

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

Business Meeting Packet



Held Tuesday, June 18, 2024 at 1:30 P.M.



Mark Gordon
Governor

WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015



Darin J. Westby, P.E.
Director

BUSINESS MEETING AGENDA

Wednesday, June 18, 2024 at 1:30 P.M.

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE *(Index Tab 1)*

III. ROLL CALL

IV. ADJUSTMENTS TO AGENDA

V. MINUTES

A. Consideration of Draft Minutes dated May 22, 2024 *(Index Tab 2)* – Vote

VI. UPDATE/DISCUSSION

- A. Chairman's Update – Chairman McCormack
- B. Director's Update – Director Westby
- C. Administrator's Update – Administrator Olsen
- D. Air Service Development Program Update – Ms. Johnson
 - 1. General Matters
 - 2. Standard Reports
 - a) ASEP Budget Forecast Report *(Index Tab 3)*
 - b) CPA Budget Forecast Report *(Index Tab 4)*
 - c) Percent of Grant Projects by City Report *(Index Tab 5)*
 - d) Monthly Load Factors Report *(Index Tab 6)*
- E. Engineering & Construction Program Update – Mr. Hearn
 - 1. General Matters
 - 2. Standard Reports
 - a) Change Orders Report *(Index Tab 7)*
 - b) Statewide Line Items Report *(Index Tab 8)*
 - c) Bid Summary Report *(Index Tab 9)*

F. Planning & Programming Program Update – Mr. Schutzman

1. General Matters
2. Standard Monthly Reports
 - a) Administrative Approvals Report (*Index Tab 10*)
 - b) Recovered State Funds Report (*Index Tab 11*)

G. UAS Program Update – Ms. Taylor

1. General Matters

VII. REGULAR BUSINESS

- A. Consideration of the FY 2024 WACIP Budget Modifications (*Index Tab 12*) – Mr. Schutzman – Vote
- B. Consideration of the FY 2025 WACIP Budget Modifications (*Index Tab 13*) – Mr. Schutzman – Vote

VIII. NEW BUSINESS

- A. Consideration of Cheyenne Regional Air Focus Team ASEP Application (*Index Tab 14*) – Ms. Johnson – Vote
- B. Consideration of Jackson Hole Air Improvement Resources ASEP Application (*Index Tab 15*) – Ms. Johnson – Vote*
- C. Consideration of Jackson Hole Air Improvement Resources ASEP Application #2 (*Index Tab 16*) – Ms. Johnson – Vote*

**Supplemental information about the JH AIR applications can be found under Jackson Hole Air Improvement Resources Appendix (Index Tab 17)*
- D. Consideration of Fly Casper Alliance ASEP Application (*Index Tab 18*) – Ms. Johnson – Vote

IX. EXECUTIVE SESSION

X. ANNOUNCEMENTS

- A. Next business meeting will be held July 16, 2024, via videoconference.

XI. ADJOURNMENT

- A. Consideration of Adjournment – Vote





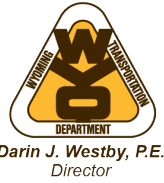
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DRAFT MEETING MINUTES

I. CALL TO ORDER

A meeting of the Wyoming Department of Transportation (WYDOT) Aeronautics Commission was held on Wednesday, May 22, 2024, in the boardroom of the Buffalo Bill Center of the West. Chairman Bruce McCormack presided, calling the meeting to order at 9:00 a.m.

II. PLEDGE OF ALLEGIANCE

Chairman McCormack led the attendees in the Pledge of Allegiance.

III. ROLL CALL

The following commission members were present, constituting a quorum.

Bruce McCormack, Chairman, District 4

Steve Maier, Commissioner, District 5

Jerry Blann, Vice Chairman, District 2

Randy Harrop, Commissioner, District At-large

Dean McClain, Commissioner, District 1

Darin Westby, WYDOT Director, Ex-Officio

Bill DeVore, Commissioner, District 3

Commissioner Sigsbee Duck was absent.

The following WYDOT staff and guests were present and participated in the business meeting.

Brian Olsen, Aeronautics Administrator

Sheri Taylor, Unmanned Aircraft Systems (UAS) Manager

Mariah Johnson, Air Service Development Manager

Mike Kahler, Senior Assistant Attorney General

Phillip Hearn, Engineering and Construction Program Manager

MacKenzie Sewell, Assistant Attorney General

A.J. Schutzman, Planning and Programming Manager

Kimberly Chapman, Commission Secretary

Susan Elliott assisted with virtual meeting management.

IV. AGENDA ADJUSTMENTS

There were no adjustments to the agenda.

V. APPROVAL OF MINUTES

It was moved by Commissioner Harrop, seconded by Vice Chairman Blann, and unanimously carried to approve minutes from the March 19, 2024, business meeting.

VI. UPDATES/DISCUSSIONS

A. CHAIRMAN'S UPDATE

Chairman McCormack provided the Chairman's Update.

Chairman McCormack thanked all of the airports that hosted the commission for tours. He gave special thanks to Paul Thur, manager for the Big Horn County airports, as he was in attendance at the business meeting.

The chairman reminded the commission of the Yellowstone Regional Airport's terminal dedication ceremony on Friday, June 7 at 10:00 a.m. The terminal will be named in honor of the late (state) Senator Hank Coe, who was instrumental in securing legislative funding for commercial airline service programs.

B. DIRECTOR'S UPDATE

Director Westby presented the Director's Update.

Strategic Plan

Director Westby reported that WYDOT is currently updating its strategic plan, as instructed by the governor and legislature. The executive team will create broadly applicable, strategic objectives and then invite divisions and programs to help develop the goals, actions, and metrics for implementation.

The executive team identified three areas of focus for the plan: people, funding, and brand management. Director Westby shared that he remains committed to lowering the vacancy rate. While the department currently has fewer vacancies than a year ago, he aims to decrease the vacancy rate to 10 percent. As part of the funding focus, he believes that legislators and other decision makers need more education on WYDOT's funding structure, historical funding levels, funding needs, economic impacts on budgets and project spending, how the funds are currently spent, and how additional funds could be used. The director is also committed to better brand management, as it will strengthen the first two focus areas— staffing levels and funding.

The executive team developed six strategic objectives for the three focus areas: serve our customers, ensure transparency and public engagement, value our team, develop and maintain strategic partnerships, appropriately manage resources, and continually improve and innovate. The focus areas and strategic objectives were shared with the divisions and programs to generate ideas for the implementation plan.

Following a question from Vice Chairman Blann, Director Westby shared that the final draft of the strategic plan will be submitted to Governor Gordon in August. The plan has a two-year timeframe to ensure it stays relevant to the agency.

Town Halls

Director Westby and members of the executive team recently traveled across the state for a series of town hall meetings with WYDOT employees. The town halls gave the director the opportunity to talk about the department's purpose, mission, vision, and values while also discussing employee impact.

Employees were given the chance to ask questions and hear updates from the executive team at the meetings. The director noted that a question at the first town hall on employee compensation allowed the director to discuss agency funding and the criticality of legislative support. The

director was also able to update attendees on the strategic planning process, intra-agency communication, the most recent legislative session, the employee assistance program, and the employee association.

Interim Legislative Committee Meetings

Director Westby reported that interim committee meetings have begun following the conclusion of the 2024 legislative session. The Joint Corporations, Elections, and Political Subdivisions Committee met on April 22 and 23 in Lander. Several topics pertinent to WYDOT were discussed including 9-1-1, housing, and minimum coverage requirements for auto insurance. The Joint Appropriations Committee met in Laramie on May 7-8 and WYDOT was requested to work with the committee on legislative topics later in the year. The Joint Minerals, Business, and Economic Development Committee also met in Laramie May 8-10, and the Aeronautics Division submitted a report.

The Joint Transportation, Highways, and Military Affairs Committee (JTC) will meet in Rock Springs on June 3-4. WYDOT will provide testimony on a variety of topics including WYDOT's impact and state funding; safety, education, and improvements; and statutory updates.

WYDOT leadership will attend the Joint Judiciary Committee meeting on June 17-18 in Casper. Executive staff will testify on peace officer training and gun free zones.

WY Lead

The director shared that 2024 cohort of the WYDOT Leadership Academy held their first meeting on May 20. Over the six-month course, the twenty employee participants will develop leadership skills and build networks within the agency.

Meeting with Teton County Board of County Commissioners

Director Westby is planning a trip to Jackson on June 4 to meet with the Teton County Commissioners to discuss the Wyoming Highway 22 traffic congestion issue, upcoming projects, and other coordinated efforts in the area. He will discuss what the department is doing to expedite the project and measures taken to alleviate some traffic congestion.

C. ADMINISTRATOR'S UPDATE

Administrator Olsen presented the Administrator's Update. He began his update by thanking all of the airports that hosted the commission for tours. He also thanked Chairman McCormack for his efforts to coordinate the trip and serving as a host and guide to commissioners and staff.

Federal Updates

Fiscal Year (FY) 2025 Appropriations

Administrator Olsen reported that with the passage of the Federal Aviation Administration (FAA) Reauthorization, Congress is now working on appropriations for FY 2025. The two houses must collaboratively set funding levels within the approved limits for each program in Reauthorization.

FAA Reauthorization

On May 16, 2024, President Biden signed the FAA Reauthorization Act into law. Administrator Olsen shared some highlights from the bill, which are very positive for Wyoming and other rural states. Overall funding for airport capital improvements and construction projects increased from \$3.5 billion to \$4 billion each year through FY 2028.

In FY 2025 and 2026, federal matches will increase to 95 percent—the match was previously 90 percent. This will help airports that have struggled to obtain a local match. The Aeronautics Division will move any state funds saved due to the change into the WACIP.

Administrator Olsen reported that the baseline of the annual formula funding for commercial service airports was increased from \$1 million to \$1.3 million. Reauthorization also repealed the rule that airports must have 10,000 yearly enplanements in order to receive entitlement funding for capital improvement projects. Entitlement funding is now on a sliding scale from \$150,000 to \$1.3 million.

General aviation (GA) airports also benefitted in reauthorization. The total amount of Airport Improvement Program (AIP) funding for GA airports increased from 20 to 25 percent. Administrator Olsen is unsure if it will be available through entitlements and state apportionment, but he will update the commission once the FAA determines how the funds will be allocated to the airports.

The Reauthorization bill does not include supplemental discretionary funding. Instead, it creates a \$200 million yearly grant program for airport resiliency and runway safety. Administrator Olsen stated that the division will encourage airports to apply with qualifying projects.

Administrator Olsen reported that the bill created a per- and polyfluorinated substances (PFAS) replacement resource program to assist airports in their efforts to replace PFAS-containing firefighting foams. The program will provide \$350 million annually to help airports transition to new foams and replace contaminated firefighting equipment.

The bill clarified AIP eligibility for certain capital improvement projects including crosswind runways and taxiways/taxilanes. A number of runways are currently ineligible because of wind coverage. The bill stipulates that crosswind runway rehabilitation or reconstruction projects are now eligible for AIP funding, regardless of the wind coverage, if it was on the most recently approved Airport Layout Plan (ALP). Administrator Olsen observed that this would probably impact Sheridan's runway reconstruction project.

Another rule on AIP eligibility—precluding taxiways and taxilanes leading to hangars only from AIP funding—was rescinded in the bill. Senator Lummis and Devon Brubaker, airport director at the Southwest Wyoming Regional Airport, were instrumental in bringing about this rule change. Administrator Olsen cautioned that some of these projects may not rate highly enough on the Priority Rating Model (PRM) to receive funding and the FAA may not choose to fund them, but it is now an option for airports.

Another change driven by Wyoming were the changes to categorical exclusions in the Airport Environmental Review Process (NEPA). Through the bill, Congress increased the number of projects that are covered by categorical exclusions and any project with a value less than \$6 million is now under a categorical exclusion. This will decrease the severity of environmental reviews required for project funding.

Administrator Olsen shared that the bill also addresses weather observation stations, which has been a huge issue for commercial service airports in Wyoming and nationwide. The bill directs the U.S. Government Accountability Office (GAO) to examine how to improve the procurement, functionality, and sustainability of weather reporting systems. Furthermore, it instructs the FAA to increase accessibility of weather observer training and to create a dashboard where the public can check on the status of automated weather observation systems nationwide. Finally, it directs the GAO to study the feasibility and potential benefits of the FAA weather camera system.

The bill did not make significant changes to the 1,500-hour pilot training rule. The FAA is required to establish requirements for an “enhanced qualification program,” which will certify carriers to provide enhanced training for pilots. It is unclear how the program will be designed and how many enhanced training hours will count towards the 1,500-hour training requirement.

Administrator Olsen reported that the bill also requires the GAO to study the impacts of the pilot shortage on regional and commuter carriers.

The bill included minor reforms to the Essential Air Service (EAS) and the Small Community Air Service Development programs and provided robust funding to each program. The bill directs the GAO to study the reasons behind the dramatically increased costs of the EAS program. It also requires the National Academies of Science, Engineering, and Medicine to examine the loss of commercial air service and proposes options to restore service. Administrator Olsen said that the division would stay engaged with both of these studies.

Administrator Olsen praised the Wyoming Airports Coalition (WAC) and Wyoming’s congressional delegation for representing Wyoming’s interests and ensuring that most of the state’s biggest issues were addressed in the bill. WAC is hosting a webinar on Reauthorization at 12:00 p.m. on May 28.

Community Project Funding Requests

Administrator Olsen reported that Representative Hageman has submitted several Community Project Funding Requests (earmarks) for FY 2025. Two are aviation related: one request is \$9.6 million for Phase II of the Jackson Hole Airport deicing pad project and the other is \$3.8 million for apron rehabilitation at Southwest Wyoming Regional Airport in Rock Springs. Administrator Olsen will update the commission as action is taken on the requests.

State Updates

Committee Service

FAA Reauthorization allocated \$10 million for research and development on different types of pavement. Administrator Olsen is a member of the steering committee that will help guide the Airport Concrete Pavement Technology Program as it uses a portion of the funds for different projects. The committee met in April to review the current projects and select more projects for funding.

Administrator Olsen recently participated in the Runway Safety Action Team meeting at the Jackson Hole Airport. There have been a few incursion incidents in previous years, but there were none in the past year.

Small Community Air Service Development Committee

At the request of the new FAA Administrator, Michael Whitaker, the National Association of State Aviation Officials (NASAO) has created a working group to investigate and address small community air service issues. Administrator Olsen is chairing the working group and Ms. Johnson serves on the committee. The group has met twice, to date, to gather the challenges and issues, and will eventually focus on creating solutions.

National Championship Air Races

Administrator Olsen reported that no decision has been announced on the new host city for the air races. The selection committee's decision is expected to be announced soon.

D. AIR SERVICE DEVELOPMENT PROGRAM UPDATE

Ms. Johnson presented the Air Service Development Program Update.

General Matters

April Traffic

Ms. Johnson reported that April load factors were consistent with March totals at most airports, however Cheyenne and Gillette continue to record monthly increases. Cheyenne finished April with an 80 percent load factor, which is four percent higher than March. Gillette's April load factor was nearly 84 percent, which was a two percent increase from March.

Future Bookings

Ms. Johnson reported that May bookings are strong and should finish the month with a performance equal to or exceeding April load factors. June and July bookings are strong, which is on par with what industry experts are predicting will be a record setting summer travel season.

Industry Updates

Ms. Johnson reported that the major airlines recently released their first quarter earnings statements and overall results were disappointing. Delta, Allegiant, and Sun County were the

only U.S. airlines to report a profit. United Airlines would have been profitable in not for the Boeing 737 MAX aircraft grounding.

Boeing aircraft delivery delays and Pratt and Whitney engine issues continue to negatively impact most of the major airlines. Both Alaska and United Airlines' first quarter performance were affected by 737 MAX 9 issues after a door plug failed on an Alaska aircraft in-flight in January.

JetBlue and Spirit Airlines reported the poorest performance, which was largely due to the unraveling of the planned Spirit acquisition. Alaska Airlines still plans to acquire Hawaiian Airlines, subject to the approval from the U.S. Department of Transportation this summer.

Airfare momentum slowed during the first quarter, but most airlines reported robust demand moving into the summer travel season.

In response to a question from Commissioner DeVore, Ms. Johnson is aware that the major airlines have halted pilot recruitment efforts. Furthermore, Ms. Johnson has heard from SkyWest Airlines that pilot attrition rates have improved dramatically since the major airlines slowed pilot hiring. This could positively impact service to Wyoming markets.

Standard Reports

Air Service Enhancement Program (ASEP) Budget Forecast Report

Ms. Johnson reported no changes to the ASEP Budget Forecast Report.

Capacity Purchase Agreement (CPA) Budget Forecast Report

Ms. Johnson reported that the CPA Budget Forecast Report was updated to include March and April amounts for each airport.

Percent of Grant Projects by City Report

Ms. Johnson reported no changes to the Percent of Grant Projects by City Report.

Monthly Load Factors Report

Ms. Johnson reported that the Monthly Load Factors Report was updated to include the most recent load factor data available for each airport.

Following a question from Vice Chairman Blann, Ms. Johnson reported that the current funding commitment to Casper ends on June 30. From July 2023 to March 2024, the state spent a total of \$530,341.20 to support air service in Casper. As the commission considers future support, Ms. Johnson has analyzed past performance of the Casper-Salt Lake City route, including average load factors. She is developing projections using historical average load factors and adjusted rate factors. Ms. Johnson shared that Glenn Januska, director of the Natrona County International Airport, has included a comprehensive summarization of the airport's current and future marketing efforts. The division's focus has been on weighing past performance against efforts to improve future performance and balancing that against the remaining ASEP budget to ensure that staff provides the commission with a solid recommendation in June.

In response to a question from Commissioner Maier, Ms. Johnson reported that SkyWest has shared their 2024-25 projection for Casper, which included the block hour rate. While SkyWest could change the block hour rate before the contract is finalized, she anticipates that the airline will use the rate from the projections.

Administrator Olsen added that Casper's past requests for additional funding for different reasons, but Casper has worked diligently with SkyWest to put together as accurate a request as possible for the next year. He estimated that the total minimum revenue guarantee (MRG) will be roughly \$2 million and that the total is derived from conservative estimates. Ms. Johnson confirmed that the commission will consider all ASEP applications at the June meetings.

Commissioner DeVore shared that through limited conversations with Casper locals, he has found that the service is cost-prohibitive for most people. Airfare for the Delta service to Salt Lake City is usually 60 to 70 percent above ticket prices on United's service to Denver. He thinks that Delta Airlines is not truly committed to the Casper market and suggested that it might be time to explore partnerships with other airlines. He felt that a MRG with another carrier, such as American Airlines, might be in the future for Casper. Commissioner DeVore further suggested that the commission could fund a short-term Delta MRG while another carrier is introduced into the Casper market. Chairman McCormack offered the commission's support to Casper as the airport explores future directions.

Ms. Johnson offered to supply any necessary information that the commission may need ahead of the June meeting. Administrator Olsen also reminded the commission that staff will use the PRM to analyze ASEP applications and the PRM totals will indicate the value of the service to the state and the local stakeholders.

Commissioner DeVore observed that with the increasing costs of air service, the state might need to reconsider funding formulas for the state portion of MRGs. Chairman McCormack acknowledged that the department will eventually need to seek additional legislative appropriations for the ASEP, but the general consensus is to wait another year or two before making that request.

CPA Quarterly Cost Per Passenger Report

Ms. Johnson reported that the CPA Quarterly Cost per Passenger Report was updated to include the state cost per passenger for the third quarter of FY 2024.

E. ENGINEERING AND CONSTRUCTION PROGRAM UPDATE

Mr. Hearn presented the Engineering and Construction Program Update.

General Matters

Construction Season Kick-off

Mr. Hearn reported that bids opened this month for the upcoming construction season. The current Bid Summary Report will contain information from the seal coat and mark project, which was bid last month. Mr. Hearn shared that the bids for general projects have not been as friendly as

the bids for the seal coat and mark project. He reported that airports will have to make some tough decisions on rebidding or moving projects to next year to accommodate the high bids. The commission will see some of these higher bids in next month's reports.

Mr. Hearn reported that the crack seal project is concluding and the seal coat and mark project has just commenced.

Following a question from Commissioner DeVore, Mr. Hearn shared that the Southwest Wyoming Regional Airport terminal project continues to face challenges. He reported that Devon Brubaker remains in regular contact with the division on the status of the project and is currently in the midst of litigation over the project. The airport selected a new construction manager at risk (CMAR) but now faces the hurdle of securing additional funding to move the project forward until the lawsuit is settled.

Mr. Brubaker shared that the new CMAR has been onsite since April 1 working on Phase I: Early Work, which includes the construction of a temporary terminal and enabling infrastructure for the temporary and permanent structures. He announced that the city of Rock Springs and Sweetwater County governments unanimously agreed—through multiple resolutions—to provide backstop funding to complete the project.

Mr. Brubaker will continue to seek additional project funding from the FAA, the Wyoming Business Council, the Wyoming Aeronautics Commission, and ongoing litigation with the original CMAR. The trial is scheduled for March 17, 2025, and Mr. Brubaker and the airport board are working through motions for partial summary judgement, depositions, and the discovery phase. Pending the issuance of a Notice to Proceed by June 4, substantial completion is estimated for July 2025 and final completion in October 2025.

Standard Reports

Change Orders Report

Mr. Hearn reported four new change orders.

Statewide Line Items Report

Mr. Hearn reported eight new line items.

Bid Summary Report

Mr. Hearn reported eight new bid results, most for the seal coat and mark project.

In response to a question from Chairman McCormack, Mr. Hearn reminded the commission that the seal coat and mark project allows the division to combine airport's individual plans and bid them as one project to maximize economies of scale and minimize mobilization. Airports are listed individually on the bid summary report to show the exact project costs for each airport.

F. PLANNING AND PROGRAMMING PROGRAM REPORT

Mr. Schutzman presented the Planning and Programming Program Update.

General Matters

Staffing Update

Mr. Schutzman reported that Eric Wyatt, senior planner, began long-term military leave at the end of April. He is attending the Air Force's Officer Candidate School and training to fly A-10 Thunderbolt aircraft for the Missouri Air National Guard.

Mr. Schutzman reported that he and Administrator Olsen are working with the Human Resources Division to fill the position during Mr. Wyatt's absence. He hopes to publish the position announcement by July 1, 2024.

PRM Update

Mr. Schutzman reported that the taskforce for the AIP PRM update met in Casper on May 9 and 10. Commissioners Harrop and McClain represent the commission on the taskforce. The group reviewed the PRM document line-by-line, but suggested no major changes to the model. Staff will update some language and definitions to better clarify concepts.

A draft document incorporating the suggested changes should be available before the taskforce's meeting at the end May. Mr. Schutzman is anticipating that the draft document will be presented to the commission at the July business meeting. The taskforce might also suggest a change to Commission Policy regarding the AIP.

Mr. Schutzman reported—after checking in the BlackCat Aviation Data Management System—that there are currently no projects in the WACIP that have been awarded the commission priority point. He stated that the point is intended for critical projects and the program managers would need to seek concurrence from the division administrator and the commission before awarding the point. Administrator Olsen reminded the commission that the point is weighted—meaning a project would receive four points in the PRM—so it could potentially impact project funding.

Standard Reports

Administrative Approvals Report

Mr. Schutzman reported there were no administrative approvals this period.

Mr. Schutzman informed the commission that an emergency lighting project at Dubois Municipal Airport will appear in next month's report. The pilot-controlled lighting module in the electrical vault failed. Pilots are no longer able to control the lights and landings are limited to daylight hours. The project scores 74 in the PRM and the total project cost is \$11,604, with a state share of \$10,444 because it is a safety project providing lighting on a primary runway.

Following a question from Chairman McCormack, Mr. Schutzman estimated that the project should only take a day or two to complete and the biggest delay might be the part shipping and handling. In response to a question from Commissioner Harrop, Mr. Schutzman shared that he is awaiting response from the airport about the manual, ground operation of the lights.

Recovered State Funds Report

Mr. Schutzman reported nine recoveries this period for a total of \$557,079.35. The total recovered for FY 2024 is now \$636,718.48.

G. UNMANNED AIRCRAFT SYSTEMS PROGRAM UPDATE

Ms. Taylor presented the Unmanned Aircraft Systems (UAS) Program Update.

General Matters

Transportation Research Board (TRB) UAS Training Skills for State DOTs – Panel Kick-off

Ms. Taylor previously reported on her participation in the TRB panel on UAS flight proficiency certification pilot program for state DOTs. The group had selected a consultant early last year, but funding and internal FAA issues prevented the project from moving forward. The contract with the consultant was finally signed last month and panel will hold a virtual kick-off meeting next week. Through a combination of in-person and virtual meetings, as well as training sessions with different state DOTs, the committee will create a pilot training template for states drone programs. The is additional training beyond the Part 107 training required to become an FAA certified commercial drone pilot.

Airspace Authorizations Approved by the FAA

Ms. Taylor reported that the FAA has approved airspace authorizations for four different areas: three in Cheyenne and one in Rawlins. These authorizations provide a one-year blanket authorization for flights that occur in a specific area. Pilots in these areas will need to contact air traffic control at the local airport to receive flight clearance.

Following a question from Commissioner Harrop, Ms. Taylor shared that Powell does not currently have an airspace authorization, but is among the areas she will be submitting requests for in the next couple of months.

VII. REGULAR BUSINESS

A. FY 2024 WACIP BUDGET MODIFICATIONS

Mr. Schutzman reported 17 modifications this period for an increase of \$617,919 in state funds and a reduction of \$1,346,600 in federal funds allocated towards projects. The remaining state reserve is currently \$1,792,661. The target reserve is currently around \$840,000 and will be used on projects utilizing the remaining Infrastructure Investment and Jobs Act (IIJA) funds. The division will reorganize some projects within fiscal years in the WACIP to ensure adequate reserves remain through the 2027 biennium.

In response to a question from Commissioner McClain, Mr. Schutzman reported that the Cheyenne Regional Airport was awarded \$850,000 through a competitive grant from the FAA to rehabilitate their air traffic control tower. The grant—which is 100 percent federal funds—will allow Cheyenne to make cosmetic improvements to the tower—replace windows and some siding, some interior work, et cetera.

Mr. Schutzman then reviewed each project in the report starting with the hangar land acquisition at Phifer Field in Wheatland. The airport is using available entitlements, increasing federal money to \$365,261 and \$24,351 of state money.

The amounts were reduced for the Douglas-Converse County Airport seal coat and mark pavements. State funds were reduced by \$138,600 to match lower bids.

State funds were programmed for the Rock Springs terminal project. One million dollars of state funds were allocated to the project at the request of the airport sponsor.

Funds were reduced for several airports' seal coat and mark pavements to match actual bids. Federal funds at the Buffalo-Johnson County Airport were decreased by \$70,300 and state funds by \$7,811. Newcastle-Mondell Field's state funds were reduced by \$54,900. Lusk Municipal Airport's state funds were reduced by \$51,300. Hulett Municipal Airport's state funds were reduced by \$86,040.

State funds were increased slightly—\$623—to match high bids on Cheyenne's acquisition of snow removal equipment (SRE), a blower.

State funds were reduced on Gillette's mark pavements by \$133,200 to match lower bids.

The GA apron expansion project in Sheridan was moved from FY 2024 to FY 2025 and represents a reduction of \$1.4 million in federal funds and \$56,000 in state funds. Additional federal and state funds for the same project were also reallocated to FY 2025.

Funds for the Jackson Hole Airport stormwater detention and filtration system expansion project were reduced to match the actual issuance of the grant. Federal funds were reduced by \$166,069 and state funds by \$6,643.

Funds were misallocated on the Casper SRE building expansion project, so match percentages were corrected according to commission policy. State funds were reduced by \$35,617.

State funds were increased by \$16,000 on the apron reconstruction and rehabilitation project at Miley Memorial Field in Big Piney to accommodate high bids.

Funds were adjusted on the Cody t-hangar project to match the actual issuance of the FAA grant. Federal funds were reduced by \$4,274 and state funds by \$171.

The division is requesting \$250,000 of state funds for the Economic Impact Study move the project forward.

Action: It was recommended by Mr. Schutzman, moved by Vice Chairman Blann, seconded by Commissioner Maier, and unanimously carried to approve the FY 2024 WACIP budget modifications as presented.

B. FY 2025 WACIP BUDGET MODIFICATIONS

Mr. Schutzman reported four modifications this period for a reduction of \$179,333 in state funds and \$3,592,905 in federal funds allocated towards projects. The remaining state reserve is currently \$1,186,367. The current target reserve is \$1,160,698—the standard \$500,000 reserve for emergency projects and high bids, plus \$600,000 to provide matches for IJA project awards.

Mr. Schutzman then reviewed each project in the report beginning with Gillette’s runway rehabilitation project. Federal funds were reduced by \$6 million and state funds by \$240,000 due to the decrease availability of discretionary funding for the project.

The taxiway relocation and GA apron expansion project in Sheridan was moved from FY 2024 to FY 2025, so federal funds were increased by \$1.4 million and state funds by \$56,000. Funds for an additional phase of the project—\$1,007,095 of federal funds and \$40,284 of state funds—were also moved to FY 2025.

Match percentages in FY 2025 were also corrected for the Casper SRE building expansion project. State funds were reduced by \$35,617.

Action: It was recommended by Mr. Schutzman, moved by Commissioner Harrop, seconded by Vice Chairman Blann, and unanimously carried to approve the final FY 2025 WACIP budget as presented.

VIII. NEW BUSINESS

A. CONCURRENCE OF THE WYOMING AVIATION HALL OF FAME BOARD’S 2024 PROPOSED INDUCTEE

Commissioner McClain reported that the Wyoming Aviation Hall of Fame (WAHF) Board has selected Rich Bastian as its recommended 2024 inductee to the WAHF. Mr. Bastian is a pilot and mechanic from Burns who is recognized worldwide for his work on aerobatic airplanes. He has represented the U.S. as a member of the aerobatic team. Mr. Bastian continues to operate a shop in Burns where he specializes in aircraft modification and restoration.

The other two nominees are Dwight France and Howard Shrum. Commissioner McClain shared that both men are worthy nominees who will be considered for future WAHF inductions.

Action: It was recommended by Commissioner McClain on behalf of the WAHF Board, moved by Vice Chairman Blann, seconded by Commissioner Maier, and unanimously carried to approve Richard (Rich) Bastian as the 2024 inductee to the Wyoming Aviation Hall of Fame.

Commissioner McClain recused himself from the vote due to his service on the WAHF Board.

B. CONSIDERATION OF THE CPA CONTRACT AMENDMENTS

Ms. Johnson reported that the amendment adjusts the block hour rates for each CPA community beginning July 1, 2024 through June 30, 2025. When the CPA contract was renegotiated for the

second term of the 10-year contract, the amendment included a provision that allows SkyWest Airlines to renegotiate block hour rates each year and SkyWest has elected to adjust rates for the upcoming year.

In response to a question from Vice Chairman Blann, Ms. Johnson stated that the increase for each CPA community was a little different but on average the block hour rates increased by 21 percent. Ms. Johnson clarified that the upcoming year is the final year of the second term of the contract, so negotiations will start soon for the third term of the 10-year contract.

Following an additional question from Vice Chairman Blann, Ms. Johnson confirmed that the block hour rate adjustments were primarily due to the pilot wage increases but also to increased maintenance, operating, and labor costs. SkyWest followed the lead of the major U.S. carriers and provided significant pay increases to pilots.

Commissioner DeVore recommended that that commission and division begin to think about requests for further legislative allocations to the CPA. Vice Chairman Blann suggested that the timing of any legislative funding request should be aligned to the CPA term negotiations. The original allocation was \$15 million for 10 years and Administrator Olsen said that the division is doing its best to stretch the budget to cover the full length of the contract.

Action: It was recommended by Ms. Johnson, moved by Commissioner Maier, seconded by Commissioner McClain, and unanimously carried to approve Amendment Number 2 to the Capacity Purchase Agreement contract with SkyWest Airlines adjusting the block hour rates for service to Gillette/Northeast Wyoming Regional Airport (GCC), Central Wyoming Regional Airport (RIW), Rock Springs/Southwest Wyoming Regional Airport (RKS), and Sheridan County Airport (SHR) from July 1, 2024 through June 30, 2025..

IX. EXECUTIVE SESSION

There was no need for an executive session.

X. ANNOUNCEMENTS/REMINDERS

Commission Activities

Ms. Chapman announced that the commission's next business meeting will be held at 1:30 p.m. on June 18, 2024, via videoconference.

Jackson Hole Air Improvement Resources' Airline Rendezvous will be held in Jackson from September 3-5, 2024. Commissioners should confirm their attendance with Ms. Chapman as soon as possible.

XI. ADJOURNMENT

It was moved by Vice Chairman Blann to adjourn and passed unanimously. Chairman McCormack adjourned the meeting at 11:29 a.m. on May 22, 2024.

ASEP Budget Forecast Report
June 2024

Carryover Balance from FY2021					\$2,169,839.25
FY2022					
Standard Budget Appropriations to ASEP					\$1,312,450.00
				Beginning Balance	\$3,482,289.25
Grant Support:	Forecast	Actual			
Casper	\$ 302,012.80	\$ 25,109.46			
Cheyenne	\$ 840,000.00	\$ 716,612.66			
Jackson (Delta)	\$ 80,000.00	\$ 80,000.00			
Jackson (American)	\$ 140,000.00	\$ 60,000.00			
				\$ 881,722.12	\$ 881,722.12
Administrative Expenses					\$150,000
				Carryover Balance	\$2,450,567.13
Carryover Balance from FY2022					\$2,450,567.13
FY2023					
Standard Budget Appropriations to ASEP					\$1,312,450.00
				Beginning Balance	\$3,763,017.13
Grant Support:	Forecast	Actual			
Casper	\$ 592,233.00	\$ 416,904.69			
Cheyenne	\$ 1,350,000.00	\$ 1,105,509.31			
Jackson (Delta)	\$ 60,000.00	\$ 2,128.00			
Jackson (American)	\$ 140,000.00	\$ 80,000.00			
				\$ 1,604,542.00	\$ 1,604,542.00
Administrative Expenses					\$150,000
				Carryover Balance	\$2,008,475.13
Carryover Balance from FY2023					\$2,008,475.13
FY2024					
Standard Budget Appropriations to ASEP					\$1,312,450.00
				Beginning Balance	\$3,320,925.13
Grant Support:	Forecast	Actual			
Casper	\$ 719,268.00	\$ -			
Cheyenne	\$ 1,350,000.00	\$ -			
Jackson (Delta)	\$ 60,000.00	\$ -			
Jackson (American)	\$ 140,000.00	\$ -			
	\$ 2,269,268.00	\$ -			\$ 2,269,268.00
Administrative Expenses					\$150,000
				Carryover Balance	\$901,657.13
Carryover Balance from FY2024					\$901,657.13
FY2025					
Standard Budget Appropriations to ASEP					\$1,312,450.00
				Beginning Balance	\$2,214,107.13
Grant Support:	Forecast	Actual			
Casper	\$ 793,893.00	\$ -			
Cheyenne	\$ 1,200,000.00	\$ -			
Jackson (Delta)	\$ 72,000.00	\$ -			
Jackson (American)	\$ 80,000.00	\$ -			
	\$ 2,145,893.00	\$ -			\$ 2,145,893.00
Administrative Expenses					\$150,000
				Carryover Balance	(\$81,785.87)

ASEP Budget Forecast Report
June 2024

Carryover Balance from FY2025 (\$81,785.87)

FY2026

Standard Budget Appropriations to ASEP				\$1,312,450.00
				<u>\$1,230,664.13</u>
		Beginning Balance		
Grant Support:	Forecast	Actual		
Casper	\$ -	\$ -		
Cheyenne	\$ 1,000,000.00	\$ -		
Jackson (Delta)	\$ 80,000.00	\$ -		
Jackson (American)	\$ 140,000.00	\$ -		
	<u>\$ 1,220,000.00</u>	<u>\$ -</u>		
Administrative Expenses				\$ 1,220,000.00
				<u>\$150,000</u>
		Carryover Balance		(\$139,335.87)

Carryover Balance from FY2026 (\$139,335.87)

FY2027

Standard Budget Appropriations to ASEP				\$1,312,450.00
				<u>\$1,173,114.13</u>
		Beginning Balance		
Grant Support:	Forecast	Actual		
Casper	\$ -	\$ -		
Cheyenne	\$ 1,000,000.00	\$ -		
Jackson (Delta)	\$ 80,000.00	\$ -		
Jackson (American)	\$ 140,000.00	\$ -		
	<u>\$ 1,220,000.00</u>	<u>\$ -</u>		
Administrative Expenses				\$ 1,220,000.00
				<u>\$150,000</u>
		Carryover Balance		(\$196,885.87)

Wyoming Department of Transportation - Division of Aeronautics
Capacity Purchase Agreement (CPA) Budget Forecast
State Only 60% Match
6/10/2024

FY 2023	FY2022 Ending Balance		\$ 17,069,267.18
		Forecast	Invoiced
	Gillette	\$ (1,596,000.00)	\$ (464,432.34)
	Riverton	\$ (2,202,000.00)	\$ (527,387.59)
	Rock Springs	\$ (2,300,400.00)	\$ (431,794.55)
	Sheridan	\$ (1,643,400.00)	\$ (644,822.30)
	Total State Share	\$ (7,741,800.00)	\$ (2,068,436.78)
	New Ending Balance	\$ 9,327,467.18	\$ 15,000,830.40

FY 2024	Beginning Balance		\$9,327,467.18	\$ 15,000,830.40
		Forecast	Invoiced	
	Gillette	\$ (1,656,000.00)	\$ (228,052.96)	
	Riverton	\$ (2,292,000.00)	\$ (818,871.25)	
	Rock Springs	\$ (2,383,800.00)	\$ (793,000.56)	
	Sheridan	\$ (1,710,000.00)	\$ (699,041.74)	
	Total State Share	\$ (8,041,800.00)	\$ (2,538,966.50)	
	New Ending Balance	\$1,285,667.18	\$12,461,863.90	

FY 2025	Beginning Balance		\$1,285,667.18	\$12,461,863.90
		Forecast	Invoiced	
	Gillette	\$ (1,728,000.00)	\$ -	
	Riverton	\$ (2,395,200.00)	\$ -	
	Rock Springs	\$ (2,480,400.00)	\$ -	
	Sheridan	\$ (1,789,800.00)	\$ -	
	State Share (Forecast)	\$ (8,393,400.00)	\$ -	
	New Ending Balance	\$ (7,107,732.82)		

*FY from July 1 through June 30

STATE OF WYOMING

Wyoming Air Service Enhancement Program

Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Casper						
Finaled	ASE01	2005	2004	Northwest Airlines	1,633,520	0
Finaled	ASE16	2007	2007		6,300	0
Finaled	ASE17	2008	2008	United Airlines	27,000	0
Finaled	ASE24	2008	2008	Allegiant Air	26,099	0
Finaled	ASE22	2008	2008	United Airlines	320,000	0
Finaled	ASCPR01	2022	2021	SkyWest - SLC	25,109	0
Finaled	ASCPR02	2023	2022	SkyWest - SLC	178,170	61,830
Finaled	ASCPR03	2023	2023	SkyWest - SLC	238,741	113,492
Approved	ASCPR04	2024	2023		719,268	719,268
Sub-total:					\$3,174,208	7.68% \$894,591
Community: Cheyenne						
Finaled	AMERAIR	2011	2010	American Eagle	1,400,000	0
Finaled	ARASE42	2012	2011	American Eagle	850,000	0
Finaled	ASCYS01	2019	2018	American Airlines	580,000	0
Finaled	ASCYS02	2020	2019	American Airlines	239,702	0
Finaled	ASCYS03	2021	2020	SkyWest - DEN	313,345	0
Finaled	ASCYS04	2022	2021	SkyWest - DEN	716,613	0
Finaled	ASCYS05	2023	2022	SkyWest - DEN	1,105,509	0
Approved	ASCYS06	2024	2023	SkyWest - DEN	1,350,000	1,350,000
Sub-total:					\$6,555,169	15.86% \$1,350,000

STATE OF WYOMING

Wyoming Air Service Enhancement Program

Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Cody						
Finaled	WBC01	2004	2004	SkyWest - DEN	117,600	0
Finaled	ASE06	2004	2004	SkyWest - DEN	190,400	0
Finaled	ASE07	2005	2005	SkyWest - DEN	114,400	0
Finaled	AERE807	2006	2005	SkyWest - DEN	165,600	0
Finaled	ASE09	2006	2006	SkyWest - DEN	0	0
Finaled	ASE11	2007	2006	SkyWest - DEN	49,796	0
Finaled	ASE12	2007	2007		31,500	0
Finaled	ASE14	2008	2007	SkyWest - DEN	208,551	0
Finaled	ASE13	2007	2007	SkyWest - SLC	97,907	0
Finaled	ASE26	2009	2008	SkyWest - SLC	240,000	0
Finaled	ASE25	2009	2008	SkyWest - DEN	320,000	0
Finaled	ARASE33	2010	2009	SkyWest - DEN	382,500	0
Finaled	ARASE36	2010	2010		19,599	0
Finaled	ARASE37	2011	2010	SkyWest - DEN	233,978	0
Finaled	ARASE46	2012	2011	SkyWest - DEN	28,764	0
Finaled	ASCOD01	2013	2012	SkyWest - DEN	140,044	0
Finaled	ASCOD02	2014	2014	United Airlines	8,384	0
Finaled	ASCOD03	2015	2015	United Airlines	0	0
Finaled	ASCOD04	2016	2016	United Airlines	53,749	0
Finaled	ASCOD05	2017	2017	United Airlines	33,864	0
Finaled	ASCOD07	2019	2019	United Airlines	41,250	0
Approved	ASCOD08	2021	2021	United Airlines	63,106	63,106
Sub-total:					\$2,540,993	6.15%
						\$63,106

STATE OF WYOMING

Wyoming Air Service Enhancement Program

Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Gillette						
Finaled	ASE04	2005	2005	Great Lakes Airlines	128,127	0
Finaled	ARASE20	2009	2008	SkyWest - SLC	799,036	0
Finaled	ASE18	2008	2009		64,000	0
Finaled	ARASE28	2010	2009	SkyWest - SLC	771,445	0
Finaled	ARASE31	2010	2009		64,000	0
Finaled	ARASE40	2011	2010	SkyWest - SLC	615,398	0
Finaled	ARASE44	2011	2011	SkyWest - SLC	619,996	0
Finaled	ARASE45	2012	2011	SkyWest - SLC	1,186,230	0
Finaled	ASGCC01	2013	2012	SkyWest - SLC	1,052,480	0
Finaled	ASGCC02	2014	2013	SkyWest - SLC	836,812	0
Finaled	ASGCC03	2015	2014	SkyWest - SLC	641,581	0
Finaled	ASGCC04	2016	2015	SkyWest - SLC	1,104,000	0
Sub-total:					\$7,883,106	19.07%
						0

STATE OF WYOMING

Wyoming Air Service Enhancement Program

Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Jackson						
Finaled	ASE02	2005	2004	American Airlines	125,000	0
Finaled	AERE505	2006	2005	American Airlines	100,000	0
Finaled	ASE10	2007	2006	American Airlines	117,828	0
Finaled	ASE15	2008	2007	American Airlines	200,000	0
Finaled	ASE23	2009	2008	American Airlines	200,000	0
Finaled	ARASE27	2010	2009	American Airlines	200,000	0
Finaled	ARASE35	2011	2010	American Airlines	150,000	0
Finaled	ARASE41	2012	2011	American Airlines	168,515	0
Finaled	ARASE47	2013	2012	United Airlines	90,677	0
Finaled	ASJAC01	2014	2013	United Airlines	0	0
Finaled	ASJAC02	2015	2014	United Airlines	100,373	0
Finaled	ASJAC03	2016	2015	United Airlines	111,063	0
Finaled	ASJAC05	2017	2016	United Airlines	94,169	0
Finaled	ASJAC06	2018	2017	United Airlines	170,509	0
Closed	ASJAC07	2019	2019	American Airlines	180,000	0
Closed	ASJAC08	2020	2020	American Airlines	140,000	0
Finaled	ASJAC10	2021	2020	Delta Airlines	60,000	0
Closed	ASJAC09	2021	2020	American Airlines	140,000	0
Finaled	ASJAC11	2022	2021	American Airlines	80,000	0
Closed	ASJAC12	2022	2021	Delta Airlines	60,000	0
Finaled	ASJAC13	2023	2022	American Airlines	80,000	60,000
Finaled	ASJAC14	2023	2022	Delta Airlines	2,128	0
Approved	ASJAC15	2024	2023	American Airlines	140,000	140,000
Approved	ASJAC16	2024	2023	Delta Airlines	60,000	60,000
Sub-total:					\$2,770,262	6.70%
						\$260,000
Community: Laramie						
Finaled	ASE30	2009	2009		186,045	0
Sub-total:					\$186,045	0.45%
						0

STATE OF WYOMING

Wyoming Air Service Enhancement Program

Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Riverton						
Finaled	CASE03	2005	2005	Great Lakes Airlines	128,934	0
Finaled	ASRIW01	2017	2016	Key Lime Airlines (d	1,193,090	0
Finaled	ASRIW02	2018	2017	Key Lime Airlines (d	1,019,986	0
Finaled	ASRIW03	2019	2018	Key Lime Airlines (d	1,220,194	0
Sub-total:					\$3,562,204	8.62%
Community: Rock Springs						
Finaled	ASE03	2005	2004	Great Lakes Airlines	99,086	0
Finaled	ARASE21	2009	2008	SkyWest - SLC	709,568	0
Finaled	ARASE32	2009	2009		64,000	0
Finaled	ASE19	2008	2009		63,953	0
Finaled	ARASE29	2010	2009	SkyWest - SLC	570,847	0
Finaled	ARASE38	2010	2010	SkyWest - SLC	613,084	0
Finaled	ARASE39	2010	2010		64,000	0
Finaled	ARASE43	2011	2010	SkyWest - SLC	1,177,342	0
Finaled	ARASE48	2012	2012	SkyWest - SLC	1,233,452	0
Finaled	ASRKS01	2013	2013	SkyWest - SLC	1,032,347	0
Finaled	ASRKS03	2015	2014	SkyWest - SLC	876,308	0
Finaled	ASRKS02	2014	2014	SkyWest - SLC	504,692	0
Finaled	ASRKS04	2016	2015	SkyWest - DEN	540,780	0
Finaled	ASRKS05	2017	2016	SkyWest - DEN	626,870	0
Finaled	ASRKS06	2018	2017	SkyWest - DEN	444,704	0
Finaled	ASRKS07	2019	2019	SkyWest - DEN	715,514	0
Sub-total:					\$9,336,546	22.59%
Community: Sheridan						
Closed	CSSHR01	2016	2015	Key Lime Airlines (d	2,327,212	0
Finaled	CSSHR02	2018	2017	Key Lime Airlines (d	1,019,986	0
Finaled	CSSHR03	2019	2018	Key Lime Airlines (d	1,222,520	0
Sub-total:					\$4,569,718	11.06%

STATE OF WYOMING

Wyoming Air Service Enhancement Program

Percent of Grant Projects by City

Status	Project Number	Start FY	Start CY	Airline	Maximum State Share	Project Recoveries
Community: Statewide						
Finaled	SHE	2003	2004		34,000	0
Finaled	SCAS205	2007	2007		715,860	0
Sub-total:					\$749,860	1.81%
Grand Totals:					\$41,328,110	100.00%
						\$2,567,697

Wyoming Department of Transportation - Division of Aeronautics
2024 Monthly Load Factor Report by Route
6/11/2024

	January	February	March	April	May	June	July	August	September	October	November	December
ATLJAC	76.24%											
CYSDEN	64.70%	73.70%	75.70%	80.10%	80.80%							
CPRDEN	74.90%	76.70%	85.50%	80.60%	78.70%							
CPRS LC	43.90%	41.30%	60.70%	52.90%	54.20%							
CODDEN	91.33%											
DENGCC	76.30%	81.00%	81.90%	83.70%	85.00%							
DENLAR	48.30%	47.50%	55.90%	52.30%								
DENRIW	67.50%	67.20%	69.10%	65.30%	65.60%							
DENRKS	69.40%	67.70%	75.50%	74.30%	80.00%							
DENSHR	69.10%	69.00%	74.50%	71.70%	77.10%							
DFWJAC	64.49%											
JAC (all flights)	69.53%	72.79%	77.56%	69.75%								

Average Quarterly Load Factor by Route

	Q1	Q2	Q3	Q4
ATLJAC				
CYSDEN	71.37%			
CPRDEN	79.03%			
CPRS LC	48.63%			
CODDEN				
DENGCC	79.73%			
DENLAR	50.57%			
DENRIW	67.93%			
DENRKS	70.87%			
DENSHR	70.87%			
DFWJAC				
JAC (all flights)	73.29%			



Change Orders Report

WACIP Construction Projects

Change Order Entry Date: 05/10/2024 - 06/06/2024

Change Order Date	Change Order Number	Supplemental Agreement Number	Document Upload Date	Change Order Explanation	Change Order Amount	Revised Contract Amount
Airport: Jackson Hole Airport			State Project Number: AJA012		Project Description: Acquire ARFF Truck	
4/7/2023	1		4/10/2023	After award the airport negotiated with manufacturer and added and deleted items from original spec to make truck more efficient and prepared.	\$101,934.00	\$1,030,449.00
12/22/2023	2		5/15/2024	Modifications to the body during construction due to an unneeded inverter and addition of tough coat at bottom of body.	\$0.00	\$1,030,449.00



Statewide Line Item Balances

Fiscal Year: 2024

Execution Date: 05/08/2024 - 06/05/2024

	Aviation Encouragement	Crack Seal	Marketing	Mountain AWOS	NAVAID	Windsocks
Beginning Balance:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Recovered Funds:						
Transferred Funds:	\$100,000.00	\$1,290,000.00	\$450,000.00	\$100,000.00	\$152,500.00	
Carryover Funds:	\$0.00	\$0.00	\$0.00	\$0.00	\$38,054.20	
Balance on WACIP:	\$100,000.00	\$1,290,000.00	\$450,000.00	\$100,000.00	\$190,554.20	
Allocated to Projects:	\$42,000.00	\$991,800.00	\$50,000.00	\$100,000.00	\$96,547.20	
Balance Remaining:	\$58,000.00	\$298,200.00	\$400,000.00	\$0.00	\$94,007.00	\$0.00

Airport	Project Number	WACIP Description	Aviation Encouragement	Crack Seal	Marketing	Mountain AWOS	NAVAID	Windsocks
Afton - Lincoln County Municipal Airport	AAF028X	2023 NAVAID Maintenance					\$0.00	
Afton - Lincoln County Municipal Airport	AAF029X	2024 NAVAID Maintenance					\$4,754.40	
Big Piney - Miley Memorial Field	ABP018X	2024 Aviation Encouragement	\$5,000.00					
Cheyenne Regional Airport - Jerry Olson Field	ACY039X	2024 Aviation Encouragement -Aviation Festival	\$5,000.00					
Cody - Yellowstone Regional Airport	ACO037X	2024 Aviation Encouragement - Santa Fly- In	\$3,500.00					
Cody - Yellowstone Regional Airport	ACO039X	2024 Aviation Encouragement - Santa Fly- In 2024	\$3,500.00					
Cowley - North Big Horn County Airport	AU6023X	2024 NAVAID Maintenance					\$2,988.80	
Dixon Airport - Carbon County	ADW023X	2024 NAVAID Maintenance					\$4,754.40	
Dubois Municipal Airport	ADU027X	2024 NAVAID MAINTENANCE					\$4,754.40	
Dubois Municipal Airport	ADU028X	2024 Aviation Encouragement - Airport Appreciation Day	\$5,000.00					
Fort Bridger Airport	AFB015X	2024 NAVAID Maintenance					\$4,754.40	
Gillette - Northeast Wyoming Regional Airport	AGC047X	2024 NAVAID Maintenance					\$20,804.80	
Gillette - Northeast Wyoming Regional Airport	AGC051X	Aviation Encouragement Grant	\$5,000.00					
Greater Green River Intergalactic Spaceport	A48011X	2024 Aviation Encouragement	\$2,500.00					
Greybull - South Big Horn County Airport	AGE022X	2023 Aviation Encouragement	\$0.00					



Airport	Project Number	WACIP Description	Aviation Encouragement	Crack Seal	Marketing	Mountain AWOS	NAVAID	Windsocks
Hulett Municipal Airport	AW4023X	2023 NAVAID Maintenance					\$0.00	
Hulett Municipal Airport	AW4026X	2024 NAVAID Maintenance					\$4,754.40	
Kemmerer Municipal Airport	AEM030X	2024 NAVAID Maintenance					\$4,754.40	
Kemmerer Municipal Airport	AEM031X	2024 NAVAID Maint. - AWOS Repair					\$439.20	
Kemmerer Municipal Airport	AEM031X	2024 NAVAID Maint. - AWOS Repair					\$1,398.40	
Kemmerer Municipal Airport	AEM031X	2024 NAVAID Maint. - AWOS Repair					\$2,478.40	
Kemmerer Municipal Airport	AEM032X	2024 Aviation Encouragement	\$2,500.00					
Lusk Municipal Airport	ALS019X	2024 NAVAID Maintenance					\$4,754.40	
Lusk Municipal Airport	ALS020X	2024 Aviation Encouragement - Fly-In	\$2,500.00					
Newcastle - Mondell Field	AEC028X	2024 NAVAID Maintenance					\$4,754.40	
Pine Bluffs Municipal Airport	A82016X	2023 NAVAID Maintenance					\$0.00	
Pine Bluffs Municipal Airport	A82020X	2024 NAVAID Maintenance					\$4,754.40	
Pinedale - Ralph Wenz Field	APN035X	2024 NAVAID Maintenance					\$6,575.20	
Powell Municipal Airport	APO028X	2024 NAVAID Maintenance					\$2,988.80	
Powell Municipal Airport	APO029X	2024 Aviation Encouragement	\$5,000.00					
Riverton - Central Wyoming Regional Airport	ARI039X	2024 Marketing			\$50,000.00			
Saratoga - Shively Field	ASA031X	2024 NAVAID Maintenance					\$2,988.80	
Statewide Facility	AGMP37A	Crack Seal (AGMP37A)		\$991,800.00				
Statewide Facility	AWOS	Mountain AWOS				\$100,000.00		
Thermopolis - Hot Springs County Airport	AHS028X	2024 NAVAID Maintenance					\$4,754.40	
Torrington Municipal Airport	ATO023X	2024 NAVAID Maintenance					\$3,586.40	
Wheatland - Phifer Airfield	AEA027X	2024 NAVAID Maintenance					\$4,754.40	
Wheatland - Phifer Airfield	AEA028X	2024 Aviation Encouragement - Fly-In and Open House	\$2,500.00					
Total Granted to Projects:			\$42,000.00	\$991,800.00	\$50,000.00	\$100,000.00	\$96,547.20	



Bid Results Report

05/10/2024 - 06/06/2024

Airport Name:	Gillette - Northeast Wyoming Regional Airport	Project Description:	Construct South Side Hangar Development Taxilane
State Project Number:	AGC044A	Federal Project Number:	3-56-0012-055-2024
Bid Description:	South Side Development - All Schedules & Alternates	Engineer's Estimate:	\$3,103,157.83
Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Powder River Construction, Inc.	\$2,948,134.00	-5.00%	\$0.00
S&S Builders, LLC	\$3,477,923.00	12.08%	\$0.00
Oftedal Construction, Inc	\$5,166,206.50	66.48%	\$0.00

Bid Results Report, 05/10/2024 - 06/06/2024

Data Source: BlackCat Aviation Data Management System

Printed: 6/6/2024 5:04:50 PM



Administrative Approvals Report

Fiscal Year(s): 2024

5/8/2024 - 6/5/2024

Fiscal Year	Airport	Project Number	Grant Description	State Funds	Federal Funds
2024	Dubois Municipal Airport	ADU029A	Emergency Airfield Lighting - Vault Equipment Replacement	\$10,444.00	\$0.00
Comments:					
Total:				\$10,444.00	

Administrative Approvals Report, Fiscal Year(s): 2024, 5/8/2024 - 6/5/2024

Data Source: BlackCat Aviation Data Management System

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Recovered Funds Report

Fiscal Year 2024

Recovered Date: 05/08/2024 - 06/05/2024

Date Recovered	State Facility Name	State Project Number	Original FY	Project Description	State Funds			Federal Funds
					Transportation Funds	General Funds	Total State Funds	
				Beginning Balance	\$8,611,072.00		\$8,611,072.00	\$34,359,340.00
				Transferred Funds	\$0.00		\$0.00	\$0.00
				Carryover Funds	\$2,218,984.60		\$2,218,984.60	\$16,407,587.00
				Total Funds	\$10,830,056.60		\$10,830,056.60	\$50,766,927.00
11/24/2023	Cheyenne Regional Airport - Jerry Olson Field	ACY012A	2024	SEAL COAT & MARK PAVEMENTS	\$72,604.00		\$72,604.00	\$0.00
12/8/2023	Statewide Facility	APRM20A		Priority Rating Model	\$7,029.93		\$7,029.93	\$0.00
12/8/2023	Afton - Lincoln County Municipal Airport	AAF028X	2023	2023 NAVAID Maintenance	\$1.00		\$1.00	\$0.00
2/26/2024	Dubois Municipal Airport	ADU021X	2023	2023 NAVAID Maintenance	\$1.00		\$1.00	\$0.00
2/26/2024	Gillette - Northeast Wyoming Regional Airport	AGC002A	2022	Acquire SRE	\$2.00		\$2.00	\$0.00
2/26/2024	Kemmerer Municipal Airport	AEM023X	2023	2023 NAVAID Maintenance	\$1.00		\$1.00	\$0.00
2/26/2024	Kemmerer Municipal Airport	AEM029X	2023	2023 NAVAID Maint. - AWOS Repair	\$0.20		\$0.20	\$0.00
3/25/2024	Statewide Facility	AGMP35A	2023	Crack Seal	\$34,131.51		\$34,131.51	\$0.00
3/25/2024	Statewide Facility	AGMP35B	2023	Crack Seal	\$519,456.84		\$519,456.84	\$0.00
4/24/2024	Big Piney - Miley Memorial Field	ABP006A	2021	Construct Snow Removal Equipment Building			\$0.00	\$4,808.00
4/24/2024	Saratoga - Shively Field	ASA004A	2021	Improve Auto Parking, Access Road and Fence			\$0.00	\$7,790.00
4/24/2024	Saratoga - Shively Field	ASA004B	2022	Improve Auto Parking, Access Road and Fence	\$607.00		\$607.00	\$14,813.00



Date Recovered	State Facility Name	State Project Number	Original FY	Project Description	State Funds		Federal Funds
					Transportation Funds	General Funds	Total State Funds
4/24/2024	Saratoga - Shively Field	ASA004C	2022	Improve Auto Parking, Access Road and Fence	\$382.00		\$382.00
4/30/2024	Greybull - South Big Horn County Airport	AGE022X	2023	2023 Aviation Encouragement	\$2,500.00		\$2,500.00
4/30/2024	Hulett Municipal Airport	AW4023X	2023	2023 NAVAID Maintenance	\$1.00		\$1.00
4/30/2024	Pine Bluffs Municipal Airport	A82016X	2023	2023 NAVAID Maintenance	\$1.00		\$1.00
Total Funds Recovered this Period 05/08/2024 - 06/05/2024					\$0.00	\$0.00	\$0.00
Total Funds Recovered for Fiscal Year					\$636,718.48		\$636,718.48
Available balance for Fiscal Year					\$11,466,775.08		\$11,466,775.08



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program Modifications
Fiscal Year(s): 2024
05/08/2024 - 06/05/2024

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
2024								
Casper - Natrona County International Airport	ACP029E	Rehabilitate RW 8/26 and Associated Work: ASOS backup wiring	88	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$0	\$28,000	\$7,000	\$35,000	
Revised Total:				\$0	\$28,000	\$7,000	\$35,000	0.00 / 80.00 / 20.00
Comments								
2) Per Program Manager, program funds.								
Casper - Natrona County International Airport	ACP008A	Upgrade Lighting TW B, C: Amendment 1	75	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$16,110	\$644	\$430	\$17,184	
Revised Total:				\$16,110	\$644	\$430	\$17,184	93.75 / 3.75 / 2.50
Comments								
2) Per FAA, increase funds for change orders and end of project adjustments.								
Dubois Municipal Airport	ADU029A	Emergency Airfield Lighting - Vault Equipment Replacement and associated work.	74	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$0	\$10,444	\$1,160	\$11,604	
Revised Total:				\$0	\$10,444	\$1,160	\$11,604	0.00 / 90.00 / 10.00
Comments								
2) Per sponsor and program manager request, program funds.								



Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Cody - Yellowstone Regional Airport	ACO015A	Rehabilitate Commercial Apron: Design, Construction, and Associated Work	67	\$1,000,000	\$40,000	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50
Changed Amount:				\$120,568	\$4,823	\$3,215	\$128,606	
Revised Total:				\$1,120,568	\$44,823	\$29,882	\$1,195,273	93.75 / 3.75 / 2.50
Comments 1) Per FAA, increase to match available funds.								
Gillette - Northeast Wyoming Regional Airport	AGC014A	Rehabilitate GA Apron and Associated Work: Amendment 1	67	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
Changed Amount:				\$24,825	\$993	\$662	\$26,480	
Revised Total:				\$24,825	\$993	\$662	\$26,480	93.75 / 3.75 / 2.50
Comments 2) Per FAA and Sponsor request, increase to accommodate bids.								
Afton - Lincoln County Municipal Airport	AAF025A	Construct Hangar Taxilane and associated work	54	\$150,000	\$10,000	\$6,667	\$166,667	90.00 / 6.00 / 4.00
Changed Amount:				(\$16,961)	(\$1,131)	(\$754)	(\$18,846)	
Revised Total:				\$133,039	\$8,869	\$5,913	\$147,821	90.00 / 6.00 / 4.00
Comments 1) Per FAA, reduce to match available funds.								
Thermopolis - Hot Springs County Airport	AHS023C	Construct County Hangar	36	\$330,000	\$22,000	\$14,667	\$366,667	90.00 / 6.00 / 4.00
Changed Amount:				\$113,000	\$7,533	\$5,022	\$125,555	
Revised Total:				\$443,000	\$29,533	\$19,689	\$492,222	90.00 / 6.00 / 4.00
Comments 1) Per FAA and Sponsor request, increase to match available funds.								
Total Changed Amount:				\$257,542	\$51,306	\$16,735	\$325,583	
Non-Budgeted Total:				\$0	\$0	\$16,735	\$16,735	
Modification Total:				\$257,542	\$51,306	\$0	\$308,848	



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Note: Nonstandard Matches will be highlighted in red



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program
FY 2024 Budget

Available Budgets			
Program Identifier	Federal	State	Local
Federal Discretionary	\$3,146,112	\$0	\$0
Federal Entitlement	\$17,838,416	\$0	\$0
Federal IIJA Funds	\$23,229,272	\$0	\$0
Federal State Apportionment	\$3,614,150	\$0	\$0
State Transportation Fund	\$0	\$9,336,221	\$0
Statewide Programs	\$0	\$2,130,554	\$493,833
Aviation Encouragement	\$0	\$100,000	\$0
Crack Seal (GMP)	\$0	\$1,290,000	\$143,333
Marketing & Promotions	\$0	\$450,000	\$320,000
Mountain AWOS	\$0	\$100,000	\$0
NAVAID Maintenance	\$0	\$190,554	\$30,500
Total	\$47,827,950	\$11,466,775	\$493,833

Airport Projects									
Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Statewide Facility	AERS125A	System Planning Study, Economic Impact Study		0	\$0	\$250,000	\$0	\$250,000	0.00 / 100.00 / 0.00
Casper - Natrona County International Airport	ACP029E	Rehabilitate RW 8/26 and Associated Work: ASOS backup wiring	Security, Maintenance	88	\$0	\$28,000	\$7,000	\$35,000	0.00 / 80.00 / 20.00

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Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Gillette - Northeast Wyoming Regional Airport	AGC011B	Rehabilitate RW 16/34 and RW 3	Security, Maintenance	87	\$1,000,000	\$40,000	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA024C	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxiway; and associated work. *	Security, Maintenance	84	\$3,376,980	\$135,079	\$90,053	\$3,602,112	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA024D	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxiway; and associated work. *	Security, Maintenance	84	\$13,000,000	\$520,000	\$346,667	\$13,866,667	93.75 / 3.75 / 2.50
Worland Municipal Airport	AWR005A	Rehabilitate TW A and Construct Taxilane D	Security, Maintenance	76	\$2,550,000	\$170,000	\$113,333	\$2,833,333	90.00 / 6.00 / 4.00
Casper - Natrona County International Airport	ACP008A	Upgrade Lighting TW B, C: Amendment 1	Safety	75	\$16,110	\$644	\$430	\$17,184	93.75 / 3.75 / 2.50
Casper - Natrona County International Airport	ACP020A	Seal Coat and Mark Pavements	Security, Maintenance	75	\$0	\$1,000,000	\$111,111	\$1,111,111	0.00 / 90.00 / 10.00
Rock Springs - Southwest Wyoming Regional Airport	ARK006B	Rehabilitate Lighting, RW 3/21 and TW; and associated work	Safety	75	\$1,144,252	\$45,770	\$30,514	\$1,220,536	93.75 / 3.75 / 2.50
Rock Springs - Southwest Wyoming Regional Airport	ARK006C	Rehabilitate Lighting, RW 3/21 and TW; and associated work	Safety	75	\$246,132	\$9,845	\$6,564	\$262,541	93.75 / 3.75 / 2.50
Dubois Municipal Airport	ADU029A	Emergency Airfield Lighting - Vault Equipment Replacement and associated work.	Safety	74	\$0	\$10,444	\$1,160	\$11,604	0.00 / 90.00 / 10.00
Wheatland - Phifer Airfield	AEA006B	Acquire Hangar(s), Land and associated work.	Safety	73	\$0	\$150,000	\$16,667	\$166,667	0.00 / 90.00 / 10.00
Wheatland - Phifer Airfield	AEA006E	Acquire Hangar Land	Safety	73	\$365,261	\$24,351	\$16,234	\$405,846	90.00 / 6.00 / 4.00
Douglas - Converse County Airport	ADG007A	Seal Coat and Mark Pavements	Security, Maintenance	72	\$0	\$108,900	\$12,100	\$121,000	0.00 / 90.00 / 10.00
Rock Springs - Southwest Wyoming Regional Airport	ARK018A	Acquire SRE (Broom)	Safety	72	\$0	\$587,996	\$195,999	\$783,995	0.00 / 75.00 / 25.00

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Wyoming Aviation Capital Improvement Program

Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Laramie Regional Airport	ALA025A	Acquire SRE, rotary plow	Safety	71	\$900,000	\$28,421	\$18,947	\$947,368	95.00 / 3.00 / 2.00
Buffalo - Johnson County Airport	ABY007A	Seal Coat and Mark Pavements	Security, Maintenance	70	\$0	\$119,700	\$13,300	\$133,000	0.00 / 90.00 / 10.00
Casper - Natrona County International Airport	ACP041A	Acquire SRE (Blower) and associated work	Safety	70	\$1,200,000	\$47,973	\$32,000	\$1,279,973	93.75 / 3.75 / 2.50
Cody - Yellowstone Regional Airport	ACO025B	Rehabilitate and Expand Commercial Terminal	Airport Enhancement and Planning	70	\$0	\$17,290	\$11,527	\$28,817	0.00 / 60.00 / 40.00
Pinedale - Ralph Wenz Field	APN031A	Rehab S GA Apron	Security, Maintenance	70	\$1,490,000	\$99,334	\$66,222	\$1,655,556	90.00 / 6.00 / 4.00
Pinedale - Ralph Wenz Field	APN031B	Rehabilitate South GA Apron: Design, Construction, and Associated Work	Security, Maintenance	70	\$0	\$112,800	\$28,200	\$141,000	0.00 / 80.00 / 20.00
Rock Springs - Southwest Wyoming Regional Airport	ARK007F	Rehabilitate and Expand Commercial Terminal	Airport Enhancement and Planning	70	\$0	\$1,000,000	\$666,667	\$1,666,667	0.00 / 60.00 / 40.00
Kemmerer Municipal Airport	AEM003A	Rehabilitate RW 16/34 Lighting: Design, Construction, and Associated Work	Safety	69	\$110,000	\$7,333	\$4,889	\$122,222	90.00 / 6.00 / 4.00
Sheridan County Airport	ASH012A	Relocate East End TW A, A-2	Safety	69	\$600,000	\$24,000	\$16,000	\$640,000	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA025B	Terminal Improvements, TSA Screening Area; construction and associated work *	Security, Maintenance	68	\$2,652,740	\$106,110	\$70,740	\$2,829,590	93.75 / 3.75 / 2.50
Lusk Municipal Airport	ALS014A	Rehabilitate Security Fence and associated work	Safety	68	\$110,000	\$7,333	\$4,889	\$122,222	90.00 / 6.00 / 4.00
Cody - Yellowstone Regional Airport	ACO015A	Rehabilitate Commercial Apron: Design, Construction, and Associated Work	Security, Maintenance	67	\$1,120,568	\$44,823	\$29,882	\$1,195,273	93.75 / 3.75 / 2.50
Dubois Municipal Airport	ADU022A	Automatic Vehicle Gate Replacement and Associated Work	Security, Maintenance	67	\$110,000	\$7,333	\$4,889	\$122,222	90.00 / 6.00 / 4.00

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Airport Projects

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Gillette - Northeast Wyoming Regional Airport	AGC014A	Rehabilitate GA Apron and Associated Work: Amendment 1	Security, Maintenance	67	\$24,825	\$993	\$662	\$26,480	93.75 / 3.75 / 2.50
Jackson Hole Airport	AJA012A	Acquire ARFF Truck	Safety	67	\$0	\$1,000,000	\$111,111	\$1,111,111	0.00 / 90.00 / 10.00
Wheatland - Phifer Airfield	AEA002A	Reconstruct GA Apron: design, construction, and associated work	Security, Maintenance	67	\$150,000	\$10,000	\$6,667	\$166,667	90.00 / 6.00 / 4.00
Buffalo - Johnson County Airport	ABY009A	Rehabilitate Apron and associated work	Security, Maintenance	66	\$333,693	\$22,246	\$14,831	\$370,770	90.00 / 6.00 / 4.00
Buffalo - Johnson County Airport	ABY009B	Rehabilitate Apron and associated work	Security, Maintenance	66	\$387,252	\$25,817	\$17,211	\$430,280	90.00 / 6.00 / 4.00
Cheyenne Regional Airport - Jerry Olson Field	ACY026B	Install Passenger Boarding Bridge and associated work	Safety	65	\$497,710	\$19,908	\$13,272	\$530,890	93.75 / 3.75 / 2.50
Cheyenne Regional Airport - Jerry Olson Field	ACY030A	Rehabilitate Aircraft Control Tower COMPETITIVE	Safety	65	\$850,000	\$0	\$0	\$850,000	100.00 / 0.00 / 0.00
Riverton - Central Wyoming Regional Airport	ARI007B	Rehabilitate North GA Apron: Design, Construction, and associated work	Security, Maintenance	65	\$1,004,482	\$40,179	\$26,786	\$1,071,447	93.75 / 3.75 / 2.50
Riverton - Central Wyoming Regional Airport	ARI007C	Rehabilitate North GA Apron: Design, Construction, and associated work	Security, Maintenance	65	\$1,128,986	\$45,159	\$30,107	\$1,204,252	93.75 / 3.75 / 2.50
Gillette - Northeast Wyoming Regional Airport	AGC031A	Acquire ARFF Vehicle	Safety	64	\$1,000,000	\$40,000	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50
Laramie Regional Airport	ALA011B	Expand ARFF/SRE Building: Design, Construction, and Associated Work	Safety	63	\$1,829,157	\$57,763	\$38,509	\$1,925,429	95.00 / 3.00 / 2.00
Newcastle - Mondell Field	AEC007A	Seal Coat and Mark Pavements	Security, Maintenance	62	\$0	\$125,100	\$13,900	\$139,000	0.00 / 90.00 / 10.00
Casper - Natrona County International Airport	ACP019A	Repair Terminal Roof, Area C and Additional Area	Security, Maintenance	61	\$0	\$185,600	\$46,400	\$232,000	0.00 / 80.00 / 20.00
Lusk Municipal Airport	ALS005A	Seal Coat and Mark Pavements	Security, Maintenance	61	\$0	\$128,700	\$14,300	\$143,000	0.00 / 90.00 / 10.00
Pine Bluffs Municipal Airport	A82017A	Replace AWOS	Safety	61	\$330,000	\$22,000	\$14,667	\$366,667	90.00 / 6.00 / 4.00

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Wyoming Aviation Capital Improvement Program

Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Cheyenne Regional Airport - Jerry Olson Field	ACY027A	Conduct Planning Study, Master Plan	Airport Enhancement and Planning	60	\$1,000,000	\$40,000	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50
Hulett Municipal Airport	AW4008A	Seal Coat and Mark Pavements	Security, Maintenance	60	\$0	\$176,400	\$19,600	\$196,000	0.00 / 90.00 / 10.00
Casper - Natrona County International Airport	ACP001F	Conduct ARFF Training	Safety	59	\$0	\$54,000	\$6,000	\$60,000	0.00 / 90.00 / 10.00
Cheyenne Regional Airport - Jerry Olson Field	ACY002A	Acquire SRE, Blower	Safety	59	\$1,015,577	\$40,623	\$27,082	\$1,083,282	93.75 / 3.75 / 2.50
Gillette - Northeast Wyoming Regional Airport	AGC015A	Mark Pavements	Security, Maintenance	59	\$0	\$136,800	\$15,200	\$152,000	0.00 / 90.00 / 10.00
Sheridan County Airport	ASH026E	Expand and Rehabilitate Terminal Building, acquire AFFF testing equipment, construct RW 33 PAPI & REIL, and associated work.	Airport Enhancement and Planning	59	\$34,225	\$1,369	\$913	\$36,507	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA027A	Expand Stormwater detention and filtration System: Design, Construction, and associated work. *	Airport Enhancement and Planning	58	\$2,927,681	\$117,107	\$78,071	\$3,122,859	93.75 / 3.75 / 2.50
Saratoga - Shively Field	ASA019A	Conduct Planning Study, Master Plan	Airport Enhancement and Planning	57	\$198,244	\$13,216	\$8,811	\$220,271	90.00 / 6.00 / 4.00
Saratoga - Shively Field	ASA019B	Conduct Planning Study, Master Plan	Airport Enhancement and Planning	57	\$226,000	\$15,067	\$10,044	\$251,111	90.00 / 6.00 / 4.00
Casper - Natrona County International Airport	ACP038A	Expand SRE Building and associated work	Safety	56	\$1,335,665	\$53,427	\$35,618	\$1,424,710	93.75 / 3.75 / 2.50
Cowley - North Big Horn County Airport	AU6021B	Construct Pilots Lounge: Construction and Associated Work	Airport Enhancement and Planning	56	\$465,501	\$31,034	\$20,689	\$517,224	90.00 / 6.00 / 4.00
Big Piney - Miley Memorial Field	ABP005E	Reconstruct W Apron and Rehabilitate S Apron: Geotechnical Investigation, Design, and Associated Work	Security, Maintenance	55	\$0	\$96,000	\$24,000	\$120,000	0.00 / 80.00 / 20.00

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Wyoming Aviation Capital Improvement Program

Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Dixon Airport - Carbon County	ADW009A	Acquire Hangars, Remove North Apron; and associated work.	Safety	55	\$232,000	\$15,467	\$10,311	\$257,778	90.00 / 6.00 / 4.00
Dixon Airport - Carbon County	ADW009B	Acquire Hangars, Remove North Apron; and associate work.	Safety	55	\$333,000	\$22,200	\$14,800	\$370,000	90.00 / 6.00 / 4.00
Laramie Regional Airport	ALA031A	Acquire Hangar	Safety	55	\$350,000	\$11,053	\$7,368	\$368,421	95.00 / 3.00 / 2.00
Afton - Lincoln County Municipal Airport	AAF025A	Construct Hangar Taxilane and associated work	Airport Enhancement and Planning	54	\$133,039	\$8,869	\$5,913	\$147,821	90.00 / 6.00 / 4.00
Cody - Yellowstone Regional Airport	ACO038A	Build T-Hangars: Design, Construction, and Associated Work	Airport Enhancement and Planning	50	\$1,025,726	\$41,029	\$27,353	\$1,094,108	93.75 / 3.75 / 2.50
Jackson Hole Airport *	AJA034A	Conduct Planning Study: Energy Efficiency Assessment, Net Zero Carbon Road Map *	Airport Enhancement and Planning	50	\$180,000	\$7,200	\$4,800	\$192,000	93.75 / 3.75 / 2.50
Lander - Hunt Field	ALN014A	Upgrade Terminal: Design, Construction, and Associated Work	Airport Enhancement and Planning	49	\$268,000	\$17,867	\$11,911	\$297,778	90.00 / 6.00 / 4.00
Douglas - Converse County Airport	ADG015A	Construct Hangars/Aprons: Design, Construction, and Associated Work.	Airport Enhancement and Planning	47	\$167,413	\$11,161	\$7,441	\$186,015	90.00 / 6.00 / 4.00
Douglas - Converse County Airport	ADG015B	Construct Hangars/Aprons: Design, Construction, and Associated Work.	Airport Enhancement and Planning	47	\$449,000	\$29,933	\$19,956	\$498,889	90.00 / 6.00 / 4.00
Gillette - Northeast Wyoming Regional Airport	AGC044A	Construct South Side Hangar Development Taxilane and associated work.	Airport Enhancement and Planning	47	\$2,165,190	\$86,608	\$57,738	\$2,309,536	93.75 / 3.75 / 2.50
Newcastle - Mondell Field	AEC008A	Construct Hangar	Airport Enhancement and Planning	41	\$780,000	\$52,000	\$34,667	\$866,667	90.00 / 6.00 / 4.00
Newcastle - Mondell Field	AEC008B	Construct Hangar	Airport Enhancement and Planning	41	\$333,000	\$22,200	\$14,800	\$370,000	90.00 / 6.00 / 4.00

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Wyoming Aviation Capital Improvement Program

Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Thermopolis - Hot Springs County Airport	AHS023B	Construct County Hangar	Airport Enhancement and Planning	36	\$566,381	\$37,759	\$25,173	\$629,313	90.00 / 6.00 / 4.00
Thermopolis - Hot Springs County Airport	AHS023C	Construct County Hangar	Airport Enhancement and Planning	36	\$443,000	\$29,533	\$19,689	\$492,222	90.00 / 6.00 / 4.00
Total					\$52,156,790	\$7,594,866	\$2,852,356	\$62,604,012	
Non-Budgeted Airport Projects Total					(\$22,137,401)	\$0	\$0	(\$22,137,401)	
Budgeted Airport Projects Total					\$30,019,389	\$7,594,866	\$2,852,356	\$40,466,611	
Total Statewide Programs					\$0	\$2,130,554	\$493,833	\$2,624,387	
Total Allocated					\$30,019,389	\$9,725,420	\$3,346,189		
Total Available					\$47,827,950	\$11,466,775			
Remaining Balance					\$17,808,561	\$1,741,355			

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Note: Project(s) with asterisk (*) indicates non-budgeted value for Federal amount

Note: Original FY2024 projects were approved by the Wyoming Aeronautics Commission on March 14, 2023 unless otherwise noted on a Modification report and will have there own associated date.



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program Modifications

Fiscal Year(s): 2025
05/08/2024 - 06/05/2024

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Total Changed Amount:								
Modification Total:								

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Note: Nonstandard Matches will be highlighted in red



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program
FY 2025 Budget

Available Budgets			
Program Identifier	Federal	State	Local
Federal Discretionary	\$5,612,500	\$0	\$0
Federal Entitlement	\$13,000,000	\$0	\$0
Federal IJJA Funds	\$11,640,933	\$0	\$0
Federal State Apportionment	\$3,500,000	\$0	\$0
State Transportation Fund	\$0	\$6,859,006	\$0
Statewide Programs	\$0	\$2,142,500	\$499,389
Aviation Encouragement	\$0	\$100,000	\$0
Crack Seal (GMP)	\$0	\$1,340,000	\$148,889
Marketing & Promotions--State	\$0	\$450,000	\$320,000
Mountain AWOS	\$0	\$100,000	\$0
NAVAID Maintenance	\$0	\$152,500	\$30,500
Total	\$33,753,433	\$9,001,506	\$499,389

Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Statewide Facility	AERS125B	System Planning Study, WYSASP		0	\$250,000	\$27,778	\$0	\$277,778	90.00 / 10.00 / 0.00
Gillette - Northeast Wyoming Regional Airport	AGC011C	Rehabilitate RW 16/34 and RW 3	Security, Maintenance	87	\$4,500,000	\$180,000	\$120,000	\$4,800,000	93.75 / 3.75 / 2.50

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Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Rock Springs - Southwest Wyoming Regional Airport	ARK020A	Seal Coat and Mark Pavements	Security, Maintenance	75	\$0	\$792,000	\$88,000	\$880,000	0.00 / 90.00 / 10.00
Wheatland - Phifer Airfield	AEA006D	Acquire Hangar Land	Safety	73	\$0	\$120,000	\$13,333	\$133,333	0.00 / 90.00 / 10.00
Afton - Lincoln County Municipal Airport	AAF012A	Seal Coat and Mark Pavements	Security, Maintenance	72	\$0	\$225,000	\$25,000	\$250,000	0.00 / 90.00 / 10.00
Cowley - North Big Horn County Airport	AU6015B	Rehabilitate Runway 9/27: Design, Construction, and Associated Work	Security, Maintenance	72	\$2,800,000	\$186,667	\$124,444	\$3,111,111	90.00 / 6.00 / 4.00
Jackson Hole Airport	AJA013A	Seal Coat and Mark Pavements	Security, Maintenance	72	\$0	\$648,000	\$72,000	\$720,000	0.00 / 90.00 / 10.00
Cody - Yellowstone Regional Airport	ACO011A	Acquire SRE, and associated work	Safety	70	\$1,000,000	\$40,000	\$26,667	\$1,066,667	93.75 / 3.75 / 2.50
Torrington Municipal Airport	ATO018A	Rehabilitate Apron and Taxiways and associated work	Security, Maintenance	70	\$1,341,902	\$89,460	\$59,640	\$1,491,002	90.00 / 6.00 / 4.00
Jackson Hole Airport *	AJAC20C	Construct ARFF / Operation Building, Design *	Safety	69	\$1,800,000	\$72,000	\$48,000	\$1,920,000	93.75 / 3.75 / 2.50
Kemmerer Municipal Airport	AEM003B	Rehabilitate RW 16/34 Lighting, Windcones: Design, Construction, and Associated Work	Safety	69	\$408,855	\$27,257	\$18,171	\$454,283	90.00 / 6.00 / 4.00
Kemmerer Municipal Airport	AEM003C	Rehabilitate RW 16/34 Lighting, Windcones: Design, Construction, and Associated Work	Safety	69	\$330,000	\$22,000	\$14,667	\$366,667	90.00 / 6.00 / 4.00
Sheridan County Airport	ASH012B	Relocate East End TW A and A-2 Connector	Safety	69	\$3,000,000	\$120,000	\$80,000	\$3,200,000	93.75 / 3.75 / 2.50
Sheridan County Airport	ASH012C	Relocate East End TW A, A-2, A-3, Shift GA Taxilane, and GA Apron Expansion	Safety	69	\$1,400,000	\$56,000	\$37,333	\$1,493,333	93.75 / 3.75 / 2.50
Sheridan County Airport	ASH012D	Relocate East End TW A, A-2, A-3, Shift GA Taxilane, and GA Apron Expansion	Safety	69	\$1,007,095	\$40,284	\$26,856	\$1,074,235	93.75 / 3.75 / 2.50
Evanston - Uinta County Airport - Burns Field	AEV001A	Seal Coat and Mark Pavements	Security, Maintenance	68	\$0	\$500,000	\$55,556	\$555,556	0.00 / 90.00 / 10.00

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Wyoming Aviation Capital Improvement Program

Airport Projects

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Rock Springs - Southwest Wyoming Regional Airport	ARK034A	Rehabilitate GA Apron and Taxiway: Design, Construction, and Associated Work	Security, Maintenance	67	\$500,000	\$20,000	\$13,333	\$533,333	93.75 / 3.75 / 2.50
Kemmerer Municipal Airport	AEM012A	Seal Coat and Mark Pavements	Security, Maintenance	66	\$0	\$225,000	\$25,000	\$250,000	0.00 / 90.00 / 10.00
Lander - Hunt Field	ALN008A	Reconstruct Apron, Design	Security, Maintenance	66	\$150,000	\$10,000	\$6,667	\$166,667	90.00 / 6.00 / 4.00
Afton - Lincoln County Municipal Airport	AAF018A	Acquire Snow Removal Equipment	Safety	65	\$0	\$67,500	\$7,500	\$75,000	0.00 / 90.00 / 10.00
Dubois Municipal Airport	ADU019A	Seal Coat and Mark Pavements	Security, Maintenance	65	\$0	\$125,100	\$13,900	\$139,000	0.00 / 90.00 / 10.00
Pinedale - Ralph Wenz Field	APN015A	Seal Coat and Mark Pavements	Security, Maintenance	65	\$0	\$441,000	\$49,000	\$490,000	0.00 / 90.00 / 10.00
Big Piney - Miley Memorial Field	ABP007A	Sealcoat and Mark Pavements	Security, Maintenance	63	\$0	\$202,500	\$22,500	\$225,000	0.00 / 90.00 / 10.00
Powell Municipal Airport	APO021A	Expand Apron	Security, Maintenance	63	\$636,000	\$42,400	\$28,267	\$706,667	90.00 / 6.00 / 4.00
Hulett Municipal Airport	AW4022A	Rehabilitate Taxiway A - Design & Phase 1	Security, Maintenance	62	\$600,000	\$40,000	\$26,667	\$666,667	90.00 / 6.00 / 4.00
Riverton - Central Wyoming Regional Airport	ARI026A	Acquire Airport Broom Truck	Safety	62	\$0	\$567,000	\$63,000	\$630,000	0.00 / 90.00 / 10.00
Dubois Municipal Airport	ADU005A	Conduct Planning Study, Master Plan	Airport Enhancement and Planning	61	\$300,000	\$20,000	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Fort Bridger Airport	AFB007A	Seal Coat and Mark Pavements	Security, Maintenance	61	\$0	\$202,500	\$22,500	\$225,000	0.00 / 90.00 / 10.00
Torrington Municipal Airport	ATO025A	Remodel Terminal Building, and associated work.	Security, Maintenance	61	\$636,000	\$42,400	\$28,267	\$706,667	90.00 / 6.00 / 4.00
Cheyenne Regional Airport - Jerry Olson Field	ACY025A	Runway 9-27 (Eastern 1/3) Pavement Study	Security, Maintenance	60	\$0	\$67,500	\$7,500	\$75,000	0.00 / 90.00 / 10.00
Casper - Natrona County International Airport	ACP001G	Conduct ARFF Training	Safety	59	\$0	\$54,000	\$6,000	\$60,000	0.00 / 90.00 / 10.00
Riverton - Central Wyoming Regional Airport	ARI032A	Rehabilitate Terminal Parking Lot, and associated work	Security, Maintenance	58	\$650,000	\$26,000	\$17,334	\$693,334	93.75 / 3.75 / 2.50

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Wyoming Aviation Capital Improvement Program

Airport Projects

Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Casper - Natrona County International Airport	ACP038B	Expand SRE Building and associated work	Safety	56	\$1,335,665	\$53,427	\$35,618	\$1,424,710	93.75 / 3.75 / 2.50
Rawlins Municipal Airport - Harvey Field	ARW019A	Airport Beacon replacement, VOR Demolition, Hydraulic Gate Replacement: Design, Construction, and Associated Work	Security, Maintenance	56	\$249,000	\$16,600	\$11,067	\$276,667	90.00 / 6.00 / 4.00
Big Piney - Miley Memorial Field	ABP005B	Reconstruct West Apron and Rehabilitate South Apron; and associated work	Security, Maintenance	55	\$440,000	\$29,333	\$19,550	\$488,883	90.00 / 6.00 / 4.00
Big Piney - Miley Memorial Field	ABP005C	Reconstruct West Apron, Rehabilitate South Apron; and association work	Security, Maintenance	55	\$600,000	\$40,000	\$26,667	\$666,667	90.00 / 6.00 / 4.00
Afton - Lincoln County Municipal Airport	AAF025B	Construct Hangar Taxilanes and associated work	Airport Enhancement and Planning	54	\$150,000	\$10,000	\$6,667	\$166,667	90.00 / 6.00 / 4.00
Afton - Lincoln County Municipal Airport	AAF025C	Construct Hangar Taxilanes and associated work	Airport Enhancement and Planning	54	\$565,000	\$37,667	\$25,111	\$627,778	90.00 / 6.00 / 4.00
Worland Municipal Airport	AWR007A	Conduct Planning Study, Master Plan	Airport Enhancement and Planning	53	\$300,000	\$20,000	\$13,333	\$333,333	90.00 / 6.00 / 4.00
Rock Springs - Southwest Wyoming Regional Airport	ARK040A	Construct Hangar: Design, Construction, and Associated Work	Airport Enhancement and Planning	50	\$300,000	\$12,000	\$8,000	\$320,000	93.75 / 3.75 / 2.50
Riverton - Central Wyoming Regional Airport	ARI028A	Install Self Serve Fuel Station, and associated work	Airport Enhancement and Planning	48	\$350,000	\$14,000	\$9,333	\$373,333	93.75 / 3.75 / 2.50
Greater Green River Intergalactic Spaceport	A48012	Land Acquisition - BLM	Safety	47	\$0	\$9,000	\$1,000	\$10,000	0.00 / 90.00 / 10.00
Riverton - Central Wyoming Regional Airport	ARI011A	Construct GA Taxilane, and associated work	Airport Enhancement and Planning	45	\$600,000	\$24,000	\$16,000	\$640,000	93.75 / 3.75 / 2.50
Hulett Municipal Airport	AW4018A	Construct Airport Owned Hangar	Airport Enhancement and Planning	43	\$110,000	\$7,333	\$4,889	\$122,222	90.00 / 6.00 / 4.00

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Wyoming Aviation Capital Improvement Program

Airport Projects

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Jackson Hole Airport *	AJA028A	Surface Water Treatment System *	Airport Enhancement and Planning	40	\$1,800,000	\$72,000	\$48,000	\$1,920,000	93.75 / 3.75 / 2.50
Pinedale - Ralph Wenz Field	APN029A	Construct Airport Owned Hangar and associated work	Airport Enhancement and Planning	40	\$159,000	\$10,600	\$7,067	\$176,667	90.00 / 6.00 / 4.00
Thermopolis - Hot Springs County Airport	AHS023D	Construct County Hangar	Airport Enhancement and Planning	36	\$150,000	\$10,000	\$6,667	\$166,667	90.00 / 6.00 / 4.00
Thermopolis - Hot Springs County Airport	AHS023E	Construct County Hangar	Airport Enhancement and Planning	36	\$110,000	\$7,333	\$4,889	\$122,222	90.00 / 6.00 / 4.00
Total					\$28,528,517	\$5,672,639	\$1,404,293	\$35,605,449	
Non-Budgeted Airport Projects Total					(\$3,600,000)	\$0	\$0	(\$3,600,000)	
Budgeted Airport Projects Total					\$24,928,517	\$5,672,639	\$1,404,293	\$32,005,449	
Total Statewide Programs					\$0	\$2,142,500	\$499,389	\$2,641,889	
Total Allocated					\$24,928,517	\$7,815,139	\$1,903,682		
Total Available					\$33,753,433	\$9,001,506			
Remaining Balance					\$8,824,916	\$1,186,367			

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Wyoming Aviation Capital Improvement Program

WYOMING AERONAUTICS COMMISSION
AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST

INITIAL PROJECT SUMMARY

ORGANIZATION NAME: Cheyenne Regional Air Focus Team (CRAFT) SCOPE: Twice daily service to Denver (DEN) PROVIDER/HUB: SkyWest Airlines marketed as United Express TYPE OF CONTRACT: Minimum Revenue Guarantee (MRG) NEW OR EXISTING: New request for continuing service to Denver (DEN) PRIORITY RATING MODEL SCORE: 1255/1415	REQUEST DATE: 6/1/2024 AIRPORT: Cheyenne Regional Airport (CYS) PROJECT NO: ASCYS07 CONTRACT TERM: July 1, 2024 through June 30, 2025 STAFF RECOMMENDATION: Approve at a state match of 60% not to exceed \$1,200,000.00.
--	--

INTENDED BENEFITS:

Primary Air Service: Yes, this service would be considered primary air service
Economic Benefit: The potential economic impact of this service is \$6,796,572 in visitor spending.
Enplanements: This service is estimated to generate 23,660 enplanements over the contract term.
Passengers Under Contract: The passengers under contract for this service will account for 100% of the airport's scheduled commercial service.
Passenger Retention: Passenger retention has been near 14% and we would expect this number to remain stable over the term of this agreement.
Capacity: The proposed service would provide about 67,600 seats to the market.

Air Fares: Local air fares will be managed by SkyWest airlines and onward fares will be managed by United Airlines. This is a similar arrangement to SkyWest/United services in Laramie, Riverton, Rock Springs, Gillette and Sheridan. Fares will be comparable to similar sized markets.

BASELINE: July 2022 through June 2023

Enplanements: 17,172
Passengers Under Contract: 26,300
Passenger Retention: 16.5%
Capacity: 26,300
Air Fares: \$226

	THIS APPLICATION			PREVIOUS APPLICATION (2024)		
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL
PERCENTAGE:	60.0%	40.0%	100.0%	54.0%	46.0%	100.0%
AMOUNT:	\$1,200,000.00	\$800,000.00	\$2,000,000.00	\$1,350,000.00	\$1,150,000.00	\$2,500,000.00

NEGOTIATIONS: Negotiations for this contract were conducted by CFAFT, airport staff, and aeronautics staff

FLIGHT SCHEDULE: Attached from Aeronautics

CONNECTION TIMES MAXIMIZED: Yes, arrival and departure times in DEN will be maximized with hubbed carriers in order to facilitate connections. An overnight flight is scheduled and provides good connectivity for local originating passengers.

BEGIN SERVICE: 7/1/2024

AIRCRAFT: 50 seat CRJ-200

OPERATIONAL RESTRICTIONS: Some restrictions are expected in extreme cold or active precipitation events with cold temperatures.

MARKETING FOR THIS SERVICE: A marketing plan is currently being executed by the airport and CRAFT and will continue with the service.

LOCAL DOLLARS FOR MARKETING: \$50,000

STANDARDIZED AIRLINE PROFIT %: 10%

ADDITIONAL/VETTING NOTES: The proposed service would meet all six (6) of the statutorily mandated benefits, and the Division staff regard the project as a good use of funding for the Air Service Enhancement Program's intended benefits.

	RECOMMENDATION		
	STATE	LOCAL	TOTAL
PERCENTAGE:	60.0%	40.0%	100.0%
AMOUNT:	\$1,200,000.00	\$800,000.00	\$2,000,000.00

Wyoming Air Service Enhancement Program Priority Rating Scorecard

Community Sponsor: Cheyenne Regional Air Focus Team (CRAFT)

Project No: ASCYS07

Scope: Twice daily service to Denver (DEN)

Final Score: 1255

Criteria	Priority	Definition	Qualification						Scoring Value	Score	Points Awarded
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract						5	5	100
			Brings total above 10,000 by second calendar year of contract						3		
			Does not bring above 10,000 but improves						1		
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service						0		
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Increase in enplanements of $\geq 75\%$	Or	Forecasted increase in $\geq 5,000$ but $< 10,000$	Seasonal / leisure or recreation oriented service	Increase $\geq 6\%$	5	5	100
								Increase $\geq 50\%$, but $< 75\%$	Increase $\geq 4\%$ but $< 6\%$		
				Increase $\geq 25\%$ but $< 50\%$	$\geq 3,000$ but $< 10,000$	Increase $\geq 2\%$ but $< 4\%$		2			
				Increase $< 25\%$		$< 3,000$		Increase $< 2\%$	1		
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level	≥ 12 flights / week			Seasonal / leisure or recreation oriented service	≥ 4 flights / week	5	5	100
				≥ 10 flights, but < 12				≥ 3 but < 4 flights	3		
				≥ 6 flights, but < 10				≥ 2 but < 3 flights	2		
				≥ 1 flights, but < 6				≥ 1 but < 2 flights	1		
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity						5	5	100
			Project introduces at least once daily jet service to airport						5		
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport						5		
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport						3		
			Project introduces a second or third hub by the same marketing carrier						2		
			Project introduces additional capacity to same hub (Upgrading or additional flights)						2		
			Project introduces at least 2x weekly leisure service						1		
		Increasing the reliability of service	Reliability of airline is \geq industry standard						6	12	240
			Reliability of airline is $<$ industry standard, but $\geq 95\%$						3		
			Reliability of airline is $< 95\%$						1		
		Increasing the on-time performance of service	On-time performance of airline is \geq industry standard						6		
			On-time performance of airline is $<$ industry standard, but $\geq 75\%$						3		
			On-time performance of airline is $< 75\%$						1		
		Lowers air fares	Project introduces a U/LCC airline						2	1	20
			Project would increase monthly capacity/population ratio above .22						2		
			Project would increase monthly capacity/population ratio above .13						1		
			Project would improve monthly capacity/population ratio but not above .13						1		
Total Points Statutory Benefit										660	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Economic Benefit	15	Economic impact from proposed air service	2020 ASEP ROI ≥ 50	14	2	30
			2020 ASEP ROI ≥ 21, but < 50	10		
			2020 ASEP ROI ≥ 10, but < 21	6		
			2020 ASEP ROI ≥ 4, but < 10	2		
		Total economic impact number calculated from 2020 ASEP ROI study / state dollars requested	Increase in excess of 400%	14	14	210
			Increase ≥ 300%, but < 400%	10		
			Increase ≥ 200%, but < 300%	6		
			Increase ≥ 200%	2		
		Total Points Economic Benefit				
Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
		Community lead task force	Yes	5	5	50
			No	0		
		Market specific marketing plan for proposed service	Yes	3	3	30
			No	0		

Community Involvement	10	Historic involvement in air aervice	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		The applicant airport has fully pursued available federal funds for air service	Yes	4	4	40
			No	0		
		Community efforts to secure cash contribution as a match for air service MRG	Three (3) or more sources	8	8	80
			Two (2) or more sources	5		
			One (1) source	2		
		In-kind contributions as a percent of the total MRG	≥10%	5	0	0
			≥5% but <10%	3		
			≥0% but <5%	1		
			No in-kind contributions	0		
Max dollar contribution		# of dollars committed to service				
Total Points Community Involvement					240	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	4	20
			Greater than or equal to 35,000 but less than 45,000	2		
			Less than 35,000	1		
		Drive time to largest leaked out of state market	In excess of 280 miles	4	1	5
			≥ 130 miles, but < 280 miles	2		
			< 130 miles	1		
		Proposed airline includes connective opportunities on airline branded and/or code-share flights at the destination	Yes	6	6	30
			No	0		
		Airline interline/baggage agreement	Yes	2	2	10
			No	0		
		Community engagement on, and periodic review of, pricing	Yes	3	3	15
			No	0		
		Community engagement on scheduling	Yes	3	3	15
			No	0		
		Scheduled times are ideal for type of service	Yes	2	2	10
			No	0		
		State cost (MRG required) per available seat	< \$30	5	2	10
			≥ \$30 but < \$50	2		
			≥ \$50	1		
		Total Points Differentiating Characteristics				
Total Points					1255	

Revised May 2021

Air Service Enhancement Program (ASEP) Grant Application

1. Name of the community sponsor applying for the ASEP grant;

Cheyenne Regional Air Focus Team (also known as "CRAFT").

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

	\$ Amount	% of Total
Local Contribution	\$800,000	40%
Sought from ASEP	\$1,200,000	60%
Total MRG required	\$2,000,000	100%

Additional Comments:

The Local Contribution to be funded by the City of Cheyenne and Laramie County.

3. Name of the marketing and operating airline(s) or prospective airline(s);

Ex: United Express operated by SkyWest Airlines

United Express operated by SkyWest Airlines.

4. Schedule Information;

- a. Is this year-round or seasonal service?

☒ Year-round ☐ Seasonal

- b. Schedule specifics: Please attach as much flight schedule information as available at the time of application either separately or with the attached table, include effective and discontinue dates. This information may be updated with future addendums. Note: If this is for an incumbent ASEP supported projected and there are no changes to the schedule then please indicate "No Change" below.

☒ Attached ☐ No Change

5. Please provide by attachment the anticipated or forecasted levels of enplanements at the airport before or without the proposed service and the additional enplanements the proposed service would bring:

Ex: 1st month of service: 1,200, 2nd month: 1,250

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

\$24,000 one-way

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide an attachment with any additional revenue the airport may receive as a result of the additional service excluding PFCs

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

See Attached Answer.

10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

☒ Yes ☐ No

- a. If no, will the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

☒ Yes ☐ No

- b. If yes, please attach all supporting information and include a budgeted list of expected expenditures:

Ex: Television: \$10,000, Newspapers: \$5,000, etc.

11. Has the airport sought or will seek funds from the WYDOT marketing grant match to coincide with the service?

☒ Yes ☐ No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

Ex: Attending ACI JumpStart events, Routes, airline visits or other conferences for air service development.

Examples of community involvement with air service development in the past two years: ongoing meeting with local elected officials; community presentations to civic organizations (Rotary, Kiwanis, Cheyenne Chamber of Commerce, Cheyenne LEADS, Visit Cheyenne, Cheyenne Board of Realtors, Women's Civic League, Cheyenne Frontier Days, #1 Properties; submitted ongoing press releases and opinion editorials in the Wyoming Tribune-Eagle; hosted Annual Feed The Troops Thanksgiving Food Drive; hosted a Visit Cheyenne Breakfast with Santa; hosted a Greater Cheyenne Chamber of Commerce After-Hours Event; hosted multiple community events on-site; hosted Cheyenne Board of Realtors/ Cheyenne Multiple Listing Service Commercial Brokers monthly meetings on-site; generated air service surveys; generated social media engagement campaigns/brochures/banners/billboard advertisements; and networked with airline representatives at industry events.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.

Level of involvement with the participating airline: Ongoing discussions with Sky West's representatives and WYDOT Aeronautics. Meetings with SkyWest during the annual Air Rendezvous in Jackson, WY. Hosting SkyWest at Cheyenne Frontier Days in July 2024. Additionally United Airlines has made plans to make Cheyenne a full-diversion station for Denver. CRAFT and the Airport Staff continue to work with United in this capacity to ensure the best possible experience.

14. Please indicate if the airport has been granted a Small Community Air Service Development (SCASD) grant that will be used with the proposed service or will apply within a year after the ASEP application year.

☐ Yes ☒ No

15. Airline code share and interline agreement;

- a. Does the participating airline have a code-share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.

Yes; full code-share and interline.

16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

Ex: Community sponsor or airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; Community sponsor or airport has or will have continuous discussions regarding price controls, revenue management, or schedule; airline agrees contractually to maintain competitive fare practices.

CRAFT, the Cheyenne Airport Staff, WYDOT Aeronautics and Sky West have all worked closely together on this item to provide the best and most comprehensive strategies available. We anticipate having to closely monitor the global pandemic and adjust over time as market factors indicate.

17. Signature of the individual completing this application:

Sponsor signature:	Date:
	

To the best of my knowledge the above information in this application is true, accurate and complete



Cheyenne Regional Air Focus Time Application 2025 Supplemental Information

9. Task Force Information

CRAFT is a 501c4 volunteer organization of Laramie County residents, leaders and business owners joined together in 2017 for one purpose: to bring more choices and opportunity to this region by working to improve air service.

Our board members included: former Mayor Don Erickson, Lori Schoene of ANB Bank, Betsey Hale of Cheyenne LEADS, Domenic Bravo of Visit Cheyenne, Steve Reynolds business executive formerly of Holly Frontier, Jim Wilkinson of Cheyenne Frontier Days. In addition, we have the following aviation advisory members: Tim Bradshaw and of the Cheyenne Airport, Kevin Paintner President of Cheyenne Airport Board and our State Aeronautics Team member Mariah Johnson.

During the past eight years, **Cheyenne's new commercial air services have drawn over 130,000 passengers** at the new \$18 million airport terminal. The Cheyenne Airport completed their major \$62-million runway infrastructure project and air service resumed in September 2023 with daily flights between Cheyenne and Denver, using a 50-seat regional jet (CRJ-200). There are two-flights per day with United Express flights to Denver International Airport. The Cheyenne Airport has further enhanced passenger travel experience for 2024 with a brand new \$2 million passenger bridge.

We are pleased to report that our passenger air service exceeded expectations and broke multiple records for the Cheyenne Airport. Cheyenne was recognized as America's **fastest growing small airport in 2019**, just prior to the unprecedented global pandemic.

We also achieved an additional important milestone with more than 10,000 commercial passenger boardings. This elevated Cheyenne Airport to "Primary Commercial Service" airport status, as determined by the Federal Aviation Administration. This resulted in **\$850,000 of increased federal funding for the airport** per year.

CRAFT and the Cheyenne Airport have been actively involved in an ongoing basis the promotion of our local air service as part of our regional economic development efforts. Over the past 15 years, there have been four successful local ballot propositions approved by Cheyenne and Laramie County Voters as Specific Purpose Elections regarding air service.

- 2008 6th Penny Ballot Election **\$1.5 million for design and construction** of a new airport terminal.
- 2012 6th Penny Ballot Election **\$4.8 million for new airport terminal construction.**
- 2021 6th Penny Ballot Election **\$2.25 million for support of transportation options** over a five-year period including retention and expansion of air service options, airlines and routes using minimum revenue guarantee
- 2021 6th Penny Ballot Election **\$823,361.40** for enhanced parking lot expansion at the Cheyenne Airport

Last year visitors spent over \$461 million in Laramie County. This stimulated our local economy and benefitted our hotels, meeting facilities, attractions, restaurants, bars, cultural institutions, tour companies, transportation providers, and countless other businesses. Air service gives us the key infrastructure and resources to build the future we want for our community. Air service now will be even more critical to our regional economic recovery and future vitality and must continue to be integrated into our efforts through a minimum revenue guarantee. It continues to generate significant economic benefits to Laramie County by increasing airport activity and volume of commercial passengers and improving your connectivity to domestic and international destinations.

We truly appreciate the WYDOT's Aeronautics Commission as one of our community's essential partners in our endeavor to improve air service. Every \$1 invested in our local air service returns almost \$7. It brings \$6.98 million dollars a year in economic activity from commercial air service visitors. It also helps our community's economic development efforts as well as convention and tourism business. It is one of the key gateways to our community.

Overall people have supported and shown they truly want local air service here. They want to avoid Interstate-25 traffic, expensive parking, and long security lines at Denver International Airport. We continue to optimistic of being able to expand our current route and services. Thank you again for your consideration of our funding request.

10. Airport Marketing Involvement

The Cheyenne Airport has enjoyed notable successes in spite of some mighty headwinds, such as COVID shutdowns and runway reconstruction. Now we are focused on increasing awareness and change behaviors of airline travelers in Cheyenne and Laramie County. We need to continue giving locals reasons to fly Cheyenne instead of driving to Denver to fly. The Airport will be hiring a new Airport Director this year and we will be working together to develop an approach and campaign customized to meet any new objectives.

1. Strategy and Creative Support and Development (Proposed Budget \$25,000-\$35,000)

- a. Video content in multiple formats
- b. A 30-second spot, as well as a 15-second cut for digital
- c. Up to 5 short “micro” videos of 5-6 seconds in length with sound and music design
- d. 30-second radio ad
- e. Digital banner ads
- f. Social and native ads
- g. Press releases

2. Media planning and placement (Proposed Budget \$55,000-\$65,000)

- a. The bulk of CRAFT and Cheyenne Regional Airport’s marketing efforts will be devoted to driving frequency and reach through paid media.

Proposed Total Marketing Cost: \$100,000 (\$50,000 Grant & \$50,000 Matched)

Contact Information:

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name (Signee): _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____

Attachments

1. Schedule

[illegible]

WYOMING AERONAUTICS COMMISSION
AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST

INITIAL PROJECT SUMMARY

ORGANIZATION NAME: Jackson Hole Air Improvement Resources (JH AIR) SCOPE: Seasonal Air Service with American Airlines (AA) PROVIDER/HUB: American Airlines TYPE OF CONTRACT: Minimum Revenue Guarantee (MRG) NEW OR EXISTING: New request for continuing and expanding seasonal winter service to Dallas/Ft. Worth (DFW) PRIORITY RATING MODEL SCORE: 1340/1415	REQUEST DATE: 5/30/2024 AIRPORT: Jackson Hole Airport PROJECT NO: ASJAC17 CONTRACT TERM: December 2024 - April 2025 STAFF RECOMMENDATION: Approve at a state match of 40% with a dollar amount not to exceed \$80,000.
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INTENDED BENEFITS:

Primary Air Service: This does not meet the Commission's definition of Primary Air Service.

Economic Benefit: The potential economic impact of this service would be \$40,620,744 in additional visitor spend, tax collection, and supported payroll.

Enplanements: Anticipated enplanements would be 24,936.

Passengers Under Contract: The passengers under contract for this service would account for 11.8% of the airports scheduled service during this time period.

Passenger Retention: Passenger retention for the 2023/2024 winter season averaged 83%. Continuation of this service will help retain passengers in Wyoming.

Capacity: The proposed service would provide 61,952 seats.

Air Fares: Jackson's fares are typically the highest in the state of Wyoming. The air fares being charged are comparable to other ski resort destinations across the country. JHAIR continually evaluates booking volume and fares, and holds weekly conference calls with its airline partners to review air fares being charged.

BASELINE: December 2022 - April 2023 (Cumulative Airport Figures)

Enplanements: 190,600

Passengers Under Contract: 29,056

Passenger Retention: 83.0%

Capacity: 271,558

Air Fares: \$327

	THIS APPLICATION			PREVIOUS APPLICATION (2024)		
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL
PERCENTAGE:	40.0%	60.0%	100.0%	40.0%	60.0%	100.0%
AMOUNT:	\$80,000.00	\$120,000.00	\$200,000.00	\$140,000.00	\$210,000.00	\$350,000.00

NEGOTIATIONS: Negotiations for this contract were conducted in their entirety by JHAIR and American Airlines. Contract numbers provided by American appear reasonable to the division staff.

FLIGHT SCHEDULE: Attached from Aeronautics

CONNECTION TIMES MAXIMIZED: Yes - Flights under this agreement have historically been well timed for connections.

BEGIN SERVICE: 12/1/2024

AIRCRAFT: A319

OPERATIONAL RESTRICTIONS: None

MARKETING FOR THIS SERVICE: Winter marketing budget of \$2 million through collaboration with JH AIR, Jackson Hole Chamber of Commerce, Jackson Hole Mountain Resort, Jackson Hole Travel & Tourism, and Jackson Hole Central Reservations. Well developed marketing mixes, strategies and goals.

LOCAL DOLLARS FOR MARKETING: \$2,000,000

STANDARDIZED AIRLINE PROFIT %: 10%

ADDITIONAL/VETTING NOTES: This project is one of two requests by JHAIR for this season and similar to the 2024/2025 requests. Staff regards this project as a good use of state funds under the intended benefits of the ASEP.

	RECOMMENDATION		
	STATE	LOCAL	TOTAL
PERCENTAGE:	40.0%	60.0%	100.0%
AMOUNT:	\$80,000.00	\$120,000.00	\$200,000.00

Wyoming Air Service Enhancement Program Priority Rating Scorecard

Community Sponsor: Jackson Hole Air Improvement Resources (JH AIR)

Project No: ASJAC17

Scope: Continue winter air service on American Airlines to Dallas-Fort Worth (DFW)

Final Score: 1340

Criteria	Priority	Definition	Qualification						Scoring Value	Score	Points Awarded
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract						5	0	0
			Brings total above 10,000 by second calendar year of contract						3		
			Does not bring above 10,000 but improves						1		
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service						0		
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Increase in enplanements of $\geq 75\%$	Or	Forecasted increase in $\geq 5,000$ but $< 10,000$	Seasonal / leisure or recreation oriented service	Increase $\geq 6\%$	5	5	100
				Increase $\geq 50\%$, but $< 75\%$				Increase $\geq 4\%$ but $< 6\%$	3		
				Increase $\geq 25\%$ but $< 50\%$				Increase $\geq 2\%$ but $< 4\%$	2		
				Increase $< 25\%$				$< 3,000$	Increase $< 2\%$		
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level	≥ 12 flights / week			Seasonal / leisure or recreation oriented service	≥ 4 flights / week	5	5	100
				≥ 10 flights, but < 12				≥ 3 but < 4 flights	3		
				≥ 6 flights, but < 10				≥ 2 but < 3 flights	2		
				≥ 1 flights, but < 6				≥ 1 but < 2 flights	1		
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity						5	2	40
			Project introduces at least once daily jet service to airport						5		
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport						5		
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport						3		
			Project introduces a second or third hub by the same marketing carrier						2		
			Project introduces additional capacity to same hub (Upguaging or additional flights)						2		
			Project introduces at least 2x weekly leisure service						1		
		Increasing the reliability of service	Reliability of airline is \geq industry standard						6	12	240
			Reliability of airline is $<$ industry standard, but $\geq 95\%$						3		
			Reliability of airline is $< 95\%$						1		
		Increasing the on-time performance of service	On-time performance of airline is \geq industry standard						6		
			On-time performance of airline is $<$ industry standard, but $\geq 75\%$						3		
			On-time performance of airline is $< 75\%$						1		
		Lowers air fares	Project introduces a U/LCC airline						2	1	20
			Project would increase monthly capacity/population ratio above .22						2		
			Project would increase monthly capacity/population ratio above .13						1		
			Project would improve monthly capacity/population ratio but not above .13						1		
Total Points Statutory Benefit									500		

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Economic Benefit	15	Economic impact from proposed air service	2020 ASEP ROI ≥ 50	14	14	210
			2020 ASEP ROI ≥ 21, but < 50	10		
			2020 ASEP ROI ≥ 10, but < 21	6		
			2020 ASEP ROI ≥ 4, but < 10	2		
		Total economic impact number calculated from 2020 ASEP ROI study / state dollars requested	Increase in excess of 400%	14	14	210
			Increase ≥ 300%, but < 400%	10		
			Increase ≥ 200%, but < 300%	6		
			Increase ≥ 200%	2		
		Total Points Economic Benefit				
Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
		Community lead task force	Yes	5	5	50
			No	0		
		Market specific marketing plan for proposed service	Yes	3	3	30
			No	0		

Community Involvement	10	Historic involvement in air aervice	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		The applicant airport has fully pursued available federal funds for air service	Yes	4	4	40
			No	0		
		Community efforts to secure cash contribution as a match for air service MRG	Three (3) or more sources	8	8	80
			Two (2) or more sources	5		
			One (1) source	2		
		In-kind contributions as a percent of the total MRG	≥10%	5	5	50
			≥5% but <10%	3		
			≥0% but <5%	1		
			No in-kind contributions	0		
Max dollar contribution		# of dollars committed to service				
Total Points Community Involvement					290	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded		
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	1	5		
			Greater than or equal to 35,000 but less than 45,000	2				
			Less than 35,000	1				
		Drive time to largest leaked out of state market	In excess of 280 miles	4	4	20		
			≥ 130 miles, but < 280 miles	2				
			< 130 miles	1				
		Proposed airline includes connective opportunities on airline branded and/or code-share flights at the destination	Yes	6	6	30		
			No	0				
		Airline interline/baggage agreement	Yes	2	2	10		
			No	0				
		Community engagement on, and periodic review of, pricing	Yes	3	3	15		
			No	0				
		Community engagement on scheduling	Yes	3	3	15		
			No	0				
		Scheduled times are ideal for type of service	Yes	2	2	10		
			No	0				
		State cost (MRG required) per available seat	< \$30	5	5	25		
			≥ \$30 but < \$50	2				
			≥ \$50	1				
		Total Points Differentiating Characteristics					130	
		Total Points					1340	

Air Service Enhancement Program (ASEP) Grant Application

1. Name of the community sponsor applying for the ASEP grant;

Jackson Hole Air Improvement Resources (JH AIR)

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

	\$ Amount	% of Total
Local Contribution	\$120,000	60%
Sought from ASEP	\$80,000	40%
Total MRG required	\$200,000	100%

Additional Comments:

JH AIR is requesting an ASEP Grant to support a contract with American Airlines for Winter 2024-25 service. This contract will complement MRG service provided by Delta and United Airlines to Jackson Hole, Wyoming.

American will provide DFWJAC winter operations (two flights daily) utilizing an A319 aircraft. In addition American has committed to service from Chicago and Los Angeles.

3. Name of the marketing and operating airline(s) or prospective airline(s);

Ex: United Express operated by SkyWest Airlines

American Airlines

4. Schedule Information;

- a. Is this year-round or seasonal service?

☐ Year-round ☒ Seasonal

- b. Schedule specifics: Please attach as much flight schedule information as available at the time of application either separately or with the attached table, include effective and discontinue dates. This information may be updated with future addendums. Note: If this is for an incumbent ASEP supported projected and there are no changes to the schedule then please indicate "No Change" below.

☒ Attached ☐ No Change

5. Please provide by attachment the anticipated or forecasted levels of enplanements at the airport before or without the proposed service and the additional enplanements the proposed service would bring:

Ex: 1st month of service: 1,200, 2nd month: 1,250

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

We are working on retaining service; this will represent 102 flights with 20,298 seats.
Total Delta seats Winter 2024-25 = 91,315 a net increase of 6,131 seats over last winter.

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide an attachment with any additional revenue the airport may receive as a result of the additional service excluding PFCs

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

The Jackson-Hawkins community created JH AFB in 2002 as a not-for-profit 501(c)(3) with the sole purpose of fundraising air service to Jackson Hole, Wyoming.
JH AFB Board Members represent community leadership: schools, banks, real estate, hospital and with six office members from Teton County, JAC Airport and Chamber of Commerce.
The role of this Board includes fundraising, airline meetings, hosting airlines, working with airline sales, pricing and revenue management, interacting with public/private marketing groups, and communicating with local community and elected officials.

10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

☒ Yes ☐ No

- a. If no, will the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

☐ Yes ☐ No

- b. If yes, please attach all supporting information and include a budgeted list of expected expenditures:

Ex: Television: \$10,000, Newspapers: \$5,000, etc.

11. Has the airport sought or will seek funds from the WYDOT marketing grant match to coincide with the service?

☐ Yes ☒ No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

Ex: Attending ACI JumpStart events, Routes, airline visits or other conferences for air service development.

We attended the Mead & Hunt Airline conference in February 2024.

JH AIR operates as the contractor for airline service on behalf of the community. JH Chamber of Commerce, JH Travel & Tourism, JH Resort Reservations and JH Mountain Resort collaborate with JH AIR on our marketing approach to support air service to Jackson Hole.

Approximate winter community spend on marketing support for airlines: \$2,000,000.

This includes traditional marketing, social, print and data base communications.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.

REMAINS UNCHANGED: The JH AIR Board/ED is very engaged with our airline partners as exemplified by the Airline Rendezvous - an event to which we invite our airline partners, WYDOT/Aeronautics leadership, legislators, WY airport directors and local leadership.

The 2024 Airline Rendezvous is scheduled to take place September 3-5, 2024. In order to manage the cost of this event, local businesses provide complimentary lodging, activities and a reduction for all F&B.

The Exec Com Members, ED and Airport Director meet with each of the airline network planning teams at their HQ (AA/DFW, DL/ATL, UA/ORD and AS/SEA).

We track advance booking reports weekly and overlay with a third party that tracks 20 hotelier/property management companies. We also work with Mead & Hunt on a fareshop report that is supported by WYDOT/Aeronautics. These are critical tools as we navigate supply/demand peaks and valleys.

14. Please indicate if the airport has been granted a Small Community Air Service Development (SCASD) grant that will be used with the proposed service or **will** apply within a year after the ASEP application year.

☐ Yes

☒ No

15. Airline code share and interline agreement;

- a. Does the participating airline have a code-share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.

REMAINS UNCHANGED: Three of the four airlines flying winter service to JAC are considered legacy carriers (American, Delta & United), with all three flying service to international destinations, and when code share partners are involved (example Delta & Qantas) a seamless guest experience is provided.

We continue to work on growing our international market visitors. Demand is still below pre covid levels but it is returning. Q4 improved 11 percent, coupled with an average fare increase of 10 percent, driving revenue up 22 percent.


16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

Ex: Community sponsor or airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; Community sponsor or airport has or will have continuous discussions regarding price controls, revenue management, or schedule; airline agrees contractually to maintain competitive fare practices.

REMAINS UNCHANGED: As noted above, we spend time with our airline partners, discussing demand and pricing through our lens. The fare shops and booking reports provide the framework for our discussions once in season.

Winter 2023-34 required high engagement due to inconsistent snow/demand and the need to reduce risk through lowered pricing throughout December/January. This clearly had an impact on overall yield, but with a 2.5% increase in seats, we were able to hold our load factor to Winter 2023-24 levels. (69%).

17. Signature of the individual completing this application:

Sponsor signature:	Date:
	5/30/24

To the best of my knowledge the above information in this application is true, accurate and complete

Contact Information:

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name (Signee):	Kari Cooper		Company or Affiliation:	JH AIR
Email:	kari.c.cooper@gmail.com	Phone:	307-690-0397	
Address:	PO Box 7767	City:	Jackson	State: WY
Zip:	83002			
Name :	Kristal Vaughan		Company or Affiliation:	Delta Air Lines
Email:	kristal.vaughan@delta.com	Phone:		
Address:		City:		State:
Zip:				
Name :	Kimberly Mitchell		Company or Affiliation:	Delta Air Lines
Email:	kimberly.mitchell@delta.com	Phone:		
Address:		City:		State:
Zip:				
Name :			Company or Affiliation:	
Email:		Phone:		
Address:		City:		State:
Zip:				
Name :			Company or Affiliation:	
Email:		Phone:		
Address:		City:		State:
Zip:				
Name :			Company or Affiliation:	
Email:		Phone:		
Address:		City:		State:
Zip:				

Winter Inbound Non-Stop Jet Service

2023-24

AIRLINE	PLANE	DEPARTS	ARRIVES	FREQUENCY	DATES
Atlanta					
Delta	B752	11:24 AM	1:45 PM	Daily	12/16/23 - 1/7/24
Delta	B752	11:00 AM	1:14 PM	M, Th, F, Sa, Su	1/08/24 - 2/18/24
Delta	B752	11:00 AM	1:14 PM	Daily	2/19/24 - 3/9/24
Delta	B752	11:07 AM	1:21 PM	Daily	3/10/24 - 4/7/24
Chicago					
American	A319	9:55 AM	12:07 PM	Daily	12/15/23 - 4/3/24
American	A319	9:55 AM	12:07 PM	Daily	12/20/23 - 1/7/24
American	A319	10:05 AM	12:18 PM	M, W, Th, F, Sa, Su	1/8/24 - 2/14/24
United	B737	9:15 AM	11:38 AM	Daily	12/14/23 - 3/31/24 As early as 9:00 am departure
United	B737	8:45 AM	10:58 AM	Sa, Su	4/6/24 - 4/14/24
Dallas / Fort Worth					
American	A319	10:40 AM	12:54 PM	Daily	12/1/23 - 12/4/23
American	A319	10:46 AM	12:57 PM	Daily	12/5/23 - 12/19/23
American	A319	8:47 AM	10:51 AM	Daily	12/20/23 - 1/7/24
American	A319	10:15 AM	12:19 PM	Daily	12/20/23 - 1/7/24
American	A319	8:31 AM	10:36 AM	M, W, Th, F, Su	1/8/24 - 2/14/24
American	A319	10:40 AM	12:50 PM	Daily	1/8/24 - 2/14/24
American	A319	8:22 AM	10:25 AM	Sat	1/13/24 - 2/10/24
American	A319	8:25 AM	10:28 AM	Daily	2/15/24 - 4/3/24
American	A319	12:20 PM	2:17 PM	Daily	2/15/24 - 4/3/24
American	A319	10:15 AM	12:10 PM	Daily	4/4/24 - 4/15/24
Denver					
United	A319	12:00 PM	1:33 PM	Daily	12/1/23 - 1/8/24
United	E75L	1:40 PM	3:23 PM	Daily	12/1/23 - 12/20/23
United	A319	7:08 PM	8:40 PM	Daily	12/1/23 - 3/30/24
United	E75L	8:01 AM	9:47 AM	Daily	12/21/23 - 1/8/24
United	A319	3:40 PM	5:06 PM	Daily	12/21/23 - 1/8/24
United	A319	7:45 AM	9:20 AM	M, Th, F, Sa, Su	1/11/24 - 2/18/24
United	A319	3:40 PM	5:06 PM	M, Th, F, Sa, Su	1/11/24 - 2/18/24
United	A319	11:51 AM	1:26 PM	Daily	1/9/24 - 2/14/24
United	E75L	1:36 PM	3:11 PM	Tu, W	1/9/24 - 2/14/24
United	A319	12:00 PM	1:33 PM	Daily	2/15/24 - 3/6/24
United	A319	7:45 AM	9:20 AM	Daily	2/19/24 - 3/6/24
United	A319	3:40 PM	5:06 PM	Daily	2/19/24 - 4/15/24
United	A319	11:50 AM	1:21 PM	Daily	3/7/24 - 3/30/24
United	E75L	1:42 PM	3:22 PM	Daily	3/7/24 - 3/30/24
United	A319	11:35 AM	1:14 PM	Daily	3/31/24 - 4/15/24
United	A319	7:15 PM	8:45 PM	Daily	3/31/24 - 4/15/24
Houston					
United	B737	9:33 AM	12:08 PM	Daily	12/21/23 - 1/8/24
United	B737	9:33 AM	12:08 PM	Sa, Su	1/13/24 - 2/11/24
United	B737	9:35 AM	12:10 PM	Sa, Su	2/17/24 - 3/30/24
Los Angeles					
American	CRJ7	9:28 AM	1:05 PM	Daily	12/20/23 - 1/7/24
American	CRJ7	8:13 AM	11:38 AM	Daily	1/8/24 - 2/14/24
American	CRJ7	9:00 AM	12:23 PM	Daily	2/15/24 - 4/3/24
Delta	E75L	8:37 AM	12:13 PM	Daily	12/16/23 - 1/7/24
Delta	E75L	8:40 AM	12:12 PM	Sa	1/13/24 - 3/9/24
United	E75L	9:15 AM	12:55 PM	Daily	12/21/23 - 3/6/24 As early as 9:05 am departure

United	E75L	10:37 AM	2:09 PM	Daily	3/7/24 - 3/30/24
Minneapolis					
Delta	A319	11:02 AM	12:49 PM	Sa	12/16/23 - 1/6/24
Delta	A319	11:02 AM	12:49 PM	Daily	12/26/23 - 12/29/23
Delta	A319	12:55 PM	2:25 PM	Sa	1/13/24 - 3/9/24
Delta	A319	11:15 AM	12:45 PM	Sa	3/16/24 - 4/6/24
Newark					
United	B737	9:50 AM	12:54 PM	Daily	12/14/23 - 4/7/24 As early as 9:29 am departure
Salt Lake City					
Delta	A319	11:15 AM	12:22 PM	Daily	12/1/23 - 4/15/24 As early as 10:55am
Delta	A319	4:00 PM	5:05 PM	Daily	12/1/23 - 12/6/23
Delta	A319	8:15 PM	9:28 PM	Daily	12/1/23 - 1/7/24 No service 12/24-25, 12/31-1/1
Delta	A319	3:35 PM	4:48 PM	Daily	12/7/23 - 3/9/24 No service 12/24-25, 12/31-1/1
Delta	A319	5:40 PM	6:46 PM	M, Su	12/24/23-1/1/24
Delta	A319	6:00 PM	7:10 PM	Daily	1/8/24 - 3/9/24
Delta	A319	4:10 PM	5:22 PM	Daily	3/10/24 - 4/15/24
Delta	A319	8:26 PM	9:30 PM	Daily	3/10/24 - 4/15/24
San Diego					
Alaska	E75L	9:35 AM	1:10 PM	SA	12/16/23 - 1/6/24
Alaska	E75L	8:15 AM	12:05 PM	SA	1/13/24 - 3/9/24
Alaska	E75L	8:10 AM	11:55 AM	M	1/15/2024
Alaska	E75L	2:15 PM	5:53 PM	M	2/19/2024
San Francisco					
Alaska	B737	9:45 AM	1:11 PM	M, Tu, W, Th, F, Su	12/14/23 - 1/12/24
Alaska	B737	11:10 AM	2:35 PM	SA	12/16/23 - 1/6/24
Alaska	B737	9:45 AM	1:11 PM	Daily	1/13/24 - 3/13/24
United	E75L	11:20 AM	2:51 PM	M, Tu, W, Th, F, Sa	12/14/23 -1/8/24
United	E75L	10:35 AM	1:57 PM	Su	12/24/23 - 1/7/24
United	A320	10:50 AM	2:20 PM	Su	1/9/24 - 3/30/24
Seattle					
Alaska	E75L	8:01 AM	11:00 AM	Sa	12/2/23 - 12/9/23
Alaska	E75L	8:00 AM	11:04 AM	M, Th, F, Sa, Su	12/14/23 - 3/11/24

Winter Outbound Non-Stop Jet Service

2023-24

AIRLINE	PLANE	DEPARTS	ARRIVES	FREQUENCY	DATES
Atlanta					
Delta	B752	2:55 PM	8:48 PM	M, Tu, W, Th, F, Su	12/17/23 - 1/8/24
Delta	B752	2:25 PM	8:10 PM	M, Tu, W, Th, F, Su	1/11/24 - 2/18/24
Delta	B752	2:25 PM	8:10 PM	Daily	2/19/24 - 3/9/24
Delta	B752	2:29 PM	8:10 PM	Daily	3/10/24 - 4/7/24
Chicago					
American	A319	12:59 PM	5:25 PM	Daily	12/20/23 - 1/7/24
American	A319	1:12 PM	5:26 PM	M, W, Th, F, Sa, Su	1/8/24 - 2/14/24
American	A319	12:47 PM	4:45 PM	Daily	2/15/24 - 4/3/24
United	B737	12:45 PM	4:50 PM	Daily	12/14/23 - 2/14/24 As early as 12:25 PM
United	B737	12:32 PM	4:36 PM	Daily	2/15/24 - 3/30/24
United	B737	11:59 AM	4:05 PM	Sa, Su	3/31/24 - 4/14/24
Dallas/Fort Worth					
American	A319	1:37 PM	5:45 PM	Daily	12/1/23 - 12/19/23
American	A319	11:42 AM	3:50 PM	Daily	12/20/23 - 1/7/24
American	A319	12:52 PM	5:00 PM	Daily	12/20/23 - 1/7/24
American	A319	11:22 AM	3:18 PM	M, W, Th, F, Sa, Su	1/8/24 - 2/14/24

American	A319	1:30 PM	5:26 PM	Daily	1/8/24 - 2/14/24
American	A319	12:09 PM	3:55 PM	Daily	2/15/24 - 4/3/24
American	A319	4:04 PM	7:55 PM	Daily	2/15/24 - 4/3/24
American	A319	2:01 PM	5:50 PM	Daily	4/4/24 - 4/15/24
Denver					
United	A319/A320	7:00 AM	8:42 AM	Daily	12/1/23 - 3/30/24
United	A319	2:26 PM	4:06 PM	Daily	12/1/23 - 4/15/24 As late as 2:45
United	A319	4:07 PM	5:57 PM	Daily	12/1/23 - 12/20/23
United	E75L	10:35 AM	12:20 PM	Daily	12/21/23 - 1/8/24
United	A319	6:02 PM	7:40 PM	Daily	12/21/23 - 3/6/24
United	A319	4:10 PM	5:48 PM	Tu, W	1/9/24 - 2/14/24
United	A319	10:25 AM	12:03 PM	M, Th, F, Sa, Su	1/11/24 - 2/18/24
United	A319	10:25 AM	12:03 PM	Daily	2/19/24 - 3/6/24
United	A319	4:25 PM	5:57 PM	Daily	3/7/24 - 3/30/24
United	E75L	9:25 AM	11:04 AM	Daily	3/7/24 - 3/30/24
United	A319/A320	7:10 AM	8:37 AM	Daily	3/31/24 - 4/15/24
United	A319	5:50 PM	7:27 PM	Daily	3/31/24 - 4/15/24
Houston					
United	B737	1:04 PM	5:25 PM	Daily	12/14/23 - 1/8/24
United	B737	1:01 PM	5:16 PM	Sa, Su	1/13/24 - 3/30/24
Los Angeles					
American	CRJ7	1:39 PM	3:29 PM	Daily	12/20/23 - 1/7/24
American	CRJ7	12:14 PM	1:39 PM	Daily	1/8/24 - 2/14/24
American	CRJ7	1:00 PM	2:31 PM	Daily	2/15/24 - 4/3/24
Delta	E75L	12:58 PM	2:29 PM	Daily	12/16/23 - 1/7/24
Delta	E75L	1:00 PM	2:43 PM	Sa	1/13/24 - 3/30/24
United	E75L	1:30 PM	3:12 PM	Daily	12/21/23 - 1/8/24
United	E75L	1:55 PM	3:35 PM	Daily	1/9/24 - 2/14/24
United	E75L	1:18 PM	3:04 PM	Daily	2/15/24 - 3/30/24
Mineapolis					
Delta	A319	1:49 PM	5:25 PM	Sa	12/16/23 - 12/30/23
Delta	A319	1:49 PM	5:25 PM	Daily	12/27/23 - 12/29/23
Delta	A319	2:00 PM	5:19 PM	Sa	3/16/24 - 4/6/24
Newark					
United	B737	1:53 PM	8:16 PM	Daily	12/14/23 - 12/20/23
United	B737	2:00 PM	8:20 PM	Daily	12/21/23 - 1/8/24
United	B737	2:09 PM	8:30 PM	M, Tu, W, Th, F, Su	12/21/23 - 1/8/24
United	B737	1:31 PM	7:52 PM	Sa	1/13/24 - 2/10/24
United	B737	1:46 PM	8:06 PM	Daily	2/15/24 - 4/7/24
Salt Lake City					
Delta	A319	7:00 AM	8:36 AM	Daily	12/1/23 - 4/15/24 As late as 7:15am
Delta	A319	1:15 PM	2:35 PM	Daily	12/1/23 - 4/15/24 As early as 1:07
Delta	A319	5:50 PM	7:15 PM	Daily	12/1/23 - 12/22/23 No 12/16
Delta	A319	5:50 PM	7:14 PM	M, Tu, W, Th, F, Su	1/2/24 - 3/8/24
Delta	A319	6:15 PM	7:39 PM	M, Tu, W, Th, F, Su	3/10/24 - 3/29/24
Delta	A319	6:15 PM	7:27 PM	Daily	3/31/24 - 4/15/24
San Diego					
Alaska	E75L	1:55 PM	3:28 PM	SA	12/16/23 - 1/6/24
Alaska	E75L	12:45 PM	2:13 PM	SA	1/13/24 - 2/10/24
Alaska	E75L	12:35 PM	2:03 PM	M	1/15/2024
Alaska	E75L	12:40 PM	2:06 PM	SA	2/17/24 - 3/9/24
Alaska	E75L	6:35 PM	8:05 PM	M	2/19/2024
San Francisco					

Alaska	B737	2:00 PM	3:45 PM	Daily	12/14/23 - 3/13/24 No SA 12/16 - 1/6/24
Alaska	B737	3:30 PM	5:15 PM	SA	12/16/23 - 1/6/24
United	E75L	3:35 PM	5:23 PM	Daily	12/14/23 - 1/8/24 No SU 12/24 - 1/7/24
United	E75L	2:40 PM	4:33 PM	Su	12/24/23 - 1/7/24
United	A320	3:20 PM	5:05 PM	Daily	1/9/24 - 2/14/24
United	A320	3:05 PM	4:48 PM	Daily	2/15/24 - 3/30/24
Seattle					
Alaska	E75L	11:45 AM	12:53 PM	Sa	12/2/23 - 12/9/23
Alaska	E75L	11:45 AM	1:19 PM	M, Th, F, Sa, Su	12/14/23 - 3/11/24

WYOMING AERONAUTICS COMMISSION
AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST

INITIAL PROJECT SUMMARY

ORGANIZATION NAME: Jackson Hole Air Improvement Resources (JH AIR)
SCOPE: Seasonal Air Service with Delta Airlines (DL)

REQUEST DATE: 5/30/2024
AIRPORT: Jackson Hole Airport

PROVIDER/HUB: Delta Airlines
TYPE OF CONTRACT: Minimum Revenue Guarantee (MRG)
NEW OR EXISTING: New request for continuing and expanding seasonal winter service to Atlanta (ATL)
PRIORITY RATING MODEL SCORE: 1280/1415

PROJECT NO: ASJAC18
CONTRACT TERM: December 2024 - April 2025
STAFF RECOMMENDATION: Approve at a state match of 40% with a dollar amount not to exceed \$72,000.

INTENDED BENEFITS:

Primary Air Service: This does not meet the Commission's definition of Primary Air Service.

Economic Benefit: The potential economic impact of this service would be \$22,964,274 in additional visitor spend, tax collection, and supported payroll.

Enplanements: Anticipated enplanements would be 14,097.

Passengers Under Contract: The passengers under contract for this service would account for 7.2% of the airports scheduled service during this time period.

Passenger Retention: Passenger retention for the 2023/2024 winter season averaged 83%. Continuation of this service will help retain passengers in Wyoming.

Capacity: The proposed service would provide 35,024 seats.

Air Fares: Jackson's fares are typically the highest in the state of Wyoming. The air fares being charged are comparable to other ski resort destinations across the country. JHAIR continually evaluates booking volume and fares, and holds weekly conference calls with its airline partners to review air fares being charged.

BASELINE: December 2022 - April 2023 (Cumulative Airport Figures)

Enplanements: 190,600

Passengers Under Contract: 37,810

Passenger Retention: 83.0%

Capacity: 271,558

Air Fares: \$327

	THIS APPLICATION			PREVIOUS APPLICATION (2024)		
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL
PERCENTAGE:	40.0%	60.0%	100.0%	40.0%	60.0%	100.0%
AMOUNT:	\$72,000.00	\$108,000.00	\$180,000.00	\$60,000.00	\$90,000.00	\$150,000.00

NEGOTIATIONS: Negotiations for this contract were conducted in their entirety by JHAIR and American Airlines. Contract numbers provided by American appear reasonable to the division staff.

FLIGHT SCHEDULE: Attached from Aeronautics

CONNECTION TIMES MAXIMIZED: Yes - Flights under this agreement have historically been well timed for connections.

BEGIN SERVICE: 12/16/2024

AIRCRAFT: B757

OPERATIONAL RESTRICTIONS: None

MARKETING FOR THIS SERVICE: Winter marketing budget of \$2 million through collaboration with JH AIR, Jackson Hole Chamber of Commerce, Jackson Hole Mountain Resort, Jackson Hole Travel & Tourism, and Jackson Hole Central Reservations. Well developed marketing mixes, strategies and goals.

LOCAL DOLLARS FOR MARKETING: \$2,000,000

STANDARDIZED AIRLINE PROFIT %: 10%

ADDITIONAL/VETTING NOTES: This project is one of two requests by JHAIR for this season and similar to the 2024/2025 requests. Staff regards this project as a good use of state funds under the intended benefits of the ASEP.

	RECOMMENDATION		
	STATE	LOCAL	TOTAL
PERCENTAGE:	40.0%	60.0%	100.0%
AMOUNT:	\$72,000.00	\$108,000.00	\$180,000.00

Wyoming Air Service Enhancement Program Priority Rating Scorecard

Community Sponsor: Jackson Hole Air Improvement Resources (JH AIR)

Project No: ASJAC18

Scope: Continue winter air service on Delta Airlines to Atlanta (ATL)

Final Score: 1280

Criteria	Priority	Definition	Qualification							Scoring Value	Score	Points Awarded
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract							5	0	0
			Brings total above 10,000 by second calendar year of contract							3		
			Does not bring above 10,000 but improves							1		
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service							0		
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Or	Increase in enplanements of ≥ 75%	Forecasted increase in ≥ 5,000 but <8,000 ≥ 3,000 but <3,000 < 3,000	Seasonal / leisure or recreation oriented service	Increase ≥6%	5	5	100	
					Increase ≥ 50%, but < 75%			Increase ≥4% but <6%	3			
					Increase ≥ 25% but < 50%			Increase ≥2% but <4%	2			
					Increase < 25%			Increase <2%	1			
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level		≥ 12 flights / week		Seasonal / leisure or recreation oriented service	≥ 4 flights / week		5	5	100
					≥ 10 flights, but < 12			≥ 3 but < 4 flights		3		
					≥ 6 flights, but < 10			≥ 2 but < 3 flights		2		
					≥ 1 flights, but < 6			≥ 1 but < 2 flights		1		
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity							5	2	40
			Project introduces at least once daily jet service to airport							5		
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport							5		
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport							3		
			Project introduces a second or third hub by the same marketing carrier							2		
			Project introduces additional capacity to same hub (Upgrading or additional flights)							2		
			Project introduces at least 2x weekly leisure service							1		
		Increasing the reliability of service	Reliability of airline is ≥ industry standard							6	12	240
			Reliability of airline is < industry standard, but ≥ 95%							3		
			Reliability of airline is < 95%							1		
		Increasing the on-time performance of service	On-time performance of airline is ≥ industry standard							6		
			On-time performance of airline is < industry standard, but ≥ 75%							3		
			On-time performance of airline is < 75%							1		
		Lowers air fares	Project introduces a U/LCC airline							2	1	20
			Project would increase monthly capacity/population ratio above .22							2		
			Project would increase monthly capacity/population ratio above .13							1		
			Project would improve monthly capacity/population ratio but not above .13							1		
Total Points Statutory Benefit											500	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Economic Benefit	15	Economic impact from proposed air service	2020 ASEP ROI ≥ 50	14	14	210
			2020 ASEP ROI ≥ 21 , but < 50	10		
			2020 ASEP ROI ≥ 10 , but < 21	6		
			2020 ASEP ROI ≥ 4 , but < 10	2		
		Total economic impact number calculated from 2020 ASEP ROI study / state dollars requested	Increase in excess of 400%	14	10	150
			Increase $\geq 300\%$, but $< 400\%$	10		
			Increase $\geq 200\%$, but $< 300\%$	6		
			Increase $\geq 200\%$	2		
Total Points Economic Benefit					360	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Community Involvement	10	Community lead task force	Yes	5	5	50
			No	0		
		Market specific marketing plan for proposed service	Yes	3	3	30
			No	0		
		Historic involvement in air service	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		The applicant airport has fully pursued available federal funds for air service	Yes	4	4	40
			No	0		
		Community efforts to secure cash contribution as a match for air service MRG	Three (3) or more sources	8	8	80
			Two (2) or more sources	5		
			One (1) source	2		
		In-kind contributions as a percent of the total MRG	≥10%	5	5	50
			≥5% but <10%	3		
			≥0% but <5%	1		
			No in-kind contributions	0		
		Max dollar contribution	# of dollars committed to service			
Total Points Community Involvement					290	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	1	5
			Greater than or equal to 35,000 but less than 45,000	2		
			Less than 35,000	1		
		Drive time to largest leaked out of state market	In excess of 280 miles	4	4	20
			≥ 130 miles, but < 280 miles	2		
			< 130 miles	1		
		Proposed airline includes connective opportunities on airline branded and/or code-share flights at the destination	Yes	6	6	30
			No	0		
		Airline interline/baggage agreement	Yes	2	2	10
			No	0		
		Community engagement on, and periodic review of, pricing	Yes	3	3	15
			No	0		
		Community engagement on scheduling	Yes	3	3	15
			No	0		
		Scheduled times are ideal for type of service	Yes	2	2	10
			No	0		
		State cost (MRG required) per available seat	< \$30	5	5	25
			≥ \$30 but < \$50	2		
			≥ \$50	1		
		Total Points Differentiating Characteristics				
Total Points					1280	

Revised May 2021

Air Service Enhancement Program (ASEP) Grant Application

1. Name of the community sponsor applying for the ASEP grant;

Jackson Hole Air Improvement Resources (JH AIR)

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

	\$ Amount	% of Total
Local Contribution	\$108,000	60%
Sought from ASEP	\$72,000	40%
Total MRG required	\$180,000	100%

Additional Comments:

JH AIR is requesting an ASEP Grant to support a contract with Delta Air Lines for Winter 2024-25 service. This contract will complement MRG service provided by American and United Airlines to Jackson Hole, Wyoming.

Delta will provide ATLJAC winter operations utilizing a B757 aircraft. In addition Delta has committed to service from Salt Lake City (3-4 daily A319 flights), Minneapolis (daily holiday plus D3&6 A319) and Los Angeles (daily RJ7).

3. Name of the marketing and operating airline(s) or prospective airline(s);

Ex: United Express operated by SkyWest Airlines

Delta Air Lines

4. Schedule Information;

- a. Is this year-round or seasonal service?

☐ Year-round ☒ Seasonal

- b. Schedule specifics: Please attach as much flight schedule information as available at the time of application either separately or with the attached table, include effective and discontinue dates. This information may be updated with future addendums. Note: If this is for an incumbent ASEP supported projected and there are no changes to the schedule then please indicate "No Change" below.

☐ Attached ☐ No Change

5. Please provide by attachment the anticipated or forecasted levels of enplanements at the airport before or without the proposed service and the additional enplanements the proposed service would bring:

Ex: 1st month of service: 1,200, 2nd month: 1,250

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

We are working on retaining service; this will represent 102 flights with 20,298 seats.

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide an attachment with any additional revenue the airport may receive as a result of the additional service excluding PFCs

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

The Jackson business community created JH AFB in 2002 as a not for profit 501(c)(3) with the sole purpose of contracting air service to Jackson Hole, Wyoming.
JH AFB Board Members represent community leadership; resorts, hotels, real estate, hospital and with ex officio members from Teton County, JAC Airport and Chamber of Commerce.

10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

☒ Yes ☐ No

- a. If no, **will** the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

☐ Yes ☐ No

- b. If yes, please attach all supporting information and include a budgeted list of expected expenditures:

Ex: Television: \$10,000, Newspapers: \$5,000, etc.

11. Has the airport sought or **will** seek funds from the WYDOT marketing grant match to coincide with the service?

☐ Yes ☒ No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

Ex: Attending ACI JumpStart events, Routes, airline visits or other conferences for air service development.

REMAINS UNCHANGED: JH AIR operates as the contractor for airline service on behalf of the community. JH Chamber of Commerce, JH Travel & Tourism, JH Resort Reservations and JH Mountain Resort collaborate with JH AIR on our marketing approach to support air service to Jackson Hole. Approximate winter community spend on marketing support for airlines: \$2,000,000. This includes traditional marketing, social, print and data base communications.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.

REMAINS UNCHANGED: The JH AIR Board/ED is very engaged with our airline partners as exemplified by the Airline Rendezvous - an event to which we invite our airline partners, WYDOT/Aeronautics leadership, legislators, WY airport directors and local leadership. The 2024 Airline Rendezvous is scheduled to take place September 3-5, 2024. In order to manage the cost of this event, local businesses provide complimentary lodging, activities and a reduction for all F&B.

The Exec Com Members, ED and Airport Director meet with each of the airline network planning teams at their HQ (AA/DFW, DL/ATL, UA/ORD and AS/SEA).

We track advance booking reports weekly and overlay with a third party that tracks 20 hotelier/property management companies. We also work with Mead & Hunt on a fareshop report that is supported by WYDOT/Aeronautics. These are critical tools as we navigate supply/demand peaks and valleys.

14. Please indicate if the airport has been granted a Small Community Air Service Development (SCASD) grant that will be used with the proposed service or will apply within a year after the ASEP application year.

☐ Yes

☒ No

15. Airline code share and interline agreement;

- a. Does the participating airline have a code-share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.

REMAINS UNCHANGED: Three of the four airlines flying winter service to JAC are considered legacy carriers (American, Delta & United), with all three flying service to international destinations, and when code share partners are involved (example American & British Air) a seamless guest experience is provided.

We continue to work on bringing back our international market visitors. Demand is still below pre covid levels, primarily due to the strength of the US dollar.

Contact Information:

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name (Signee):	Kari Cooper	Company or Affiliation:	JH AIR
Email:	kari.c.cooper@gmail.com	Phone:	307-690-0397
Address:	PO Box 7767	City:	Jackson
	83002	State:	WY
Zip:			
Name :	Kristal Vaughan	Company or Affiliation:	Delta Air Lines
Email:	kristal.vaughan@delta.com	Phone:	
Address:		City:	
		State:	
Zip:			
Name :	Kimberly Mitchell	Company or Affiliation:	Delta Air Lines
Email:	kimberly.mitchell@delta.com	Phone:	
Address:		City:	
		State:	
Zip:			
Name :		Company or Affiliation:	
Email:		Phone:	
Address:		City:	
		State:	
Zip:			
Name :		Company or Affiliation:	
Email:		Phone:	
Address:		City:	
		State:	
Zip:			
Name :		Company or Affiliation:	
Email:		Phone:	
Address:		City:	
		State:	
Zip:			

16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

Ex: Community sponsor or airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; Community sponsor or airport has or will have continuous discussions regarding price controls, revenue management, or schedule; airline agrees contractually to maintain competitive fare practices.

REMAINS UNCHANGED: As noted above, we spend time with our airline partners, discussing demand and pricing through our lens. The fare shops and booking reports provide the framework for our discussions once in season.

Winter 2023-24 required high engagement due to inconsistent snow/demand and the need to reduce risk through lowered pricing throughout December/January. This clearly had an impact on overall yield, but with a 2.5% increase in seats, we were able to hold our load factor to Winter 2023-24 levels.

17. Signature of the individual completing this application:

Sponsor signature:	Date:
Kent Cooper	4/25/24

To the best of my knowledge the above information in this application is true, accurate and complete

Winter Inbound Non-Stop Jet Service

2023-24

AIRLINE	PLANE	DEPARTS	ARRIVES	FREQUENCY	DATES
Atlanta					
Delta	B752	11:24 AM	1:45 PM	Daily	12/16/23 - 1/7/24
Delta	B752	11:00 AM	1:14 PM	M, Th, F, Sa, Su	1/08/24 - 2/18/24
Delta	B752	11:00 AM	1:14 PM	Daily	2/19/24 - 3/9/24
Delta	B752	11:07 AM	1:21 PM	Daily	3/10/24 - 4/7/24
Chicago					
American	A319	9:55 AM	12:07 PM	Daily	12/15/23 - 4/3/24
American	A319	9:55 AM	12:07 PM	Daily	12/20/23 - 1/7/24
American	A319	10:05 AM	12:18 PM	M, W, Th, F, Sa, Su	1/8/24 - 2/14/24
United	B737	9:15 AM	11:38 AM	Daily	12/14/23 - 3/31/24 As early as 9:00 am departure
United	B737	8:45 AM	10:58 AM	Sa, Su	4/6/24 - 4/14/24
Dallas / Fort Worth					
American	A319	10:40 AM	12:54 PM	Daily	12/1/23 - 12/4/23
American	A319	10:46 AM	12:57 PM	Daily	12/5/23 - 12/19/23
American	A319	8:47 AM	10:51 AM	Daily	12/20/23 - 1/7/24
American	A319	10:15 AM	12:19 PM	Daily	12/20/23 - 1/7/24
American	A319	8:31 AM	10:36 AM	M, W, Th, F, Su	1/8/24 - 2/14/24
American	A319	10:40 AM	12:50 PM	Daily	1/8/24 - 2/14/24
American	A319	8:22 AM	10:25 AM	Sat	1/13/24 - 2/10/24
American	A319	8:25 AM	10:28 AM	Daily	2/15/24 - 4/3/24
American	A319	12:20 PM	2:17 PM	Daily	2/15/24 - 4/3/24
American	A319	10:15 AM	12:10 PM	Daily	4/4/24 - 4/15/24
Denver					
United	A319	12:00 PM	1:33 PM	Daily	12/1/23 - 1/8/24
United	E75L	1:40 PM	3:23 PM	Daily	12/1/23 - 12/20/23
United	A319	7:08 PM	8:40 PM	Daily	12/1/23 - 3/30/24
United	E75L	8:01 AM	9:47 AM	Daily	12/21/23 - 1/8/24
United	A319	3:40 PM	5:06 PM	Daily	12/21/23 - 1/8/24
United	A319	7:45 AM	9:20 AM	M, Th, F, Sa, Su	1/11/24 - 2/18/24
United	A319	3:40 PM	5:06 PM	M, Th, F, Sa, Su	1/11/24 - 2/18/24
United	A319	11:51 AM	1:26 PM	Daily	1/9/24 - 2/14/24
United	E75L	1:36 PM	3:11 PM	Tu, W	1/9/24 - 2/14/24
United	A319	12:00 PM	1:33 PM	Daily	2/15/24 - 3/6/24
United	A319	7:45 AM	9:20 AM	Daily	2/19/24 - 3/6/24
United	A319	3:40 PM	5:06 PM	Daily	2/19/24 - 4/15/24
United	A319	11:50 AM	1:21 PM	Daily	3/7/24 - 3/30/24
United	E75L	1:42 PM	3:22 PM	Daily	3/7/24 - 3/30/24
United	A319	11:35 AM	1:14 PM	Daily	3/31/24 - 4/15/24
United	A319	7:15 PM	8:45 PM	Daily	3/31/24 - 4/15/24
Houston					
United	B737	9:33 AM	12:08 PM	Daily	12/21/23 - 1/8/24
United	B737	9:33 AM	12:08 PM	Sa, Su	1/13/24 - 2/11/24
United	B737	9:35 AM	12:10 PM	Sa, Su	2/17/24 - 3/30/24
Los Angeles					
American	CRJ7	9:28 AM	1:05 PM	Daily	12/20/23 - 1/7/24
American	CRJ7	8:13 AM	11:38 AM	Daily	1/8/24 - 2/14/24
American	CRJ7	9:00 AM	12:23 PM	Daily	2/15/24 - 4/3/24
Delta	E75L	8:37 AM	12:13 PM	Daily	12/16/23 - 1/7/24
Delta	E75L	8:40 AM	12:12 PM	Sa	1/13/24 - 3/9/24
United	E75L	9:15 AM	12:55 PM	Daily	12/21/23 - 3/6/24 As early as 9:05 am departure

United	E75L	10:37 AM	2:09 PM	Daily	3/7/24 - 3/30/24
Minneapolis					
Delta	A319	11:02 AM	12:49 PM	Sa	12/16/23 - 1/6/24
Delta	A319	11:02 AM	12:49 PM	Daily	12/26/23 - 12/29/23
Delta	A319	12:55 PM	2:25 PM	Sa	1/13/24 - 3/9/24
Delta	A319	11:15 AM	12:45 PM	Sa	3/16/24 - 4/6/24
Newark					
United	B737	9:50 AM	12:54 PM	Daily	12/14/23 - 4/7/24 As early as 9:29 am departure
Salt Lake City					
Delta	A319	11:15 AM	12:22 PM	Daily	12/1/23 - 4/15/24 As early as 10:55am
Delta	A319	4:00 PM	5:05 PM	Daily	12/1/23 - 12/6/23
Delta	A319	8:15 PM	9:28 PM	Daily	12/1/23 - 1/7/24 No service 12/24-25, 12/31-1/1
Delta	A319	3:35 PM	4:48 PM	Daily	12/7/23 - 3/9/24 No service 12/24-25, 12/31-1/1
Delta	A319	5:40 PM	6:46 PM	M, Su	12/24/23-1/1/24
Delta	A319	6:00 PM	7:10 PM	Daily	1/8/24 - 3/9/24
Delta	A319	4:10 PM	5:22 PM	Daily	3/10/24 - 4/15/24
Delta	A319	8:26 PM	9:30 PM	Daily	3/10/24 - 4/15/24
San Diego					
Alaska	E75L	9:35 AM	1:10 PM	SA	12/16/23 - 1/6/24
Alaska	E75L	8:15 AM	12:05 PM	SA	1/13/24 - 3/9/24
Alaska	E75L	8:10 AM	11:55 AM	M	1/15/2024
Alaska	E75L	2:15 PM	5:53 PM	M	2/19/2024
San Francisco					
Alaska	B737	9:45 AM	1:11 PM	M, Tu, W, Th, F, Su	12/14/23 - 1/12/24
Alaska	B737	11:10 AM	2:35 PM	SA	12/16/23 - 1/6/24
Alaska	B737	9:45 AM	1:11 PM	Daily	1/13/24 - 3/13/24
United	E75L	11:20 AM	2:51 PM	M, Tu, W, Th, F, Sa	12/14/23 -1/8/24
United	E75L	10:35 AM	1:57 PM	Su	12/24/23 - 1/7/24
United	A320	10:50 AM	2:20 PM	Su	1/9/24 - 3/30/24
Seattle					
Alaska	E75L	8:01 AM	11:00 AM	Sa	12/2/23 - 12/9/23
Alaska	E75L	8:00 AM	11:04 AM	M, Th, F, Sa, Su	12/14/23 - 3/11/24

Winter Outbound Non-Stop Jet Service

2023-24

AIRLINE	PLANE	DEPARTS	ARRIVES	FREQUENCY	DATES
Atlanta					
Delta	B752	2:55 PM	8:48 PM	M, Tu, W, Th, F, Su	12/17/23 - 1/8/24
Delta	B752	2:25 PM	8:10 PM	M, Tu, W, Th, F, Su	1/11/24 - 2/18/24
Delta	B752	2:25 PM	8:10 PM	Daily	2/19/24 - 3/9/24
Delta	B752	2:29 PM	8:10 PM	Daily	3/10/24 - 4/7/24
Chicago					
American	A319	12:59 PM	5:25 PM	Daily	12/20/23 - 1/7/24
American	A319	1:12 PM	5:26 PM	M, W, Th, F, Sa, Su	1/8/24 - 2/14/24
American	A319	12:47 PM	4:45 PM	Daily	2/15/24 - 4/3/24
United	B737	12:45 PM	4:50 PM	Daily	12/14/23 - 2/14/24 As early as 12:25 PM
United	B737	12:32 PM	4:36 PM	Daily	2/15/24 - 3/30/24
United	B737	11:59 AM	4:05 PM	Sa, Su	3/31/24 - 4/14/24
Dallas/Fort Worth					
American	A319	1:37 PM	5:45 PM	Daily	12/1/23 - 12/19/23
American	A319	11:42 AM	3:50 PM	Daily	12/20/23 - 1/7/24
American	A319	12:52 PM	5:00 PM	Daily	12/20/23 - 1/7/24
American	A319	11:22 AM	3:18 PM	M, W, Th, F, Sa, Su	1/8/24 - 2/14/24

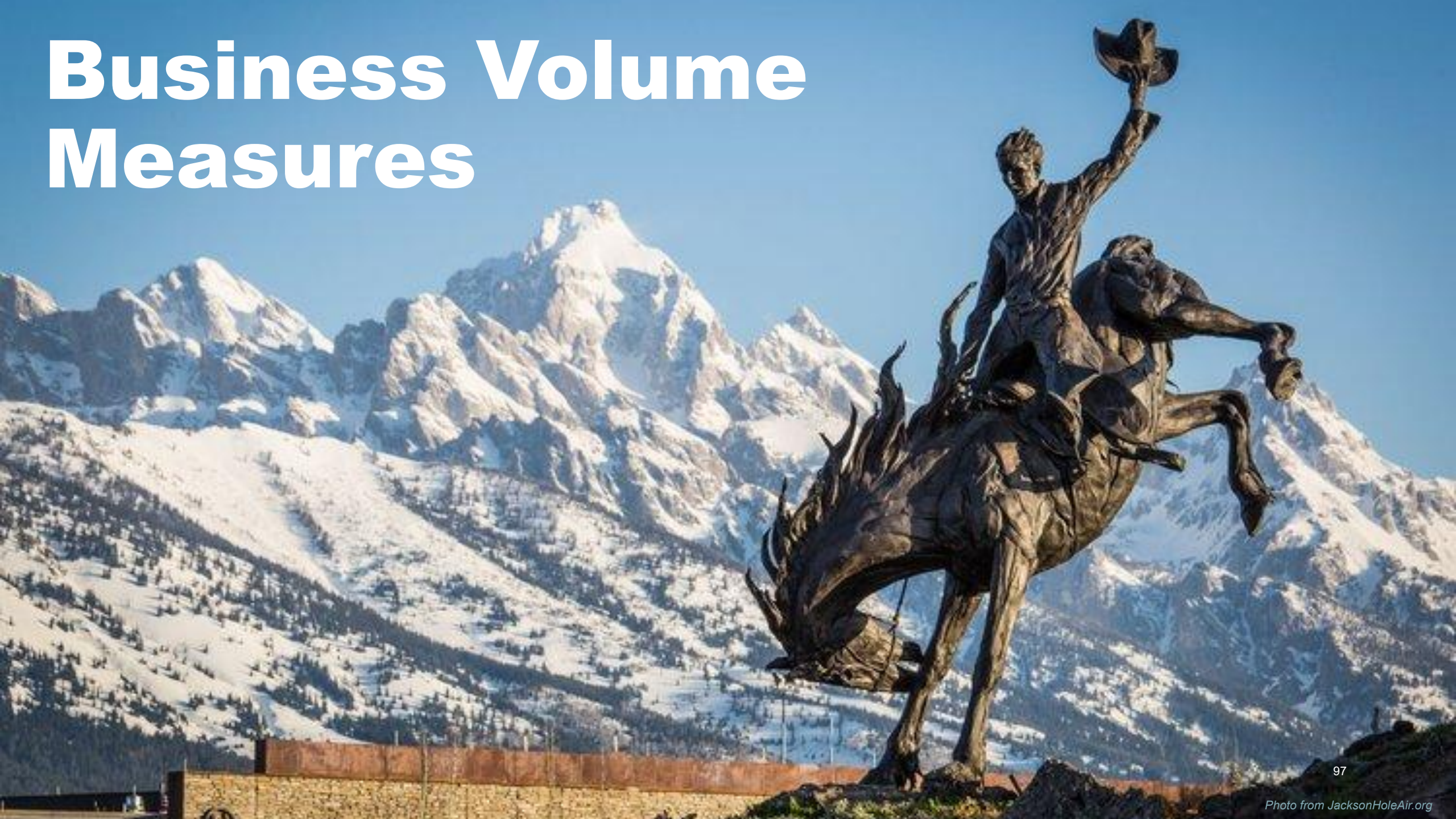
American	A319	1:30 PM	5:26 PM	Daily	1/8/24 - 2/14/24
American	A319	12:09 PM	3:55 PM	Daily	2/15/24 - 4/3/24
American	A319	4:04 PM	7:55 PM	Daily	2/15/24 - 4/3/24
American	A319	2:01 PM	5:50 PM	Daily	4/4/24 - 4/15/24
Denver					
United	A319/A320	7:00 AM	8:42 AM	Daily	12/1/23 - 3/30/24
United	A319	2:26 PM	4:06 PM	Daily	12/1/23 - 4/15/24 As late as 2:45
United	A319	4:07 PM	5:57 PM	Daily	12/1/23 - 12/20/23
United	E75L	10:35 AM	12:20 PM	Daily	12/21/23 - 1/8/24
United	A319	6:02 PM	7:40 PM	Daily	12/21/23 - 3/6/24
United	A319	4:10 PM	5:48 PM	Tu, W	1/9/24 - 2/14/24
United	A319	10:25 AM	12:03 PM	M, Th, F, Sa, Su	1/11/24 - 2/18/24
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Houston					
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Los Angeles					
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American	CRJ7	12:14 PM	1:39 PM	Daily	1/8/24 - 2/14/24
American	CRJ7	1:00 PM	2:31 PM	Daily	2/15/24 - 4/3/24
Delta	E75L	12:58 PM	2:29 PM	Daily	12/16/23 - 1/7/24
Delta	E75L	1:00 PM	2:43 PM	Sa	1/13/24 - 3/30/24
United	E75L	1:30 PM	3:12 PM	Daily	12/21/23 - 1/8/24
United	E75L	1:55 PM	3:35 PM	Daily	1/9/24 - 2/14/24
United	E75L	1:18 PM	3:04 PM	Daily	2/15/24 - 3/30/24
Mineapolis					
Delta	A319	1:49 PM	5:25 PM	Sa	12/16/23 - 12/30/23
Delta	A319	1:49 PM	5:25 PM	Daily	12/27/23 - 12/29/23
Delta	A319	2:00 PM	5:19 PM	Sa	3/16/24 - 4/6/24
Newark					
United	B737	1:53 PM	8:16 PM	Daily	12/14/23 - 12/20/23
United	B737	2:00 PM	8:20 PM	Daily	12/21/23 - 1/8/24
United	B737	2:09 PM	8:30 PM	M, Tu, W, Th, F, Su	12/21/23 - 1/8/24
United	B737	1:31 PM	7:52 PM	Sa	1/13/24 - 2/10/24
United	B737	1:46 PM	8:06 PM	Daily	2/15/24 - 4/7/24
Salt Lake City					
Delta	A319	7:00 AM	8:36 AM	Daily	12/1/23 - 4/15/24 As late as 7:15am
Delta	A319	1:15 PM	2:35 PM	Daily	12/1/23 - 4/15/24 As early as 1:07
Delta	A319	5:50 PM	7:15 PM	Daily	12/1/23 - 12/22/23 No 12/16
Delta	A319	5:50 PM	7:14 PM	M, Tu, W, Th, F, Su	1/2/24 - 3/8/24
Delta	A319	6:15 PM	7:39 PM	M, Tu, W, Th, F, Su	3/10/24 - 3/29/24
Delta	A319	6:15 PM	7:27 PM	Daily	3/31/24 - 4/15/24
San Diego					
Alaska	E75L	1:55 PM	3:28 PM	SA	12/16/23 - 1/6/24
Alaska	E75L	12:45 PM	2:13 PM	SA	1/13/24 - 2/10/24
Alaska	E75L	12:35 PM	2:03 PM	M	1/15/2024
Alaska	E75L	12:40 PM	2:06 PM	SA	2/17/24 - 3/9/24
Alaska	E75L	6:35 PM	8:05 PM	M	2/19/2024
San Francisco					

Alaska	B737	2:00 PM	3:45 PM	Daily	12/14/23 - 3/13/24 No SA 12/16 - 1/6/24
Alaska	B737	3:30 PM	5:15 PM	SA	12/16/23 - 1/6/24
United	E75L	3:35 PM	5:23 PM	Daily	12/14/23 - 1/8/24 No SU 12/24 - 1/7/24
United	E75L	2:40 PM	4:33 PM	Su	12/24/23 - 1/7/24
United	A320	3:20 PM	5:05 PM	Daily	1/9/24 - 2/14/24
United	A320	3:05 PM	4:48 PM	Daily	2/15/24 - 3/30/24
Seattle					
Alaska	E75L	11:45 AM	12:53 PM	Sa	12/2/23 - 12/9/23
Alaska	E75L	11:45 AM	1:19 PM	M, Th, F, Sa, Su	12/14/23 - 3/11/24

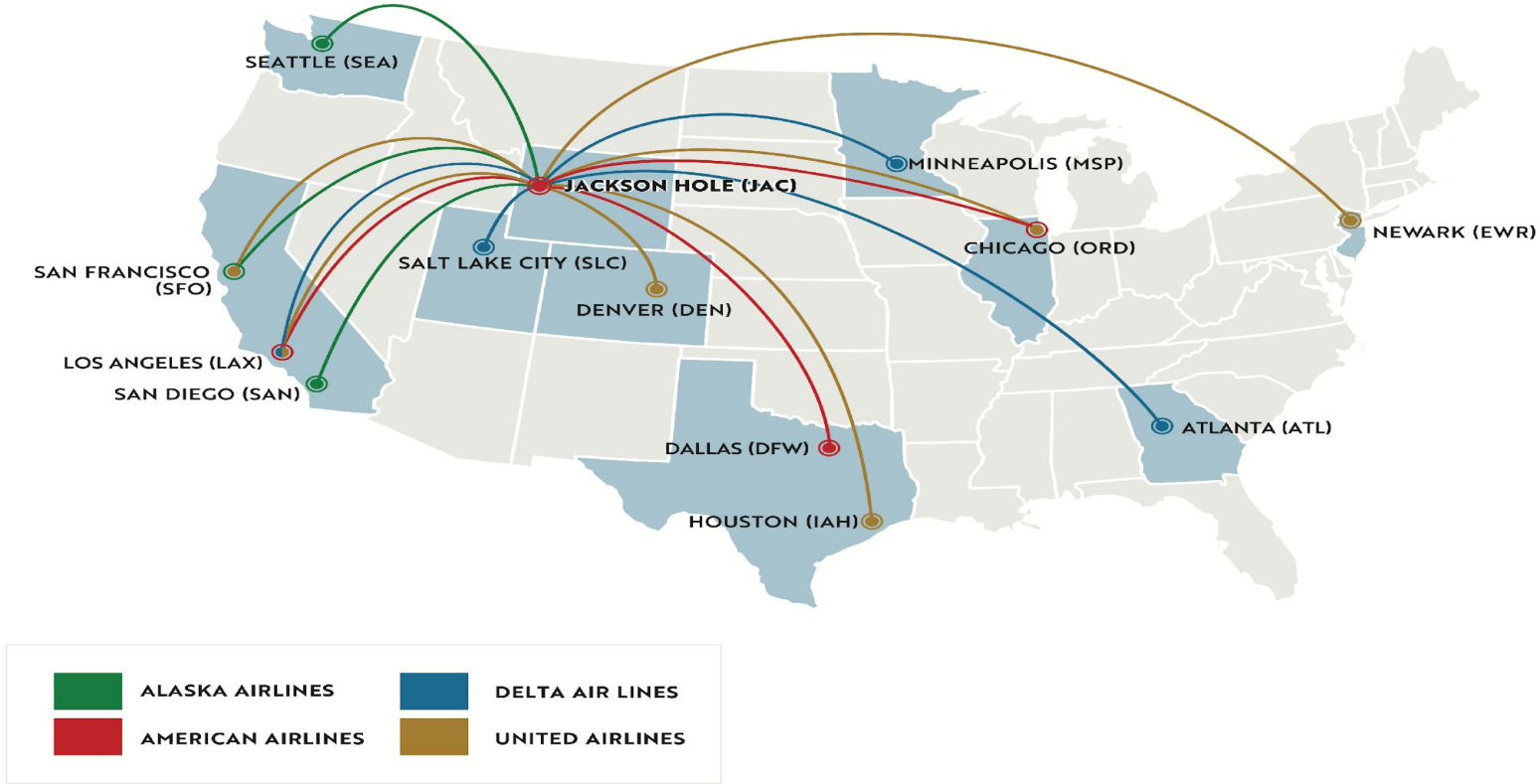


JACKSON HOLE AIR IMPROVEMENT RESOURCES

Business Volume Measures

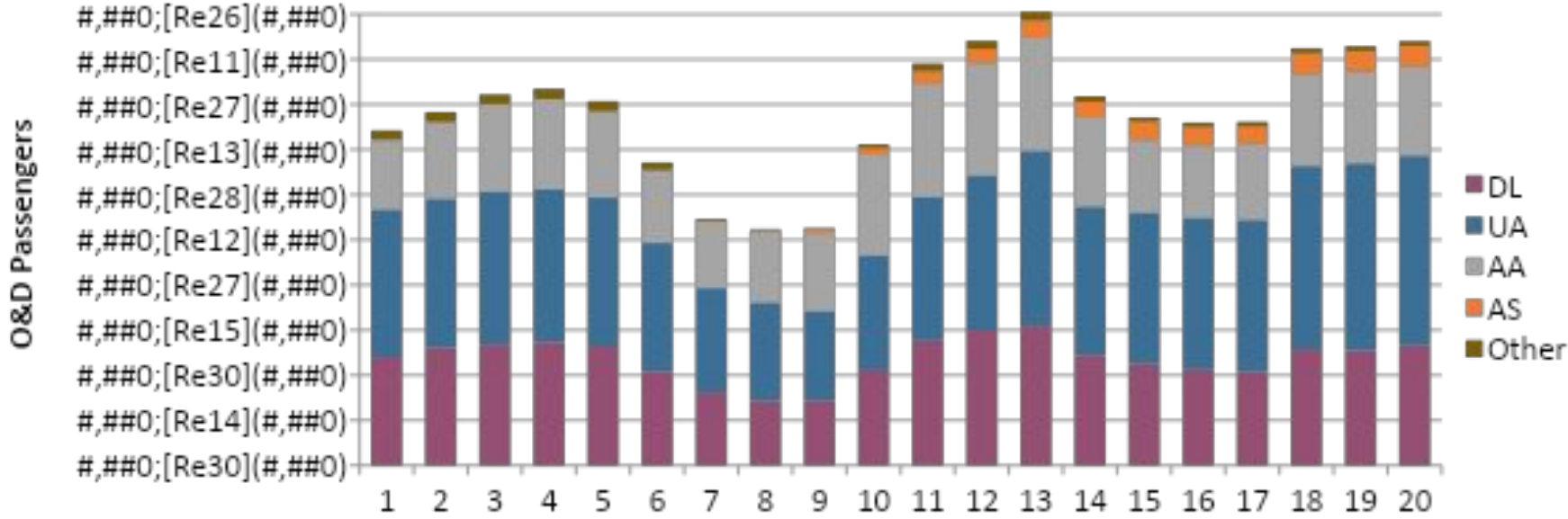


WINTER FLIGHT MAP • 2023-2024





O&D Passenger Market Share



Year	Quarter	Airline Market Share (12 Months Ended)				
		UA	DL	AA	AS	Other
2021	Q1	38%	27%	33%	2%	0%
	Q3	36%	30%	31%	2%	1%
	Q3	36%	31%	28%	3%	2%
	Q4	36%	32%	27%	3%	2%
2022	Q1	39%	31%	25%	4%	2%
	Q2	40%	30%	24%	4%	1%
	Q3	43%	29%	21%	5%	1%
	Q4	44%	28%	21%	5%	1%
2023	Q1	44%	27%	22%	5%	1%
	Q2	44%	28%	22%	5%	1%
	Q3	45%	27%	22%	5%	1%
	Q4	45%	28%	21%	5%	1%

Delta gained a point of share from AA in the latest 12-month period, while UA remained the share leader at 45%.

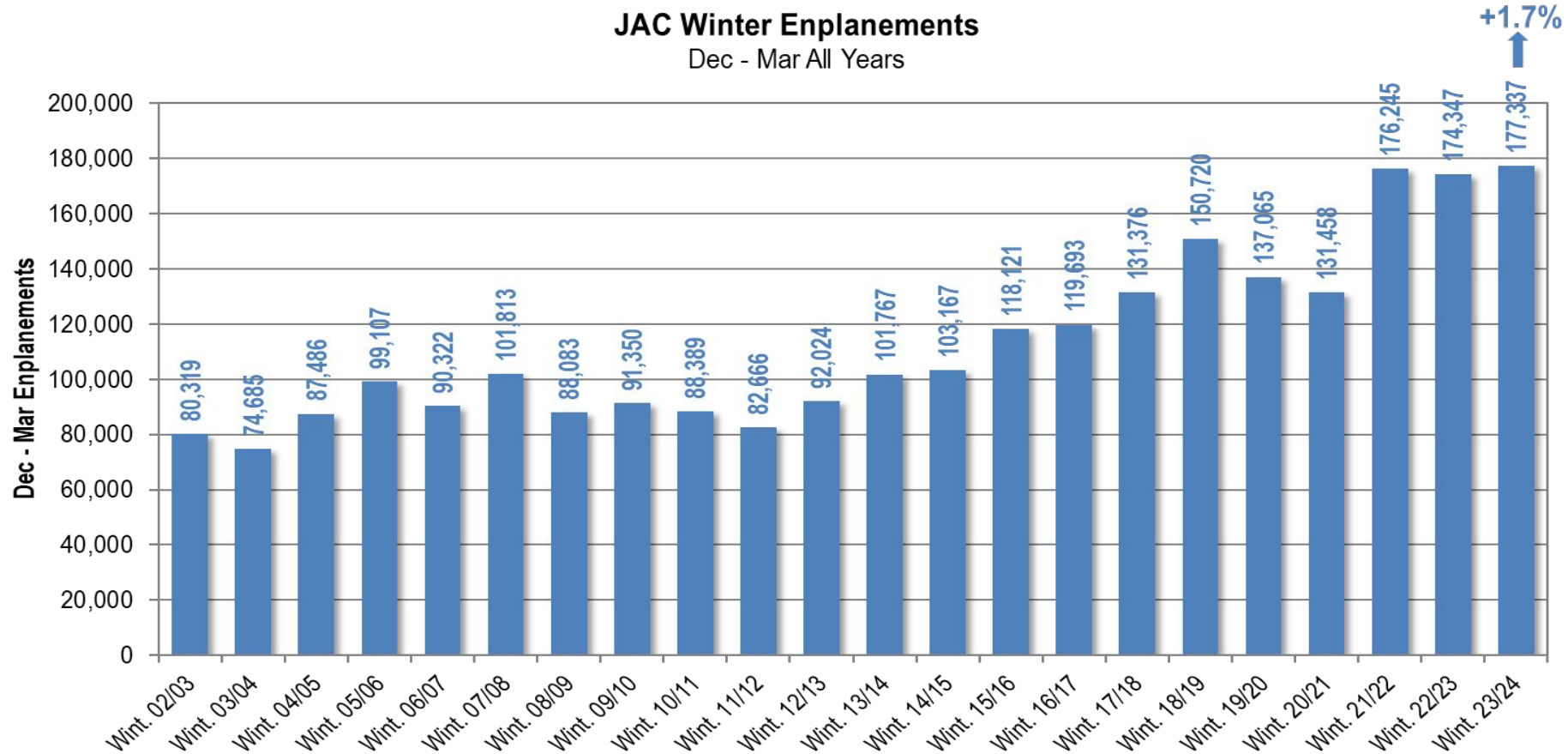
Top O&D Markets Calendar Year 2023

Rank	Market	O&D Passengers	O&D Revenue (\$)	Average Fare (\$)	YOY % Change		
					Pax	Rev	Fare
1	Los Angeles, CA	51,454	\$13,722,885	\$267	13%	34%	19%
2	San Francisco, CA	48,961	\$11,562,651	\$236	24%	31%	6%
3	Newark, NJ	48,379	\$21,215,527	\$439	34%	47%	10%
4	Chicago, IL (ORD)	43,972	\$14,062,875	\$320	17%	29%	10%
5	Denver, CO	39,120	\$8,220,033	\$210	20%	32%	10%
6	Atlanta, GA	34,813	\$12,102,353	\$348	21%	30%	8%
7	Dallas/Fort Worth, TX	34,142	\$11,565,281	\$339	35%	45%	8%
8	Boston, MA	29,982	\$11,770,792	\$393	16%	19%	3%
9	Houston, TX (IAH)	25,287	\$7,994,947	\$316	17%	31%	12%
10	Seattle, WA	25,052	\$4,298,599	\$172	35%	39%	3%
11	New York, NY (LGA)	21,293	\$8,598,767	\$404	12%	9%	-2%
12	San Diego, CA	18,105	\$4,348,023	\$240	12%	32%	17%
13	Minneapolis/St. Paul, MN	16,640	\$3,919,254	\$236	14%	15%	1%
14	Philadelphia, PA	16,507	\$6,463,472	\$392	26%	38%	10%
15	Charlotte, NC	15,029	\$5,032,773	\$335	29%	20%	-7%
16	Austin, TX	14,747	\$4,521,265	\$307	20%	28%	7%
17	Nashville, TN	13,501	\$4,615,161	\$342	43%	49%	4%
18	Phoenix, AZ	13,162	\$3,808,439	\$289	33%	34%	1%
19	Orlando, FL	12,908	\$4,731,019	\$367	25%	36%	9%
20	Washington, DC (DCA)	12,644	\$4,803,148	\$380	7%	16%	9%
Total All Markets		939,995	\$325,839,639	\$347	24%	35%	9%

O&D passengers were up 24% with fares up 9%, driving a 35% revenue increase.

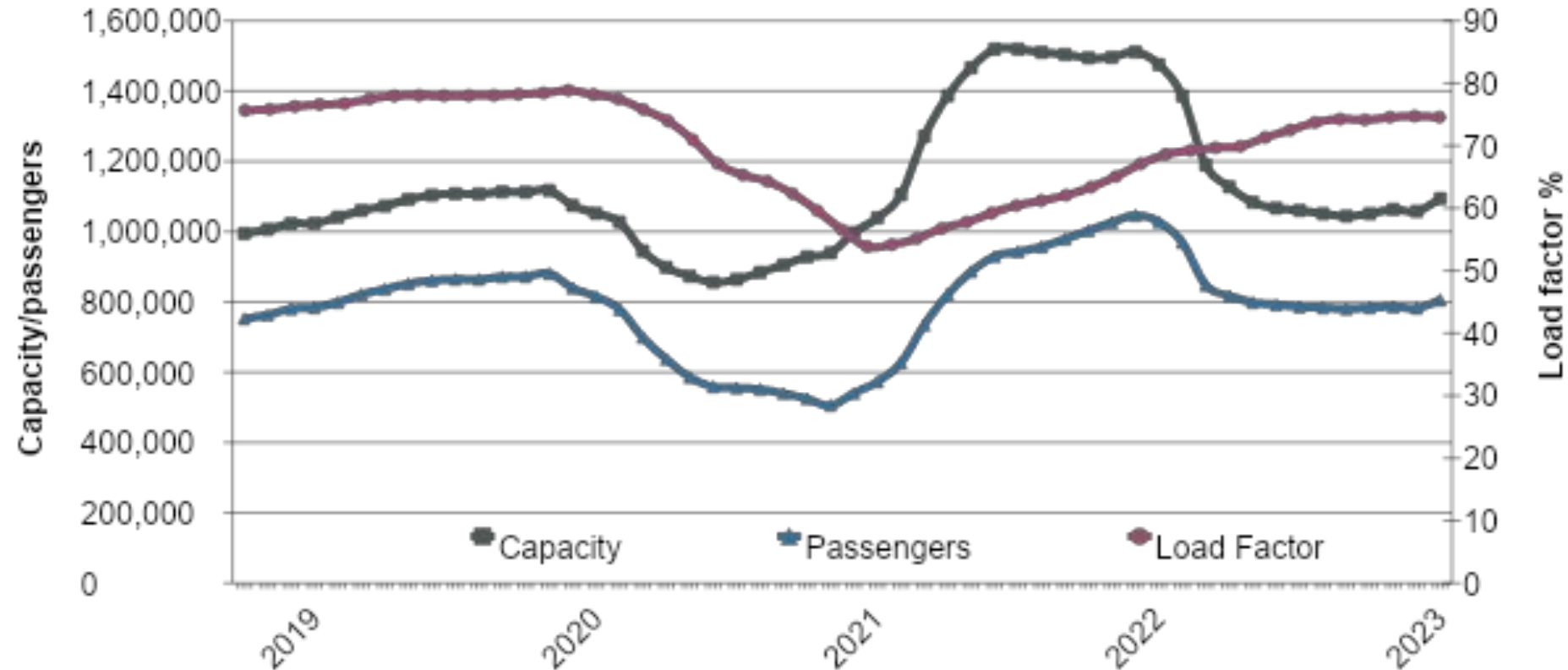
11-week runway closure in 2022 contributed to these growth rates.

JAC Winter Enplanements - 22 Year History



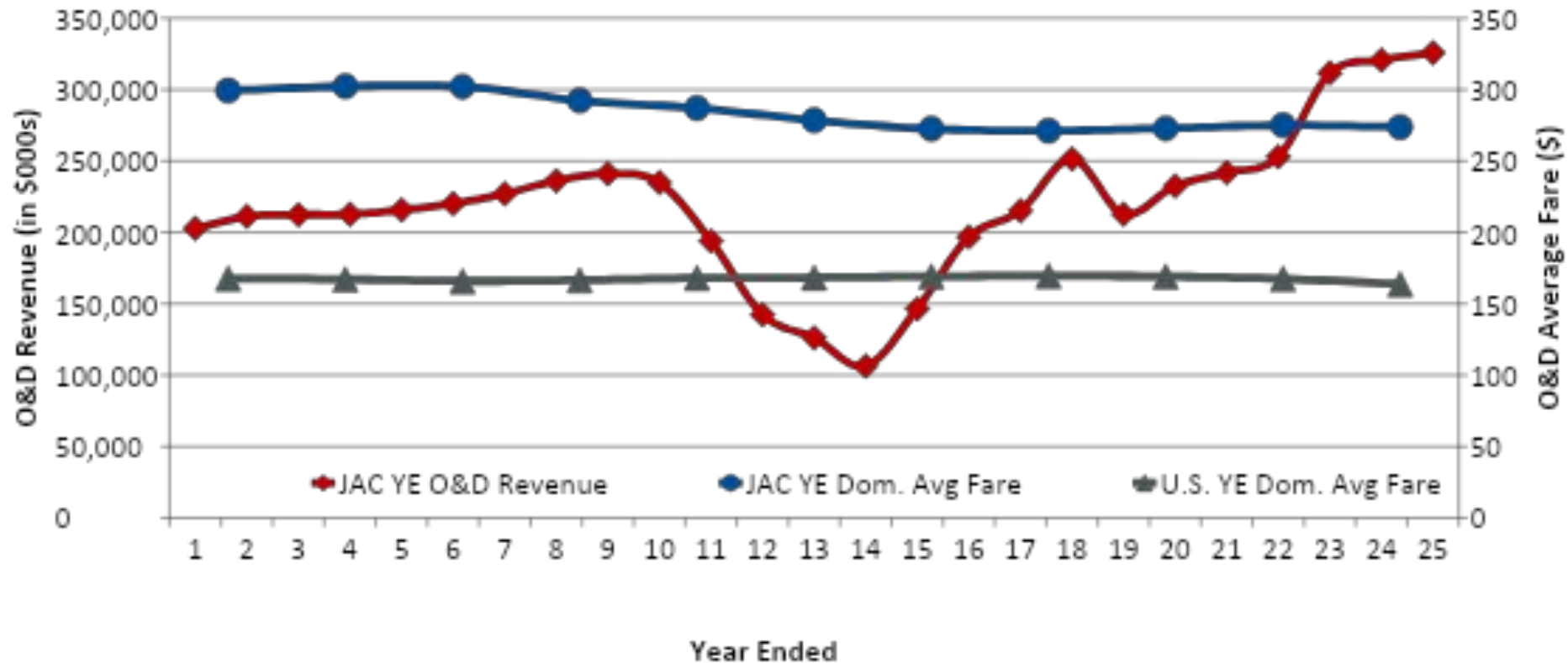
- JAC enplanements set a new winter record, up 1.7% YOY, and up 0.6% from the previous record in winter 2021/22.
- This results illustrate the staying power of post-COVID travel, as enplanements in the past three winters significantly exceed pre-CVOID levels.

JAC Traffic/Capacity Trends



Calendar 2023 capacity was up 23%, partially driven by the 11-week runway closure April - June 2022. Passengers were up 26% as Load factor improved two percentage points from 75% for year-ended Dec. 2022 to 77% year-ended Dec. 2023.

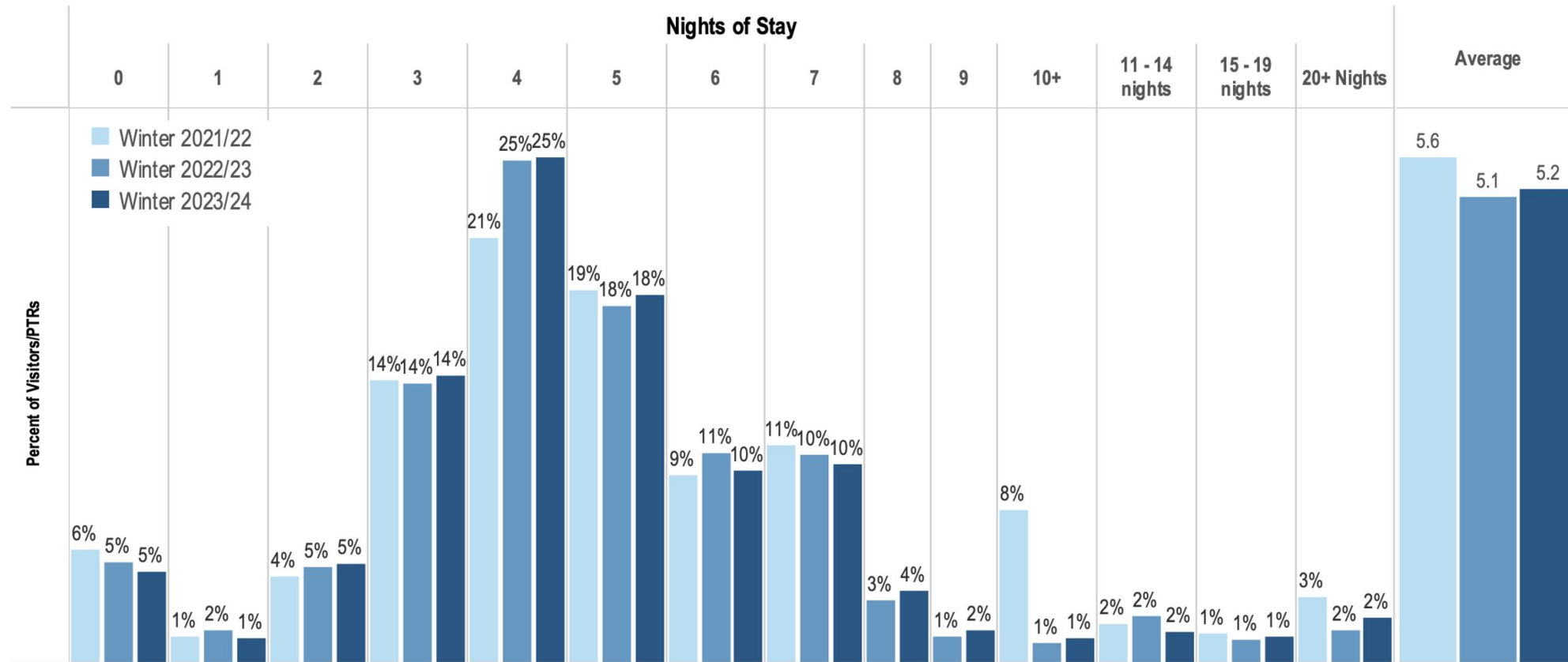
JAC Revenue/Fare Trends



JAC's average domestic fare increased \$33 over YE4Q22, averaging \$331 one-way. That's \$143 higher than the US average fare for the same period.

JAC's fare was up 7% year-over-year, while the US average fare

Nights of Stay

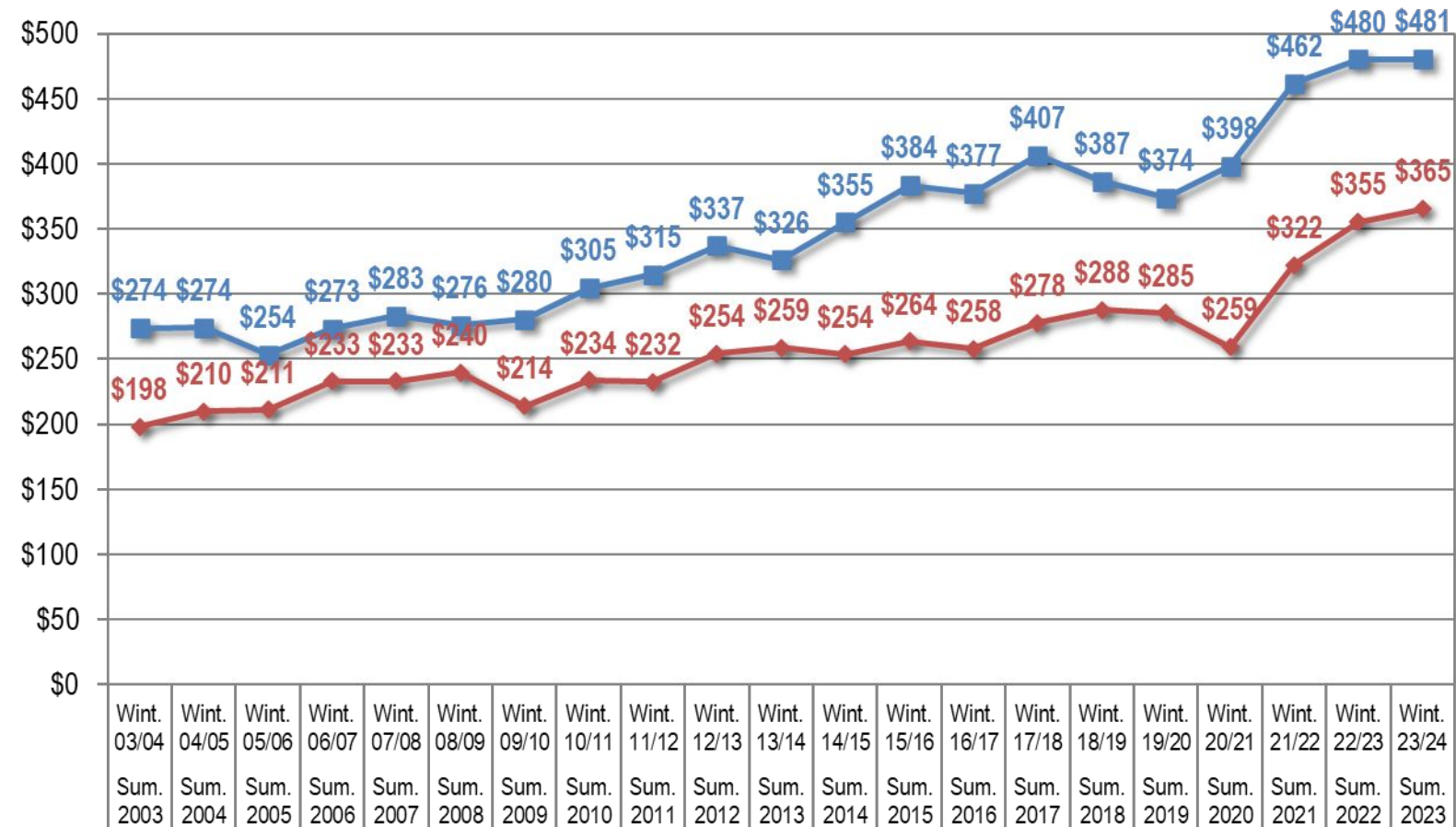


- Trip lengths peak at 4-5 nights (combined 43% of Visitors/PTRs), though almost a quarter (22% in 2023/24) stay a week or more.
- Average trip length rose slightly this winter, from 5.1 nights in 2022/23 up to 5.2 nights this winter, though remains notably lower than the 5.6 nights in 2021/22.

Per Capita Daily Spend

Seasonal Trends

Self-Reported Per Capita Daily Spending



Winter
(Dec - Mar)

Summer
(Jun-Sep
2003-2021,
Jul-Oct 2022,
Jun-Oct 2023)

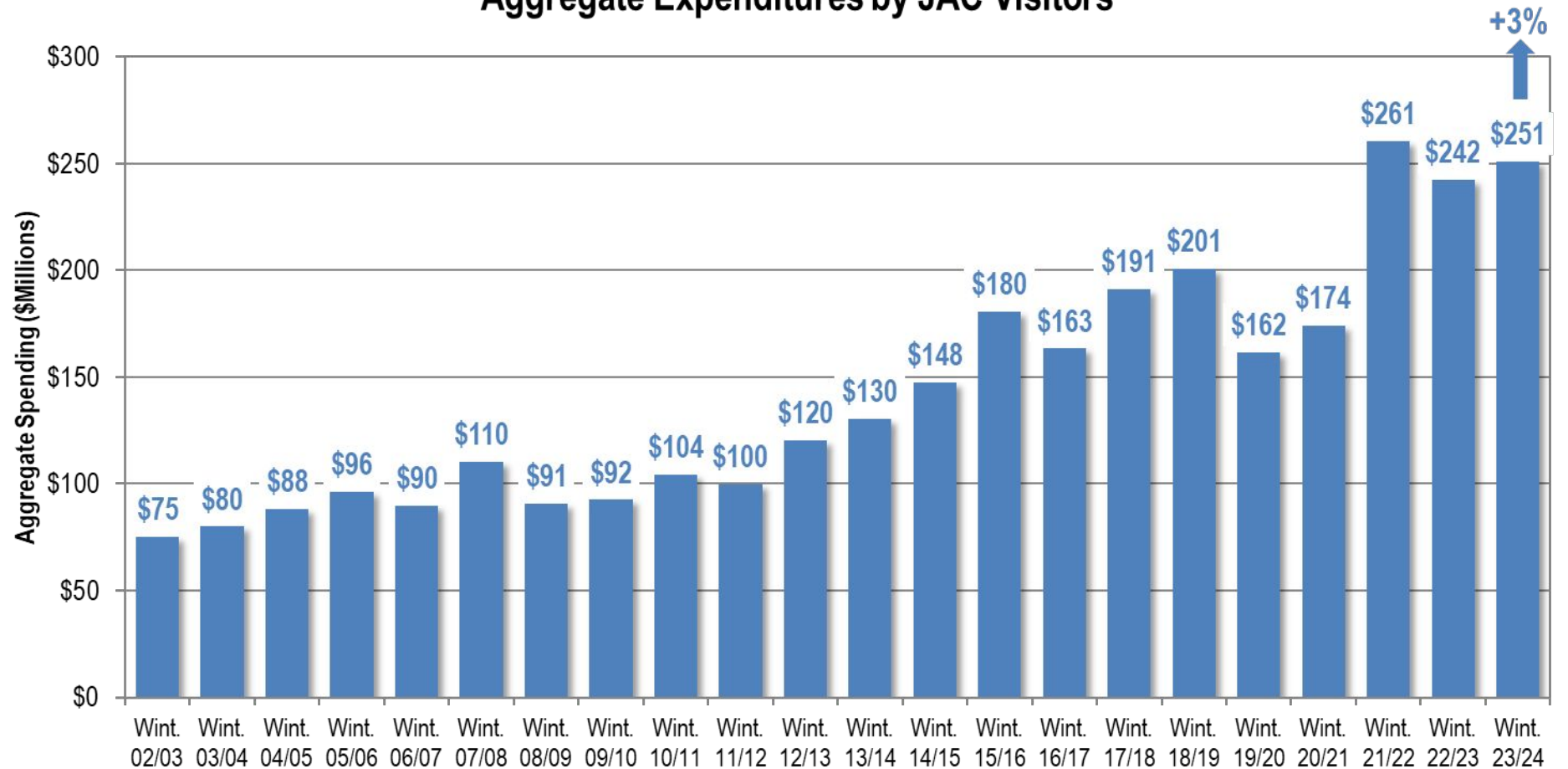
Note: Persons spending in excess of \$1000 per day on non-lodging items excluded.

- Self-reported per capita daily spending was virtually flat (up 0.1%) this winter in total.
- Per capita daily spending has been elevated the past three winters and summers, maintaining and building upon gains coming out of the Covid period.

Economic Impact

Winter Trends

Aggregate Expenditures by JAC Visitors



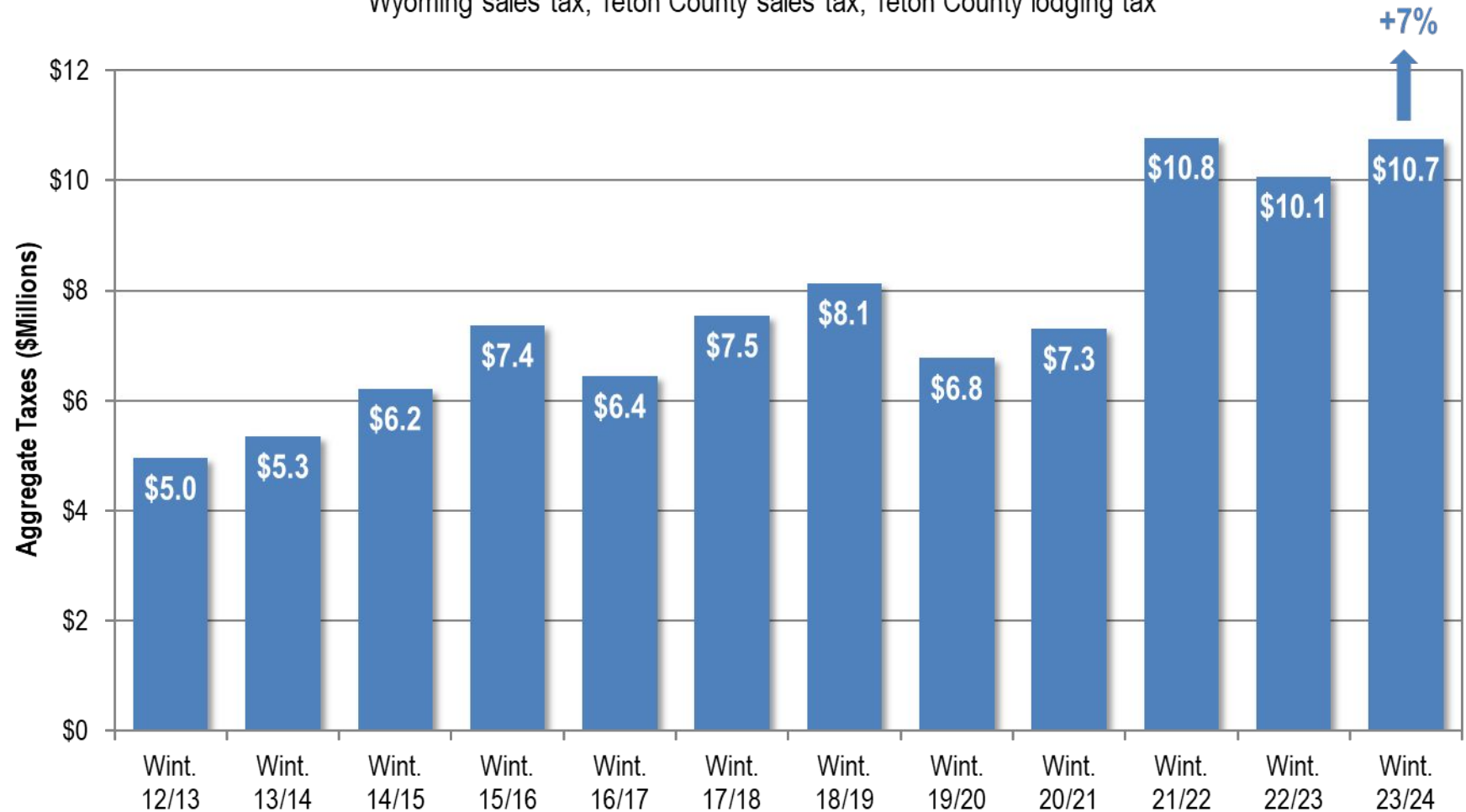
- Aggregate spending by JAC visitors rose 3% YOY to an estimated \$251 million this winter.
 - This gain was driven by increases in visitor days (+3.1% YOY) and per capita daily spend (+0.1%).
 - In turn, visitor days rose due to 1.4% increase in unique individual visitors and a 1.6% rise in average length of stay.
- Aggregate expenditures are down slightly from the winter 21/22 peak (even though enplanements and per capita daily spend rose). This is primarily because visitor days decreased (largely as a result of a dip in average length of stay, from 5.6 nights in 21/22 to 5.2 nights in 23/24).

Tax Impact

Winter Trends

Aggregate Taxes* Attributable by JAC Visitors

*Wyoming sales tax, Teton County sales tax, Teton County lodging tax



- Aggregate tax collections attributable to JAC visitors rose 7% this winter, somewhat greater than the 3% rise in total spend. This differential was due to shifts in items purchased, particularly increased purchases of taxable items.

Wyoming Sales Tax

State of Wyoming Sales Taxes Generated by JAC Visitors (Excluding WY state taxes rebated to counties) 2023/24 Summer/Winter 8-Month Estimate

Measure	Summer 2023	Winter 23/24	8-Mo. Total
Aggregate spending by JH Airport visitors ¹	\$433,772,126	\$250,733,886	\$684,506,012
x Share of spending in WY ²	95%	96%	95%
= Spending in WY	\$412,083,519	\$240,704,531	\$652,788,050
x Share of spending which is taxable ³	76%	65%	72%
= Taxable spending in WY	\$314,951,945	\$155,418,634	\$470,370,579
x Net WY sales tax distribution (4% collection minus 1.24% county rebates)	2.76%	2.76%	2.76%
= WY sales tax rev. attrib. to JHA visitors	\$8,692,674	\$4,289,554	\$12,982,228

Notes:

¹Based on airport user survey research regarding enplanements, passenger mix, length of stay, and per capita daily spending.

²Based on airport visitor survey research regarding location of accommodations.

³Rough estimate, taking into account exclusions for ski lift tickets, grocery food, guide services, park entrance fees, etc.

Note: Calculations exclude:

- Sales taxes attributable to shoulder-season Airport visitors (April/May, October/November).
- Sales taxes resulting from multiplier effects of visitor spending.
- Sales taxes resulting from second homeowner investment decisions influenced by availability of air service.
- Sales taxes resulting from jet fuel taxes (if applicable), air crew expenditures, and other airport operations.
- Sales taxes resulting from businesses enabled to operate in the Jackson Hole area due to the availability of air service.

Teton County Sales Tax

Teton County Sales Taxes Generated by JAC Visitors

(Including WY state taxes rebated to counties)

2023/24 Summer/Winter 8-Month Estimate

Measure	Summer 2023	Winter 23/24	8-Mo. Total
Aggregate spending by JH Airport visitors ¹	\$433,772,126	\$250,733,886	\$684,506,012
x Share of spending in Teton County ²	80%	96%	86%
= Spending in Teton County	\$347,017,701	\$240,704,531	\$587,722,231
x Share of spending which is taxable ³	76%	65%	72%
= Taxable spending in Teton County	\$265,222,691	\$155,418,634	\$420,641,324
x 2% Teton County local option taxes, plus 1.24% of 4% WY state tax rebated to Teton Co.	3.24%	3.24%	3.24%
= Teton Co. sales tax attrib. to JHA visitors	\$8,593,215	\$5,035,564	\$13,628,779

¹Based on airport user survey research regarding enplanements, passenger mix, length of stay, and per capita daily spending.

²Based on airport visitor survey research regarding location of accommodations.

³Rough estimate, taking into account exclusions for ski lift tickets, grocery food, guide services, park entrance fees, etc.

Note: Calculations exclude:

- Sales taxes attributable to shoulder-season Airport visitors (April/May, October/November).
- Sales taxes resulting from multiplier effects of visitor spending.
- Sales taxes resulting from second homeowner investment decisions influenced by availability of air service.
- Sales taxes resulting from jet fuel fees (if applicable), air crew expenditures, and other airport operations.
- Sales taxes resulting from businesses enabled to operate in the Jackson Hole area due to the availability of air service.

Teton County Lodging Tax

Teton County Lodging Taxes Generated by JAC Visitors 2023/24 Summer/Winter 8-Month Estimate

Measure	Summer 2023	Winter 23/24	8-Mo. Total
Aggregate lodging spend by JH Airport visitors ¹	\$114,987,274	\$77,791,437	\$192,778,711
x Share of lodging spend which is taxable (assumption)	95%	95%	95%
= Taxable lodging spend by JH Airport visitors	\$109,237,911	\$73,901,865	\$183,139,776
x Share of taxable lodging spend in Teton County ²	80%	96%	86%
= Taxable lodging spend in Teton County	\$87,390,329	\$70,945,790	\$158,336,119
x Teton County lodging tax rate	2%	2%	2%
= Teton Co. lodging taxes attrib. to JHA visitors	\$1,747,807	\$1,418,916	\$3,166,722

¹Based on airport user survey research regarding enplanements, passenger mix, length of stay, and per capita daily spending.

²Based on airport visitor survey research regarding location of accommodations.

Note: Calculations exclude:

- Lodging taxes resulting from air crew overnight stays.
- Lodging taxes resulting from multiplier effects of visitor spending.

Aggregate Taxes

Total Sales/Lodging Taxes Generated by JAC Visitors 2023/24 Summer/Winter 8-Month Estimate



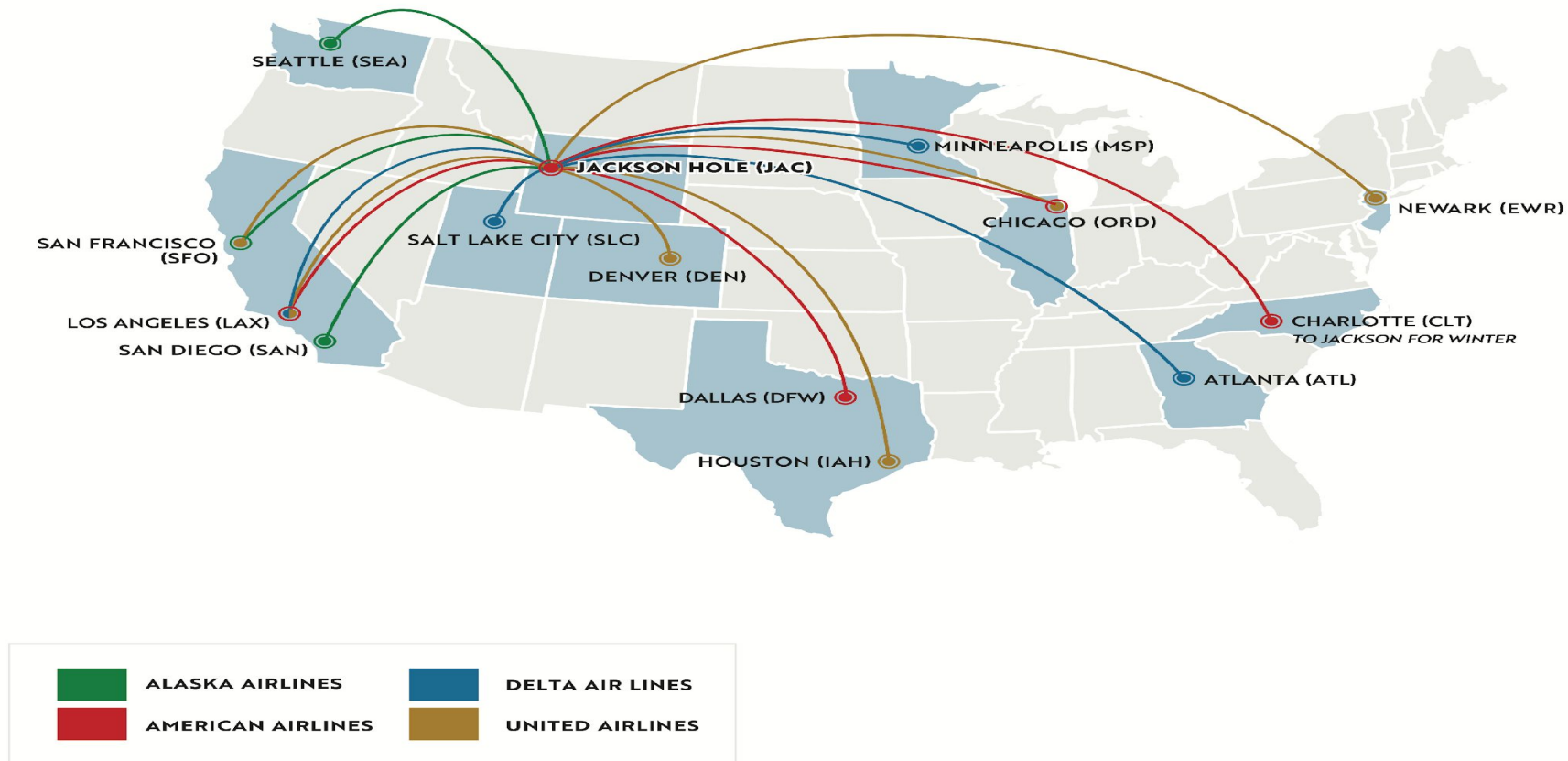
*Note: Tax estimates exclude:

- 2% sales tax collected by Teton Village Resort District.
- County sales and lodging taxes for Wyoming counties other than Teton County.
- Sales and lodging taxes collected on visitor expenditures made outside of Wyoming (i.e. in Idaho, Montana, etc.)
- Sales/lodging taxes attributable to shoulder-season Airport visitors (April/May, October/November).
- Sales/lodging taxes resulting from multiplier effects of visitor spending.
- Sales/lodging taxes resulting from second homeowner investment decisions influenced by availability of air service.
- Sales/lodging taxes resulting from jet fuel taxes (if applicable), air crew expenditures, and other airport operations.
- Sales/lodging taxes resulting from businesses enabled to operate in the Jackson Hole area due to the availability of air service.

Source: Jackson Hole Airport passenger surveys: RRC Associates.

Tax estimates derived from enplanements, passenger mix, length of stay, per capita daily spending, accommodations location, and sales tax rates and regulations.

FLIGHT MAP | WINTER 2024-2025





AIR.IMPROVEMENT.RESOURCE.

AIRLINE RENDEZVOUS

JACKSON HOLE, WYOMING



SEPTEMBER 2 - 5, 2024¹¹⁴

WYOMING AERONAUTICS COMMISSION

AIR SERVICE ENHANCEMENT PROGRAM GRANT REQUEST

INITIAL PROJECT SUMMARY

ORGANIZATION NAME: Natrona County Board of County Commissioners
SCOPE: Once daily service to Salt Lake City (SLC)

REQUEST DATE: 5/4/2024

AIRPORT: Casper-Natrona County International Airport

PROVIDER/HUB: Delta Connection operated by SkyWest Airlines
TYPE OF CONTRACT: Minimum Revenue Guarantee (MRG)
NEW OR EXISTING: New request for continuation of existing service

PROJECT NO: ASCPR06

CONTRACT TERM: 7/1/24 through 6/30/25

STAFF RECOMMENDATION: Approve state match of 40% at a reduced amount not to exceed \$250,000 for a term of six (6) months from July 1, 2024 through December 31, 2024.

PRIORITY RATING MODEL SCORE: 1175/1415

INTENDED BENEFITS:

Primary Air Service: No. This service would be in addition to primary air service already established.

Economic Benefit: The potential economic impact of this service would be \$4,008,699 in additional visitor spend, tax collection, and supported payroll.

Enplanements: 13,414

Passengers Under Contract: The passengers under contract for this service would account for 15% of the airport's scheduled service.

Passenger Retention: Passenger retention has been near 67% and we would expect this number to remain stable over the term of the agreement.

Capacity: 36,500

Air Fares: Local air fares will be managed by SkyWest airlines and onward fares will be managed by Delta Airlines. This is a similar arrangement to SkyWest/United services in Laramie, Riverton, Rock Springs, Gillette and Sheridan. Fares will be comparable to similar sized markets. Should the service not be retained, air fares would potentially go up.

BASELINE: 7/1/22 - 6/30/23 - All Service

Enplanements: 79,783

Passengers Under Contract: 42,050

Passenger Retention: 66.0%

Capacity: 213,466

Air Fares: \$290

	THIS APPLICATION			PREVIOUS APPLICATION (2024)		
	STATE	LOCAL	TOTAL	STATE	LOCAL	TOTAL
PERCENTAGE:	40.0%	60.0%	100.0%	40.0%	60.0%	100.0%
AMOUNT:	\$793,893.00	\$1,190,840.00	\$1,984,733.00	\$719,268.00	\$1,078,903.00	\$1,798,171.00

NEGOTIATIONS: Negotiations for this contract were conducted by the airport.

FLIGHT SCHEDULE: Attached from Aeronautics

CONNECTION TIMES MAXIMIZED: The airport has worked with SkyWest to maximize the flight time as much as possible, with a 6:00am departure and 10:30pm arrival for the foreseeable future.

BEGIN SERVICE: 7/1/2024

AIRCRAFT: 50 seat CRJ-550

OPERATIONAL RESTRICTIONS: None

MARKETING FOR THIS SERVICE: The airport and Fly Casper Alliance have implemented marketing strategies and campaigns to support the service and intend to continue this going forward.

LOCAL DOLLARS FOR MARKETING: \$80,000

STANDARDIZED AIRLINE PROFIT %: 10%

ADDITIONAL/VETTING NOTES: Load factors for the previous year have been lower than anticipated, resulting in higher costs to the state and local community. While recent marketing efforts have resulted in slight increases in load factors, it remains to be seen if there will be long-term gains.

	RECOMMENDATION		
	STATE	LOCAL	TOTAL
PERCENTAGE:	40.0%	60.0%	100.0%
AMOUNT:	\$250,000.00	\$375,000.00	\$625,000.00

Wyoming Air Service Enhancement Program Priority Rating Scorecard

Community Sponsor: Natrona County Board of County Commissioners
 Scope: Once daily service to Salt Lake City (SLC)

Project No: ASCPR06
 Final Score: 1175

Criteria	Priority	Definition	Qualification						Scoring Value	Score	Points Awarded	
Statutory Benefit	20	Increasing the number of enplanements at airports facing a possible loss of federal AIP funding	Brings total above 10,000 during first calendar year of contract						5	0	0	
			Brings total above 10,000 by second calendar year of contract						3			
			Does not bring above 10,000 but improves						1			
			Airport will already achieve 10,000 enplanements for any calendar year during proposed service						0			
		Increasing passenger enplanements at commercial airports in Wyoming	Year-round, annual service level	Or	Increase in enplanements of $\geq 50\%$	Forecasted increase in $\geq 5,000$ but $< 8,000$	Seasonal / leisure or recreation oriented service	Increase $\geq 6\%$	5	5	100	
					Increase $\geq 50\%$, but $< 75\%$			$\geq 5,000$ but $< 8,000$	Increase $\geq 4\%$ but $< 6\%$			3
					Increase $\geq 25\%$ but $< 50\%$			$\geq 3,000$ but $< 3,000$	Increase $\geq 2\%$ but $< 4\%$			2
					Increase $< 25\%$			$< 3,000$	Increase $< 2\%$			1
		Increasing flight frequency or sustaining flight operations to regional airport hubs	Year-round, annual service level	≥ 12 flights / week			Seasonal / leisure or recreation oriented service	≥ 4 flights / week	5	2	40	
				≥ 10 flights, but < 12				≥ 3 but < 4 flights	3			
				≥ 6 flights, but < 10				≥ 2 but < 3 flights	2			
				≥ 1 flights, but < 6				≥ 1 but < 2 flights	1			
		Reducing passenger leakage to out of state airports	Project introduces carrier which is projected to be responsible for at least 90% of all capacity						5	5	100	
			Project introduces at least once daily jet service to airport						5			
			Project introduces a new marketing carrier with at least once daily, year-round service to a second hub airport						5			
			Project introduces a new carrier with at least once daily, year-round service to a third hub airport						3			
			Project introduces a second or third hub by the same marketing carrier						2			
			Project introduces additional capacity to same hub (Upgrading or additional flights)						2			
			Project introduces at least 2x weekly leisure service						1			
		Increasing the reliability of service	Reliability of airline is \geq industry standard						6	12	240	
			Reliability of airline is $<$ industry standard, but $\geq 95\%$						3			
			Reliability of airline is $< 95\%$						1			
		Increasing the on-time performance of service	On-time performance of airline is \geq industry standard						6			
			On-time performance of airline is $<$ industry standard, but $\geq 75\%$						3			
			On-time performance of airline is $< 75\%$						1			
		Lowers air fares	Project introduces a U/LCC airline						2	1	20	
			Project would increase monthly capacity/population ratio above .22						2			
			Project would increase monthly capacity/population ratio above .13						1			
			Project would improve monthly capacity/population ratio but not above .13						1			
Total Points Statutory Benefit										500		

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
Economic Benefit	15	Economic impact from proposed air service	2020 ASEP ROI ≥ 50	14	6	90
			2020 ASEP ROI ≥ 21, but < 50	10		
			2020 ASEP ROI ≥ 10, but < 21	6		
			2020 ASEP ROI ≥ 4, but < 10	2		
		Total economic impact number calculated from 2020 ASEP ROI study / state dollars requested	Increase in excess of 400%	14	14	210
			Increase ≥ 300%, but < 400%	10		
			Increase ≥ 200%, but < 300%	6		
			Increase ≥ 200%	2		
		Total Points Economic Benefit				
Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded
		Community lead task force	Yes	5	5	50
			No	0		
		Market specific marketing plan for proposed service	Yes	3	3	30
			No	0		

Community Involvement	10	Historic involvement in air service	Yes	2	2	20
			No	0		
		Demonstrated community involvement with airline partner	Yes	2	2	20
			No	0		
		The applicant airport has fully pursued available federal funds for air service	Yes	4	4	40
			No	0		
		Community efforts to secure cash contribution as a match for air service MRG	Three (3) or more sources	8	8	80
			Two (2) or more sources	5		
			One (1) source	2		
		In-kind contributions as a percent of the total MRG	≥10%	5	0	0
			≥5% but <10%	3		
			≥0% but <5%	1		
			No in-kind contributions	0		
Max dollar contribution		# of dollars committed to service				
Total Points Community Involvement					240	

Criteria	Priority	Definition	Qualification	Scoring Value	Score	Points Awarded		
Differentiating Characteristics	5	Core-Based Statistical Area (CBSA) population	Greater than or equal to 45,000	4	4	20		
			Greater than or equal to 35,000 but less than 45,000	2				
			Less than 35,000	1				
		Drive time to largest leaked out of state market	In excess of 280 miles	4	2	10		
			≥ 130 miles, but < 280 miles	2				
			< 130 miles	1				
		Proposed airline includes connective opportunites on airline branded and/or code-share flights at the destination	Yes	6	6	30		
			No	0				
		Airline interline/baggage agreement	Yes	2	2	10		
			No	0				
		Community engagement on, and periodic review of, pricing	Yes	3	3	15		
			No	0				
		Community engagement on scheduling	Yes	3	3	15		
			No	0				
		Scheduled times are ideal for type of service	Yes	2	2	10		
			No	0				
		State cost (MRG required) per avialable seat	< \$30	5	5	25		
			≥ \$30 but < \$50	2				
			≥ \$50	1				
		Total Points Differentiating Characteristics					135	
		Total Points					1175	

Air Service Enhancement Program (ASEP) Grant Application

1. Name of the community sponsor applying for the ASEP grant;

Natrona County Board of County Commissioners

2. Please provide the funds sought from the ASEP as well as other sources of funding for the MRG;

	\$ Amount	% of Total
Local Contribution	\$1,190,840	60%
Sought from ASEP	\$ 793,893	40%
Total MRG required	\$1,984,733	100%

Additional Comments:

The Commission has approved MRG's for this service for November 1, 2021 through June 30, 2024.

3. Name of the marketing and operating airline(s) or prospective airline(s);

Ex: United Express operated by SkyWest Airlines

Delta Connection operated by SkyWest Airlines

4. Schedule Information;

- a. Is this year-round or seasonal service?

☒ Year-round ☐ Seasonal

- b. Schedule specifics: Please attach as much flight schedule information as available at the time of application either separately or with the attached table, include effective and discontinue dates. This information may be updated with future addendums. Note: If this is for an incumbent ASEP supported projected and there are no changes to the schedule then please indicate "No Change" below.

☐ Attached ☒ No Change

5. Please provide by attachment the anticipated or forecasted levels of enplanements at the airport before or without the proposed service and the additional enplanements the proposed service would bring:

Ex: 1st month of service: 1,200, 2nd month: 1,250

6. Please provide the anticipated increased capacity (seats available) associated with the proposed service and specify one-way or the bi-directional total;

18,250 - One way

7. What is the passenger facility charge (PFC) at the airport?

\$4.50

8. Please provide an attachment with any additional revenue the airport may receive as a result of the additional service excluding PFCs

9. Please indicate whether the community has a task force dedicated to air service development and briefly explain its role.

Yes, Fly Casper Alliance, a 501(c)(4) organization. The Alliance is not only responsible for working on supporting th

10. Does the airport or community sponsor have a marketing plan to coincide with the proposed service?

☒ Yes ☐ No

- a. If no, **will** the airport or community sponsor have a marketing plan ready to be executed two (2) months before the proposed start date?

☐ Yes ☐ No

- b. If yes, please attach all supporting information and include a budgeted list of expected expenditures:

Ex: Television: \$10,000, Newspapers: \$5,000, etc.

11. Has the airport sought or **will** seek funds from the WYDOT marketing grant match to coincide with the service?

☒ Yes ☐ No

12. Please provide examples of community or airport involvement with air service development in the past two (2) years from the time of this application.

Ex: Attending ACI JumpStart events, Routes, airline visits or other conferences for air service development.

The Airport maintains involvement in air service in several ways. We have annual meetings with United and/or SkyWest to discuss air service, local support, etc. That interaction continues throughout the year. We provide SkyWest with spring break schedules and send them information which can impact their service (conferences, business growth, business relocation, etc.). We have a market analysis/leakage study done every two years. We have attended, and do attend, airline "speed dating" meetings like Network, JumpStart, Routes Americas, TakeOff, Airport Roundtable, and Mead & Hunt air service conference. We do an annual "Fly me to the Sun" marketing campaign to support the SkyWest/Delta SLC service. Finally, the Airport currently has an active Small Community Air Service grant for expanded air service.

Finally, the Airport is budgeting for and will be hiring an air service/marketing person.

13. Please indicate and provide brief examples if the airport or the community sponsor has shown a level of involvement with the participating airline.

Ex: In-person meetings with airline staff, seeking cooperative promotional efforts with the airline.

See answer 12.

14. Please indicate if the airport has been granted a Small Community Air Service Development (SCASD) grant that will be used with the proposed service or **will** apply within a year after the ASEP application year.

☐ Yes

☒ No

15. Airline code share and interline agreement;

- a. Does the participating airline have a code-share, interline or baggage agreement with a carrier at the destination hub? If yes, please indicate what airline and/or airline alliance. If no, please elaborate why.


Yes, full code-share with Delta Airlines and SkyTeam partners.

16. Has the community sponsor or airport undertaken efforts previously, or **will** take a progressive role regarding price controls, revenue management or scheduled times for the proposed service? Commitment to a provided example will count towards future efforts. Please provide examples.

Ex: Community sponsor or airport has or will visit in-person with partnering airline and specifically address pricing, revenue management or desired schedule times to improve traffic or connections; Community sponsor or airport has or will have continuous discussions regarding price controls, revenue management, or schedule; airline agrees contractually to maintain competitive fare practices.

First off, the service is not proposed, it is maintenance of existing service. Since the service has been operated at risk by SkyWest for several years without a MRG (except for November, 2021 to present), we have not exercised any type of price controls other than pointing out fare discrepancies as we see them or as they are brought to our attention. While we do not know if there will be any changes in the flight schedule, the flight currently has a 6:00 am departure and 10:30 pm arrival (RON) that seems to remain fairly consistent looking forward.

17. Signature of the individual completing this application:

Sponsor signature:	Date:
 <small>Digitally signed by Glenn S. Januska DN: cn=Glenn S. Januska, o=Casper/Natrona County International Airport, ou=Casper/ Natrona County International Airport, email=gjanuska@flycasper.com, c=US Date: 2024.05.02 15:46:31 -06'00'</small>	May 2, 2024

To the best of my knowledge the above information in this application is true, accurate and complete

Contact Information:

Please provide all pertinent contacts relating to this grant request beginning with the individual who completed the application, followed by airline contacts (Planning, scheduling, pricing), airport contacts, and local supporters.

Name (Signee): <u>Glenn Januska</u> Company or Affiliation: <u>Casper/Natrona County Int'l Airport</u> Email: <u>gjanuska@iflycasper.com</u> Phone: <u>307.472.6688 ext. 212</u> Address: <u>8500 Airport Parkway</u> City: <u>Casper</u> State: <u>WY</u> Zip: <u>82604</u>
Name: <u>Daniel Belmont</u> Company or Affiliation: <u>SkyWest Airlines/Mgr Planning</u> Email: <u>daniel.belmont@skywest.com</u> Phone: <u>435-634-3534</u> Address: <u>444 South River Rd</u> City: <u>St. George</u> State: <u>UT</u> Zip: <u>84790</u>
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____
Name : _____ Company or Affiliation: _____ Email: _____ Phone: _____ Address: _____ City: _____ State: _____ Zip: _____

[illegible]

**Air Service Enhancement Program (ASEP)
Grant Application (supplemental)
Natrona County Board of County Commissioners
May, 2024**

Question 5

SkyWest is projecting an average 85% load factor for FY25 on a CRJ-550 aircraft configured with 50 seats; however, pre-COVID, SkyWest (Delta) was registering a 75.9% load factor (on two CRJ-200 aircraft), or 76 enplaned passengers per day.

Question 8

Landing Fees: 65,000 pounds (CRJ-550) @ \$1.38 per thousand = \$89.70 per landing (July 1, 2024 through June 30, 2025) = \$32,740.

Passenger Loading Bridge Use: \$57.43 per use (July 1, 2023 through June 30, 2024) = \$20,962.

Question 10

The Airport and FCA has implemented marketing strategies and campaigns to support the service, and will continue to do so going forward. Please see the attached Fly Casper Alliance 2023-2024 Marketing Summary and FCA Marketing Sources for 2nd half of 2024 currently being discussed.

Question 14

The Airport currently has a SCASDP grant which has a scope that does not allow those funds to be used for this MRG. Because there is an open grant, we are not able to apply for a SCASDP grant for this purpose.

FLY CASPER ALLIANCE 2023-2024 MARKETING SUMMARY

- **Established a website** where the community can learn more about the MRG with a link to the C/NCIA website to buy tickets. flycasperalliance.com
- **Developed a power point** to educate community and civic groups with a call to action to financially and vocally support the MRG. Presented to groups representing the business, economic development, healthcare, and non-profit communities.
- **Created information portfolios** to educate elected officials on the MRG and why supporting the MRG and keeping Delta airlines is important to the economic stability and growth to Casper and Natrona County
- **Conducted a community survey** to learn who uses the Delta Connection, what they like and don't like about the flight, what they use the flight for ie, business, healthcare, personal, how they'd feel if Casper lost the flight.
- **Asked the state to conduct a ROI study** for the MRG from July 1, 2022 through June 30, 2023.

Annual Flights	834	Actual operations from DOT T-100
Annual Seats	41,700	Actual from DOT T-100
Load Factor	62%	Based on SkyWest forecast & performance to date
CPR-SLC total support	\$1,042,262	
Annual O&D passengers	25,763	From DOT O&D Survey, YE2Q23
Projected R/T passengers or CPR Enplanements	12,882	O&D passengers divided by two assuming round-trip
DOT Visitor Ratio	43.6%	From DOT O&D Survey, YE2Q23
Projected Annual visitors	5,616	
Projected Direct Spend per Visitor (from 2021 ROI study)	\$710	From 2021 ROI Study
Estimated Direct Visitor Spend	\$3,987,597	
Projected Total spend per visitor (from 2021 ROI study)	\$1,037	From 2021 ROI Study, includes indirect visitor spending impact
Estimated Total Visitor Spend	\$5,824,138	

Direct Visitor Spending ROI	2.83	
Total Visitor Spending ROI	5.59	
Total Economic Impact per Enplanement (from 2021 ROI study)	\$864.17	From 2021 ROI Study
Estimated Total Annual Economic Impact from CPR- SLC CRJ-200	\$11,131,820	
Estimated Impact per Dollar from CPR-SLC Investment	\$10.68	
Estimated Total ROI from CPR-SLC Investment	9.68	

- Developed a social media marketing campaign using a nationally recognized social media expert** around educating the community about the MRG (Do you know?) Also promoted the Delta Connection flight for holidays, winter getaways, spring break, etc. Used information from the community survey, information on the ROI study that FCA asked the state to conduct and other data to create educational posts. Campaign is running Oct. 2023- June 2024. Following is a sample of the results. We run 6 social media posts on FCA Facebook, Instagram and LinkedIn accounts with 3 reposts on Oil City News Facebook each month. Most posts have a call to action – buy a ticket with a link to the C/NCIA website to buy tickets or a link to the FCA website to learn more. Have organically grown the accounts.

Last 90 Days - FCA Social Media	Reach	Engagement	Top Posts	Reach	Post
Jan 23 - April 15	43,468	2705			
			3/29/2024	7,666	We want to hear from you
			3/13/2024	3672	Advocators, Educators, Connectors
			2/23/2024	9615	Where do you fly to
			2/15/2024	7362	Spring Break
			1/31/2024	8059	To Learn more about the MRG
			1/26/2024	4307	Seeking Sun for President's Day
			1/23/2024	1749	New SLC Airport

- **Asked SkyWest to participate in marketing the flight.** SkyWest put \$20,000 toward marketing the Delta Connection which FCA used to hire an aviation marketing company recommended by SkyWest for an inbound marketing campaign from Las Vegas, Phoenix, and Salt Lake City to Casper. We are in the middle of this campaign and will have results at the end of June. (Top cities where people fly to Casper from per SkyWest)
- **Developed a community education marketing campaign with Spectrum Reach** to educate the community on the MRG through cable TV, streaming channels, and digital ads on apps. The campaign ran from late Feb through the first week in April – will have results at the end of April. Following is a sample result from the first 4 weeks.

Spectrum Reach	4 weeks - Feb. 19- Mar. 31
TV	674 Airings over 14 networks
Streaming - TV	10,470 Impressions
15 Streaming Channels	
Display Advertising	61,341 Impressions
15 News apps	1866 Engagements

- **Competed 8 Delta Connection ticket giveaways** – 5 from SLC to Casper and 3 Casper to SLC trips. The SLC to Casper trips included travel on the Delta Connection, two nights at the Hampton Inn, tickets to traveling Broadway shows or concerts at the Ford Wyoming Center, dinner at the Rib & Chop House and transportation through Business Class Cabs. The Casper to SLC trips included travel on the Delta Connection, and a two-night stay in SLC. We conducted a survey of contest winners to learn about their travel experiences and all were very happy with their trips, accommodations, and events. All winners who came to Casper want to come again. The goal was to demonstrate how easy it is to fly in and out of Casper, show people that access to SLC is hassle free, and to show off Casper as a vacation destination with a great livability factor. FCA bought the airline tickets, hotels, meals, cabs & events were donated.
- Participated in 2 local podcasts – Casper Chamber of Commerce organized introductions and invited FCA to 1 of their podcast spots on TownSquare Media.
- Sources of funding: Advance Casper, Visit Casper, The City of Casper, SkyWest Airlines

FCA Marketing Sources for 2nd half of 2024 currently being discussed (will be finalized in June to start July 1, 2024)				
Media	Source	Frequency	Goal	Cost
Radio	Townsquare Media	TBD	To increase community education (Did You Know?) about the MRG and to promote the Delta Connection Flight	TBD
	Breck Media Group			
Cable/TV Streaming/App Digital	Spectrum Reach	TBD	Continue community education (Did you know?) about the MRG and to promote the Delta Connection flight.	TBD
Social Media	3 posts a month on FCA Social Media with reposts on Oil City News	TBD	Continue community education (Did you know?) about the MRG and to promote the Delta Connection flight.	TBD
Digital	Oil City News	TBD	Continue community education (Did you know?) about the MRG and to promote the Delta Connection flight.	TBD
	Cowboy State Daily	TBD	Continue community education (Did you know?) about the MRG and to promote the Delta Connection flight.	TBD
InBound Marketing	Advance Aviation Marketing	TBD - depends on results from current campaign	Generate Ticket sales to Casper	TBD
Sources of funding:	City of Casper - Carry over			
	Visit Casper - New			
	Advance Casper - Carry over			



PROJECT STATUS REPORT

ENGINEERING: Phillip Hearn

Statewide & General Engineering Projects:

2025 Crack Seal Project: Measurements for next year's project have been completed and are being evaluated by staff. Design is underway. MP

2024 Seal Coat Project: The project was awarded to Straight Stripe Painting, Inc. out of Utah. Work will take place summer 2024. MP

2024 5010 Inspections: Inspections have begun and will be completed by September this year. Inspections this year will be performed in the northern and central portions of the state. GH

WACIP Equipment, Design & Construction Projects:

Afton – Construct Hangar Taxilanes: Pre-design meeting took place in November. Project design to be completed late this year (2024) with a bid opening in the spring of 2025. TD

Buffalo – Rehabilitate Apron: Bids were opened March 28. One was received and it was too high to award. The project will be repackaged next year and bid with the taxiway to help make the project more appealing to bidders. MP

Cody – Construct T-Hangars: This project is currently under construction and is approximately 95% complete. MP

Cody – Rehabilitate Commercial Apron: This project is being awarded to Mountain Construction. MP

Casper – Expand SRE Building: Design starting this year with construction in FY25. TD

Casper – Rehab RW 8/26, Lighting, PAPI, and Windsock: Construction to start mid-May. TD

Casper – Acquire SRE: Project will acquire a new snow blower, replacing the current equipment that broke down at the end of last winter. Project was awarded to M-B

Companies in the amount of \$914,259. Expected delivery is spring of 2025. GH

Cheyenne – Acquire SRE: Project will acquire a new snow blower. Project was awarded to M-B companies, LLC for the bid amount of \$1,053,741. Expected delivery is fall 2026. GH

Cody – Rehabilitate Commercial Apron: Bids were opened for this project April 2. Bids came in higher than anticipated. Contractor negotiations took place and the project will be awarded. MP

Cowley – Pilot's Lounge: Bids have been opened for this project. They were higher than anticipated, but the sponsor still plans to award this project. MP

Cowley – RW 9/27 Geotech: A predesign meeting for this project took place on April 8. Geotech for an upcoming rehabilitation is scheduled for 2025. MP

Dixon – Acquire Hangars, Remove North Apron & TW: Offerings for hangar acquisition and acceptance are moving slower than anticipated. Construction may go into next year depending on negotiation of hangers. TD

Douglas – Acquire SRE: Notice to Proceed was issued on August 8, 2022, to Floyd's Truck Center of Gillette, WY. The contract amount is \$279,991. Expected delivery is late 2023. Several projects of this type are experiencing further delay in delivery due to Henke relocating their manufacturing plant. No update on delivery time at the time of this update. GH

Douglas – Rehabilitate RW 11/29 and Remove Direct Access from Apron to RW: Construction to start in mid-August 2024. TD

Douglas – Develop General Aviation Hangar Area: Project is in the beginning stages of predesign. TD

Dubois – Replace Gate: This project is following the FAA's small procurement procedures. They have one proposal and are waiting on a second. MP

Gillette – Rehabilitate RW 16/34 and 3/21, Design: The initial planning phase of this project is complete. The

project will consist of panel replacement. Design is set to begin in 2024 with a goal of opening bids by February 2025. Construction is anticipated for 2025. MP

Gillette – South Side Apron Development: This project is being awarded to Powder River Construction. MP

Gillette – Acquire Dedicated Broom: Project will acquire a dedicated broom. Award was issued to M-B Companies on May 18 with a winning bid of \$791,637. Expected delivery is August 2024. GH

Jackson – Rehabilitate and Expand Deice Pad, TW A, and TW Bypass: Schedules I, VI, and VII are complete. Schedules II, III, and V (V is non-federal) were recently approved for award. Construction started May 1. MP

Jackson – Runway rehab - Vehicle Service Road: This project was initially only partially constructed with the runway project due to funding concerns. The runway project came in under budget and, after having the VSR flagged on a 139 inspection, the FAA has agreed to add it back in. Work began April 8 and is approximately 60% complete. MP

Jackson – Stormwater Detention Expansion: Construction expected to start mid-August. MP

Jackson – Air Traffic Control Tower: Preconstruction meeting took place March 29 and construction began April 8. Work is approximately 50% complete. MP

Jackson – Acquire ARFF Truck: Project will acquire a class 5 / 3,000 gallon ARFF vehicle. Award was made to Rosenbauer with a total bid of \$928,515. Expected delivery is May 2024. Contractor is already indicating they will not deliver as proposed. GH

Kemmerer – Acquire Mowing Equipment: Project will acquire a utility tractor and mower attachment. The project was awarded to Stotz Equipment of Evansville, WY in the bid amount of \$98,900. Tractor has been delivered. Still waiting on the mower. GH

Kemmerer – Rehabilitate RW 16/34 Lighting, Windcones & Install Apron Lighting: Design work has started with the anticipation of final design at end of year. Construction to start spring 2025. TD

Lander – Acquire SRE: Project will acquire a loader and bucket. Bid was awarded to Honnen Equipment Co.

in the amount of \$321,468.05. Loader and its attachments have been delivered. Waiting on the plow. GH

Laramie – TW C Replace Signs and Lights: Construction is complete and final reports are pending. TD

Laramie – Replace Runway and Taxiway edge lights, Replace Airfield NAVAIDS: Construction started early June 2024 with anticipation of mid-July completion. TD

Laramie – Acquire ARFF Vehicle: Project was awarded to Oshkosh Airport Products for the bid amount of \$894,280. Expected delivery is fall 2024. GH

Lusk – Acquire Plow Truck: Bid was awarded to Jack's Truck Center of Gillette, WY for a total bid amount of \$324,223. Expected delivery is September 2024. GH

Newcastle – Construct Hangar: Bids have been opened for this project and are in negotiations. MP

Pinedale – Rehab South GA Apron: Bids open and are too high. The FAA has encourage sponsor to schedule project for rebid in August 2024 TD

Pinedale – Acquire SRE: Project will acquire a loader and attachments to include a bucket and plow. Project was awarded to Tri-State Truck and Equipment with a bid of \$383,804. Expected delivery is summer 2024. GH

Rawlins – Construct GA Terminal Building: Construction nearing completion by the end of June 2024. TD

Riverton – Acquire Loader and Snow Blower: Project was awarded to Honnen Equipment Company for the bid amount of \$865,858. Expected delivery is fall 2024. GH

Riverton – Rehabilitate TW A, D, and C1: Construction is substantially complete pending final markings in spring 2024. TD

Rock Springs – Rehabilitate RW 3/21 and TW Lighting: Project was awarded to Electrical Connections, Inc., with construction to start in spring 2024. TD

Rock Springs – Rehabilitate and Expand Commercial Terminal: A new CMAR has been selected and began work on the terminal. The new anticipated substantial completion date is fall 2025. MP



PROJECT STATUS REPORT

Rock Springs – Acquire SRE: Project will acquire a front mounted broom. This project utilized a RFP process. The selected manufacturer was M-B companies with a proposed cost of \$735,335. Expected delivery is June 2025. GH

Sheridan – Acquire SRE: Award was made June 21, 2022 in the amount of \$305,893 to Jack's Truck Center of Gillette, WY. Expected delivery is fall 2023. Most SRE that were bid with the addition of Henke Plows are being delayed due to the manufacturer's relocation. Still waiting on delivery of the plow. GH

Sheridan - Expand Apron: Bids for this project came in too high to justify award. The project is being moved to 2025 and will be combined with the TW A realignment in hopes of better overall pricing. MP

Torrington- Construct PAPI, REILs, Beacon, and Electrical Vault: Bid was awarded to WJR Inc. Construction to commence spring 2024. TD

Thermopolis – Construct County Hangar: This project is in design. The mechanical/electrical/plumbing team hired through the architect dropped out, so they have been working on replacing them. MP

Wheatland – Reconstruct GA Apron, Design Only: Design is anticipated to be complete in fall 2024. TD

Worland – Rehabilitate TW A: This project is scheduled for a June 10 bid opening. MP

PLANNING: A.J. Schutzman

Airport Planning, Land & Environmental Projects:

Cheyenne - Master Plan: Consultant selection is complete and scoping is underway. Awaiting issuance of Federal and State grants. AS

Cowley – Master Plan: Project is underway and the forecast chapter has been approved by WYDOT and the FAA. Project is at 62% completion. AS

Evanston – Master Plan: Project is underway and the forecast chapter has been reviewed and approved by WYDOT and the FAA. Project is approximately 43% complete. AS

Greybull – Master Plan: Project is underway and the forecast chapter has been reviewed and approved by WYDOT and the FAA. Project is at 54% completion. AS

Laramie – Master Plan: Project is 45% complete. Inventory and Forecast have been reviewed and approved. WYDOT attended a public open house February 29. ST

Pinedale – Master Plan: The revised forecast has been reviewed and approved by WYDOT and the FAA. Draft narrative report and ALP have been submitted for review. The project is 84% complete. AS

Powell – Master Plan: Consultant selection is complete and grants were issued. ST

Riverton – Master Plan: The project has started and work has begun on the inventory. Project is at 31% completion. AS

Rock Springs – Master Plan: Work has begun on the inventory and pavement study is complete. The project is 73% complete. AS

Thermopolis – Master Plan: State Close Out report was sent May 6. The project is 98% complete. ST

Saratoga – Master Plan: Consultant selection is complete and scope of work was approved. Awaiting issuance of state and federal grants. AS

Upton – Master Plan: FAA Closeout Report sent 3/19. The project is 99% complete. ST

Wheatland – Acquire Hangar Land AWA006A: Project is nearing completion at 99%. Currently awaiting closeout report. AS

Wheatland – Acquire Hangar Land AWA006B: Grant was issued and work has begun on the next phase of hangar land acquisition. Project is at 11% completion. AS

AIR SERVICE: Mariah Johnson**Air Service Enhancement Program (ASEP):**

Cheyenne – ASCYS06: Once to twice daily flights to Denver Intl Airport on United Express operated by SkyWest beginning early September through June 30, 2024. April had a load factor of 80%, while May had a load factor of 81%. The booked load factor for June is 54%.

Original Scope: Once to twice-daily service to Denver Intl. Airport on United Express operated by SkyWest

Term: Early September 2023 through June 30, 2024

State Match: \$1,350,000 / 60%

Casper – ASCPR04: Once daily flight to Salt Lake City, UT on Delta Connection operated by SkyWest beginning July 1, 2023 through June 30, 2024. In July, the flight began operating on a CRJ-900, increasing seat capacity to 76, which has contributed to lower load factors. The load factor in April was at 53% and May's load factor was at 55%. June's booked load factor is currently at 37.5%.

Original Scope: Once daily service to Salt Lake City on Delta Connection operated by SkyWest

Term: July 1, 2023 through June 30, 2024

State Match: \$320,000 / 40%

Capacity Purchase Agreement (CPA):

In July, we began the second year of the second three-year term of the CPA contract with SkyWest. Block hour rates for this year increased on average 3% from the previous year. While all markets are still lacking needed capacity, two flights each week were added to the schedule for Riverton and Rock Springs in May, and Gillette and Sheridan gained an additional two flights per week beginning November 1st.

Northeast Wyoming Regional Airport-Gillette (GCC): Load factors continue to be strong, with April at 84% and May at 85%. The booked load factor for June is currently at 49%. SkyWest was able to add two additional flights to the schedule each week in November, bringing the total weekly flights to 14.

Original Scope: Additional third daily roundtrip on peak days, daily during the summer months. Reduced frequencies were implemented in April 2020 but beginning in June 2021 flights were restored to the original scope of 3 daily and reduced to 2 daily starting in November, falling again to 12 per week in January 2022. Two additional weekly frequencies were added back to the schedule beginning November 1, 2023.

Term 1: July 1, 2022 - June 30, 2023

Grant: \$2,660,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$2,760,000 / 60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$2,880,000 / 60%

Southwest Wyoming Regional Airport-Rock Springs (RKS): April saw a load factor of 74%, while May was at 80%. The booked load factor for June is at 30%. SkyWest's crew-driven flight reductions starting in February 2022 had limited the market to one daily trip; however, a second daily flight has been added to the schedule beginning June 1, 2024, bringing the total weekly flights to 14. .

Original Scope: Two daily roundtrips, 3rd daily

Jun - Aug. Post COVID, the market retained close to daily service up until June 2021 when it increased to double daily. As of February 2022, the market dropped to one daily and added a second flight in May to two days each week.

Term 1: July 1, 2022 - June 30, 2023

State Match: \$3,834,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$3,973,000 / 60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$4,134,000 / 60%

Riverton Regional Airport (RIW): Riverton saw a 65% load factor in April and 66% in May. The booked load factor for June is at 43%. In mid-February 2022, the market dropped to one daily flight because of SkyWest crew constraints; however, beginning June 1, 2024 an additional flight was added to each day, bringing the total number of weekly flights to 14.

Original Scope: Two daily roundtrips Mar-Dec, one daily Jan-Feb starting January 12, 2020 with



Mark Gordon
Governor

WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015



Darin J. Westby, P.E.
Director

PROJECT STATUS REPORT

*second flight on Mon., Thurs., Fri., Sun.
Overnight flight tagged with Sheridan (SHR).
Reduced to one daily as of February 11, 2022.*

Term 1: July 1, 2022 - June 30, 2023

Grant/State Match: \$3,670,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$3,820,000 / 60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$3,992,000 / 60%

Sheridan County Airport (SHR): Sheridan saw a 72% load factor in April and a 77% load factor in May. The booked load factor for June is at 56.5%. In early January 2022, the schedule was reduced to 12 flights per week; however, beginning November 1, 2023 two additional flights each week were added to the schedule, bringing the total weekly flights to 14.

Original Scope: Two daily roundtrips starting January 12, 2020. Overnight flight tagged with Riverton (RIW). Reduced to one flight daily for April and five times weekly for May and June. Current schedule has 14 weekly flights.

Term 1: July 1, 2022 - June 30, 2023

State Match: \$2,739,000 / 60%

Term 2: July 1, 2023 – June 30, 2024

Grant/State Match: \$2,850,000/60%

Term 3: July 1, 2024 – June 30, 2025

Grant/State Match: \$2,983,000 / 60%



WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Bruce McCormack, Chairman
(307) 777-4015



CALENDAR OF EVENTS

June 2024						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

June		
Date:	Event:	Location:
3-4	Joint Transportation, Highways, & Military Affairs Committee Meeting	Rock Springs
18	Aeronautics Commission Business Meeting	Zoom
19-20	Transportation Commission Business Meeting & Education Session	Cheyenne

July 2024						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

July		
Date:	Event:	Location:
16	Aeronautics Commission Business Meeting	Zoom
17-18	Transportation Commission Business Meeting & Education Session	Cheyenne
20	Miley Memorial Field Fly-In & Car Show	Big Piney
20	Lusk Fly-In & Open House	Lusk

August 2024						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August		
Date:	Event:	Location:
10	Airport Appreciation Day	Dubois
13	Aeronautics Commission Business Meeting	Zoom
14-15	Transportation Commission Business Meeting & Education Session	Cheyenne
14-18	Aviation Festival	Cheyenne
17	Wings & Wheels Event	Powell
24	Spaceport Days Fly-In	Green River
24	Fly-In & Open House	Wheatland

Continued



September 2024						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

September		
Date:	Event:	Location:
3-5	Airline Rendezvous	Jackson
14	Kemmerer Municipal Fly-In & Car Show	Kemmerer
18-20	Wyoming Airports Coalition Conference	Saratoga
18-19	Transportation Commission Business Meeting & Education Session	Cheyenne
21	Wings & Wheels Event	Gillette

October 2024						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

October		
Date:	Event:	Location:
17	Transportation Commission Business Meeting	Cheyenne
22	Aeronautics Commission Business Meeting	Zoom

November 2024						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

November		
Date:	Event:	Location:
19	Aeronautics Commission Business Meeting	Zoom
20-21	Transportation Commission Business Meeting & Education Session	Cheyenne
30	Santa Fly-In	Cody

December 2024						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December		
Date:	Event:	Location:
9-11	Aeronautics Commission Business Meeting & Education Session	Cheyenne
18-19	Transportation Commission Business Meeting & Education Session	Zoom

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

Business Meeting Packet



Thank you for attending!