	Objective Met
Casper	Full Length Parallel	Full Parallel	Yes
Cheyenne	Full Length Parallel	Full Parallel	Yes
Cody	Full Length Parallel	Full Parallel	Yes
Gillette	**Full Length Parallel**	**Partial Parallel**	**No**
Jackson	Full Length Parallel	Full Parallel	Yes
Laramie	**Full Length Parallel**	**Partial Parallel**	**No**
Riverton	Full Length Parallel	Full Parallel	Yes
Rock Springs	Full Length Parallel	Full Parallel	Yes
Sheridan	Full Length Parallel	Full Parallel	Yes
Afton	Full Length Parallel	Full Parallel	Yes
Buffalo	**Full Length Parallel**	**Partial Parallel**	**No**
Douglas	Full Length Parallel	Full Parallel	Yes
Evanston	Full Length Parallel	Full Parallel	Yes
Greybull	Full Length Parallel	Full Parallel	Yes
Lander	Full Length Parallel	Full Parallel	Yes
Pinedale	Full Length Parallel	Full Parallel	Yes
Rawlins	Full Length Parallel	Full Parallel	Yes
Saratoga	Full Length Parallel	Full Parallel	Yes
Torrington	**Full Length Parallel**	**Partial Parallel**	**No**
Worland	Full Length Parallel	Full Parallel	Yes
Big Piney	Partial Parallel, Connector and/or Turn Around	Direct Connector	Yes
Dubois	Partial Parallel, Connector and/or Turn Around	Direct Connector	Yes
Fort Bridger	Partial Parallel, Connector and/or Turn Around	Direct Connector	Yes
Guernsey	Partial Parallel, Connector and/or Turn Around	Partial Parallel	Yes
Kemmerer	Partial Parallel, Connector and/or Turn Around	Direct Connector	Yes
Newcastle	Partial Parallel, Connector and/or Turn Around	Direct Connector	Yes
Pine Bluffs	Partial Parallel, Connector and/or Turn Around	Partial Parallel	Yes
Powell	Partial Parallel, Connector and/or Turn Around	Partial Parallel	Yes
Thermopolis	Partial Parallel, Connector and/or Turn Around	Full Parallel	Yes
Wheatland	Partial Parallel, Connector and/or Turn Around	Direct Connector	Yes
Cowley	Maintain Existing Taxiway(s)	Direct Connector	Yes
Dixon	Maintain Existing Taxiway(s)	Partial Parallel	Yes
Hulett	Maintain Existing Taxiway(s)	Full Parallel	Yes
Lusk	Maintain Existing Taxiway(s)	Direct Connector	Yes
Cokeville	Maintain Existing Taxiway(s)	Direct Connector	Yes
Glendo	Maintain Existing Taxiway(s)	Direct Connector	Yes
Green River	Maintain Existing Taxiway(s)	Direct Connector	Yes
Medicine Bow	Maintain Existing Taxiway(s)	Direct Connector	Yes
Shoshoni	Maintain Existing Taxiway(s)	Direct Connector	Yes
Upton	Maintain Existing Taxiway(s)	Direct Connector	Yes

Table B-39: Taxiway Lights Objective - System Performance

Airport	Taxiway Lights Objective	Existing Taxiway Lights	Objective Met
Casper	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Cheyenne	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Cody	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Gillette	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Jackson	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Laramie	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Riverton	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Rock Springs	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Sheridan	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Afton	**Medium Intensity Taxiway Lights (MITL)**	**Reflectors**	**No**
Buffalo	Medium Intensity Taxiway Lights (MITL)	MITL and Reflectors	Yes
Douglas	**Medium Intensity Taxiway Lights (MITL)**	**Reflectors**	**No**
Evanston	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Greybull	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Lander	**Medium Intensity Taxiway Lights (MITL)**	**Reflectors**	**No**
Pinedale	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Rawlins	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Saratoga	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Torrington	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Worland	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Big Piney	**Medium Intensity Taxiway Lights (MITL)**	**Reflectors**	**No**
Dubois	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Fort Bridger	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Guernsey	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Kemmerer	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Newcastle	**Medium Intensity Taxiway Lights (MITL)**	**Unknown**	**No**
Pine Bluffs	Medium Intensity Taxiway Lights (MITL)	MITL and Reflectors	Yes
Powell	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Thermopolis	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Wheatland	Medium Intensity Taxiway Lights (MITL)	MITL	Yes
Cowley	Reflectors (MITL Suggested)	MITL	Yes
Dixon	Reflectors (MITL Suggested)	MITL	Yes
Hulett	Reflectors (MITL Suggested)	Reflectors	Yes
Lusk	**Reflectors (MITL Suggested)**	**Unknown**	**No**
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Table B-40: Terminal Objective - System Performance

Airport	Terminal Objective	Existing Terminal	Objective Met
Casper	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Cheyenne	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Cody	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Gillette	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Jackson	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Laramie	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Riverton	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Rock Springs	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Sheridan	Commercial Service (CS) and General Aviation (GA)	CS and GA Terminals	Yes
Afton	General Aviation (GA)	GA Terminal	Yes
Buffalo	General Aviation (GA)	GA Terminal	Yes
Douglas	General Aviation (GA)	GA Terminal	Yes
Evanston	General Aviation (GA)	GA Terminal	Yes
Greybull	General Aviation (GA)	GA Terminal	Yes
Lander	General Aviation (GA)	GA Terminal	Yes
Pinedale	General Aviation (GA)	GA Terminal	Yes
Rawlins	General Aviation (GA)	GA Terminal	Yes
Saratoga	General Aviation (GA)	GA Terminal	Yes
Torrington	General Aviation (GA)	GA Terminal	Yes
Worland	General Aviation (GA)	GA Terminal	Yes
Big Piney	General Aviation (GA)	GA Terminal	Yes
Dubois	General Aviation (GA)	GA Terminal	Yes
Fort Bridger	General Aviation (GA)	GA Terminal	Yes
Guernsey	General Aviation (GA)	GA Terminal	Yes
Kemmerer	General Aviation (GA)	GA Terminal	Yes
Newcastle	General Aviation (GA)	GA Terminal	Yes
Pine Bluffs	General Aviation (GA)	GA Terminal	Yes
Powell	General Aviation (GA)	GA Terminal	Yes
Thermopolis	General Aviation (GA)	GA Terminal	Yes
Wheatland	General Aviation (GA)	GA Terminal	Yes
Cowley	General Aviation (GA)	GA Terminal	Yes
Dixon	General Aviation (GA)	GA Terminal	Yes
Hulett	General Aviation (GA)	GA Terminal	Yes
Lusk	General Aviation (GA)	GA Terminal	Yes
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Table B-41: Weather Reporting Facilities Objective - System Performance

Airport	Weather Reporting Objective	Existing Weather Reporting	Objective Met
Casper	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Cheyenne	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Cody	AWOS/ASOS and Connected to NADIN	AWOS connected to NADIN	Yes
Gillette	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Jackson	AWOS/ASOS and Connected to NADIN	AWOS connected to NADIN	Yes
Laramie	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Riverton	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Rock Springs	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Sheridan	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Afton	AWOS/ASOS and Connected to NADIN	AWOS connected to NADIN	Yes
Buffalo	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Douglas	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Evanston	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Greybull	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Lander	AWOS/ASOS and Connected to NADIN	AWOS connected to NADIN	Yes
Pinedale	AWOS/ASOS and Connected to NADIN	AWOS connected to NADIN	Yes
Rawlins	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Saratoga	AWOS/ASOS and Connected to NADIN	AWOS connected to NADIN	Yes
Torrington	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Worland	AWOS/ASOS and Connected to NADIN	ASOS connected to NADIN	Yes
Big Piney	AWOS/ASOS	AWOS connected to NADIN	Yes
Dubois	AWOS/ASOS	AWOS connected to NADIN	Yes
Fort Bridger	AWOS/ASOS	AWOS connected to NADIN	Yes
Guernsey	AWOS/ASOS	AWOS connected to NADIN	Yes
Kemmerer	AWOS/ASOS	AWOS connected to NADIN	Yes
Newcastle	AWOS/ASOS	AWOS connected to NADIN	Yes
Pine Bluffs	AWOS/ASOS	AWOS connected to NADIN	Yes
Powell	AWOS/ASOS	AWOS connected to NADIN	Yes
Thermopolis	AWOS/ASOS	AWOS connected to NADIN	Yes
Wheatland	AWOS/ASOS	AWOS	Yes
Cowley	AWOS/ASOS	AWOS connected to NADIN	Yes
Dixon	AWOS/ASOS	AWOS connected to NADIN	Yes
Hulett	AWOS/ASOS	AWOS connected to NADIN	Yes
Lusk	AWOS/ASOS	AWOS	Yes
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Note: AWOS=Automated Weather Observation System (AWOS); ASOS=Automated Surface Observation System
NADIN=National Airspace Data Interchange Network

Table B-42: Wi-Fi Internet Access Objective - System Performance

Airport	Wi-Fi Internet Access Objective	Existing Wi-Fi	Objective Met
Casper	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Cheyenne	**Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers**	**CS: Limited Hours Wi-Fi GA: Free Wi-Fi 24 hours**	**CS: No** GA: Yes
Cody	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Gillette	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Jackson	**Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers**	**CS: 24-Hour Wi-Fi GA: Free Limited Hours Wi-Fi**	CS: Yes **GA: No**
Laramie	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Riverton	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Rock Springs	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Sheridan	Commercial Service (CS) Terminal: 24-hour Wi-Fi GA Terminal: 24--hour Wi-Fi for Pilots and Passengers	CS: 24-Hour Wi-Fi GA: Free Wi-Fi 24 hours	CS: Yes GA: Yes
Afton	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Buffalo	**24-hour Wi-Fi for Pilots and Passengers**	**Free Wi-Fi limited hours**	**No**
Douglas	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Evanston	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Greybull	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**
Lander	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Pinedale	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Rawlins	**24-hour Wi-Fi for Pilots and Passengers**	**Free Wi-Fi limited hours**	**No**
Saratoga	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Torrington	**24-hour Wi-Fi for Pilots and Passengers**	**Free Wi-Fi limited hours**	**No**
Worland	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Big Piney	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Dubois	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**
Fort Bridger	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**
Guernsey	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Kemmerer	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**
Newcastle	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Pine Bluffs	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Powell	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Thermopolis	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Wheatland	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Cowley	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**
Dixon	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**
Hulett	24-hour Wi-Fi for Pilots and Passengers	Free Wi-Fi 24 hours	Yes
Lusk	**24-hour Wi-Fi for Pilots and Passengers**	**No public Wi-Fi**	**No**

Table B-42: Wi-Fi Internet Access Objective - System Performance

Airport	Wi-Fi Internet Access Objective	Existing Wi-Fi	Objective Met
Cokeville	Not an Objective	No public Wi-Fi	N/A
Glendo	Not an Objective	No public Wi-Fi	N/A
Green River	Not an Objective	No public Wi-Fi	N/A
Medicine Bow	Not an Objective	No public Wi-Fi	N/A
Shoshoni	Not an Objective	No public Wi-Fi	N/A
Upton	Not an Objective	No public Wi-Fi	N/A

Table B-43: Wildlife Hazard Assessment Objective - System Performance

Airport	Wildlife Hazard Assessment Objective	Existing Wildlife Hazard Assessment	Objective Met
Casper	Wildlife Hazard Assessment	Full Assessment	Yes
Cheyenne	Wildlife Hazard Assessment	Full Assessment	Yes
Cody	Wildlife Hazard Assessment	Full Assessment	Yes
Gillette	Wildlife Hazard Assessment	Full Assessment	Yes
Jackson	Wildlife Hazard Assessment	Full Assessment	Yes
Laramie	Wildlife Hazard Assessment	Full Assessment	Yes
Riverton	Wildlife Hazard Assessment	Full Assessment	Yes
Rock Springs	Wildlife Hazard Assessment	Full Assessment	Yes
Sheridan	Wildlife Hazard Assessment	Full Assessment	Yes
Afton	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Buffalo	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Douglas	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Evanston	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Greybull	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Lander	*Wildlife Hazard "1-day visit" Suggested*	*Full Assessment*	*Yes*
Pinedale	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Rawlins	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Saratoga	*Wildlife Hazard "1-day visit" Suggested*	*Wildlife Hazard "1–Day Visit"*	*Yes*
Torrington	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Worland	*Wildlife Hazard "1-day visit" Suggested*	*Full Assessment*	*Yes*
Big Piney	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Dubois	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Fort Bridger	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Guernsey	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Kemmerer	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Newcastle	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Pine Bluffs	*Wildlife Hazard "1-day visit" Suggested*	*Wildlife Hazard "1–Day Visit"*	*Yes*
Powell	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Thermopolis	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Wheatland	***Wildlife Hazard "1-day visit" Suggested***	***None***	***No***
Cowley	Not an Objective	None	N/A
Dixon	Not an Objective	None	N/A
Hulett	Not an Objective	None	N/A
Lusk	Not an Objective	Full Assessment	N/A
Cokeville	Not an Objective	None	N/A
Glendo	Not an Objective	None	N/A
Green River	Not an Objective	None	N/A
Medicine Bow	Not an Objective	None	N/A
Shoshoni	Not an Objective	None	N/A
Upton	Not an Objective	None	N/A

Table B-44: Wind Coverage Objective - System Performance

Airport	Wind Coverage Objective	Existing Wind Coverage	Objective Met
Casper	≥95% at 16 knots crosswind	99.69% at 16 knots crosswind	Yes
Cheyenne	≥95% at 16 knots crosswind	99.22% at 16 knots crosswind	Yes
Cody	≥95% at 16 knots crosswind	99.69% at 16 knots crosswind	Yes
Gillette	≥95% at 16 knots crosswind	99.52% at 16 knots crosswind	Yes
Jackson	≥95% at 16 knots crosswind	99.40% at 16 knots crosswind	Yes
Laramie	≥95% at 16 knots crosswind	98.98% at 16 knots crosswind	Yes
Riverton	≥95% at 16 knots crosswind	99.74% at 16 knots crosswind	Yes
Rock Springs	≥95% at 16 knots crosswind	99.84% at 16 knots crosswind	Yes
Sheridan	≥95% at 16 knots crosswind	99.67% at 16 knots crosswind	Yes
Afton	≥95% at 16 knots crosswind	99.71% at 16 knots crosswind	Yes
Buffalo	≥95% at 16 knots crosswind	97.4% at 13 knots crossiwind	Yes
Douglas	≥95% at 16 knots crosswind	99.54% at 16 knots crosswind	Yes
Evanston	≥95% at 16 knots crosswind	99.44% at 16 knots crosswind	Yes
Greybull	≥95% at 16 knots crosswind	99.90% at 16 knots crosswind	Yes
Lander	≥95% at 16 knots crosswind	98.69% at 16 knots crosswind	Yes
Pinedale	≥95% at 16 knots crosswind	99.62% at 16 knots crosswind	Yes
Rawlins	≥95% at 16 knots crosswind	99.48% at 16 knots crosswind	Yes
Saratoga	**≥95% at 16 knots crosswind**	**No usable wind records**	**No**
Torrington	≥95% at 16 knots crosswind	99.14% at 16 knots crosswind	Yes
Worland	≥95% at 16 knots crosswind	99.55% at 16 knots crosswind	Yes
Big Piney	≥95% at 13 knots crosswind	96.32% at 13 knots crosswind	Yes
Dubois	**≥95% at 13 knots crosswind**	**No usable wind records**	**Yes**
Fort Bridger	≥95% at 13 knots crosswind	98.90% at 13 knots crosswind	Yes
Guernsey	≥95% at 13 knots crosswind	95.10% at 13 knots crosswind	Yes
Kemmerer	**≥95% at 13 knots crosswind**	**90.57% at 13 knots crosswind**	**No**
Newcastle	≥95% at 13 knots crosswind	99.12% at 13 knots crosswind	Yes
Pine Bluffs	**≥95% at 13 knots crosswind**	**85.55% at 13 knots crosswind**	**No**
Powell	≥95% at 13 knots crosswind	95.50% at 13 knots crosswind	Yes
Thermopolis	≥95% at 13 knots crosswind	98.04% at 13 knots crosswind	Yes
Wheatland	**≥95% at 13 knots crosswind**	**13 knot coverage unavailable**	**No**
Cowley	*≥95% at 13 knots crosswind suggested*	*96.61% at 13 knots crosswind*	*Yes*
Dixon	*≥95% at 13 knots crosswind suggested*	*97.62% at 13 knots crosswind*	*Yes*
Hulett	***≥95% at 13 knots crosswind suggested***	***94.58% at 13 knots crosswind***	***No***
Lusk	***≥95% at 13 knots crosswind suggested***	***94.82% at 13 knots crosswind***	***No***
Cokeville	***≥95% at 13 knots crosswind suggested***	***Unknown***	***No***
Glendo	***≥95% at 13 knots crosswind suggested***	***Unknown***	***No***
Green River	*≥95% at 13 knots crosswind suggested*	*95.43% at 13 knots crosswind*	*Yes*
Medicine Bow	***≥95% at 13 knots crosswind suggested***	***Unknown***	***No***
Shoshoni	***≥95% at 13 knots crosswind suggested***	***Unknown***	***No***
Upton	***≥95% at 13 knots crosswind suggested***	***Unknown***	***No***

Note: Buffalo and Dubois have newer AWOS systems and not enough wind data is yet available to determine wind coverage. Pine Bluffs wind data is from Cheyenne and may not reflect local winds.

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APPENDIX C – SYSTEM FORECASTS

City	Classification (2009)	Airport	FAA ID	Page
Afton	Business	Afton-Lincoln County Municipal Airport	AFO	C-3
Big Piney	Intermediate	Miley Memorial Field	BPI	C-5
Buffalo	Intermediate	Johnson County Airport	BYG	C-7
Casper	Commercial Service	Casper/Natrona County International Airport	CPR	C-9
Cheyenne	Commercial Service	Cheyenne Regional Airport - Jerry Olson Field	CYS	C-11
Cody	Commercial Service	Yellowstone Regional Airport	COD	C-13
Cokeville	Local Paved	Cokeville Municipal Airport	U06	C-15
Cowley	Local Paved	North Big Horn County Airport	U68	C-17
Dixon	Local Paved	Dixon Airport	DWX	C-19
Douglas	Business	Converse County Airport	DGW	C-21
Dubois	Local Paved	Dubois Municipal Airport	DUB	C-23
Evanston	Business	Evanston-Uinta County Burns Field	EVW	C-25
Fort Bridger	Local Paved	Fort Bridger Airport	FBR	C-27
Gillette	Commercial Service	Gillette - Campbell County Airport	GCC	C-29
Glendo	Local Non-Paved	Thomas Memorial Airport	76V	C-31
Green River	Local Non-Paved	Greater Green River Intergalactic Spaceport	48U	C-33
Greybull	Business	South Big Horn County Airport	GEY	C-35
Guernsey	Intermediate	Camp Guernsey Army Airfield	GUR	C-37
Hulett	Local Paved	Hulett Municipal Airport	W43	C-39
Jackson	Commercial Service	Jackson Hole Airport	JAC	C-41
Kemmerer	Intermediate	Kemmerer Municipal Airport	EMM	C-43
Lander	Intermediate	Hunt Field	LND	C-45
Laramie	Commercial Service	Laramie Regional Airport	LAR	C-47
Lusk	Local Paved	Lusk Municipal Airport	LSK	C-49
Medicine Bow	Local Non-Paved	Medicine Bow Airport	80V	C-51
Newcastle	Intermediate	Mondell Field	ECS	C-53
Pine Bluffs	Local Paved	Pine Bluffs Municipal Airport	82V	C-55
Pinedale	Business	Ralph Wenz Field	PNA	C-57
Powell	Intermediate	Powell Municipal Airport	POY	C-59
Rawlins	Intermediate	Rawlins Municipal - Harvey Field	RWL	C-61
Riverton	Commercial Service	Riverton Regional Airport	RIW	C-63
Rock Springs	Commercial Service	Rock Springs - Sweetwater County Airport	RKS	C-65
Saratoga	Business	Shively Field	SAA	C-67
Sheridan	Commercial Service	Sheridan County Airport	SHR	C-69
Shoshoni	Local Non-Paved	Shoshoni Municipal Airport	49U	C-71
Thermopolis	Local Paved	Hot Springs County Airport	HSG	C-73
Torrington	Intermediate	Torrington Municipal Airport	TOR	C-75
Upton	Local Non-Paved	Upton Municipal Airport	83V	C-77
Wheatland	Intermediate	Phifer Airfield	EAN	C-79
Worland	Business	Worland Municipal Airport	WRL	C-81

Note: Airports are shown in their 2009 classifications.

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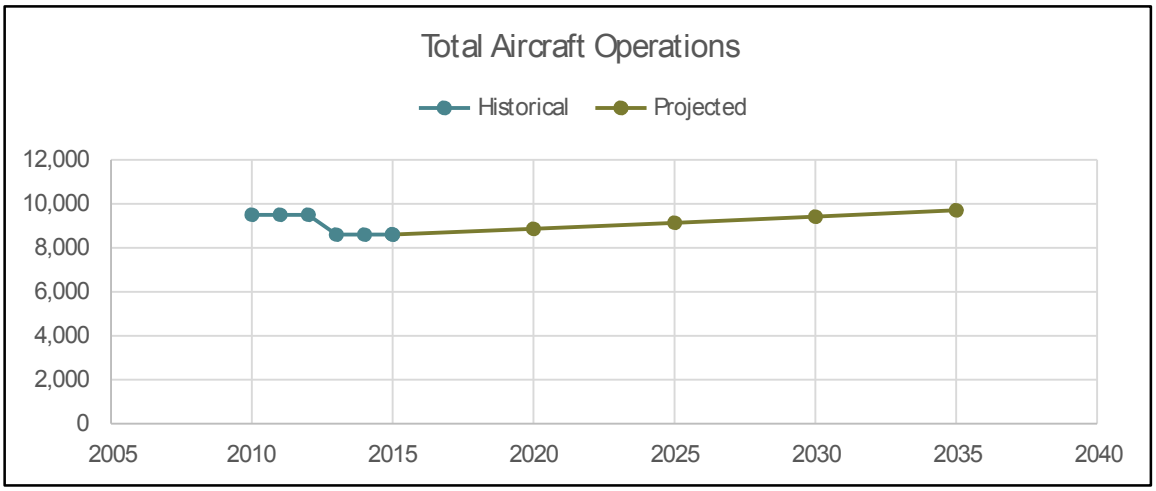
AFO — AFTON MUNI

Lincoln County
Associated City: Afton
Airport Classification: Business

Operation Projections Population Growth Rate: 0.61%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	300	4,200	5,000	0	9,500
2011	0	300	4,200	5,000	0	9,500
2012	0	300	4,200	5,000	0	9,500
2013	0	300	3,800	4,500	0	8,600
2014	0	300	3,800	4,500	0	8,600
2015	0	300	4,500	3,800	0	8,600
Projected						
2020	0	309	4,638	3,916	0	8,864
2025	0	319	4,780	4,037	0	9,135
2030	0	328	4,927	4,160	0	9,415
2035	0	339	5,078	4,288	0	9,704



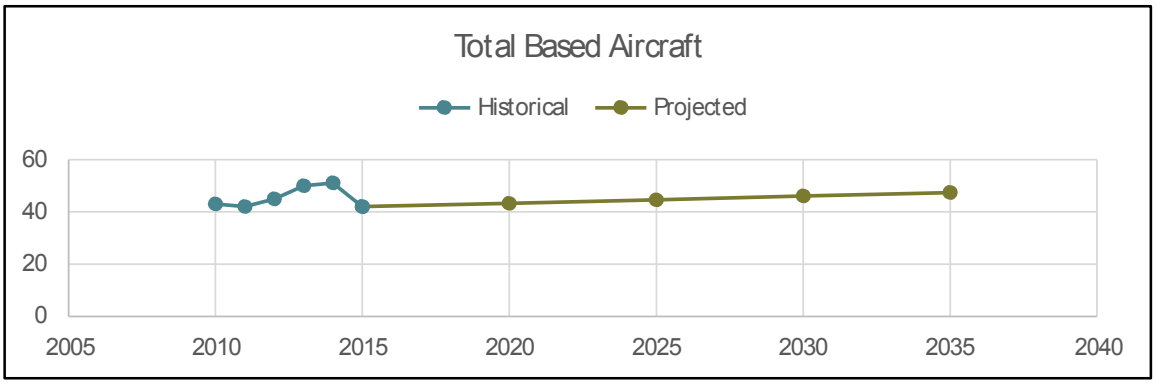
AFO — AFTON MUNI

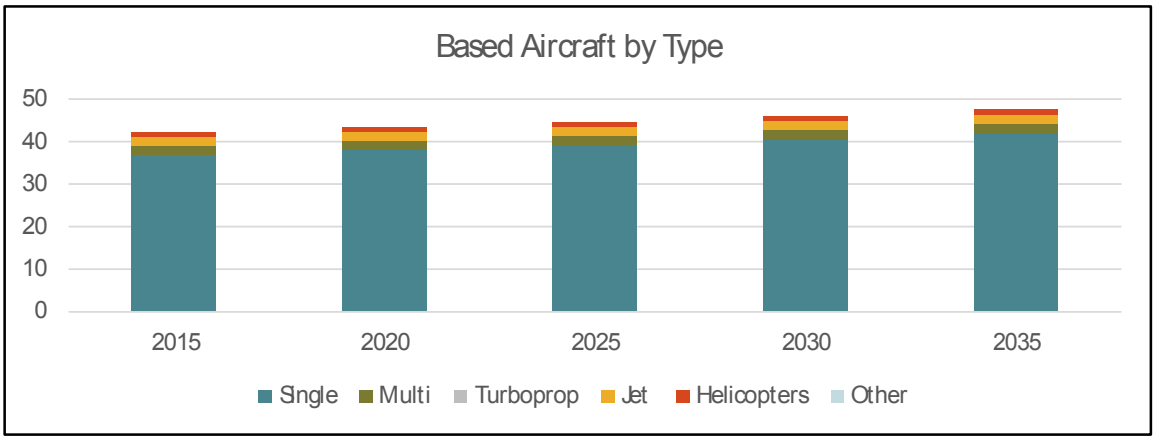
Lincoln County
Associated City: Afton
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 0.61%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	38	5	NA	0	0	0	43
2011	40	2	NA	0	0	0	42
2012	39	2	NA	0	0	4	45
2013	43	1	NA	1	1	4	50
2014	43	2	NA	1	1	4	51
2015	37	2	0	2	1	0	42
Projected							
2020	38	2	0	2	1	0	43
2025	39	2	0	2	1	0	45
2030	41	2	0	2	1	0	46
2035	42	2	0	2	1	0	47

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

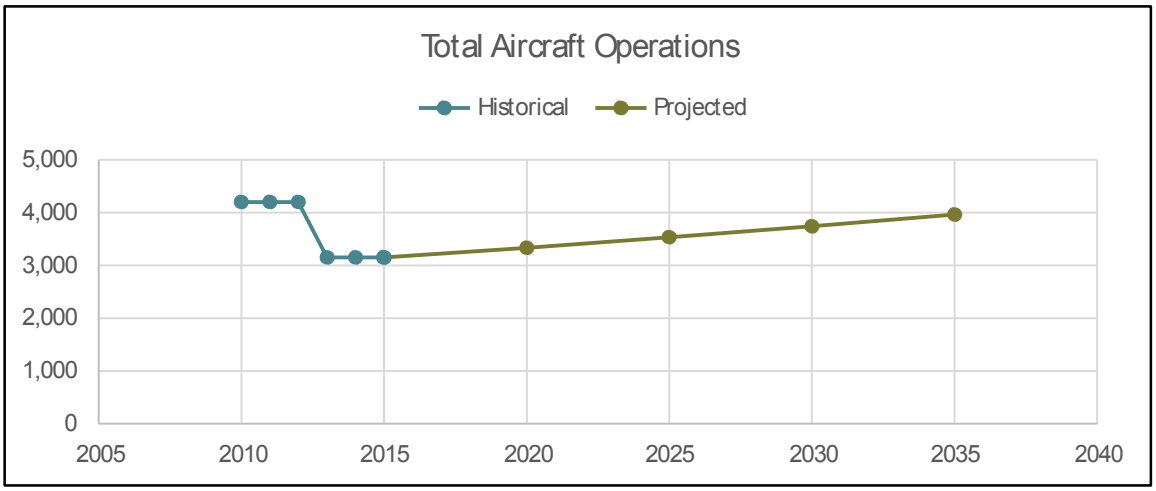
2010-2014 Operations and Based Aircraft from FAA TAF, May 13, 2016. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

BPI — MILEY MEMORIAL FIELD

Sublette County
Associated City: Big Piney
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 1.15%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	800	2,500	900	0	4,200
2011	0	800	2,500	900	0	4,200
2012	0	800	2,500	900	0	4,200
2013	0	600	1,875	675	0	3,150
2014	0	600	1,875	675	0	3,150
2015	0	600	1,875	675	0	3,150
Projected						
2020	0	635	1,986	715	0	3,336
2025	0	673	2,103	757	0	3,533
2030	0	713	2,227	802	0	3,742
2035	0	755	2,359	849	0	3,963



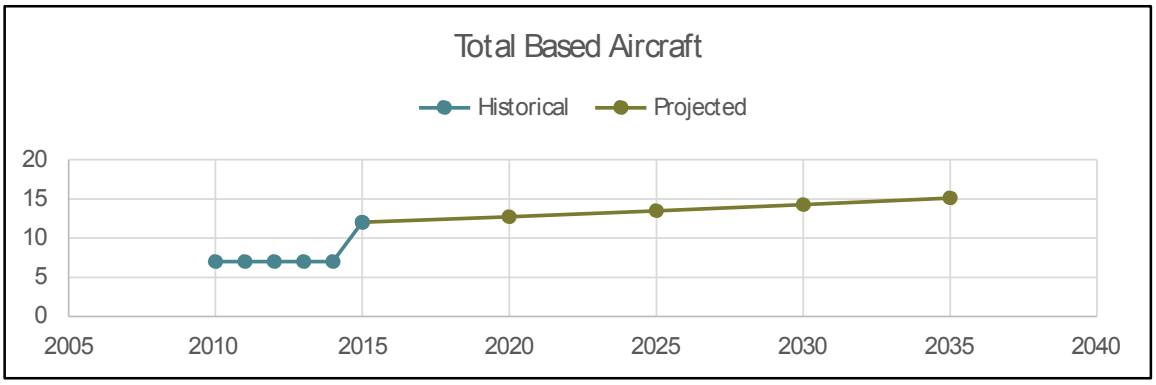
BPI — MILEY MEMORIAL FIELD

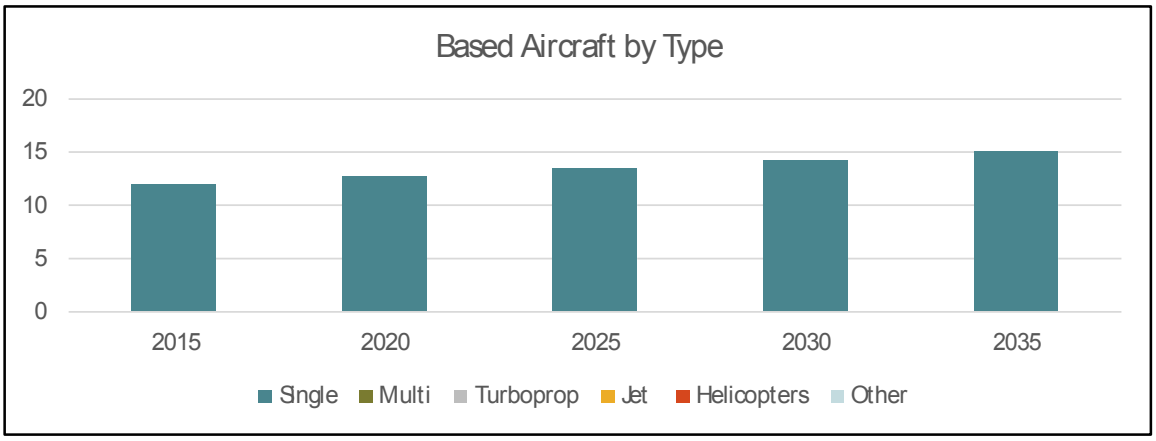
Sublette County
Associated City: Big Piney
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 1.15%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	6	1	NA	0	0	0	7
2011	6	1	NA	0	0	0	7
2012	6	1	NA	0	0	0	7
2013	6	1	NA	0	0	0	7
2014	6	1	NA	0	0	0	7
2015	12	0	0	0	0	0	12
Projected							
2020	13	0	0	0	0	0	13
2025	13	0	0	0	0	0	13
2030	14	0	0	0	0	0	14
2035	15	0	0	0	0	0	15

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

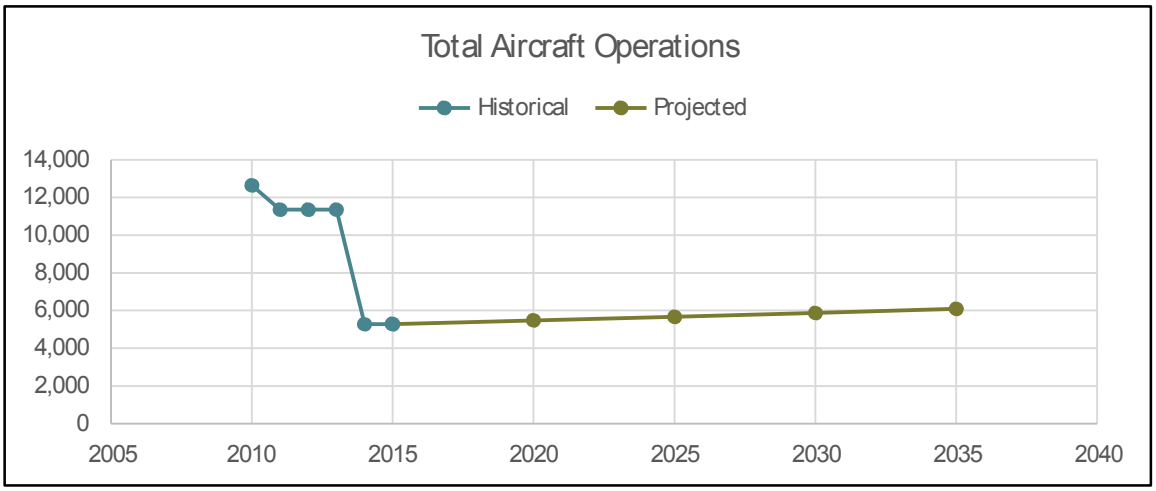
2010-2014 Operations and Based Aircraft from FAA TAF, May 13, 2016. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

BYG — JOHNSON COUNTY

Johnson County
Associated City: Buffalo
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.72%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	100	5,000	7,500	50	12,650
2011	0	90	4,500	6,750	10	11,350
2012	0	90	4,500	6,750	10	11,350
2013	0	90	4,500	6,750	10	11,350
2014	0	90	4,662	518	10	5,280
2015	0	90	4,662	518	10	5,280
Projected						
2020	0	93	4,832	537	10	5,472
2025	0	97	5,007	556	11	5,671
2030	0	100	5,190	577	11	5,878
2035	0	104	5,378	598	12	6,091



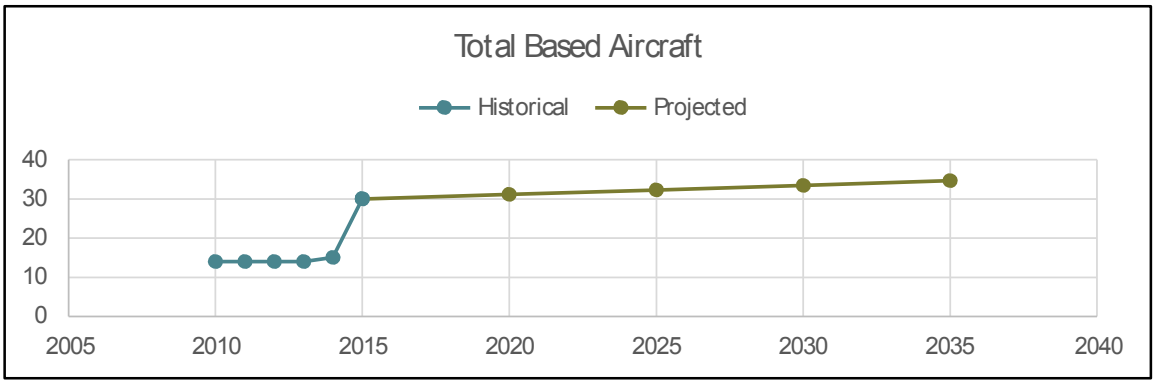
BYG — JOHNSON COUNTY

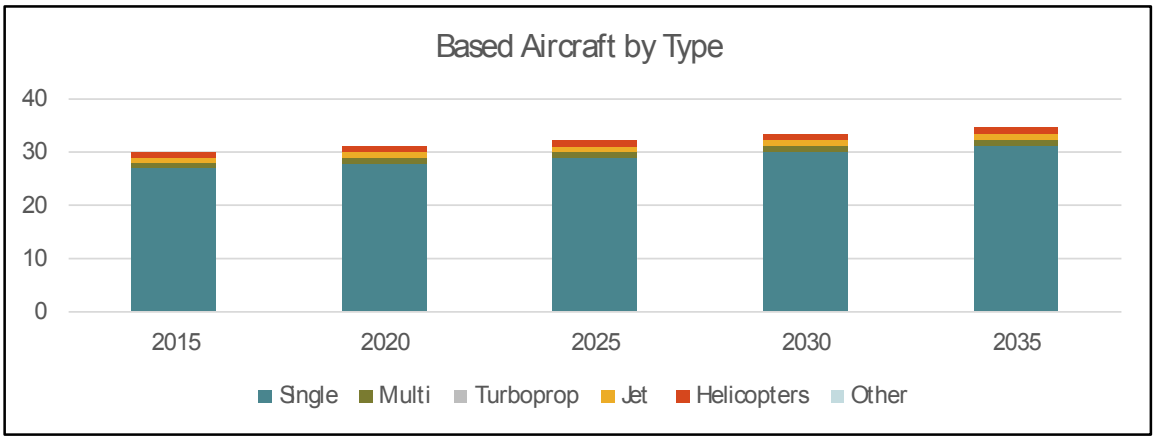
Johnson County
Associated City: Buffalo
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.72%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	11	2	NA	1	0	0	14
2011	11	2	NA	1	0	0	14
2012	11	2	NA	1	0	0	14
2013	11	2	NA	1	0	0	14
2014	12	2	NA	1	0	0	15
2015	27	1	0	1	1	0	30
Projected							
2020	28	1	0	1	1	0	31
2025	29	1	0	1	1	0	32
2030	30	1	0	1	1	0	33
2035	31	1	0	1	1	0	35

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
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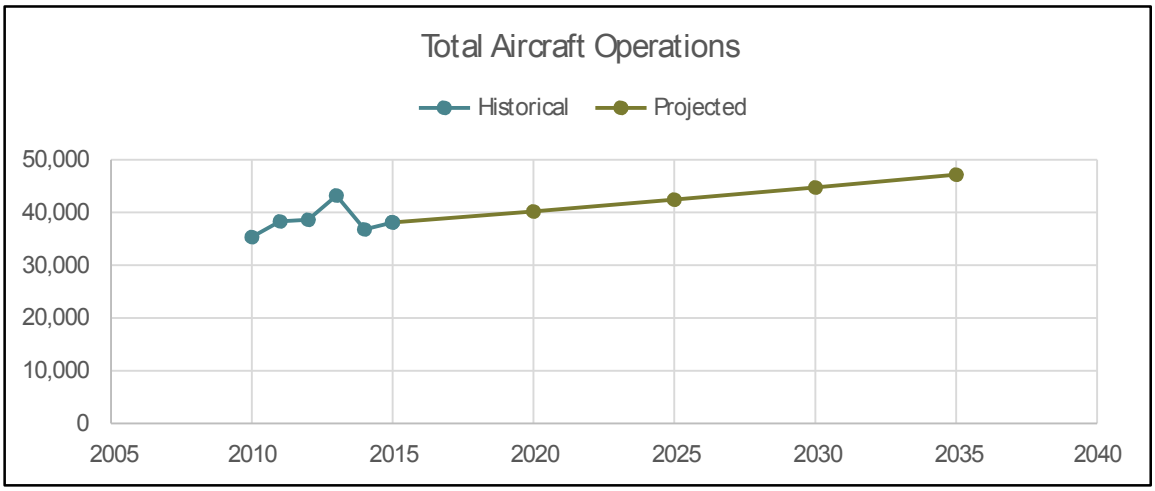
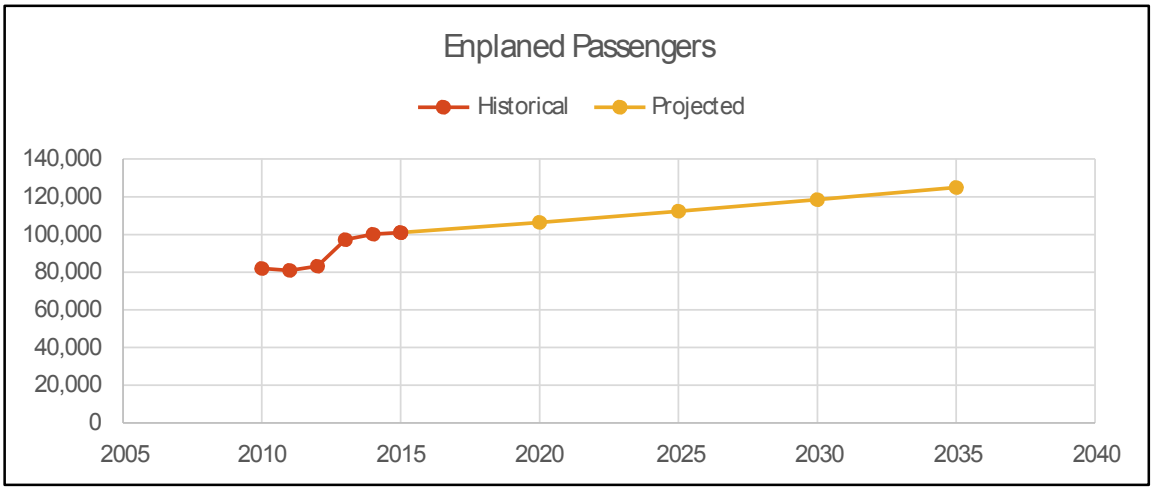
CPR — CASPER/NATRONA COUNTY INTL

Natrona County
Associated City: Casper
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 1.07%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	1,168	10,707	14,123	8,706	635	35,339	81,905
2011	1,156	10,545	14,518	11,448	646	38,313	80,941
2012	1,076	10,904	16,585	9,380	649	38,594	83,212
2013	1,187	11,486	16,359	13,574	600	43,206	97,237
2014	1,083	11,210	15,452	8,464	583	36,792	100,162
2015	1,260	10,720	16,585	9,380	179	38,124	100,951
Projected							
2020	1,329	11,308	17,494	9,894	189	40,214	106,485
2025	1,402	11,927	18,453	10,437	199	42,418	112,322
2030	1,479	12,581	19,465	11,009	210	44,743	118,479
2035	1,560	13,271	20,532	11,612	222	47,196	124,973





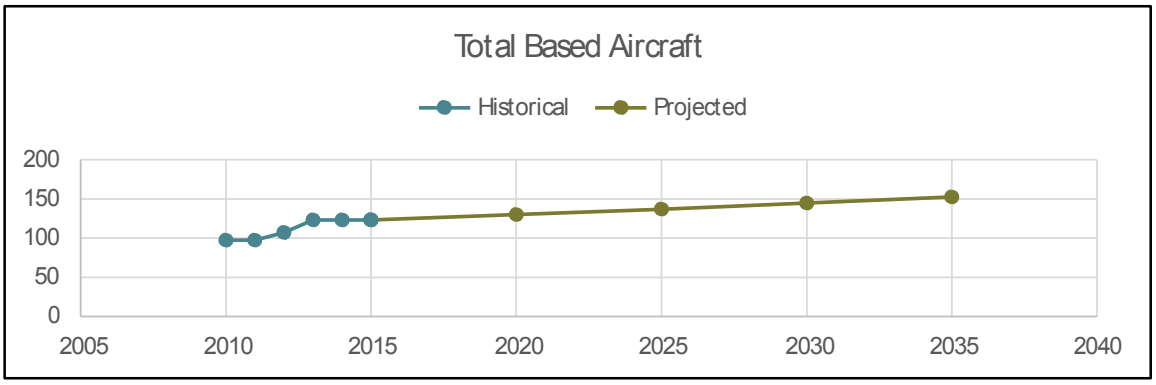
CPR — CASPER/NATRONA COUNTY INTL

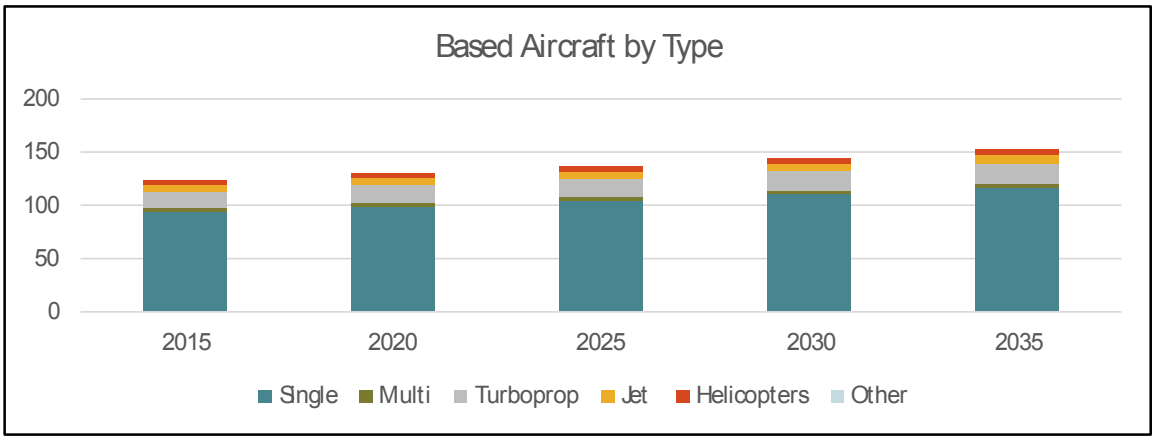
Natrona County
Associated City: Casper
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 1.07%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	64	22	NA	7	4	0	97
2011	64	22	NA	7	4	0	97
2012	89	7	NA	7	4	0	107
2013	104	9	NA	6	4	0	123
2014	104	9	NA	6	4	0	123
2015	94	3	16	6	4	0	123
Projected							
2020	99	3	17	6	4	0	130
2025	105	3	18	7	4	0	137
2030	110	4	19	7	5	0	144
2035	116	4	20	7	5	0	152

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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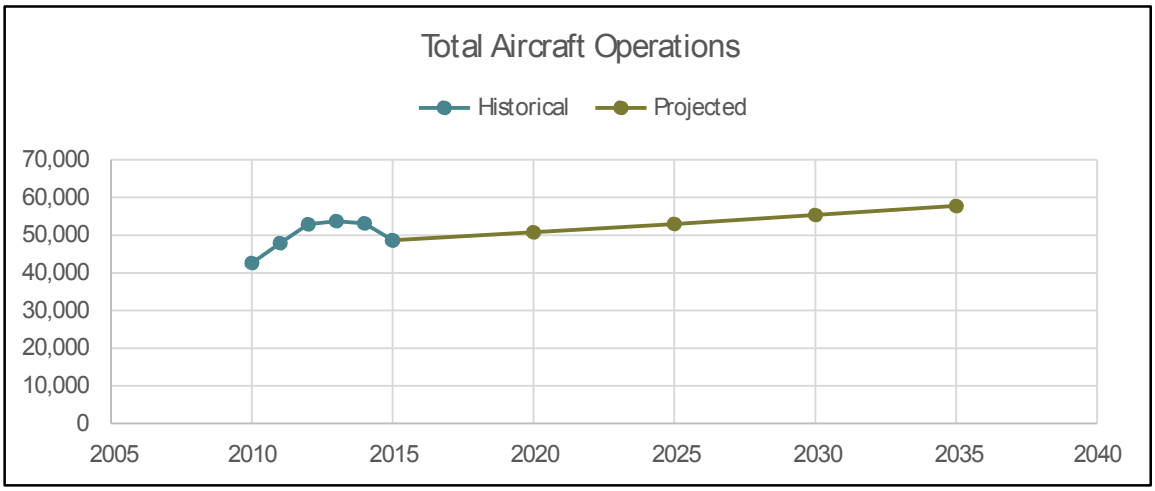
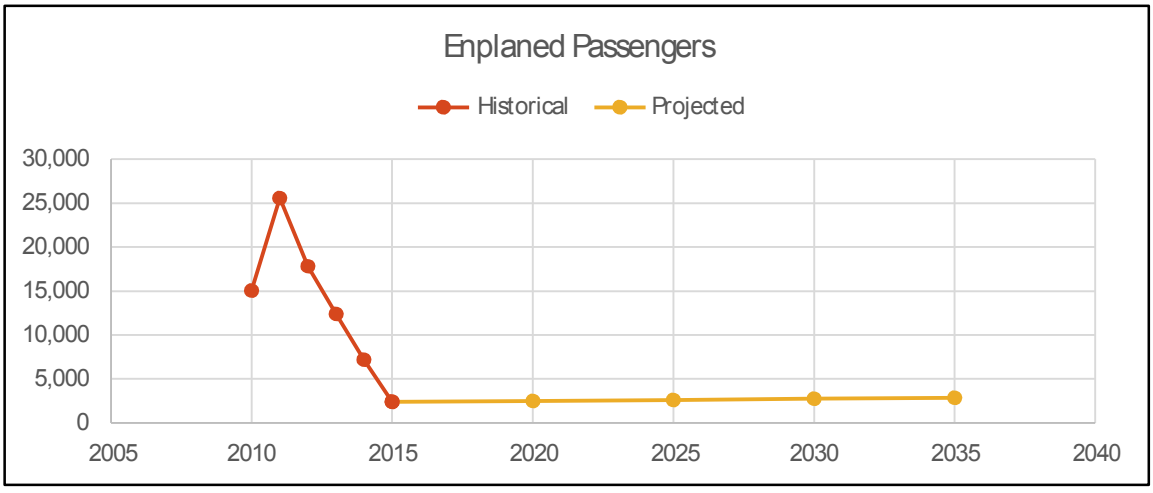
CYS — CHEYENNE RGNL/JERRY OLSON FIELD

Laramie County
Associated City: Cheyenne
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 0.86%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	160	4,931	7,682	11,306	18,509	42,588	15,042
2011	125	6,072	6,285	11,650	23,737	47,869	25,575
2012	68	5,531	7,215	13,622	26,426	52,862	17,811
2013	128	4,972	6,211	15,598	26,795	53,704	12,402
2014	102	4,061	7,437	13,424	28,107	53,131	7,185
2015	4,490	1,650	6,470	11,310	24,710	48,630	2,406
Projected							
2020	4,687	1,722	6,754	11,806	25,794	50,764	2,512
2025	4,893	1,798	7,050	12,325	26,927	52,992	2,622
2030	5,107	1,877	7,360	12,865	28,108	55,318	2,737
2035	5,332	1,959	7,683	13,430	29,342	57,746	2,857





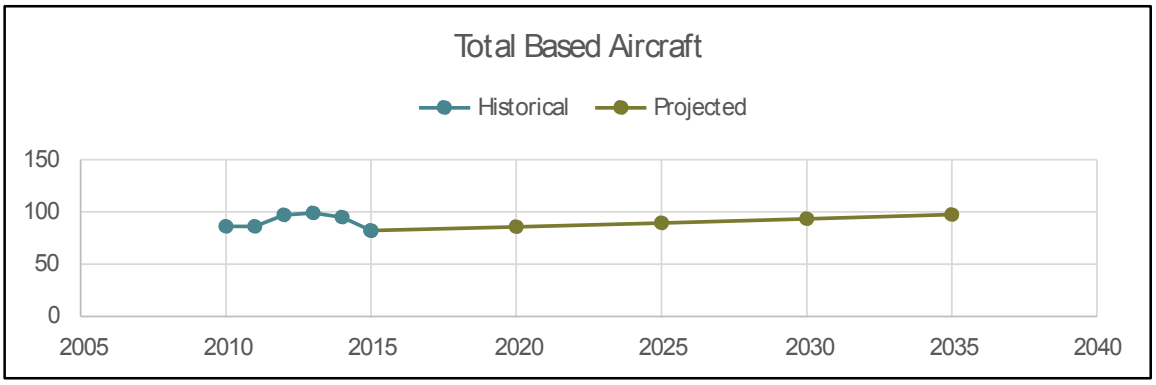
CYS — CHEYENNE RGNL/JERRY OLSON FIELD

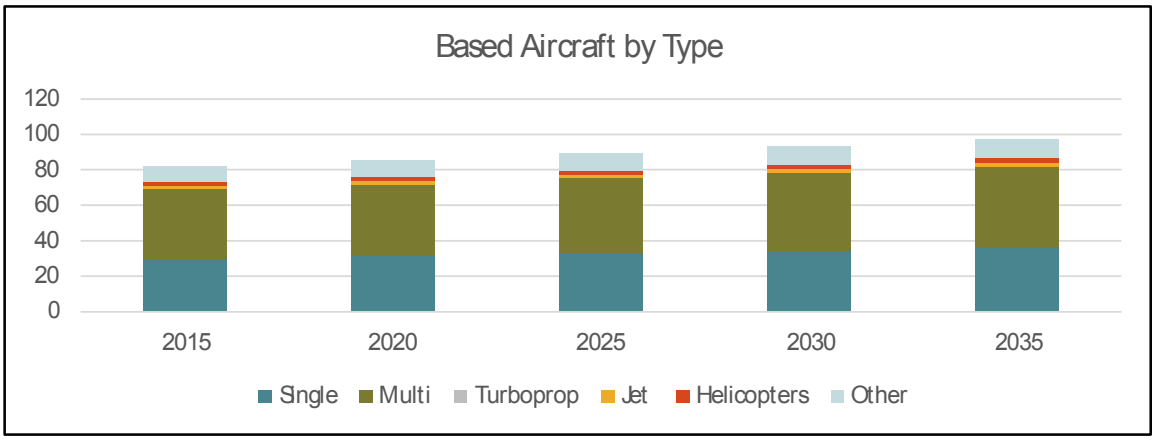
Laramie County
Associated City: Cheyenne
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 0.86%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	35	38	NA	4	9	0	86
2011	35	38	NA	4	9	0	86
2012	35	38	NA	4	9	11	97
2013	35	38	NA	4	9	13	99
2014	35	43	NA	2	2	13	95
2015	30	39	0	2	2	9	82
Projected							
2020	31	41	0	2	2	9	86
2025	33	42	0	2	2	10	89
2030	34	44	0	2	2	10	93
2035	36	46	0	2	2	11	97

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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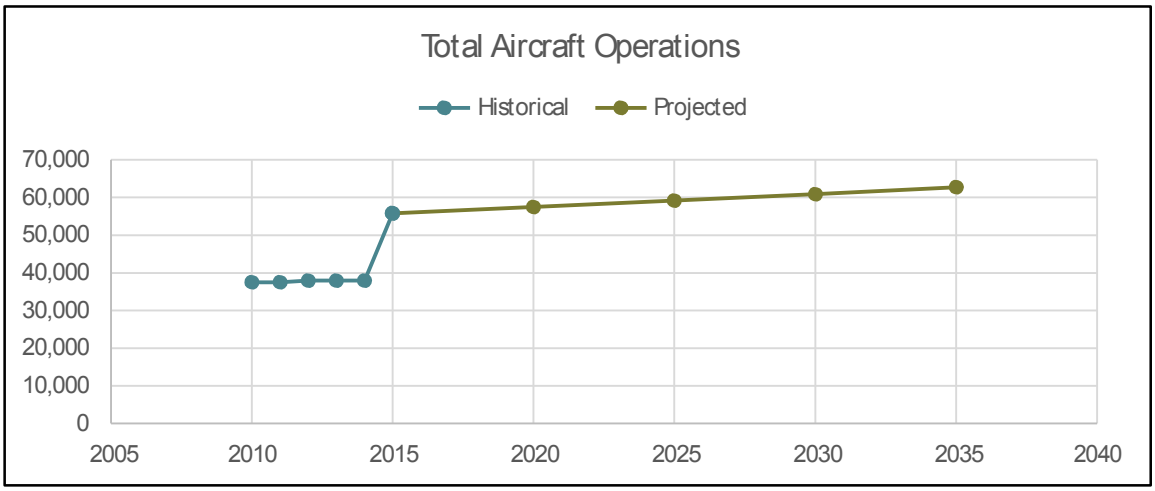
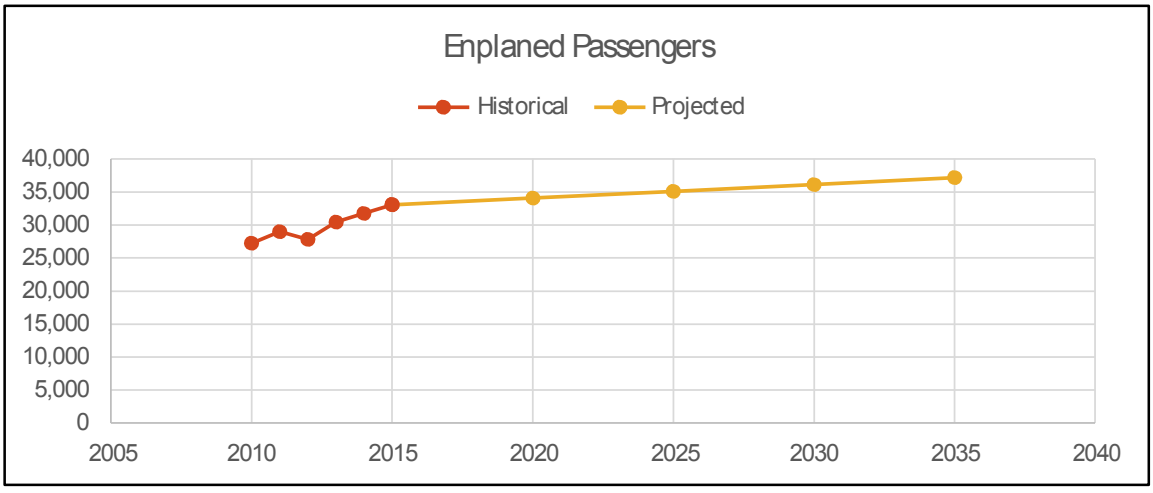
COD — YELLOWSTONE RGNL

Park County
Associated City: Cody
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 0.59%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	0	6,465	15,000	16,000	25	37,490	27,262
2011	0	6,465	15,000	16,000	25	37,490	29,015
2012	0	1,676	16,100	20,100	25	37,901	27,847
2013	0	1,676	16,100	20,100	25	37,901	30,448
2014	0	1,676	16,100	20,100	25	37,901	31,784
2015	16	1,726	17,808	36,192	30	55,772	33,099
Projected							
2020	16	1,777	18,338	37,269	31	57,431	34,084
2025	17	1,830	18,883	38,377	32	59,139	35,097
2030	17	1,885	19,445	39,519	33	60,898	36,141
2035	18	1,941	20,023	40,694	34	62,710	37,216





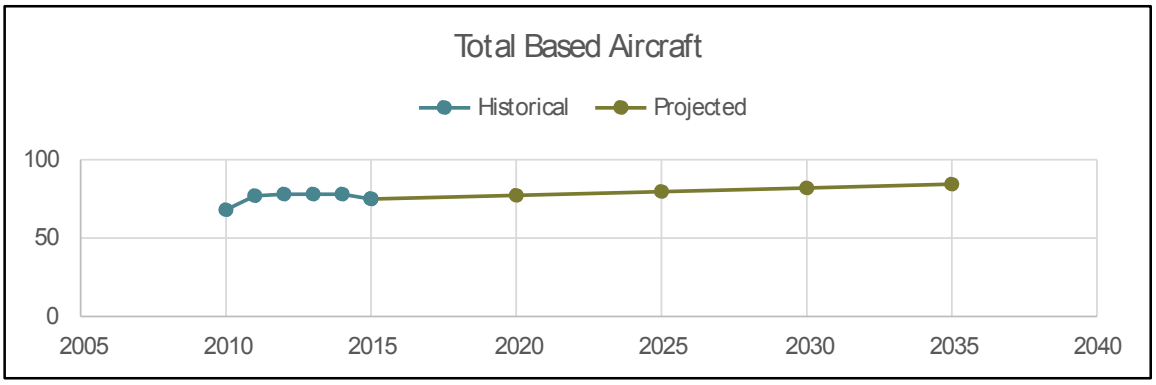
COD — YELLOWSTONE RGNL

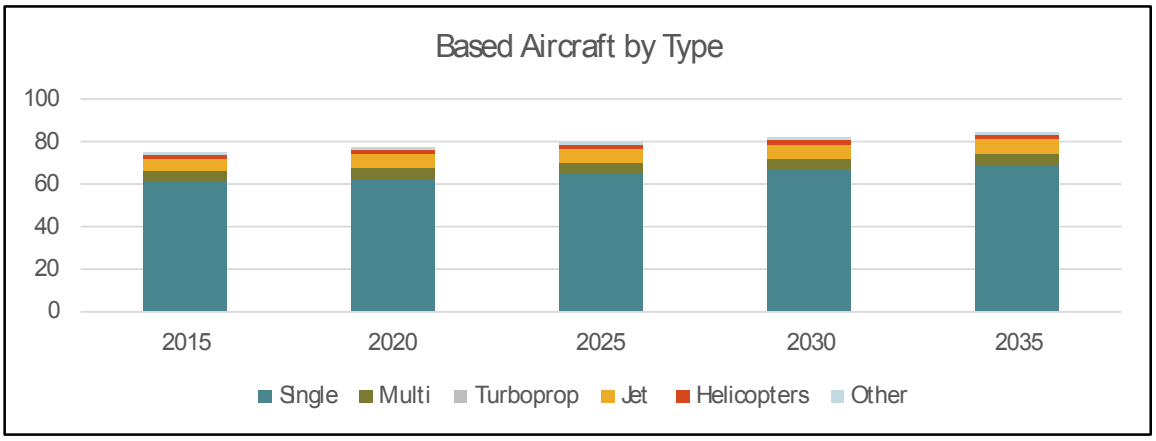
Park County
Associated City: Cody
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 0.59%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	57	4	NA	5	2	0	68
2011	64	5	NA	5	3	0	77
2012	64	5	NA	5	2	2	78
2013	64	5	NA	5	2	2	78
2014	64	5	NA	5	2	2	78
2015	61	5	0	6	2	1	75
Projected							
2020	63	5	0	6	2	1	77
2025	65	5	0	6	2	1	80
2030	67	5	0	7	2	1	82
2035	69	6	0	7	2	1	84

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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U06 – COKEVILLE MUNI

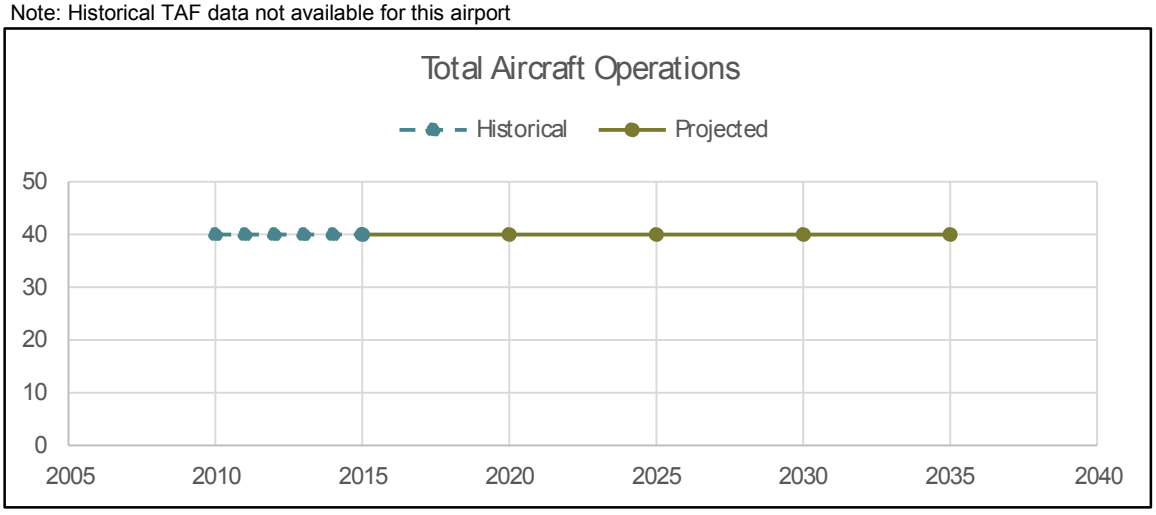
Lincoln County
Associated City: Cokeville
Airport Classification: Local

Operation Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.61%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	0	40	0	40
Projected						
2020	0	0	0	40	0	40
2025	0	0	0	40	0	40
2030	0	0	0	40	0	40
2035	0	0	0	40	0	40

Note: Historical TAF data not available for this airport



U06 – COKEVILLE MUNI

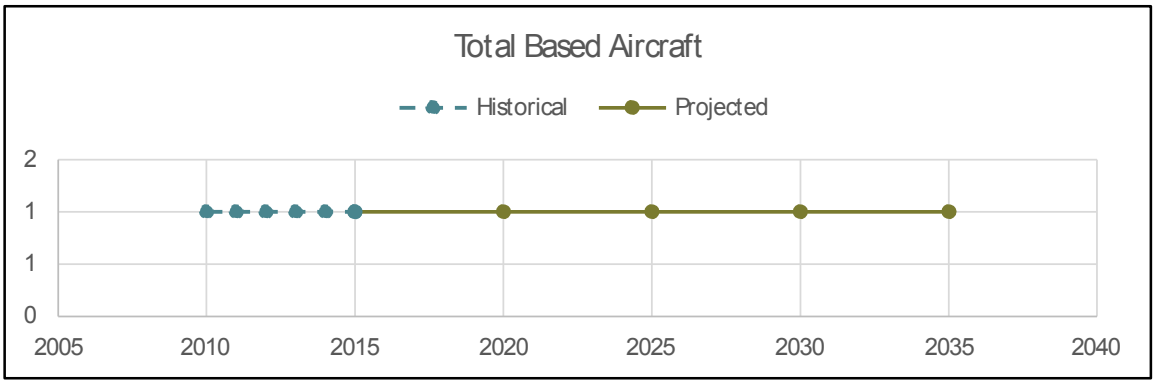
Lincoln County
Associated City: Cokeville
Airport Classification: Local

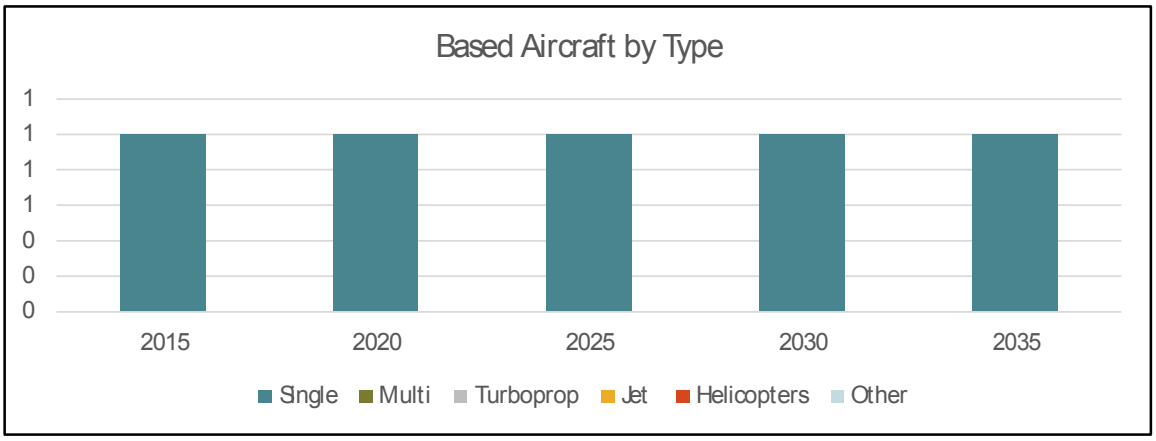
Based Aircraft Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.61%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	1	0	0	0	0	0	1
Projected							
2020	1	0	0	0	0	0	1
2025	1	0	0	0	0	0	1
2030	1	0	0	0	0	0	1
2035	1	0	0	0	0	0	1

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport





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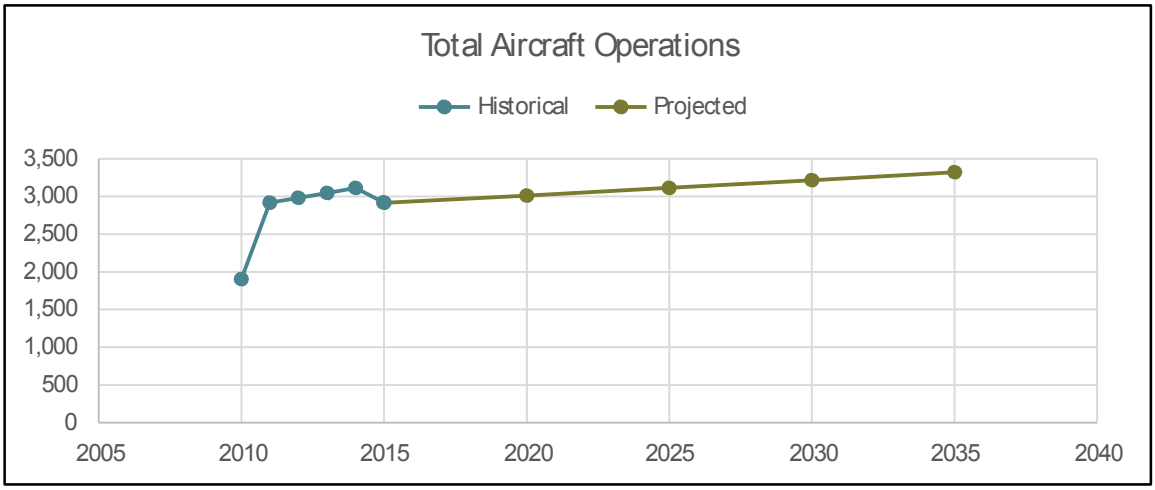
U68 — NORTH BIG HORN COUNTY

Big Horn County
Associated City: Cowley
Airport Classification: Local

Operation Projections Population Growth Rate: 0.65%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	30	300	1,500	75	1,905
2011	0	115	656	2,099	48	2,918
2012	0	118	671	2,146	49	2,984
2013	0	120	685	2,193	50	3,048
2014	0	123	700	2,240	51	3,114
2015	0	115	656	2,099	48	2,918
Projected						
2020	0	119	678	2,168	50	3,014
2025	0	123	700	2,240	51	3,114
2030	0	127	723	2,314	53	3,217
2035	0	131	747	2,391	55	3,323



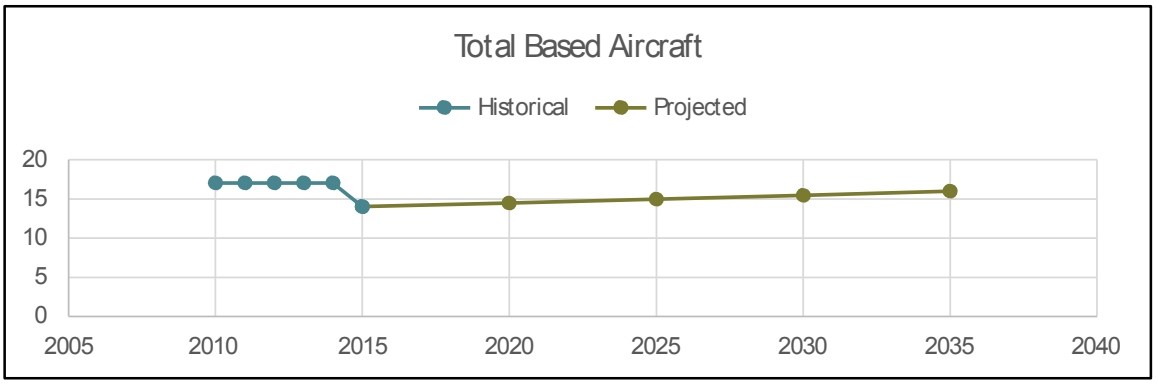
U68 — NORTH BIG HORN COUNTY

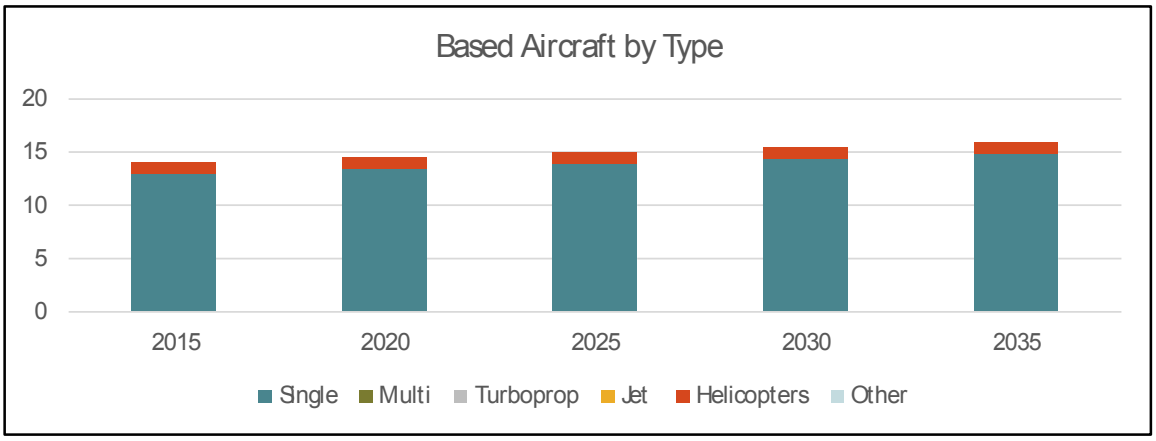
Big Horn County
Associated City: Cowley
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.65%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	16	0	NA	0	1	0	17
2011	16	0	NA	0	1	0	17
2012	16	0	NA	0	1	0	17
2013	16	0	NA	0	1	0	17
2014	16	0	NA	0	1	0	17
2015	13	0	0	0	1	0	14
Projected							
2020	13	0	0	0	1	0	14
2025	14	0	0	0	1	0	15
2030	14	0	0	0	1	0	15
2035	15	0	0	0	1	0	16

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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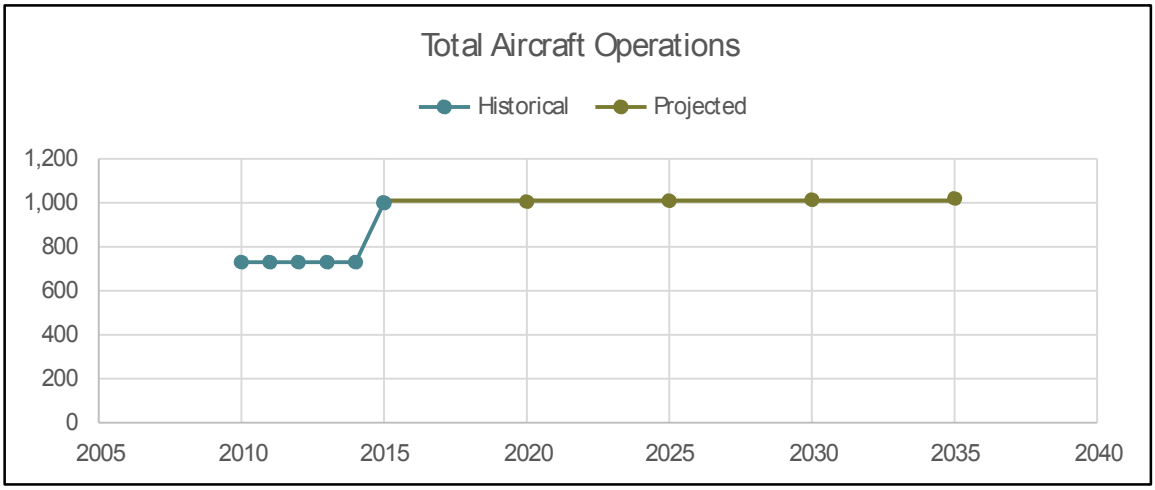
DWX — DIXON

Carbon County
Associated City: Dixon
Airport Classification: Local

Operation Projections Population Growth Rate: 0.10%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	30	350	350	0	730
2011	0	30	350	350	0	730
2012	0	30	350	350	0	730
2013	0	30	350	350	0	730
2014	0	30	350	350	0	730
2015	0	0	520	480	0	1,000
Projected						
2020	0	0	523	482	0	1,005
2025	0	0	525	485	0	1,010
2030	0	0	528	487	0	1,015
2035	0	0	530	489	0	1,020



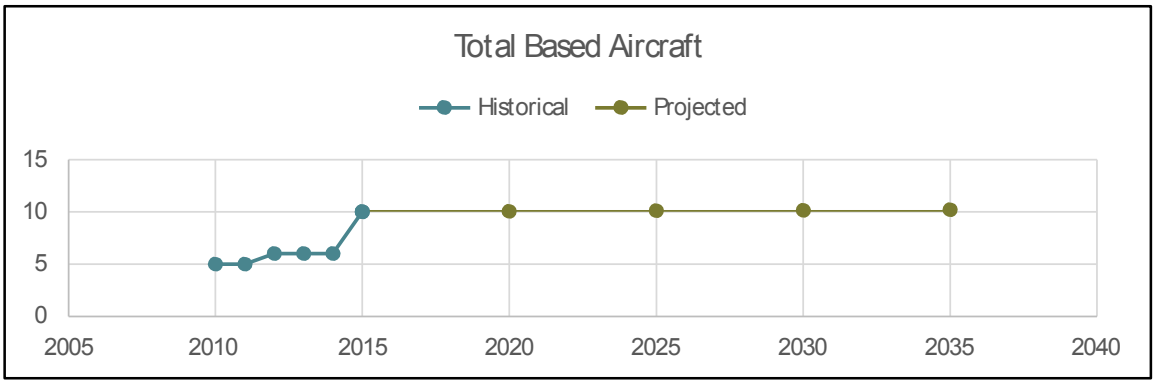
DWX — DIXON

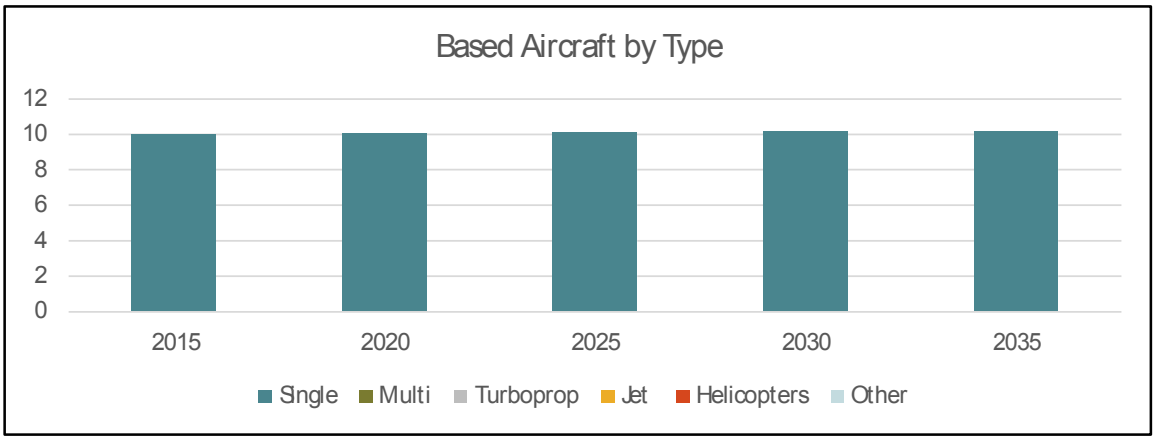
Carbon County
Associated City: Dixon
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.10%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	5	0	NA	0	0	0	5
2011	5	0	NA	0	0	0	5
2012	5	0	NA	1	0	0	6
2013	5	0	NA	1	0	0	6
2014	5	0	NA	1	0	0	6
2015	10	0	0	0	0	0	10
Projected							
2020	10	0	0	0	0	0	10
2025	10	0	0	0	0	0	10
2030	10	0	0	0	0	0	10
2035	10	0	0	0	0	0	10

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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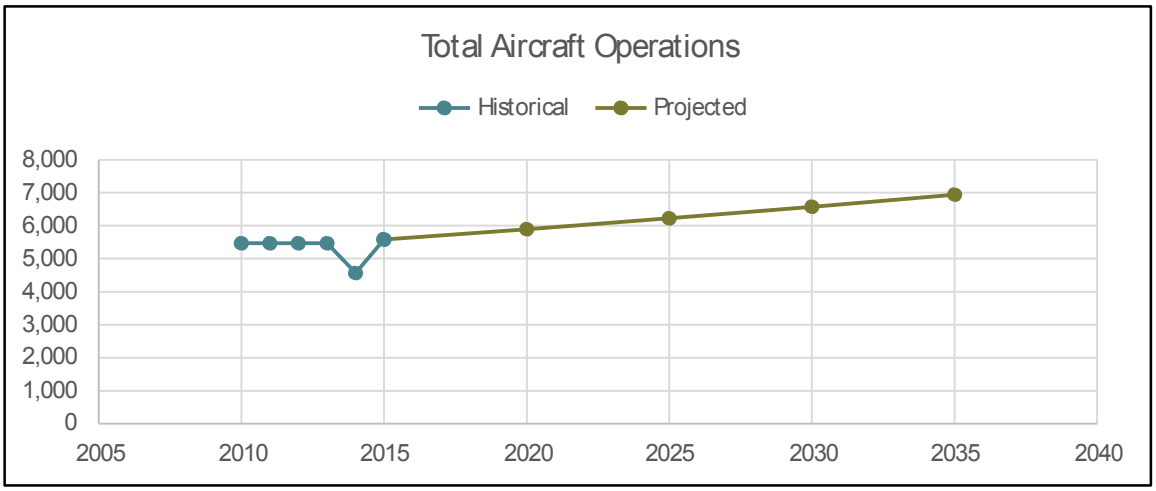
DGW — CONVERSE COUNTY

Converse County
Associated City: Douglas
Airport Classification: Business

Operation Projections Population Growth Rate: 1.09%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	100	2,617	2,738	20	5,475
2011	0	100	2,617	2,738	20	5,475
2012	0	100	2,617	2,738	20	5,475
2013	0	100	2,617	2,738	20	5,475
2014	0	100	2,615	1,835	20	4,570
2015	0	0	2,773	2,792	20	5,585
Projected						
2020	0	0	2,928	2,948	21	5,897
2025	0	0	3,092	3,113	22	6,227
2030	0	0	3,264	3,287	24	6,575
2035	0	0	3,447	3,470	25	6,942



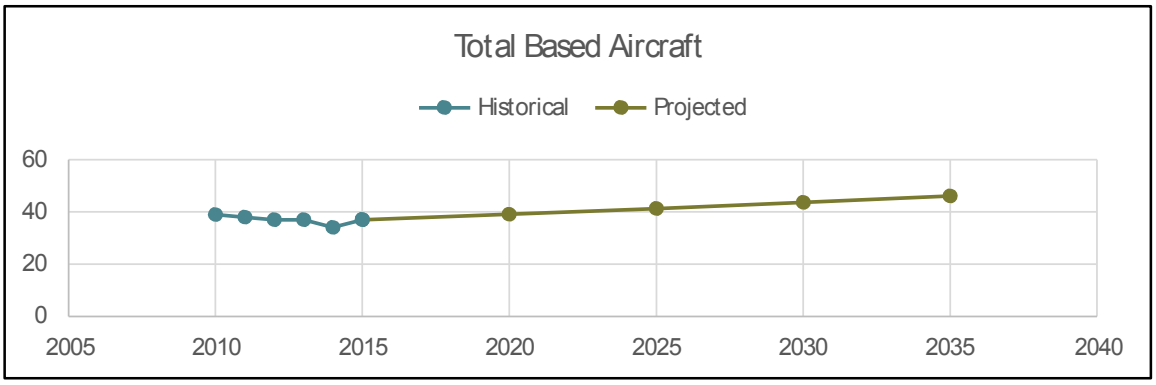
DGW — CONVERSE COUNTY

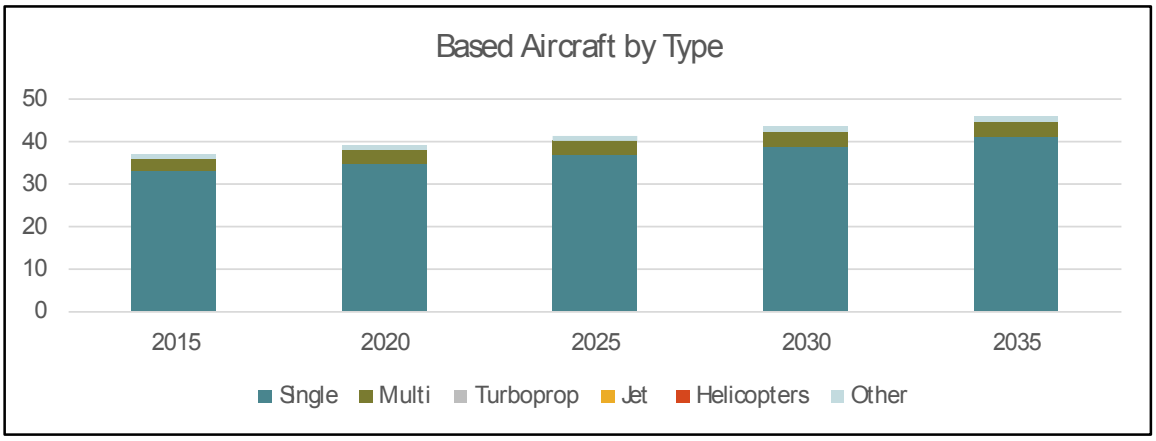
Converse County
Associated City: Douglas
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 1.09%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	35	3	NA	1	0	0	39
2011	35	3	NA	0	0	0	38
2012	33	3	NA	0	0	1	37
2013	33	3	NA	0	0	1	37
2014	30	3	NA	0	0	1	34
2015	33	3	0	0	0	1	37
Projected							
2020	35	3	0	0	0	1	39
2025	37	3	0	0	0	1	41
2030	39	4	0	0	0	1	44
2035	41	4	0	0	0	1	46

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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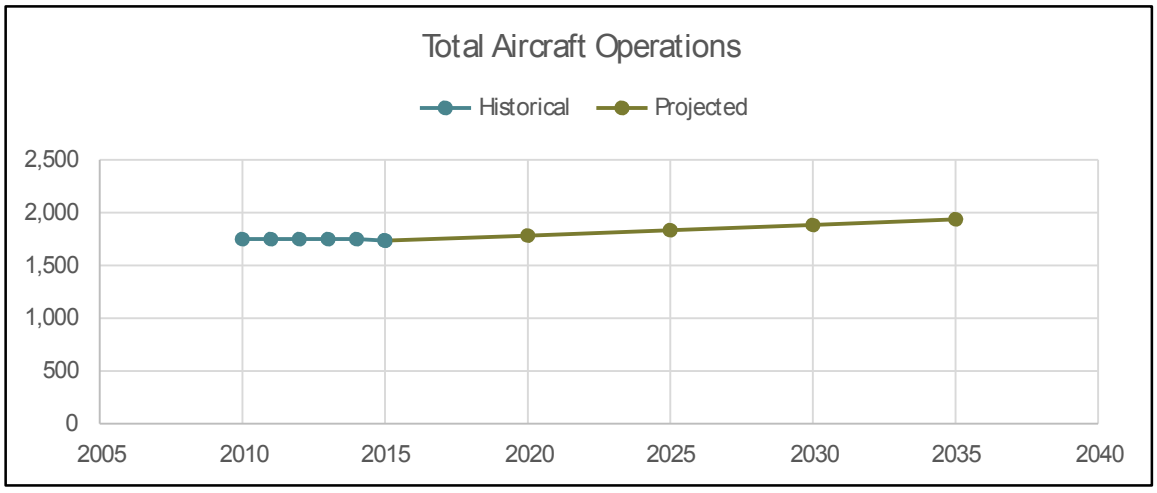
DUB — DUBOIS MUNI

Fremont County
Associated City: Dubois
Airport Classification: Local

Operation Projections Population Growth Rate: 0.55%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	50	500	1,200	0	1,750
2011	0	50	500	1,200	0	1,750
2012	0	50	500	1,200	0	1,750
2013	0	50	500	1,200	0	1,750
2014	0	50	500	1,200	0	1,750
2015	0	35	1,200	500	0	1,735
Projected						
2020	0	36	1,233	514	0	1,783
2025	0	37	1,267	528	0	1,833
2030	0	38	1,303	543	0	1,883
2035	0	39	1,339	558	0	1,936



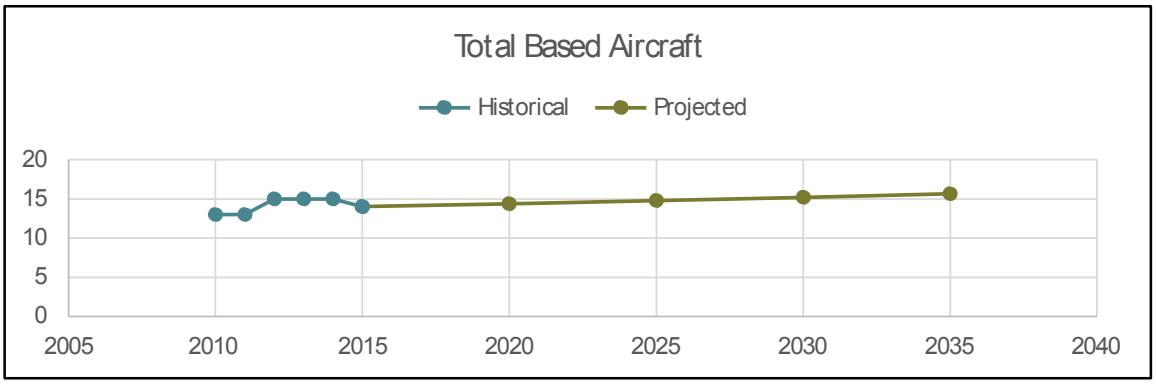
DUB — DUBOIS MUNI

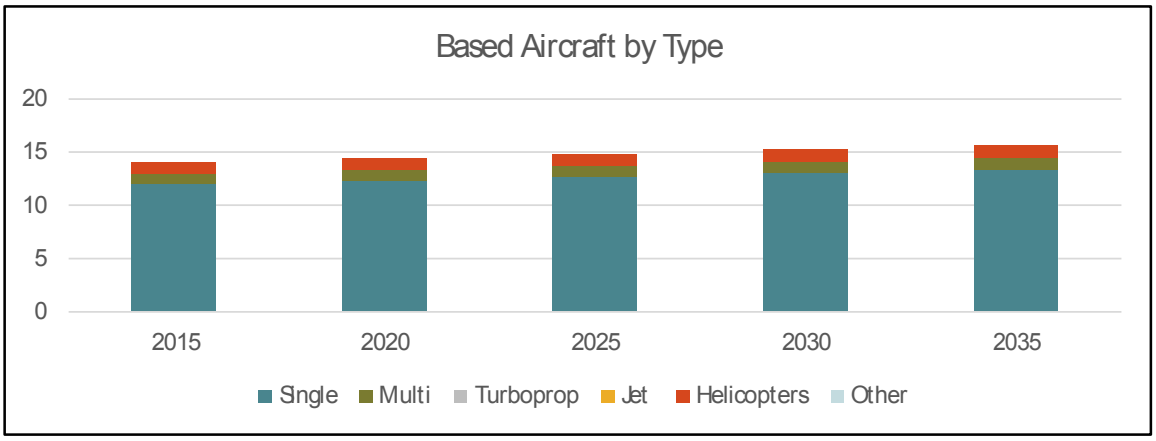
Fremont County
Associated City: Dubois
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.55%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	12	0	NA	0	1	0	13
2011	12	0	NA	0	1	0	13
2012	13	0	NA	0	1	1	15
2013	13	0	NA	0	1	1	15
2014	13	0	NA	0	1	1	15
2015	12	1	0	0	1	0	14
Projected							
2020	12	1	0	0	1	0	14
2025	13	1	0	0	1	0	15
2030	13	1	0	0	1	0	15
2035	13	1	0	0	1	0	16

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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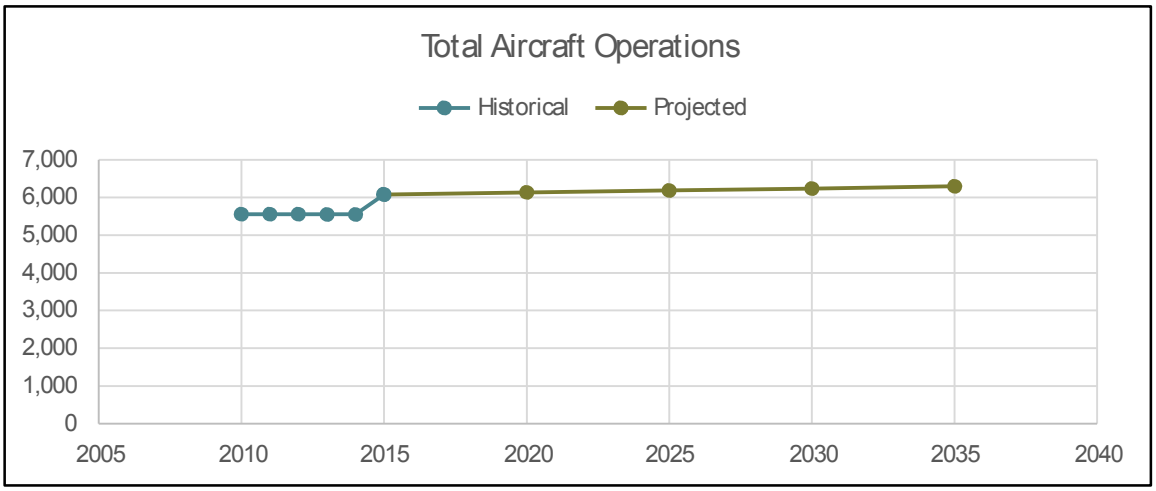
EVW — EVANSTON-UINTA COUNTY BURNS FIELD

Uinta County
Associated City: Evanston
Airport Classification: Business

Operation Projections Population Growth Rate: 0.18%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	135	4,300	1,100	25	5,560
2011	0	135	4,300	1,100	25	5,560
2012	0	135	4,300	1,100	25	5,560
2013	0	135	4,300	1,100	20	5,555
2014	0	135	4,300	1,100	20	5,555
2015	0	150	4,700	1,200	30	6,080
Projected						
2020	0	151	4,742	1,211	30	6,134
2025	0	153	4,784	1,221	31	6,188
2030	0	154	4,826	1,232	31	6,243
2035	0	155	4,869	1,243	31	6,298



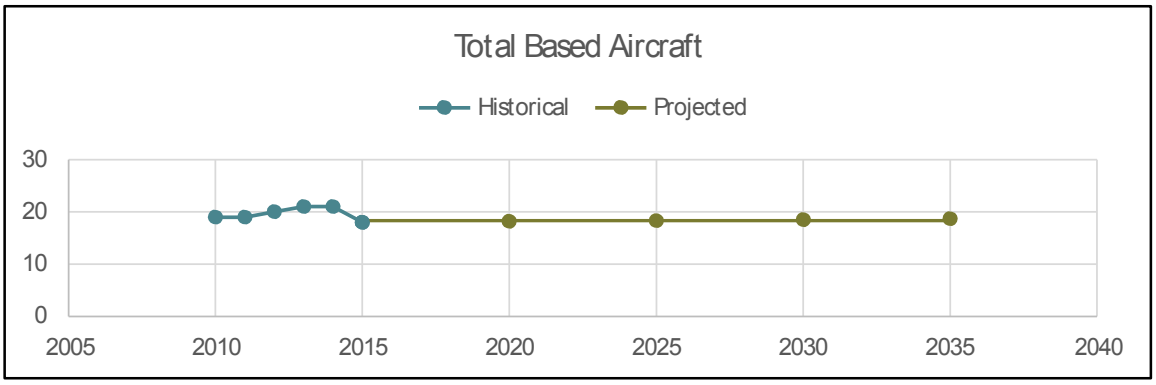
EVW — EVANSTON-UINTA COUNTY BURNS FIELD

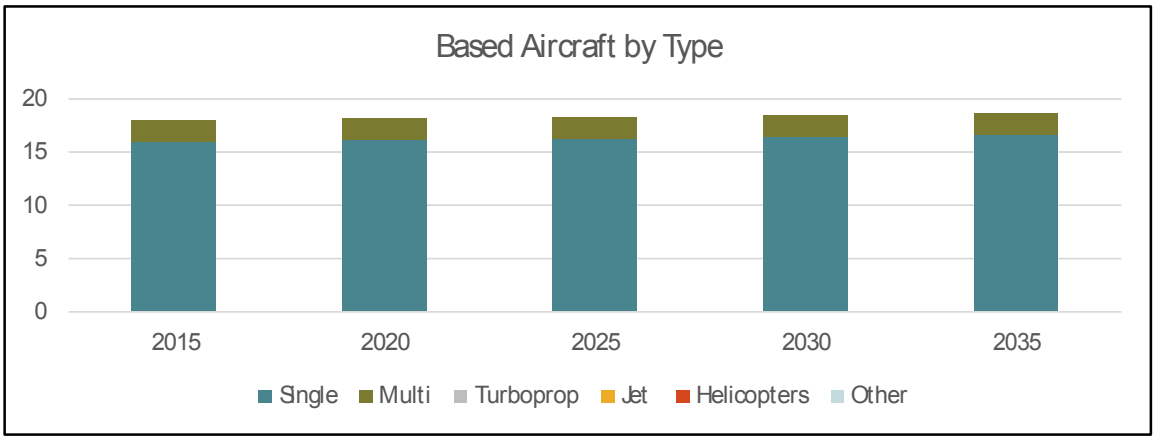
Uinta County
Associated City: Evanston
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 0.18%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	17	2	NA	0	0	0	19
2011	17	2	NA	0	0	0	19
2012	18	2	NA	0	0	0	20
2013	19	2	NA	0	0	0	21
2014	19	2	NA	0	0	0	21
2015	16	2	0	0	0	0	18
Projected							
2020	16	2	0	0	0	0	18
2025	16	2	0	0	0	0	18
2030	16	2	0	0	0	0	18
2035	17	2	0	0	0	0	19

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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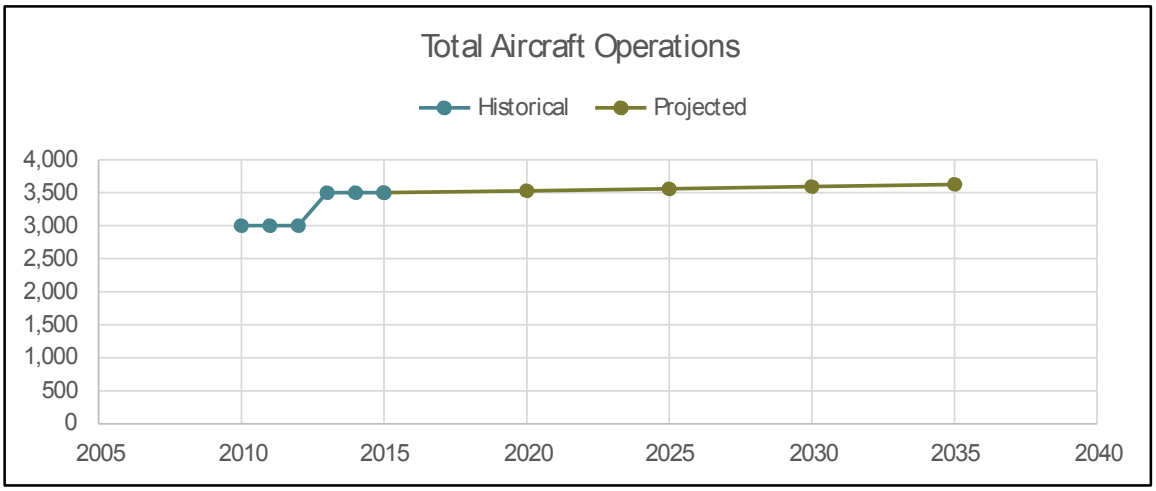
FBR — FORT BRIDGER

Uinta County
Associated City: Fort Bridger
Airport Classification: Local

Operation Projections Population Growth Rate: 0.18%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	0	1,200	1,800	0	3,000
2011	0	0	1,200	1,800	0	3,000
2012	0	0	1,200	1,800	0	3,000
2013	0	0	1,200	2,300	0	3,500
2014	0	0	1,200	2,300	0	3,500
2015	0	0	1,200	2,300	0	3,500
Projected						
2020	0	0	1,211	2,320	0	3,531
2025	0	0	1,221	2,341	0	3,562
2030	0	0	1,232	2,362	0	3,594
2035	0	0	1,243	2,383	0	3,626



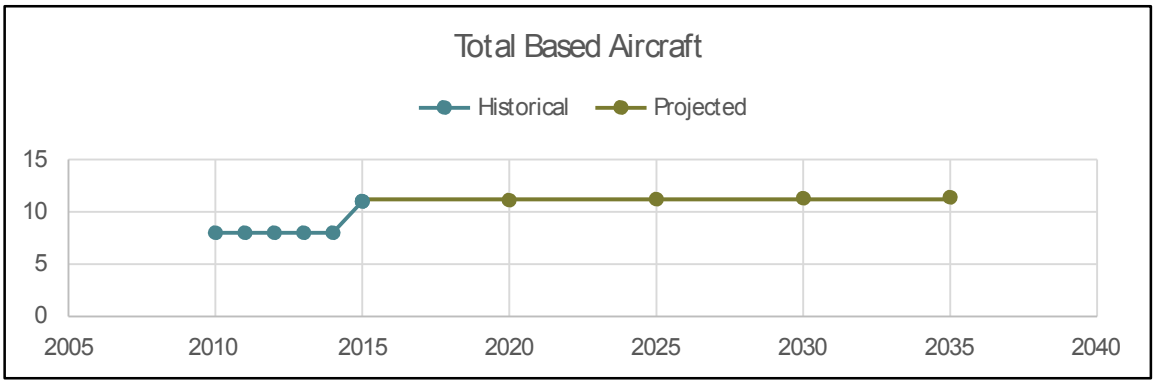
FBR — FORT BRIDGER

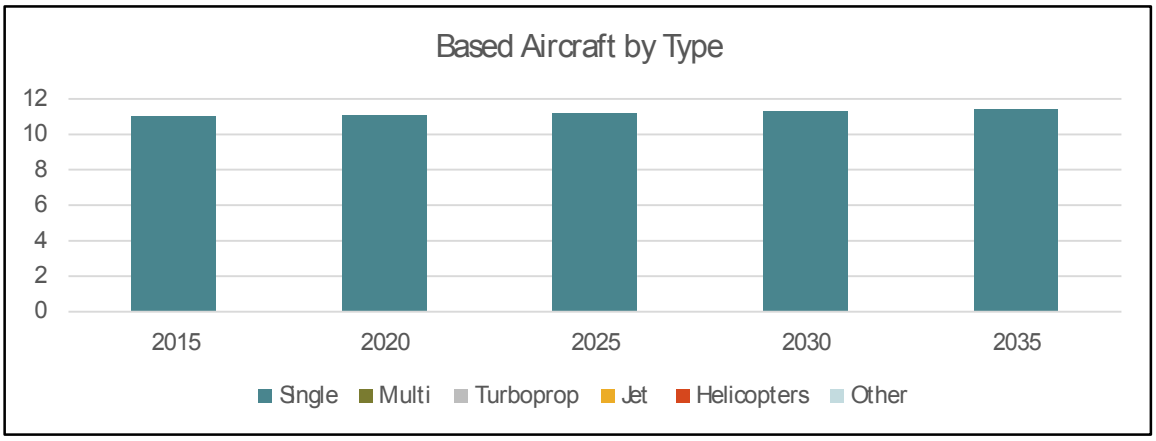
Uinta County
Associated City: Fort Bridger
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.18%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	7	0	NA	0	1	0	8
2011	7	0	NA	0	1	0	8
2012	7	0	NA	0	1	0	8
2013	7	0	NA	0	1	0	8
2014	7	0	NA	0	1	0	8
2015	11	0	0	0	0	0	11
Projected							
2020	11	0	0	0	0	0	11
2025	11	0	0	0	0	0	11
2030	11	0	0	0	0	0	11
2035	11	0	0	0	0	0	11

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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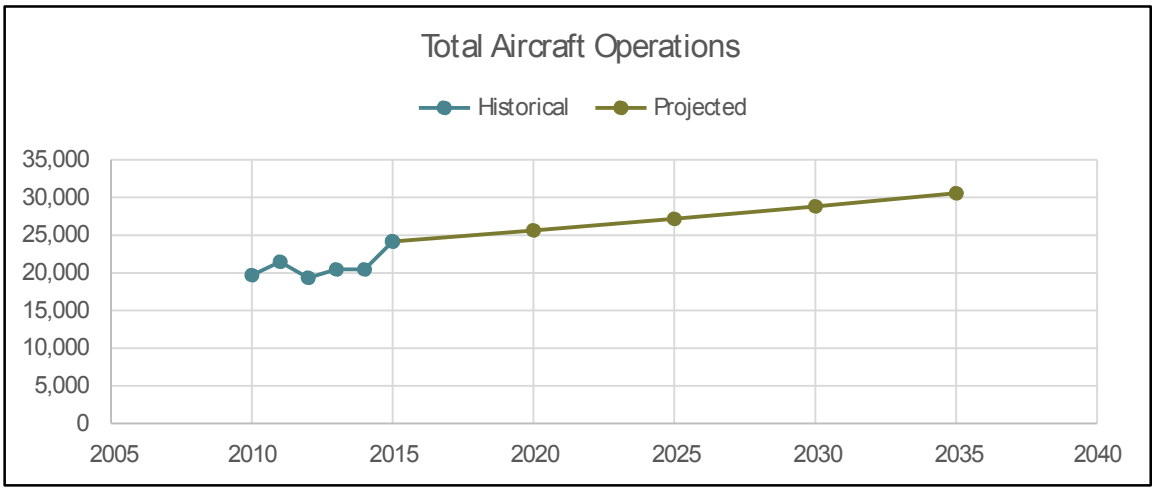
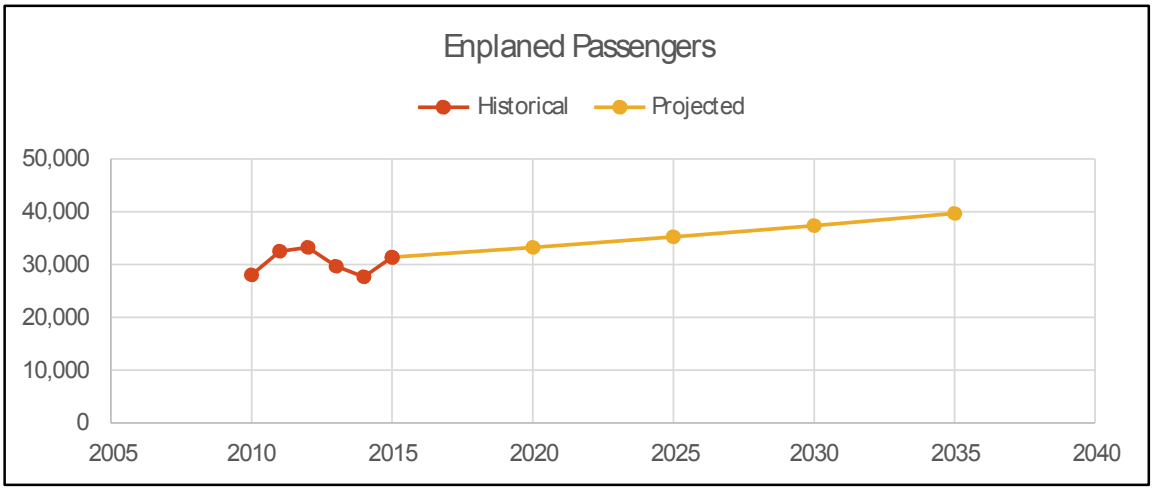
GCC — GILLETTE-CAMPBELL COUNTY

Campbell County
Associated City: Gillette
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 1.18%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	30	7,059	9,026	3,558	36	19,709	28,069
2011	29	7,102	10,202	4,117	28	21,478	32,528
2012	22	4,538	9,557	5,196	24	19,337	33,253
2013	12	4,125	9,192	7,091	26	20,446	29,721
2014	12	4,125	9,192	7,091	26	20,446	27,714
2015	12	4,058	9,866	10,190	37	24,163	31,386
Projected							
2020	13	4,303	10,462	10,806	39	25,623	33,282
2025	13	4,563	11,094	11,459	42	27,171	35,293
2030	14	4,839	11,764	12,151	44	28,813	37,425
2035	15	5,131	12,475	12,885	47	30,553	39,687





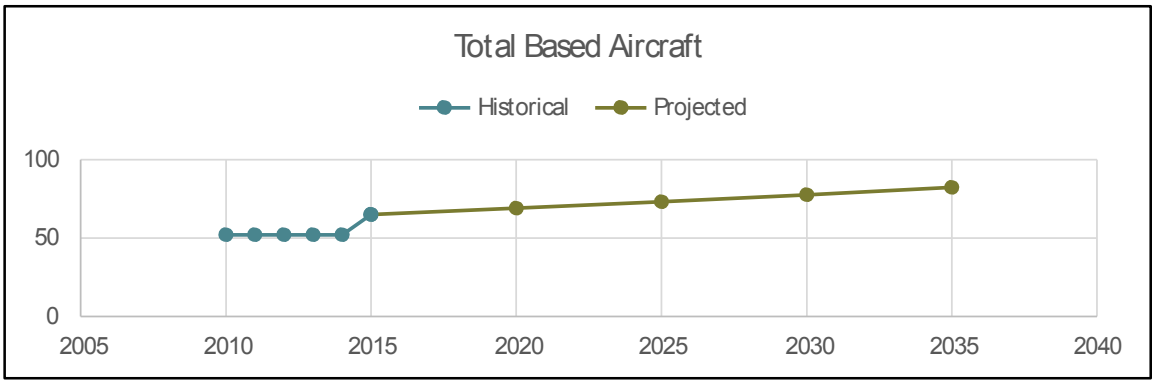
GCC — GILLETTE-CAMPBELL COUNTY

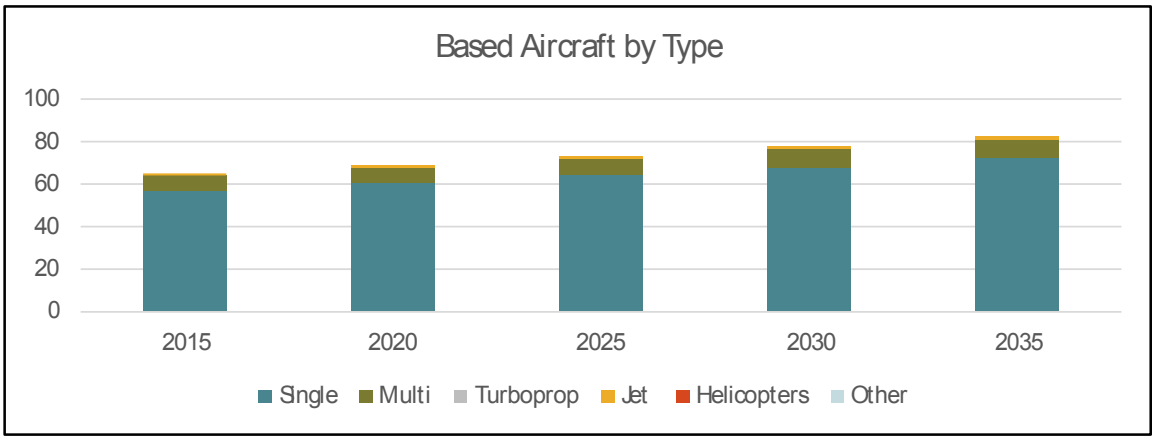
Campbell County
Associated City: Gillette
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 1.18%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	45	6	NA	1	0	0	52
2011	45	6	NA	1	0	0	52
2012	45	6	NA	1	0	0	52
2013	45	6	NA	1	0	0	52
2014	45	6	NA	1	0	0	52
2015	57	7	0	1	0	0	65
Projected							
2020	60	7	0	1	0	0	69
2025	64	8	0	1	0	0	73
2030	68	8	0	1	0	0	78
2035	72	9	0	1	0	0	82

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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76V – THOMAS MEMORIAL

Platte County

Associated City: Glendo

Airport Classification: Local (Non-Paved)

Operation Projections

Low Activity Airport Growth Rate: 0.00%

Population Growth Rate: 0.30%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	275	125	0	400
Projected						
2020	0	0	275	125	0	400
2025	0	0	275	125	0	400
2030	0	0	275	125	0	400
2035	0	0	275	125	0	400

Note: Historical TAF data not available for this airport

76V – THOMAS MEMORIAL

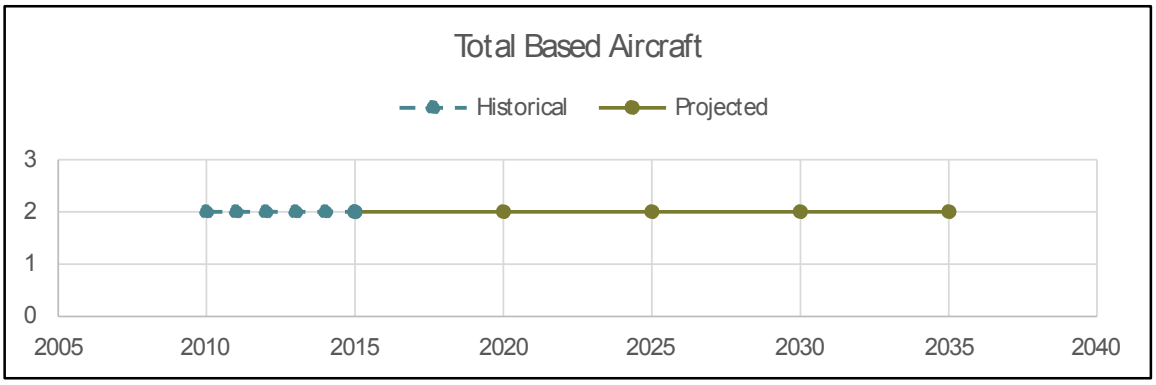
Platte County
Associated City: Glendo
Airport Classification: Local (Non-Paved)

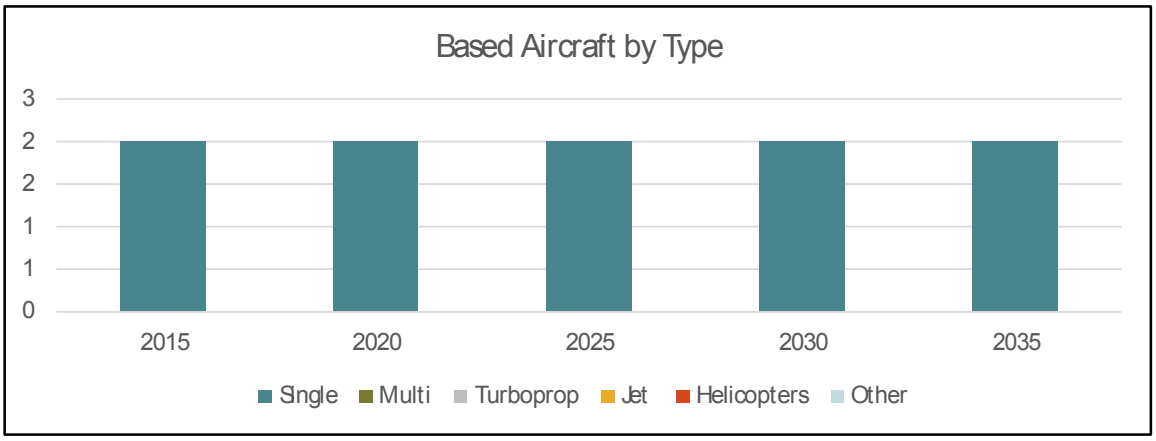
Based Aircraft Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.30%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	2	0	0	0	0	0	2
Projected							
2020	2	0	0	0	0	0	2
2025	2	0	0	0	0	0	2
2030	2	0	0	0	0	0	2
2035	2	0	0	0	0	0	2

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport





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2010-2014 not available from FAA TAF. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

48U – GREATER GREEN RIVER INTERGALACTIC SPACEPORT

Sweetwater County
Associated City: Green River
Airport Classification: Local (Non-Paved)

Operation Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.64%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	175	0	0	175
Projected						
2020	0	0	175	0	0	175
2025	0	0	175	0	0	175
2030	0	0	175	0	0	175
2035	0	0	175	0	0	175

Note: Historical TAF data not available for this airport

48U – GREATER GREEN RIVER INTERGALACTIC SPACEPORT Page 2 of 2

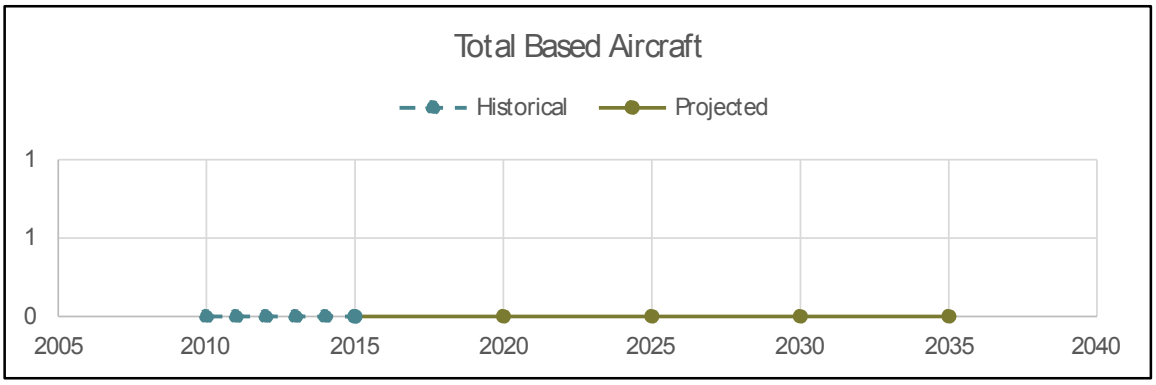
Sweetwater County
Associated City: Green River
Airport Classification: Local (Non-Paved)

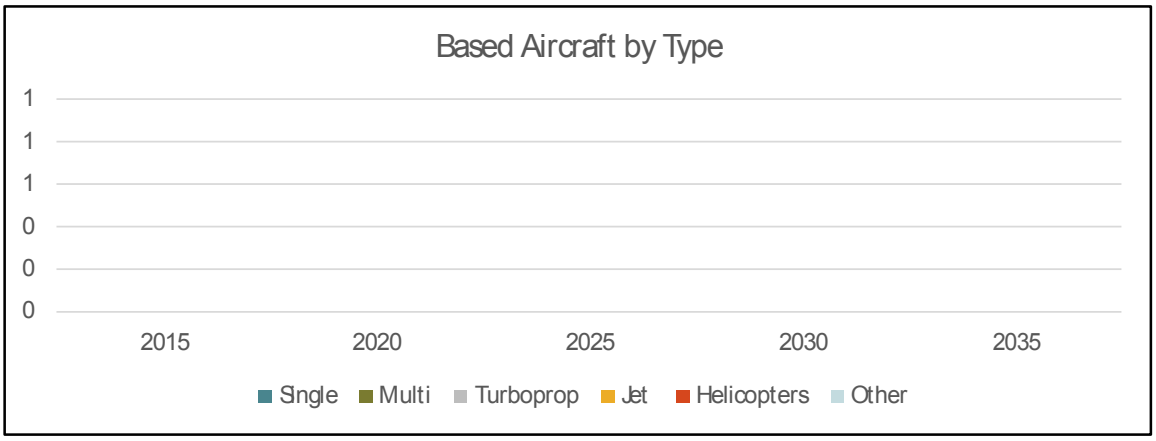
Based Aircraft Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.64%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	0	0	0	0	0	0	0
Projected							
2020	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport





Sources:
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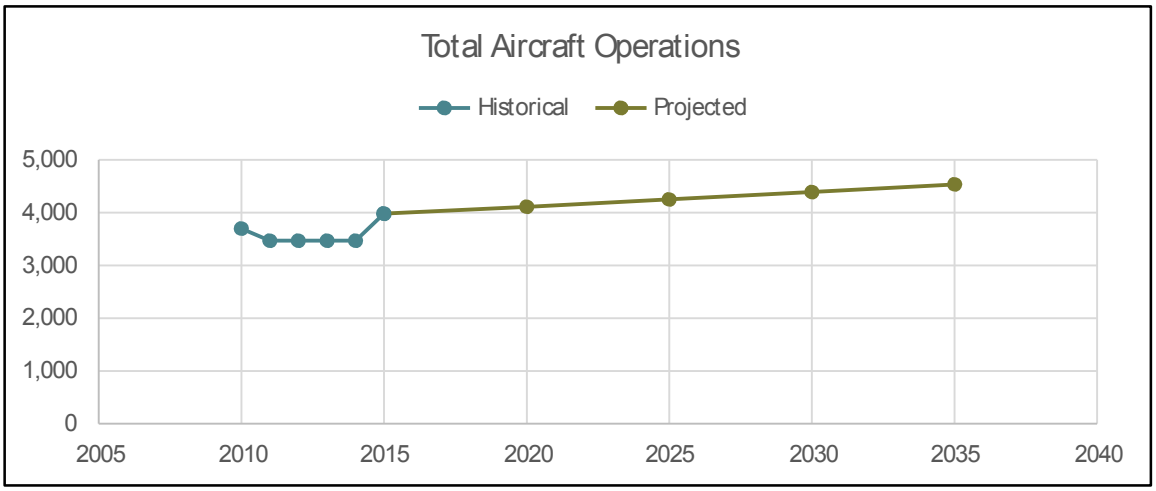
2010-2014 not available from FAA TAF. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

GEY — SOUTH BIG HORN COUNTY

Big Horn County
Associated City: Greybull
Airport Classification: Business

Operation Projections Population Growth Rate: 0.65%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	300	500	2,800	100	3,700
2011	0	270	500	2,600	100	3,470
2012	0	270	500	2,600	100	3,470
2013	0	270	500	2,600	100	3,470
2014	0	270	500	2,600	100	3,470
2015	0	238	858	2,741	143	3,980
Projected						
2020	0	246	886	2,832	148	4,112
2025	0	254	916	2,925	153	4,247
2030	0	262	946	3,022	158	4,388
2035	0	271	977	3,122	163	4,533



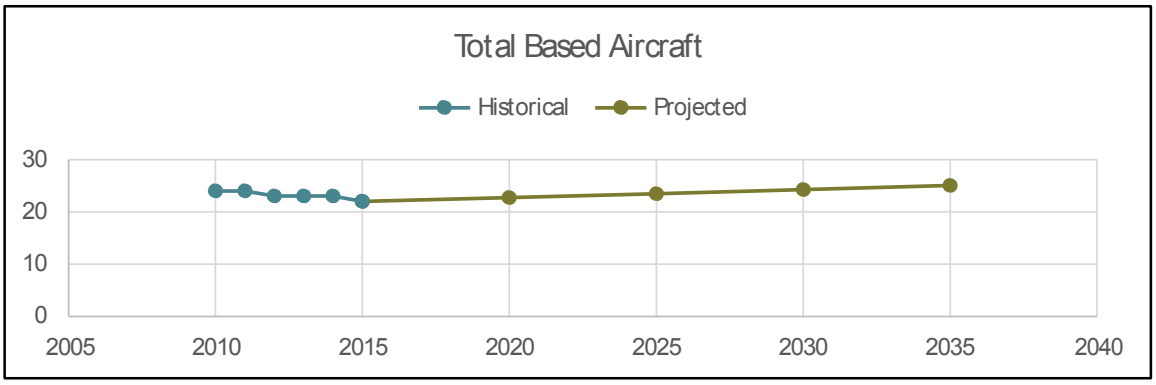
GEY — SOUTH BIG HORN COUNTY

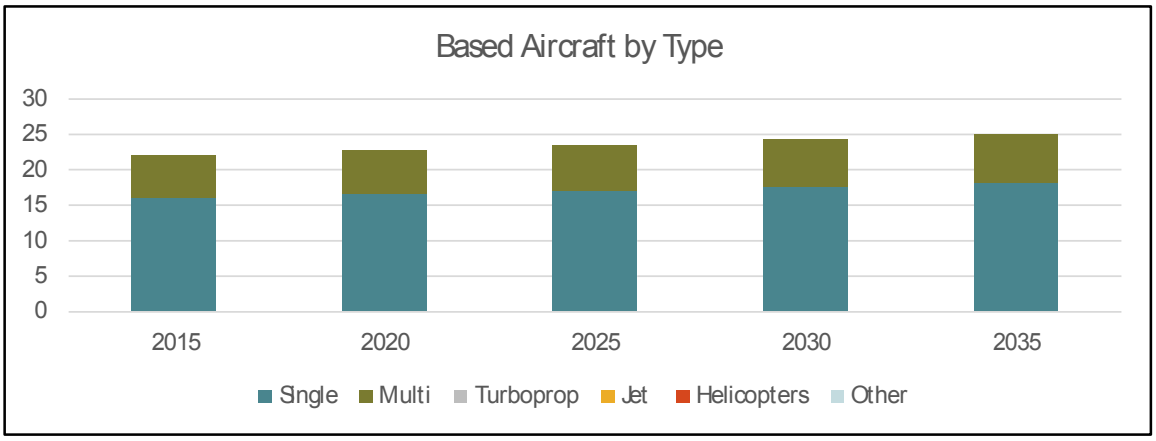
Big Horn County
Associated City: Greybull
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 0.65%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	13	9	NA	1	1	0	24
2011	13	9	NA	1	1	0	24
2012	13	8	NA	1	1	0	23
2013	13	8	NA	1	1	0	23
2014	13	8	NA	1	1	0	23
2015	16	6	0	0	0	0	22
Projected							
2020	17	6	0	0	0	0	23
2025	17	6	0	0	0	0	23
2030	18	7	0	0	0	0	24
2035	18	7	0	0	0	0	25

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
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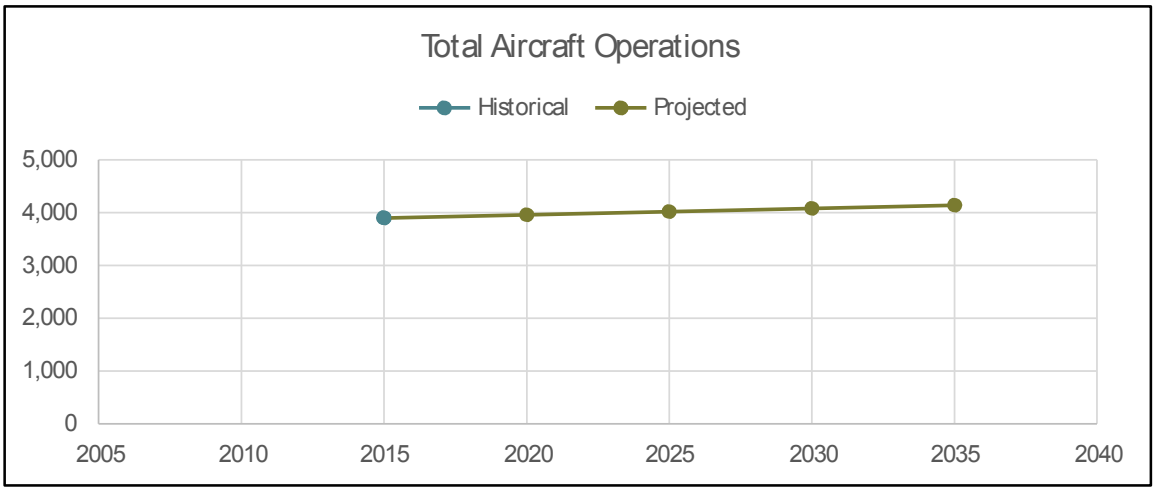
GUR — CAMP GUERNSEY ARMY AIRFIELD

Platte County
Associated City: Guernsey
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.30%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	300	1,600	2,000	3,900
Projected						
2020	0	0	305	1,624	2,030	3,959
2025	0	0	309	1,649	2,061	4,019
2030	0	0	314	1,674	2,093	4,081
2035	0	0	319	1,700	2,124	4,143

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport



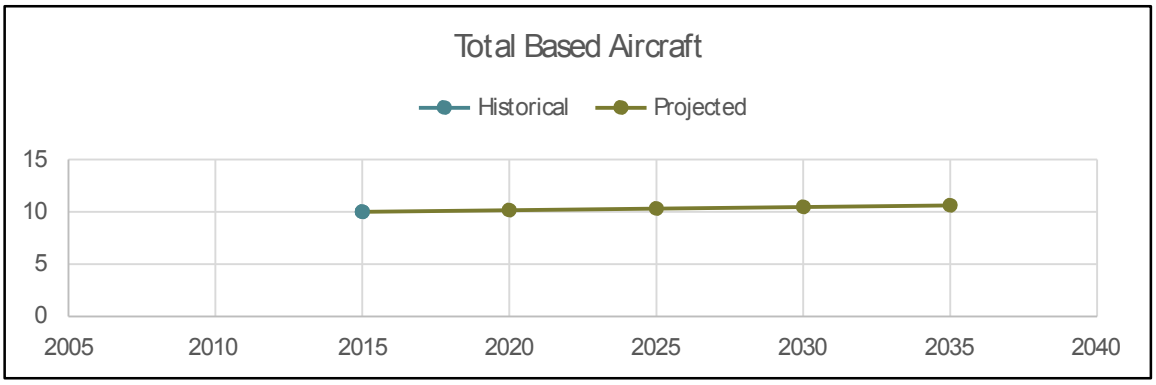
GUR — CAMP GUERNSEY ARMY AIRFIELD

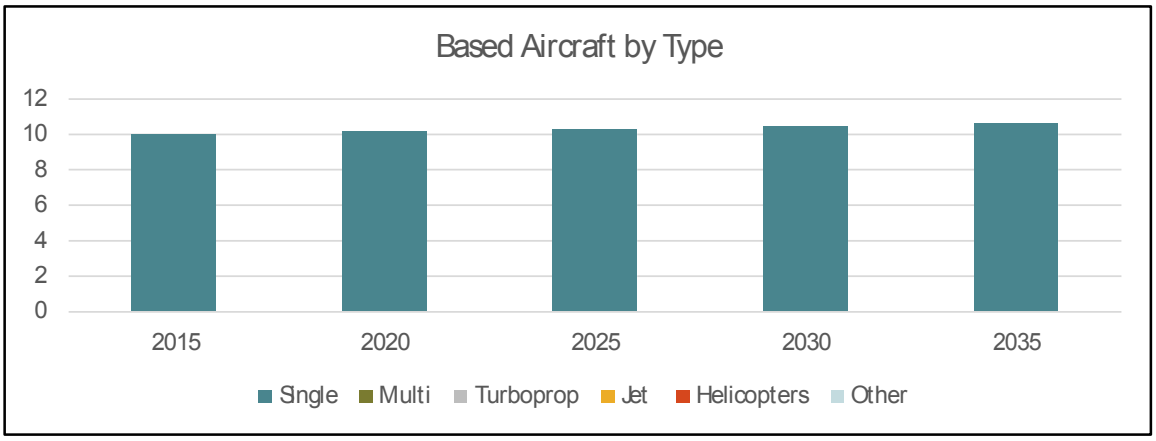
Platte County
Associated City: Guernsey
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.30%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	10	0	0	0	0	0	10
Projected							
2020	10	0	0	0	0	0	10
2025	10	0	0	0	0	0	10
2030	10	0	0	0	0	0	10
2035	11	0	0	0	0	0	11

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
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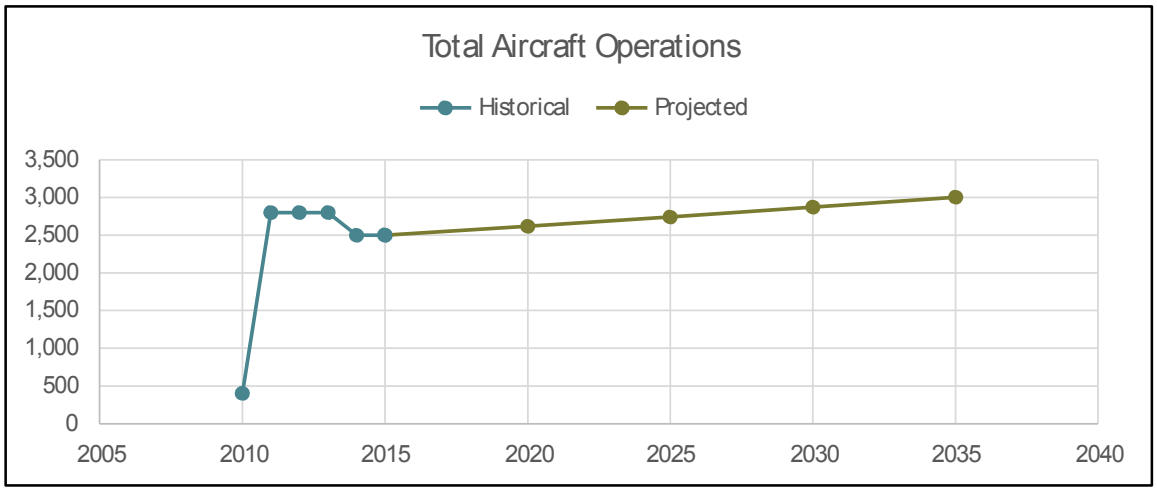
2010-2014 not available from FAA TAF. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

W43 — HULETT MUNI

Crook County
Associated City: Hulett
Airport Classification: Local

Operation Projections Population Growth Rate: 0.93%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	0	100	300	0	400
2011	0	400	1,500	900	0	2,800
2012	0	400	1,500	900	0	2,800
2013	0	400	1,500	900	0	2,800
2014	0	100	1,500	900	0	2,500
2015	0	100	1,500	900	0	2,500
Projected						
2020	0	105	1,571	943	0	2,618
2025	0	110	1,645	987	0	2,742
2030	0	115	1,723	1,034	0	2,871
2035	0	120	1,804	1,082	0	3,007



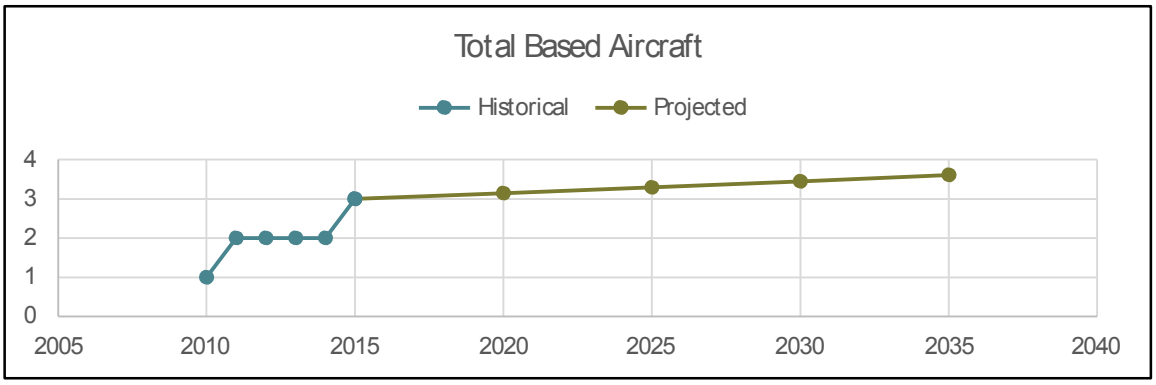
W43 — HULETT MUNI

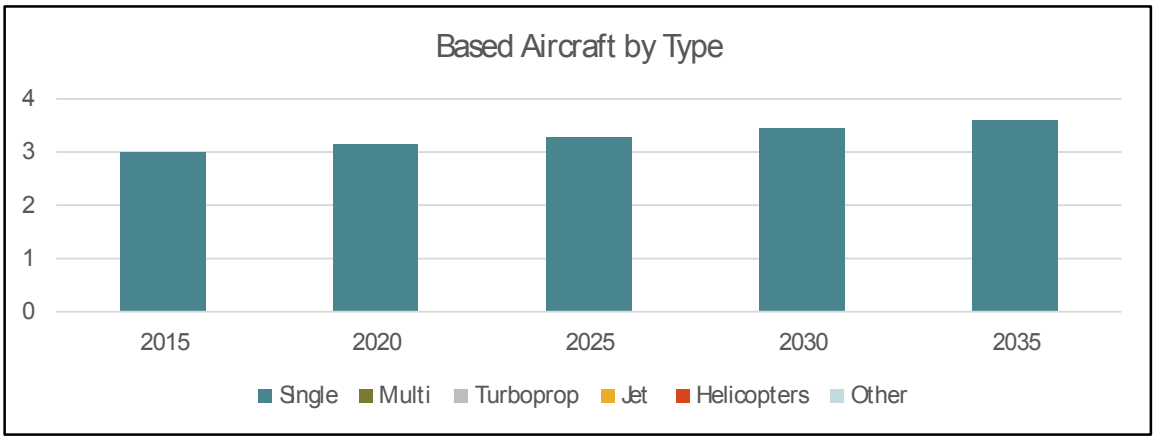
Crook County
Associated City: Hulett
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.93%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	1	0	NA	0	0	0	1
2011	2	0	NA	0	0	0	2
2012	2	0	NA	0	0	0	2
2013	2	0	NA	0	0	0	2
2014	2	0	NA	0	0	0	2
2015	3	0	0	0	0	0	3
Projected							
2020	3	0	0	0	0	0	3
2025	3	0	0	0	0	0	3
2030	3	0	0	0	0	0	3
2035	4	0	0	0	0	0	4

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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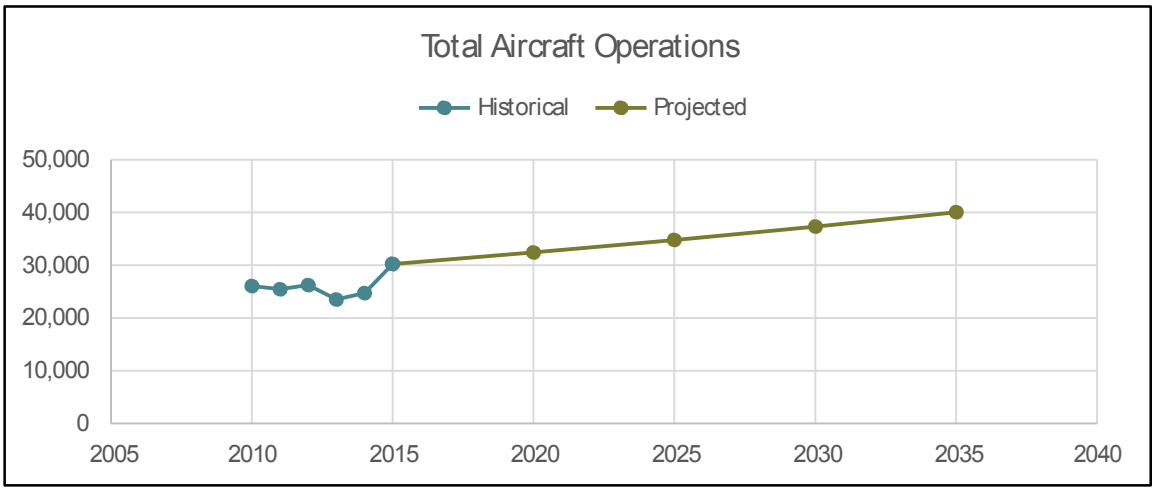
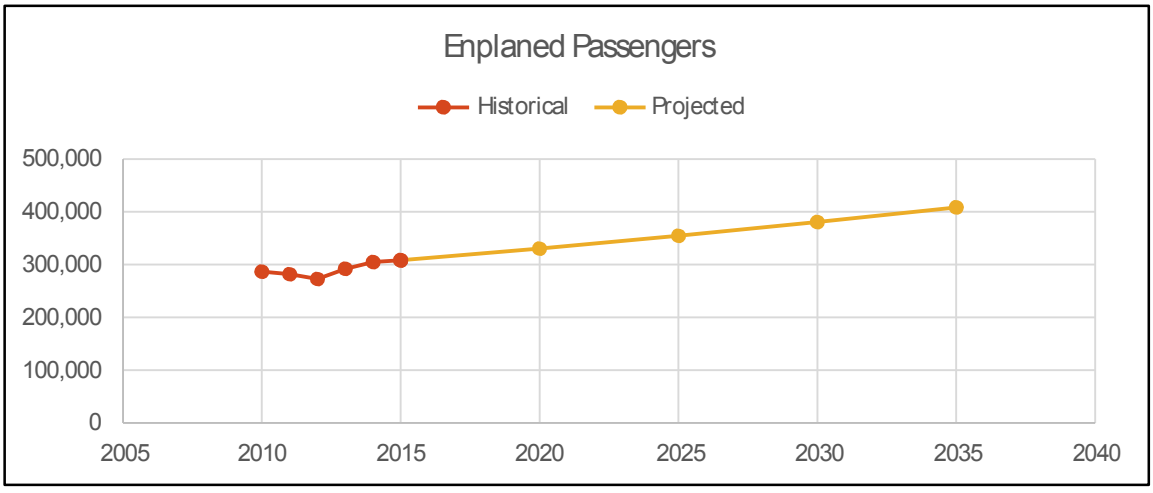
JAC — JACKSON HOLE

Teton County
Associated City: Jackson
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 1.42%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	6,438	6,029	11,747	1,728	113	26,055	286,660
2011	6,213	5,695	11,703	1,717	136	25,464	281,808
2012	6,068	5,574	11,982	2,261	356	26,241	272,888
2013	6,154	5,875	10,537	554	406	23,526	292,176
2014	6,854	6,689	10,380	600	194	24,717	305,204
2015	8,040	6,240	12,952	2,730	271	30,233	308,167
Projected							
2020	8,627	6,696	13,898	2,929	291	32,441	330,674
2025	9,257	7,185	14,913	3,143	312	34,810	354,825
2030	9,933	7,710	16,002	3,373	335	37,353	380,739
2035	10,659	8,273	17,171	3,619	359	40,081	408,547





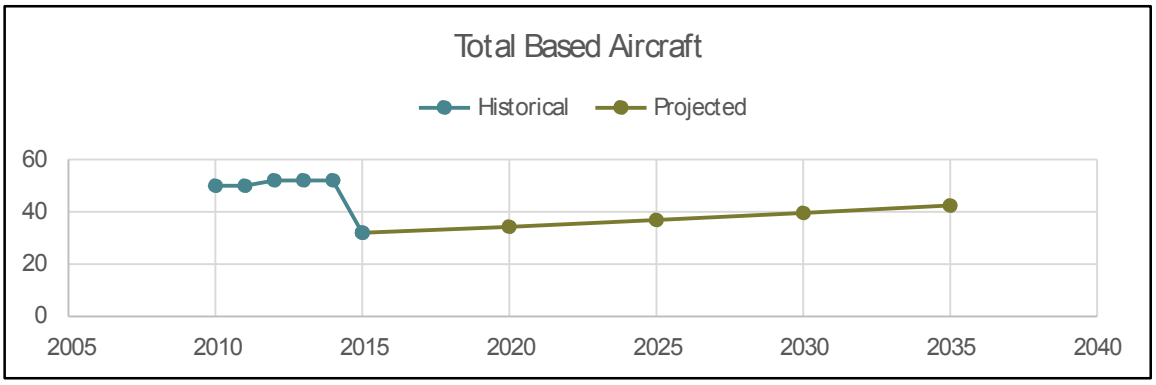
JAC — JACKSON HOLE

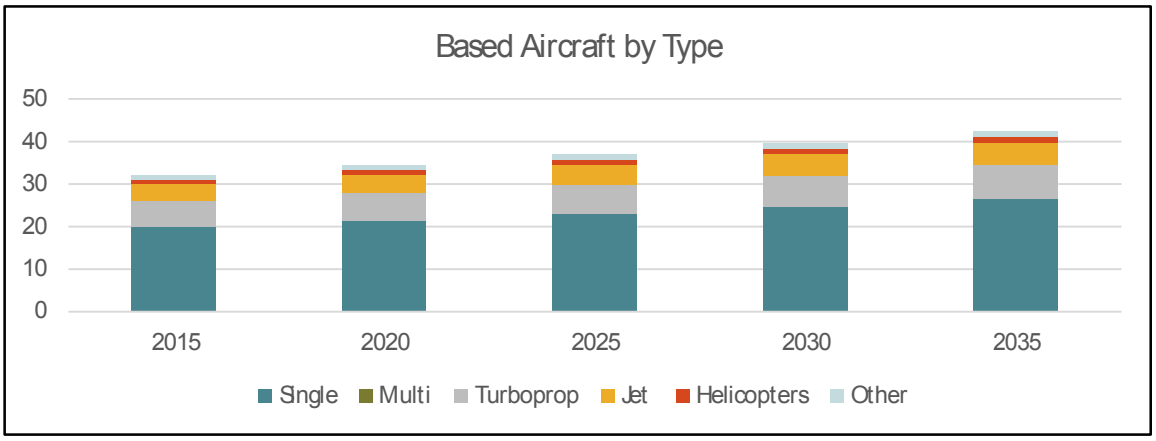
Teton County
Associated City: Jackson
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 1.42%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	36	3	NA	11	0	0	50
2011	36	3	NA	11	0	0	50
2012	36	3	NA	11	0	2	52
2013	36	3	NA	11	0	2	52
2014	36	3	NA	11	0	2	52
2015	20	0	6	4	1	1	32
Projected							
2020	21	0	6	4	1	1	34
2025	23	0	7	5	1	1	37
2030	25	0	7	5	1	1	40
2035	27	0	8	5	1	1	42

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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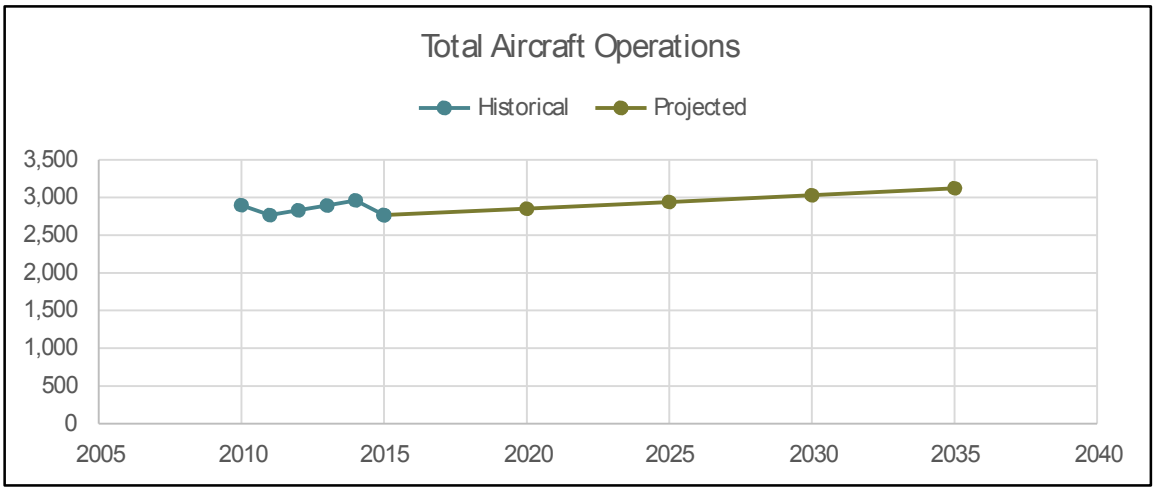
EMM — KEMMERER MUNI

Lincoln County
Associated City: Kemmerer
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.61%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	0	1,600	1,300	0	2,900
2011	0	83	830	1,799	55	2,767
2012	0	85	850	1,841	56	2,832
2013	0	87	869	1,883	57	2,896
2014	0	89	889	1,925	59	2,962
2015	0	83	830	1,799	55	2,767
Projected						
2020	0	86	855	1,854	57	2,852
2025	0	88	882	1,911	58	2,939
2030	0	91	909	1,970	60	3,029
2035	0	94	937	2,030	62	3,122



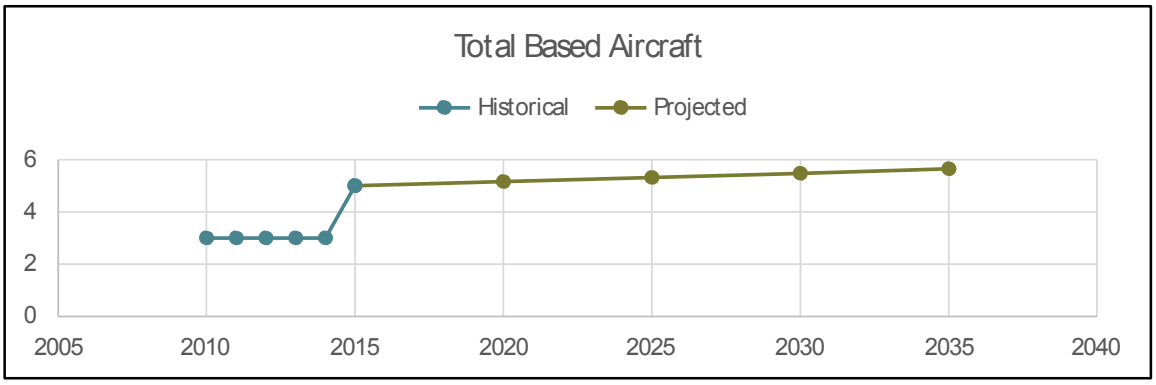
EMM — KEMMERER MUNI

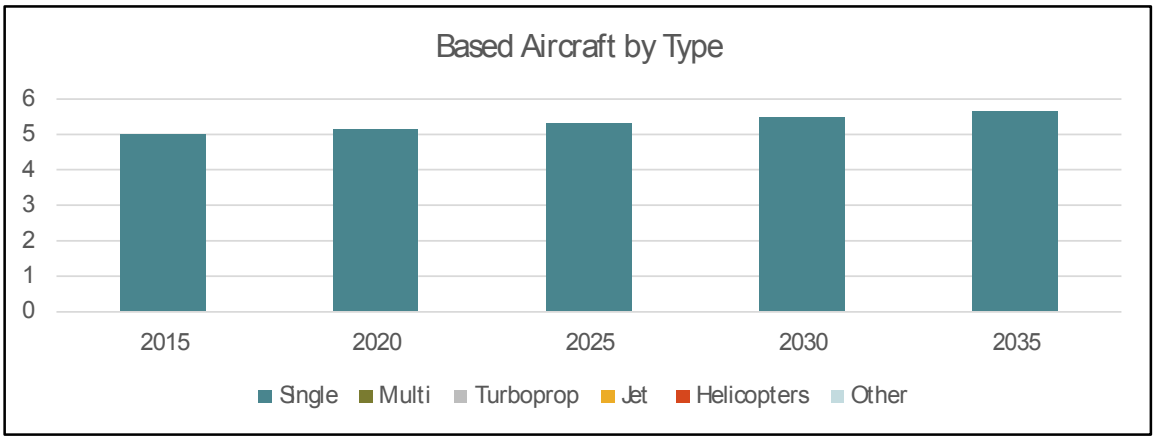
Lincoln County
Associated City: Kemmerer
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.61%

Year	Based Aircraft Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	3	0	NA	0	0	0	3
2011	3	0	NA	0	0	0	3
2012	3	0	NA	0	0	0	3
2013	3	0	NA	0	0	0	3
2014	3	0	NA	0	0	0	3
2015	5	0	0	0	0	0	5
Projected							
2020	5	0	0	0	0	0	5
2025	5	0	0	0	0	0	5
2030	5	0	0	0	0	0	5
2035	6	0	0	0	0	0	6

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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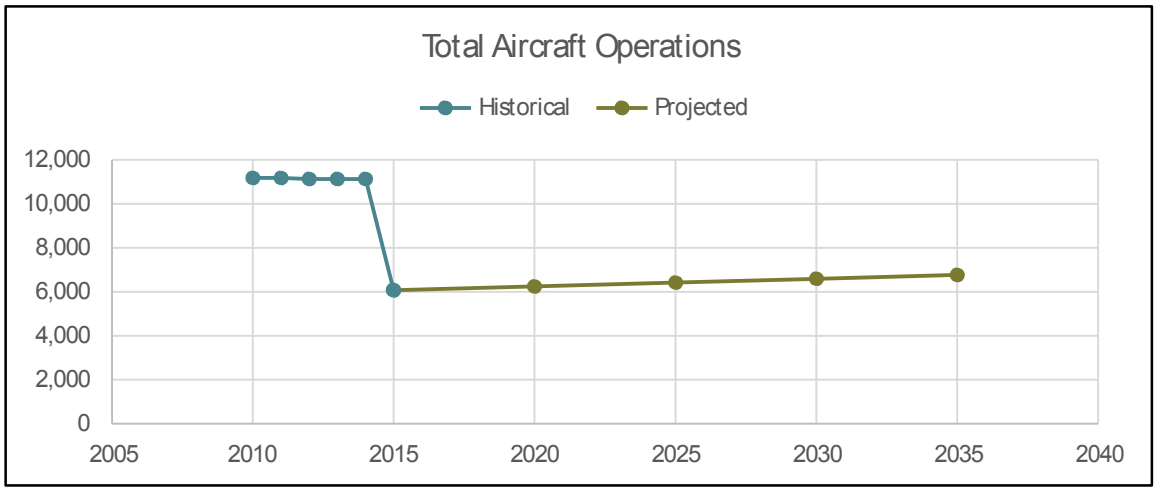
LND — HUNT FIELD

Fremont County
Associated City: Lander
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.55%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	150	5,000	6,000	30	11,180
2011	0	150	5,000	6,000	30	11,180
2012	0	100	5,000	6,000	30	11,130
2013	0	100	5,000	6,000	30	11,130
2014	0	100	5,000	6,000	30	11,130
2015	0	0	1,274	4,794	0	6,068
Projected						
2020	0	0	1,309	4,927	0	6,236
2025	0	0	1,346	5,064	0	6,409
2030	0	0	1,383	5,204	0	6,587
2035	0	0	1,421	5,348	0	6,770



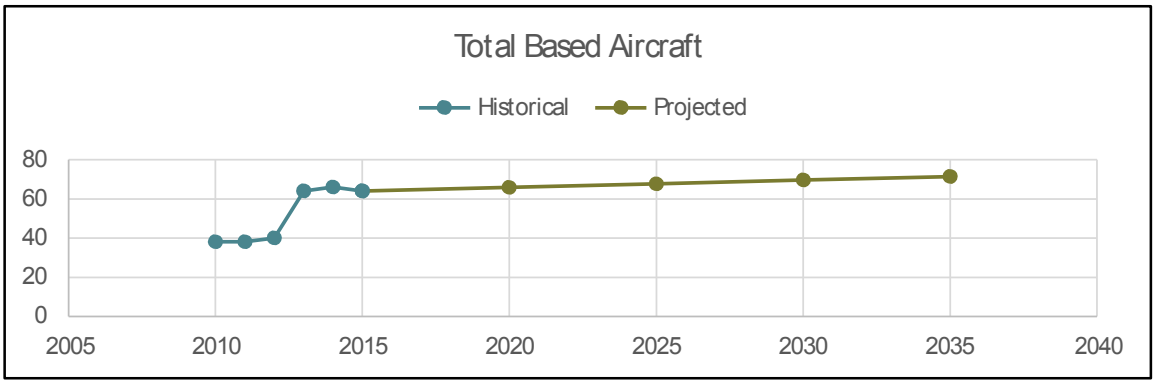
LND — HUNT FIELD

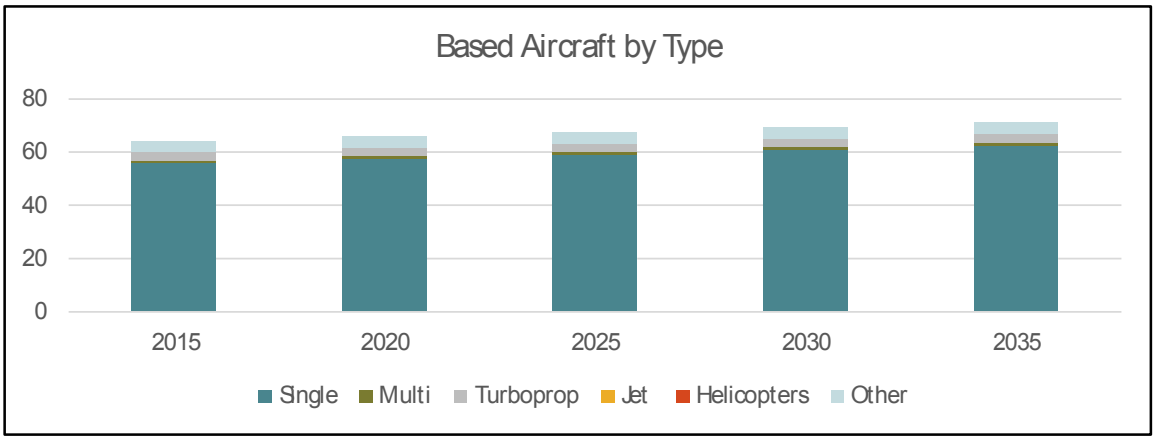
Fremont County
Associated City: Lander
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.55%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	33	5	NA	0	0	0	38
2011	33	5	NA	0	0	0	38
2012	34	4	NA	0	0	2	40
2013	55	7	NA	0	0	2	64
2014	56	8	NA	0	0	2	66
2015	56	1	3	0	0	4	64
Projected							
2020	58	1	3	0	0	4	66
2025	59	1	3	0	0	4	68
2030	61	1	3	0	0	4	69
2035	62	1	3	0	0	4	71

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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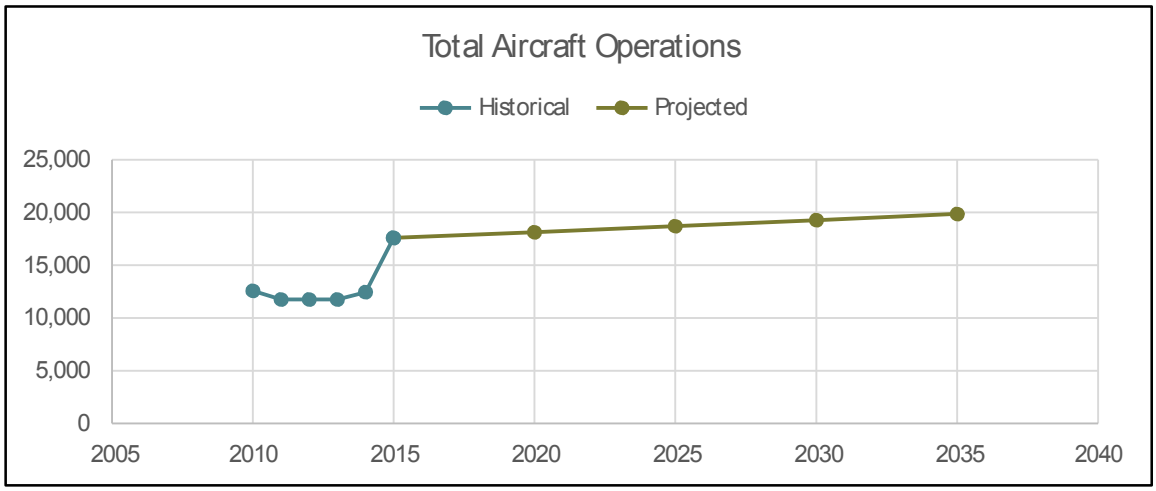
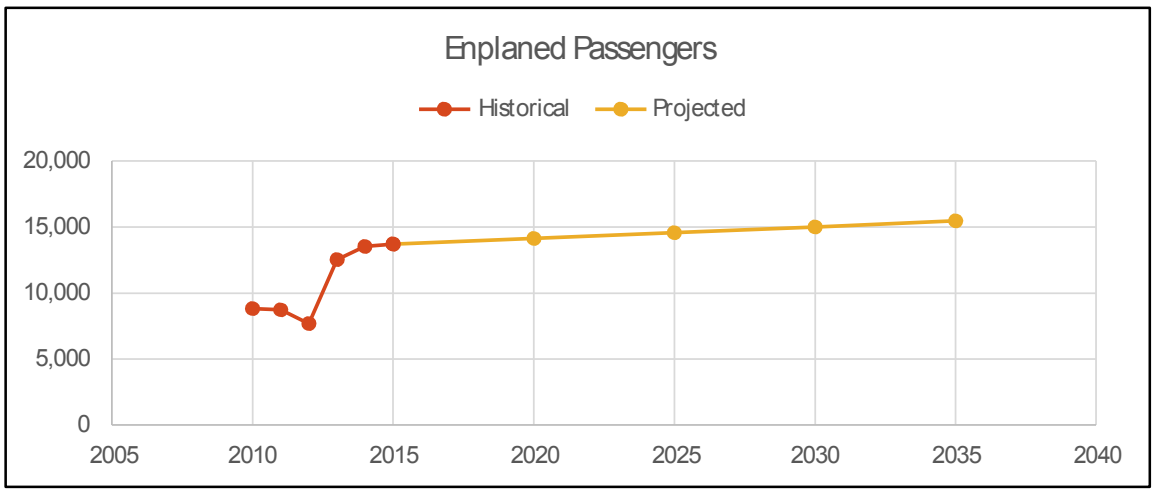
LAR — LARAMIE RGNL

Albany County
Associated City: Laramie
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 0.61%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	2,789	98	5,543	3,687	470	12,587	8,813
2011	52	2,920	4,560	3,720	510	11,762	8,738
2012	52	2,920	4,560	3,720	510	11,762	7,685
2013	52	2,920	4,560	3,720	510	11,762	12,547
2014	44	1,680	6,340	3,849	550	12,463	13,537
2015	94	4,606	7,400	4,800	690	17,590	13,707
Projected							
2020	97	4,748	7,628	4,948	711	18,133	14,130
2025	100	4,895	7,864	5,101	733	18,693	14,566
2030	103	5,046	8,107	5,258	756	19,270	15,016
2035	106	5,202	8,357	5,421	779	19,864	15,479





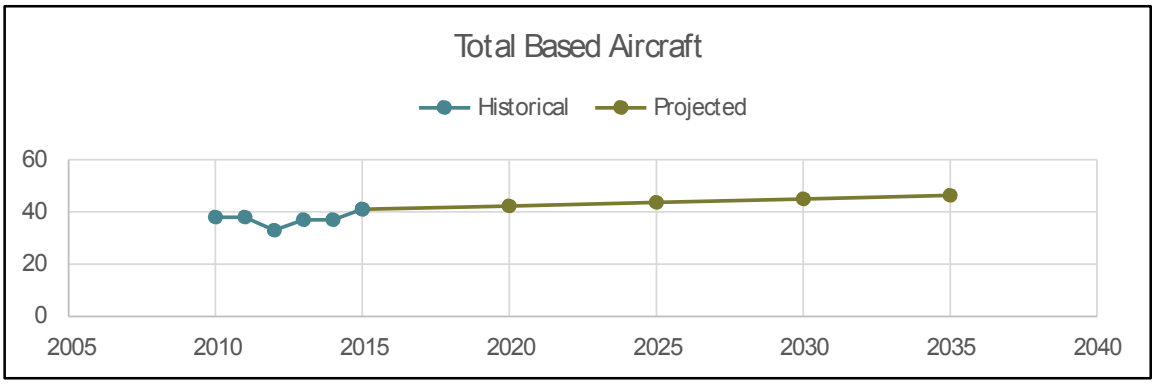
LAR — LARAMIE RGNL

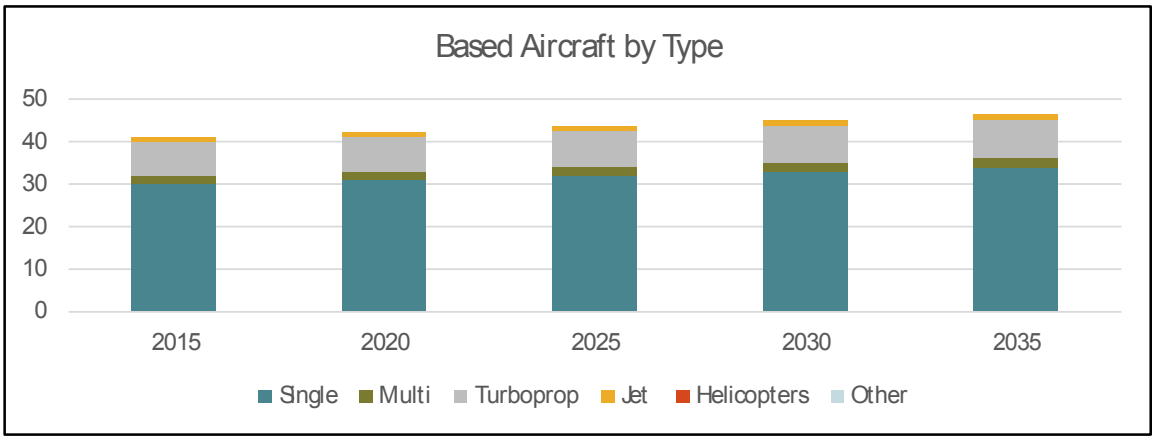
Albany County
Associated City: Laramie
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 0.61%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	29	9	NA	0	0	0	38
2011	29	9	NA	0	0	0	38
2012	22	10	NA	0	0	1	33
2013	26	10	NA	0	0	1	37
2014	26	10	NA	0	0	1	37
2015	30	2	8	1	0	0	41
Projected							
2020	31	2	8	1	0	0	42
2025	32	2	9	1	0	0	44
2030	33	2	9	1	0	0	45
2035	34	2	9	1	0	0	46

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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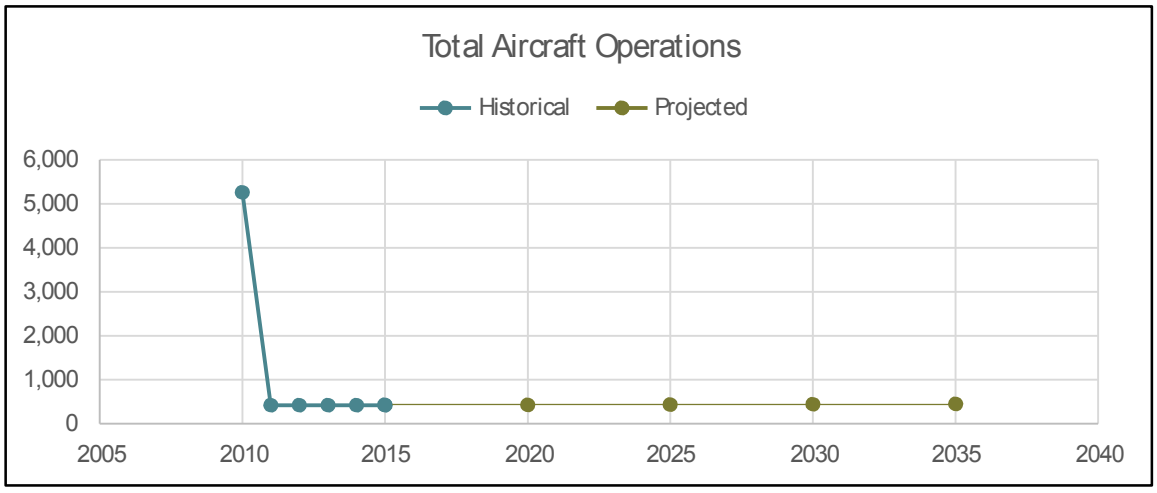
LSK — LUSK MUNI

Niobrara County
Associated City: Lusk
Airport Classification: Local

Operation Projections Population Growth Rate: 0.37%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	250	1,500	3,500	10	5,260
2011	0	50	320	50	0	420
2012	0	50	320	50	0	420
2013	0	50	320	50	0	420
2014	0	50	320	50	0	420
2015	0	50	50	320	0	420
Projected						
2020	0	51	51	326	0	428
2025	0	52	52	332	0	436
2030	0	53	53	338	0	444
2035	0	54	54	345	0	452



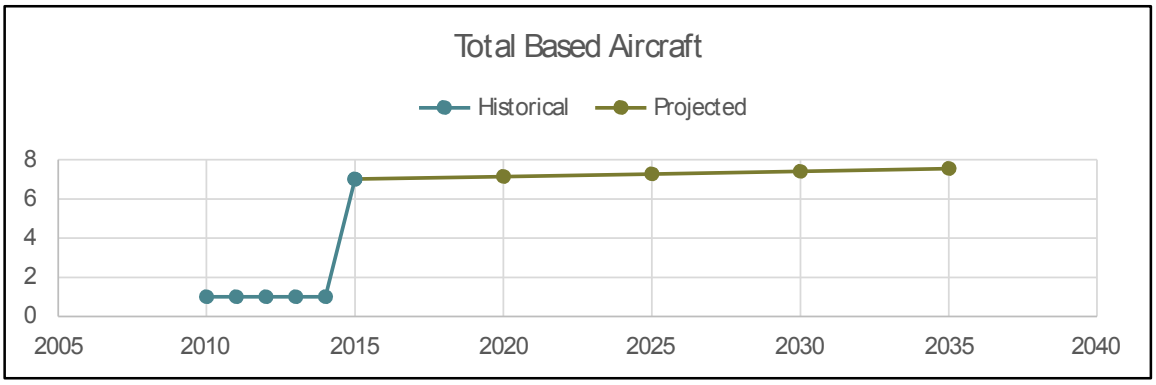
LSK — LUSK MUNI

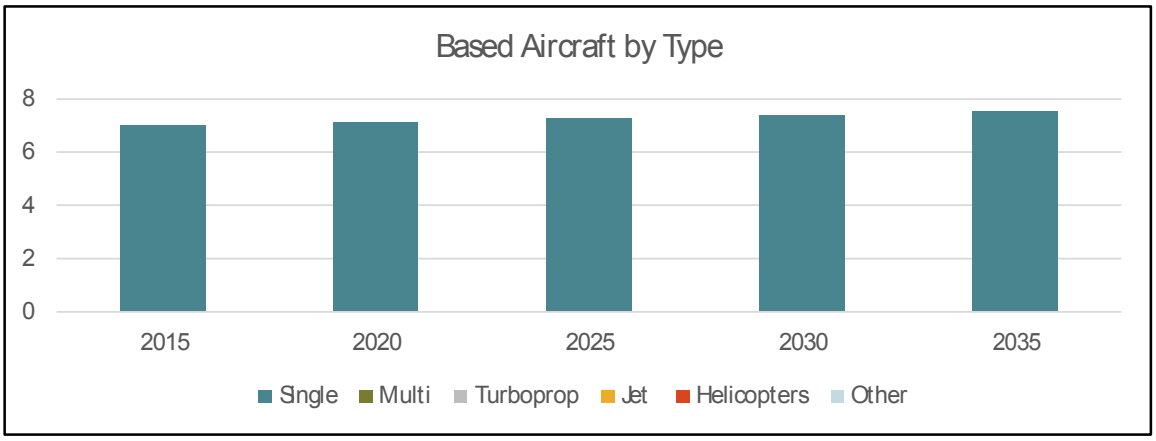
Niobrara County
Associated City: Lusk
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.37%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	1	0	NA	0	0	0	1
2011	1	0	NA	0	0	0	1
2012	1	0	NA	0	0	0	1
2013	1	0	NA	0	0	0	1
2014	1	0	NA	0	0	0	1
2015	7	0	0	0	0	0	7
Projected							
2020	7	0	0	0	0	0	7
2025	7	0	0	0	0	0	7
2030	7	0	0	0	0	0	7
2035	8	0	0	0	0	0	8

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

2010-2014 Operations and Based Aircraft from FAA TAF, May 13, 2016. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

80V – MEDICINE BOW

Carbon County

Associated City: Medicine Bow

Airport Classification: Local (Non-Paved)

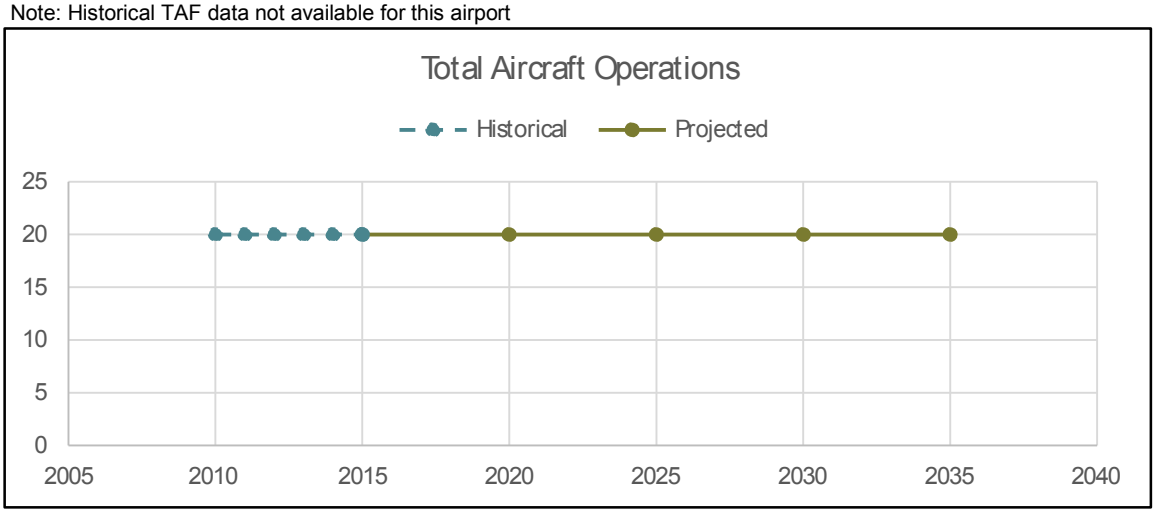
Operation Projections

Low Activity Airport Growth Rate: 0.00%

Population Growth Rate: 0.10%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	5	15	0	20
Projected						
2020	0	0	5	15	0	20
2025	0	0	5	15	0	20
2030	0	0	5	15	0	20
2035	0	0	5	15	0	20

Note: Historical TAF data not available for this airport



80V – MEDICINE BOW

Carbon County

Associated City: Medicine Bow

Airport Classification: Local (Non-Paved)

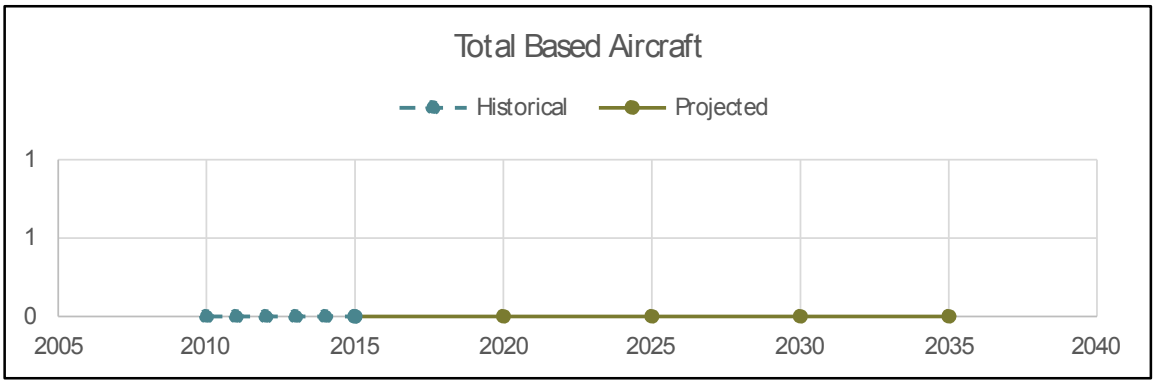
Based Aircraft Projections

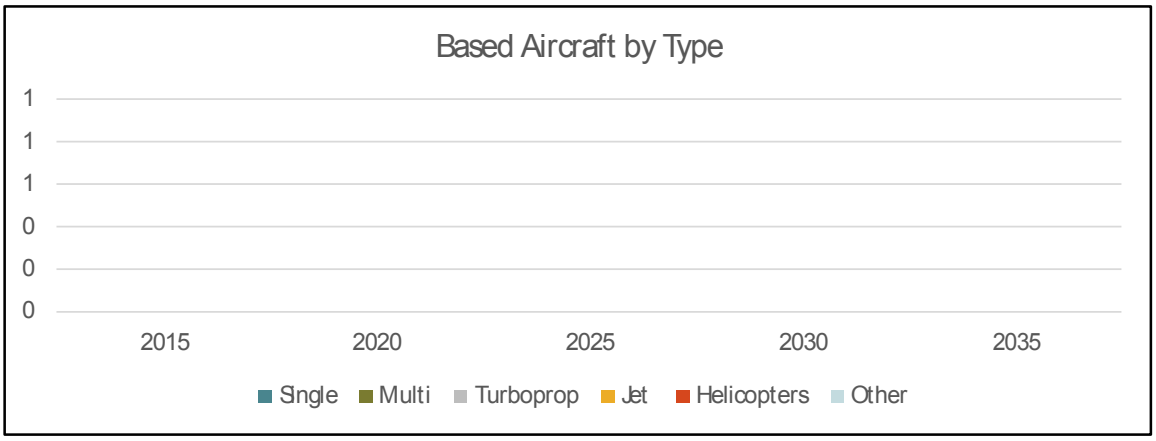
Low Activity Airport Growth Rate: 0.00%

Population Growth Rate: 0.10%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	0	0	0	0	0	0	0
Projected							
2020	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport





Sources:

Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

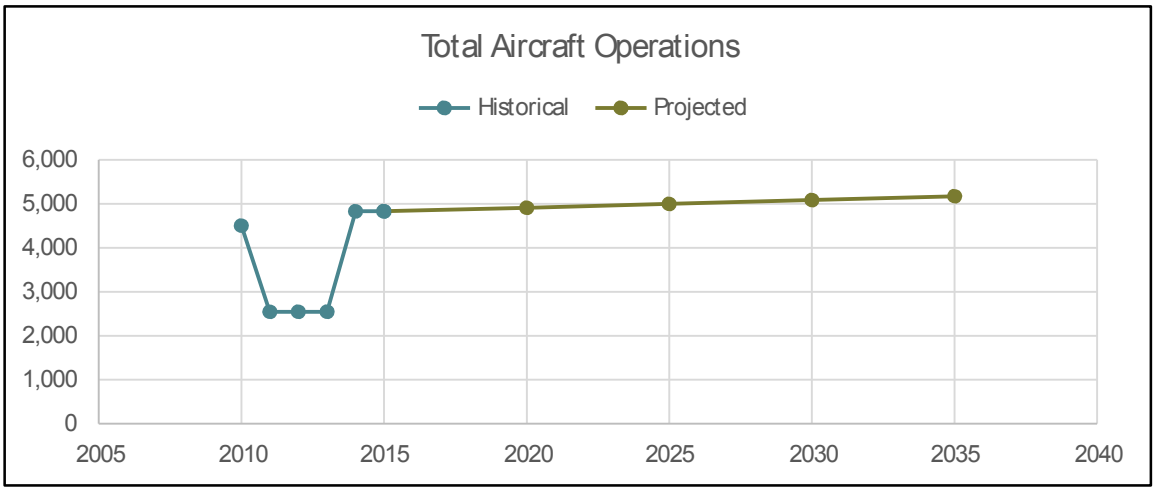
2010-2014 not available from FAA TAF. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

ECS — MONDELL FIELD

Weston County
Associated City: Newcastle
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.34%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	100	2,200	2,100	100	4,500
2011	0	84	1,474	966	20	2,544
2012	0	84	1,474	966	20	2,544
2013	0	84	1,474	966	20	2,544
2014	0	80	2,800	1,930	20	4,830
2015	0	80	2,800	1,930	20	4,830
Projected						
2020	0	81	2,848	1,963	20	4,913
2025	0	83	2,897	1,997	21	4,997
2030	0	84	2,947	2,031	21	5,083
2035	0	86	2,998	2,066	21	5,171



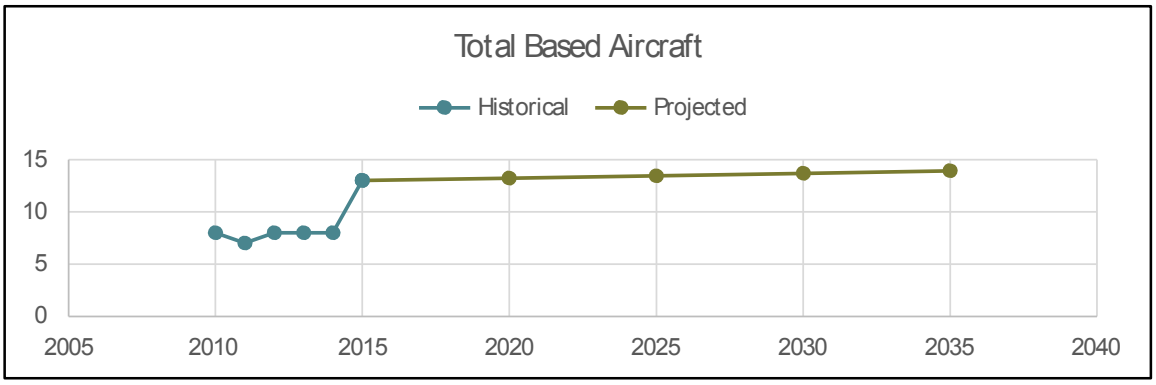
ECS — MONDELL FIELD

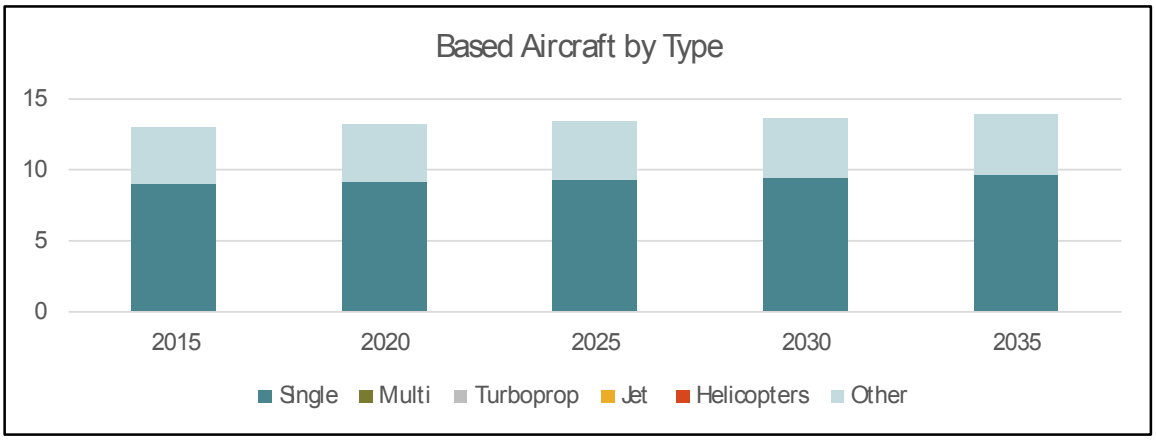
Weston County
Associated City: Newcastle
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.34%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	7	1	NA	0	0	0	8
2011	7	0	NA	0	0	0	7
2012	7	0	NA	0	0	1	8
2013	7	0	NA	0	0	1	8
2014	7	0	NA	0	0	1	8
2015	9	0	0	0	0	4	13
Projected							
2020	9	0	0	0	0	4	13
2025	9	0	0	0	0	4	13
2030	9	0	0	0	0	4	14
2035	10	0	0	0	0	4	14

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

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82V — PINE BLUFFS MUNI

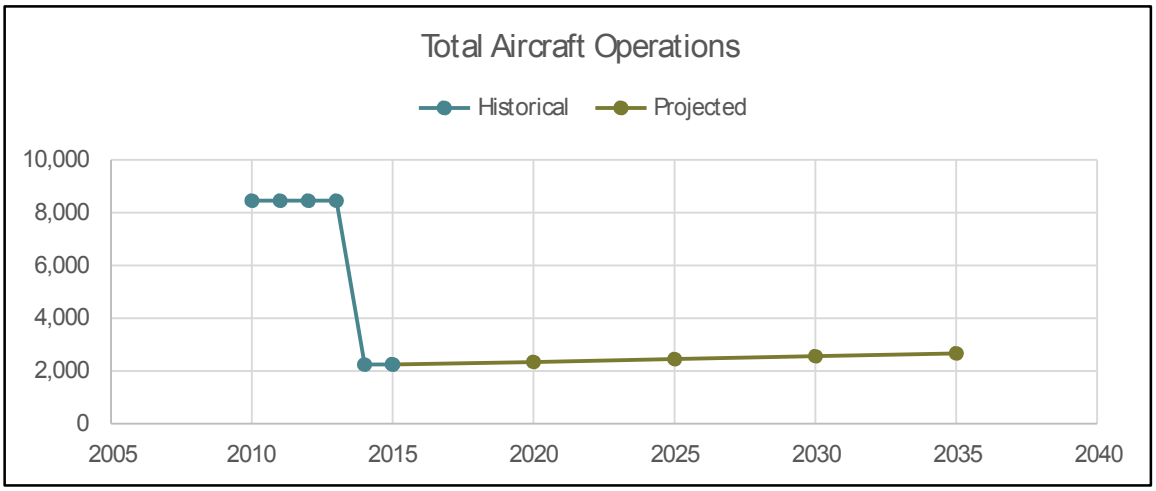
Laramie County

Associated City: Pine Bluffs

Airport Classification: Local

Operation Projections Population Growth Rate: 0.86%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	400	2,800	5,000	250	8,450
2011	0	400	2,800	5,000	250	8,450
2012	0	400	2,800	5,000	250	8,450
2013	0	400	2,800	5,000	250	8,450
2014	0	52	250	1,708	234	2,244
2015	0	52	250	1,708	234	2,244
Projected						
2020	0	54	261	1,783	244	2,342
2025	0	57	272	1,861	255	2,445
2030	0	59	284	1,943	266	2,553
2035	0	62	297	2,028	278	2,665



82V — PINE BLUFFS MUNI

Laramie County

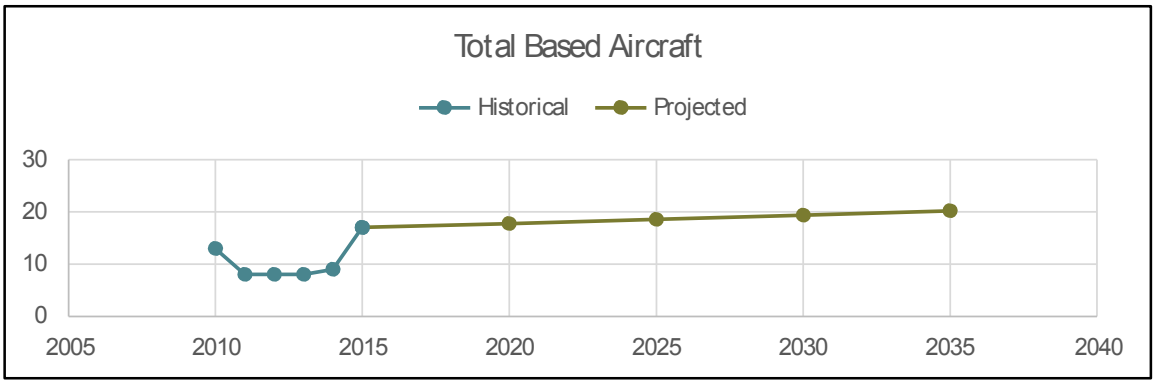
Associated City: Pine Bluffs

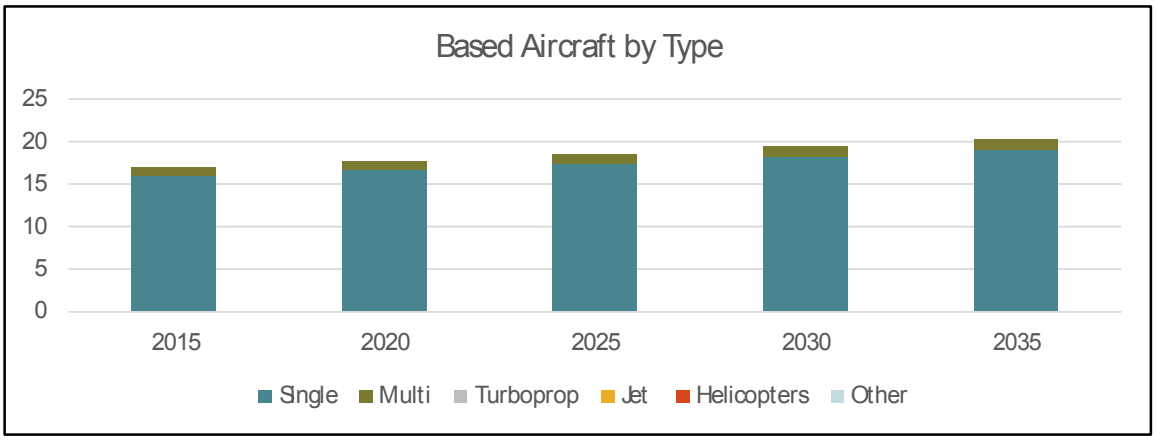
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.86%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	12	1	NA	0	0	0	13
2011	8	0	NA	0	0	0	8
2012	8	0	NA	0	0	0	8
2013	8	0	NA	0	0	0	8
2014	9	0	NA	0	0	0	9
2015	16	1	0	0	0	0	17
Projected							
2020	17	1	0	0	0	0	18
2025	17	1	0	0	0	0	19
2030	18	1	0	0	0	0	19
2035	19	1	0	0	0	0	20

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:

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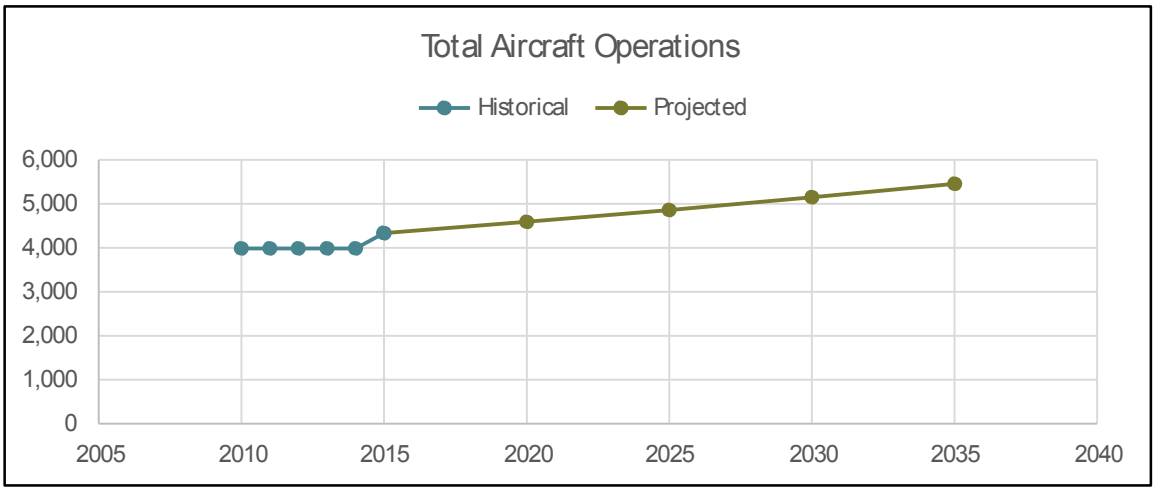
PNA — RALPH WENZ FIELD

Sublette County
Associated City: Pinedale
Airport Classification: Business

Operation Projections Population Growth Rate: 1.15%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	1,434	837	1,674	40	3,985
2011	0	1,434	837	1,674	40	3,985
2012	0	1,434	837	1,674	40	3,985
2013	0	1,434	837	1,674	40	3,985
2014	0	1,434	837	1,674	40	3,985
2015	0	1,561	910	1,821	43	4,335
Projected						
2020	0	1,653	964	1,929	46	4,591
2025	0	1,751	1,021	2,042	48	4,862
2030	0	1,854	1,081	2,163	51	5,149
2035	0	1,964	1,145	2,291	54	5,453



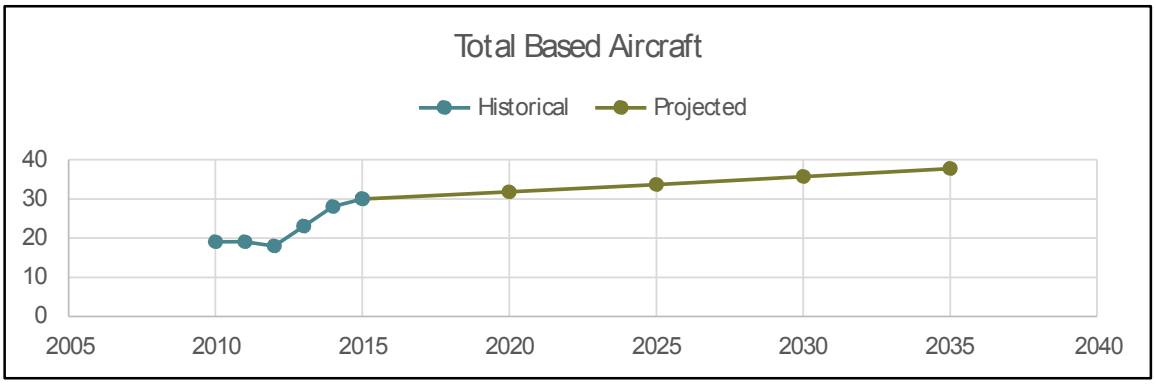
PNA — RALPH WENZ FIELD

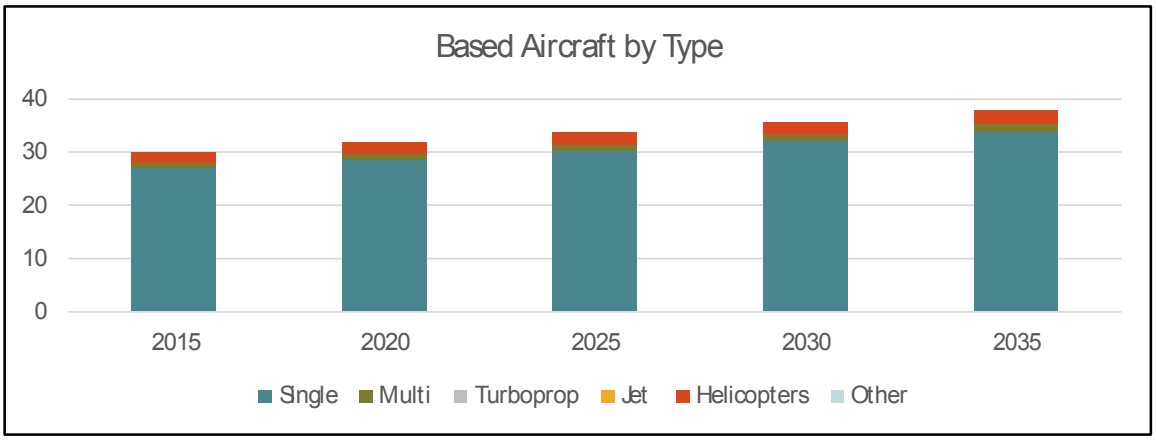
Sublette County
Associated City: Pinedale
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 1.15%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	17	1	NA	0	1	0	19
2011	17	1	NA	0	1	0	19
2012	16	1	NA	0	1	0	18
2013	21	1	NA	0	1	0	23
2014	25	1	NA	0	2	0	28
2015	27	1	0	0	2	0	30
Projected							
2020	29	1	0	0	2	0	32
2025	30	1	0	0	2	0	34
2030	32	1	0	0	2	0	36
2035	34	1	0	0	3	0	38

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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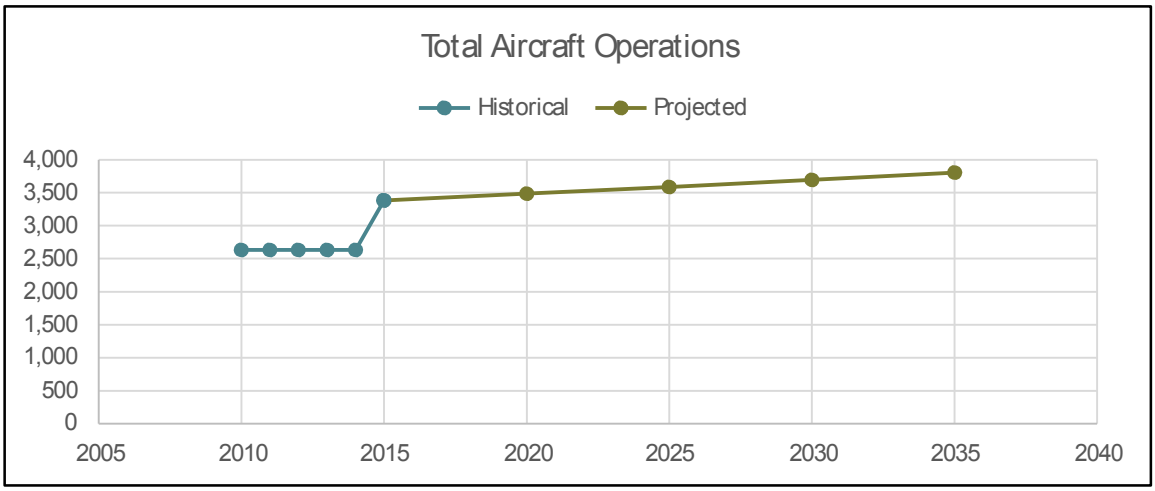
POY — POWELL MUNI

Park County
Associated City: Powell
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.59%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	225	1,000	1,400	10	2,635
2011	0	225	1,000	1,400	10	2,635
2012	0	225	1,000	1,400	10	2,635
2013	0	225	1,000	1,400	10	2,635
2014	0	225	1,000	1,400	10	2,635
2015	0	100	1,300	1,985	0	3,385
Projected						
2020	0	103	1,339	2,044	0	3,486
2025	0	106	1,378	2,105	0	3,589
2030	0	109	1,419	2,167	0	3,696
2035	0	112	1,462	2,232	0	3,806



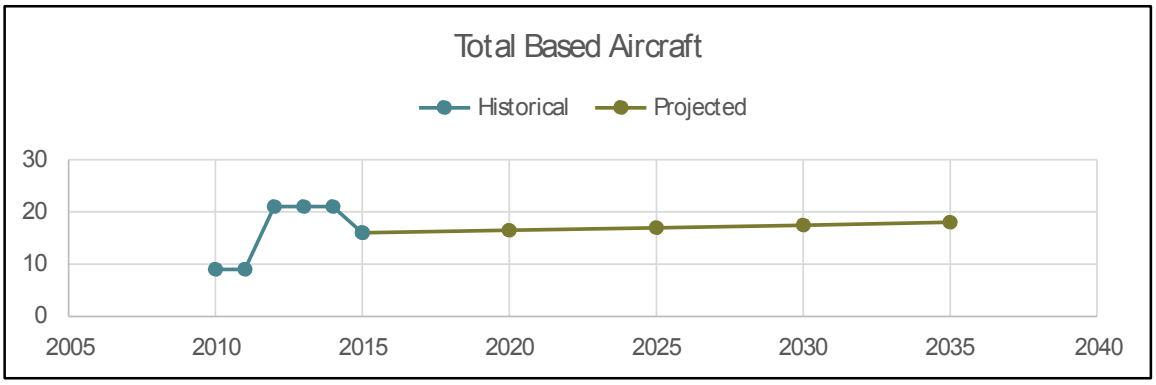
POY — POWELL MUNI

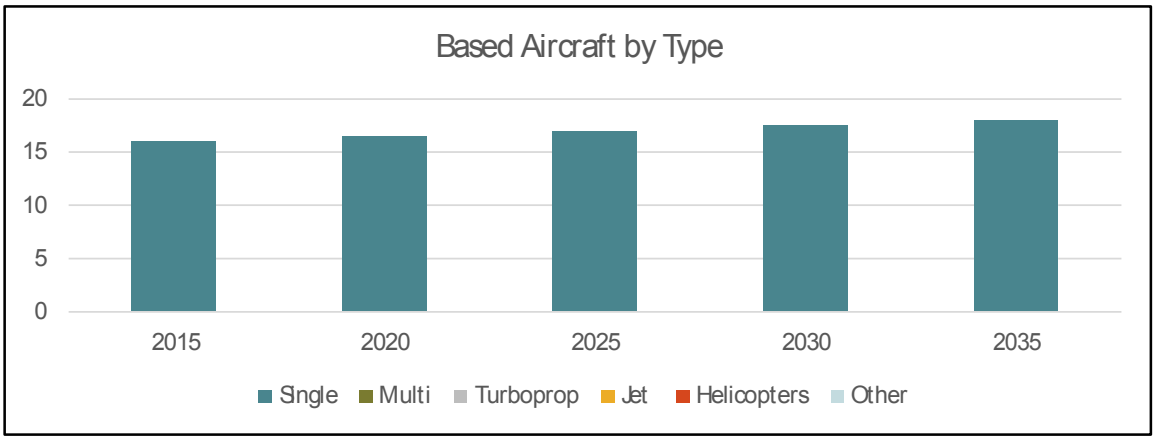
Park County
Associated City: Powell
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.59%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	9	0	NA	0	0	0	9
2011	9	0	NA	0	0	0	9
2012	17	0	NA	0	0	4	21
2013	17	0	NA	0	0	4	21
2014	17	0	NA	0	0	4	21
2015	16	0	0	0	0	0	16
Projected							
2020	16	0	0	0	0	0	16
2025	17	0	0	0	0	0	17
2030	17	0	0	0	0	0	17
2035	18	0	0	0	0	0	18

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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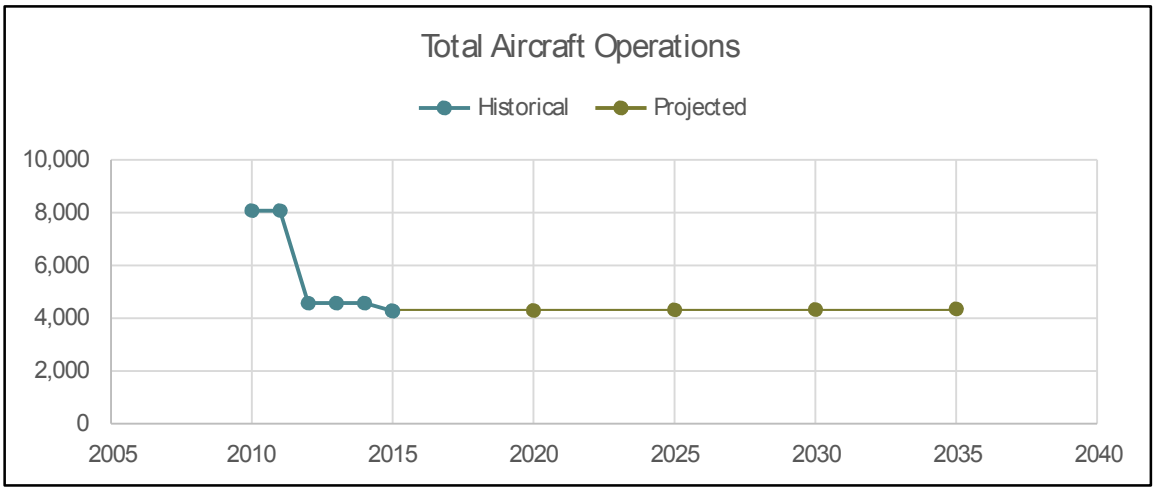
RWL — RAWLINS MUNI/HARVEY FIELD

Carbon County
Associated City: Rawlins
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.10%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	4,000	1,500	2,500	75	8,075
2011	0	4,000	1,500	2,500	75	8,075
2012	0	500	1,500	2,500	75	4,575
2013	0	500	1,500	2,500	75	4,575
2014	0	500	1,500	2,500	75	4,575
2015	0	500	1,500	2,200	70	4,270
Projected						
2020	0	502	1,507	2,211	70	4,291
2025	0	505	1,515	2,221	71	4,311
2030	0	507	1,522	2,232	71	4,332
2035	0	510	1,529	2,243	71	4,353



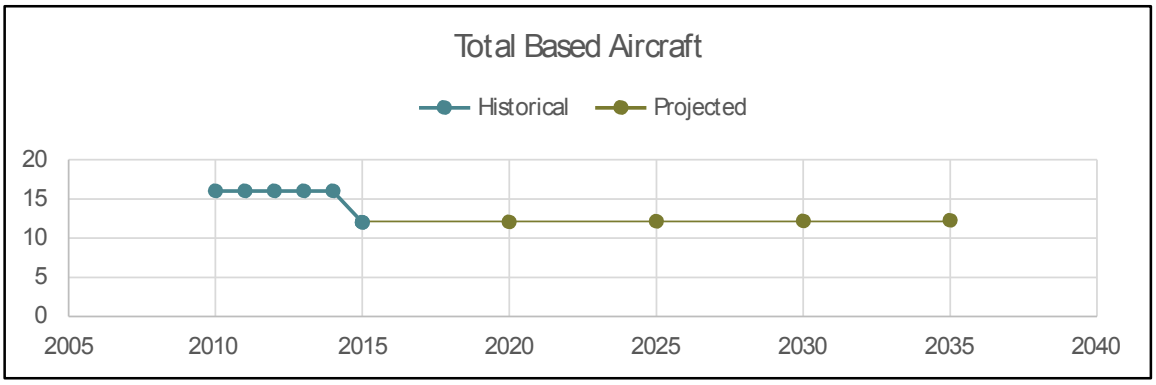
RWL — RAWLINS MUNI/HARVEY FIELD

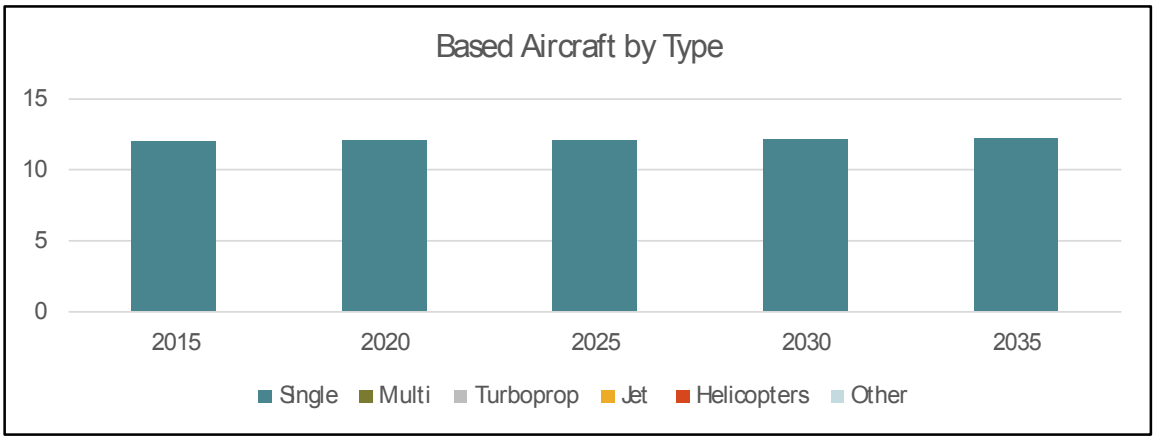
Carbon County
Associated City: Rawlins
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.10%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	12	4	NA	0	0	0	16
2011	12	4	NA	0	0	0	16
2012	12	4	NA	0	0	0	16
2013	12	4	NA	0	0	0	16
2014	12	4	NA	0	0	0	16
2015	12	0	0	0	0	0	12
Projected							
2020	12	0	0	0	0	0	12
2025	12	0	0	0	0	0	12
2030	12	0	0	0	0	0	12
2035	12	0	0	0	0	0	12

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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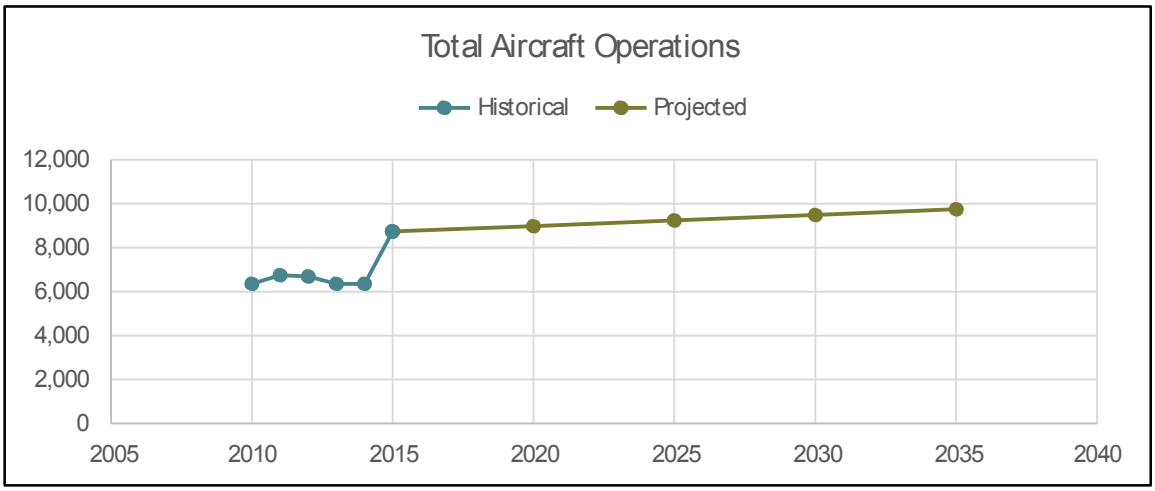
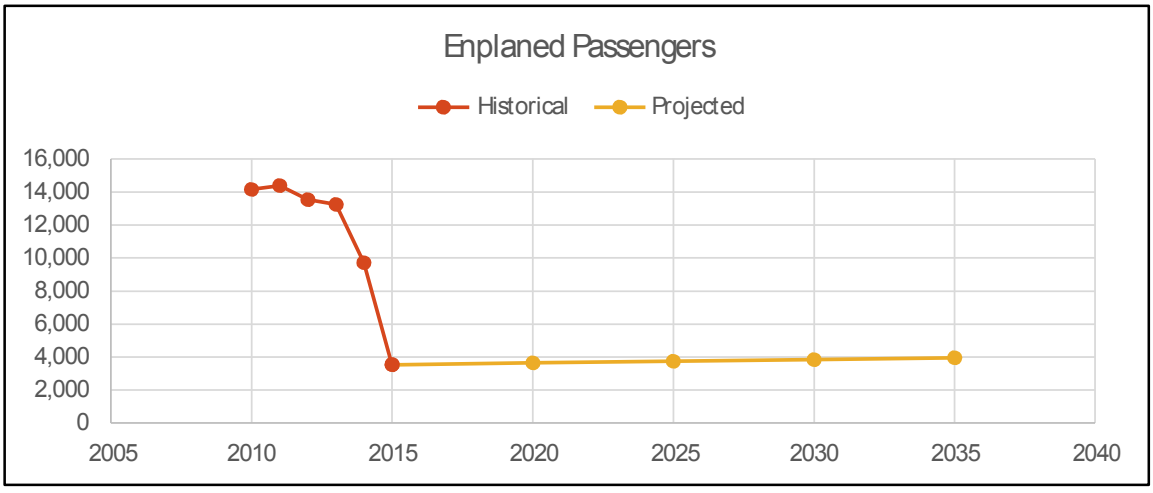
RIW — RIVERTON RGNL

Fremont County
Associated City: Riverton
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 0.55%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	1,351	1,387	1,245	2,360	16	6,359	14,171
2011	1,582	1,466	1,323	2,370	9	6,750	14,392
2012	0	1,572	2,806	2,298	14	6,690	13,546
2013	0	1,407	3,238	1,663	44	6,352	13,255
2014	0	1,407	3,238	1,663	44	6,352	9,719
2015	2,920	0	3,216	2,426	180	8,742	3,536
Projected							
2020	3,001	0	3,305	2,493	185	8,984	3,634
2025	3,084	0	3,397	2,562	190	9,234	3,735
2030	3,170	0	3,491	2,634	195	9,490	3,838
2035	3,258	0	3,588	2,707	201	9,753	3,945





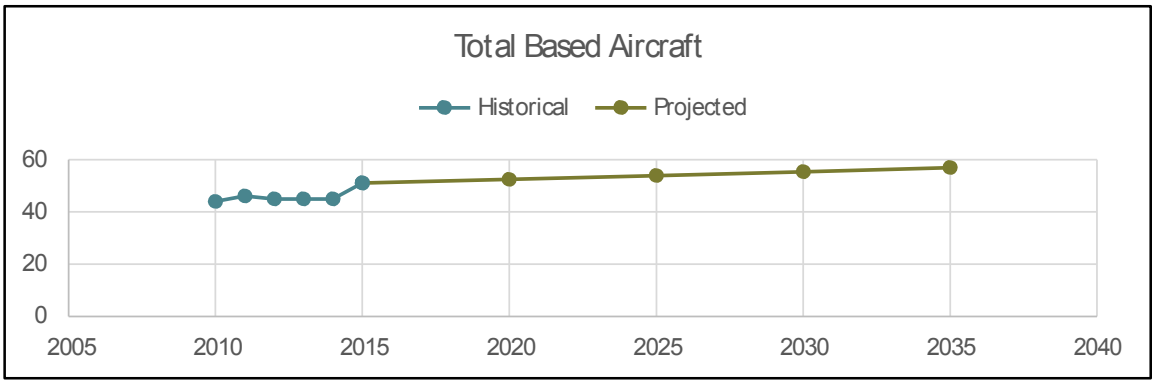
RIW — RIVERTON RGNL

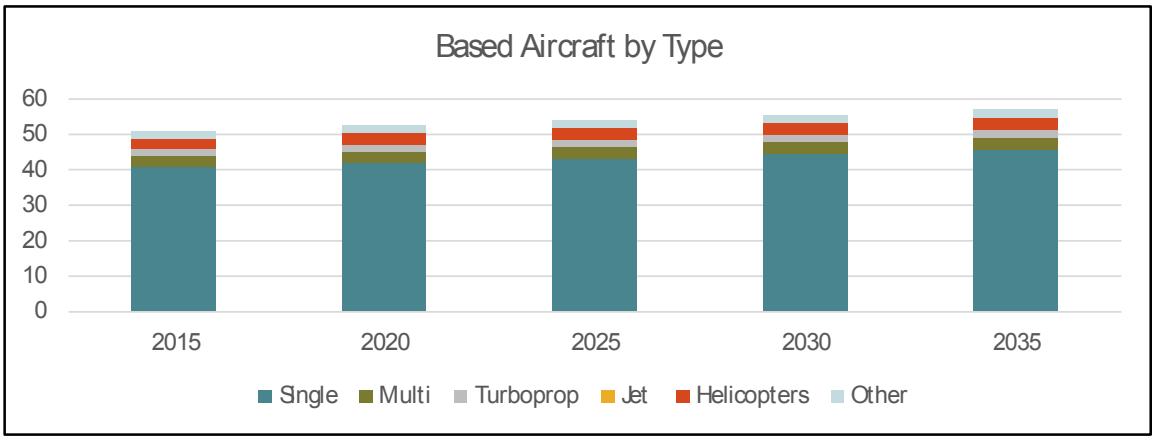
Fremont County
Associated City: Riverton
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 0.55%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	38	4	NA	2	0	0	44
2011	40	4	NA	2	0	0	46
2012	40	4	NA	1	0	0	45
2013	40	4	NA	1	0	0	45
2014	40	4	NA	1	0	0	45
2015	41	3	2	0	3	2	51
Projected							
2020	42	3	2	0	3	2	52
2025	43	3	2	0	3	2	54
2030	45	3	2	0	3	2	55
2035	46	3	2	0	3	2	57

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

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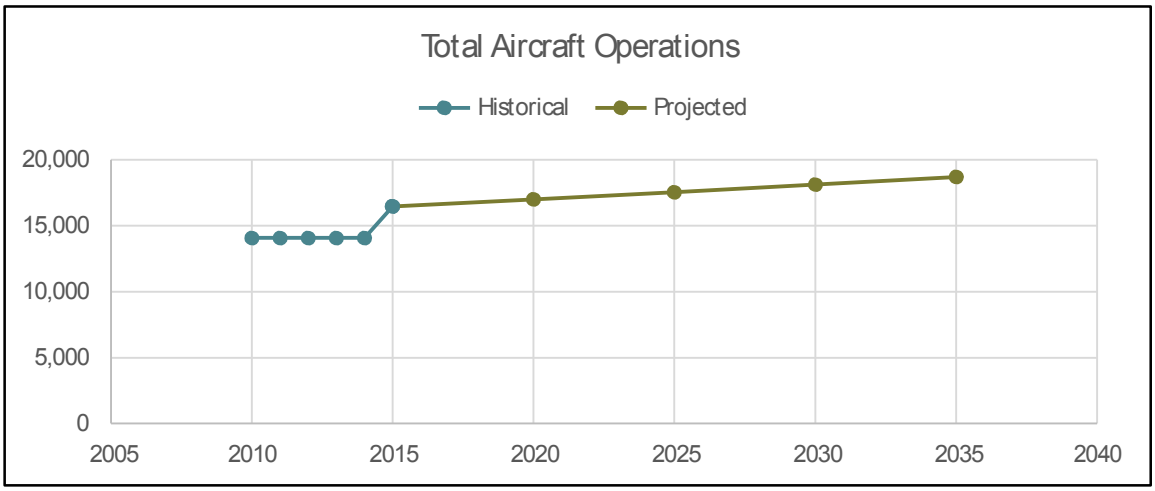
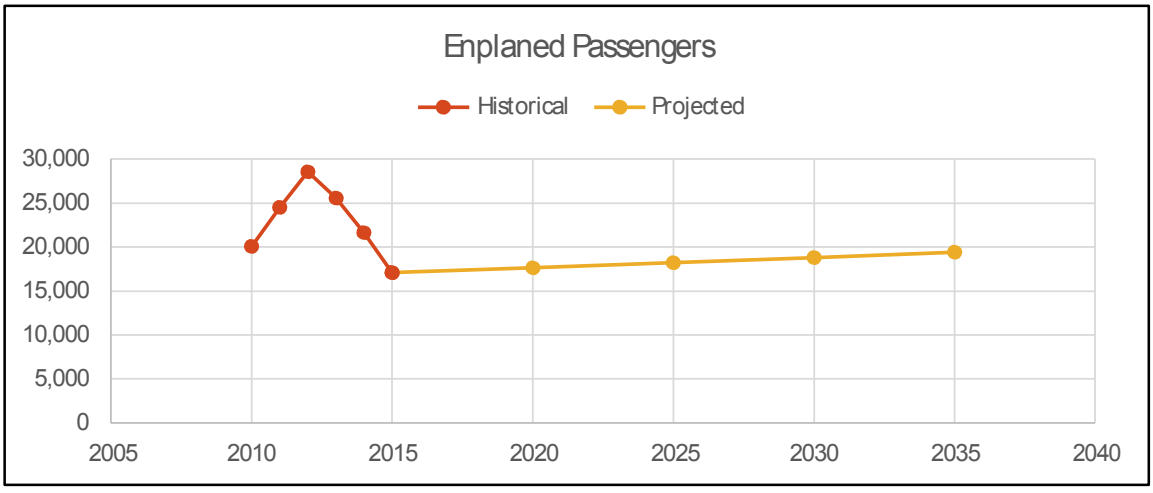
RKS — ROCK SPRINGS-SWEETWATER COUNTY

Sweetwater County
Associated City: Rock Springs
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 0.64%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	0	2,048	9,849	2,160	18	14,075	20,081
2011	0	2,048	9,849	2,160	18	14,075	24,523
2012	0	2,048	9,849	2,160	18	14,075	28,549
2013	0	2,048	9,849	2,160	18	14,075	25,579
2014	0	2,048	9,849	2,160	18	14,075	21,644
2015	0	4,380	9,946	2,119	18	16,463	17,085
Projected							
2020	0	4,522	10,268	2,188	19	16,996	17,638
2025	0	4,668	10,600	2,258	19	17,546	18,208
2030	0	4,819	10,943	2,331	20	18,113	18,798
2035	0	4,975	11,297	2,407	20	18,699	19,406





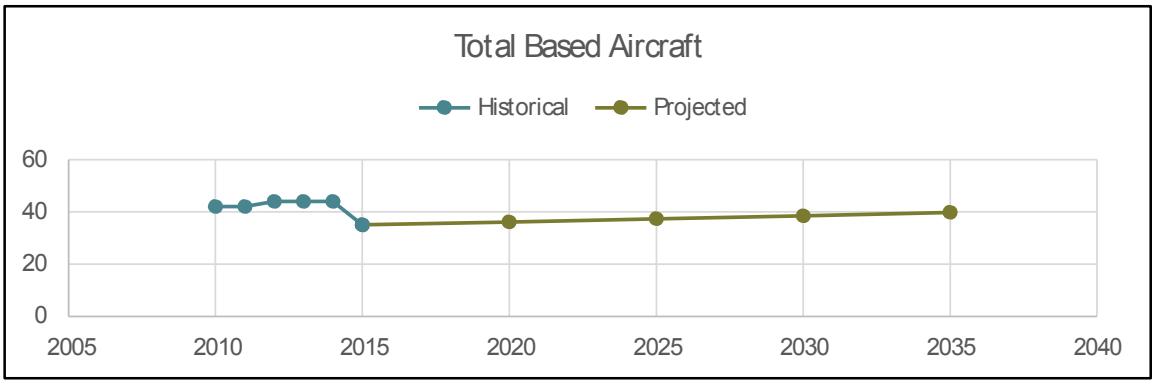
RKS — ROCK SPRINGS-SWEETWATER COUNTY

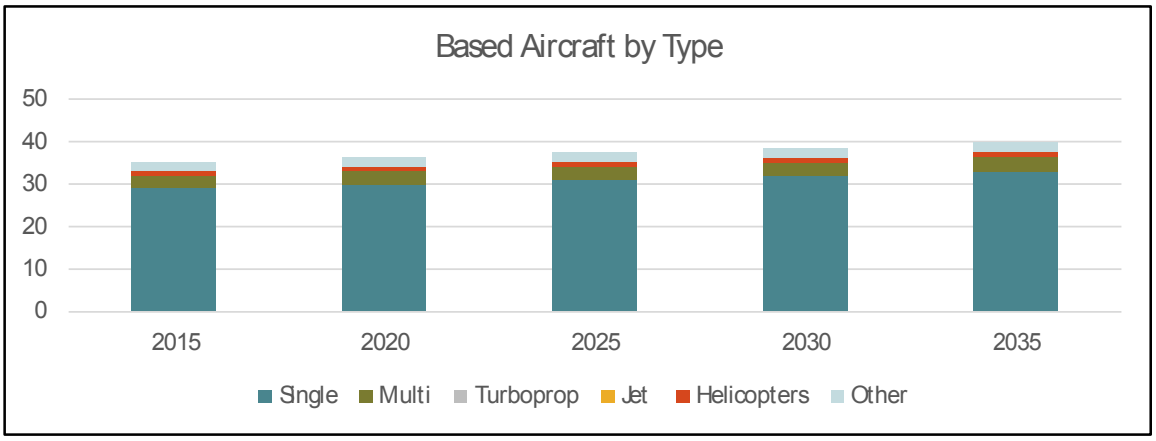
Sweetwater County
Associated City: Rock Springs
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 0.64%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	37	5	NA	0	0	0	42
2011	37	5	NA	0	0	0	42
2012	37	5	NA	0	0	2	44
2013	37	5	NA	0	0	2	44
2014	37	5	NA	0	0	2	44
2015	29	3	0	0	1	2	35
Projected							
2020	30	3	0	0	1	2	36
2025	31	3	0	0	1	2	37
2030	32	3	0	0	1	2	39
2035	33	3	0	0	1	2	40

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
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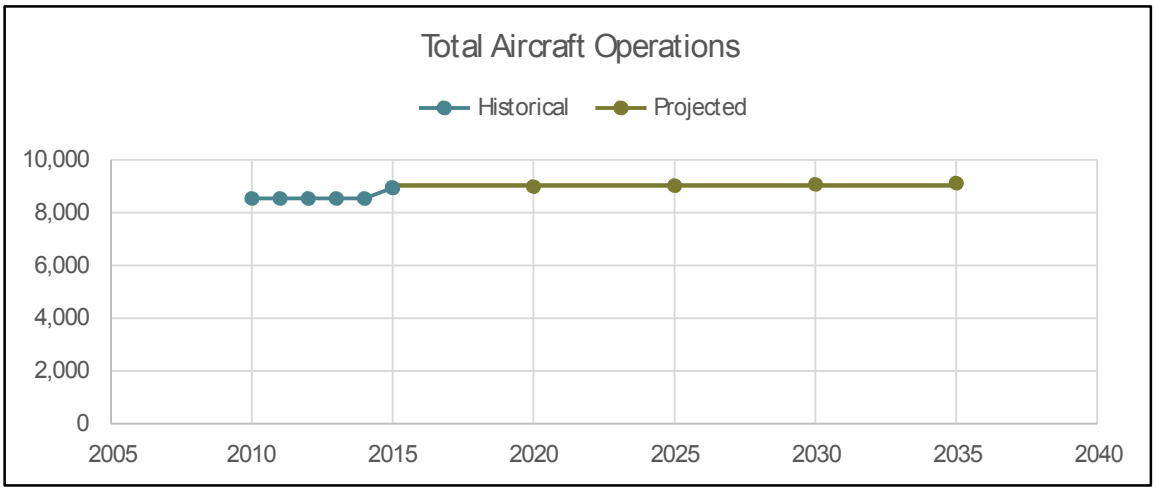
SAA — SHIVELY FIELD

Carbon County
Associated City: Saratoga
Airport Classification: Business

Operation Projections Population Growth Rate: 0.10%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	800	4,200	3,500	40	8,540
2011	0	800	4,200	3,500	40	8,540
2012	0	800	4,200	3,500	40	8,540
2013	0	800	4,200	3,500	40	8,540
2014	0	800	4,200	3,500	40	8,540
2015	0	800	4,600	3,500	40	8,940
Projected						
2020	0	804	4,622	3,517	40	8,983
2025	0	808	4,645	3,534	40	9,027
2030	0	812	4,667	3,551	41	9,071
2035	0	816	4,690	3,568	41	9,115



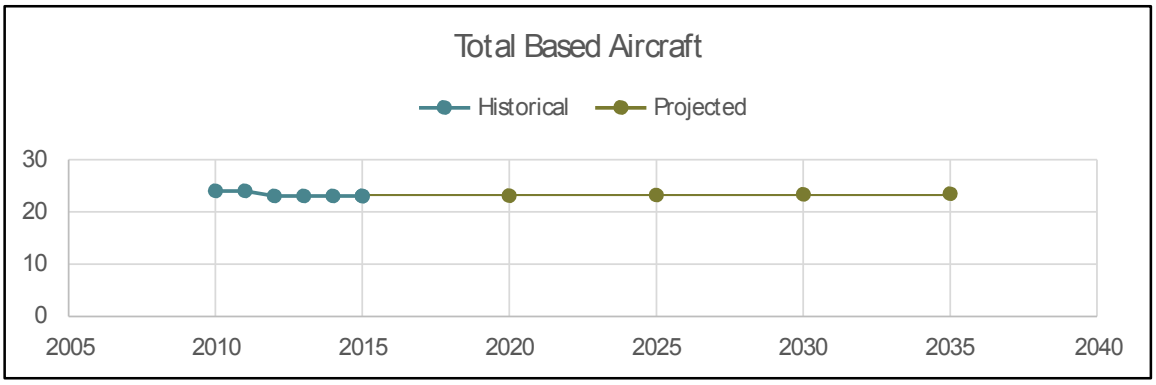
SAA — SHIVELY FIELD

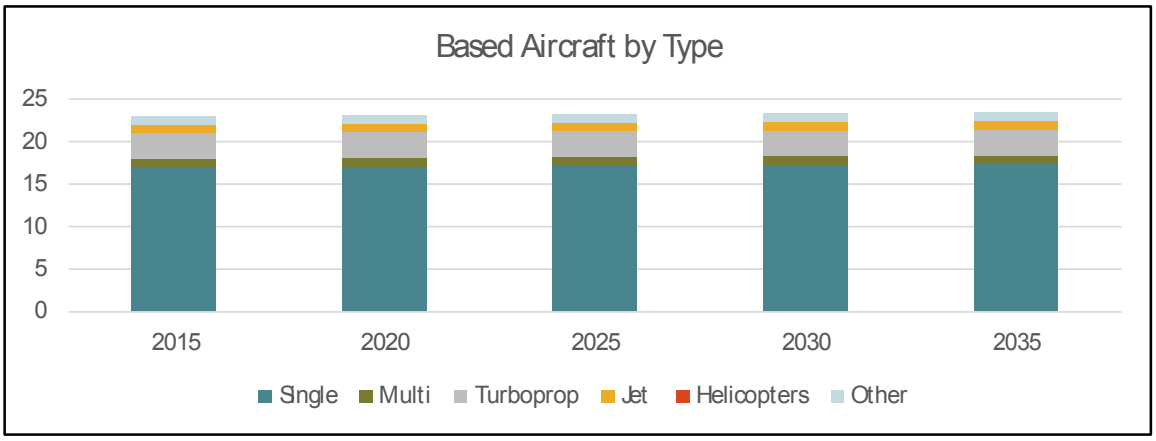
Carbon County
Associated City: Saratoga
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 0.10%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	21	2	NA	0	1	0	24
2011	21	2	NA	0	1	0	24
2012	20	2	NA	0	1	0	23
2013	20	2	NA	0	1	0	23
2014	20	2	NA	0	1	0	23
2015	17	1	3	1	0	1	23
Projected							
2020	17	1	3	1	0	1	23
2025	17	1	3	1	0	1	23
2030	17	1	3	1	0	1	23
2035	17	1	3	1	0	1	23

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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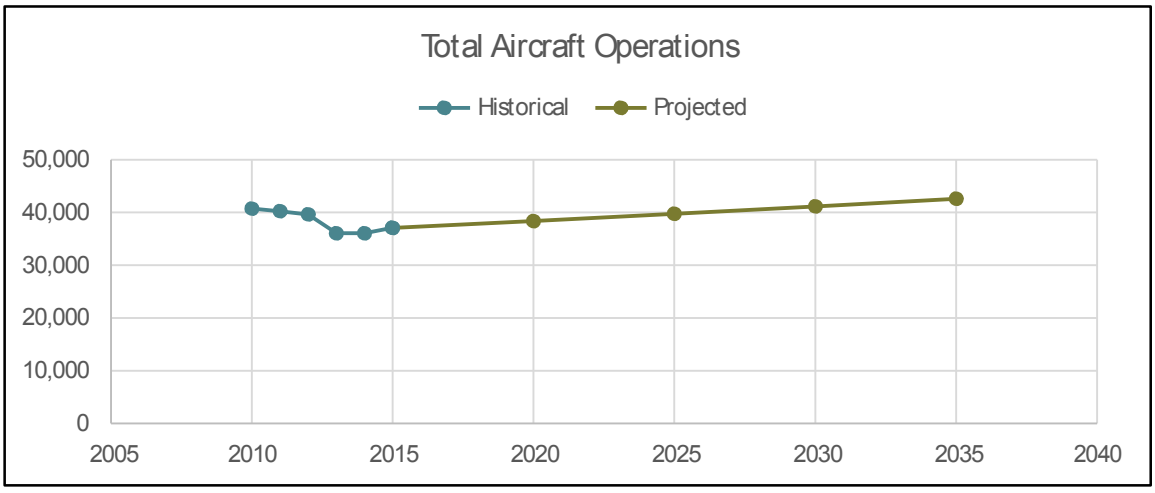
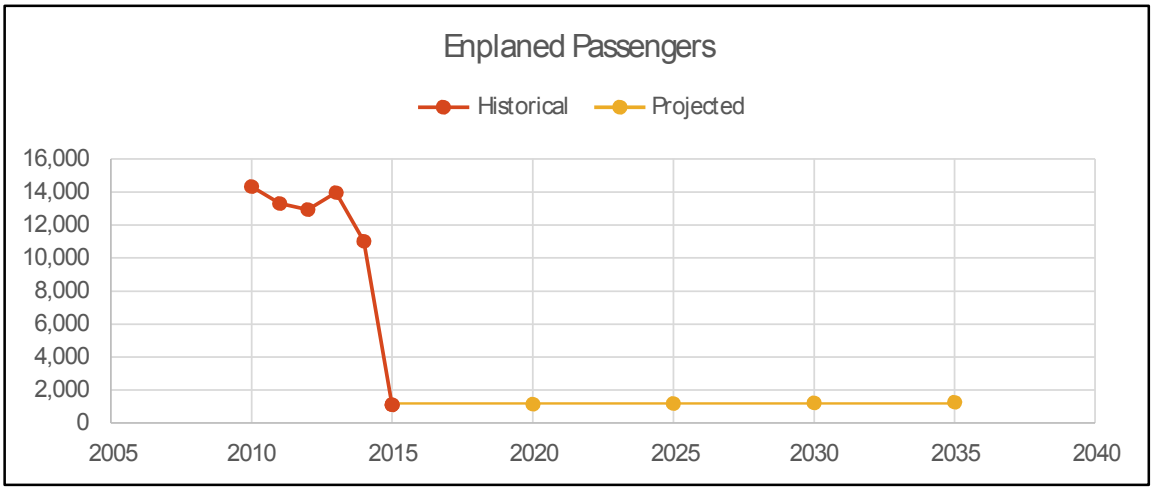
SHR — SHERIDAN COUNTY

Sheridan County
Associated City: Sheridan
Airport Classification: Commercial Service

Operation Projections Population Growth Rate: 0.70%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	3,285	2,190	20,026	15,109	150	40,760	14,336
2011	3,650	2,050	19,626	14,759	150	40,235	13,311
2012	3,380	2,080	19,404	14,638	150	39,652	12,946
2013	0	3,575	18,403	13,952	150	36,080	13,969
2014	0	3,575	18,403	13,952	150	36,080	11,014
2015	0	2,118	20,767	14,052	150	37,087	1,097
Projected							
2020	0	2,193	21,500	14,548	155	38,396	1,136
2025	0	2,270	22,258	15,061	161	39,750	1,176
2030	0	2,350	23,044	15,592	166	41,153	1,217
2035	0	2,433	23,857	16,143	172	42,605	1,260





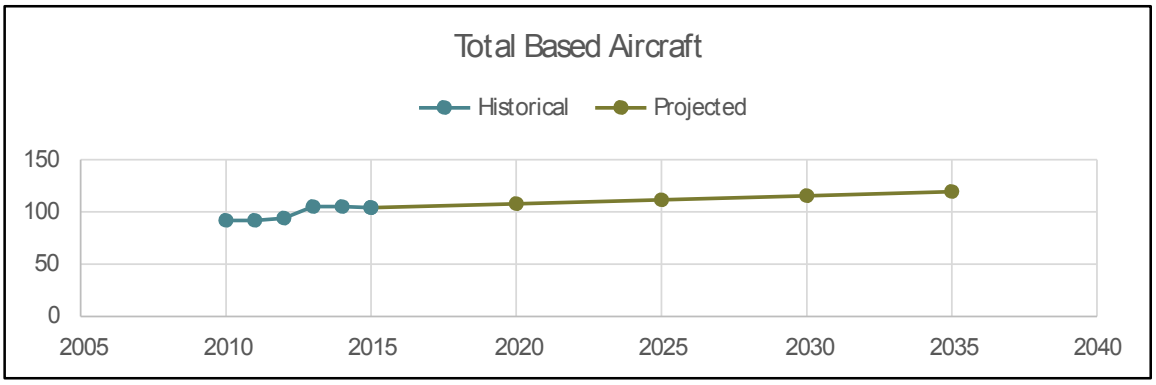
SHR — SHERIDAN COUNTY

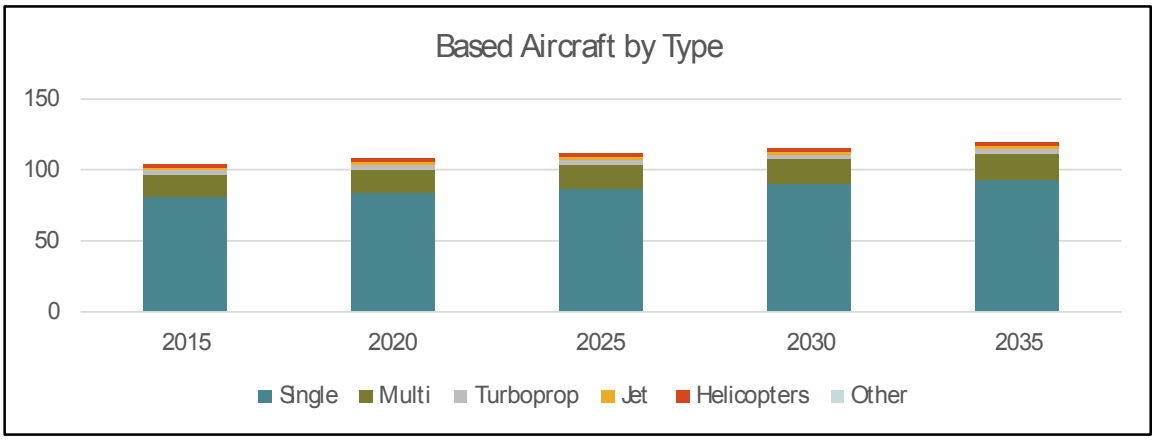
Sheridan County
Associated City: Sheridan
Airport Classification: Commercial Service

Based Aircraft Projections Population Growth Rate: 0.70%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	65	21	NA	2	4	0	92
2011	66	21	NA	1	4	0	92
2012	66	21	NA	1	4	2	94
2013	78	19	NA	2	4	2	105
2014	78	19	NA	2	4	2	105
2015	81	16	3	2	2	0	104
Projected							
2020	84	17	3	2	2	0	108
2025	87	17	3	2	2	0	111
2030	90	18	3	2	2	0	115
2035	93	18	3	2	2	0	119

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

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49U – SHOSHONI MUNI

Fremont County
Associated City: Shoshoni
Airport Classification: Local (Non-Paved)

Operation Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.55%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	20	90	0	110
Projected						
2020	0	0	20	90	0	110
2025	0	0	20	90	0	110
2030	0	0	20	90	0	110
2035	0	0	20	90	0	110

Note: Historical TAF data not available for this airport

49U – SHOSHONI MUNI

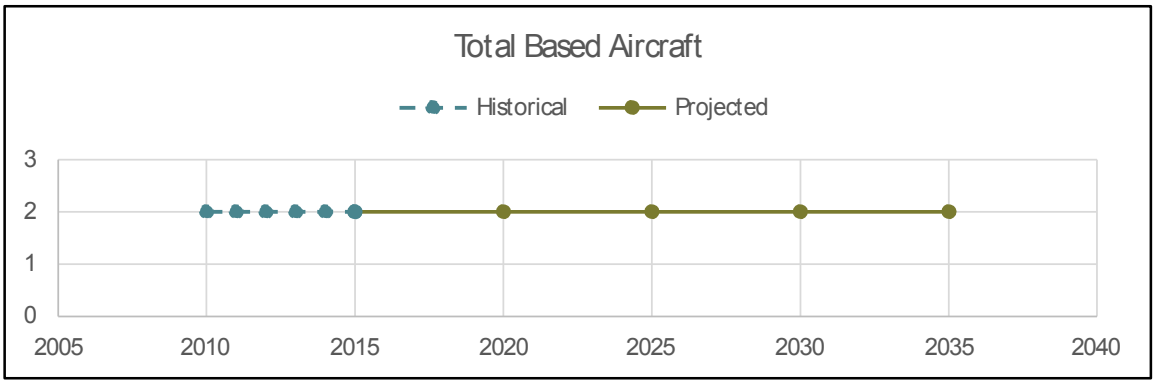
Fremont County
Associated City: Shoshoni
Airport Classification: Local (Non-Paved)

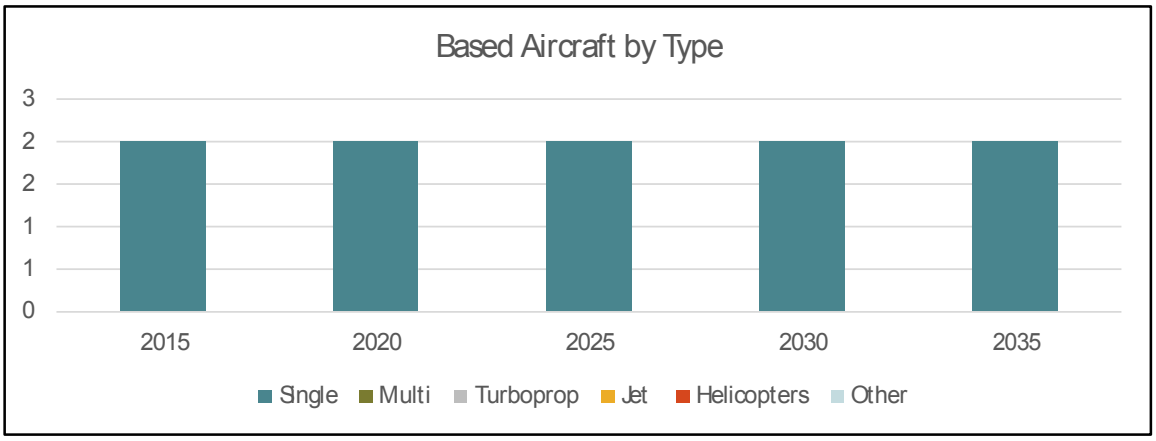
Based Aircraft Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.55%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	2	0	0	0	0	0	2
Projected							
2020	2	0	0	0	0	0	2
2025	2	0	0	0	0	0	2
2030	2	0	0	0	0	0	2
2035	2	0	0	0	0	0	2

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

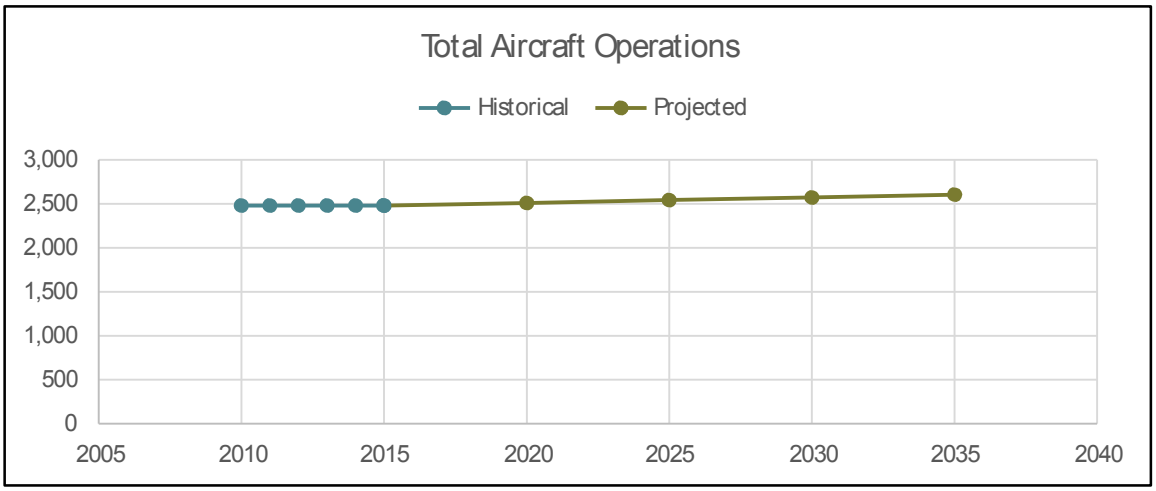
2010-2014 not available from FAA TAF. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

HSG — HOT SPRINGS COUNTY

Hot Springs County
Associated City: Thermopolis
Airport Classification: Local

Operation Projections Population Growth Rate: 0.24%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	120	900	1,440	20	2,480
2011	0	120	900	1,440	20	2,480
2012	0	120	900	1,440	20	2,480
2013	0	120	900	1,440	20	2,480
2014	0	120	900	1,440	20	2,480
2015	0	120	900	1,440	20	2,480
Projected						
2020	0	121	911	1,458	20	2,510
2025	0	123	922	1,475	20	2,541
2030	0	124	933	1,493	21	2,572
2035	0	126	945	1,512	21	2,603



Note:
Historical/estimated data from 2010-2015 FAA TAF for Hot Springs County-Thermopolis Municipal (THP) airport
2015 TAF values are estimated; 2015 based aircraft and operations data from FAA TAF

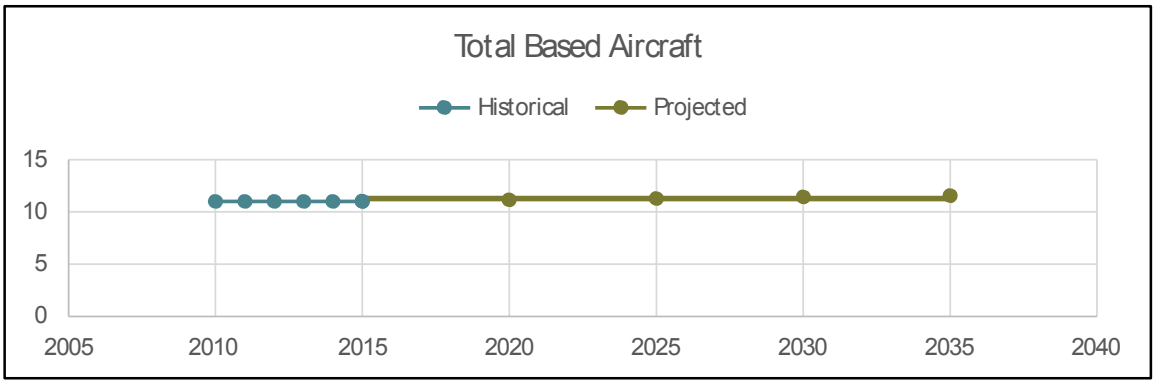
HSG — HOT SPRINGS COUNTY

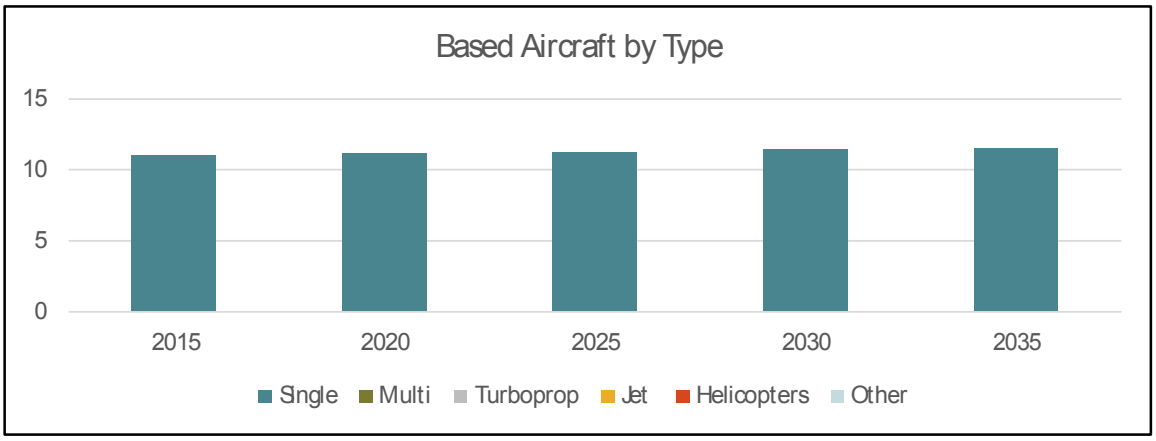
Hot Springs County
Associated City: Thermopolis
Airport Classification: Local

Based Aircraft Projections Population Growth Rate: 0.24%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	11	0	NA	0	0	0	11
2011	11	0	NA	0	0	0	11
2012	11	0	NA	0	0	0	11
2013	11	0	NA	0	0	0	11
2014	11	0	NA	0	0	0	11
2015	11	0	NA	0	0	0	11
Projected							
2020	11	0	NA	0	0	0	11
2025	11	0	NA	0	0	0	11
2030	11	0	NA	0	0	0	11
2035	12	0	NA	0	0	0	12

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





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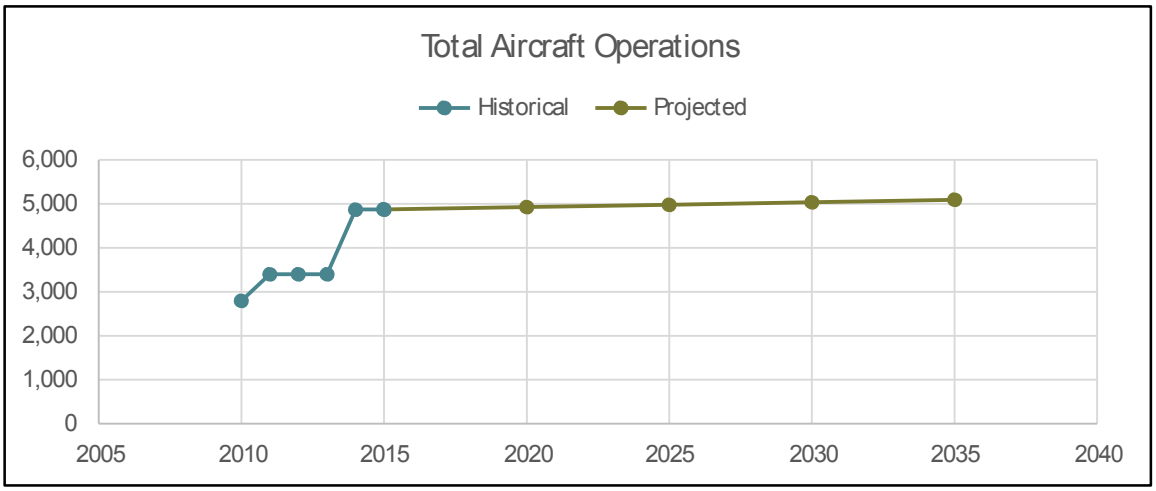
2010-2014 Operations and Based Aircraft from FAA TAF, May 13, 2016. Operations and based aircraft for 2015 estimated values from FAA TAF, May 13,2016. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

TOR — TORRINGTON MUNI

Goshen County
Associated City: Torrington
Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.22%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	134	1,114	1,498	46	2,792
2011	0	134	1,414	1,800	46	3,394
2012	0	134	1,414	1,800	46	3,394
2013	0	134	1,414	1,800	46	3,394
2014	0	130	2,800	1,900	40	4,870
2015	0	130	2,800	1,900	40	4,870
Projected						
2020	0	131	2,831	1,921	40	4,924
2025	0	133	2,862	1,942	41	4,979
2030	0	134	2,894	1,964	41	5,034
2035	0	136	2,926	1,986	42	5,090



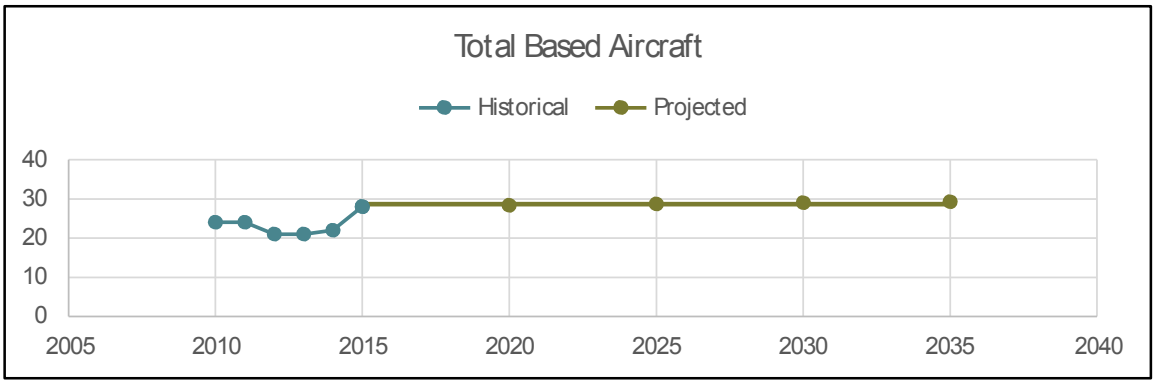
TOR — TORRINGTON MUNI

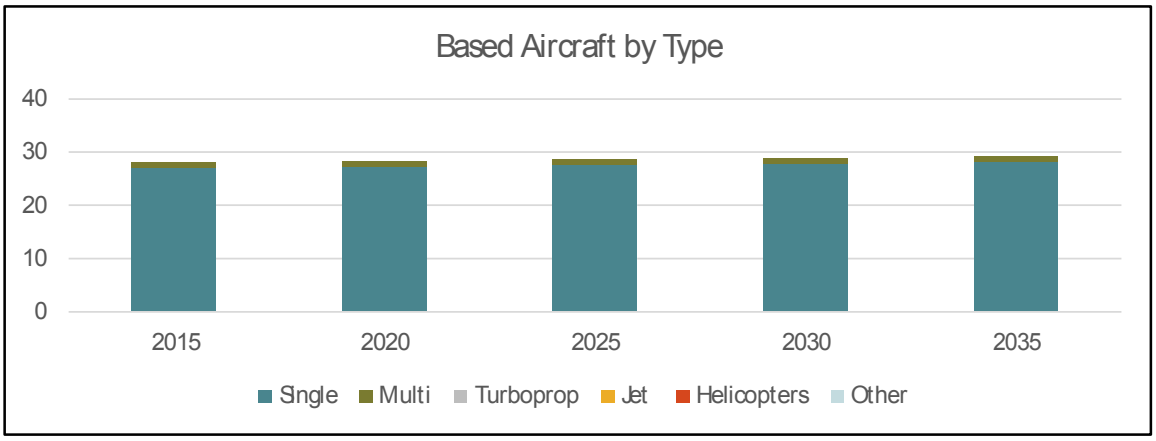
Goshen County
Associated City: Torrington
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.22%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	23	1	NA	0	0	0	24
2011	23	1	NA	0	0	0	24
2012	20	1	NA	0	0	0	21
2013	20	1	NA	0	0	0	21
2014	21	1	NA	0	0	0	22
2015	27	1	0	0	0	0	28
Projected							
2020	27	1	0	0	0	0	28
2025	28	1	0	0	0	0	29
2030	28	1	0	0	0	0	29
2035	28	1	0	0	0	0	29

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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83V – UPTON MUNI

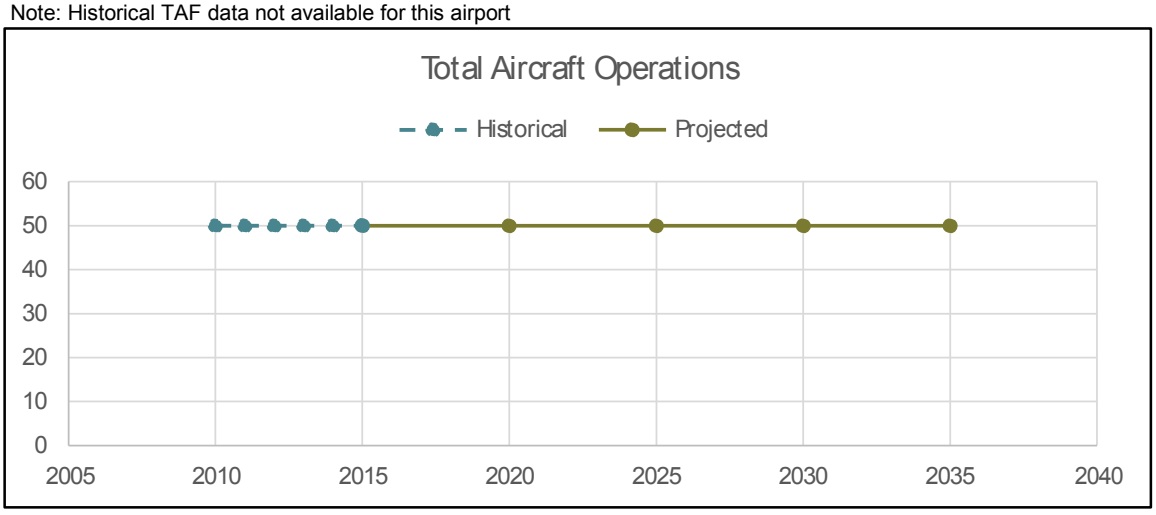
Weston County
Associated City: Upton
Airport Classification: Local (Non-Paved)

Operation Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.34%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010						
2011						
2012						
2013						
2014						
2015	0	0	35	15	0	50
Projected						
2020	0	0	35	15	0	50
2025	0	0	35	15	0	50
2030	0	0	35	15	0	50
2035	0	0	35	15	0	50

Note: Historical TAF data not available for this airport



83V – UPTON MUNI

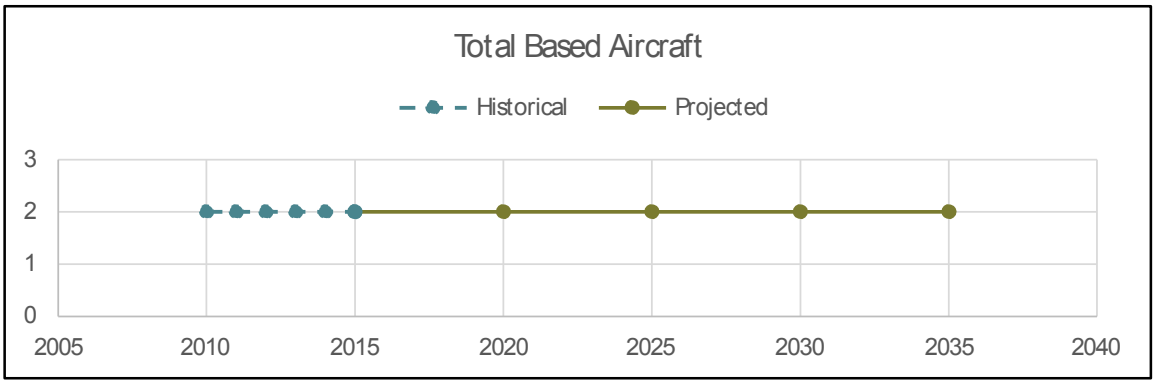
Weston County
Associated City: Upton
Airport Classification: Local (Non-Paved)

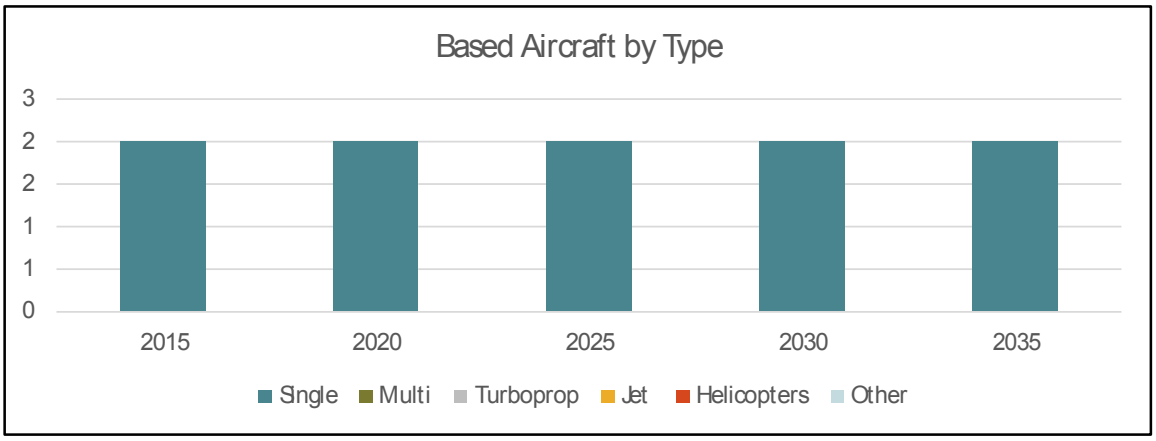
Based Aircraft Projections

Low Activity Airport Growth Rate: 0.00%
Population Growth Rate: 0.34%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010							
2011							
2012							
2013							
2014							
2015	2	0	0	0	0	0	2
Projected							
2020	2	0	0	0	0	0	2
2025	2	0	0	0	0	0	2
2030	2	0	0	0	0	0	2
2035	2	0	0	0	0	0	2

Note: Historical based turboprops not available from the TAF; Historical TAF data not available for this airport





Sources:
Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

2010-2014 not available from FAA TAF. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

EAN — PHIFER AIRFIELD

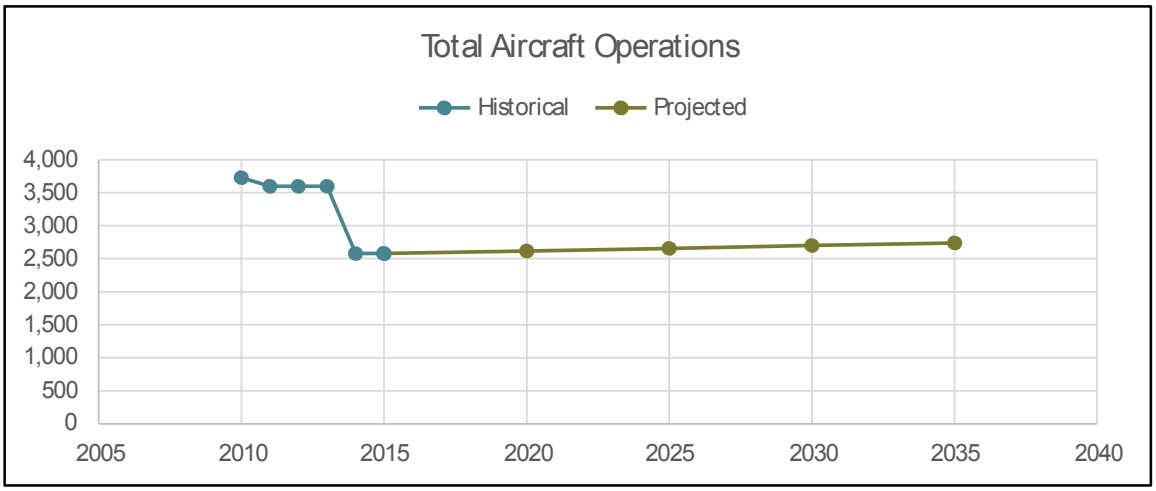
Platte County

Associated City: Wheatland

Airport Classification: Intermediate

Operation Projections Population Growth Rate: 0.30%

	Operations					
	Itinerant			Local		
Year	Air Carrier	Air Taxi	GA	GA	Military	Total
Historical						
2010	0	220	500	3,000	10	3,730
2011	0	360	240	3,000	0	3,600
2012	0	360	240	3,000	0	3,600
2013	0	360	240	3,000	0	3,600
2014	0	180	600	1,800	0	2,580
2015	0	180	600	1,800	0	2,580
Projected						
2020	0	183	609	1,827	0	2,619
2025	0	186	618	1,855	0	2,659
2030	0	188	628	1,883	0	2,699
2035	0	191	637	1,912	0	2,741



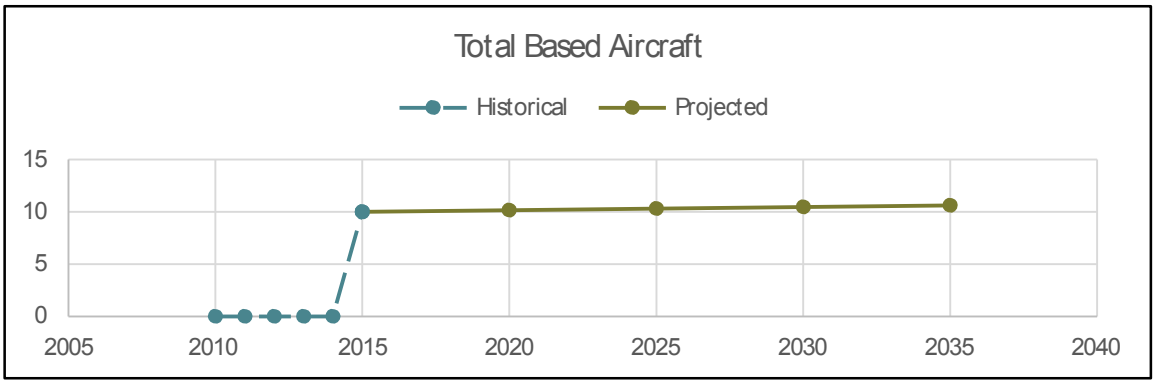
EAN — PHIFER AIRFIELD

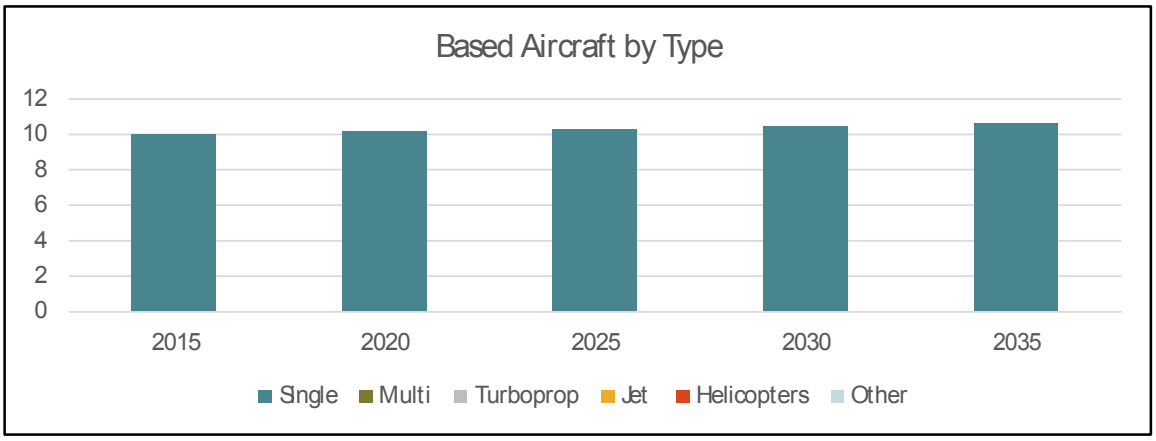
Platte County
Associated City: Wheatland
Airport Classification: Intermediate

Based Aircraft Projections Population Growth Rate: 0.30%

Year	Based Aircraft Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	The FAA TAF for Phifer Airfield does not show any based aircraft after 2007. This is assumed to be an error. The TAF in 2007 showed 14 based aircraft. Although the TAF shows zero based aircraft, it is believed that the number of based aircraft between 2010 and 2014 ranged from 10 to 14.						0
2011							0
2012							0
2013							0
2014							0
2015							10
Projected							
2020	10	0	0	0	0	0	10
2025	10	0	0	0	0	0	10
2030	10	0	0	0	0	0	10
2035	11	0	0	0	0	0	11

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:
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County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

2010-2014 Operations and Based Aircraft from FAA TAF, May 13, 2016. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. Forecast of Operations and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

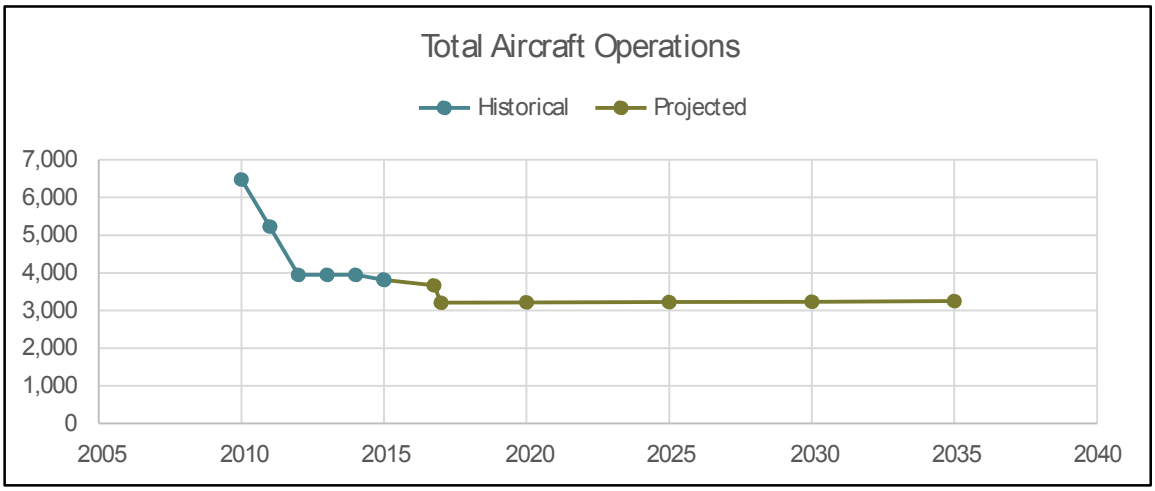
WRL — WORLAND MUNI

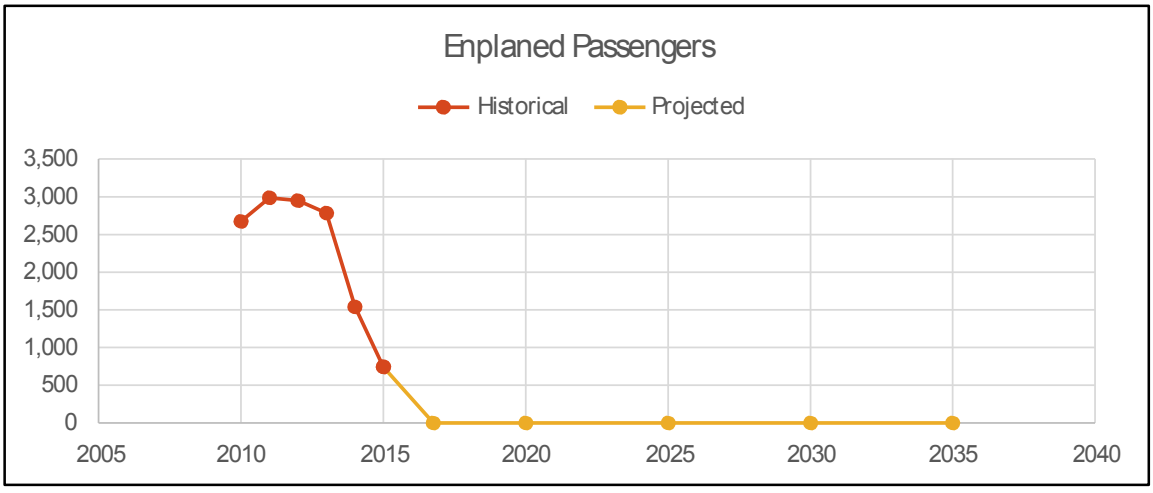
Washakie County
Associated City: Worland
Airport Classification: Business

Operation Projections Population Growth Rate: 0.07%

	Operations						Passengers
	Itinerant			Local			Annual
Year	Air Carrier	Air Taxi	GA	GA	Military	Total	Enplanements
Historical							
2010	870	2,100	2,100	1,400	6	6,476	2,673
2011	626	1,100	2,100	1,400	6	5,232	2,986
2012	624	820	1,400	1,100	6	3,950	2,949
2013	624	820	1,400	1,100	6	3,950	2,784
2014	624	820	1,400	1,100	6	3,950	1,540
2015	610	800	1,334	1,067	0	3,811	743
Projected							
2020	0	803	1,339	1,071	0	3,213	0
2025	0	806	1,344	1,075	0	3,224	0
2030	0	809	1,348	1,079	0	3,236	0
2035	0	812	1,353	1,082	0	3,247	0

Note: As of September 30, 2016 WRL discontinued scheduled commercial airline service.





WRL — WORLAND MUNI

Washakie County

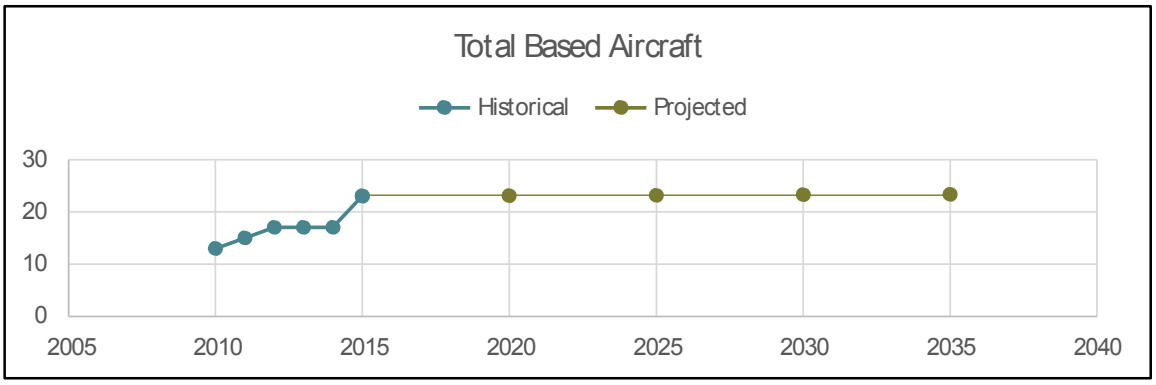
Associated City: Worland

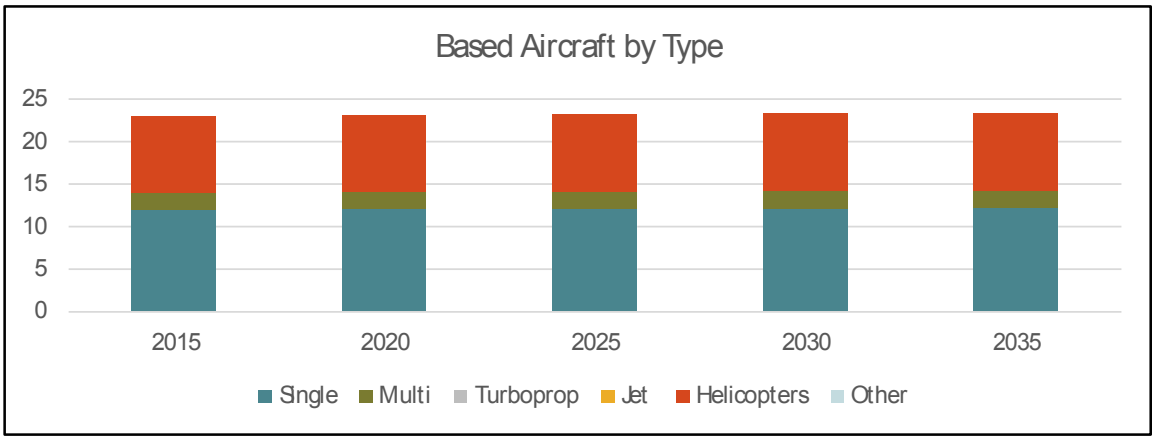
Airport Classification: Business

Based Aircraft Projections Population Growth Rate: 0.07%

	Based Aircraft						
Year	Single	Multi	Turboprop	Jet	Helicopters	Other	Total
Historical							
2010	7	0	NA	2	4	0	13
2011	8	0	NA	2	5	0	15
2012	9	1	NA	2	5	0	17
2013	9	1	NA	2	5	0	17
2014	9	1	NA	2	5	0	17
2015	12	2	0	0	9	0	23
Projected							
2020	12	2	0	0	9	0	23
2025	12	2	0	0	9	0	23
2030	12	2	0	0	9	0	23
2035	12	2	0	0	9	0	23

Note: Historical data on based turboprop aircraft is not available from the FAA TAF





Sources:

Population Growth Rate based on Compound Annual Growth Rate (CAGR) 2015-2035.
County population forecasts were developed based on trends of demographic and economic variables; Population data prepared by Wyoming Department of Administration & Information, Economic Analysis Division (http://eadiv.state.wy.us), August 2015

2010-2014 Operations, Enplanements and Based Aircraft from FAA TAF, May 13, 2016. Operations for 2015 from FAA Form 5010 or individual Airport Master Plans. Based Aircraft for 2015 from Airport Manager Survey and calls with airport managers. 2015 Enplanements from WYDOT. Forecast of Operations, Enplanements and Based Aircraft values were developed using the Mead & Hunt methodology described in Chapter 4-Forecasting.

APPENDIX D – COMMERCIAL AIR SERVICE DATA

The following data was used to calculate the performance measures in Chapter 5 related to the goal: *Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price.*

Performance Measure: Maintaining critical air service (defined as daily scheduled service to one hub airport)

Table D-1: Flights to Hub Airports

Departure City	Arrival City – Hub Airports
Casper	Denver, CO (daily) Salt Lake City, UT (daily)
Cheyenne	Denver, CO (daily)
Cody	Chicago, IL (seasonal) Denver, CO (daily) Salt Lake City, UT (daily)
Gillette	Denver, CO (daily) Salt Lake City, UT (daily)
Jackson	Atlanta, GA (seasonal) Chicago, IL (seasonal) Dallas, TX (seasonal) Denver, CO (daily) Houston, TX (seasonal) Los Angeles, CA (seasonal) Minneapolis, MN (seasonal) New York, NY – JFK (seasonal) Newark, NJ (seasonal) Salt Lake City, UT (daily) San Francisco, CA (seasonal) Seattle, WA (seasonal)
Laramie	Denver, CO (daily)
Riverton	Denver, CO (daily)
Rock Springs	Denver, CO (daily)
Sheridan	Denver, CO (daily)

Source: Individual airport websites as of June 1, 2016

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Performance Measure: Increasing or maintaining consistency of service, on-time performance, and reliability

Table D-2: Reliability

Year	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2010	98.5%	92.8%	97.2%	95.9%	97.6%	92.8%	92.6%	94.2%	89.8%
2011	98.1%	95.4%	90.2%	98.0%	98.4%	94.8%	95.5%	99.1%	94.7%
2012	97.3%	95.8%	93.4%	95.0%	96.6%	91.3%	97.5%	99.9%	95.8%
2013	96.3%	88.4%	91.4%	92.5%	98.7%	95.2%	90.3%	99.7%	91.1%
2014	98.3%	72.2%	90.5%	99.5%	96.8%	98.8%	79.5%	99.4%	80.0%
2015	99.0%	80.6%	93.1%	99.5%	98.2%	97.3%	86.1%	98.1%	90.7%
% Average Yearly Change (2010-2015)	**0.08%**	**-2.03%**	**-0.68%**	**0.60%**	**0.10%**	**0.75%**	**-1.08%**	**0.65%**	**0.15%**

Source: Wyoming Department of Transportation Aeronautics Division

Table D-3: On Time Performance (OTP)

Year	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2010	90.5%	47.2%	86.5%	80.4%	84.9%	61.2%	52.1%	76.9%	45.6%
2011	90.6%	63.1%	84.5%	82.5%	85.0%	67.1%	57.7%	83.3%	59.9%
2012	88.9%	55.4%	88.8%	91.2%	84.2%	66.8%	52.2%	83.5%	52.2%
2013	82.4%	64.8%	85.2%	88.4%	77.2%	82.3%	46.8%	79.0%	53.8%
2014	98.3%	73.9%	85.4%	81.4%	73.3%	71.7%	46.2%	83.8%	60.3%
2015	99.0%	80.1%	83.7%	87.8%	80.8%	84.8%	72.4%	85.1%	75.1%
% Average Yearly Change (2010-2015)	**1.42%**	**5.48%**	**-0.47%**	**1.23%**	**-0.68%**	**3.93%**	**3.38%**	**1.37%**	**4.92%**

Source: Wyoming Department of Transportation Aeronautics Division

Performance Measure: Increasing the number of Wyoming passengers originating flights in Wyoming rather than other states

Table D-4: Passenger Retention - Percent of Tickets sold in WY for travel from WY Airports

Year	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2010	59.2%	8.5%	58.1%	49.8%	74.5%	9.0%	56.0%	36.9%	37.0%
2011	59.5%	10.7%	56.6%	60.4%	75.3%	11.0%	55.1%	47.1%	33.6%
2012	62.5%	8.4%	58.9%	65.9%	76.9%	12.3%	61.3%	49.3%	36.7%
2013	66.7%	8.0%	63.2%	62.6%	78.4%	21.1%	60.7%	46.4%	44.3%
2014	63.5%	4.3%	63.7%	59.6%	74.1%	19.9%	54.8%	38.1%	33.8%
2015	68.9%	3.4%	62.7%	66.8%	74.1%	29.8%	51.2%	40.0%	26.6%
% Average Yearly Change (2010-2015)	**1.63%**	**-0.85%**	**0.76%**	**2.83%**	**-0.08%**	**3.46%**	**-0.80%**	**0.52%**	**-1.74%**

Source: Wyoming Commercial Air Service Statistics & Data Database

Performance Measure: Increasing or sustaining the frequency of flight operations from commercial Wyoming airports to regional airport hubs

Table D-5: Flights to Hub Airports (number of yearly flights)

	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2010	Denver (1,372) Las Vegas(108) Phoenix (0) Salt Lake City (771)	Dallas (293) Denver (1,706)	Chicago (0) Denver (469) Salt Lake City (810)	Billings (76) Denver (1,715) Salt Lake City (363)	Atlanta (79) Chicago (343) Dallas (223) Denver (1,411) Houston (0) Los Angeles (91) Minneapolis (78) New York JFK (0) Newark (0) Salt Lake City (1,269) San Francisco (0) Seattle (0) Washington Dulles (0)	Denver (991)	Denver (1,104)	Denver (1,027) Salt Lake City (720)	Billings (13) Denver (1,262)
Subtotal	**2,251**	**1,999**	**1,279**	**2,154**	**3,494**	**991**	**1,104**	**1,747**	**1,275**
2011	Denver (1,301) Las Vegas (80) Phoenix (0) Salt Lake City (749)	Dallas (366) Denver (1,827)	Chicago (0) Denver (473) Salt Lake City (614)	Billings (0) Denver (1,628) Salt Lake City (375)	Atlanta (42) Chicago (318) Dallas (181) Denver (1,379) Houston (0) Los Angeles (181) Minneapolis (49) New York JFK (0) Newark (0) Salt Lake City (1,166) San Francisco (0) Seattle (0) Washington Dulles (0)	Denver (989)	Denver (1,194)	Denver (980) Salt Lake City (736)	Billings (0) Denver (1,149)
Subtotal	**2,130**	**2,193**	**1,087**	**2,003**	**3,316**	**989**	**1,194**	**1,716**	**1,149**

	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2012	Denver (1,468) Las Vegas (92) Phoenix (4) Salt Lake City (747)	Dallas (91) Denver (1,763)	Chicago (0) Denver (475) Salt Lake City (438)	Billings (0) Denver (1,265) Salt Lake City (368)	Atlanta (40) Chicago (226) Dallas (213) Denver (1,325) Houston (24) Los Angeles (157) Minneapolis (49) New York JFK (0) Newark (13) Salt Lake City (1,106) San Francisco (70) Seattle (0) Washington Dulles (0)	Denver (951)	Denver (1,077)	Denver (1,096) Salt Lake City (731)	Billings (0) Denver (1,099)
Subtotal	**2,311**	**1,854**	**913**	**1,633**	**3,223**	**951**	**1,077**	**1,827**	**1,099**
2013	Denver (1,634) Las Vegas (85) Phoenix (38) Salt Lake City (726)	Denver (1,714)	Chicago (0) Denver (428) Salt Lake City (404)	Billings (0) Denver (828) Salt Lake City (370)	Atlanta (79) Chicago (343) Dallas (223) Denver (1,411) Houston (0) Los Angeles (91) Minneapolis (78) New York JFK (0) Newark (0) Salt Lake City (1,269) San Francisco (0) Seattle (0) Washington Dulles (0)	Denver (733)	Denver (1,090)	Denver (845) Salt Lake City (736)	Denver (1,042)
Subtotal	**2,483**	**1,714**	**832**	**1,198**	**3,494**	**733**	**1,090**	**1,581**	**1,042**

	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2014	Denver (1,626) Las Vegas (100) Phoenix (0) Salt Lake City (763)	Denver (986)	Chicago (7) Denver (466) Salt Lake City (391)	Billings (0) Denver (729) Salt Lake City (381)	Atlanta (168) Chicago (221) Dallas (237) Denver (1,331) Houston (44) Los Angeles (216) Minneapolis (100) New York JFK (4) Newark (39) Salt Lake City (1,044) San Francisco (137) Seattle (13) Washington Dulles (12)	Denver (738)	Denver (943)	Denver (728) Salt Lake City (654)	Billings (0) Denver (912)
Subtotal	**2,489**	**986**	**864**	**1,110**	**3,566**	**738**	**943**	**1,382**	**912**
2015	Denver (1,535) Las Vegas (108) Phoenix (0) Salt Lake City (898)	Denver (701)	Chicago (7) Denver (456) Salt Lake City (371)	Billings (0) Denver (691) Salt Lake City (373)	Atlanta (100) Chicago (254) Dallas (378) Denver (1,224) Houston (100) Los Angeles (253) Minneapolis (132) New York JFK (0) Newark (39) Salt Lake City (1,041) San Francisco (168) Seattle (23) Washington Dulles (13)	Denver (637)	Denver (636)	Denver (686) Salt Lake City (31)	Billings (0) Denver (74)
Subtotal	**2,541**	**701**	**834**	**1,064**	**3,725**	**637**	**636**	**717**	**74**
Average Yearly Change (2010-2015)	**48**	**-216**	**-74**	**-182**	**39**	**-59**	**-78**	**-172**	**-200**
% Average Yearly Change (2010-2015)	**2.15%**	**-10.82%**	**-5.80%**	**-8.43%**	**1.10%**	**-5.95%**	**-7.07%**	**-9.83%**	**-15.70%**

Source: Scheduled Departures from Diio Mi U.S. DOT T100

Performance Measure: Delivering competitive airfare for Wyoming passengers

Table D-6: Average Airfare (dollars)

	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan	Small/ Non-Hub	US
2010	$208.00	$195.00	$202.00	$210.00	$219.00	$193.00	$213.00	$202.00	$220.00	$185.00	$184.00
2011	$220.00	$200.00	$211.00	$187.00	$246.00	$244.00	$204.00	$187.00	$205.00	$201.00	$200.00
2012	$217.00	$244.00	$231.00	$217.00	$271.00	$241.00	$235.00	$229.00	$238.00	$209.00	$208.00
2013	$230.00	$283.00	$265.00	$274.00	$282.00	$206.00	$229.00	$283.00	$235.00	$212.00	$212.00
2014	$248.00	$277.00	$264.00	$299.00	$285.00	$219.00	$257.00	$299.00	$249.00	$215.00	$214.00
2015	$250.00	$305.00	$269.00	$297.00	$301.00	$240.00	$293.00	$301.00	$257.00	$222.00	$205.00
Average Yearly Change (2010-2015)	**$7.00**	**$18.33**	**$11.17**	**$14.50**	**$13.67**	**$7.83**	**$13.33**	**$16.50**	**$6.17**	**$6.29**	**$3.54**
% Average Yearly Change (2010-2015)	**3.37%**	**9.40%**	**5.53%**	**6.90%**	**6.24%**	**4.06%**	**6.26%**	**8.17%**	**2.80%**	**3.40%**	**1.92%**

Source: Wyoming Department of Transportation Aeronautics Division

Performance Measure: Raising the minimum number of enplanements at airports facing a potential loss of federal Airport Improvement Program (AIP) funding

Table D-7: Annual Enplanements

Year	Casper	Cheyenne	Cody	Gillette	Jackson	Laramie	Riverton	Rock Springs	Sheridan
2010	81,905	15,042	27,262	28,069	286,660	8,813	14,171	20,081	14,336
2011	80,941	25,575	29,015	32,528	281,808	8,738	14,392	24,523	13,311
2012	83,212	17,811	27,847	33,253	272,888	7,685	13,546	28,549	12,946
2013	97,237	12,402	30,448	29,721	292,176	12,547	13,255	25,579	13,969
2014	100,162	7,185	31,784	27,714	305,204	13,537	9,719	21,644	11,014
2015	100,951	2,406	33,099	31,386	308,167	13,707	3,536	17,085	1,097
Average Yearly Change (2010-2015)	**3,174**	**-2,106**	**973**	**553**	**3,585**	**816**	**-1,773**	**-499**	**-2,207**
% Average Yearly Change (2010-2015)	**3.88%**	**-14.00%**	**3.57%**	**1.97%**	**1.25%**	**9.26%**	**-12.51%**	**-2.49%**	**-15.39%**

Source: 2010-2014 Enplanements from the FAA TAF; 2015 enplanements from WYDOT (inventory database)

APPENDIX E – AIRPORT REPORT CARDS

City	Airport	FAA ID	2009 System	2016 System
Afton	Afton-Lincoln County Municipal Airport	AFO	Business	Business
Big Piney	Miley Memorial Field	BPI	Intermediate	Intermediate
Buffalo	Johnson County Airport	BYG	Intermediate	Business
Casper	Casper/Natrona County International Airport	CPR	Commercial Service	Commercial Service
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS	Commercial Service	Commercial Service
Cody	Yellowstone Regional Airport	COD	Commercial Service	Commercial Service
Cokeville	Cokeville Municipal Airport	U06	Local Paved	Local Non-Paved
Cowley	North Big Horn County Airport	U68	Local Paved	Local Paved
Dixon	Dixon Airport	DWX	Local Paved	Local Paved
Douglas	Converse County Airport	DGW	Business	Business
Dubois	Dubois Municipal Airport	DUB	Local Paved	Intermediate
Evanston	Evanston-Uinta County Burns Field	EVW	Business	Business
Fort Bridger	Fort Bridger Airport	FBR	Local Paved	Intermediate
Gillette	Gillette - Campbell County Airport	GCC	Commercial Service	Commercial Service
Glendo	Thomas Memorial Airport	76V	Local Non-Paved	Local Non-Paved
Green River	Greater Green River Intergalactic Spaceport	48U	Local Non-Paved	Local Non-Paved
Greybull	South Big Horn County Airport	GEY	Business	Business
Guernsey	Camp Guernsey Army Airfield	GUR	Intermediate	Intermediate
Hulett	Hulett Municipal Airport	W43	Local Paved	Local Paved
Jackson	Jackson Hole Airport	JAC	Commercial Service	Commercial Service
Kemmerer	Kemmerer Municipal Airport	EMM	Intermediate	Intermediate
Lander	Hunt Field	LND	Intermediate	Business
Laramie	Laramie Regional Airport	LAR	Commercial Service	Commercial Service
Lusk	Lusk Municipal Airport	LSK	Local Paved	Local Paved
Medicine Bow	Medicine Bow Airport	80V	Local Non-Paved	Local Non-Paved
Newcastle	Mondell Field	ECS	Intermediate	Intermediate
Pine Bluffs	Pine Bluffs Municipal Airport	82V	Local Paved	Intermediate
Pinedale	Ralph Wenz Field	PNA	Business	Business
Powell	Powell Municipal Airport	POY	Intermediate	Intermediate
Rawlins	Rawlins Municipal - Harvey Field	RWL	Intermediate	Business
Riverton	Riverton Regional Airport	RIW	Commercial Service	Commercial Service
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	Commercial Service	Commercial Service
Saratoga	Shively Field	SAA	Business	Business
Sheridan	Sheridan County Airport	SHR	Commercial Service	Commercial Service
Shoshoni	Shoshoni Municipal Airport	49U	Local Non-Paved	Local Non-Paved
Thermopolis	Hot Springs County Airport	HSG	Local Paved	Intermediate
Torrington	Torrington Municipal Airport	TOR	Intermediate	Business
Upton	Upton Municipal Airport	83V	Local Non-Paved	Local Non-Paved
Wheatland	Phifer Airfield	EAN	Intermediate	Intermediate
Worland	Worland Municipal Airport	WRL	Business	Business

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FAA ID: AFO
AIRPORT NAME: AFTON-LINCOLN CO. MUNICIPAL AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

AFTON

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	24,000 pounds Single Wheel (no Dual Wheel weight available)	NO
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Reflectors	NO
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	None	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.17% Coverage at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	95% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	2 plows, 2 brooms, 1 rotary plow (blower)	YES
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A "on call"	24-hour 100 LL; 24-hour Jet A	YES
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car and Rental Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	Yes	YES
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	Airspace Protection + HZO Integration	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics (1992)	NO
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, July 2015	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES

FAA ID: AFO
AIRPORT NAME: AFTON-LINCOLN CO. MUNICIPAL AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

AFTON

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Fee and Title Ownership of All Existing RPZs	YES
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	None	NO
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	Dual-Flush Toilets, Motion Detected Lights, LED Airfield Lighting, Native Plant Landscape, and Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	84	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	No	NO
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: BPI
AIRPORT NAME: MILEY MEMORIAL FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

BIG PINEY

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	60,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	Connector	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Reflectors	NO
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	96.32% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	2 plows and 1 broom	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	100 LL	100 LL; Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	100 LL 24-hours; Jet A 24-hours	-
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Vending Available 24-hours	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	*Airspace Protection +1 additional Priority Rating Model Land Use Protection Element*	Airspace Protection + HZO Plan Integration	YES
Current Master Plan*	5.2.3	*On Record with Aeronautics and Less than 15 years old*	On Record with Aeronautics, Spring 2016	YES

FAA ID: BPI
AIRPORT NAME: MILEY MEMORIAL FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

BIG PINEY

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*On Record with Aeronautics and Less than 5 years old*	On Record with Aeronautics, Spring 2016	YES
Minimum Standards	5.10.1	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	Approved, Current, and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	No	NO
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	Native Plant Landscape, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	76	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In Event	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: BYG
AIRPORT NAME: JOHNSON COUNTY AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

BUFFALO

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	YES	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	12,500 pounds Single Wheel	NO
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	YES	Full Length Parallel	Partial Parallel	NO
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	YES	Medium Intensity Taxiway Lights (MITL)	MITL and Reflectors	YES
Instrument Approach Type	5.7.4	Non-Precision	YES	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	NO	ODALS or Appropriate for Approach Type	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	NO	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI - Both Runway Ends REIL - One End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	YES	≥ 95% Coverage at 16 knots	97.4% at 13 knots	info not available
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	YES	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	NO	Lighted Apron Area	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	No shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	YES	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	*Suggested*	YES	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	NO	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	1 plow and 1 small blower	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	Yes	YES
Fuel	5.9.2	100 LL	YES	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	-	24-hour 100 LL; Jet A "on call"	24-hour 100 LL; Jet A "on call"	YES
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car	YES

FAA ID: BYG
AIRPORT NAME: JOHNSON COUNTY AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

BUFFALO

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	NO	24-hour Wi-Fi for Pilots and Passengers	Limited Hours	NO
Public Restrooms	5.9.6	24-hour Restrooms	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	YES	*Vending Machines Suggested*	Vending Available 24-hours	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	YES	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Not an Objective	-	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	YES	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection +1 additional Priority Rating Model Land Use Protection Element	NO	Airspace Protection + 2 additional Priority Rating Model elements	No Land Use Protection	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 12 years old	On Record, Winter 2017	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	NO	On Record with Aeronautics and Less than 5 years old	On Record, May 2007	NO
Minimum Standards	5.10.1	On Record with Aeronautics	NO	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	YES	Approved, Current, and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	NO	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	NO	*Wildlife Hazard "1-day visit" Suggested*	None	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	YES	*Three (3) Sustainable Measures Suggested*	Recycling, LED Lighting, Grasscycling	YES
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	YES	Acceptable PCI	83	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: CPR
AIRPORT NAME: CASPER/NATRONA CO. INT'L AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CASPER

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	170,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.69% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife/Security Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	10 plows, 2 brooms, 2 spreaders (Considered Busier Airport - >25,000 annual passenger enplanements)	YES
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A "on call"	24-hour 100 LL; Jet A "on call"	YES
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Available 24-hours	YES
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Restaurant and Limited Hours Vending Machines GA Terminal: Vending Available 24-hours	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	Yes	YES
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	Yes	YES
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: CPR
AIRPORT NAME: CASPER/NATRONA CO. INT'L AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CASPER

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, Spring 2016	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, Spring 2016	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Low Flow Faucets, Dual Flush Toilets, Motion Detected Lights, Construction Material Recycling, LED Airfield Lighting, LED Building Lighting, Rainwater Collection, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	64	NO
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	EAA Young Eagles, Collins Foundation/ EAA WWII bombers, Ford Tri-Motor, WYANG C-130 visits	YES
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	Yes	YES
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	Yes	YES
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	Yes	YES
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	YES
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	Not Applicable	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: CYS
AIRPORT NAME: CHEYENNE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CHEYENNE

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	140,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Medium Intensity Taxiway Lights (MITL)	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.22% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Security Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	85% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 5 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	4 plows, 1 broom, and 1 rotary plow (blower)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL “on call”; Jet A “on call”	NO
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Limited Hours GA Terminal: Available 24-hours	NO
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Limited Hours	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Restaurant and Limited Hours Vending Machines GA Terminal: Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Minor Airframe & Powerplant (A&P)	NO
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	Yes	YES
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: CYS
AIRPORT NAME: CHEYENNE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CHEYENNE

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Airspace Protection + HZO Plan Integration	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, March 2014	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, May 2014	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Motion Detected Lights, Recycle Construction Materials, Native Plant Landscape, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	72	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	No	NO
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	No	NO
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	NO
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	NO
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	No	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: COD
AIRPORT NAME: YELLOWSTONE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CODY

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	80,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Precision	Non-Precision	NO
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.69% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Security/Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	97% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	2 plows, 1 rotary plow (blower), and 1 broom (Considered Busier Airport - >25,000 annual passenger enplanements)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL Limited Hours; Jet A “on call”	NO
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Limited Hours	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Restaurant and Limited Hours Vending Machines GA Terminal: Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	No	NO
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	Yes	YES
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: COD
AIRPORT NAME: YELLOWSTONE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CODY

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	All Priority Rating Model Elements	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, October 2006	NO
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, November 2012	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Low Flow Faucets, Dual-Flush Toilets, Recycle Construction Materials, LED Airfield Lighting, Native Plant Landscape, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	80	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Air Show and Fly-In	YES
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	No	NO
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	Yes	YES
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	NO
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	NO
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	Not Applicable	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: U06
AIRPORT NAME: COKEVILLE MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

COKEVILLE

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Local (Non-Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Runway Edge Markers	MIRL – Out of service indefinitely	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	NO	Not an Objective	Not Applicable	-
Taxiway	5.7.2	Maintain Existing Taxiways	YES	Maintain Existing Taxiways	Direct Connector	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	NO	Not an Objective	None	-
Instrument Approach Type	5.7.4	Not an Objective	-	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	-	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	NO	PAPI – Not an Objective REIL or ALS – Not an Objective	PAPI – None REIL or ALS – None	-
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon – Not an Objective Wind Cone	Beacon and Lighted Wind Cone – Out of service	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	info not available	*≥ 95% Coverage at 13 knots Suggested*	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	NO	Not an Objective	Not Applicable	-
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	NO	Not an Objective	None	-
Terminal*	5.3.8	General Aviation (GA) Terminal	NO	Not an Objective	No	-
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	NO	Full Perimeter Field Fence	Full Perimeter Field Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	YES	50% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	-	Not an Objective	No	-
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Not an Objective	No Shortage - 0 days per year	-
Paved Auto Parking	5.8.2	*Suggested*	NO	Not an Objective	No	-
Paved Access Road	5.8.3	*Suggested*	NO	Not an Objective	No	-
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	NO	Not an Objective	Airport does not own snow removal equipment	-
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	NO	Not an Objective	No	-
Fuel	5.9.2	*100LL Suggested*	NO	Not an Objective	None	-
24-hour Fuel	5.9.3	Not an Objective	-	Not an Objective	None	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	NO	Not an Objective	None	-
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	NO	Not an Objective	Not Available	-
Public Restrooms	5.9.6	*Suggested*	NO	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	-	Not an Objective	Vending Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	-	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	-	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	NO	Not an Objective	No	-
Aircraft Rental	5.9.11	*Suggested*	NO	Not an Objective	No	-
Aircraft Charter Service	5.9.12	*Suggested*	NO	Not an Objective	No	-

FAA ID: U06
AIRPORT NAME: COKEVILLE MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

COKEVILLE

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Local (Non-Paved) Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection	NO	Not an Objective	No Land Use Protection	-
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	NO	*Suggested On Record with Aeronautics and Less than 15*	No Master Plan	NO
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	Not an Objective (non-NPIAS airport)	-	*Suggested On Record with Aeronautics and Less than 10*	On Record, June 2009	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	NO	Not an Objective	No	-
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	NO	Not an Objective	Not Current	-
Airport Manager	5.10.2	Airport Manager	YES	*Suggested*	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	NO	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	-	Not an Objective	No	-
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	NO	Not an Objective	No Sustainable Measures	-
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	NO	Not a Performance Measure	Not Applicable	-
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Not a Performance Measure	None	-

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: U68
AIRPORT NAME: NORTH BIG HORN COUNTY AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

COWLEY

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	12,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	Connector	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	MITL	YES
Instrument Approach Type	5.7.4	Not an Objective	Non-Precision	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	PAPI – Both Runway Ends REIL –Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	96.61% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Field Fence	NO
Hangars	5.8.1	50% of Based Aircraft in Hangars	86% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	No	-
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	No	NO
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	1 plow	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	*100LL Suggested*	100LL	YES
24-hour Fuel	5.9.3	Not an Objective	24-hour 100 LL	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	None	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	*Suggested*	Available 24-hours	YES
Food	5.9.7	Not an Objective	Vending Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	Major Airframe & Powerplant (A&P)	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection	Airspace Protection + Land Ownership Control and HZO Plan Integration	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	On Record with Aeronautics, July 2013	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	On Record with Aeronautics, July 2013	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	Yes	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES

FAA ID: U68
AIRPORT NAME: NORTH BIG HORN COUNTY AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

COWLEY

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Combination of fee and easement	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	Native Plant Landscape, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	78	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	No

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: DWX
AIRPORT NAME: DIXON AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

DIXON

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	24,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	Partial Parallel	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	MITL	YES
Instrument Approach Type	5.7.4	Not an Objective	Non-Precision (expected 10/2017)	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	PAPI – One Runway End REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	97.62% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Field Fence	NO
Hangars	5.8.1	50% of Based Aircraft in Hangars	50% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Not an Objective*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	1 plow	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	*100LL Suggested*	100 LL	YES
24-hour Fuel	5.9.3	Not an Objective	24-hour 100 LL	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	None	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	Vending Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection	No Land Use Protection	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	On Record with Aeronautics, April 2012	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	On Record with Aeronautics, September 2012	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES

FAA ID: DWX
AIRPORT NAME: DIXON AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

DIXON

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
Airport Manager	5.10.2	Airport Manager	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	Motion Detected Lights	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	83	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	No

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: DGW
AIRPORT NAME: CONVERSE COUNTY AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

DOUGLAS

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	40,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Reflectors	NO
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	None	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – One Runway End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.54% Coverage at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	97% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	1 Plow	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A “on call”	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Vending Available 24-hours	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	Airspace Protection + HZO Plan Integration and Use of Disclosure Statements	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics, May 2014	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, June 2014	YES
Minimum Standards	5.10.1	On Record with Aeronautics	No	NO

FAA ID: DGW
AIRPORT NAME: CONVERSE COUNTY AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

DOUGLAS

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Not Current	NO
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	None	NO
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	Recycling, Construction Material Recycling, Native Plant Landscaping, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	72	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	No	NO
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: DUB
AIRPORT NAME: DUBOIS MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

DUBOIS

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	YES	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	12,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	YES	Partial Parallel, Connector, and/or Turn Around	Connector	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	YES	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Not an Objective	-	Non-Precision	Visual	NO
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	-	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	YES	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – One Runway End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	info not available	≥ 95% Coverage at 13 knots	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	YES	80% of Based Aircraft in Hangars	93% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	-	*Suggested*	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	Shortage 9 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	NO	*Suggested*	No	NO
Paved Access Road	5.8.3	*Suggested*	NO	*Suggested*	No	NO
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	NO	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	Airport does not own snow removal equipment	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	NO	*Suggested*	No	NO
Fuel	5.9.2	*100 LL Suggested*	YES	100 LL	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	-	Not an Objective	24-hour 100 LL; 24-hour Jet A	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	NO	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	*Suggested*	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	Not an Objective	-	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Not an Objective	-	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	-	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	NO	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO

FAA ID: DUB
AIRPORT NAME: DUBOIS MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

DUBOIS

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection	YES	Airspace Protection +1 additional Priority Rating Model element	Airspace Protection + Land Ownership Control, HZO Plan Integration, and Use of Disclosure Statements	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 15 years old	On Record, March 2008	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	YES	On Record with Aeronautics and Less than 5 years old	On Record, August 2013	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	YES	On Record with Aeronautics	Yes	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	YES	Fee and Title Ownership of All Existing RPZs	All in fee	YES
Wildlife Hazard Assessment*	5.4.3	Not an Objective	-	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	YES	*Two (2) Sustainable Measures Suggested*	Recycle Construction Materials, LED Airfield Lighting, Native Plant Landscape	YES
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	NO	Acceptable PCI	69	NO
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: EVW
AIRPORT NAME: EVANSTON-UINTA COUNTY BURNS FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

EVANSTON

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	70,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.44% Coverage at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	83% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	3 plows, 1 rotary plow (blower), and 1 sweeper	YES
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A “on call”	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car and Rental Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Limited Hours	NO
Food	5.9.7	*Vending Machines Suggested*	Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Minor Airframe & Powerplant (A&P)	NO
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	Land Ownership Control	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics, April 2012	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, December 2012	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES

FAA ID: EVW
AIRPORT NAME: EVANSTON-UINTA COUNTY BURNS FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

EVANSTON

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	None	NO
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	Recycling	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	70	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Air Show and Fly-In	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: FBR
AIRPORT NAME: FORT BRIDGER AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

FORT BRIDGER

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	YES	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	12,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	YES	Partial Parallel, Connector, and/or Turn Around	Direct Connector	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	YES	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Not an Objective	-	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	-	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	YES	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	YES	≥ 95% Coverage at 13 knots	98.9% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	YES	80% of Based Aircraft in Hangars	82% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	-	*Suggested*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	NO	*Suggested*	No	NO
Paved Access Road	5.8.3	*Suggested*	YES	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	YES	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	2 plows, 2 rotary plows (blowers), 1 sweeper	YES
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	1 FBO	YES
Fuel	5.9.2	*100LL Suggested*	YES	100 LL	100 LL	YES
24-hour Fuel	5.9.3	Not an Objective	-	Not an Objective	24-hour 100 LL	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	NO	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	*Suggested*	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	Not an Objective	-	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Not an Objective	-	Minor Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Not an Objective	-	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	NO	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO

FAA ID: FBR
AIRPORT NAME: FORT BRIDGER AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

FORT BRIDGER

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection	NO	Airspace Protection +1 additional Priority Rating Model element	Land Ownership Control	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 15 years old	On Record, Summer 2016	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	YES	On Record with Aeronautics and Less than 5 years old	On Record, Summer 2016	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	NO	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	YES	Fee and Title Ownership of All Existing RPZs	All in fee	YES
Wildlife Hazard Assessment*	5.4.3	Not an Objective	-	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	NO	*Two (2) Sustainable Measures Suggested*	No Sustainable Measures	NO
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	YES	Acceptable PCI	81	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: GCC
AIRPORT NAME: GILLETTE-CAMPBELL COUNTY AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

GILLETTE

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	110,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Partial Parallel	NO
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.52% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	4 plows, 2 brooms, and 2 rotary plows (blower) Considered Busier Airport - >25,000 annual passenger enplanements)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A "on call"	24-hour 100 LL; Jet A "on call"	YES
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Limited Hours	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Restaurant and Limited Hours Vending Machines GA Terminal: Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	Yes	YES
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: GCC
AIRPORT NAME: GILLETTE-CAMPBELL COUNTY AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

GILLETTE

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	All Priority Rating Model Elements	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, Expected Summer 2017	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, June 2009	NO
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Recycle Construction Materials, Native Plant Landscape	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	91	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	Yes	YES
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	Yes	YES
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	NO
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	NO
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	Not Applicable	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: 76V
AIRPORT NAME: THOMAS MEMORIAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

GLENDO

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Runway Edge Markers	None	NO
Primary Runway Strength	5.7.1	Not an Objective	Not Applicable	-
Taxiway	5.7.2	Maintain Existing Taxiways	Direct Connector	YES
Taxiway Lights	5.7.3	Not an Objective	None	-
Instrument Approach Type	5.7.4	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – Not an Objective REIL or ALS – Not an Objective	None	-
Airport Visual Aids*	5.1.7	Beacon – Not an Objective Wind Cone	Wind Cone	YES
Wind Coverage	5.7.6	*≥ 95% Coverage at 13 knots Suggested*	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Not an Objective	Not Applicable	-
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	Not an Objective	None	-
Terminal*	5.3.8	Not an Objective	No	-
Perimeter Fencing*	5.1.3	Full Perimeter Field Fence	Unknown	info not available
Hangars	5.8.1	50% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	No	-
Apron Size*	5.1.9	Not an Objective	No	-
Paved Auto Parking	5.8.2	Not an Objective	No	-
Paved Access Road	5.8.3	Not an Objective	No	-
Snow Removal Equipment*	5.1.10	Not an Objective	Not Applicable	-
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	Not an Objective	No	-
Fuel	5.9.2	Not an Objective	None	-
24-hour Fuel	5.9.3	Not an Objective	Not Applicable	-
Ground Transportation	5.9.4	Not an Objective	None	-
Wi-Fi Internet Access	5.9.5	Not an Objective	Not Available	-
Public Restrooms	5.9.6	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	Not an Objective	No	-
Aircraft Rental	5.9.11	Not an Objective	No	-
Aircraft Charter Service	5.9.12	Not an Objective	No	-
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Not an Objective	No Land Use Protection	-
Current Master Plan*	5.2.3	*Suggested On Record with Aeronautics and Less than 15 years old*	No	NO
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*Suggested On Record with Aeronautics and Less than 10 years old*	No	NO

FAA ID: 76V
AIRPORT NAME: THOMAS MEMORIAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

GLENDO

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
Minimum Standards	5.10.1	Not an Objective	No	-
Pavement Management Plan*	5.2.2	Not an Objective	Not Applicable	-
Airport Manager	5.10.2	*Suggested*	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	Not an Objective	None	-
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Not a Performance Measure	Not Applicable	-
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Not a Performance Measure	None	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: 48U
AIRPORT NAME: GTR GREEN RIVER INTERGAL SPACEPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

GREEN RIVER

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Runway Edge Markers	None	NO
Primary Runway Strength	5.7.1	Not an Objective	Not Applicable	-
Taxiway	5.7.2	Maintain Existing Taxiways	Direct Connector	YES
Taxiway Lights	5.7.3	Not an Objective	None	-
Instrument Approach Type	5.7.4	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – Not an Objective REIL or ALS – Not an Objective	None	-
Airport Visual Aids*	5.1.7	Beacon – Not an Objective Wind Cone	Wind Cone	YES
Wind Coverage	5.7.6	*≥ 95% Coverage at 13 knots Suggested*	95.43% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Not an Objective	Not Applicable	-
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	Not an Objective	None	-
Terminal*	5.3.8	Not an Objective	No	-
Perimeter Fencing*	5.1.3	Full Perimeter Field Fence	Full Perimeter Field Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	No Based Aircraft	YES
Lighted Apron Area*	5.1.8	Not an Objective	No	-
Apron Size*	5.1.9	Not an Objective	No	-
Paved Auto Parking	5.8.2	Not an Objective	No	-
Paved Access Road	5.8.3	Not an Objective	No	-
Snow Removal Equipment*	5.1.10	Not an Objective	Not Applicable	-
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	Not an Objective	No	-
Fuel	5.9.2	Not an Objective	None	-
24-hour Fuel	5.9.3	Not an Objective	Not Applicable	-
Ground Transportation	5.9.4	Not an Objective	Taxi	-
Wi-Fi Internet Access	5.9.5	Not an Objective	Not Available	-
Public Restrooms	5.9.6	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	Not an Objective	No	-
Aircraft Rental	5.9.11	Not an Objective	No	-
Aircraft Charter Service	5.9.12	Not an Objective	No	-
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Not an Objective	No Land Use Protection	-
Current Master Plan*	5.2.3	*Suggested On Record with Aeronautics and Less than 15 years old*	On Record with Aeronautics, February 2015	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*Suggested On Record with Aeronautics and Less than 10 years old*	On Record with Aeronautics, February 2015	YES

FAA ID: 48U
AIRPORT NAME: GTR GREEN RIVER INTERGAL SPACEPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

GREEN RIVER

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
Minimum Standards	5.10.1	Not an Objective	Unknown	-
Pavement Management Plan*	5.2.2	Not an Objective	Not Applicable	-
Airport Manager	5.10.2	*Suggested*	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	Not an Objective	Native Plan Landscape	-
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Not a Performance Measure	Not Applicable	-
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Not a Performance Measure	Fly-In	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: GEY
AIRPORT NAME: SOUTH BIG HORN COUNTY AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

GREYBULL

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	150,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	None	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99% Coverage at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	82% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	No	NO
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	2 plows and 1 broom	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	24-hour 100 LL; Jet A Limited Hours	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	None	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics, May 2014	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, May 2014	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES

FAA ID: GEY
AIRPORT NAME: SOUTH BIG HORN COUNTY AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

GREYBULL

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	None	NO
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	Native Plant Landscape, Grasscycling	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	75	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: GUR
AIRPORT NAME: CAMP GUERNSEY ARMY AIRFIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

GUERNSEY

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	175,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	Partial Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	95.1% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Security Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	80% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	Airport does not own snow removal equipment	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL	100 LL	YES
24-hour Fuel	5.9.3	Not an Objective	100 LL 24-hours	-
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	Minor Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	*Airspace Protection +1 additional Priority Rating Model Land Use Protection Element*	Land Ownership Control	NO
Current Master Plan*	5.2.3	*On Record with Aeronautics and Less than 15 years old*	On Record with Aeronautics, August 2008	YES

FAA ID: GUR
AIRPORT NAME: CAMP GUERNSEY ARMY AIRFIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

GUERNSEY

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*Not an Objective (non NPIAS airport)*	On Record with Aeronautics, January 2010	-
Minimum Standards	5.10.1	On Record with Aeronautics	Unknown	info not available
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	Not Current	NO
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	Native Plant Landscape	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	62	NO
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In Event	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: W43
AIRPORT NAME: HULETT MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

HULETT

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	12,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	Full Parallel	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	Reflectors	YES
Instrument Approach Type	5.7.4	Not an Objective	Non-Precision	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	94.58% at 13 knots	NO
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Security Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Not an Objective*	No	-
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	2 plows	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	*100LL Suggested*	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	24-hour 100 LL; 24-hour Jet A	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	*Suggested*	Available 24-hours	YES
Food	5.9.7	Not an Objective	Vending Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection	HZO Plan Integration	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	On Record with Aeronautics, March 2013	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	On Record with Aeronautics, March 2013	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	Yes	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES

FAA ID: W43
AIRPORT NAME: HULETT MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

HULETT

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
Airport Manager	5.10.2	Airport Manager	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	No Sustainable Measures	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	94	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In	No

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: JAC
AIRPORT NAME: JACKSON HOLE AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

JACKSON

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	200,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Medium Intensity Taxiway Lights (MITL)	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALS	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.4% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	75% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 21 days per year	NO
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	2 plows, 2 rotary plows (blowers), and 2 brooms (Considered Busier Airport - >25,000 annual passenger enplanements)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A "on call"	100 LL Limited Hours; Jet A Limited Hours	NO
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Limited Hours	NO
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Limited Hours	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Restaurant and 24-hour Vending Machines GA Terminal: Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	Yes	YES
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: JAC
AIRPORT NAME: JACKSON HOLE AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

JACKSON

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Airspace Protection + HZO Plan Integration and Use of Disclosure Statements	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, July 2014	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, July 2014	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Low Flow Faucets, Dual-Flush Toilets, Recycle Construction Materials, LED Airfield Lighting, LED Building Lighting, Native Plant Landscape, Collect/Use Rainwater, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	86	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Young Eagles program	YES
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	No	NO
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	No	NO
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	Yes	YES
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	NO
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	Not Applicable	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: EMM
AIRPORT NAME: KEMMERER MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

KEMMERER

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	27,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	Connector	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	90.57% at 13 knots	NO
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	80% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 2 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	No	NO
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	1 plow, 1 rotary plow (blower), 1 broom, and 1 material spreader (small)	YES
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	100 LL	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	24-hour 100 LL; 24-hour Jet A	-
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	None	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	24-hour Restrooms	Limited Hours	NO
Food	5.9.7	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	*Airspace Protection +1 additional Priority Rating Model Land Use Protection Element*	Airspace Protection + HZO Plan Integration	YES
Current Master Plan*	5.2.3	*On Record with Aeronautics and Less than 15 years old*	On Record with Aeronautics, March 2013	YES

FAA ID: EMM
AIRPORT NAME: KEMMERER MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

KEMMERER

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*On Record with Aeronautics and Less than 5 years old*	On Record with Aeronautics, March 2013	YES
Minimum Standards	5.10.1	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	Approved, Current and, On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	No	NO
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	No Sustainable Measures	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	78	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: LND
AIRPORT NAME: HUNT FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

LANDER

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	YES	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	30,000 pounds Single Wheel	NO
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	YES	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	NO	Medium Intensity Taxiway Lights (MITL)	Reflectors	NO
Instrument Approach Type	5.7.4	Non-Precision	NO	Non-Precision	Visual	NO
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	NO	ODALS or Appropriate for Approach Type	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	NO	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	YES	≥ 95% Coverage at 16 knots	96.64% at 13 knots 98.69 at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	YES	100% of Based Aircraft in Hangars	98% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	*Suggested*	YES	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	Shortage 1 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	YES	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	*Suggested*	YES	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	NO	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	2 plows	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL	YES	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	-	24-hour 100 LL; Jet A "on call"	24-hour 100 LL; 24-hour Jet A	YES
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car	YES

FAA ID: LND
AIRPORT NAME: HUNT FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

LANDER

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	YES	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	YES	*Vending Machines Suggested*	Vending Available 24-hours	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	YES	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Not an Objective	-	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	YES	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection +1 additional Priority Rating Model Land Use Protection Element	YES	Airspace Protection + 2 additional Priority Rating Model elements	Airspace Protection + HZO Plan Integration and Use of Disclosure Statements	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 12 years old	On Record, Spring 2016	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	YES	On Record with Aeronautics and Less than 5 years old	On Record, Spring 2016	YES
Minimum Standards	5.10.1	On Record with Aeronautics	info not available	On Record with Aeronautics	Unknown	info not available
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	NO	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	YES	*Wildlife Hazard "1-day visit" Suggested*	Wildlife Hazard Assessment	YES
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	YES	*Three (3) Sustainable Measures Suggested*	Low Flow Faucets, Dual-Flush Toilets, Grasscycling	YES
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	NO	Acceptable PCI	61	NO
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Marketing Efforts	No	NO
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	YES	Air Show/Fly-In/Public Event(s)	Fly-In Event	YES

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: LAR
AIRPORT NAME: LARAMIE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

LARAMIE

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	MIRL	NO
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	105,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Partial Parallel	NO
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Precision	Non-Precision	NO
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	ODALS (on secondary runway)	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	98.98% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Security Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	98% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 2 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	1 plow, 1 rotary plow (blower), and 1 broom	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A “on call”	NO
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: No Secure Passenger Area Restrooms GA Terminal: Limited Hours	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Limited Hours Vending Machines GA Terminal: Vending Not Available	NO
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	No	NO
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: LAR
AIRPORT NAME: LARAMIE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

LARAMIE

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Airspace Protection + HZO Plan Integration and Use of Disclosure Statements	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, March 2010	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, August 2011	NO
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Low Flow Faucets, Dual-Flush Toilets, Recycle Construction Materials, Recycle Construction Materials, Native Plant Landscape	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	81	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	Yes	YES
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	Yes	YES
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	NO
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	NO
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	Not Applicable	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: LSK
AIRPORT NAME: LUSK MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

LUSK

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	12,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	Connector	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	None	NO
Instrument Approach Type	5.7.4	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	PAPI – One Runway End REIL – One Runway End	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	94.82% at 13 knots	NO
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Field Fence	NO
Hangars	5.8.1	50% of Based Aircraft in Hangars	71% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Not an Objective*	No	-
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	1 plow and 1 rotary plow (blower)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	*100LL Suggested*	100 LL	YES
24-hour Fuel	5.9.3	Not an Objective	24-hour 100 LL	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	None	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Not Available	NO
Public Restrooms	5.9.6	*Suggested*	Available 24-hours	YES
Food	5.9.7	Not an Objective	Vending Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection	Land Ownership Control	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	On Record with Aeronautics, September 2002	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	On Record with Aeronautics, September 2002	NO
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	Yes	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES

FAA ID: LSK
AIRPORT NAME: LUSK MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

LUSK

	WYSASP Chapter Reference	Local (Paved) Objectives	Currently Has	Met?
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	All in fee	YES
Wildlife Hazard Assessment*	5.4.3	Not an Objective	Wildlife Hazard Assessment	-
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	94	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	No

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: 80V
AIRPORT NAME: MEDICINE BOW AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

MEDICINE BOW

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Runway Edge Markers	Runway Edge Markers	YES
Primary Runway Strength	5.7.1	Not an Objective	Not Applicable	-
Taxiway	5.7.2	Maintain Existing Taxiways	Direct Connector	YES
Taxiway Lights	5.7.3	Not an Objective	None	-
Instrument Approach Type	5.7.4	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – Not an Objective REIL or ALS – Not an Objective	None	-
Airport Visual Aids*	5.1.7	Beacon – Not an Objective Wind Cone	Wind Cone	YES
Wind Coverage	5.7.6	*≥ 95% Coverage at 13 knots Suggested*	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Not an Objective	Not Applicable	-
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	Not an Objective	None	-
Terminal*	5.3.8	Not an Objective	No	-
Perimeter Fencing*	5.1.3	Full Perimeter Field Fence	Unknown	info not available
Hangars	5.8.1	50% of Based Aircraft in Hangars	No Based Aircraft	YES
Lighted Apron Area*	5.1.8	Not an Objective	No	-
Apron Size*	5.1.9	Not an Objective	No	-
Paved Auto Parking	5.8.2	Not an Objective	No	-
Paved Access Road	5.8.3	Not an Objective	No	-
Snow Removal Equipment*	5.1.10	Not an Objective	Not Applicable	-
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	Not an Objective	No	-
Fuel	5.9.2	Not an Objective	None	-
24-hour Fuel	5.9.3	Not an Objective	Not Applicable	-
Ground Transportation	5.9.4	Not an Objective	None	-
Wi-Fi Internet Access	5.9.5	Not an Objective	Not Available	-
Public Restrooms	5.9.6	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	Not an Objective	No	-
Aircraft Rental	5.9.11	Not an Objective	No	-
Aircraft Charter Service	5.9.12	Not an Objective	No	-
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Not an Objective	Airspace Protection + HZO Plan Integration	-
Current Master Plan*	5.2.3	*Suggested On Record with Aeronautics and Less than 15 years old*	No	NO
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*Suggested On Record with Aeronautics and Less than 10 years old*	No	NO

FAA ID: 80V
AIRPORT NAME: MEDICINE BOW AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

MEDICINE BOW

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
Minimum Standards	5.10.1	Not an Objective	Unknown	-
Pavement Management Plan*	5.2.2	Not an Objective	Not Applicable	-
Airport Manager	5.10.2	*Suggested*	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	Not an Objective	None	-
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Not a Performance Measure	Not Applicable	-
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Not a Performance Measure	None	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: ECS
AIRPORT NAME: MONDELL FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

NEWCASTLE

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	30,000 pounds Single Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	Connector	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Unknown	info not available
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	ODALS	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	99.12% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 7 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	No	NO
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	1 plow	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	100 LL "on call"; Jet A "on call"	-
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Rental Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Available 24-hours	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	*Airspace Protection +1 additional Priority Rating Model Land Use Protection Element*	No Land Use Protection	NO
Current Master Plan*	5.2.3	*On Record with Aeronautics and Less than 15 years old*	On Record with Aeronautics, Winter 2017	YES

FAA ID: ECS
AIRPORT NAME: MONDELL FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

NEWCASTLE

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*On Record with Aeronautics and Less than 5 years old*	On Record with Aeronautics, April 2013	YES
Minimum Standards	5.10.1	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	Recycling, Recycle Construction Materials, LED Airfield Lighting, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	85	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In Event	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: 82V
AIRPORT NAME: PINE BLUFFS MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

PINE BLUFFS

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	YES	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	12,500 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	YES	Partial Parallel, Connector, and/or Turn Around	Partial Parallel	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	YES	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Not an Objective	-	Non-Precision	Visual	NO
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	-	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	YES	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	NO	≥ 95% Coverage at 13 knots	85.55% at 13 knots	NO
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Security/Wildlife Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	YES	80% of Based Aircraft in Hangars	94% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	-	*Suggested*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	NO	*Suggested*	No	NO
Paved Access Road	5.8.3	*Suggested*	NO	*Suggested*	No	NO
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	NO	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	1 plow	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	1 FBO	YES
Fuel	5.9.2	*100LL Suggested*	YES	100 LL	100 LL	YES
24-hour Fuel	5.9.3	Not an Objective	-	Not an Objective	24-hour 100 LL	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	NO	*Courtesy Car or Rental Suggested*	No	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	YES	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	*Suggested*	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	Not an Objective	-	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Not an Objective	-	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	-	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	NO	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO

FAA ID: 82V
AIRPORT NAME: PINE BLUFFS MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

PINE BLUFFS

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection	NO	Airspace Protection +1 additional Priority Rating Model element	HZO height restrictions in AIA - Approach Zone only	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 15 years old	On Record, Summer 2016	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	YES	On Record with Aeronautics and Less than 5 years old	On Record, Summer 2016	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	NO	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	NO	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	-	*Wildlife Hazard "1-day visit" Suggested*	Wildlife Hazard "1-day visit"	YES
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	NO	*Two (2) Sustainable Measures Suggested*	No Sustainable Measures	NO
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	YES	Acceptable PCI	75	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: PNA
AIRPORT NAME: RALPH WENZ FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

PINEDALE

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	65,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	None	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI - Both Runway Ends REIL - Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.62 % Coverage at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Security/Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Lighted Apron Area	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 8 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	3 plows, 1 broom, and 1 rotary plow (blower)	YES
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	24-hour 100 LL; 24-hour Jet A	YES
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Rental Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Not Available	NO
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration	YES
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics, November 2010	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, March 2011	NO
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES

FAA ID: PNA
AIRPORT NAME: RALPH WENZ FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

PINEDALE

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	None	NO
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	LED Airfield Lighting, Grasscycling	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	77	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: POY
AIRPORT NAME: POWELL MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

POWELL

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	27,500 pounds Dual Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	Partial Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI or VASI – Both Runway Ends REIL – One Runway End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	95.5% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	1 plow and 1 loader	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	100 LL	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	24-hour 100 LL; 24-hour Jet A	-
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Available 24-hours	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection +1 additional Priority Rating Model Land Use Protection Element	No Land Use Protection	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	On Record with Aeronautics, July 2010	YES

FAA ID: POY
AIRPORT NAME: POWELL MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

POWELL

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, March 2011	NO
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	Low-Flow Faucets, Motion Detected Lights, Native Plant Landscape	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	75	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Fly-In	YES

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: RWL
AIRPORT NAME: RAWLINS MUNICIPAL AIRPORT / HARVEY FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

RAWLINS

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	YES	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	60,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	YES	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	YES	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	YES	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	NO	ODALS or Appropriate for Approach Type	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	NO	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – One Runway End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	YES	≥ 95% Coverage at 16 knots	98.44% at 13 knots 99.48% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	YES	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	NO	Lighted Apron Area	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	No shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	YES	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	*Suggested*	YES	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	NO	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	1 plow, 1 loader, 1 broom	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL	YES	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	-	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A " on call"	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car and Rental	YES

FAA ID: RWL
AIRPORT NAME: RAWLINS MUNICIPAL AIRPORT / HARVEY FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

RAWLINS

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	NO	24-hour Wi-Fi for Pilots and Passengers	Limited Hours	NO
Public Restrooms	5.9.6	24-hour Restrooms	NO	24-hour Restrooms	Limited Hours	NO
Food	5.9.7	*Vending Machines Suggested*	YES	*Vending Machines Suggested*	Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	NO	Major Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	-	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	NO	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection +1 additional Priority Rating Model Land Use Protection Element	NO	Airspace Protection + 2 additional Priority Rating Model elements	No Land Use Protection	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 12 years old	On Record, June 2009	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	NO	On Record with Aeronautics and Less than 5 years old	On Record, July 2011	NO
Minimum Standards	5.10.1	On Record with Aeronautics	NO	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	NO	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	NO	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	YES	*Three (3) Sustainable Measures Suggested*	Recycling, LED Airfield Lighting, Grasscycling	YES
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	YES	Acceptable PCI	82	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Marketing Efforts	No	NO
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	YES	Air Show/Fly-In/Public Event(s)	Fly-In	YES

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: RIW
AIRPORT NAME: RIVERTON REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

RIVERTON

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	110,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Medium Intensity Taxiway Lights (MITL)	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.74% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Security/Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	90% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 1 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	2 plows, 3 rotary plows (blowers)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A “on call”	NO
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Limited Hours	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Limited Hours Vending Machines GA Terminal: Limited Hours Vending	NO
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO

FAA ID: RIW
AIRPORT NAME: RIVERTON REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

RIVERTON

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Use of Disclosure Statements	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, November 201	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, June 2012	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	YES
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Low Flow Faucets, Dual-Flush Toilets, Recycle Construction Materials, LED Airfield Lighting, Native Plant Landscape, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	62	NO
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	YES
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	YES
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	No	NO
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	No	NO
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	NO
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	NO
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	No	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: RKS
AIRPORT NAME: ROCK SPRINGS-SWEETWATER COUNTY
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

ROCK SPRINGS

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	110,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Medium Intensity Taxiway Lights (MITL)	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.84% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Security/Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	97% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 1 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	3 plows, 1 broom, and 1 rotary plow (blower)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A “on call”	NO
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: Available 24-hours	YES
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Limited Hours Vending Machines GA Terminal: Vending Available 24-hours	NO
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	No	NO
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: RKS
AIRPORT NAME: ROCK SPRINGS-SWEETWATER COUNTY
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

ROCK SPRINGS

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration Use of Disclosure Statements unknown	**NO**
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, May 2015	**YES**
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, May 2015	**YES**
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	**YES**
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	**YES**
Airport Manager	5.10.2	Airport Manager	Yes	**YES**
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	**NO**
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	**YES**
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Recycling, Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, Recycle Construction Materials, LED Airfield Lighting, LED Building Lights	**YES**
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	71	**YES**
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	**YES**
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	**NO**
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	**YES**
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	**YES**
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	Yes	**YES**
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	Yes	**YES**
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	**NO**
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	**NO**
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	Not Applicable	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: SAA
AIRPORT NAME: SHIVELY FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

SARATOGA

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	50,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	None	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – One Runway End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Lighted Apron Area	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 7 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	Airport does not own snow removal equipment	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL Limited Hours; Jet A "on call"	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Rental Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	No Land Use Protection	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics, September 2014	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, September 2014	YES
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	YES

FAA ID: SAA
AIRPORT NAME: SHIVELY FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

SARATOGA

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	Wildlife Hazard "1-day visit"	YES
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	Low Flow Faucets, Construction Material Recycling, LED Building Lighting, Native Plant Landscaping, Rainwater Collection, Water Free Urinals	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	84	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	No	NO
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: SHR
AIRPORT NAME: SHERIDAN COUNTY AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

SHERIDAN

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	High Intensity Runway Lights (HIRL)	HIRL	YES
Primary Runway Strength	5.7.1	Can support Bombardier CRJ-700 – 75,000 pounds (DW)	75,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	Medium Intensity Taxiway Lights (MITL)	YES
Instrument Approach Type	5.7.4	Precision	Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS, MALS, or MALSR	MALSR	YES
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL or ALS – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.67% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	Commercial Service (CS) and General Aviation (GA)	Commercial Service (CS) and General Aviation (GA)	YES
Perimeter Fencing*	5.1.3	Full Perimeter Security or Wildlife Fence	Full Perimeter Security/Wildlife Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	96% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, materials spreader, and a rotary plow (blower). Busier airports may add 2 more of these 3: plow, broom, or a rotary plow (blower).	3 plows, 2 rotary plows (blowers)	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A "on call"	24-hour 100 LL; Jet A "on call"	YES
Ground Transportation	5.9.4	On-Airport Rental Car	On-Airport Rental Car	YES
Wi-Fi Internet Access	5.9.5	CS Terminal: 24-hour Wi-Fi GA Terminal: 24-hour Wi-Fi for Pilots and Passengers	CS Terminal: Available 24-hours GA Terminal: Available 24-hours	YES
Public Restrooms	5.9.6	CS Terminal: Restrooms Inside Secure Passenger Area GA Terminal: 24-hour Restrooms	CS Terminal: No Secure Passenger Area Restrooms GA Terminal: Limited Hours Vending	NO
Food	5.9.7	*CS Terminal: Restaurant and Vending Machines Suggested* *GA Terminal: Vending Machines Suggested*	CS Terminal: Limited Hours Vending Machines GA Terminal: Limited Hours	NO
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	Yes	YES
Aircraft Deicing Containment System*	5.4.2	Containment System	Yes	YES
Flight Training	5.9.10	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	Yes	YES

FAA ID: SHR
AIRPORT NAME: SHERIDAN COUNTY AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

SHERIDAN

	WYSASP Chapter Reference	Commercial Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	All Priority Rating Model Land Use Protection Elements	Airspace Protection + Land Ownership Control and HZO Plan Integration Use of Disclosure Statements unknown	**NO**
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 10 years old	On Record with Aeronautics, November 2015	**YES**
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, November 2015	**YES**
Minimum Standards	5.10.1	On Record with Aeronautics	On Record with Aeronautics	**YES**
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	**YES**
Airport Manager	5.10.2	Airport Manager	Yes	**YES**
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Combination of Fee and Easement	**NO**
Wildlife Hazard Assessment*	5.4.3	Wildlife Hazard Assessment	Yes	**YES**
Sustainability*	5.4.4	*Five (5) Sustainable Measures Suggested*	Low Flow Faucets, Dual-Flush Toilets, Motion Detected Lights, LED Airfield Lighting, LED Building Lights, Native Plant Landscaping,	**YES**
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	88	**YES**
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	**YES**
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	Air Show and Fly-In	**YES**
COMMERCIAL SERVICE OBJECTIVES				
Critical Air Service*	5.6.1	Maintain Critical Air Service	Yes	**YES**
Economic Benefit*	5.6.2	Increase/Sustain Economic Benefit	Yes	**YES**
Consistency, Reliability, and On Time Performance*	5.6.3	Increase/Maintain Consistency, Reliability, and On Time Performance	Yes	**YES**
WY Passengers Originating Flights in WY*	5.6.4	Increase WY Passengers Originating Flights in WY	No	**NO**
Flight Ops from WY Airports to Regional Airport Hubs*	5.6.5	Increase/Sustain Flight Operations from WY Airports to Regional Airport Hubs	No	**NO**
Competitive Airfare*	5.6.6	Offer Competitive Airfare	No	**NO**
Increase Enplanements at Airports Facing Loss of AIP Funding*	5.6.7	Increase Enplanements at Airports Facing Loss of AIP Funding	No	**NO**

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: 49U
AIRPORT NAME: SHOSHONI MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

SHOSHONI

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Runway Edge Markers	None	NO
Primary Runway Strength	5.7.1	Not an Objective	Not Applicable	-
Taxiway	5.7.2	Maintain Existing Taxiways	Direct Connector	YES
Taxiway Lights	5.7.3	Not an Objective	None	-
Instrument Approach Type	5.7.4	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – Not an Objective REIL or ALS – Not an Objective	None	-
Airport Visual Aids*	5.1.7	Beacon – Not an Objective Wind Cone	Wind Cone	YES
Wind Coverage	5.7.6	*≥ 95% Coverage at 13 knots Suggested*	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Not an Objective	Not Applicable	-
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	Not an Objective	None	-
Terminal*	5.3.8	Not an Objective	No	-
Perimeter Fencing*	5.1.3	Full Perimeter Field Fence	Unknown	info not available
Hangars	5.8.1	50% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	No	-
Apron Size*	5.1.9	Not an Objective	No	-
Paved Auto Parking	5.8.2	Not an Objective	No	-
Paved Access Road	5.8.3	Not an Objective	No	-
Snow Removal Equipment*	5.1.10	Not an Objective	Not Applicable	-
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	Not an Objective	No	-
Fuel	5.9.2	Not an Objective	None	-
24-hour Fuel	5.9.3	Not an Objective	Not Applicable	-
Ground Transportation	5.9.4	Not an Objective	None	-
Wi-Fi Internet Access	5.9.5	Not an Objective	Not Available	-
Public Restrooms	5.9.6	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	Not an Objective	No	-
Aircraft Rental	5.9.11	Not an Objective	No	-
Aircraft Charter Service	5.9.12	Not an Objective	No	-
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Not an Objective	No Land Use Protection	-
Current Master Plan*	5.2.3	*Suggested On Record with Aeronautics and Less than 15 years old*	No	NO
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*Suggested On Record with Aeronautics and Less than 10 years old*	No	NO

FAA ID: 49U
AIRPORT NAME: SHOSHONI MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

SHOSHONI

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
Minimum Standards	5.10.1	Not an Objective	No	-
Pavement Management Plan*	5.2.2	Not an Objective	Not Applicable	-
Airport Manager	5.10.2	*Suggested*	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	Not an Objective	None	-
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Not a Performance Measure	Not Applicable	-
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Not a Performance Measure	None	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: HSG
AIRPORT NAME: HOT SPRINGS COUNTY AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

THERMOPOLIS

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Pilatus PC-12 – 10,450 pounds (SW)	YES	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	30,000 pounds Single Wheel	YES
Taxiway	5.7.2	Maintain Existing Taxiways	YES	Partial Parallel, Connector, and/or Turn Around	Full Length Parallel	YES
Taxiway Lights	5.7.3	Reflectors *(MITL Suggested)*	YES	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Not an Objective	-	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	-	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI – One Runway End *(Both Ends Suggested)* REIL or ALS – One Runway End *(Both Ends Suggested)*	YES	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	YES	≥ 95% Coverage at 13 knots	98.04% at 13 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	50% of Based Aircraft in Hangars	YES	80% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	-	*Suggested*	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	No Shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	YES	*Suggested*	Yes	YES
Paved Access Road	5.8.3	*Suggested*	YES	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow and broom, including a carrier vehicle	YES	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	2 plows, 1 broom	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	1 FBO	YES
Fuel	5.9.2	*100LL Suggested*	YES	100 LL	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	-	Not an Objective	24-hour 100 LL; 24-hour Jet A	-
Ground Transportation	5.9.4	*Courtesy Car Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	YES	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	*Suggested*	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	Not an Objective	-	*Vending Machines Suggested*	Vending Available 24-hours	YES
Aircraft Maintenance	5.9.8	Not an Objective	-	Minor Airframe & Powerplant (A&P)	Minor Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Not an Objective	-	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	NO	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO

FAA ID: HSG
AIRPORT NAME: HOT SPRINGS COUNTY AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

THERMOPOLIS

	WYSASP Chapter Reference	Local (Paved) Objectives	Met?†	Intermediate Objectives	Currently Has	Met?
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection	NO	Airspace Protection +1 additional Priority Rating Model element	Land Ownership Control	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 15 years old	On Record, June 2008	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 10 years old*	YES	On Record with Aeronautics and Less than 5 years old	On Record, September 2013	YES
Minimum Standards	5.10.1	*Suggested on Record with Aeronautics*	YES	On Record with Aeronautics	Yes	YES
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	YES	Fee and Title Ownership of All Existing RPZs	All in fee	YES
Wildlife Hazard Assessment*	5.4.3	Not an Objective	-	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*One (1) Sustainable Measure Suggested*	YES	*Two (2) Sustainable Measures Suggested*	Low Flow Faucets, Motion Detected Lights, LED Airfield Lighting, LED Building Lighting, Grasscycling	YES
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	YES	Acceptable PCI	100	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Not a Performance Measure	Yes	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: TOR
AIRPORT NAME: TORRINGTON MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

TORRINGTON

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES						
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	YES	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	YES	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	45,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	YES	Full Length Parallel	Partial Parallel	NO
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	YES	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	YES	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	NO	ODALS or Appropriate for Approach Type	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	NO	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends REIL – One Runway End	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	YES	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	YES	≥ 95% Coverage at 16 knots	97.72% at 13 knots 99.14% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	YES	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES						
Weather Reporting*	5.1.4	AWOS/ASOS	YES	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	YES	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	YES	Full Perimeter Wildlife Fence	Full Perimeter Wildlife Fence	YES
Hangars	5.8.1	80% of Based Aircraft in Hangars	YES	100% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	YES	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	YES	Apron parking shortage 14 days per year or less	No shortage - 0 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	YES	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	*Suggested*	YES	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	NO	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	2 plows	NO
SERVICE OBJECTIVES						
Fixed Base Operator (FBO)	5.9.1	*Suggested*	YES	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL	YES	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	Not an Objective	-	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A " on call"	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	YES	*Courtesy Car or Rental Suggested*	Courtesy Car and Rental	YES

FAA ID: TOR
AIRPORT NAME: TORRINGTON MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

TORRINGTON

	WYSASP Chapter Reference	Intermediate Objectives	Met?†	Business Objectives	Currently Has	Met?
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	YES	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	YES	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	YES	*Vending Machines Suggested*	Available 24-hours	YES
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	YES	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Not an Objective	-	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	Not an Objective	-	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	YES	*Suggested*	Yes	YES
Aircraft Rental	5.9.11	*Suggested*	NO	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	NO	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES						
Land Use Protection Plan*	5.4.1	Airspace Protection +1 additional Priority Rating Model Land Use Protection Element	NO	Airspace Protection + 2 additional Priority Rating Model elements	HZO Land Use Restrictions, HZO Plan Integration, and Land Ownership Control	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 15 years old	YES	On Record with Aeronautics and Less than 12 years old	On Record, November 2014	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	YES	On Record with Aeronautics and Less than 5 years old	On Record, June 2015	YES
Minimum Standards	5.10.1	On Record with Aeronautics	info not available	On Record with Aeronautics	Unknown	info not available
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	YES	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	YES	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	NO	Fee and Title Ownership of All Existing RPZs	Combination of fee and easement	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	NO	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	YES	*Three (3) Sustainable Measures Suggested*	Recycling, Native Plant Landscape	NO
OTHER OBJECTIVES						
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	YES	Acceptable PCI	73	YES
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	-	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	NO	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal; † analysis based on 2009 airport classification using existing (2016) services and conditions

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: 83V
AIRPORT NAME: UPTON MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

UPTON

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Runway Edge Markers	MIRL – Out of service indefinitely	YES
Primary Runway Strength	5.7.1	Not an Objective	Not Applicable	-
Taxiway	5.7.2	Maintain Existing Taxiways	Direct Connector	YES
Taxiway Lights	5.7.3	Not an Objective	None	-
Instrument Approach Type	5.7.4	Not an Objective	Visual	-
Primary Approach Lighting System (ALS)	5.7.5	Not an Objective	No	-
Runway Visual Aids*	5.1.6	PAPI – Not an Objective REIL or ALS – Not an Objective	SAVASI Both Runway Ends – Out of service indefinitely	-
Airport Visual Aids*	5.1.7	Beacon – Not an Objective Wind Cone	Beacon – Out of service indefinitely Wind Cone	YES
Wind Coverage	5.7.6	*≥ 95% Coverage at 13 knots Suggested*	Unknown	info not available
Runway Safety Area (RSA)*	5.1.1	Not an Objective	Not Applicable	-
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	Not an Objective	None	-
Terminal*	5.3.8	Not an Objective	No	-
Perimeter Fencing*	5.1.3	Full Perimeter Field Fence	Field Fence, Not Full Perimeter	NO
Hangars	5.8.1	50% of Based Aircraft in Hangars	100% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	Not an Objective	No	-
Apron Size*	5.1.9	Not an Objective	No	-
Paved Auto Parking	5.8.2	Not an Objective	No	-
Paved Access Road	5.8.3	Not an Objective	No	-
Snow Removal Equipment*	5.1.10	Not an Objective	Not Applicable	-
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	Not an Objective	No	-
Fuel	5.9.2	Not an Objective	None	-
24-hour Fuel	5.9.3	Not an Objective	Not Applicable	-
Ground Transportation	5.9.4	Not an Objective	None	-
Wi-Fi Internet Access	5.9.5	Not an Objective	Not Available	-
Public Restrooms	5.9.6	*Suggested*	Not Available	NO
Food	5.9.7	Not an Objective	Not Available	-
Aircraft Maintenance	5.9.8	Not an Objective	None	-
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	Not an Objective	No	-
Aircraft Rental	5.9.11	Not an Objective	No	-
Aircraft Charter Service	5.9.12	Not an Objective	No	-
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Not an Objective	No Land Use Protection	-
Current Master Plan*	5.2.3	*Suggested On Record with Aeronautics and Less than 15 years old*	No	NO

FAA ID: 83V
AIRPORT NAME: UPTON MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

UPTON

	WYSASP Chapter Reference	Local (Non-Paved) Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*Suggested On Record with Aeronautics and Less than 10 years old*	No	NO
Minimum Standards	5.10.1	Not an Objective	No	-
Pavement Management Plan*	5.2.2	Not an Objective	Not Applicable	-
Airport Manager	5.10.2	*Suggested*	No	NO
RPZ Ownership*	5.1.5	*Suggested Fee and Title Ownership of All Existing RPZs*	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	Not an Objective	No	-
Sustainability*	5.4.4	Not an Objective	None	-
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Not a Performance Measure	Not Applicable	-
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Not a Performance Measure	None	-

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: EAN
AIRPORT NAME: PHIFER AIRFIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

WHEATLAND

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Beechcraft King Air 200 – 12,500 pounds (DW)	15,000 pounds Single Wheel	YES
Taxiway	5.7.2	Partial Parallel, Connector and/or Turn Around	Connector	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Visual	NO
Primary Approach Lighting System (ALS)	5.7.5	*ODALS or Appropriate for Approach Type Suggested*	No	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI – Both Runway Ends	NO
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 13 knots	Coverage at 13 knots not available	info not available
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on All Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	AWOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Field Fence	NO
Hangars	5.8.1	80% of Based Aircraft in Hangars	90% of Based Aircraft in Hangars	YES
Lighted Apron Area*	5.1.8	*Suggested*	No	NO
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 2 days per year	YES
Paved Auto Parking	5.8.2	*Suggested*	No	NO
Paved Access Road	5.8.3	*Suggested*	Yes	YES
Snow Removal Equipment*	5.1.10	Three pieces of SRE: snow plow, broom and rotary plow (blower) and a carrier vehicle	Airport does not own snow removal equipment	NO
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	No	NO
Fuel	5.9.2	100 LL	None	NO
24-hour Fuel	5.9.3	Not an Objective	Not Applicable	-
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	None	NO
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Available 24-hours	YES
Food	5.9.7	*Vending Machines Suggested*	Vending Not Available	NO
Aircraft Maintenance	5.9.8	Minor Airframe & Powerplant (A&P)	None	NO
Aircraft Deicing	5.9.9	Not an Objective	No	-
Aircraft Deicing Containment System*	5.4.2	Not an Objective	No	-
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	*Airspace Protection +1 additional Priority Rating Model Land Use Protection Element*	No Land Use Protection	NO
Current Master Plan*	5.2.3	*On Record with Aeronautics and Less than 15 years old*	On Record with Aeronautics, August 2007	YES

FAA ID: EAN
AIRPORT NAME: PHIFER AIRFIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

WHEATLAND

	WYSASP Chapter Reference	Intermediate Objectives	Currently Has	Met?
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	*On Record with Aeronautics and Less than 5 years old*	On Record with Aeronautics, August 2007	NO
Minimum Standards	5.10.1	On Record with Aeronautics	No	NO
Pavement Management Plan*	5.2.2	Approved, Current and, On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	No	NO
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Not all RPZ land owned	NO
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	No	NO
Sustainability*	5.4.4	*Two (2) Sustainable Measures Suggested*	Native Plant Landscape, Grasscycling	YES
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	54	NO
Marketing Efforts (websites)*	5.5.1	Not a Performance Measure	No	-
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
PCI value based on the average measurement of runway, taxiway, and apron pavements.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

FAA ID: WRL
AIRPORT NAME: WORLAND MUNICIPAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: BUSINESS

WORLAND

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
AIRSIDE OBJECTIVES				
Primary Runway Lights*	5.1.2	Medium Intensity Runway Lights (MIRL)	MIRL	YES
Primary Runway Strength	5.7.1	Can Support Cessna Citation Sovereign – 30,300 pounds (DW)	70,000 pounds Dual Wheel	YES
Taxiway	5.7.2	Full Length Parallel	Full Length Parallel	YES
Taxiway Lights	5.7.3	Medium Intensity Taxiway Lights (MITL)	MITL	YES
Instrument Approach Type	5.7.4	Non-Precision	Non-Precision	YES
Primary Approach Lighting System (ALS)	5.7.5	ODALS or Appropriate for Approach Type	None	NO
Runway Visual Aids*	5.1.6	PAPI or VASI – Both Runway Ends REIL or ALS – Both Runway Ends	PAPI - Both Runway Ends REIL - Both Runway Ends	YES
Airport Visual Aids*	5.1.7	Beacon Lighted Wind Cone	Beacon Lighted Wind Cone	YES
Wind Coverage	5.7.6	≥ 95% Coverage at 16 knots	99.55% at 16 knots	YES
Runway Safety Area (RSA)*	5.1.1	Standard RSA on All Paved Runways	Standard RSA on all Paved Runways	YES
LANDSIDE OBJECTIVES				
Weather Reporting*	5.1.4	AWOS/ASOS	ASOS	YES
Terminal*	5.3.8	General Aviation (GA) Terminal	Yes	YES
Perimeter Fencing*	5.1.3	Full Perimeter Wildlife Fence	Full Perimeter Wildlife/Security Fence	YES
Hangars	5.8.1	100% of Based Aircraft in Hangars	87% of Based Aircraft in Hangars	NO
Lighted Apron Area*	5.1.8	Lighted Apron Area	Yes	YES
Apron Size*	5.1.9	Apron parking shortage 14 days per year or less	Shortage 8 days per year	YES
Paved Auto Parking	5.8.2	Paved Auto Parking	Yes	YES
Paved Access Road	5.8.3	Paved Access Road	Yes	YES
Snow Removal Equipment*	5.1.10	Snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom	2 plows, 1 broom, and 1 rotary plow (blower)	YES
SERVICE OBJECTIVES				
Fixed Base Operator (FBO)	5.9.1	*Suggested*	1 FBO	YES
Fuel	5.9.2	100 LL and Jet A	100 LL and Jet A	YES
24-hour Fuel	5.9.3	24-hour 100 LL; Jet A “on call”	100 LL "on call"; Jet A "on call"	NO
Ground Transportation	5.9.4	*Courtesy Car or Rental Suggested*	Courtesy Car	YES
Wi-Fi Internet Access	5.9.5	24-hour Wi-Fi for Pilots and Passengers	Available 24-hours	YES
Public Restrooms	5.9.6	24-hour Restrooms	Limited Hours	NO
Food	5.9.7	*Vending Machines Suggested*	Limited Hours Vending	YES
Aircraft Maintenance	5.9.8	Major Airframe & Powerplant (A&P)	Major Airframe & Powerplant (A&P)	YES
Aircraft Deicing	5.9.9	Aircraft Deicing	No	NO
Aircraft Deicing Containment System*	5.4.2	*Suggested*	No	NO
Flight Training	5.9.10	*Suggested*	No	NO
Aircraft Rental	5.9.11	*Suggested*	No	NO
Aircraft Charter Service	5.9.12	*Suggested*	No	NO
ADMINISTRATIVE OBJECTIVES				
Land Use Protection Plan*	5.4.1	Airspace Protection + 2 additional Priority Rating Model Land Use Protection Elements	Land Ownership Control	NO
Current Master Plan*	5.2.3	On Record with Aeronautics and Less than 12 years old	On Record with Aeronautics, Winter 2016	YES
Current Airport Layout Plan (ALP) with Exhibit A*	5.2.4	On Record with Aeronautics and Less than 5 years old	On Record with Aeronautics, Winter 2016	YES
Minimum Standards	5.10.1	On Record with Aeronautics	Unknown	info not available

FAA ID: WRL
AIRPORT NAME: WORLAND MUNICIPAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: BUSINESS

WORLAND

	WYSASP Chapter Reference	Business Objectives	Currently Has	Met?
Pavement Management Plan*	5.2.2	Approved, Current and On Record with Aeronautics	Approved, Current and On Record with Aeronautics	YES
Airport Manager	5.10.2	Airport Manager	Yes	YES
RPZ Ownership*	5.1.5	Fee and Title Ownership of All Existing RPZs	Fee and Title Ownership of All Existing RPZs	YES
Wildlife Hazard Assessment*	5.4.3	*Wildlife Hazard "1-day visit" Suggested*	Wildlife Hazard Assessment	YES
Sustainability*	5.4.4	*Three (3) Sustainable Measures Suggested*	Low flow faucets	NO
OTHER OBJECTIVES				
Acceptable PCI (70+)*	5.2.1	Acceptable PCI	76	YES
Marketing Efforts (websites)*	5.5.1	Marketing Efforts	Yes	YES
Air Show/Fly-In/Public Event(s)*	5.5.2	Air Show/Fly-In/Public Event(s)	None	NO

* also a performance measure for a system goal

Notes: 2009 WYSASP Classifications were used in the system analysis presented in Chapter 5 of the 2016 WYSASP.
2016 WYSASP Classifications were used in the updated analysis presented in Chapter 6 of the 2016 WYSASP.
Not all objectives and performance measures shown in this table are eligible for state and/or federal funding.
PCI value based on the average measurement of runway, taxiway, and apron pavements.

YES = Meeting objective/performance measure **NO** = Not meeting objective/performance measure **NO** = Not meeting a *suggested* objective

APPENDIX F – AIRPORT IMPLEMENTATION PLANS

City	Airport	FAA ID	2009 System	2016 System
Afton	Afton-Lincoln County Municipal Airport	AFO	Business	Business
Big Piney	Miley Memorial Field	BPI	Intermediate	Intermediate
Buffalo	Johnson County Airport	BYG	Intermediate	Business
Casper	Casper/Natrona County International Airport	CPR	Commercial Service	Commercial Service
Cheyenne	Cheyenne Regional Airport - Jerry Olson Field	CYS	Commercial Service	Commercial Service
Cody	Yellowstone Regional Airport	COD	Commercial Service	Commercial Service
Cokeville	Cokeville Municipal Airport	U06	Local Paved	Local Non-Paved
Cowley	North Big Horn County Airport	U68	Local Paved	Local Paved
Dixon	Dixon Airport	DWX	Local Paved	Local Paved
Douglas	Converse County Airport	DGW	Business	Business
Dubois	Dubois Municipal Airport	DUB	Local Paved	Intermediate
Evanston	Evanston-Uinta County Burns Field	EVW	Business	Business
Fort Bridger	Fort Bridger Airport	FBR	Local Paved	Intermediate
Gillette	Gillette - Campbell County Airport	GCC	Commercial Service	Commercial Service
Glendo	Thomas Memorial Airport	76V	Local Non-Paved	Local Non-Paved
Green River	Greater Green River Intergalactic Spaceport	48U	Local Non-Paved	Local Non-Paved
Greybull	South Big Horn County Airport	GEY	Business	Business
Guernsey	Camp Guernsey Army Airfield	GUR	Intermediate	Intermediate
Hulett	Hulett Municipal Airport	W43	Local Paved	Local Paved
Jackson	Jackson Hole Airport	JAC	Commercial Service	Commercial Service
Kemmerer	Kemmerer Municipal Airport	EMM	Intermediate	Intermediate
Lander	Hunt Field	LND	Intermediate	Business
Laramie	Laramie Regional Airport	LAR	Commercial Service	Commercial Service
Lusk	Lusk Municipal Airport	LSK	Local Paved	Local Paved
Medicine Bow	Medicine Bow Airport	80V	Local Non-Paved	Local Non-Paved
Newcastle	Mondell Field	ECS	Intermediate	Intermediate
Pine Bluffs	Pine Bluffs Municipal Airport	82V	Local Paved	Intermediate
Pinedale	Ralph Wenz Field	PNA	Business	Business
Powell	Powell Municipal Airport	POY	Intermediate	Intermediate
Rawlins	Rawlins Municipal - Harvey Field	RWL	Intermediate	Business
Riverton	Riverton Regional Airport	RIW	Commercial Service	Commercial Service
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	Commercial Service	Commercial Service
Saratoga	Shively Field	SAA	Business	Business
Sheridan	Sheridan County Airport	SHR	Commercial Service	Commercial Service
Shoshoni	Shoshoni Municipal Airport	49U	Local Non-Paved	Local Non-Paved
Thermopolis	Hot Springs County Airport	HSG	Local Paved	Intermediate
Torrington	Torrington Municipal Airport	TOR	Intermediate	Business
Upton	Upton Municipal Airport	83V	Local Non-Paved	Local Non-Paved
Wheatland	Phifer Airfield	EAN	Intermediate	Intermediate
Worland	Worland Municipal Airport	WRL	Business	Business

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FAA ID: AFO
AIRPORT NAME: AFTON-LINCOLN CO. MUNICIPAL AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

AFTON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Increase pavement strength to 30,300 pounds (Dual Wheel)	$$$$
Install Medium Intensity Taxiway Lights (MITL)	$$$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$
Install lights for apron area	$$
SERVICE OBJECTIVES	
Install Aircraft Deicing Containment System	$-$$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include at least one (1) additional Priority Rating Model land use protection element	$
Update 1992 Master Plan	$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
Implement marketing efforts (websites)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: BPI
AIRPORT NAME: MILEY MEMORIAL FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

BIG PINEY

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install Medium Intensity Taxiway Lights (MITL)	$$$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Acquire additional Snow Removal Equipment (blower)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Implement Minimum Standards to be placed on record with Aeronautics	$
Establish an Airport Manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
All other objectives have been met	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: BYG
AIRPORT NAME: JOHNSON COUNTY AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

BUFFALO

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Increase pavement strength to 30,300 pounds (Dual Wheel)	$$$$
Construct full parallel taxiway	$$$$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$$
Install REIL on Runway 13	$
Provide ≥ 95% wind coverage at 16 knots	info not available
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Acquire additional Snow Removal Equipment (broom and additional plow or broom)	$$
SERVICE OBJECTIVES	
Increase availability of Wi-Fi to 24-hours for pilots and passengers	$
Provide aircraft deicing	$
Install Aircraft Deicing Containment System	$-$$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Update Airport Layout Plan (ALP) with Exhibit A to be placed on record with Aeronautics	$
Implement Minimum Standards to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: CPR
AIRPORT NAME: CASPER/NATRONA CO. INT'L AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CASPER

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
All objectives have been met	
SERVICE OBJECTIVES	
All objectives have been met	
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Increase PCI to acceptable rating (70+)	$$$$
COMMERCIAL SERVICE OBJECTIVES	
All commercial service objectives have been met	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: CYS
AIRPORT NAME: CHEYENNE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CHEYENNE

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct hangars for based aircraft	$$
Install lights for apron area	$
Acquire additional Snow Removal Equipment (materials spreader)	$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Increase availability of Wi-Fi in CS Terminal to 24-hours	$
Increase availability of public restrooms in GA Terminal to 24-hours	$
Provide major Airframe & Powerplant (A&P) services	$
Provide aircraft rental	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$
COMMERCIAL SERVICE OBJECTIVES	
Increase/maintain consistency, reliability, and on time performance	$$$
Increase WY passengers originating flights in WY	$$$
Increase/sustain flight operations from WY airports to regional airport hubs	$$$
Offer competitive airfare	$$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: COD
AIRPORT NAME: YELLOWSTONE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

CODY

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Obtain precision instrument approach	$$$$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$$
LANDSIDE OBJECTIVES	
Construct hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (materials spreader and additional broom or blower)	$$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Increase availability of public restrooms in GA Terminal to 24-hours	$
Install Aircraft Deicing Containment System	$$$-$$$$
ADMINISTRATIVE OBJECTIVES	
Update 2006 Master Plan	$$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
All other objectives have been met	
COMMERCIAL SERVICE OBJECTIVES	
Increase/maintain consistency, reliability, and on time performance	$
Increase/sustain flight operations from WY airports to regional airport hubs	$
Offer competitive airfare	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: U06
AIRPORT NAME: COKEVILLE MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

COKEVILLE

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
All objectives have been met	
SERVICE OBJECTIVES	
Provide public restrooms	$
ADMINISTRATIVE OBJECTIVES	
Develop Master Plan to place on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Other objectives are not applicable	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: U68
AIRPORT NAME: NORTH BIG HORN COUNTY AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

COWLEY

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct full perimeter wildlife fence	$$$
Pave auto parking	$
Acquire additional Snow Removal Equipment (broom)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide courtesy car	$
Provide Wi-Fi for pilots and passengers	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: DWX
AIRPORT NAME: DIXON AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

DIXON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct full perimeter wildlife fence	$$
Install lights for apron area	$
Acquire additional Snow Removal Equipment (broom)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide courtesy car	$
Provide Wi-Fi for pilots and passengers	$
Provide public restrooms	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Implement Land Use Protection Plan to include airspace protection	$
Implement Minimum Standards to place on record with Aeronautics	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: DGW
AIRPORT NAME: CONVERSE COUNTY AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

DOUGLAS

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install Medium Intensity Taxiway Lights (MITL)	$$$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on Runway 11	$
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (broom, blower, and an additional plow or broom)	$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Provide aircraft deicing	$
Install Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Implement Minimum Standards to be placed on record with Aeronautics	$
Update Pavement Management Plan to be approved by and placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day" visit	$
OTHER OBJECTIVES	
Implement marketing efforts (websites)	$
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: DUB
AIRPORT NAME: DUBOIS MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

DUBOIS

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Obtain non-precision instrument approach	$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on Runway 10	$
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
Pave auto parking area	$
Pave access road	$
Acquire Snow Removal Equipment (snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide Wi-Fi 24-hours for pilots and passengers	$
Provide vending machine	$
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
Increase PCI to acceptable rating (70+)	$$
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: EVW
AIRPORT NAME: EVANSTON-UINTA COUNTY BURNS FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

EVANSTON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
SERVICE OBJECTIVES	
Increase availability of 100LL for 24-hours	$
Increase availability of public restrooms to 24-hours	$
Provide major Airframe & Powerplant (A&P) services	$
Install Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection and at least one (1) additional Priority Rating Model land use protection element	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
Implement two (2) additional sustainability measures	$
OTHER OBJECTIVES	
All other objectives have been met	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: FBR
AIRPORT NAME: FORT BRIDGER AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

FORT BRIDGER

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Pave auto parking	$
SERVICE OBJECTIVES	
Provide Wi-Fi 24-hours for pilots and passengers	$
Provide vending machine	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Provide Minimum Standards to be placed on record with Aeronautics	$
Conduct Wildlife Hazard "1-day visit"	$
Implement at least two (2) sustainability measures	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: GCC
AIRPORT NAME: GILLETTE-CAMPBELL COUNTY AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

GILLETTE

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Construct full parallel taxiway	$$$$
LANDSIDE OBJECTIVES	
Acquire additional Snow Removal Equipment (materials spreader and additional broom or blower)	$$$
SERVICE OBJECTIVES	
Increase availability of public restrooms in GA Terminal to 24-hours	$
Provide aircraft rental	$
ADMINISTRATIVE OBJECTIVES	
Update Airport Layout Plan (ALP) with Exhibit A to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Implement two (2) additional sustainability measures	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$
COMMERCIAL SERVICE OBJECTIVES	
Increase/sustain flight operations from WY airports to regional airport hubs	$
Offer competitive airfare	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: 76V
AIRPORT NAME: THOMAS MEMORIAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

GLENDO

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install runway edge markers	$
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
Construct full perimeter field fence	info not available
SERVICE OBJECTIVES	
Provide public restrooms	$
ADMINISTRATIVE OBJECTIVES	
Develop Master Plan to place on record with Aeronautics	$
Develop Airport Layout Plan (ALP) with Exhibit A to place on file with Aeronautics	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Other objectives are not applicable	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: 48U
AIRPORT NAME: GTR GREEN RIVER INTERGAL SPACEPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

GREEN RIVER

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install runway edge markers	$
LANDSIDE OBJECTIVES	
All objectives have been met	
SERVICE OBJECTIVES	
Provide public restrooms	$
ADMINISTRATIVE OBJECTIVES	
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Other objectives are not applicable	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: GEY
AIRPORT NAME: SOUTH BIG HORN COUNTY AIRPORT
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

GREYBULL

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
Pave auto parking area	$
Acquire additional Snow Removal Equipment (blower)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Increase availability of Jet A to "on call"	$
Provide courtesy car or rental	$
Provide 24-hour Wi-Fi internet access for pilots and passengers	$
Provide vending machine	$
Provide aircraft deicing	$
Install Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
Implement one (1) additional sustainability measure	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: GUR
AIRPORT NAME: CAMP GUERNSEY ARMY AIRFIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

GUERNSEY

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL or ALS on both runway ends	$
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Acquire Snow Removal Equipment (snow plow, broom and rotary plow (blower) and a carrier vehicle)	$$
SERVICE OBJECTIVES	
Provide vending machine	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Provide Minimum Standards to be placed on record with Aeronautics	info not available
Update Pavement Management Plan to be approved by and placed on record with Aeronautics	$
Acquire fee and title of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
Implement one (1) additional sustainability measure	$
OTHER OBJECTIVES	
Increase PCI to acceptable rating (70+)	$$$$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: W43
AIRPORT NAME: HULETT MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

HULETT

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Increase wind coverage to ≥ 95% at 13 knots	$
LANDSIDE OBJECTIVES	
Acquire additional Snow Removal Equipment (broom)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
Implement at least one (1) sustainability measure	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: JAC
AIRPORT NAME: JACKSON HOLE AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

JACKSON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct hangars for based aircraft	$$
Increase apron size to accommodate additional aircraft parking	$$$$
Acquire additional Snow Removal Equipment (materials spreader)	$$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours and Jet A to "on call"	$
Increase availability of Wi-Fi in GA Terminal to 24-hours for pilots and passengers	$
Increase availability of public restrooms in GA Terminal to 24-hours	$
Provide aircraft rental	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
All other objectives have been met	
COMMERCIAL SERVICE OBJECTIVES	
Increase/maintain consistency, reliability, and on time performance	$
Increase WY passengers originating flights in WY	$
Offer competitive airfare	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: EMM
AIRPORT NAME: KEMMERER MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

KEMMERER

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Increase wind coverage to ≥ 95% at 13 knots	$$$$
LANDSIDE OBJECTIVES	
Pave access road	$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide courtesy car or rental	$
Provide 24-hour Wi-Fi for pilots and passengers	$
Increase availability of public restrooms to 24-hours	$
Provide vending machine	$
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Implement Minimum Standards to be placed on record with Aeronautics	$
Establish airport manager	$
Acquire fee and title of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
Implement at least two (2) sustainability measures	$
OTHER OBJECTIVES	
Establish air show/ fly-in/ public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: LND
AIRPORT NAME: HUNT FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: BUSINESS

LANDER

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Increase pavement strength to 30,300 pounds (Dual Wheel)	$$$$
Install Medium Intensity Taxiway Lights (MITL)	$$$
Obtain non-precision instrument approach	$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on both runway ends	$
LANDSIDE OBJECTIVES	
Construct hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (broom and blower)	$$
SERVICE OBJECTIVES	
Provide aircraft deicing	$
Install Aircraft Deicing Containment System	$-$$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Provide Minimum Standards to be placed on record with Aeronautics	info not available
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Increase PCI to acceptable rating (70+)	$$$$
Implement marketing efforts (websites)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: LAR
AIRPORT NAME: LARAMIE REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

LARAMIE

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install High Intensity Runway Lights (HIRL)	$$$$
Construct full parallel taxiway	$$$$
Obtain precision instrument approach	$$$$
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (materials spreader)	$$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Provide restrooms inside secure passenger area and increase availability of restrooms in GA Terminal to 24-hours	$$
Provide restaurant and 24-hour vending machines in CS Terminal and increase availability of vending machines in GA Terminal to 24-hours	$$
Provide major Airframe & Powerplant (A&P) services	$
Provide Aircraft Deicing Containment System	$$$-$$$$
Provide aircraft rental	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Update Airport Layout Plan (ALP) with Exhibit A to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$
COMMERCIAL SERVICE OBJECTIVES	
Increase/sustain flight operations from WY airports to regional airport hubs	$
Offer competitive airfare	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: LSK
AIRPORT NAME: LUSK MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: LOCAL (PAVED)

LUSK

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install taxiway reflectors *(Medium Intensity Taxiway Lights (MITL) suggested)*	$$
Increase wind coverage to ≥ 95% at 13 knots	$$$$
LANDSIDE OBJECTIVES	
Construct full perimeter wildlife fence	$
Acquire additional Snow Removal Equipment (broom)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide courtesy car	$
Provide Wi-Fi for pilots and passengers	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Update Airport Layout Plan (ALP) with Exhibit A to place on file with Aeronautics	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: 80V
AIRPORT NAME: MEDICINE BOW AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

MEDICINE BOW

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
Construct full perimeter field fence	info not available
SERVICE OBJECTIVES	
Provide public restrooms	$
ADMINISTRATIVE OBJECTIVES	
Develop Master Plan to place on record with Aeronautics	$
Develop Airport Layout Plan (ALP) with Exhibit A to place on record with Aeronautics	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Other objectives are not applicable	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: ECS
AIRPORT NAME: MONDELL FIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

NEWCASTLE

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install Medium Intensity Taxiway Lights (MITL)	info not available
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Pave access road	$
Acquire additional Snow Removal Equipment (broom and blower)	$$
SERVICE OBJECTIVES	
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Implement Land Use Protection Plan to include airpsace protection + 1 additional Priority Rating Model land use protection element	$
Implement Minimum Standards to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
All other objectives have been met	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: 82V
AIRPORT NAME: PINE BLUFFS MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

PINE BLUFFS

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Obtain non-precision instrument approach	$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Increase wind coverage to ≥ 95% at 13 knots	$$$$
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Pave auto parking	$
Pave access road	$
Acquire additional Snow Removal Equipment (broom and blower)	$$
SERVICE OBJECTIVES	
Provide courtesy car or rental	$
Provide vending machine	$
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Implement Minimum Standards to place on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Implement at least two (2) sustainability measures	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: PNA
AIRPORT NAME: RALPH WENZ FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

PINEDALE

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Install lights for apron area	$
SERVICE OBJECTIVES	
Provide vending machine	$
Provide Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Airport Layout Plan (ALP) with Exhibit A to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
Implement one (1) additional sustainability measure	$
OTHER OBJECTIVES	
All other objectives have been met	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: POY
AIRPORT NAME: POWELL MUNICIPAL AIRPORT
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

POWELL

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on Runway 13	$
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Acquire additional Snow Removal Equipment (broom and blower)	$$
SERVICE OBJECTIVES	
Acquire Fixed Base Operator (FBO)	$-$$
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Implement Land Use Protection Plan to incluce airspace protection + 1 additional Priority Rating Model land use protection element	$
Update Airport Layout Plan (ALP) with Exhibit A to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
All other objectives have been met	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: RWL

AIRPORT NAME: RAWLINS MUNICIPAL AIRPORT / HARVEY FIELD

RAWLINS

'09 CLASSIFICATION: INTERMEDIATE

'16 CLASSIFICATION: BUSINESS

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on Runway 4	$
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Acquire additional Snow Removal Equipment (blower and additional plow or broom)	$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Increase availability of Wi-Fi to 24-hours for pilots and passengers	$
Increase availability of public restrooms to 24-hours	$
Provide major Airframe & Powerplant (A&P) services	$
Provide aircraft deicing	$
Install Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection + 2 additional Priority Rating Model elements	$
Update Airport Layout Plan (ALP) with Exhibit A to place on record with Aeronautics	$
Implement Minimum Standards to be placed on record with Aeronautics	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
Implement marketing efforts (websites)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: RIW
AIRPORT NAME: RIVERTON REGIONAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

RIVERTON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (broom and materials spreader)	$$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Increase availability of public restrooms in GA Terminal to 24-hours	$
Provide restaurant and 24-hour vending machines in CS Terminal and increase availability of vending machines in GA Terminal to 24-hours	$$
Provide Aircraft Deicing Containment System	$$-$$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Increase PCI to acceptable rating (70+)	$$$$
Establish air show/fly-in/public event(s)	$
COMMERCIAL SERVICE OBJECTIVES	
Increase/maintain consistency, reliability, and on time performance	$$$
Increase WY passengers originating flights in WY	$$$
Increase/sustain flight operations from WY airports to regional airport hubs	$$$
Offer competitive airfare	$
Increase enplanements at airports facing loss of AIP funding	$$$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: RKS
AIRPORT NAME: ROCK SPRINGS-SWEETWATER COUNTY
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

ROCK SPRINGS

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (materials spreader)	$$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Provide restaurant and 24-hour vending machines in CS terminal	$$
Provide major Airframe & Powerplan (A&P) services	$
Provide Aircraft Deicing Containment System	$$$-$$$$
Provide aircraft rental	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$
COMMERCIAL SERVICE OBJECTIVES	
Increase/sustain flight operations from WY airports to regional airport hubs	$$$
Offer competitive airfare	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: SAA
AIRPORT NAME: SHIVELY FIELD
'09 CLASSIFICATION: BUSINESS
'16 CLASSIFICATION: BUSINESS

SARATOGA

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on Runway 5	$
Provide ≥ 95% wind coverage at 16 knots	info not available
LANDSIDE OBJECTIVES	
Install lights for apron area	$
Acquire Snow Removal Equipment (snow plow, broom, rotary plow (blower) and a carrier vehicle, plus one additional plow or broom)	$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Provide major Airframe & Powerplant (A&P) services	$
Provide aircraft deicing	$
Provide Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection and at least two (2) additional Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Implement marketing efforts (websites)	$
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: SHR
AIRPORT NAME: SHERIDAN COUNTY AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: COMMERCIAL

SHERIDAN

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
All objectives have been met	
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
Acquire additional Snow Removal Equipment (broom and materials spreader)	$$$
SERVICE OBJECTIVES	
Provide restrooms inside secure passenger area and increase availability of restrooms in GA Terminal to 24-hours	$$
Provide restaurant and 24-hour vending machines in CS Terminal and increase availability of vending machines in GA Terminal to 24-hours	$$
Provide aircraft rental	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include all Priority Rating Model land use protection elements	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
All other objectives have been met	
COMMERCIAL SERVICE OBJECTIVES	
Increase WY passengers originating flights in WY	$$$
Increase/sustain flight operations from WY airports to regional airport hubs	$$$
Offer competitive airfare	$
Increase enplanements at airports facing loss of AIP funding	$$$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.
Cost estimates for projects to meet Commercial Services Performance Measures that are Not Objectives are annual cost estimates.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: 49U
AIRPORT NAME: SHOSHONI MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

SHOSHONI

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install runway edge markers	$
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
Construct full perimeter field fence	info not available
SERVICE OBJECTIVES	
Provide public restrooms	$
ADMINISTRATIVE OBJECTIVES	
Develop Master Plan to place on record with Aeronautics	$
Develop Airport Layout Plan (ALP) with Exhibit A to place on record with Aeronautics	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Other objectives are not applicable	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: HSG
AIRPORT NAME: HOT SPRINGS COUNTY AIRPORT
'09 CLASSIFICATION: LOCAL (PAVED)
'16 CLASSIFICATION: INTERMEDIATE

THERMOPOLIS

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Acquire additional Snow Removal Equipment (blower)	$$
SERVICE OBJECTIVES	
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: TOR

AIRPORT NAME: TORRINGTON MUNICIPAL AIRPORT

'09 CLASSIFICATION: INTERMEDIATE

'16 CLASSIFICATION: BUSINESS

TORRINGTON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Construct full parallel taxiway	$$$$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL on Runway 10	$
LANDSIDE OBJECTIVES	
Acquire additional Snow Removal Equipment (broom and blower)	$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Provide aircraft deicing	$
Install Aircraft Deicing Containment System	$-$$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection	$
Provide Minimum Standards to be placed on record with Aeronautics	info not available
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
Implement one (1) additional sustainability measure	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.

Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: 83V
AIRPORT NAME: UPTON MUNICIPAL AIRPORT
'09 CLASSIFICATION: LOCAL (NON-PAVED)
'16 CLASSIFICATION: LOCAL (NON-PAVED)

UPTON

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
Construct full perimeter field fence	$$$
SERVICE OBJECTIVES	
Provide public restrooms	$
ADMINISTRATIVE OBJECTIVES	
Develop Master Plan to place on record with Aeronautics	$
Develop Airport Layout Plan (ALP) with Exhibit A to place on record with Aeronautics	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
OTHER OBJECTIVES	
Other objectives are not applicable	

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: EAN
AIRPORT NAME: PHIFER AIRFIELD
'09 CLASSIFICATION: INTERMEDIATE
'16 CLASSIFICATION: INTERMEDIATE

WHEATLAND

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Obtain non-precision instrument approach	$
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
Install REIL or ALS on both runway ends	$
Provide wind coverage of ≥ 95% at 13 knots	info not available
LANDSIDE OBJECTIVES	
Construct full perimeter wildlife fence	$$$
Install lights for apron area	$
Pave auto parking	$
Acquire Snow Removal Equipment (snow plow, broom and rotary plow (blower) and a carrier vehicle)	$$
SERVICE OBJECTIVES	
Acuire Fixed Base Operator (FBO)	$-$$
Provide 100 LL	$$
Provide courtesy car or rental	$
Provide vending machine	$
Provide minor Airframe & Powerplant (A&P) services	$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection + 1 additional Priority Rating Model land use protection element	$
Update Airport Layout Plan (ALP) with Exhibit A to place on record with Aeronautics	$
Implement Minimum Standards to place on record with Aeronautics	$
Establish airport manager	$
Acquire fee and title ownership of all existing RPZs	$-$$
Conduct Wildlife Hazard "1-day visit"	$
OTHER OBJECTIVES	
Increase PCI to acceptable rating (70+)	$$$$$
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

FAA ID: WRL
AIRPORT NAME: WORLAND MUNICIPAL AIRPORT
'09 CLASSIFICATION: COMMERCIAL
'16 CLASSIFICATION: BUSINESS

WORLAND

IMPLEMENTATION PLAN

AIRSIDE OBJECTIVES	
Install ODALS or appropriate Primary Approach Lighting System (ALS) for approach type	$$
LANDSIDE OBJECTIVES	
Construct additional hangars for based aircraft	$$
SERVICE OBJECTIVES	
Increase availability of 100 LL to 24-hours	$
Increase availability of public restrooms to 24-hours	$
Provide aircraft deicing	$
Provide Aircraft Deicing Containment System	$-$$
Provide flight training	$
Provide aircraft rental	$
Provide aircraft charter service	$
ADMINISTRATIVE OBJECTIVES	
Update Land Use Protection Plan to include airspace protection and at least one (1) additional Priority Rating Model land use protection element	$
Implement Minimum Standards to be placed on record with Aeronautics	info not available
Implement two (2) additional sustainability measures	$
OTHER OBJECTIVES	
Establish air show/fly-in/public event(s)	$

Notes: Projects listed in italics meet suggested objectives.
Not all projects shown in this table are eligible for state and/or federal funding.

Key:

$0 - < $250,000	$
$250,000 < $500,000	$$
$500,000 < $1,000,000	$$$
$1,000,000 < $5,000,000	$$$$
$5,000,000 < $10,000,000	$$$$$
> $10,000,000	$$$$$$

APPENDIX G – SYSTEM MAPS

List of Maps

Figure G-1: Wyoming Airport System (2009 Classifications)
Figure G-2: Wyoming Airport System (2016 Classifications)
Figure G-3: Wyoming Weather Reporting Stations (ASOS/AWOS)
Figure G-4: Runway Surfaces (Paved and Un-Paved)

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Figure F-1: Wyoming Airport System (2009 Classifications)

Commercial Service Airports

	Community	ID	Airport
1.	Casper	CPR	Natrona County International Airport
2.	Cheyenne	CYS	Cheyenne Regional Airport
3.	Cody	COD	Yellowstone Regional Airport
4.	Gillette	GCC	Gillette-Campbell County Airport
5.	Jackson	JAC	Jackson Hole Airport
6.	Laramie	LAR	Laramie Regional Airport
7.	Riverton	RIW	Riverton Regional Airport
8.	Rock Springs	RKS	Rock Springs-Sweetwater County Airport
9.	Sheridan	SHR	Sheridan County Airport

Business Airports

	Community	ID	Airport
1.	Afton	AFO	Afton-Lincoln County Municipal Airport
2.	Douglas	DGW	Converse County Airport
3.	Evanston	EVW	Evanston-Uinta County Burns Field
4.	Greybull	GEY	South Big Horn County Airport
5.	Pinedale	PNA	Ralph Wenz Field
6.	Saratoga	SAA	Shively Field
7.	Worland	WRL	Worland Municipal Airport

Intermediate Airports

	Community	ID	Airport
1.	Big Piney	BPI	Miley Memorial Field
2.	Buffalo	BYG	Johnson County Airport
3.	Guernsey	GUR	Camp Guernsey Army Airfield
4.	Kemmerer	EMM	Kemmerer Municipal Airport
5.	Lander	LND	Hunt Field
6.	Newcastle	ECS	Mondell Field
7.	Powell	POY	Powell Municipal Airport
8.	Rawlins	RWL	Rawlins Municipal/Harvey Field
9.	Torrington	TOR	Torrington Municipal Airport
10.	Wheatland	EAN	Phifer Airfield

Local Airports

Paved

	Community	ID	Airport
1.	Cokeville	U06	Cokeville Municipal Airport
2.	Cowley	U68	North Big Horn County Airport
3.	Dixon	DWX	Dixon Airport
4.	Dubois	DUB	Dubois Municipal Airport
5.	Fort Bridger	FBR	Fort Bridger Airport
6.	Hulett	W43	Hulett Municipal Airport
7.	Lusk	LSK	Lusk Municipal Airport
8.	Pine Bluffs	82V	Pine Bluffs Municipal Airport
9.	Thermopolis	HSG	Hot Springs County Airport

Non-Paved

	Community	ID	Airport
10.	Glendo	76V	Thomas Memorial Airport
11.	Green River	48U	Greater Green River Intergalactic Spaceport
12.	Medicine Bow	80V	Medicine Bow Airport
13.	Shoshoni	49U	Shoshoni Municipal Airport
14.	Upton	83V	Upton Municipal Airport

Source: GDA Engineers

Figure F-2: Wyoming Airport System (2016 Classifications)

Commercial Service Airports

	Community	ID	Airport
1.	Casper	CPR	Natrona County International Airport
2.	Cheyenne	CYS	Cheyenne Regional Airport
3.	Cody	COD	Yellowstone Regional Airport
4.	Gillette	GCC	Gillette-Campbell County Airport
5.	Jackson	JAC	Jackson Hole Airport
6.	Laramie	LAR	Laramie Regional Airport
7.	Riverton	RIW	Riverton Regional Airport
8.	Rock Springs	RKS	Rock Springs-Sweetwater County Airport
9.	Sheridan	SHR	Sheridan County Airport

Business Airports

	Community	ID	Airport
1.	Afton	AFO	Afton-Lincoln County Municipal Airport
2.	Buffalo	BYG	Johnson County Airport
3.	Douglas	DGW	Converse County Airport
4.	Evanston	EVW	Evanston-Uinta County Burns Field
5.	Greybull	GEY	South Big Horn County Airport
6.	Lander	LND	Hunt Field
7.	Pinedale	PNA	Ralph Wenz Field
8.	Rawlins	RWL	Rawlins Municipal/Harvey Field
9.	Saratoga	SAA	Shively Field
10.	Torrington	TOR	Torrington Municipal Airport
11.	Worland	WRL	Worland Municipal Airport

Intermediate Airports

	Community	ID	Airport
1.	Big Piney	BPI	Miley Memorial Field
2.	Dubois	DUB	Dubois Municipal Airport
3.	Fort Bridger	FBR	Fort Bridger Airport
4.	Guernsey	GUR	Camp Guernsey Army Airfield
5.	Kemmerer	EMM	Kemmerer Municipal Airport
6.	Newcastle	ECS	Mondell Field
7.	Pine Bluffs	82V	Pine Bluffs Municipal Airport
8.	Powell	POY	Powell Municipal Airport
9.	Thermopolis	HSG	Hot Springs County Airport
10.	Wheatland	EAN	Phifer Airfield

Local Airports

Paved

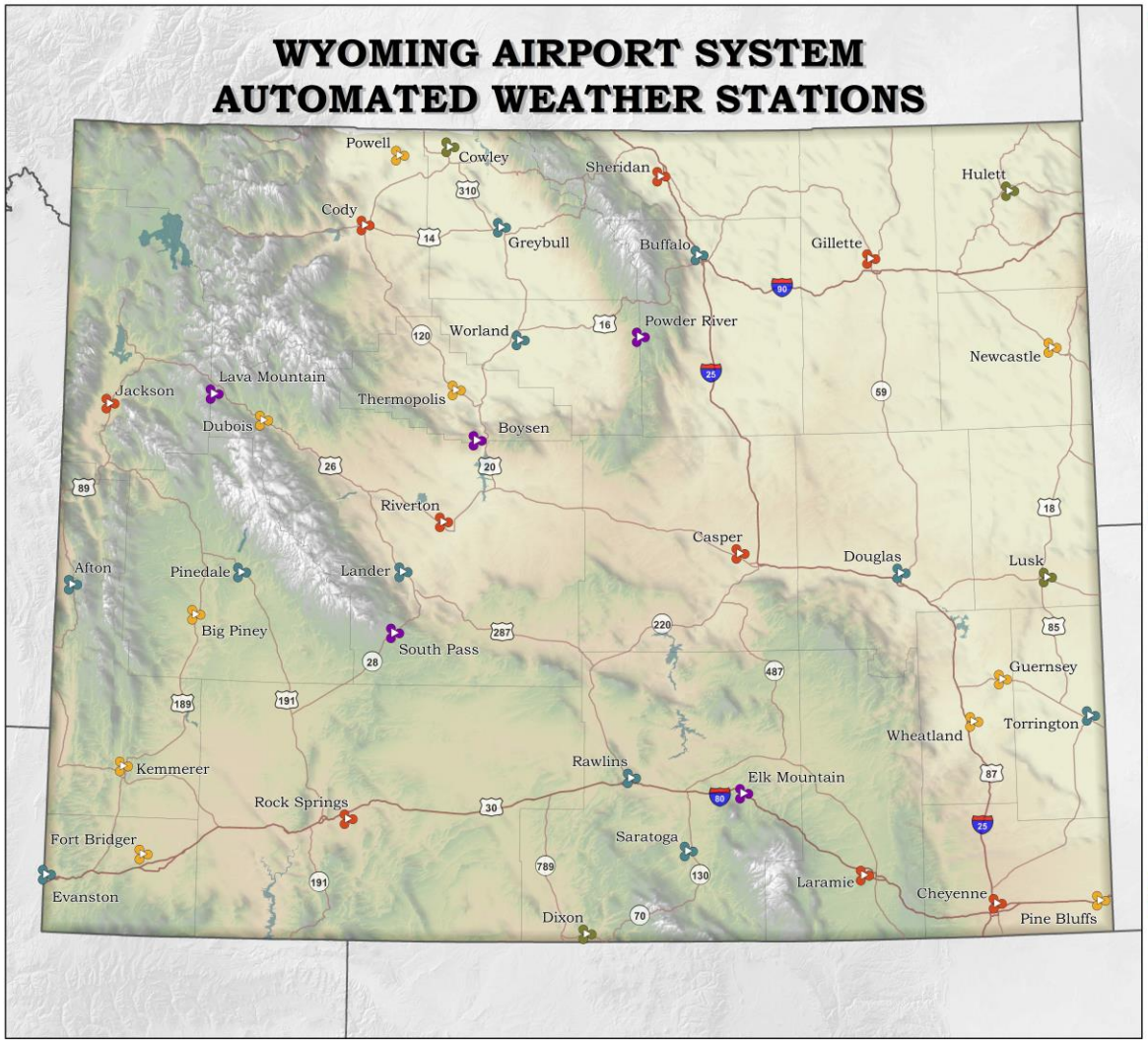
	Community	ID	Airport
1.	Cowley	U68	North Big Horn County Airport
2.	Dixon	DWX	Dixon Airport
3.	Hulett	W43	Hulett Municipal Airport
4.	Lusk	LSK	Lusk Municipal Airport

Non-Paved

	Community	ID	Airport
5.	Cokeville	U06	Cokeville Municipal Airport
6.	Glendo	76V	Thomas Memorial Airport
7.	Green River	48U	Greater Green River Intergalactic Spaceport
8.	Medicine Bow	80V	Medicine Bow Airport
9.	Shoshoni	49U	Shoshoni Municipal Airport
10.	Upton	83V	Upton Municipal Airport

Source: GDA Engineers

Figure F-3: Wyoming Weather Reporting Stations (ASOS/AWOS)



Commercial Service Airports

	Community	ID	Airport
1.	Casper	CPR	Natrona County International Airport
2.	Cheyenne	CYS	Cheyenne Regional Airport
3.	Cody	COD	Yellowstone Regional Airport
4.	Gillette	GCC	Gillette-Campbell County Airport
5.	Jackson	JAC	Jackson Hole Airport
6.	Laramie	LAR	Laramie Regional Airport
7.	Riverton	RIW	Riverton Regional Airport
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9.	Sheridan	SHR	Sheridan County Airport

Business Airports

	Community	ID	Airport
1.	Afton	AFO	Afton-Lincoln County Municipal Airport
2.	Buffalo	BYG	Johnson County Airport
3.	Douglas	DGW	Converse County Airport
4.	Evanston	EVW	Evanston-Uinta County Burns Field
5.	Greybull	GEY	South Big Horn County Airport
6.	Lander	LND	Hunt Field
7.	Pinedale	PNA	Ralph Wenz Field
8.	Rawlins	RWL	Rawlins Municipal/Harvey Field
9.	Saratoga	SAA	Shively Field
10.	Torrington	TOR	Torrington Municipal Airport
11.	Worland	WRL	Worland Municipal Airport

Intermediate Airports

	Community	ID	Airport
1.	Big Piney	BPI	Miley Memorial Field
2.	Dubois	DUB	Dubois Municipal Airport
3.	Fort Bridger	FBR	Fort Bridger Airport
4.	Guernsey	GUR	Camp Guernsey Army Airfield
5.	Kemmerer	EMM	Kemmerer Municipal Airport
6.	Newcastle	ECS	Mondell Field
7.	Pine Bluffs	82V	Pine Bluffs Municipal Airport
8.	Powell	POY	Powell Municipal Airport
9.	Thermopolis	HSG	Hot Springs County Airport
10.	Wheatland	EAN	Phifer Airfield

Local Airports - Paved

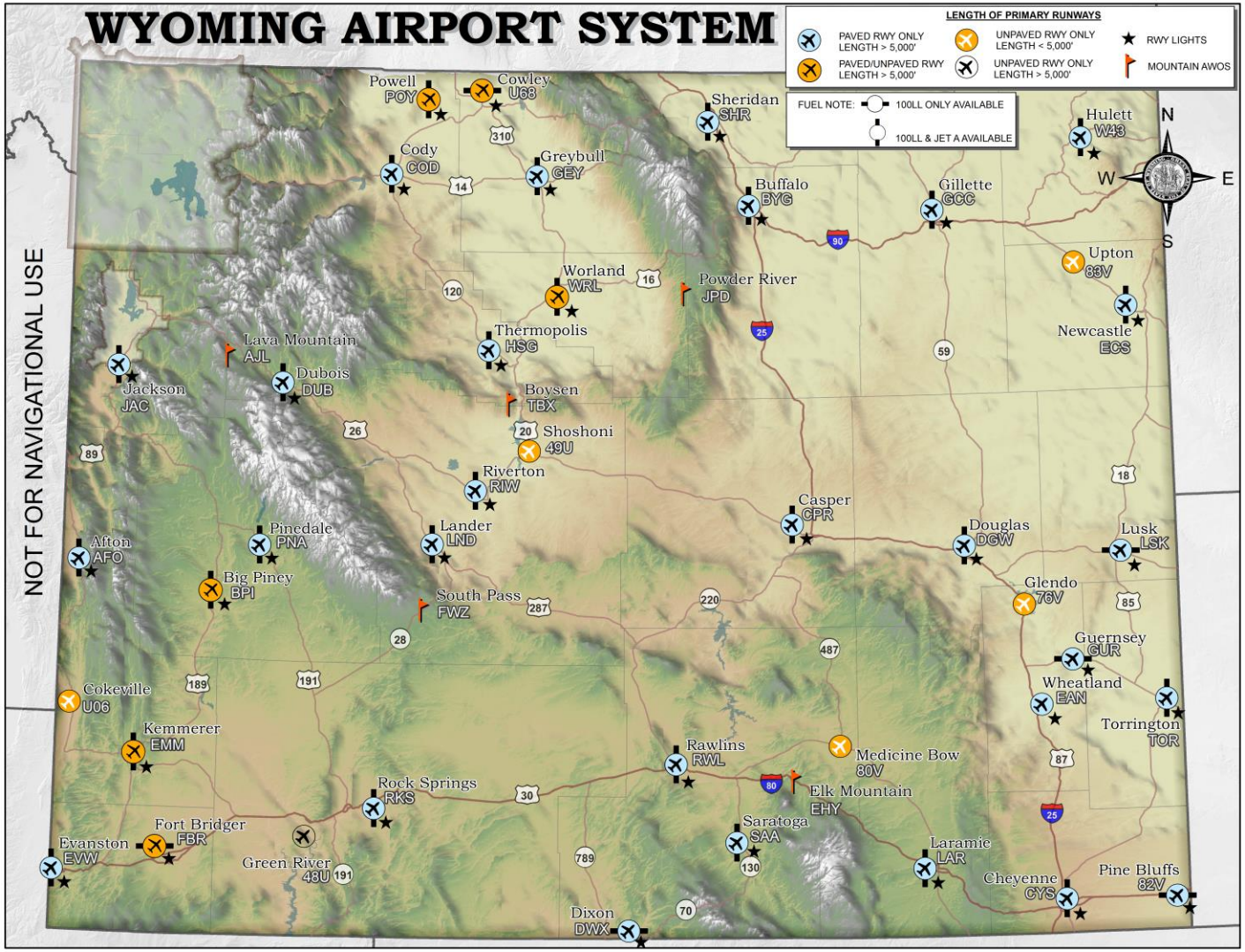
	Community	ID	Airport
1.	Cowley	U68	North Big Horn County Airport
2.	Dixon	DWX	Dixon Airport
3.	Hulett	W43	Hulett Municipal Airport
4.	Lusk	LSK	Lusk Municipal Airport

Weather Stations

	Community	ID	Airport
1.	Boysen	TBX	N/A
2.	Elk Mountain	EHY	N/A
3.	Lava Mountain	AJL	N/A
4.	South Pass	FWZ	N/A
5.	Powder River	JPD	N/A

Source: WYDOT, GDA Engineers

Figure F-4: Runway Surfaces (Paved and Un-Paved)



Source: WYDOT, GDA Engineers

APPENDIX H – STATEWIDE REPORT CARD

Statewide Report Card

Evaluation of system performance is a key element of the WYSASP. This analysis gives decision makers, the citizens of Wyoming, and WYDOT Aeronautics a holistic view of achievements and opportunities for improvement in the state's aviation system, and is the basis for the WYSASP recommendations. Looking at each goal as a whole, it becomes evident how the system is generally performing and areas for improvement may be identified.

The tables on the following pages present the status of each performance measure based on the system plan's six goals, thus creating a statewide report card. Each table contains an analysis based on the 2009 system plan, using first the 2009 data and then the 2016 data. Dashes indicate that the performance measure or objective did not exist in the 2009 study.

2009 / 2009	**Evaluation of the Wyoming aviation system using the data directly from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan*.**
2009 / 2016	**Evaluation of the airport system carried forward from the 2009 *Wyoming Statewide Airport Inventory and Implementation Plan* using the data collected in the 2016 WYSASP.**
2016 / 2016	**Evaluation of the current system in the 2016 classifications using the data collected in the 2016 WYSASP.**

Goal: Provide a safe and secure integrated aviation system for its users and the general public. Performance Measure: Percent of Airports Meeting the…	**2009 / 2009**	**2009 / 2016**	**2016 / 2016**	**Met?**	**Performance Target (2016/2016)**
Runway Safety Area (RSA) Objective	54%	97%	100%	✓	100%
Primary Runway Edge Lighting Objective	78%	90%	90%	✓	89%
Perimeter Fencing Objective	78%	78%	80%	X	81%
Weather Reporting Facilities Objective	81%	97%	100%	✓	100%
Runway Protection Zone (RPZ) Ownership Objective	27%	8%	17%	X	50%
Runway Visual Aids Objective	-	71%	71%	X	87%
Airport Visual Aids Objective	-	100%	100%	✓	81%
Apron Area Lighting Objective	-	75%	70%	X	85%
Apron Size Objective	-	97%	97%	X	100%
Snow Removal Equipment (SRE) Objective	-	23%	21%	X	100%

Source: Mead & Hunt

Goal: Maintain an aviation system to support current and future demand while optimizing public and private investment. Performance Measure: Percent of Airports Meeting the…	**2009 / 2009**	**2009 / 2016**	**2016 / 2016**	**Met?**	**Performance Target (2016/2016)**
Pavement Condition Index (PCI) Rating of Acceptable	86%	80%	82%	X	100%
Pavement Management Plan (PMP) Objective	89%	91%	94%	X	100%
Master Plan Objective	54%	91%	94%	✓	65%
Airport Layout Plan (ALP) with Exhibit "A" Objective	51%	76%	76%	X	100%

Source: Mead & Hunt

Goal: Provide accessible, cost-effective, and reliable transportation options. Performance Measure: Percent of …	**2009 / 2009**	**2009 / 2016**	**2016 / 2016**	**Met?**	**Performance Target (2016/2016)**
Wyoming Population within 90 Minute Drive Time of a Commercial Service Airport and 30 Minute Drive Time of All Other System Airports	98%	98.8%	98.8%	✓	95%
Wyoming Population within: 60 Minute Drive Time of Baseline Air Service Airports	-	78.7%	78.7%	✓	75%
90 Minute Drive Time of Baseline Air Service Airports	-	90.4%	90.4%	✓	90%
120 Minute Drive Time of Baseline Air Service Airports	-	98.8%	98.8%	✓	95%
Wyoming Population / Area within a 30 Minute Drive Time of All Airports Serving GA (all airports)	-	91.2%/ 21.3%	91.2%/ 21.3%	✓	80%
Wyoming Population within a 90 Minute Drive Time of an Airport Offering Air Charter Service	87%	85%	85%	✓	85%
Economic Centers Located within 60 Minute Drive Time of a Commercial or Business Airport	90%	100%	100%	✓	100%
Wyoming Population within 30 Minute Drive Time to an Airport that Supports Medical Operations (5,000+ feet of runway, non-precision [or better] approach, and 24 hour Jet A fuel availability)	-	78.5%	78.5%	X	80%
Airports with a Terminal Building	100%	97%	100%	✓	100%

Source: Mead & Hunt

Goal: Promote an aviation system that is environmentally responsible. Performance Measure: Percent of Airports Meeting the…	**2009 / 2009**	**2009 / 2016**	**2016 / 2016**	**Met?**	**Performance Target (2016/2016)**
Land Use Protection Plan Objective	40%	29%	29%	X	90%
Deicing Containment Objective	40%	56%	56%	X	100%
Wildlife Hazard Assessment Objective	-	100%	100%	✓	92%
Sustainability Objective	-	69%	68%	X	100%

Source: Mead & Hunt

Goal: Promote educational activities and raise public awareness of the aviation system and its value. Performance Measure: Percent of Airports with…	**2009 / 2009**	**2009 / 2016**	**2016 / 2016**	**Met?**	**Performance Target (2016/2016)**
Marketing Efforts	63%	81%	75%	✓	73%
Annual Air Show, Fly-in, or other Public Event	38%	40%	41%	X	46%

Source: Mead & Hunt

Goal: Sustain and provide a system of Commercial Service Airports that provides convenient and reliable access to the national transportation system at a competitive price. Performance Measure: Percent of Airports…	**2009 / 2009**	**2009 / 2016**	**2016 / 2016**	**Met?**	**Performance Target (2016/2016)**
Maintaining Critical Air Service (defined as daily scheduled service to one hub airport)	-	100%	100%	✓	100%
Increasing or Sustaining Economic Benefit, or Facilitating New or Existing Business Opportunities, by Providing Adequate Air Service to Wyoming Communities	-	100%	100%	✓	100%
Increasing or Maintaining Consistency of Service, On-Time Performance, and Reliability	-	56%	56%	X	100%
Increasing the Number of Wyoming Passengers Originating Flights in Wyoming Rather Than Other States	-	56%	56%	X	100%
Increasing or Sustaining the Frequency of Flight Operations from Commercial Wyoming Airports to Regional Airport Hubs	-	22%	22%	X	100%
Delivering Competitive Airfare for Wyoming Passengers	-	22%	22%	X	100%
Raising the Minimum Number of Enplanements at Airports Facing a Potential Loss of Federal Airport Improvement Program (AIP) Funding	-	0%	0%	X	100%

Source: Mead & Hunt

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