

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

Business Meeting Packet



Held Tuesday, April 21, 2026 at 1:30 P.M.



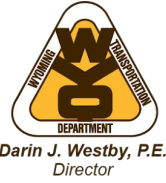
Mark Gordon
Governor

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Jerry Blann, Chairman
(307) 777-4015



Darin J. Westby, P.E.
Director

TENTATIVE BUSINESS MEETING AGENDA

Tuesday, April 21, 2026, 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 March 17, 2026 (*Index Tab 2*) – Vote

VI. CORRESPONDENCE (*Index Tab 3*)

VII. UPDATE/DISCUSSION

A. Chairman's Update –Chairman Blann

B. Director's Update – Director Westby

C. Administrator's Update – Administrator Burke

D. Air Service Development Program Update – Ms. Johnson

1. General Matters

2. Standard Reports

a) ASEP Budget Forecast Report (*Index Tab 4*)

b) CPA Budget Forecast Report (*Index Tab 5*)

c) Percent of Grant Projects by City Report (*Index Tab 6*)

d) Monthly Load Factors Report (*Index Tab 7*)

e) Quarterly CPA Cost Per Passenger Report (*Index Tab 8*)

E. Engineering & Construction Program Update – Mr. Hearn

1. General Matters

2. Standard Reports

a) Change Orders Report (*Index Tab 9*)

The order of agenda is subject to change. The State of Wyoming supports the Americans with Disabilities Act. Anyone needing aid should contact the Aeronautics Commission at 307-777-4015. Every effort will be made for reasonable accommodations.

- b) Statewide Line Items Report (*Index Tab 10*)
 - c) Bid Summary Report (*Index Tab 11*)
- F. Planning & Programming Program Update – Ms. Crites
 - 1. General Matters
 - 2. Standard Report
 - a) Administrative Approvals Report (*Index Tab 12*)
 - b) Recovered State Funds Report (*Index Tab 13*)

VIII. REGULAR BUSINESS

- A. Consideration of the FY 2026 WACIP Budget Modifications (*Index Tab 14*) – Ms. Crites – Vote
- B. FY 2027 WACIP Budget Modifications (*Index Tab 15*) – Ms. Crites

IX. NEW BUSINESS

- A. Consideration of the Wyoming Aviation Hall of Fame Board’s 2026 Inductee Selection (*Index Tab 16*) – Mr. Waggener – Vote
- B. Consideration of the Capacity Purchase Agreement Contract Amendment – Ms. Johnson – Vote

X. EXECUTIVE SESSION

XI. ANNOUNCEMENTS

- A. Next business meeting will be held May 18-19, 2026, in southeast Wyoming.

XII. ADJOURNMENT

- A. Consideration of Adjournment – Vote





WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION



5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Jerry Blann, Chairman
(307) 777-4015

Darin J. Westby, P.E.
Director

DRAFT MEETING MINUTES

I. CALL TO ORDER

A meeting of the Wyoming Department of Transportation (WYDOT) Aeronautics Commission was held on Tuesday, March 17, 2026, via videoconference. Chairman Jerry Blann presided, calling the meeting to order at 1:30 p.m.

II. PLEDGE OF ALLEGIANCE

Chairman Blann led the attendees in the Pledge of Allegiance.

III. ROLL CALL

The following commission members were present, constituting a quorum.

Jerry Blann, Chairman, District 2	Bruce McCormack, Commissioner, District 4
Randy Harrop, Vice Chairman, District At-large	Steve Maier, Commissioner, District 5
Dean McClain, Commissioner, District 1	Sigsbee Duck, Commissioner, District At-large
Bill DeVore, Commissioner, District 3	Darin Westby, Director, Ex officio

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

Shawn Burke, Aeronautics Administrator	Aaron Buck, Airport Manager, Yellowstone Regional Airport
Mariah Johnson, Air Service Development Manager	Dusty Spomer, Chair, Cody-Yellowstone Air Improvement Resources (CYAIR)
Phillip Hearn, Engineering and Construction Manager	MacKenzie Sewell, Assistant Attorney General
Sheri Taylor, Unmanned Aircraft Systems (UAS) Manager	Kimberly Chapman, Commission Secretary

AJ Schutzman, Aviation Planning Manager

Susan Elliott assisted with virtual meeting management.

IV. AGENDA ADJUSTMENTS

Ms. Chapman announced no adjustments to the agenda.

V. APPROVAL OF MINUTES

It was moved by Commissioner McClain, seconded by Commissioner McCormack, and unanimously carried to approve the February 20, 2026, business meeting minutes.

VI. UPDATES/DISCUSSIONS

A. CHAIRMAN'S UPDATE

Chairman Blann presented the Chairman's Update.

Chairman Blann updated the Commission on the newly approved budget, noting the inclusion of increased employee compensation was a pivotal achievement. He expressed gratitude to Director Westby, Administrator Burke, the Aeronautics team, and the Wyoming Airports Coalition for their efforts on the Capacity Purchase Agreement (CPA), which secured the program's next phase of funding. He further noted that despite a gubernatorial veto, a Joint Appropriations Committee (JAC) budget notation remains, necessitating the grounding or sale of one of the state's two aircraft and resulting in a \$688,000 reduction for the Aeronautics Division.

The chairman expressed concerns regarding the lack of Department of Homeland Security funding for the Transportation Security Administration (TSA) and the rising fuel prices driven by the conflict in Iran. He noted that these fuel increases could impact CPA contracts, which include provisions for fuel price adjustments.

B. DIRECTOR'S UPDATE

Director Westby presented the Director's Update.

Legislative Update

Director Westby provided an overview of the recent legislative session, noting that while it began with significant challenges, it concluded with several successful outcomes for the Department. He discussed the passage of crucial market adjustments for employee compensation and praised the Governor's strategic placement of air service funding within the budget, which protected it from being removed. Regarding the state's aircraft, Director Westby explained that while the authority to spend approximately \$685,000 was removed for one year of the biennium, the Governor's veto of specific "ground or sell" language allows the department to continue operating both planes for the time being and the flexibility to seek additional funding during the supplemental session. Of the 60 bills monitored, the Department effectively managed its high-priority objectives, while legislation not aligned with departmental goals did not advance.

Looking ahead to the interim session, the department has been invited to participate in committee discussions regarding long-term revenue streams for highway and airport funding, as well as work zone safety and Next Generation 911. Director Westby expressed optimism that the momentum gained during the session has positioned the agency well for future funding discussions. He also commended the Management Services program staff for their diligent work during the session and he thanked the Wyoming Airports Coalition for their disciplined advocacy throughout the session.

Personnel Transitions and Leadership Update

Director Westby announced that he has stepped in as the interim administrator for the Wyoming Highway Patrol following the retirement of Colonel Tim Cameron. His focus during this transition will be on brand management and improving trooper morale.

Additionally, the department is preparing to recruit a new Chief Technology Officer following Nathan Smolinski's upcoming departure, and Director Westby expressed gratitude to Ms. Chapman and Susan Elliott for covering administrative duties after the transition of the Transportation Commission Secretary to the private sector.

Upcoming Outreach and Advocacy

Director Westby announced that WYDOT will conduct a series of town hall meetings from April 6 through April 9. These meetings will engage employees across each of the five WYDOT districts.

Following these sessions, Director Westby will attend the AASHTO spring meeting in Savannah, Georgia, to advocate for rural states like Wyoming during the crafting of federal transportation reauthorization bills. His primary goal is to ensure that the unique infrastructure needs of rural America remain a central part of the national legislative conversation.

C. ADMINISTRATOR'S UPDATE

Administrator Burke presented the Administrator's Update.

Legislative Update

Administrator Burke reported that following the passage of the legislative budget, which included funding for the CPA, the Division is moving quickly to finalize contract figures with SkyWest Airlines. The Division is also managing potential cost exposure resulting from evolving geopolitical events and volatile oil market situations.

Administrator Burke noted that the state transport aircraft budget was reduced by \$685,000, bringing the biennial total down from \$2.2 million to \$1.5 million. The Division will monitor the impact of this reduction over the coming year and explore further opportunities to decrease the operating budget.

eVTOL Project

Administrator Burke reported that Wyoming will join 12 other states and the National Association of State Aviation Officials (NASAO) in a multi-state collaboration to explore the integration of electric vertical takeoff and landing (eVTOL) aircraft into the national airspace. Driven by the Pennsylvania Department of Transportation, this initiative allows Wyoming to stay informed on developments in the advanced air mobility sector while gaining access to manufacturers and policy discussions.

Federal Update

Administrator Burke reported that WYDOT and the Wyoming Airports Coalition oppose the Pilot and Aircraft Privacy Act, which would restrict airports from using ADS-B technology to accurately assess usage fees.

Division Update

Administrator Burke discussed an \$811,000 budget discrepancy discovered within the Airport Improvement Program (AIP) for the current biennium. The shortfall stems from state cost allocations for services such as the Attorney General's Office, Enterprise Technology Services, and the Department of Administration and Information. To resolve the discrepancy within the 2026 fiscal year, the Division is evaluating several options, including deferring certain projects to 2027 or utilizing available marketing funds. While other programs like air service and flight operations are affected to a lesser degree, the Division expects to present formal recommendations at the next meeting to ensure grants are accurately issued to airports.

D. AIR SERVICE DEVELOPMENT PROGRAM UPDATE

Ms. Johnson presented the Air Service Development Program Update.

General Matters

Statewide and Industry Updates

Ms. Johnson reported that despite February typically being a weaker month for travel, several Wyoming airports outperformed expectations. Cheyenne, Cody, and Sheridan maintained load factors at or above 80 percent, while Gillette reached 79 percent and Riverton saw a nearly nine percent increase over January to reach a 70 percent load factor. Looking forward, strong booking trends suggest that high demand will continue through the spring and summer seasons.

Ms. Johnson reported on a productive visit in late February from United Airlines representatives, Mark Weithofer and Mizraim Cordero, who met with the Governor and Senate leadership. Follow-up discussions are planned for late spring in Chicago to build upon the momentum of their visit to Cheyenne.

Ms. Johnson provided an industry update regarding the significant rise in fuel prices. She noted that Jet A spot prices have doubled in the past three months following the conflict in Iran. Because airlines no longer utilize fuel hedging, these rising costs are expected to impact all carriers. This will likely lead to increased ticket prices and potential capacity cuts for fall schedules to manage supply and demand.

Ms. Johnson addressed the ongoing gate dispute between United Airlines and American Airlines in Chicago. To prevent air traffic control from becoming overwhelmed, the FAA has initiated proceedings to cap flight activity at under 100 takeoffs and landings per hour, drawing from lessons learned during previous operational challenges in Newark.

Commissioner DeVore inquired about the impact of federal funding issues on TSA operations at Wyoming airports. Administrator Burke reported that while the local impact remains relatively limited, some facilities are beginning to experience staffing challenges. Specifically,

Rock Springs reported that three of its seven full-time agents recently resigned due to concerns over the federal budget cycle. In contrast, operations in Cheyenne appeared stable, though conversations in Denver suggested less optimism regarding increasing wait times at larger national hubs.

Standard Reports

Air Service Enhancement Program (ASEP) Budget Forecast Report

Ms. Johnson reported that the ASEP Budget Forecast Report was updated to reflect the amount being requested for an ASEP grant.

CPA Budget Forecast Report

Ms. Johnson reported that the CPA Budget Forecast Report was updated to reflect the costs for each airport through January 2026.

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.

In response to a previous inquiry, Administrator Burke reported that Aaron Buck confirmed increasing TSA staffing shortage impacts at the Cody airport. National Transportation Security Officer (TSO) call-out rates have risen significantly to 10 percent—up from seven percent earlier in the week—with some airports experiencing 50 percent absenteeism compared to the typical two percent daily rate.

E. ENGINEERING AND CONSTRUCTION PROGRAM UPDATE

Mr. Hearn presented the Engineering and Construction Program Update.

General Matters

General Program Focus

Mr. Hearn provided an update on the status of pavement maintenance projects, noting that the Crack Seal project commenced in Torrington on schedule. Additionally, the Seal Coat and Mark project is set for bidding next Thursday with six plan holders and the Division anticipates receiving highly competitive bids.

Standard Reports

Change Orders Report

Mr. Hearn reported two new change orders.

Statewide Line Items Report

Mr. Hearn reported two new line items.

Bid Summary Report

Mr. Hearn reported no new bid results.

F. UAS PROGRAM UPDATE

Ms. Taylor presented the UAS Program Update.

General Matters

Director's Memo Regarding UAS

Ms. Taylor briefed the Commission on a recent Director's memo regarding UAS, noting that Department purchasing policies have been updated to maintain compliance with new federal guidelines. While WYDOT has utilized a pre-approved drone list for several years on projects involving federal funding, the policy has now been expanded to include all third-party contractors. Under these updated requirements, contractors flying for WYDOT projects are prohibited from using drones manufactured in adversarial countries.

Drone Request for Proposals (RFP) Status

Ms. Taylor provided an update on the RFP issued in February aimed at streamlining WYDOT's drone procurement process. The Department is seeking to establish contracts with a few specific manufacturers to allow for catalog-wide purchasing, which is expected to improve administrative efficiency and reduce costs. Key upcoming procurement milestones include an inquiries deadline on March 13, a submission deadline of April 8, and a tentative contract award date of June 1.

G. PLANNING AND PROGRAMMING PROGRAM UPDATE

Mr. Schutzman presented the Planning and Programming Program Update.

General Matters

Economic Impact Study

Mr. Schutzman addressed the Chairman's inquiry regarding the timeline for the finalized Economic Impact Study documents, reporting that Woolpert has already delivered the legislative fact sheet and a statewide air service video. The Narrator Group is currently finalizing individual videos for each commercial service airport, except for Jackson, and work continues on the comprehensive technical report and executive summary. Individualized reports for each airport are also in development and the Division aims to have the full suite of documents completed by this summer and fully finalized by the fall. Additionally, Woolpert has proposed a summer tour to present these findings and educate community members and airport stakeholders on the study's impact and methodology.

Public Outreach

Mr. Schutzman reported on the implementation of the GovDelivery platform, noting that the project is progressing well with a target go-live date around May 1. Standard operating procedures have been finalized following a successful system test on March 12, which demonstrated the platform's ability to distribute updates via email and text message. The department plans to release monthly or bimonthly newsletters featuring statewide information, national news, and upcoming

event notifications, including schedules for the flight simulator. The system is designed to be customizable, allowing users to subscribe to either statewide notifications or specific updates for individual local airports. Staff recently met with Administrator Burke to incorporate feedback from the testing phase, and the final signup links will be distributed to the Commission and airport stakeholders as the platform launches.

2025 WYDOT Aeronautics Annual Report

Mr. Schutzman presented the draft 2025 WYDOT Aeronautics Annual Report, which is designed to provide a qualitative overview of the year's milestones and trends to complement regular monthly data. The report reflects a strong year for Wyoming aviation, highlighted by 240,437 total operations across 34 public-use, NPIAS airports and a significant increase in commercial passenger traffic, which reached 1.7 million travelers. Additionally, the Flight Operations program recorded 399 accident-free hours for the fiscal year.

While the report is currently a two-page summary, the Division intends to expand it into a more comprehensive pamphlet as additional financial and Capital Improvement Plan (CIP) data is integrated. The final version will be distributed as a PDF for stakeholders and the public to ensure the health of the state's aviation system is easily accessible. Mr. Schutzman commended Casi Crites for her hard work and dedication to completing not only the report, but also the GovDelivery project.

Montana Aviation Conference

Mr. Schutzman reported on his team's recent attendance at the Montana Aeronautics Conference in Billings to observe Montana's strategies for public and industry engagement. While the conference featured a wide array of industry vendors and a robust pilot community, the Montana program faces similar challenges to Wyoming, specifically regarding low participation and a lack of youth involvement. Mr. Schutzman noted that many new pilots are primarily career-focused and less engaged with local aviation groups, which reinforces the value of WYDOT's current outreach strategy.

Standard Reports

Administrative Approvals Report

Mr. Schutzman reported no administrative approvals for the period.

Recovered State Funds Report

Mr. Schutzman reported that there were four recoveries during this period in the amount of \$11,299.10 in state funds. The total recovered for FY 2026 is \$202,266.07.

VII. REGULAR BUSINESS

A. CONSIDERATION OF THE FY 2026 WACIP BUDGET MODIFICATIONS

Mr. Schutzman reported that there were three modifications this period for a decrease of \$8,623 in state funds and of \$327,692 in federal funds allocated towards projects. The remaining state reserve is \$802,874.

Mr. Schutzman addressed a legislative budget cost allocation totaling \$811,501, which represents a significant impact on the fiscal year 2026 budget. While the Division is working to reallocate funds to cover this expense without impacting approved projects, the reduction will limit the ability to accept new requests for the remainder of the fiscal year. To mitigate the long-term impact on future planning, staff are identifying savings from favorable project bids and internal reserves to ensure the Division remains within its budget while meeting essential needs.

Action: It was recommended by Mr. Schutzman, moved by Vice Chairman Harrop, seconded by Commissioner Duck, and unanimously carried to approve the FY 2026 WACIP budget modifications, as presented.

B. CONSIDERATION OF THE FY 2027 WACIP BUDGET MODIFICATIONS

Mr. Schutzman reported that there were three modifications this period for an increase of \$111,403 in state funds and of \$300,000 in federal funds allocated towards projects. The remaining state reserve is \$405,119.

Action: It was recommended by Mr. Schutzman, moved by Commissioner McCormack, seconded by Commissioner DeVore, and unanimously carried to approve the FY 2027 WACIP Budget Modifications, as presented.

VIII. NEW BUSINESS

A. CONSIDERATION OF THE CYAIR ASEP APPLICATION

Ms. Johnson reported that CYAIR is requesting a grant of \$76,719 from the ASEP at a state match of 40 percent for seasonal service to Chicago O'Hare International Airport on United Airlines. The service will take place from May 22, 2026, through September 19, 2026, with one weekly flight arriving in Cody on Friday evening and departing Cody Saturday morning. Staff regards this request as a good use of state funds to accomplish the intended benefits of the ASEP.

Mr. Buck and Mr. Spomer presented in support of the request for a new United Airlines seasonal service between Cody and Chicago, consisting of 18 flights operating on Friday nights and Saturday mornings. Mr. Buck noted that while this service was last offered in 2021 with strong early-season performance, the airport has implemented targeted marketing to improve September passenger numbers. Mr. Spomer highlighted the benefits of the three-class cabin E175 aircraft and described the project as a manageable re-entry into air service development for the community.

In response to Chairman Blann's inquiry regarding Chicago air traffic control congestion, Mr. Buck indicated that United has not relayed any operational concerns to date. Commissioner McCormack commended the leadership at the Cody airport for stabilizing the local air service program and placing it on solid ground for future growth.

Action: It was recommended by Ms. Johnson, moved by Commissioner Duck, seconded by Commissioner McClain, and unanimously carried to approve CYAIR's request for funding

service on United Airlines to Chicago O’Hare International Airport at a state match of 40%, not to exceed \$76,719.

IX. EXECUTIVE SESSION

There was no need for an executive session.

X. ANNOUNCEMENTS/REMINDERS

Commission Activities

Ms. Chapman announced that the next meeting will be held at 1:30 p.m. on Tuesday, April 21, 2026, via videoconference. The next in-person meeting will take place on May 18 and 19, 2026, in east central Wyoming.

Ms. Chapman announced that the Wyoming Attorney General will host their annual board training seminar on May 8, 2026. Commissioners must RSVP by April 27.

Administrator Burke announced that Ms. Crites successfully passed the American Association of Airport Executives (AAAE) Certified Member Program exam. This 180-question assessment was completed by Ms. Crites on her own initiative.

XI. ADJOURNMENT

It was moved by Commissioner McCormack to adjourn and passed unanimously. Chairman Blann adjourned the meeting at 2:57 p.m. on March 17, 2026.



Dusty Spomer – Chairman
Don Shreve – Vice Chair
Jennifer Thoma – Treasurer
Rebecca West - Secretary
Klay Nelson – Administrator

March 31, 2026

**Wyoming Department of Transportation, Aeronautics Division, Air Service Enhancement Program
Grant to Cody-Yellowstone Air Improvement Resources (CYAIR)**

WYDOT Aeronautics Commission Chairman Jerry Blann and Members of the Commission,

On behalf of the CYAIR Board of Directors, I'd like to express sincere appreciation to the Commission for your support of CYAIR's MRG for our United Chicago flight this summer. Your ASEP grant rounded out our funding picture, making this endeavor a reality.

As you know, air service in Cody has experienced some setbacks in recent years. This United COD-ORD flight is the first in many steps for CYAIR as we return much needed service to Cody and Northwest Wyoming.

We couldn't do it without your help and that of your superior Division Staff. We intend to make good on your investment and return to you with requests for your support as we continue to rebuild air service.

Thank you again so much.

Sincerely

Dusty Spomer
Chairman
Cody-Yellowstone Air Improvement Resources (CYAIR)
dspomer@ardurra.com
307-272-0572

ASEP Budget Forecast Report
April 2026

Carryover Balance from FY2021			\$2,169,839.25
FY2022			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$3,482,289.25</u>
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	
		<u>\$ 881,722.12</u>	\$ 881,722.12
Administrative Expenses			<u>\$150,000</u>
		Carryover Balance	<u>\$2,450,567.13</u>
Carryover Balance from FY2022			\$2,450,567.13
FY2023			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$3,763,017.13</u>
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	
		<u>\$ 1,604,542.00</u>	\$ 1,604,542.00
Administrative Expenses			<u>\$150,000</u>
		Carryover Balance	<u>\$2,008,475.13</u>
Carryover Balance from FY2023			\$2,008,475.13
FY2024			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$3,320,925.13</u>
Grant Support:	Forecast	Actual	
Casper	\$ 719,268.00	\$ 666,943.00	
Cheyenne	\$ 1,350,000.00	\$ 791,864.00	
Jackson (Delta)	\$ 60,000.00	\$ 60,000.00	
Jackson (American)	\$ 140,000.00	\$ 80,000.00	
		<u>\$ 1,598,807.00</u>	\$ 1,598,807.00
Administrative Expenses			<u>\$150,000</u>
		Carryover Balance	<u>\$1,572,118.13</u>
Carryover Balance from FY2024			\$1,572,118.13
FY2025			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$2,884,568.13</u>
Grant Support:	Forecast	Actual	
Cheyenne	\$ 1,200,000.00	\$ 843,241.74	
Jackson (Delta)	\$ 80,000.00	\$ 69,350.00	
Jackson (American)	\$ 80,000.00	\$ 80,000.00	
		<u>\$ 992,591.74</u>	\$ -
Administrative Expenses			<u>\$150,000</u>
		Carryover Balance	<u>\$2,734,568.13</u>

ASEP Budget Forecast Report
April 2026

Carryover Balance from FY2025			\$2,734,568.13
FY2026			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$4,047,018.13</u>
Grant Support:	Forecast	Actual	
Cheyenne	\$ 1,000,000.00	\$ -	
Jackson (Delta)	\$ 80,000.00	\$ -	
Jackson (American)	\$ 80,000.00	\$ -	
Cody	<u>\$ 76,719.00</u>	<u>\$ -</u>	
	\$ 1,236,719.00	\$ -	\$ 1,236,719.00
Administrative Expenses			<u>\$150,000</u>
	Carryover Balance		<u>\$2,660,299.13</u>
Carryover Balance from FY2026			\$2,660,299.13
FY2027			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$3,972,749.13</u>
Grant Support:	Forecast	Actual	
Anticipated Requests	<u>\$ 1,575,000.00</u>	<u>\$ -</u>	
	\$ 1,575,000.00	\$ -	\$ 1,575,000.00
Administrative Expenses			<u>\$150,000</u>
	Carryover Balance		<u>\$2,247,749.13</u>
Carryover Balance from FY2027			\$2,247,749.13
FY2028			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$3,560,199.13</u>
Grant Support:	Forecast	Actual	
Anticipated Requests	<u>\$ 2,375,000.00</u>	<u>\$ -</u>	
	\$ 2,375,000.00	\$ -	\$ 2,375,000.00
Administrative Expenses			<u>\$150,000</u>
	Carryover Balance		<u>\$1,035,199.13</u>
Carryover Balance from FY2028			\$1,035,199.13
FY2029			
Standard Budget Appropriations to ASEP			<u>\$1,312,450.00</u>
		Beginning Balance	<u>\$2,347,649.13</u>
Grant Support:	Forecast	Actual	
Anticipated Requests	<u>\$ 2,375,000.00</u>	<u>\$ -</u>	
	\$ 2,375,000.00	\$ -	\$ 2,375,000.00
Administrative Expenses			<u>\$150,000</u>
	Carryover Balance		<u>(\$177,350.87)</u>

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

4/9/2026

FY runs July 1 through June 30

FY 2026	FY2025 Ending Balance		\$ 7,945,109.59
		Forecast	Invoiced
	Gillette	\$ (1,038,929.40)	\$ (516,826.40)
	Riverton	\$ (2,680,993.20)	\$ (1,945,970.21)
	Rock Springs	\$ (2,797,479.00)	\$ (2,085,355.63)
	Sheridan	\$ (1,600,784.40)	\$ (832,881.99)
	Cheyenne*	\$ (760,714.20)	\$ (642,677.26)
	Total State Share	\$ (8,118,186.00)	\$ (5,381,034.23)
New Ending Balance		(173,076.41)	\$ 2,564,075.36

*Payment being made from ASEP funds for FY2026

FY 2027	Beginning Balance		(\$173,076.41)	\$ 2,564,075.36	
	FY27/28 Appropriation			\$18,409,342.00	
		Forecast	Invoiced		
	Riverton	\$ (2,533,354.80)	\$	-	
	Rock Springs	\$ (2,987,994.60)	\$	-	
	Sheridan	\$ (1,120,131.60)	\$	-	
	Cheyenne	\$ (1,142,786.40)	\$	-	
	Total State Share	\$ (7,784,267.40)	\$	-	
New Ending Balance		10,451,998.19		\$20,973,417.36	

FY 2028	Beginning Balance		10,451,998.19	\$20,973,417.36
		Forecast	Invoiced	
	Riverton	\$ (2,852,620.20)	\$	-
	Rock Springs	\$ (2,966,837.40)	\$	-
	Sheridan	\$ (1,782,315.60)	\$	-
	Cheyenne	\$ (783,972.00)	\$	-
	State Share (Forecast)	\$ (8,385,745.20)	\$	-
	New Ending Balance		\$ 2,066,252.99	

FY 2028	Beginning Balance		\$ 2,066,252.99	\$20,973,417.36
		Forecast	Invoiced	
	Riverton	\$ (2,946,471.00)	\$	-
	Rock Springs	\$ (3,059,646.60)	\$	-
	Sheridan	\$ (1,881,928.20)	\$	-
	Cheyenne	\$ (801,011.40)	\$	-
	State Share (Forecast)	\$ (8,689,057.20)	\$	-
	New Ending Balance		\$ (6,622,804.21)	

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	ASE24	2008	2008	Allegiant Air	26,099	0	
Finaled	ASE17	2008	2008	United Airlines	27,000	0	
Finaled	ASE22	2008	2008	United Airlines	320,000	0	
Finaled	ASCP01	2022	2021	SkyWest - SLC	25,109	0	
Finaled	ASCP02	2023	2022	SkyWest - SLC	178,170	0	
Approved	ASCP04	2024	2023		719,268	719,268	
Finaled	ASCP03	2023	2023	SkyWest - SLC	238,741	0	
Sub-total:					\$3,174,208	7.27%	\$719,268
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	
Approved		2025	2024	SkyWest - DEN	1,200,000	1,200,000	
Approved		2026	2025		760,715	760,715	
Sub-total:					\$8,515,884	19.49%	\$3,310,715

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							
Finalled	WBC01	2004	2004	SkyWest - DEN	117,600	0	
Finalled	ASE06	2004	2004	SkyWest - DEN	190,400	0	
Finalled	ASE07	2005	2005	SkyWest - DEN	114,400	0	
Finalled	AERE807	2006	2005	SkyWest - DEN	165,600	0	
Finalled	ASE09	2006	2006	SkyWest - DEN	0	0	
Finalled	ASE11	2007	2006	SkyWest - DEN	49,796	0	
Finalled	ASE13	2007	2007	SkyWest - SLC	97,907	0	
Finalled	ASE12	2007	2007		31,500	0	
Finalled	ASE14	2008	2007	SkyWest - DEN	208,551	0	
Finalled	ASE26	2009	2008	SkyWest - SLC	240,000	0	
Finalled	ASE25	2009	2008	SkyWest - DEN	320,000	0	
Finalled	ARASE33	2010	2009	SkyWest - DEN	382,500	0	
Finalled	ARASE36	2010	2010		19,599	0	
Finalled	ARASE37	2011	2010	SkyWest - DEN	233,978	0	
Finalled	ARASE46	2012	2011	SkyWest - DEN	28,764	0	
Finalled	ASCOD01	2013	2012	SkyWest - DEN	140,044	0	
Finalled	ASCOD02	2014	2014	United Airlines	8,384	0	
Finalled	ASCOD03	2015	2015	United Airlines	0	0	
Finalled	ASCOD04	2016	2016	United Airlines	53,749	0	
Finalled	ASCOD05	2017	2017	United Airlines	33,864	0	
Finalled	ASCOD07	2019	2019	United Airlines	41,250	0	
Approved	ASCOD08	2021	2021	United Airlines	63,106	63,106	
Approved	ASCOD09	2026	2026	United Airlines	76,719	76,719	
Sub-total:					\$2,617,712	5.99%	\$139,826

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							
Finalled	ASE04	2005	2005	Great Lakes Airlines	128,127	0	
Finalled	ARASE20	2009	2008	SkyWest - SLC	799,036	0	
Finalled	ARASE28	2010	2009	SkyWest - SLC	771,445	0	
Finalled	ARASE31	2010	2009		64,000	0	
Finalled	ASE18	2008	2009		64,000	0	
Finalled	ARASE40	2011	2010	SkyWest - SLC	615,398	0	
Finalled	ARASE45	2012	2011	SkyWest - SLC	1,186,230	0	
Finalled	ARASE44	2011	2011	SkyWest - SLC	619,996	0	
Finalled	ASGCC01	2013	2012	SkyWest - SLC	1,052,480	0	
Finalled	ASGCC02	2014	2013	SkyWest - SLC	836,812	0	
Finalled	ASGCC03	2015	2014	SkyWest - SLC	641,581	0	
Finalled	ASGCC04	2016	2015	SkyWest - SLC	1,104,000	0	
Sub-total:					\$7,883,106	18.05%	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							
Approved		2026		American Airlines	80,000	80,000	
Approved		2026		Delta Airlines	80,000	80,000	
Finalled	ASE02	2005	2004	American Airlines	125,000	0	
Finalled	AERE505	2006	2005	American Airlines	100,000	0	
Finalled	ASE10	2007	2006	American Airlines	117,828	0	
Finalled	ASE15	2008	2007	American Airlines	200,000	0	
Finalled	ASE23	2009	2008	American Airlines	200,000	0	
Finalled	ARASE27	2010	2009	American Airlines	200,000	0	
Finalled	ARASE35	2011	2010	American Airlines	150,000	0	
Finalled	ARASE41	2012	2011	American Airlines	168,515	0	
Finalled	ARASE47	2013	2012	United Airlines	90,677	0	
Finalled	ASJAC01	2014	2013	United Airlines	0	0	
Finalled	ASJAC02	2015	2014	United Airlines	100,373	0	
Finalled	ASJAC03	2016	2015	United Airlines	111,063	0	
Finalled	ASJAC05	2017	2016	United Airlines	94,169	0	
Finalled	ASJAC06	2018	2017	United Airlines	170,509	0	
Closed	ASJAC07	2019	2019	American Airlines	180,000	0	
Finalled	ASJAC10	2021	2020	Delta Airlines	60,000	0	
Closed	ASJAC09	2021	2020	American Airlines	140,000	0	
Closed	ASJAC08	2020	2020	American Airlines	140,000	0	
Finalled	ASJAC11	2022	2021	American Airlines	80,000	0	
Closed	ASJAC12	2022	2021	Delta Airlines	60,000	0	
Finalled	ASJAC13	2023	2022	American Airlines	80,000	0	
Finalled	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	
Approved	ASJAC18	2025	2024	Delta Airlines	80,000	80,000	
Approved	ASJAC17	2025	2024	American Airlines	80,000	80,000	
Sub-total:					\$3,090,262	7.07%	\$520,000

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: Laramie						
Finaled	ASE30	2009	2009		186,045	0
					Sub-total:	\$186,045 0.43% 0
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 8.15% 0
Community: Rock Springs						
Finaled	ASE03	2005	2004	Great Lakes Airlines	99,086	0
Finaled	ARASE21	2009	2008	SkyWest - SLC	709,568	0
Finaled	ARASE29	2010	2009	SkyWest - SLC	570,847	0
Finaled	ASE19	2008	2009		63,953	0
Finaled	ARASE32	2009	2009		64,000	0
Finaled	ARASE43	2011	2010	SkyWest - SLC	1,177,342	0
Finaled	ARASE38	2010	2010	SkyWest - SLC	613,084	0
Finaled	ARASE39	2010	2010		64,000	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 21.37% 0
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 10.46% 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: Statewide							
Finalled	SHE	2003	2004		34,000	0	
Finalled	SCAS205	2007	2007		715,860	0	
Sub-total:					\$749,860	1.72%	0
Grand Totals:					\$43,685,544	100.00%	\$4,689,809

Wyoming Department of Transportation - Division of Aeronautics
 2026 Monthly Load Factor Report by Route
 4/8/2026

	January	February	March	April	May	June	July	August	September	October	November	December
ATLJAC												
CYSDEN	79.40%	83.70%	82.40%									
CPRDEN	67.50%	66.30%	79.30%									
CODDEN	83.80%	79.56%	79.80%									
DENGCC	77.80%	78.96%	68.33%									
DENLAR	47.10%	48.70%	67.30%									
DENRIW	61.30%	70.20%	70.50%									
DENRKS	61.80%	65.00%	69.00%									
DENSHR	81.10%	85.70%	80.60%									
DFWJAC												
JAC (all flights)	71.24%	76.80%										

Average Quarterly Load Factor by Route

	Q1	Q2	Q3	Q4
ATLJAC				
CYSDEN	81.83%			
CPRDEN	71.03%			
CODDEN	81.05%			
DENGCC	75.03%			
DENLAR	54.37%			
DENRIW	67.33%			
DENRKS	65.27%			
DENSHR	82.47%			
DFWJAC				
JAC (all flights)				

Wyoming Department of Transportation - Division of Aeronautics
 Quarterly CPA State Cost per Passenger
 4/9/2026

	FY2026 Q1	FY2026 Q2	FY2026 Q3	FY2026 Q4	FY2026 Total
Gillette	\$35.92	\$29.66	\$ 35.26	\$ -	\$32.84
Riverton	\$87.48	\$95.33	\$ 125.01	\$ -	\$102.05
Rock Springs	\$94.28	\$100.09	\$ 131.60	\$ -	\$107.59
Sheridan	\$3.20	\$35.10	\$ 60.99	\$ -	\$32.26
Cheyenne	\$31.66	\$24.67	\$ 27.44	\$ -	\$27.94
Average	\$41.25	\$48.70	\$73.59	\$0.00	\$53.38

	FY2027 Q1	FY2027 Q2	FY2027 Q3	FY2027 Q4	FY2027 Total
Riverton	\$ -	\$ -	\$ -	\$ -	\$ -
Rock Springs	\$ -	\$ -	\$ -	\$ -	\$ -
Sheridan	\$ -	\$ -	\$ -	\$ -	\$ -
Cheyenne	\$ -	\$ -	\$ -	\$ -	\$ -
Average	\$ -	\$ -	\$ -	\$ -	\$ -

	FY2028 Q1	FY2028 Q2	FY2028 Q3	FY2028 Q4	FY2028 Total
Riverton	\$ -	\$ -	\$ -	\$ -	\$ -
Rock Springs	\$ -	\$ -	\$ -	\$ -	\$ -
Sheridan	\$ -	\$ -	\$ -	\$ -	\$ -
Cheyenne	\$ -	\$ -	\$ -	\$ -	\$ -
Average	\$ -	\$ -	\$ -	\$ -	\$ -

	FY2029 Q1	FY2029 Q2	FY2029 Q3	FY2029 Q4	FY2029 Total
Riverton	\$ -	\$ -	\$ -	\$ -	\$ -
Rock Springs	\$ -	\$ -	\$ -	\$ -	\$ -
Sheridan	\$ -	\$ -	\$ -	\$ -	\$ -
Cheyenne	\$ -	\$ -	\$ -	\$ -	\$ -
Average	\$ -	\$ -	\$ -	\$ -	\$ -

*FY from July 1 through June 30



Change Orders Report

WACIP Construction Projects

Change Order Entry Date: 03/04/2026 - 04/10/2026

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: AJA024		Project Description: Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxilane	
7/24/2023	1		8/24/2023	The full amount of this change order is federally eligible. The change is mostly moving conduit and concrete encasing from Sch II, which hasn't been awarded yet, to Sch I to make sure the light poles and cameras are usable if Sch II doesn't get awarded. A small portion of the cost is reduced in order to avoid disturbance of the Teton Interagency Helitac Base perimeter fencing during Schedule I work. This small reduction in the length of these utility lines will also ensure that in the future when these lines are tied on to for extension to the south in order to complete the overall deice pad expansion, this work can be completed with minimal conflicts and issues.	\$90,510.00	\$5,071,200.00
10/4/2023	2		2/1/2024	This is a zero dollar, zero additional time change order. They had to push the substantial completion date from 10/1/23 to 10/23/23 because of migratory birds that could potentially be nesting in the construction area.	\$0.00	\$5,794,700.00
1/12/2024	3		1/16/2024	Added conduit for CCTV so JAC staff can monitor deice & taxilane activities. The additional conduit will eventually require a larger junction box, but it has been removed from this schedule and will be included with a later schedule/work.	(\$2,859.56)	\$5,791,840.44



Change Order Date	Change Order Number	Supplemental Agreement Number	Document Upload Date	Change Order Explanation	Change Order Amount	Revised Contract Amount
6/4/2024	4		6/12/2024	<p>To remove the existing taxiway edge light line east and north of the existing runup pad (currently 2' off the edge of pavement) and replace with a new taxiway edge light line location at 10' off the edge of pavement to maintain consistency between the taxiway edge lights installed with TWA4 and the proposed lights to be installed with TLB2. Relocating these lights will also provide more room during snow removal operations to push snow and help to avoid hitting the taxiway lights with snow removal equipment.</p> <p>New items to be installed as part of the new conduit and floodlight pole foundations that were installed as part of Schedule I in 2023 as well as for the new conduit and wire that will be installed outside of the pavement on the east side of Taxiway B to provide power to the pump for the existing deice pad collection tank. The original junction boxes that were proposed to be installed in Schedule I for the floodlight pole conduits were removed from the project as they would have been too small for the additional conduit that was installed.</p>	\$112,475.00	\$21,014,647.44
11/7/2024	5		11/13/2024	<p>Added new work items so the airport can control the diversion valves with an actuator instead of manually, which requires them to physically be at the structure. The valve was previously in a shed for protection in bad weather, but the shed had to be removed because it was in the TL OFA.</p> <p>Added new work items for surface drainage channels to intercept surface water. The elevation of the deice pad related to adjacent pavements changed during this project, resulting in more water being collected in the deice pad underground tank. It is very costly to have this tank pumped, so the goal is to divert that uncontaminated surface water away from the deice pad collection area.</p>	\$34,250.50	\$21,084,897.94
1/6/2026	1		1/12/2026	<p>This change order addresses the 10/3/25 direction from the federal government changing DBE requirements to 0%. The order came out very close to bid opening and before direction was received on how to incorporate the order. This is a no cost, no work days change.</p>	\$0.00	\$38,996,307.50



Change Order Date	Change Order Number	Supplemental Agreement Number	Document Upload Date	Change Order Explanation	Change Order Amount	Revised Contract Amount
1/28/2026	2		3/30/2026	Over the past several months, several items have been identified in need of change (through new work items, additional quantities, or reduction of quantities) through plan reviews and ongoing coordination with the contractor, their sub-contractors, JAC Airport, and the overall design engineering team. These items are summarized as: pipe resizing and insulation changes, changes on the concrete foundation for the generator pad, additional pathways for electrical/communication between proposed buildings, additional porous drain rock, and manhole changes.	\$111,329.00	\$39,107,636.50
Airport: Sheridan County Airport				State Project Number: ASH012	Project Description: Relocate East End TW A, A-2, A-3, Shift GA Taxilane, and GA Apron Expansion	
3/4/2026	1		3/30/2026	<p>During the grading efforts conducted in the fall of 2025, it was determined that the existing PAPI/REIL control access road for Runway 24 would cause grading issues with the new taxiway realignment. To simplify this area, the PAPI/REIL control foundation will be demolished along with the remaining portions of the access road. PAPI/REIL control cabinet and other necessary electrical components will be relocated and mounted to the face of the terminal building near where the power for these NAVAIDs is supplied.</p> <p>Also included in this change order is the cost to move a buried gas line that would have ended up under our new taxilane area. During grading efforts in the fall of 2025, it was determined that this gas main was higher in the ground than expected, and, if left in place, would ultimately be in our pavement section.</p> <p>This CO also adds 21 calendar days to the project.</p>	\$86,526.58	\$9,499,303.58



Statewide Line Item Balances

Fiscal Year: 2026

Execution Date: 03/06/2026 - 04/06/2026

	Aviation Encouragement	Crack Seal	Marketing	Mountain AWOS	NAVAID	Windssocks
Beginning Balance:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Recovered Funds:						
Transferred Funds:	\$100,000.00	\$908,815.00	\$450,000.00	\$100,000.00	\$152,500.00	
Carryover Funds:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Balance on WACIP:	\$100,000.00	\$908,815.00	\$450,000.00	\$100,000.00	\$152,500.00	
Allocated to Projects:	\$20,168.00	\$908,815.00	\$200,000.00	\$100,000.00	\$73,278.80	
Balance Remaining:	\$79,832.00	\$0.00	\$250,000.00	\$0.00	\$79,221.20	\$0.00

Airport	Project Number	WACIP Description	Aviation Encouragement	Crack Seal	Marketing	Mountain AWOS	NAVAID	Windssocks
Afton - Lincoln County Municipal Airport	AAF032X	2026 Navaid Maintenance					\$4,326.70	
Casper/Natrona County International Airport	ACP063X	2026 Marketing			\$50,000.00			
Cheyenne Regional Airport - Jerry Olson Field	ACY046X	2026 Marketing			\$50,000.00			
Cowley - North Big Horn County Airport	AU6028X	2026 NAVAID Maintenance					\$2,615.20	
Dixon Airport - Carbon County	ADW027X	2026 NAVAID Maintenance					\$4,326.70	
Dubois Municipal Airport	ADU033X	2026 NAVAID Maintenance					\$4,326.70	
Fort Bridger Airport	AFB019X	2026 NAVAID Maintenance					\$4,326.70	
Gillette - Northeast Wyoming Regional Airport	AGC059X	2026 NAVAID Maintenance					\$18,793.60	
Greater Green River Intergalactic Spaceport	A48016X	2026 Aviation Encouragement	\$4,000.00					
Hulett Municipal Airport	AW4030X	2026 NAVAID Maintenance					\$4,326.70	
Kemmerer Municipal Airport	AEM037X	2026 NAVAID Maintenance					\$4,326.00	
Laramie Regional Airport	ALA041X	2026 Aviation Encouragement Grant	\$2,668.00					
Lusk Municipal Airport	ALS023X	2026 NAVAID Maintenance					\$4,326.70	
Lusk Municipal Airport	ALS025X	2026 Aviation Encouragement - Fly-In	\$3,500.00					
Newcastle - Mondell Field	AEC032X	2026 NAVAID Maintenance					\$4,326.70	
Pinedale - Ralph Wenz Field	APN042X	2026 NAVAID Maintenance					\$3,264.10	



Airport	Project Number	WACIP Description	Aviation Encouragement	Crack Seal	Marketing	Mountain AWOS	NAVAID	Windsocks
Powell Municipal Airport	APO034X	2026 NAVAID Maintenance					\$3,264.10	
Powell Municipal Airport	APO035X	2026 Aviation Encouragement	\$5,000.00					
Riverton - Central Wyoming Regional Airport	ARI048X	2026 Marketing			\$50,000.00			
Saratoga - Shively Field	ASA033X	2026 NAVAID MAINTENANCE					\$3,264.10	
Sheridan County Airport	ASH048X	2026 Marketing Grant			\$50,000.00			
Statewide Facility	AGMP39	Crack Seal (AGMP39A)		\$8,152.00				
Statewide Facility	AGMP39	Crack Seal (AGMP39A)		\$169.00				
Statewide Facility	AGMP41A	Crack Seal (AGMP41A)		\$900,494.00				
Statewide Facility	AWOS	Mountain AWOS				\$100,000.00		
Thermopolis - Hot Springs County Airport	AHS032X	2026 NAVAID Maintenance					\$4,326.70	
Torrington Municipal Airport	ATO035X	2026 NAVAID Maintenance					\$3,138.10	
Worland Municipal Airport	AWR022X	2026 Aviation Encouragement	\$5,000.00					
Total Granted to Projects:			\$20,168.00	\$908,815.00	\$200,000.00	\$100,000.00	\$73,278.80	



Bid Results Report

03/04/2026 - 04/10/2026

Airport Name:	Sheridan County Airport	Project Description:	Expand Long Term Parking Lot
State Project Number:	ASH034A	Federal Project Number:	TBD
Bid Description:	Expand Long Term Parking Lot	Engineer's Estimate:	\$1,205,021.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Wagner Ranch Services	\$992,206.00	-17.66%	\$0.00
Simon Contractors	\$1,038,945.00	-13.78%	\$0.00
LJS Concrete & Excavation, LLC	\$1,096,782.00	-8.98%	\$0.00
Oftedal Construction, Inc.	\$1,372,791.00	13.92%	\$0.00

Airport Name:	Afton - Lincoln County Municipal Airport	Project Description:	Replace AWOS
State Project Number:	AAF027A	Federal Project Number:	3-56-0037-37-2026
Bid Description:	Replace AWOS	Engineer's Estimate:	\$203,300.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Modern Electric Co.	\$294,256.00	44.74%	\$0.00

Airport Name:	Rock Springs - Southwest Wyoming Regional Airport	Project Description:	Acquire SRE (Loader with Snow Box)
State Project Number:	ARK042A	Federal Project Number:	N/A
Bid Description:	Acquire SRE - Schedule One	Engineer's Estimate:	\$350,000.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
RDO Equipment Co.	\$341,309.35	-2.48%	\$0.00
Wyoming Machinery	\$376,036.08	7.44%	\$0.00
Century Equipment	\$391,000.00	11.71%	\$19,550.00



Airport Name:	Rock Springs - Southwest Wyoming Regional Airport	Project Description:	Acquire SRE (Loader with Snow Box)
State Project Number:	ARK042A	Federal Project Number:	N/A
Bid Description:	Acquire SRE - Schedules 2, 3 and 4	Engineer's Estimate:	\$100,000.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
RDO Equipment Co.	\$74,130.61	-25.87%	\$0.00
Eagle & Myslik	\$71,880.00	-28.12%	\$3,594.00
Wyoming Machinery	\$89,104.35	-10.90%	\$4,455.22

Airport Name:	Torrington Municipal Airport	Project Description:	2026 Seal Coat and Mark Pavement
State Project Number:	ATO012A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$356,199.50

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$239,630.50	-32.73%	\$11,981.53
American Road Maintenance - AZ	\$278,721.00	-21.75%	\$13,936.05
CR Contracting - OR	\$377,145.00	5.88%	\$18,857.25
Maxwell Asphalt - UT	\$387,830.50	8.88%	\$19,391.53

Airport Name:	Laramie Regional Airport	Project Description:	2026 Seal Coat and Mark Pavements
State Project Number:	ALA016A	Federal Project Number:	NA
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$646,090.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$542,940.00	-15.97%	\$27,147.00
American Road Maintenance - AZ	\$647,300.00	0.19%	\$32,365.00
Maxwell Asphalt - UT	\$773,045.00	19.65%	\$38,652.25
CR Contracting - OR	\$778,830.00	20.55%	\$38,941.50



Airport Name:	Evanston - Uinta County Airport - Burns Field	Project Description:	Acquire SRE Equipment
State Project Number:	AEV014A	Federal Project Number:	3-56-0036-36-2026
Bid Description:	Acquire SRE	Engineer's Estimate:	\$363,000.00
Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
RDO Equipment Co.	\$517,084.58	42.45%	\$0.00

Airport Name:	Casper/Natrona County International Airport	Project Description:	2026 Seal Coat and Mark Pavements
State Project Number:	ACP047A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$683,824.00
Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$513,865.50	-24.85%	\$25,693.28
American Road Maintenance - AZ	\$608,067.00	-11.08%	\$30,403.35
Maxwell Asphalt - UT	\$628,760.00	-8.05%	\$31,438.00
CR Contracting - OR	\$780,055.00	14.07%	\$39,002.75

Airport Name:	Douglas - Converse County Airport	Project Description:	2026 Seal Coat & Mark Runway 11/29
State Project Number:	ADG027A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$152,276.00
Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$136,407.50	-10.42%	\$6,820.38
American Road Maintenance - AZ	\$139,566.00	-8.35%	\$6,978.30
Maxwell Asphalt - UT	\$173,348.10	13.84%	\$8,667.41
CR Contracting - OR	\$206,543.00	35.64%	\$10,327.15



Airport Name:	Saratoga - Shively Field	Project Description:	2026 Seal Coat and Mark Pavements
State Project Number:	ASA014A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$417,113.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
CR Contracting - OR	\$0.00	-100.00%	\$0.00
Straight Stripe Painting, Inc. - UT	\$270,464.00	-35.16%	\$13,523.20
American Road Maintenance - AZ	\$300,195.00	-28.03%	\$15,009.75
Maxwell Asphalt - UT	\$436,791.00	4.72%	\$21,839.55

Airport Name:	Rawlins Municipal Airport - Harvey Field	Project Description:	2026 Seal Coat and Mark Pavements
State Project Number:	ARW011A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$362,720.75

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$219,772.80	-39.41%	\$10,988.64
American Road Maintenance - AZ	\$239,554.00	-33.96%	\$11,977.70
Maxwell Asphalt - UT	\$313,670.80	-13.52%	\$15,683.54
CR Contracting - OR	\$324,990.50	-10.40%	\$16,249.53

Airport Name:	Dixon Airport - Carbon County	Project Description:	2026 Seal Coat and Mark Airside Pavements
State Project Number:	ADW025	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$175,425.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$145,840.00	-16.86%	\$7,292.00
American Road Maintenance - AZ	\$159,450.00	-9.11%	\$7,972.50
Maxwell Asphalt - UT	\$193,535.00	10.32%	\$9,676.75
CR Contracting - OR	\$224,125.00	27.76%	\$11,206.25



Airport Name:	Pine Bluffs Municipal Airport	Project Description:	2026 Seal Coat and Marking Pavement
State Project Number:	A82010A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$70,824.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$49,460.00	-30.16%	\$2,473.00
American Road Maintenance - AZ	\$60,120.00	-15.11%	\$3,006.00
Maxwell Asphalt - UT	\$62,460.00	-11.81%	\$3,123.00
CR Contracting - OR	\$92,520.00	30.63%	\$4,626.00

Airport Name:	Wheatland - Phifer Airfield	Project Description:	2026 Seal Coat and Mark Pavements
State Project Number:	AEA012A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$172,155.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$111,759.00	-35.08%	\$5,587.95
American Road Maintenance - AZ	\$117,990.00	-31.46%	\$5,899.50
Maxwell Asphalt - UT	\$158,872.00	-7.72%	\$7,943.60
CR Contracting - OR	\$176,782.00	2.69%	\$8,839.10

Airport Name:	Cheyenne Regional Airport - Jerry Olson Field	Project Description:	2026 Seal Coat & Mark Pavements
State Project Number:	ACY016A	Federal Project Number:	N/A
Bid Description:	Seal Coat & Mark	Engineer's Estimate:	\$786,742.00

Bidder	Bid Amount	% Difference	Wyoming Preference Adjustment
Straight Stripe Painting, Inc. - UT	\$445,581.70	-43.36%	\$22,279.09
American Road Maintenance	\$484,187.50	-38.46%	\$24,209.38
Maxwell Asphalt - UT	\$707,858.10	-10.03%	\$35,392.91
CR Contracting - OR	\$908,552.00	15.48%	\$45,427.60



Bid Results Report, 03/04/2026 - 04/10/2026

Data Source: BlackCat Aviation Data Management System

Printed: 4/10/2026 2:10:28 PM



Administrative Approvals Report

Fiscal Year(s): 2026

3/6/2026 - 4/6/2026

Fiscal Year	Airport	Project Number	Grant Description	Total:	State Funds	Federal Funds
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Administrative Approvals Report, Fiscal Year(s): 2026, 3/6/2026 - 4/6/2026

Data Source: BlackCat Aviation Data Management System

Printed: 4/6/2026 11:48:34 AM



Recovered Funds Report

Fiscal Year 2026

Recovered Date: 03/06/2026 - 04/06/2026

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	\$8,701,672.00		\$8,701,672.00	\$54,253,600.00
				Transferred Funds	\$0.00		\$0.00	\$0.00
				Carryover Funds	\$0.00		\$0.00	\$0.00
				Total Funds	\$8,701,672.00		\$8,701,672.00	\$54,253,600.00
10/1/2025	Jackson Hole Airport	AJA025B		Terminal Improvements - TSA Screening Area - Construction	\$1.00		\$1.00	\$0.00
10/1/2025	Sheridan County Airport	ASH041X		2024 Aviation Encouragement	\$830.00		\$830.00	\$0.00
10/24/2025	Casper/Natrona County International Airport	ACP001G		Conduct ARFF Training	\$1.00		\$1.00	\$0.00
10/24/2025	Casper/Natrona County International Airport	ACP026C		Rehabilitate Access Road	\$500.99		\$500.99	\$0.00
10/24/2025	Kemmerer Municipal Airport	AEM033X		2025 NAVAID Maintenance	\$0.40		\$0.40	\$0.00
11/25/2025	Cowley - North Big Horn County Airport	AU6024X		2025 NAVAID Maintenance	\$0.80		\$0.80	\$0.00
11/25/2025	Casper/Natrona County International Airport	ACP060X		Marketing 2025	\$1.00		\$1.00	\$0.00
11/25/2025	Cheyenne Regional Airport - Jerry Olson Field	ACY038X		2023 Marketing	\$22,180.44		\$22,180.44	\$0.00
11/25/2025	Fort Bridger Airport	AFB014B		Reconstruct Taxiway A and SE Apron	\$3,228.00		\$3,228.00	\$0.00
11/25/2025	Fort Bridger Airport	AFB014C		Reconstruct Taxiway A and SE Apron	\$456.00		\$456.00	\$0.00
11/25/2025	Gillette - Northeast Wyoming Regional Airport	AGC044B		Construct South Side Hangar Development Taxilane	\$143,579.74		\$143,579.74	\$0.00
11/25/2025	Hulett Municipal Airport	AW4028X		2025 Navaid Maintenance	\$0.40		\$0.40	\$0.00



Date Recovered	State Facility Name	State Project Number	Original FY	Project Description	State Funds		Federal Funds
					Transportation Funds	General Funds	Total State Funds
11/25/2025	Lusk Municipal Airport	ALS022X		2025 Aviation Encouragement - Fly-In	\$88.00		\$88.00 \$0.00
11/25/2025	Powell Municipal Airport	APO031X		2025 NAVAID Maintenance	\$0.80		\$0.80 \$0.00
11/25/2025	Saratoga - Shively Field	ASA032X		2025 NAVAID Maintenance	\$0.80		\$0.80 \$0.00
11/25/2025	Torrington Municipal Airport	ATO034X		2025 Aviation Encouragement	\$2,327.00		\$2,327.00 \$0.00
12/18/2025	Afton - Lincoln County Municipal Airport	AAF031X		2025 NAVAID Maintenance	\$0.40		\$0.40 \$0.00
12/18/2025	Big Piney - Miley Memorial Field	ABP007A		Seal Coat and Mark Pavements	\$7,123.00		\$7,123.00 \$0.00
12/18/2025	Gillette - Northeast Wyoming Regional Airport	AGC054X		2025 NAVAID Maintenance	\$0.80		\$0.80 \$0.00
12/18/2025	Greater Green River Intergalactic Spaceport	A48013X		2025 Aviation Encouragement	\$800.00		\$800.00 \$0.00
12/18/2025	Kemmerer Municipal Airport	AEM003C		Rehabilitate RW 16/34 Lighting, Windcones & Install Apron Lighting	\$8,789.00		\$8,789.00 \$0.00
12/18/2025	Kemmerer Municipal Airport	AEM034X		FY2025 Aviation Encouragement	\$1,034.00		\$1,034.00 \$0.00
12/18/2025	Rock Springs - Southwest Wyoming Regional Airport	ARK019A		Conduct Planning Study, Master Plan	\$23.00		\$23.00 \$0.00
1/6/2026	Torrington Municipal Airport	ATO026X		2025 NAVAID Maintenance	\$0.40		\$0.40 \$0.00
2/27/2026	Afton - Lincoln County Municipal Airport	AAF032X		2026 Navaid Maintenance	\$0.70		\$0.70 \$0.00
2/27/2026	Fort Bridger Airport	AFB016X		2025 NAVAID Maintenance	\$1.40		\$1.40 \$0.00
2/27/2026	Kemmerer Municipal Airport	AEM012A		Seal Coat and Mark Pavements	\$11,296.00		\$11,296.00 \$0.00
2/27/2026	Rawlins Municipal Airport - Harvey Field	ARW002A		Construct GA Terminal Building	\$1.00		\$1.00 \$0.00
3/24/2026	Statewide Facility	AGMP39B		Crack Seal (AGMP39A)	\$121,106.84		\$121,106.84 \$0.00

Recovered Funds Report, Fiscal Year: 2026, Recovered Date: 03/06/2026 - 04/06/2026



Date Recovered	State Facility Name	State Project Number	Original FY	Project Description	State Funds		Federal Funds	
					Transportation Funds	General Funds	Total State Funds	
3/24/2026	Dubois Municipal Airport	ADU019A		Seal Coat and Mark Pavements	\$4,377.00		\$4,377.00	\$0.00
3/24/2026	Lander - Hunt Field	ALN003D		Relocate TW A (RW 22 End)	\$29,994.49		\$29,994.49	\$0.00
3/24/2026	Thermopolis - Hot Springs County Airport	AHS031X		2025 HSG Aviation Encouragement Grant	\$595.00		\$595.00	\$0.00
Total Funds Recovered this Period 03/06/2026 - 04/06/2026					\$156,073.33	\$0.00	\$156,073.33	\$0.00
Total Funds Recovered for Fiscal Year					\$358,339.40		\$358,339.40	\$0.00
Available balance for Fiscal Year					\$9,060,011.40		\$9,060,011.40	\$54,253,600.00



STATE OF WYOMING

Wyoming Aviation Capital Improvement Program Modifications

Fiscal Year(s): 2026

03/06/2026 - 04/06/2026

From Program	To Program	Amount	Comments
Crack Seal (GMP)	State Transportation Fund	\$439,337	Per program manager, transfer funds.

** Fund transfers are not included as Project Modifications or in the Total WACIP Modifications Amount. Any included changes to the Federal, State or Local Program Match may impact the Summary which will not match for this period. **

Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)	
2026									
1	Jackson Hole Airport*	AJA029A	Rehabilitate Taxiway A: Design, Construction, and Associated Work	80	\$3,000,000	\$100,000	\$100,000	\$3,200,000	93.75 / 3.25 / 3.25
Changed Amount:				(\$1,194,478)	(\$39,816)	(\$39,816)	(\$1,274,110)		
Revised Total:				\$1,805,522	\$60,184	\$60,184	\$1,925,890	93.75 / 3.12 / 3.12	
Comments									
1) Per FAA and Sponsor request, program ENT funds to match anticipated grant. 2) Per Sponsor request, reduce IJJA funds.									
2	Cheyenne Regional Airport - Jerry Olson Field	ACY024B	Reconstruct GA Apron: Design, Construction, and Associated Work	71	\$3,100,000	\$81,579	\$81,579	\$3,263,158	95.00 / 2.50 / 2.50
Changed Amount:				\$68,786	\$1,810	\$1,810	\$72,406		
Revised Total:				\$3,168,786	\$83,389	\$83,389	\$3,335,564	95.00 / 2.50 / 2.50	
Comments									
1) Per FAA and Sponsor request, increase funds to match available funding.									



	Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
3	Worland Municipal Airport	AWR021B	Rehab Main Apron -15-50 ft	66	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
			Changed Amount:		\$0	\$64,400	\$27,600	\$92,000	
			Revised Total:		\$0	\$64,400	\$27,600	\$92,000	0.00 / 70.00 / 30.00
	Comments								
	2) Per Sponsor and Program Manager, add schedule for federally ineligible apron work 15-50' in front of hangars								
4	Rock Springs - Southwest Wyoming Regional Airport	ARK042A	Acquire SRE (Loader with Snow Box)	64	\$0	\$450,000	\$150,000	\$600,000	0.00 / 75.00 / 25.00
			Changed Amount:		\$0	(\$130,369)	(\$43,456)	(\$173,825)	
			Revised Total:		\$0	\$319,631	\$106,544	\$426,175	0.00 / 75.00 / 25.00
	Comments								
	1) Per Sponsor request, reduce to match bids.								
5	Evanston - Uinta County Airport - Burns Field	AEV014B	Acquire SRE Equipment	61	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
			Changed Amount:		\$138,834	\$3,654	\$3,654	\$146,142	
			Revised Total:		\$138,834	\$3,654	\$3,654	\$146,142	95.00 / 2.50 / 2.50
	Comments								
	2) Per FAA and Sponsor request, program additional funds due to higher than anticipated bids.								
6	Statewide Facility	ASMKT22	Amendment 1: Statewide Air Service Marketing	0	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
			Changed Amount:		\$0	(\$150,000)	\$0	(\$150,000)	
			Revised Total:		\$0	(\$150,000)	\$0	(\$150,000)	0.00 / 0.00 / 0.00
	Comments								
	1) Amend per Program Manager, reduce project funding.								
7	Statewide Facility	ABGT26	Legislative Cost Allocation	0	\$0	\$0	\$0	\$0	0.00 / 0.00 / 0.00
			Changed Amount:		\$0	\$811,501	\$0	\$811,501	
			Revised Total:		\$0	\$811,501	\$0	\$811,501	0.00 / 100.00 / 0.00
	Comments								
	1) Per Program Manager, program funds.								

Wyoming Aviation Capital Improvement Program Reconciliation, Fiscal Year(s): 2026, 03/06/2026 - 04/06/2026



Airport Name	State Project Number	Project Description	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Modification Total:				\$207,620	\$561,180	\$0	\$768,800	
Non-Budgeted Total:				(\$1,194,478)	\$0	(\$50,208)	(\$1,244,686)	
Total Changed Amount:				(\$986,858)	\$561,180	(\$50,208)	(\$475,886)	

Note: This document represents the state funding plan for airports as approved by the Wyoming Aeronautics Commission. Amounts on this report do not imply a guarantee of funding from federal, state, or local sources. Project(s) with asterisk (*) indicates non-budgeted value for Federal amount. Although decreases are included in this report, they do not require commission approval, and are only included for balancing purposes. All approved amounts represent the maximum available for the grant.

Note: Nonstandard Matches will be highlighted in red



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program
FY 2026 Budget

Available Budgets			
Program Identifier	Federal	State	Local
Federal Discretionary	\$6,112,500	\$0	\$0
Federal Entitlement	\$13,500,000	\$0	\$0
Federal IJJA Funds	\$27,141,100	\$0	\$0
Federal State Apportionment	\$7,500,000	\$0	\$0
State Transportation Fund	\$0	\$9,002,548	\$0
Statewide Programs	\$0	\$1,711,315	\$504,944
Aviation Encouragement	\$0	\$100,000	\$0
Crack Seal (GMP)	\$0	\$908,815	\$154,444
Marketing & Promotions--State	\$0	\$450,000	\$320,000
Mountain AWOS	\$0	\$100,000	\$0
NAVAID Maintenance	\$0	\$152,500	\$30,500
Total	\$54,253,600	\$10,713,863	\$504,944

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	ABGT26	Legislative Cost Allocation		0	\$0	\$811,501	\$0	\$811,501	0.00 / 100.00 / 0.00
Statewide Facility	AER225A	Procure Mobile Flight Simulator		0	\$0	\$75,000	\$0	\$75,000	0.00 / 100.00 / 0.00

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

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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)
Statewide Facility	ASMKT22	Amendment 1: Statewide Air Service Marketing		0	\$0	(\$150,000)	\$0	(\$150,000)	0 / 0 / 0
Jackson Hole Airport *	AJA024E	Rehabilitate TW A North; Deice Pad Improvements, and Bypass Taxilane; and associated work. *	Security, Maintenance	84	\$13,350,000	\$445,000	\$445,000	\$14,240,000	93.75 / 3.13 / 3.13
Jackson Hole Airport *	AJA024K	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxilane *	Security, Maintenance	84	(\$305,287)	(\$10,176)	(\$10,176)	(\$325,639)	0 / 0 / 0
Jackson Hole Airport *	AJA024L	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxilane. Phase 5 - Construct Shoulder on TW A, Install Drainage, and associated work. *	Security, Maintenance	84	\$3,678,235	\$122,608	\$122,608	\$3,923,451	93.75 / 3.13 / 3.13
Jackson Hole Airport *	AJA024M	Rehabilitate Taxiway A - North, Deice Pad Improvements, and Bypass Taxilane *	Security, Maintenance	84	\$600,000	\$20,000	\$20,000	\$640,000	93.75 / 3.13 / 3.13
Jackson Hole Airport *	AJA029A	Rehabilitate Taxiway A: Design, Construction, and Associated Work *	Security, Maintenance	80	\$1,805,522	\$60,184	\$60,184	\$1,925,890	93.75 / 3.12 / 3.12
Afton - Lincoln County Municipal Airport	AAF027A	Replace AWOS	Safety	75	\$150,000	\$3,947	\$3,947	\$157,894	95.00 / 2.50 / 2.50
Afton - Lincoln County Municipal Airport	AAF027B	Replace AWOS	Safety	75	\$137,000	\$3,605	\$3,605	\$144,210	95.00 / 2.50 / 2.50
Laramie Regional Airport	ALA015D	Reconstruct Commercial Apron: Design, Construction, and Associated Work	Security, Maintenance	75	\$1,000,000	\$26,316	\$26,316	\$1,052,632	95.00 / 2.50 / 2.50
Dubois Municipal Airport	ADU031A	Emergency REIL Replacement and associated work.	Safety	74	\$0	\$40,000	\$10,000	\$50,000	0.00 / 80.00 / 20.00
Buffalo - Johnson County Airport	ABY016A	Acquire Plow Truck	Safety	73	\$274,000	\$7,211	\$7,211	\$288,422	95.00 / 2.50 / 2.50
Wheatland - Phifer Airfield	AEA006H	Acquire Hangar Land	Safety	73	\$290,000	\$7,632	\$7,632	\$305,264	95.00 / 2.50 / 2.50

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

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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)
Cheyenne Regional Airport - Jerry Olson Field	ACY016A	Seal Coat & Mark Pavements	Security, Maintenance	72	\$0	\$1,000,000	\$111,111	\$1,111,111	0.00 / 90.00 / 10.00
Gillette - Northeast Wyoming Regional Airport	AGC056A	Construct Backup AWOS	Safety	72	\$0	\$135,000	\$15,000	\$150,000	0.00 / 90.00 / 10.00
Worland Municipal Airport	AWR018A	Acquire Snow Removal Equipment	Safety	72	\$563,000	\$14,815	\$14,815	\$592,630	95.00 / 2.50 / 2.50
Casper/Natrona County International Airport	ACP047A	Seal Coat and Mark Pavements	Security, Maintenance	71	\$0	\$1,000,000	\$111,111	\$1,111,111	0.00 / 90.00 / 10.00
Cheyenne Regional Airport - Jerry Olson Field	ACY024A	Reconstruct GA Apron and T/W: Design, Construction, and Associated Work	Security, Maintenance	71	\$0	\$262,500	\$112,500	\$375,000	0.00 / 70.00 / 30.00
Cheyenne Regional Airport - Jerry Olson Field	ACY024B	Reconstruct GA Apron: Design, Construction, and Associated Work	Security, Maintenance	71	\$3,168,786	\$83,389	\$83,389	\$3,335,564	95.00 / 2.50 / 2.50
Cheyenne Regional Airport - Jerry Olson Field	ACY024C	Reconstruct GA Apron and T/W	Security, Maintenance	71	\$2,600,000	\$68,421	\$68,421	\$2,736,842	95.00 / 2.50 / 2.50
Douglas - Converse County Airport	ADG025	Acquire Loader Tractor	Safety	71	\$137,000	\$3,605	\$3,605	\$144,210	95.00 / 2.50 / 2.50
Pine Bluffs Municipal Airport	A82019B	Rehab RW 8/26 Pavement	Security, Maintenance	71	\$460,000	\$12,105	\$12,105	\$484,210	95.00 / 2.50 / 2.50
Casper/Natrona County International Airport	ACP057A	Rehab Air Carrier Ramp	Security, Maintenance	70	\$2,980,000	\$78,421	\$78,421	\$3,136,842	95.00 / 2.50 / 2.50
Laramie Regional Airport	ALA016A	Seal Coat and Mark Pavements	Security, Maintenance	70	\$0	\$688,500	\$76,500	\$765,000	0.00 / 90.00 / 10.00
Powell Municipal Airport	APO018A	Rehabilitate RW 13/31 and Lighting	Security, Maintenance	70	\$104,721	\$2,756	\$2,756	\$110,233	95.00 / 2.50 / 2.50
Powell Municipal Airport	APO018B	Rehabilitate RW 13/31 and Lighting	Security, Maintenance	70	\$3,750,000	\$98,684	\$98,684	\$3,947,368	95.00 / 2.50 / 2.50
Powell Municipal Airport	APO018C	Rehabilitate RW 13/31 and Lighting: Design, Construction, and Associated Work	Security, Maintenance	70	\$0	\$80,000	\$20,000	\$100,000	0.00 / 80.00 / 20.00
Sheridan County Airport	ASH032A	Acquire ARFF Truck	Safety	70	\$1,300,000	\$34,211	\$34,211	\$1,368,422	95.00 / 2.50 / 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)
Sheridan County Airport	ASH046A	Acquire SRE	Safety	70	\$380,000	\$10,000	\$10,000	\$400,000	95.00 / 2.50 / 2.50
Kemmerer Municipal Airport	AEM035A	Install Replacement AWOS III-PT Equipment and associated work	Safety	69	\$237,500	\$6,250	\$6,250	\$250,000	95.00 / 2.50 / 2.50
Casper/Natrona County International Airport	ACP036A	Acquire SRE	Safety	68	\$968,394	\$25,485	\$25,485	\$1,019,364	95.00 / 2.50 / 2.50
Douglas - Converse County Airport	ADG027A	Seal Coat and Mark	Security, Maintenance	68	\$0	\$216,900	\$24,100	\$241,000	0.00 / 90.00 / 10.00
Lander - Hunt Field	ALN022A	Acquire Hangars	Safety	68	\$1,063,000	\$27,974	\$27,974	\$1,118,948	95.00 / 2.50 / 2.50
Rawlins Municipal Airport - Harvey Field	ARW011A	Seal Coat and Mark Pavements	Security, Maintenance	68	\$0	\$324,000	\$36,000	\$360,000	0.00 / 90.00 / 10.00
Cody - Yellowstone Regional Airport	ACO015A	Rehabilitate Commercial Apron	Security, Maintenance	67	\$40,000	\$1,600	\$1,067	\$42,667	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	66	\$1,300,000	\$34,211	\$34,211	\$1,368,422	95.00 / 2.50 / 2.50
Worland Municipal Airport	AWR021A	Rehab Main Apron	Security, Maintenance	66	\$2,300,000	\$60,526	\$60,526	\$2,421,052	95.00 / 2.50 / 2.50
Worland Municipal Airport	AWR021B	Rehab Main Apron -15 -50 ft	Security, Maintenance	66	\$0	\$64,400	\$27,600	\$92,000	0.00 / 70.00 / 30.00
Lander - Hunt Field	ALN008B	Reconstruct Apron	Security, Maintenance	65	\$2,300,000	\$60,526	\$60,526	\$2,421,052	95.00 / 2.50 / 2.50
Lander - Hunt Field	ALN008C	Apron Reconstruction	Security, Maintenance	65	\$0	\$70,000	\$30,000	\$100,000	0.00 / 70.00 / 30.00
Riverton - Central Wyoming Regional Airport	ARI034A	Rehabilitate TW D, and associated work	Security, Maintenance	65	\$1,300,000	\$34,211	\$34,211	\$1,368,422	95.00 / 2.50 / 2.50
Riverton - Central Wyoming Regional Airport	ARI034B	Rehabilitate TW D, and associated work.	Security, Maintenance	65	\$1,400,000	\$36,842	\$36,842	\$1,473,684	95.00 / 2.50 / 2.50
Saratoga - Shively Field	ASA014A	Seal Coat and Mark Pavements	Security, Maintenance	65	\$0	\$432,000	\$48,000	\$480,000	0.00 / 90.00 / 10.00
Torrington Municipal Airport	ATO012A	Seal Coat and Mark Pavement	Security, Maintenance	65	\$0	\$270,000	\$30,000	\$300,000	0.00 / 90.00 / 10.00

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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)
Fort Bridger Airport	AFB017A	Install Replacement AWOS III-PT Equipment	Safety	64	\$190,000	\$5,000	\$5,000	\$200,000	95.00 / 2.50 / 2.50
Rock Springs - Southwest Wyoming Regional Airport	ARK042A	Acquire SRE (Loader with Snow Box)	Safety	64	\$0	\$319,631	\$106,544	\$426,175	0.00 / 75.00 / 25.00
Rock Springs - Southwest Wyoming Regional Airport	ARK048A	Acquire SRE - Airfield Deice System	Safety	64	\$0	\$72,000	\$18,000	\$90,000	0.00 / 80.00 / 20.00
Dixon Airport - Carbon County	ADW004A	Acquire Land, South Apron and associated work	Safety	63	\$480,000	\$12,632	\$12,632	\$505,264	95.00 / 2.50 / 2.50
Pine Bluffs Municipal Airport	A82017B	Replace AWOS	Safety	63	\$121,975	\$3,209	\$3,210	\$128,394	95.00 / 2.50 / 2.50
Gillette - Northeast Wyoming Regional Airport	AGC060A	GA Apron Panel Replacement	Security, Maintenance	62	\$2,600,000	\$68,422	\$68,422	\$2,736,844	95.00 / 2.50 / 2.50
Evanston - Uinta County Airport - Burns Field	AEV014A	Acquire SRE Equipment	Safety	61	\$418,000	\$11,000	\$11,000	\$440,000	95.00 / 2.50 / 2.50
Evanston - Uinta County Airport - Burns Field	AEV014B	Acquire SRE Equipment	Safety	61	\$138,834	\$3,654	\$3,654	\$146,142	95.00 / 2.50 / 2.50
Pine Bluffs Municipal Airport	A82010A	Seal Coat and Marking Pavement	Security, Maintenance	60	\$0	\$153,000	\$17,000	\$170,000	0.00 / 90.00 / 10.00
Casper/Natrona County International Airport	ACP001H	Conduct ARFF Training	Safety	59	\$0	\$54,000	\$6,000	\$60,000	0.00 / 90.00 / 10.00
Big Piney - Miley Memorial Field	ABP005D	Reconstruct West Apron and Rehabilitate S Apron; and associated work	Security, Maintenance	58	\$137,000	\$3,605	\$3,605	\$144,210	95.00 / 2.50 / 2.50
Torrington Municipal Airport	ATO025B	Construct New Terminal Building	Security, Maintenance	58	\$137,000	\$3,605	\$3,605	\$144,210	95.00 / 2.50 / 2.50
Torrington Municipal Airport	ATO025D	Construct New Terminal Building	Security, Maintenance	58	\$332,000	\$8,737	\$8,737	\$349,474	95.00 / 2.50 / 2.50
Wheatland - Phifer Airfield	AEA012A	Seal Coat and Mark Pavements	Security, Maintenance	58	\$0	\$153,000	\$17,000	\$170,000	0.00 / 90.00 / 10.00
Newcastle - Mondell Field	AEC021A	Acquire SRE	Safety	57	\$166,600	\$4,384	\$4,384	\$175,368	95.00 / 2.50 / 2.50

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Airport Projects

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Dixon Airport - Carbon County	ADW025	Seal Coat and Mark Airside Pavements	Security, Maintenance	56	\$0	\$249,300	\$27,700	\$277,000	0.00 / 90.00 / 10.00
Fort Bridger Airport	AFB001A	Reconstruct NE Apron and Hangar TL: Design, Construction, and Associated Work	Security, Maintenance	50	\$113,000	\$2,974	\$2,974	\$118,948	95.00 / 2.50 / 2.50
Rock Springs - Southwest Wyoming Regional Airport	ARK040A	Construct Hangar: Design, Construction, and Associated Work	Airport Enhancement and Planning	50	\$2,621,102	\$68,976	\$68,976	\$2,759,054	95.00 / 2.50 / 2.50
Pinedale - Ralph Wenz Field	APN034A	Replace Electrical Vault	Security, Maintenance	49	\$300,000	\$7,895	\$7,895	\$315,790	95.00 / 2.50 / 2.50
Cody - Yellowstone Regional Airport	ACO035A	Extend Taxiway B: Design, Construction, and Associated Work	Airport Enhancement and Planning	47	\$2,700,000	\$71,053	\$71,053	\$2,842,106	95.00 / 2.50 / 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
Lusk Municipal Airport	ALS014A	Amendment 1: Rehabilitate Security Fence and associated work	Security, Maintenance	46	\$3,914	\$103	\$103	\$4,120	95.00 / 2.50 / 2.50
Lander - Hunt Field	ALN019A	Replace Beacon	Security, Maintenance	45	\$60,000	\$1,579	\$1,579	\$63,158	95.00 / 2.50 / 2.50
Greybull - South Big Horn County Airport	AGE018A	Construct Pilots Lounge	Airport Enhancement and Planning	44	\$180,000	\$4,737	\$4,737	\$189,474	95.00 / 2.50 / 2.50
Sheridan County Airport	ASH034A	Expand Long Term Parking Lot, and associated work.	Airport Enhancement and Planning	43	\$1,850,699	\$48,703	\$48,703	\$1,948,105	95.00 / 2.50 / 2.50
Newcastle - Mondell Field	AEC008B	Construct Hangar and associated work	Airport Enhancement and Planning	41	\$50,400	\$3,360	\$2,240	\$56,000	90.00 / 6.00 / 4.00
Newcastle - Mondell Field	AEC008C	Construct Hangar and associated work	Airport Enhancement and Planning	41	\$0	\$2,324	\$2,324	\$4,648	0.00 / 50.00 / 50.00
Rawlins Municipal Airport - Harvey Field	ARW017A	Self Service Fuel	Airport Enhancement and Planning	41	\$359,741	\$9,467	\$9,467	\$378,675	95.00 / 2.50 / 2.50
Greybull - South Big Horn County Airport	AGE020A	Construct Jet A Tank	Airport Enhancement and Planning	40	\$515,891	\$13,576	\$13,576	\$543,043	95.00 / 2.50 / 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)
Lusk Municipal Airport	ALS003A	Construct Turnarounds	Airport Enhancement and Planning	38	\$399,391	\$10,510	\$10,510	\$420,411	95.00 / 2.50 / 2.50
Lusk Municipal Airport	ALS003B	Construct Turnarounds	Airport Enhancement and Planning	38	\$500,000	\$13,158	\$13,158	\$526,316	95.00 / 2.50 / 2.50
Pinedale - Ralph Wenz Field	APN040A	Construct Hangar	Airport Enhancement and Planning	36	\$249,036	\$6,554	\$6,554	\$262,144	95.00 / 2.50 / 2.50
Thermopolis - Hot Springs County Airport	AHS023B	Construct County Hangar: Design, Construction, and Associated Work	Airport Enhancement and Planning	36	\$866,381	\$22,800	\$22,800	\$911,981	95.00 / 2.50 / 2.50
Thermopolis - Hot Springs County Airport	AHS023C	Construct County Hangar: Design, Construction, and Associated Work	Airport Enhancement and Planning	36	\$443,000	\$11,658	\$11,658	\$466,316	95.00 / 2.50 / 2.50
Hulett Municipal Airport	AW4018B	Construct Airport Owned Hangar	Airport Enhancement and Planning	35	\$1,203,715	\$31,677	\$31,677	\$1,267,069	95.00 / 2.50 / 2.50
Total					\$64,469,550	\$8,165,443	\$2,679,225	\$75,314,218	
Non-Budgeted Airport Projects Total					(\$19,128,470)	\$0	\$0	(\$19,128,470)	
Budgeted Airport Projects Total					\$45,341,080	\$8,165,443	\$2,679,225	\$56,185,748	
Total Statewide Programs					\$0	\$1,711,315	\$504,944	\$2,216,259	
Total Allocated					\$45,341,080	\$9,876,758	\$3,184,169		
Total Available					\$54,253,600	\$10,713,863			
Remaining Balance					\$8,912,520	\$837,105			

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STATE OF WYOMING

Wyoming Aviation Capital Improvement Program Modifications

Fiscal Year(s): 2027

03/06/2026 - 04/06/2026

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

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Note: Nonstandard Matches will be highlighted in red



STATE OF WYOMING
Wyoming Aviation Capital Improvement Program
FY 2027 Budget

Available Budgets			
Program Identifier	Federal	State	Local
Federal Discretionary	\$11,732,246	\$0	\$0
Federal Entitlement	\$13,500,000	\$0	\$0
Federal IIJA Funds	\$21,554,104	\$0	\$0
Federal State Apportionment	\$15,000,000	\$0	\$0
State Transportation Fund	\$0	\$5,480,866	\$0
Statewide Programs	\$0	\$2,203,600	\$511,056
Aviation Encouragement	\$0	\$100,000	\$0
Crack Seal (GMP)	\$0	\$1,393,600	\$160,556
Marketing & Promotions--State	\$0	\$450,000	\$320,000
Mountain AWOS	\$0	\$100,000	\$0
NAVAID Maintenance	\$0	\$152,500	\$30,500
Windssocks	\$0	\$7,500	\$0
Total	\$61,786,350	\$7,684,466	\$511,056

Airport Projects									
Airport Name	State Project Number	Project Description	Purpose of Project	State Priority Rating (PRM)	Federal	State	Local	Total	Match (F/S/L)
Jackson Hole Airport *	AJA029B	Rehabilitate Taxiway A - South *	Security, Maintenance	80	\$3,400,000	\$113,333	\$113,333	\$3,626,666	93.75 / 3.12 / 3.12

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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)
Afton - Lincoln County Municipal Airport	AAF016A	Rehab RW 16/34 and Lighting; and associated work	Security, Maintenance	75	\$4,650,000	\$258,333	\$258,333	\$5,166,666	90.00 / 5.00 / 5.00
Greybull - South Big Horn County Airport	AGE011A	Rehabilitate Runway 16/34 & Taxiway A	Security, Maintenance	75	\$300,000	\$16,667	\$16,667	\$333,334	90.00 / 5.00 / 5.00
Laramie Regional Airport	ALA015B	Reconstruct Commercial Apron: Design, Construction, and Associated Work	Security, Maintenance	75	\$10,300,000	\$343,333	\$343,333	\$10,986,666	93.75 / 3.12 / 3.12
Laramie Regional Airport	ALA015C	Reconstruct Commercial Apron: Design, Construction, and Associated Work	Security, Maintenance	75	\$3,200,000	\$106,667	\$106,667	\$3,413,334	93.75 / 3.13 / 3.13
Rawlins Municipal Airport - Harvey Field	ARW020A	Rehabilitate RW 11-29, Design, Construction, and associated work.	Security, Maintenance	75	\$300,000	\$16,667	\$16,667	\$333,334	90.00 / 5.00 / 5.00
Cheyenne Regional Airport - Jerry Olson Field	ACY041A	Acquire SRE	Safety	73	\$1,300,000	\$43,333	\$43,333	\$1,386,666	93.75 / 3.12 / 3.12
Wheatland - Phifer Airfield	AEA006D	Acquire Hangar Land	Safety	73	\$277,000	\$15,389	\$15,389	\$307,778	90.00 / 5.00 / 5.00
Pine Bluffs Municipal Airport	A82019A	Rehabilitate RW 8/26; and associated work.	Security, Maintenance	71	\$3,650,000	\$304,167	\$314,839	\$4,269,006	85.50 / 7.13 / 7.37
Afton - Lincoln County Municipal Airport	AAF026A	Mark Pavements	Security, Maintenance	68	\$0	\$46,351	\$5,150	\$51,501	0.00 / 90.00 / 10.00
Fort Bridger Airport	AFB009C	Rehabilitate Runway 4/22: Geotech and associated work	Security, Maintenance	68	\$0	\$50,000	\$12,500	\$62,500	0.00 / 80.00 / 20.00
Rock Springs - Southwest Wyoming Regional Airport	ARK046A	Rehabilitate Runway 3 -21, Design and associated work.	Security, Maintenance	67	\$0	\$181,333	\$45,333	\$226,666	0.00 / 80.00 / 20.00
Newcastle - Mondell Field	AEC030A	Replace AWOS	Safety	65	\$300,000	\$16,667	\$16,667	\$333,334	90.00 / 5.00 / 5.00
Casper/Natrona County International Airport	ACP039C	Air Traffic Control Tower (Design and Construction) COMPETITIVE	Safety	64	\$0	\$1,000,000	\$111,111	\$1,111,111	0.00 / 90.00 / 10.00
Cody - Yellowstone Regional Airport	ACO036A	Acquire ARFF Vehicle	Safety	64	\$1,300,000	\$43,333	\$43,333	\$1,386,666	93.75 / 3.12 / 3.12
Rock Springs - Southwest Wyoming Regional Airport	ARK047	Mark Pavements	Security, Maintenance	63	\$0	\$400,000	\$44,444	\$444,444	0.00 / 90.00 / 10.00

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Sheridan County Airport	ASH014A	Conduct Planning Study - Master Plan	Airport Enhancement and Planning	63	\$500,000	\$16,667	\$16,667	\$533,334	93.75 / 3.13 / 3.13
Sheridan County Airport	ASH006B	Rehabilitate RW 6/24: Design, Construction, and Associated work	Security, Maintenance	63	\$0	\$131,250	\$56,250	\$187,500	0.00 / 70.00 / 30.00
Riverton - Central Wyoming Regional Airport	ARI022A	Mark Pavements	Security, Maintenance	61	\$0	\$264,600	\$29,400	\$294,000	0.00 / 90.00 / 10.00
Wheatland - Phifer Airfield	AEA030A	Replace Rotating Beacon	Safety	61	\$250,000	\$13,889	\$13,889	\$277,778	90.00 / 5.00 / 5.00
Evanston - Uinta County Airport - Burns Field	AEV020A	Mark Pavements	Security, Maintenance	60	\$0	\$256,950	\$28,550	\$285,500	0.00 / 90.00 / 10.00
Jackson Hole Airport	AJA036	Mark Pavements	Security, Maintenance	60	\$0	\$360,000	\$40,000	\$400,000	0.00 / 90.00 / 10.00
Casper/Natrona County International Airport	ACP001i	Conduct ARFF Training	Safety	59	\$0	\$54,000	\$6,000	\$60,000	0.00 / 90.00 / 10.00
Dubois Municipal Airport	ADU024A	Mark Pavements	Security, Maintenance	57	\$0	\$67,500	\$7,500	\$75,000	0.00 / 90.00 / 10.00
Kemmerer Municipal Airport	AEM038A	Mark Pavements	Security, Maintenance	54	\$0	\$112,500	\$12,500	\$125,000	0.00 / 90.00 / 10.00
Lander - Hunt Field	ALN012A	Seal Coat and Mark Pavements	Security, Maintenance	53	\$0	\$125,100	\$13,900	\$139,000	0.00 / 90.00 / 10.00
Pinedale - Ralph Wenz Field	APN041A	Mark Pavements	Security, Maintenance	53	\$0	\$150,300	\$16,700	\$167,000	0.00 / 90.00 / 10.00
Big Piney - Miley Memorial Field	ABP020A	Replace Hydraulic Lift Gate	Security, Maintenance	51	\$150,000	\$8,333	\$8,333	\$166,666	90.00 / 5.00 / 5.00
Big Piney - Miley Memorial Field	ABP021A	Mark Pavements	Security, Maintenance	51	\$0	\$118,440	\$13,160	\$131,600	0.00 / 90.00 / 10.00
Dubois Municipal Airport	ADU013A	Expand GA Apron	Airport Enhancement and Planning	51	\$153,000	\$8,500	\$8,500	\$170,000	90.00 / 5.00 / 5.00
Fort Bridger Airport	AFB001B	Reconstruct NE Apron and Hangar TL: Design, Construction, and Associated Work	Security, Maintenance	50	\$530,000	\$29,444	\$29,444	\$588,888	90.00 / 5.00 / 5.00

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Airport Projects

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Fort Bridger Airport	AFB001C	Reconstruct NE Apron and Hangar TL: Design, Construction, and Associated Work	Security, Maintenance	50	\$216,000	\$12,000	\$12,000	\$240,000	90.00 / 5.00 / 5.00
Fort Bridger Airport	AFB018	Mark Pavements	Security, Maintenance	49	\$0	\$110,700	\$12,300	\$123,000	0.00 / 90.00 / 10.00
Powell Municipal Airport	APO033A	Acquire RPZ Land	Airport Enhancement and Planning	47	\$244,000	\$13,556	\$13,556	\$271,112	90.00 / 5.00 / 5.00
Saratoga - Shively Field	ASA005A	Construct GA Terminal: Design, Construction, and Associated Work	Airport Enhancement and Planning	45	\$466,000	\$25,889	\$25,889	\$517,778	90.00 / 5.00 / 5.00
Saratoga - Shively Field	ASA005B	Construct GA Terminal: Design, Construction, and Associated Work	Airport Enhancement and Planning	45	\$280,000	\$15,556	\$15,556	\$311,112	90.00 / 5.00 / 5.00
Saratoga - Shively Field	ASA005C	Construct GA Terminal: Design, Construction, and Associated Work	Airport Enhancement and Planning	45	\$0	\$225,000	\$225,000	\$450,000	0.00 / 50.00 / 50.00
Total					\$31,766,000	\$5,075,747	\$2,112,193	\$38,953,940	
Non-Budgeted Airport Projects Total					(\$3,400,000)	\$0	\$0	(\$3,400,000)	
Budgeted Airport Projects Total					\$28,366,000	\$5,075,747	\$2,112,193	\$35,553,940	
Total Statewide Programs					\$0	\$2,203,600	\$511,056	\$2,714,656	
Total Allocated					\$28,366,000	\$7,279,347	\$2,623,249		
Total Available					\$61,786,350	\$7,684,466			
Remaining Balance					\$33,420,350	\$405,119			

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April 10, 2026

To: Wyoming Aeronautics Commissioners
From: John R. Waggener
Re: 2026 Wyoming Aviation Hall of Fame annual report and induction

Dear Commissioners:

The Wyoming Aviation Hall of Fame (WAHF) appreciates the ongoing relationship with the Wyoming Aeronautics Commission and its continued involvement in the annual selection process. The WAHF board includes myself; Dean McClain, current commissioner from Torrington; and Col. Kent Nelson, Cheyenne, retired USAF and former Wyoming Aeronautics Commissioner.

As you will recall, Dwight France was the 2025 inductee into the Wyoming Aviation Hall of Fame. Dwight's family held a wonderful and well-attended reception in Laramie at the Gateway Center on the UW Campus. Looking forward, the board is currently working with the Cheyenne airport and a local carpenter to refurbish the WAHF display case. Once the case is refurbished, it will move to the Cheyenne terminal until it can be moved to the old terminal once the terminal is renovated into an aviation and cultural center. The WAHF will have an idea of costs to refurbish the case. The WAHF might not have sufficient funds to cover the entire cost, so it will seek funds once an estimate is provided. Perhaps Aeronautics might be able to help cover costs.

The WAHF also is creating a new logo this year with hopes to create brochures that can be placed around the state to increase visibility of the Hall of Fame.

Regarding the 2026 induction process, the annual induction process begins with the WAHF board selecting three nominees from the pool of nominations. The WAHF then recommends one individual from this group of finalists and makes its recommendation to the Aeronautics Commission for consideration and approval. This year the board has narrowed the finalists to Ray and John Elgin (the first and only joint nomination), Charles Hirsig, and Larry Hastings. Included in your packet is basic biographical information for the nominees for you to review. From this short list, the WAHF selected brothers Ray and John Elgin for recommendation as the 2026 co-inductees into the Wyoming Aviation Hall of Fame. They operated a flying service in Cody for many decades. We believe they should be inducted together. Both are deceased, so this will be a posthumous induction.

Thank you again for considering the Elgin's as the 2026 inductees into the Wyoming Aviation Hall of Fame. Always feel free to contact us with any questions, and the board encourages you to alert us to any individuals in your area who you believe qualify for consideration into the Wyoming Aviation Hall of Fame. We appreciate all your efforts to help preserve Wyoming's rich aviation heritage.

Sincerely,

John R. Waggener
President, Wyoming Aviation Hall of Fame
University Archivist and Historian, American Heritage Center, U. of Wyoming
1000 E. University Avenue, Dept. 3924
Laramie, WY 82071
307-766-2563 waggener@uwyo.edu



WYOMING AVIATION HALL OF FAME

The Wyoming Aviation Hall of Fame (WAHF) is a non-profit, publicly supported, tax-exempt organization dedicated to honoring and preserving the legacies of individuals who have made outstanding contributions to the establishment, development, or advancement of aviation in Wyoming. The organization is made up of a board of directors that identifies nominees and operates in conjunction with the Wyoming Aeronautics Commission to select inductees.

The WAHF was established in 1995 through the efforts of R. R. "Red" Kelso, a veteran Wyoming pilot and ground school instructor in Cheyenne. After its initiation, the WAHF matured into a sustainable organization under the direction of longtime board member, Kent Nelson, of Cheyenne, beginning in 1996. The first four honorees were inducted on August 11, 1995, at a ceremony in Cheyenne. Since 1995, the number of inductees is limited to one per year to enhance the honor of being inducted into the Hall of Fame.

The Wyoming Aviation Hall of Fame also acquires aviation-related historical artifacts and archival material for research purposes. Artifacts can be made available for display in the WAHF display. Archival materials, including nomination biographies, are available for researchers in Laramie at the American Heritage Center, University of Wyoming.



After a long flight in Bill Monday's aircraft from Wyoming to Lakehurst, NJ, pronghorn antelope are ready to be loaded into the Hindenburg for a flight to a German zoo. *Charles Belden Photograph, 1936*

WYOMING AVIATION HALL OF FAME INDUCTEES

Captain Ralph S. Johnson	Cheyenne	1995 (Inaugural Inductee)
Harold "Slim" Lewis	Cheyenne	1995 (Inaugural Inductee)
General Samuel C. Phillips	Cheyenne	1995 (Inaugural Inductee)
Major W. Dillard "Pic" Walker	Saratoga	1995 (Inaugural Inductee)
Gene Powers	Greybull	1996
Reuel T. Call	Afton	1997
Carle "C. B." Jackson	Worland	1998
Melvin "Mel" Christler	Greybull	1999
Lester A. Larsen	Lander	2000
James P. Murray	Cheyenne	2001
E. H. "Herb" Andersen	Afton	2002
C. L. "Bud" McHolland	Sheridan	2003
Robert T. "Handlebar" Johnson	Cheyenne	2004
William A. "Bill" Monday	Cody	2005
Barlow H. Call	Afton	2006
Roy E. "Bud" Cooper	Cheyenne	2007
William A. Maxwell	Cheyenne	2008
Dr. Donald Veal	Laramie	2009
Robert O. Bob Gose	Sundance	2010
Fred Wahl	Cheyenne	2011
William H. Cheney	Casper	2012
Raymond A. Johnson	Laramie	2013
Glen G. Larson	Rawlins	2014
Morris Avery	Greybull	2015
James C. Jim Good	Casper	2016
Richard G. Sugden	Jackson	2017
Jack Duggleby	Cody	2018
Elmer Faust	Cody	2019
Doyle Vaughan	Jackson	2020 (25 th Anniversary co-inductee)
Daniel J. Hawkins	Greybull	2020 (25 th Anniversary co-inductee)
Bob Hawkins	Greybull	2021
John B. Cooksey	Newcastle	2022
Thomas Coleman	Riverton	2023
Richard Bastian	Burns	2024
Dwight France	Rawlins	2025
?		2026

NOMINATIONS AND DONATIONS

If you know of anyone who has been actively identified with contributing to aeronautics of significant value in Wyoming, please consider submitting a nomination. The WAHF relies on donations for its operations. Tax exempt contributions can be made to the Wyoming Aviation Hall of Fame.

Wyoming Aviation Hall of Fame
 Attn: John Waggener, President
 1000 E. University Avenue, Dept. 3924
 Laramie, WY 82071

Telephone: 307-766-2563 Email: waggener@uwyo.edu



Fueling an Aircraft at Casper Air Field. Herman C. Bretschneider Photograph, July 1928



**Experimental Aircraft Association
Big Horn Basin Chapter 713, Inc.
P.O. Box 841
Cody, WY 82414-0841**

March 3, 2021

Mr. John Waggener
Wyoming Aviation Hall of Fame
1000 E. University Ave, Dept 3924
Laramie, WY 82071

Dear Mr. Waggener:

Enclosed is an application package for the induction of Ray and John Elgin into the Wyoming Aviation Hall of Fame. Your website indicates you consider only one individual per year, but the history and lives of these two brothers are so intertwined that it is impossible to separate them. We respectfully ask that you make an exception and consider both for simultaneous induction. They were in business together in two separate companies, both located at the airport in Cody, Wyoming. Aero Flite, Inc. was the air tanker (fire suppression) and aerial spraying business, while Elgin Flying Service focused on charter, air ambulance, cargo, flight training, rental, new aircraft sales and scenic flights. Ray and John were both also deeply involved in community activities and support.

These brothers were pioneers in so many ways during the 1960's and 70's, when aviation was in its golden age of development in the Big Horn Basin. Elmer Faust first to establish a maintenance operation; Husky Oil with Jack Duggleby starting the first corporate flight department; Christler & Avery, Hawkins & Powers, Ray & John Elgin first to fly air tankers; and Ray and John open the first all-weather air charter operation --- it was a bubbling cauldron of innovation and firsts. Nothing was impossible and each of these men had a future-looking, can-do attitude.

Mel Christler, Morris Avery, Dan Hawkins and Gene Powers along with Ray and John Elgin were not only competitors, but close friends in the air tanker business. There was much cross fertilization and support for one another in their contracts

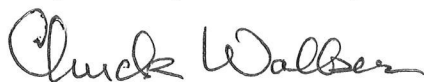
with the U.S. Forest Service. Aero Flite owned three repurposed B-17 bombers (Forest Service designations B30, B31 and A34). B30 now rests in the Pima Air & Space Museum in Tucson, AZ after having been restored to "combat ready" condition, and remains one of the world's only fully restored B-17s on public display. A34 was the only B-17 to ever be re-engined with Rolls Royce Dart turboprops. The turbine engines were removed from a Vickers Viscount purchased from United Airlines after the airframe had maxed out on pressurization cycles. Ray and John were looking to improve the performance and reliability of their slurry bombers.....another of their pioneering firsts.

Elgin Flying Service on the other hand was the first full-service, all-weather flight operation supporting the aviation needs of the Big Horn Basin. They had 10 aircraft on the flight line (3 turbo Cessna 210s, a Cessna 340, a Cessna 320, a Cessna 182, a Cessna 172, a Beech Bonanza, a Hawk XP and a DC-4). The company also provided the first new aircraft sales in northwestern Wyoming as both a Cessna and Champion Citabria dealer.

After Ray's death in August of 1970, John worked tirelessly to keep both companies going. Their motto was "Your Schedule is Our Schedule – Day or Night." After sixteen years, the 24/7 commitment extracted its toll on John and his wife, Joan. Elgin Flying Service was sold to Mike McCue in spring 1979. Aero Flite was sold to Matt Ziomek in 1986. After passing through several owners, Aero Flite is today one of the largest air tanker operations in the world.

John just turned 89 and is still active in our EAA Chapter. We are in a race against time. We would very much like to have Ray and John inducted into the WAHF while John is still with us and able to appreciate the honor and recognition. Existing inductees, including Mel Christler, Morris Avery, Dan Hawkins, Gene Powers, Jack Duggleby and Elmer Faust, were all contemporaries of the Elgin brothers working together here in the Basin. This application is long overdue. With our appreciation, please give it your urgent consideration.

Respectfully submitted,



Chuck Walker

EAA Chapter 713, Past President, Member Board of Directors

Aviation Biography

Ray Elgin was born in Belton, SC on January 17, 1918. He came out to Wyoming in the 1930's and worked on the Kirshner ranch near Greybull before serving in the Marine Corps during World War II in the Pacific. John was born in Belton, SC on February 13, 1932. He joined the Navy when he was 18 and served during the Korean War aboard an ammunition resupply ship for four years. After the war, he moved to Hendersonville, NC where he owned an ESSO gas station and learned to fly at the local flying club.

Ray learned to fly in Tampa, FL and started a flying service doing charters, flight instruction and crop dusting in Florida and Louisiana. He decided to move out west in 1957. He was part owner in an air tanker business in Spearfish, SD with Arnold Kolb that used a B-17 to spray for fire ants in Florida and Georgia. He bought the B-17 and started Aero-Flite Inc., in 1963 in Cody, WY as an air tanker business.

John came out to visit Ray in 1964 and decided he too wanted to get into the flying business. He went back home to Hendersonville, NC and sold his business there, moving his family to Cody in 1965. He bought into Aero-Flite with Ray and they then started a charter company called Elgin Flying Service.

Aero-Flite Inc was the air tanker and spraying service which operated B-17's in the 1960's until mid-1970's when the last B-17 was sold and replaced with a DC-4. Ray started Aero-Flite with one B-17, N9323R, and when John came out in 1965, they bought their second B-17, N7228C, in 1966. A third B-17, N1340N, was purchased in 1969. The spraying was done with a Cessna Ag-Wagon.

In the fall of 1966 the Elgin brothers volunteered to fly 2000 two-pound tins of cookies from Cody to Cheyenne. From there they were shipped to Colonel Ray Gould in Da Nang, Vietnam for the troops.

In August of 1967 John and Mike McCue were taking off from Kalispell, MT to fight a fire when the number 3 engine caught fire. Smoke quickly filled the cockpit, as they searched for a place to land. They jettisoned their load and that helped to clear the smoke. At first, they were going to land in a farmer's field, but

there was a boy on a tractor working so they continued a turn toward another open field and drug the wingtip on the top of a barn as they struggled to see and remain airborne. They were able to land in the second field but could not see that there was an open gravel pit at the end. As they rolled out, the aircraft dropped into the gravel pit breaking John's back and slamming his face into the yoke. Mike was able to help John and both exited the airplane through the left cockpit window. The aircraft, N7228C, burned and was a total loss. The cause of the engine fire was due to the oil screen being safety wired on backwards. At this point, John decided he was going to get his A&P license and do his own aircraft maintenance.

In 1969 Aero-Flite bought two Vickers Viscounts with the intention of converting the B-17s to turboprops with the Rolls Royce Dart engines from the Viscounts. The first conversion was completed in early 1970 by Aviation Ventures in Twin Falls, ID. The lighter more powerful turboprops, along with the wing being much cleaner because oil cooler and supercharger intakes were no longer required, gave the B-17 a huge increase in performance. John said that he could takeoff in his B-17 in front of Ray and Ray would pass him and be at 10,000' while John was still barely climbing through 5,500' (Cody's elevation is 5,100'). The goal was to get an STC for the conversion from the FAA and then be able to sell that to other operators. Unfortunately, the aircraft was lost August 18, 1970 fighting a fire in the Wind River Range and Ray and copilot John Bastian were killed. The aircraft was uninsured. Aero-Flite was unable to complete the second conversion, due to the financial burden, and the STC was never obtained. John bought the rest of Aero-Flite and continued to operate with their first B-17, N9323R, until the mid-1970's when it was sold and John purchased a DC-4.

Elgin Flying Service was an all-weather charter service that also offered flight instruction and aircraft sales. They were a Cessna and Champion Citabria dealer and the first to offer new aircraft sales in northwestern Wyoming. Ray and John were both CFI's. John held a CFII, MEI, A&P, and was an FAA Designated Pilot Examiner (DPE). Many of the pilots around Cody to this day received instruction and their license from Ray and John.

Aside from single engine and multiengine charters they also provided on-demand Air Ambulance services. In addition, they worked closely with the Wyoming Game and Fish Department, providing wildlife tracking and counting throughout

the State. Game and Fish had antennas that were mounted underneath the wings of a Cessna 210 that allowed them to track bear and elk movements. Before the days of cell phones and 24-hour communications, Ray and John would deliver messages to the local outfitters by dropping notes inside of toilet paper rolls to the camps. John grew Elgin Flying Service into a highly successful charter company averaging close to 4000 logged hours a year. The company was sold in 1979 to Mike McCue.

John continued flying the DC-4 air tanker until his retirement, when Aero-Flite was sold to Matt Ziomek in 1986.

Licenses and Type Ratings

James Raymond Elgin

Certificate: Commercial Pilot – Certificate #1190009
Multi-Engine & Single Engine Land, Instrument,
Certified Flight Instructor (CFI)

Type Ratings: B-17, B-25, BDC-B18 (Douglas B-18),
CVP4Y (Consolidated Vultee PB4Y)

John Willis Elgin

Certificate: Commercial Pilot – Certificate #1552961
Multi-Engine & Single Engine Land, Instrument,
Certified Flight Instructor (CFI),
Certified Flight Instructor Instrument (CFII),
Multi-Engine Instructor (MEI),
FAA Designated Pilot Examiner (DPE)

Type Ratings: B-17, DC-4, DC-B26 (Douglas B-26)

Certificate: Airframe and Powerplant Mechanic (A&P)
Certificate #251464749

Wyoming Aviation Hall of Fame
Attn: John Waggener
1000 E. University Ave., Dept. 3924
Laramie, WY 82071

Nomination for induction into the Wyoming Aviation Hall of Fame
January 5, 2022

Submitted by: Dave Picard, Grandson
6520 Comanche Drive
Cheyenne, WY 82003
307-760-2050
dave@wyominggroup.com

Charlie Hirsig exhibited numerous attributes deserved of recognition as a member of the Wyoming Aviation Hall of Fame. Charlie was born on the family ranch west of Cheyenne in 1911. His fascination with airplanes and the world of aviation started at a very young age when he was the first student pilot in the State of Wyoming recognized by the newly created Aeronautics Branch of the United States Department of Commerce. At the age of 18 held a Student Pilot's Permit.

Aviation employment: Plains Aviation (Cheyenne, WY) and owner of Summit Airways (Laramie, WY).
For more information about Charlie Hirsig:

In 1941 he established Summit Airways through the purchase of the Cheyenne branch of Plains Aviation. Hirsig was partners with "Pic" Walker at Plains Aviation.

Summit Airways provided flight instruction, airplane sales and maintenance and non-scheduled air carrier service in the region.

Summit had flight training operations during World War II serving the US Navy in Laramie, Powell, Cody, Pinedale and Sheridan. While WWII was still in progress Summit applied and was granted

Charles William Hirsig II

Born: 1-11-11 to Frederick Grimm Hirsig and Mary Lena (LaPash) Hirsig at Happy Jack Ranch, Laramie County, Wyoming.

Issued Student Pilot's Permit #24853 on September 12, 1929
By: Department of Commerce, Aeronautics Branch, Washington
Issued to Charles William Hirsig, Jr. of 1811 Russell Street, Cheyenne, Wyoming
Age 18, Weight 148, Height 5'8", Brown hair, Brown eyes

Last Commercial Pilot license Airman Rating Record #11343, April 2, 1943 by James P. Colton
Last Medical certificate examination 12/18/1944

Summit Airways, Inc. later became Challenger Airlines, Inc.

Hirsig was invited to admission to the National Aeronautic Association of Washington, DC by; James H. Doolittle, Thomas Fortune Ryan III, Harry F. Guggenheim, Eddie Rickenbacker, Casey Jones, Jacqueline Turner and Rosco Turner.



FRONTIER AIRLINES

Frontier Airlines, Inc.
8250 Smith Road
Denver, Colorado 80207

Background Information Telephone (303) 398-5151 & 5180

Charles W. Hirsig II

Summit Airways/Challenger Airlines/Frontier Airlines

Charles W. Hirsig II was the founder and first president of Summit Airways, Inc. of Laramie, Wyoming. Summit was the predecessor company of Challenger Airlines Company which was merged in June 1, 1950 with Monarch Air Lines and Arizona Airways to form Frontier Airlines, Inc. of Denver, Colorado.

Hirsig came from a pioneer Wyoming family which settled in the Cheyenne area in the 1880s. At the age of seventeen Hirsig, in 1928, the first private pilot's license issued in the State of Wyoming. In 1941 Hirsig bought out the branch of Plains Aviation of Cheyenne and renamed his organization Summit Airways, Inc. During World War II Hirsig operated flight training schools for the U. S. navy. Besides his school in Laramie, he had other branch schools in Cody, Pinedale, Sheridan and Powell, Wyoming.

While World War II was still in progress, Hirsig began planning for a scheduled airline to serve a number of cities in Wyoming and Nebraska with corporate headquarters to be in Laramie. The route application before the Civil Aeronautics Board in the Service in the Rocky Mountain States Area Case was decided March 28, 1946. The CAB gave to Summit Airways authority for eight cities in Wyoming, Lovell-Powell-Cody, Greybull, Worland, Thermopolis, Riverton-Lander, Rawlins, Laramie, Cheyenne, Rock Springs, Kemmerer and Evanston, the terminal to the west in Salt Lake City, the terminal east in Denver via Fort Collins and Greeley and the northern terminal of Billings, Montana. Hearing Examiner for the CAB in the case was William J. Madden.

Charles W. Hirsig II (Page 2)

During the same CAB hearing Ray Wilson, Inc. of Denver was also awarded with new route authority for a local service airline operation in Colorado/New Mexico/Utah via various intermediate cities and with Denver/Salt Lake City/Albuquerque as terminals to the routes. Wilson's operation, which began scheduled service November 27, 1947, was renamed Monarch Air Lines.

Before the CAB came through with its final decision in the Rocky Mountain States Area Case, Charles Hirsig was killed while piloting a two-place trainer aircraft. He died on Monday, January 15, 1945. He was 34 years of age at the time of the accident. Hirsig had flown some 40 miles northeast of Laramie to the area of his brother Fred's ranch near Iron Mountain. He had circled the ranch house of Merrill Farthing, adjacent to Fred Hirsig's ranch, when his aircraft apparently stalled and it plunged into a small lake on the Farthing ranch.


Hirsig was married to Marian Severson of Cheyenne. They had a son, James, who was two years old at the time of his father's death and a daughter, Kay, who was then nine years of age. Mrs. Hirsig later remarried Mr. A. B. Nuss, now living at 2717 Carey Avenue in Cheyenne, Wyoming (307/634-2666). His brother Fred still lives on his ranch at Iron Mountain, Wyoming (307/634-6867).

Hirsig's interests in Summit Airways were purchased by the Wyoming oil man, Fred Manning and Manning's son Jack. George Forbes, President of the 1st National Bank of Laramie became the new president of Summit Airways and Fred Rice, Laramie realtor, was a vice president of the company. Later George Snyder, Jr. of Salt Lake City and President of Challenger Airlines, Inc. purchased controlling interests in Summit with financial backing of Claude Neon Lights Company of New York City. Name of the company was changed from Summit Airlines

to Challenger Airlines Company. Challenger Airlines, based in Salt Lake City, Utah initially, began scheduled operations May 3, 1947. In 1948 Donald A. Duff replaced Snyder as the president of the airline which now had its corporate headquarters in Denver, Colorado. Finally Challenger Airlines was merged with Monarch Air Lines and Arizona Airways to form one new company which became Frontier Airlines. First scheduled operations of Frontier Airlines was June 1, 1950.

Today Frontier Airlines is a highly successful airline with daily service to 94 cities in 26 states. The airline operates a fleet of 35 Boeing 737-200 jets seating 106 passengers plus a turbo-prop fleet of 25 Convair 580 aircraft with capacity for 50 passengers. Recently the carrier extended its routes into Vancouver, British Columbia, Canada, Eugene, Oregon, Jackson, Mississippi, Shreveport Louisiana, Boise, Idaho and Toledo, Ohio. In November, 1979 Frontier will expand its current Mexico service to Zihuatanejo via Mazatlan and Guadalajara.

Frontier now has over 5,100 employees with the company's General Office and Major Overhaul Base in Denver, Colorado. During the past seven years the airline has had total net earnings of over \$71 million. In the first six months of 1979 net earnings have amounted to nearly \$10 million. The past year over five million passengers were carried some 2,398 billion revenue passenger miles with a passenger load factor of 63.6 per cent. A. L. Feldman has been President and Chief Executive Officer since 1971 of Frontier Airlines.



Ed Gerhardt
Historian
Frontier Airlines
Denver, Colorado
August 6, 1979

CHALLENGER AIRLINES COMPANY A CHRONOLOGICAL ACCOUNT 1941 TO 1950 by Ken Schultz

The company was incorporated in Wyoming, December 31, 1941, by Charles W. Hirsig II, as Summit Airways Inc. Hirsig came from a Wyoming pioneer ranching family which settled in the Cheyenne area in the 1880's. At the age of seventeen, Hirsig, in 1928 received the first private pilot's license issued in Wyoming. He was engaged in ranching, but kept an interest in flying, and in 1941, after selling his ranch, and prior to buying another ranch, his good friend Bill Walker of Plains Aviation in Cheyenne, asked him to help out on a temporary basis to manage the Laramie branch at Brees field, Laramie, Wyoming. Plains Aviation which was headquartered in Cheyenne, wanted to concentrate on its large Civilian Pilot Training (CPT) operation in Cheyenne. The Laramie branch was sold to Hirsig who had become very interested in aviation. He organized Summit for the purpose of carrying on fixed-base aviation activities at Laramie, which specialized in student training. The company in conjunction with the University of Wyoming at Laramie, trained pilots under the CPT programs for the Army and Navy.

In 1944, Charles W. Hirsig II, as founder, president, and principal stockholder of the corporation, filed an application with the Civil Aeronautics Board (CAB) Docket No. 1091, for a Certificate of Public Convenience and Necessity to engage in air transportation in Wyoming, Colorado, and Nebraska, using Beechcraft Model D-18S aircraft. Mr. Hirsig was killed in an airplane accident on January 15, 1945. After Hirsig's death, George J. Forbes, president of the 1st National Bank of Laramie, a director and one of the original incorporators of Summit became president. Mr. Hirsig's stock was purchased by Fred M. Manning of Denver, whose principal occupation was in the oil well drilling business, and who owned or had an interest in a number of oil drilling operations in the Rocky Mountain area. The CAB permitted the applicant to supplement the record to reflect the resulting change in ownership and management.

The CAB in the decisions listed in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Docket No. 152 et al, March 28, 1946, awarded Summit Airways Inc., a Temporary Certificate of Public Convenience and Necessity, effective March 28, 1946 until March 31, 1949, designated as U.S. Air Mail Route No. 74.

"George W. Snyder Jr. of Salt Lake City, Utah, who had been engaged in aeronautical activities since 1936, as a pilot-civilian and military, and airplane charter service operator, also submitted an application to the CAB in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Dockets Nos. 700 and 1071, as Challenger Airlines, Inc., (Midwest Airways). Challenger Airlines Inc., was organized as a Nevada corporation in June 1945 for the purpose of carrying out the plans and prosecuting the applications filed under the name of Midwest Airways. Midwest Airways is a trade name which was adopted by George W. Snyder Jr., at the time the original applications were filed." Challenger Airlines Inc., was organized with Snyder as president, and with the financial backing of Claude Neon Inc., of New York, inaugurated an intrastate airline service in Utah, and non-scheduled flights to Phoenix, Arizona, on March 4, 1946, using Beech Model D-18S aircraft. He started the service to Phoenix, to demonstrate and establish the need for these routes. The CAB however, denied the applications in its decisions of March 15, 1946, in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Docket No. 152 et al. The airline could not survive without receiving a certificate of public necessity and convenience, and mail pay from the CAB, so all flying operations ceased on November 9, 1946, and the Corporate name was changed to Altair Inc. in December 1946, which then continued to do business as a Beechcraft Distributor, and fixed base operator. Snyder still wanted to start up an airline, so with the financial backing of Claude Neon Inc., he purchased the dormant Certificate of Public Necessity and Convenience from Summit Airways Inc. In January, 1947, the controlling stock of Summit Airways Inc., was purchased from Fred M. Manning, George J. Forbes, and Fred O. Rice, by Claude Neon Inc.

At the annual stockholders meeting January 7, 1947, the name was changed from Summit Airways Inc., to Challenger Airlines Company, and George W. Snyder Jr. was elected President and General Manager.

On January 9, 1947, the Laramie Republican and Boomerang, on pg. 1, reported; .. Forbes [V.P. of Finance] also announced today that Summit Airways [Challenger] had purchased three DC-3 planes from the Pennsylvania Airline Company ...“ [NC 65135, NC 65276, NC 65385] Snyder moved all operations to Salt Lake City, Utah, where a hangar was leased on the airport and the main office was located downtown in the Felt Building.

On January 27, 1947, Summit [Challenger] purchased a C-47, at Hill Air Force Base, Ogden, Utah, from the War Assets Administration. [It was flown to Van Nuys, California, where Timm Aircraft Corporation converted it to a DC-3C, as NC 55376], which brought Challenger's fleet to four DC-3's. An AT-6 was also owned by the Company, which was used for pilot route familiarization, and occasionally to fly a mechanic and parts to a city where a DC-3 had a mechanical problem.

The Wyoming Secretary of State received and recorded the Certificate of Amendment changing the name of the Corporation from Summit Airways Inc., to Challenger Airlines Company on February 7, 1947, so that is the official date reported on all subsequent documents.

The CAB reissued the temporary Certificate of Public Convenience and Necessity to Challenger Airlines Company for Route No. 74, March 21, 1947. Preparations were made to start operations as soon as possible, and approval from the Civil Aeronautics Administration (CAA), was received late Friday afternoon, May 2, 1947. Challenger inaugurated service May 3, 1947, and The Deseret News, Salt Lake City, Utah, May 3, 1947, reported; “Challenger Airlines Opens S.L.-Denver Route. Christened ‘Centennial Queen’ ... a twin engined 28-passenger plane took off from Salt Lake Airport at 7 a.m., today to begin regular daily flights over the new Salt Lake-Denver route of Challenger Airlines Company... Piloting the plane on the inaugural flight was Albert H. Hall, with Robert J. Nicholson as copilot.... Saturdays initial flight calls for stops at Kemmerer, Rock Springs, Rawlins, Laramie, and Cheyenne, Wyo., before reaching the Denver terminal.” The Flight Agent [Steward] was Calvin E. Cowley.

Challenger achieved full-scale operations on July 10, 1947, on all segments of Route 74, with service to Billings, Montana.

Snyder in an interview, stated that the company had financial problems soon after inauguration of service, due to inadequate mail pay, and Claude Neon Inc., not providing the agreed on monthly budgeted cash. “we had set up a budget of \$25 or \$30,000 a month, and two months later they'd send \$10,000”... “they had all their funds locked up”... “they were involved in a SEC, or a civil action which absolutely precluded them from meeting the budget that we had given them, and we had agreed on.” In answer to the question, how were we making it at that time, in '47?

Snyder replied; “...one of the principal ways was a lot of money that I had put in it... and I met a few payrolls and things of that kind, [personally].., it was in excess of \$50,000... and I just lost it... so we started seeking other sources of Capital...”

Challenger reported the operations of the Company in a Stock Offering Prospectus, September 3, 1947, pg. 9. “...the Company route, designated as No. 74, connects the terminal points of Salt Lake City, Utah; Denver, Colorado; and Billings, Montana, via the intermediate points of Evanston*, Kemmerer, Rock Springs, Lander-Riverton, Thermopolis*, Worland, Greybull, Cody-Powell-Lovell, Rawlins, Laramie, and Cheyenne, Wyoming; Ft. Collins and Greeley, Colorado. (*Service indefinitely suspended due to airport conditions.) At the present time, the Company operates an airline system over approximately 3,226 route miles (airport to airport) and serves directly 16 cities in the states of Utah, Colorado, Wyoming, and Montana. ...Scheduled flights as of the date of this Prospectus totaled 6,452 airplane miles daily. ... the number of Company employees is about 155...”

A REPORT TO STOCKHOLDERS (March 7, 1949), referred to the year 1947, as, "... During this period the company operated under a severe financial handicap due to under-capitalization and inadequate rates of air mail compensation..."

On August 13, 1947, the company filed a petition to amend the original CAB Order (E560), so as to increase the temporary compensation to be paid to Challenger for transportation of mail (35 cents per airplane mile on a direct airport-to-airport basis). The CAB on October 20, 1947, found that: 1. A temporary rate of 35 cents per airplane mile is substantially less than Challenger's reported need.... 2. On the basis of reported results, the temporary rate of 35 cents per airplane mile is inadequate to prevent the exhaustion of Challenger's working capital... The CAB ordered new temporary rates of: 60 cents per airplane mile, May 3, 1947, to October 31, 1947, (Retroactive); 55 cents ... November 1, 1947 to January 31, 1948; 50 cents... February 1, 1948 to April 30, 1948; (and additional date-date, cents per mile rates)

THE POWELL TRIBUNE, [Wyoming] Thursday, May 29, 1947, reported; Challenger Secures Advisory Experts. Challenger Airlines company has retained Donald A. Duff and associates of Denver to serve as consultants to the recently certificated airline for its operations in 19 communities of four western states, George W. Snyder Jr., president and general manager, announced this week. Mr. Duff, prominently identified with air transportation since 1932, will serve Challenger as an advisor on organization, sales and traffic. He formerly was associated with the Pennsylvania-Central Airlines, its predecessor companies, and with Northwest Airlines, where he was traffic and sales manager. He came west in 1943 as executive assistant to the president of Continental Airlines.

In an interview George W. Snyder Jr., stated that "he had brought in Don Duff on matters of traffic and public relations." Snyder also stated that, "Don [Duff] was very helpful to me in certain areas, but ... I woke up one day with all of my files rifled., and he went to [Claude] Neon [Inc.], and presented the story of how he could do this job..."

On February 12, 1948, The Salt Lake Tribune, and The Deseret News, Salt Lake City, Utah, reported; Donald A. Duff, has been elected chairman of the board of directors, and managing director of Challenger Airlines Co., by the majority stockholders of the company. Mr. Duff was hired as a consultant in May 1947 on matters of Traffic, and Public Relations. He was previously an executive assistant to the president of Continental Airlines, and held management positions at Capital Airlines.

On March 3, 1948, The Wyoming State Tribune, Cheyenne, Wyoming, reported; "At a meeting of Challenger directors in Laramie [Wyoming] yesterday, Duff was chosen president and managing director to succeed George W. Snyder Jr., of Salt Lake City, who resigned Feb. 29. .. Challenger Airlines Co., and Monarch Airlines Inc., have announced the consolidation of their traffic and sales divisions. . . . Announcement of the merger was made last night by Donald A. Duff, newly elected president and managing director of Challenger, and Ray M. Wilson, executive vice president of Monarch. Gerald S. Kitchen, general traffic and sales manager of Monarch, will supervise the combined divisions."

A REPORT TO THE STOCKHOLDERS (March 7, 1949), stated; "In March of 1948 because of the discontinuance in advancement of funds for working capital purposes by the majority stockholder [Claude Neon Inc.] the new management of the Company found it necessary to apply to the CAB for a substantial increase in the rate of air mail compensation."

The Salt Lake Tribune, March 28, 1948, reported; CAB Approves Challenger Mail Pay Hike. Increased air mail pay totaling \$363,000 has been granted to Challenger Airlines Co. in a decision by the Civil Aeronautics Board, Donald A. Duff Challenger president, said Saturday. ... The \$363,000 increased pay, of which \$81,000 is retroactive to the start of Challenger's operations on May 3, 1947, extends over that period to March, 1949, Mr. Duff said.

The Rocky Mountain News, and The Denver Post, April 11, 1948, reported; Challenger moving to Denver April 15. According to the News' "Transfer of the maintenance and overhaul departments of Challenger Airlines Co. from Salt Lake City to Denver will be made April 15, Donald A. Duff, Challenger president,

announced yesterday. The two departments will be consolidated with similar departments of Monarch Airlines. The move, Mr. Duff said, follows recommendations of the Congressional Aviation Policy Board that consolidation in the interest of saving operating expenses, be exercised whenever possible. The consolidation will affect approximately 40 employees, some of whom may be absorbed into Monarch's organization. Challenger will continue to maintain its operation headquarters in Salt Lake City, although the executive and accounting offices will be moved to Denver."

The Salt Lake Tribune, April 19, 1948, reported; Air Lines Open Joint Sales Office Today. Challenger Airlines Co. and Monarch Airlines Inc., will open a joint traffic and sales office Monday, in the Hotel Utah-lobby, Donald A. Duff, Challenger president, announced Sunday.

A REPORT TO THE STOCKHOLDERS, (March 7, 1949), stated; "In July [1], 1948, Flight Agents [Stewards] were replaced by Stewardesses, which has proved to be a highly successful move."

The Salt Lake Tribune, Sunday, October 17, 1948, reported; Challenger Notes \$29,481 Profit Made In Quarter. A profit of \$29,481.24, has been reported by Challenger Airlines for the quarter ending August 31. In announcing the figure, Donald A. Duff, president, said it was based on preliminary unaudited figures...

On November 10, 1948, the CAB, issued an order; "that an amended temporary certificate of public convenience and necessity be issued to Challenger Airlines company for route No. 74, and that such certificate shall continue in effect up to and including March 30, 1950,"

The Rocky Mountain News, Denver, Colorado, February 11, 1949, reported; Snowlocked Rawlins, Wyo., cut off completely from the outside world except by air, was the focal point for emergency relief activities yesterday as weary Wyomingites continued their six-week battle, against the weather. Rawlins was pounded by a 70 mile-an-hour ground blizzard that piled new snow on old drifts-some 20 and 30 feet high. United and Challenger Airlines on three flights, transported 5000 pounds of meat and 1740 pounds of bread into the town.... some 650 persons on three snow-bogged trains were still in town.

The SUNLINER NEWS , December, 1961, in an article for the fifteenth anniversary of Frontier Airlines, "Fifteen years of Aviation Progress Airlink the West. ... The real opportunity to prove its value [Challenger] to the people of Wyoming came with the paralyzing blizzard in the month of February, 1949. Intrepid Challenger pilots flew thousands of passengers who had been immobilized by roof-high snow drifts which blocked highways and railroads over much of the state. Tons of fresh meat, bread, produce and Red Cross supplies filled practically every scheduled and shuttle flight to its gross weight capacity as Challenger's "Sunliners" roared off snow swept airports across Wyoming.

February 3, 1949. Service inaugurated to Casper, Wyoming.

The Salt Lake Tribune, February 27, 1949, reported; Airline Given Back Mail Transit Pay. Challenger Air Lines Co. will receive \$175,000 in retroactive mail pay, according to a recent Civil Aeronautics Board decision. John D. Lindsay, district traffic manager, Saturday was informed by Donald A. Duff, airline president, that a 70 cent airplane mile rate has been granted retroactive to the start of the company's operations in May, 1 947.

July 1, 1949. Service inaugurated to Vernal, Utah.

The Wyoming Eagle, Cheyenne, Wyoming, Friday, September 9, 1949, pg. 1, reported; AIRLINE THREATENS TO END WYOMING SERVICE
President of Challenger says not enough traffic "Use it or lose it." were the words of Donald A. Duff, president of Challenger Airlines yesterday, when he informed Mayor Ben Nelson that Cheyenne and Wyoming stand a very good chance of losing the services of that company in the near future. The Challenger service to Cheyenne, the Big Horn Basin, and other Wyoming points, will be discontinued, Duff said, if it is not demonstrated that continuation of the service is required in the public interest to a sufficient degree to justify the cost burden on the government. Challenger has been providing service to Cheyenne

under a temporary certificate of public convenience and necessity which was issued for a three year period in May 1947. The certificate is due to expire March 31, 1950, Duff said.

The Rock Springs Daily Rocket, Rock Springs, WY., September 15, 1949, reported; Challenger will Receive \$123,000 in Air Mail Pay. A permanent mail rate order issued Wednesday by the Civil Aeronautics Board in Washington, D.C., will give Challenger Airlines \$123,000 in retroactive air mail compensation. Donald A. Duff, president of the airline, announced yesterday.

September 30, 1949. Harold S. Darr, the controlling stockholder of Monarch Air Lines Inc., filed an application with the CAB requesting approval of the proposed acquisition of controlling stock interest in Challenger Airlines Co., pursuant to an agreement of stock from Claude Neon Inc., majority stockholder of Challenger, and the merger or consolidation of the two air carriers.

Cervi's Rocky Mountain Journal, Denver, Colorado, Nov. 23, 1949, pg. 7, col. 1, reported;
Don Duff's On-the-line Policy Pays Off

The announcement last week that Challenger Airlines' business for the first half of November was double that of a year ago showed that Challenger President Don Duff's unorthodox promotional ideas were paying off. Last September Duff horrified his advertising agency (the Arthur Rippey Co.), and presumably violated every known tenet of good public relations, by bluntly telling Wyoming cities on Challenger's route that they had better whomp up airline business or lose the airline's services entirely. In the meantime, Challenger more than held up its end. Not only did the service itself, improve, but Duff went all out to help the local boys with promotional brochures, credit cards, special get-acquainted rates and group rates.

A report to the stockholders, dated November 23, 1949, states; "... all bank loans have been liquidated, including long term debt on aircraft...", and records for the "Nine Months ending September 30, 1949, a net income of \$28,585.96."

The Dsseret News, Salt Lake City, Utah, December 17, 1949, pg. 4b, reported; Burning the Mortgage (Article and photo). Photo shows Challenger Airlines Chief Stewardess Irene Replogle, burning the company mortgage. . . . R.C. Wilson, executive vice president of the First Security Bank of Utah, Salt Lake City, and Donald A. Duff, president of Challenger Airlines, are interested spectators. The First Security Bank financed the original purchase of the DC-3 aircraft used by the airline...

December 16, 1949. The Civil Aeronautics Board approves acquisition by H.S. Darr of 224,000 shares of common stock from Claude Neon Inc., the majority stockholder of Challenger Airlines Company, and merger of consolidation of Challenger Airlines Company and Monarch Airlines Inc., subject to certain conditions.⁴

May 15, 1950. The CAB approved the consolidation-merger of Monarch Airlines Inc., Challenger Airlines Company, and Arizona Airways, to form Frontier Airlines.

On June 1, 1950, Frontier Airlines inaugurated service over the combined routes of the three merged Airlines.



March 20, 2019

To Whom it May Concern:

I never met Charlie Hirsig that I can remember. He died when I was just four years old. However, I feel like I knew him well. He was a close friend and colleague of my father, W. Dillard "Pic" Walker. Charlie was killed flying one of my father's Luscombe 8A basic trainers of which Plains Airways operated 33 of these aircraft during WWII's CPT program.

Charlie was the manager of Plains Airways Laramie base. Before he died, Charlie would own the Laramie operation and become the founder of Summit Airways. Summit would later become Challenger Airlines.

Charlie Hirsig enjoyed a wonderful reputation as a pilot, manager, and entrepreneur. Later, when Charlie Hirsig's name came up, my father would recall his affable smile and warm demeanor. My father said Charlie had a way of getting people to do the impossible just with his smile.

I would happily know Charlie's widow, Marion, and his children, Kay and Jimmy. Jimmy was one of my closest friends growing up. He had a photo of his Dad next on his bedside table. In the photo Charlie is looking skyward. His image has stayed with me for more than seventy years!

When I think of all Charlie Hirsig accomplished in the thirty four years his life spanned, I'm truly amazed. He was responsible for hundreds of pilots and mechanics to learn their trade during WWII. He improved the flight program of Plains Airways Laramie division and grew the flight operations beyond what my father had done before him.

Then, Charlie began his own successful aviation enterprise with Summit Airways which would become Challenger Airways and, in 1947, Frontier Airlines.

Frontier was the safest airline in the world-wide history of civil aviation. Frontier flew in and out of black holes and mountain valleys in mostly older aircraft such as the venerable DC-3 and Convair aircraft. Frontier would fly from Canada to old Mexico and in the US from coast to coast, safely. In the forty year history of Frontier, a single fare paying passenger was killed when a DC-3 lost a battle with low-level icing near Miles City, Montana. Based upon the most stringent measure, that of the number of take-offs and landings Frontier's incredible safety record will never be equalled.

Charlies Hirsig's efforts were the beginnings of a truly marvelous aviation story. I am proud to add my name to those who would like to see his memory honored by the Wyoming Aviation Hall of Fame.

Respectfully submitted,

Billy Walker
Arizona Aviation Hall of Fame 2011

Larry E. Hastings

Wyoming Aviation Hall of Fame – Nomination Biography

Larry Eugene Hastings represents the archetype of the Wyoming aviator: skilled, adaptable, quietly competent, and trusted across decades to fly where others could not, or would not. His aviation career, spanning more than forty years and over 48,000 flight hours, reflects a life devoted not to prestige or schedules, but to service—flying people, supplies, scientists, firefighters, and aircraft themselves across Wyoming’s demanding terrain.

Larry Hastings began his aviation journey in 1959 in Fontana, California, training alongside his father in a Taylorcraft. A contemporaneous high school newspaper article documents his student pilot status, early solo flying, and aircraft ownership, establishing clear provenance for his early flight experience prior to professional licensure (*Appendix G-16*). This period explains the limited logbook entries from his youth before his later Wyoming-based aviation career.

After relocating to Wyoming, he continued his flight training in Cheyenne under the mentorship of Lester A. Larsen, a legendary Wyoming aviator and Hall of Fame inductee. That relationship would shape Hastings’ approach to flying for the rest of his career—emphasizing discipline, judgment, and mastery of fundamentals. Logbook records document a Certified Flight Instructor endorsement authorizing Hastings to take his Private Pilot practical examination on August 31, 1965, followed by a successful FAA checkride conducted by Larsen on September 10, 1965.

Hastings earned his Commercial Pilot Certificate in 1967, again examined by Lester Larsen, and went on to obtain his Airframe Mechanic certificate the same year—an early indication of the mechanical understanding that would later support his work as a test pilot and instructor. In 1972, he earned his Certified Flight Instructor certificate following a recommendation flight conducted by Larsen and a practical evaluation by Wyoming examiner Alan Lamb. This milestone marked Hastings’ transition from accomplished pilot to aviation mentor.

In January 1968, Larry Hastings joined the Wyoming Game and Fish Department as a pilot, beginning a long period of utility aviation that defined his professional life. Operating aircraft such as the Cessna 305 Bird Dog and Cessna 180, he flew extensive low-level and mountain missions supporting wildlife surveys, herd counts, fire detection, and lake stocking operations across the state. These flights required precise aircraft control, acute terrain awareness, remote area decision making and judgment developed only through experience in Wyoming’s high-altitude, rapidly changing conditions.

Hastings later based his operations in Lander, where he became a central figure in Fremont County aviation. Through Lander Airways, he provided charter services throughout Wyoming and neighboring states, flew medical transport missions for Indian Health Services and the Lander hospital, and supported numerous public agencies including the U.S. Forest Service,

Bureau of Land Management, Wyoming State Training School, and tribal governments. His logbooks reflect a pattern of utility flying—aircraft ferry operations, fire logistics, rescue support, and agency missions—often described simply as “flying for food,” the honest work of aviation in a mountain state.

Throughout his career, Hastings performed a wide range of specialized aviation missions. Logbooks document routine and irregular operations for the U.S. Forest Service and Bureau of Land Management, including fire support, logistics, and survey work (*Appendix G-5*). He conducted slow-flight wildlife surveys along the Teton range for the U.S. Forest Service, flying low-speed profiles in Cessna 180 aircraft to count eagle nests—missions requiring exceptional precision and judgment (*Appendix G-10*). Hastings also supported National Outdoor Leadership School (NOLS) rescue operations and routinely transported supplies and personnel to remote locations (*Appendix G-6*).

Hastings’ technical skill extended to experimental aviation. In 1992, he conducted multiple test flights of an RV-4 experimental aircraft (N401R) built by Ray Eickstedt, beginning with the aircraft’s first flight on February 22, 1992, followed by additional test sorties over subsequent weeks (*Appendix G-8*).

Throughout his career, Hastings maintained professional qualification through repeated FAA-mandated instrument proficiency and Part 135 competency checks, including evaluations conducted by FAA check pilot Dwight France, another respected Wyoming aviator. These records demonstrate not only longevity, but sustained proficiency and accountability over decades of professional flying.

Beyond certificates and hours, Larry Hastings’ legacy lies in trust and mentorship. In April 1973, Larry Hastings assumed management and operational leadership of Hunt Field Airport in Lander, Wyoming. According to a Lander Journal article by Bill Sniffin, Hastings took over airport operations and served as Airport Manager until his retirement in 1999 (*Appendix G-12*). During his 26-year tenure, Hastings oversaw transformative improvements to the airport, including construction of a new 5,500-foot runway and conversion of the former 4,500-foot runway into a taxiway. He also significantly expanded hangar space and modernized aircraft maintenance capabilities, elevating Hunt Field into a safer and more capable regional airport (*Appendix G-12*).

Under his stewardship, Hunt Field became a dependable and well-regarded airport in central Wyoming. Aviation was not separate from family life; it was woven into it. Logbook records reflect that Hastings routinely flew with his children as student pilots, introducing the next generation to aviation through professional example—an influence that would shape future aviation careers.

Larry Hastings’ airmanship is perhaps most clearly demonstrated in documented emergency situations. During the mid-to-late 1970s, Hastings executed a precautionary landing on

Wyoming Highway 287 after returning to Lander to find Hunt Field closed by dense fog. After ensuring the roadway was clear, he landed safely, taxied clear of traffic, and coordinated with the Wyoming Highway Patrol until conditions improved (*Appendix G-13*).

On June 6, 1999, Hastings again demonstrated exceptional judgment during a serious in-flight emergency. While flying over South Pass near the Wind River Mountains, Hastings detected rising oil temperature, opened cowl flaps, and attempted to return home. When a loud mechanical failure occurred, he executed a controlled emergency landing on Highway 28. The Lander Journal documented Hastings' calm decision-making, aircraft control, and post-landing actions, noting that he avoided terrain that could have destroyed the aircraft and endangered his life (*Appendix G-14*).

Hastings' instructional legacy culminated in statewide recognition. In 1998, the Federal Aviation Administration named Larry Hastings **Wyoming Flight Instructor of the Year**. FAA Safety Program Manager Jim Herzfeld described Hastings as the instructor "everyone goes to for advice and counsel," stating that Hastings has perhaps taught more Wyoming pilots than anyone else and has been instrumental in saving lives through aviation safety and instruction (*Appendix G-15*).

Larry E. Hastings embodied the values of Wyoming aviation: competence without ego, service without recognition, and a lifelong commitment to doing the job right. His career bridged instruction, mechanics, test flying, conservation, public service, and mentorship, leaving an enduring mark on Wyoming's aviation history. His record is not defined by a single achievement, but by decades of being the pilot people trusted when precision, judgment, and responsibility mattered most.

Larry Hastings retired from Hunt Field manager in 1999, leaving behind a modernized airport, a generation of safer pilots, and a record of aviation service rooted in professionalism, humility, and sound judgment. His career exemplifies the values honored by the Wyoming Aviation Hall of Fame.

Larry E. Hastings — Aviation Career Timeline

Early Foundations (1950s–1960s)

- Develops early interest in aviation while attending Fontana High School, California
- Co-owns a Taylorcraft aircraft with his father while flying under a **student pilot certificate**
- Featured in a Fontana High School newspaper article documenting early solo flight activity and aircraft ownership (*Appendix G-16*)

Professional Certification & Instruction (1965–1970s)

- Receives CFI endorsement and professional checkride authorization (*1965*)
- Completes instructor recommendation and evaluation flights in PA-28 aircraft (*1972*)
- Endorsed and evaluated by respected Wyoming aviation examiner **Dwight France** (*Appendix G-7, corrected spelling*)
- Begins a career-long role as a flight instructor emphasizing safety and judgment

Wyoming Game & Fish / Bush Flying Era (Late 1960s–Early 1970s)

- Flies for Wyoming Game & Fish, developing advanced mountain and bush-flying skills
- Conducts low-level operations, wildlife surveys, and remote-area flying that later prove critical in emergency situations (*Appendix G-9*)

Airport Leadership — Hunt Field, Lander (1973–1999)

- Assumes operations and management of Hunt Field in **April 1973**
- Oversees:
 - Construction of a **new 5,500-foot runway**, converting the former 4,500-foot runway into a taxiway
 - Significant expansion of hangar and maintenance facilities
 - Growth of airport operational capability and safety
- Serves as Airport Manager for **26 years**, retiring in 1999 (*Appendix G-12*)

Operational Excellence & Specialized Flying (1970s–1990s)

- Performs aviation support for:
 - U.S. Forest Service (fire support, surveys)
 - Bureau of Land Management
 - National Outdoor Leadership School (NOLS) mountain rescue operations
- Conducts slow-flight eagle nest surveys along the Teton range for USFS (*Appendix G-10*)

- Test pilots experimental RV-4 aircraft (N401R) built by Wyoming Aviation Mechanic of the Year **Ray Eickstedt**(*Appendix G-8*)

Documented Emergency Airmanship (1970s & 1999)

- Executes controlled precautionary landing on **Wyoming Highway 287** due to dense fog, coordinating safely with law enforcement (*Appendix G-13*)
- **June 6, 1999** — Executes emergency landing on **Highway 28 near South Pass** after engine failure; widely covered by Wyoming press (*Appendix G-14*)

Instructional Legacy & Recognition (1998–1999)

- Named **Wyoming Flight Instructor of the Year (1998)** by the FAA
- FAA Safety Program Manager states Hastings has “perhaps taught more Wyoming pilots than anyone else” and was “instrumental in saving lives” (*Appendix G-15*)
- Retires from Hunt Field management in 1999, leaving a modernized, safer airport

January 3, 2026
John R. Waggener, President
Wyoming Aviation Hall of Fame

Dear Sir,

I am writing this letter in support of nominating Larry Hastings for induction into the Wyoming Aviation Hall of Fame.

I first met Larry Hastings in 1994, when I started my beginning flight lessons here in Lander, Wyoming in pursuit of my private pilot certificate. I could somehow sense right away that Larry was a highly experienced pilot, as well as an extremely competent, professional, and excellent flight instructor. I would also soon come to know that Larry had already logged thousands of hours over many years in a variety of positions as a professional pilot and instructor. Above and beyond the minimum level of basic instruction, Larry always had extra time to augment the training with stories of real-world flight experience that he had obtained through his vast and varied experience as a professional aviator. The insight and wisdom which he could pass on by relating tales of weather, mechanical issues, or simple "hangar talk," was an invaluable addition to my overall training experience. Just listening to Larry speak of his experiences, whether dropping trout fingerlings into mountain lakes, flying wildlife surveys and search and rescue, or piloting a simple passenger charter flight, was like extra ground school time.

As time went on, and I decided to follow my own career path towards professional aviation, Larry was there, not only as an instructor, but as a friend and mentor as well. He always had time to help, with advice, or going out of his way to take me along on a flight, when possible, to add to my experience. He continued to provide me with guidance and advice as I became a flight instructor and professional charter pilot, and for many years after.

I cannot think of a more qualified or deserving candidate to join the ranks of the Wyoming Aviation Hall of Fame than Larry Hastings. Thank you.

Sincerely,

James R. Carpenter, professional pilot (retired), flight instructor.
PO Box 1011
Lander, Wyoming
phone 406-599-1485
e-mail: carpenja@gmail.com





WYOMING Aeronautics Commission

DEPARTMENT OF TRANSPORTATION



Mark Gordon
Governor

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Jerry Blann, Chairman
(307) 777-4015

Darin J. Westby, P.E.
Director

PROJECT STATUS REPORT

ENGINEERING: Phillip Hearn

Statewide & General Engineering Projects:

2026 Crack Seal Project: Project was awarded to Z&Z. Work started March 16 and was complete March 31. MP

2026 Seal Coat Project: Bids were opened March 31. The apparent low bidder is Straight Stripe (UT). The project is pending award. MP

2026 5010 Inspections: Currently working on getting the contract executed for this fiscal year.

WACIP Equipment, Design & Construction Projects:

Afton - Replace AWOS Equipment: The apparent low bidder is Modern Electric in the amount of \$294,256. GH

Buffalo – Rehabilitate Apron and Taxiway: Bids for the rebid were opened March 27, 2025. Project was awarded to Simon Contractors. Construction is pushed to spring 2026. MP

Casper – Expand SRE Building: Construction complete with punch list items pending. TD

Casper – Rehab GA Apron: Design has started with geotechnical work. Project bidding scheduled for spring 2026. TD

Casper - Acquire SRE: This project will acquire two cab and chassis with dump body and plow blades. The project has been awarded to Jack’s Truck Center, Inc. for \$982,486. Delivery is expected in fall 2026. 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

Cheyenne – Rehab Aircraft Control Tower: Project is nearing substantial completion. Final walk through is pending. TD

Cheyenne –Reconstruct GA Apron and T/W: Project is in its design stage with construction to start the spring 2026. TD

Cody - Commercial Apron: This project was awarded to Mountain Construction. The start has been delayed again due to issues getting their mix design approved. MP

Cody - Construct TW B: This project is in the early design stages. MP

Cowley – RW 9/27: This project was awarded to Century Companies. Construction is expected in spring 2026. MP

Douglas – Construct GA Hangars/Aprons: Grants issued, and sponsor will schedule the contractor to start work spring 2026. TD

Evanston - Acquire SRE (Loader and Attachments) - The apparent low bidder for this project is RDO Equipment Co. in the total bid amount of \$517,084.58. GH

Ft Bridger (AFB017B) & Kemmerer (AEM035A) - Both of these projects will replace the existing AWOS III P/T equipment while maintaining the existing infrastructure. Final design is under review and will have a bid opening in a few weeks. GH

Gillette – Rehabilitate RW 16/34 and 3/21: The project was awarded to Powder River Construction, Inc. The Notice to Proceed was issued April 1. MP

Hulett - Heavy Seal Coat on TW A: This project has been awarded. Construction is anticipated to begin the week of May 4. MP

Hulett - Construct Hangar: This project is in the design phase. Anticipate opening bids May 22. MP

Lander – Apron Reconstruction: Predesign meeting took place in December 2025 with anticipation of bid openings in spring 2026. TD

Laramie – Expand SRE Building: Construction is done pending the generator and spring landscaping minimal work. TD

PROJECT STATUS REPORT - APRIL 2026

Laramie – Reconstruct Apron: Project is in its design stage. Construction to start FY 2027. TD

Lusk – Acquire Plow Truck: Bid was awarded to Jack’s Truck Center of Gillette, WY for a total bid amount of \$324,223. Project is in the closeout phase. GH

Pinedale – Construct Hanger: Project is in pre-design with anticipation of a bid opening in spring 2026. TD

Pine Bluffs - Install new AWOS: Project has been awarded to Modern Electric with a bid amount of \$444,778.00. This project will span two years. GH

Powell - Rehabilitate SRE Apron: This project was awarded to Mountain Construction. Construction is substantially complete as of March 31. Final striping will take place in 30 days and then the project will begin closeout. MP

Powell - Rehabilitate Runway and Lighting: This project is planning to open bids April 7. MP

Rawlins – Fuel Self Service: Predesign meeting took place in December 2025 with anticipation of bid openings in spring 2026. TD

Riverton – Acquire Loader and Snow Blower: Project was awarded to Honnen Equipment Company for the bid amount of \$865,858. A portion of the equipment has been received. This project may turn into another Kodiak claim. GH

Riverton - Acquire Tractor and Attachments: Equipment has been delivered and currently in the closeout phase. GH

Rock Springs - Acquire SRE (Loader and Attachments - Project was awarded to RDO Equipment Co. in the bid amount of \$341,309.35. GH

Sheridan - Realign Taxiway A and Expand GA Apron: This project started the winter shutdown November 25. Work resumed this spring. MP

Sheridan - Acquire ARFF Vehicle: Project is designed and has a tentative bid opening date of April 28, 2026. GH

Sheridan - Acquire SRE / Loader and Plow: Project is designed and has a tentative bid opening date of April 23, 2026. GH

Thermopolis - Construct Hangar: This project is in design. The town was approved for SLIB funding for a cistern to supply the fire suppression system, making this project the most effective it could be. MP

Torrington- New Terminal Building: Grants are completed with sponsor preparing contracts with the contractor. Work to start the spring 2026 TD

Wheatland – Reconstruct GA Apron: Construction complete and waiting for final paint and closeout documents. TD

Worland - Acquire SRE/Loader, Plow and Broom: Project is in the early design phase. GH

Worland - Rehabilitate Apron: This project is in design with intentions to bid it this spring. MP

PLANNING: A.J. Schutzman

Airport Planning, Land & Environmental Projects:

Cheyenne - Master Plan: Consultant selection is complete. Scope of work and IFE have been approved. The project is 46% complete. ST

Cody - Master Plan: Inventory and Forecast completed, Facility Requirements in progress. The project is at 41% completion. CC

Dubois – Master Plan: Aeronautical survey work complete, draft deliverables in progress. The project is at 72% completion. CC

Evanston – Master Plan: Closeout reports and final RFR pending FAA approval. Final ALP is complete and signed. The project is 100% complete. CC

Greybull – Master Plan: Closeout reports pending FAA approval. Final ALP is complete and signed. The project is 100% complete. CC

Jackson – Energy Efficiency Assessment: Project work is ongoing. Project is 82% complete. AS

Powell – Master Plan: The Master Plan is complete, and the final ALP has been signed. The project is 100% complete. ST

Riverton – Master Plan: Draft Inventory and Forecast chapters have been reviewed by WYDOT and the FAA. The project is at 76% completion. ST



PROJECT STATUS REPORT

Saratoga – Master Plan: Forecast approved by FAA; Facility Requirements and Alternatives are under development. The project is 67% complete. CC

Statewide – Economic Impact Study: Data analysis is complete and draft deliverables are under development. AS

Wheatland – Acquire Hangar Land AEA006: Work on AEA006B has begun. The project is currently 21% complete. CC

AIR SERVICE: Mariah Johnson

Air Service Enhancement Program (ASEP):

No active projects at this time.

Capacity Purchase Agreement (CPA):

July began the first year of the third term of the CPA contract with SkyWest. This term spans four years. Block hour rates for this year stayed the same as the year. Cheyenne Regional Airport (CYS) was added to the contract, and all markets are at two flights per day.

Cheyenne Regional Airport (CYS): February had a load factor of 84% and March had a load factor of 82%. The booked load factor for April is 72%. The funding for the CYS service will come from the Air Service Enhancement Program (ASEP) for FY2026.

Original Scope: Twice-daily service to Denver Intl.

Airport

Term 1: July 1, 2025 - June 30, 2026

Grant: \$1,267,857 / 60%

Term 2: July 1, 2026 – June 30, 2027

Grant/State Match: \$1,284,292 / 60%

Term 3: July 1, 2027 – June 30, 2028

Grant/State Match: \$1,306,620 / 60%

Term 4: July 1, 2028 – June 30, 2029

Grant/State Match: \$1,335,019 / 60%

Southwest Wyoming Regional Airport-Rock Springs (RKS): The load factor in February was 65% and the load

factor in March was 69%. The booked load factor for April is 65.6%.

Original Scope: Twice-daily service to Denver Intl. Airport

Term 1: July 1, 2025 - June 30, 2026

Grant: \$4,662,465 / 60%

Term 2: July 1, 2026 – June 30, 2027

Grant/State Match: \$4,799,169 / 60%

Term 3: July 1, 2027 – June 30, 2028

Grant/State Match: \$4,944,729 / 60%

Term 4: July 1, 2028 – June 30, 2029

Grant/State Match: \$1,5,099,411 / 60%

Riverton Regional Airport (RIW): Riverton saw a 70% load factor in February and a 71% load factor in March. The booked load factor for April is 60%.

Original Scope: Twice-daily service to Denver Intl. Airport

Term 1: July 1, 2025 - June 30, 2026

Grant: \$4,468,322 / 60%

Term 2: July 1, 2026 – June 30, 2027

Grant/State Match: \$4,606,967 / 60%

Term 3: July 1, 2027 – June 30, 2028

Grant/State Match: \$4,754,367 / 60%

Term 4: July 1, 2028 – June 30, 2029

Grant/State Match: \$4,910,785 / 60%

Sheridan County Airport (SHR): Sheridan saw an 86% load factor in February and an 81% load factor in March. The booked load factor for April is 70%. Beginning April 6th, Sheridan will see 5 additional flights per week until May 20th due to the runway closure in Gillette during this time.

Original Scope: Twice-daily service to Denver Intl. Airport

Term 1: July 1, 2025 - June 30, 2026

Grant: \$2,667,974 / 60%

Term 2: July 1, 2026 – June 30, 2027

Grant/State Match: \$2,814,431 / 60%

Term 3: July 1, 2027 – June 30, 2028

Grant/State Match: \$2,970,526 / 60%

PROJECT STATUS REPORT - APRIL 2026

Term 4: July 1, 2028 – June 30, 2029

Grant/State Match: \$3,136,547 / 60%



WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Jerry Blann, Chairman
(307) 777-4015



CALENDAR OF EVENTS

April 2026						
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		

April		
Date:	Event:	Location:
15-16	Transportation Commission Business Meeting & Education Session	Cheyenne
21	Aeronautics Commission Business Meeting	Zoom

May 2026						
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						

May		
Date:	Event:	Location:
4-5	Joint Transportation, Highways & Military Affairs Committee	Casper
18-19	Aeronautics Commission Business Meeting & Airport Tours	Douglas
20-21	Transportation Commission Business Meeting	Cheyenne

June 2026						
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:
16	Aeronautics Commission Business Meeting	Zoom
17-18	Transportation Commission Business Meeting & Education Session	Thermopolis

July 2026						
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	Transportation Commission Business Meeting	Zoom
21	Aeronautics Commission Business Meeting	Zoom

August 2026						
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:
18	Aeronautics Commission Business Meeting	Zoom
19-20	Transportation Commission Business Meeting & Education Session	Evanston
20-21	Joint Transportation, Highways & Military Affairs Committee	Evanston

September 2026						
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:
8-10	JH AIR Airline Rendezvous & Aeronautics Commission Business Meeting	Jackson
16-17	Transportation Commission Business Meeting & Education Session	Cheyenne

October 2026						
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:
6-9	WAC Conference & Aeronautics Commission Business Meeting	Casper
14-15	Transportation Commission Business Meeting & Education Session	Cheyenne

November 2026						
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:
9-10	Joint Transportation, Highways & Military Affairs Committee	Cheyenne
17	Aeronautics Commission Business Meeting	Zoom
18-19	Transportation Commission Business Meeting & Education Session	Cheyenne

December 2026						
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		

December		
Date:	Event:	Location:
7-9	Aeronautics Commission Business Meeting & Education Session	Cheyenne
17	Transportation Commission Business Meeting	Zoom

WYOMING *Aeronautics Commission*

DEPARTMENT OF TRANSPORTATION

Business Meeting Packet



Thank you for attending!