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## 9.0 Implementation Plan

This chapter outlines the Implementation Plan based on both the facility and service objectives outlined in **Chapter 5** for each classification of airport and the individual airport's costs identified in the Wyoming Aviation Capital Improvement Program (WACIP). The costs associated with this study are referred to as the Airport Inventory and Implementation Plan (AIIP) costs.

To develop AIIP costs, the facility and service objectives not met at each airport were evaluated to generate an estimate of the cost for the proposed development in order for the airport to meet that objective. As noted in **Chapter 5**, individual airports may have different local objectives based on airport specific users, but each should strive to meet the minimum objectives set for their individual classification. The minimum objectives have been established to provide adequate facilities and services to meet the roles and attributes established for each classification.

In addition, AIIP costs also include some items identified as 'measures' in **Chapter 6** under specific goals. These include: costs for an airport website, NADIN connection, and pavement rehabilitation to increase the average PCI at an airport.

The total AIIP costs for an airport include the estimated costs necessary for that airport to meet the objectives defined in **Chapter 5** as well as some of the measures defined in **Chapter 6**. At some airports, it may be difficult or impossible to complete some of the projects included in the AIIP. However, these projects have been included to more accurately reflect the total projects needed system-wide to meet the objectives and measures set forth in this plan.

Identification of projects in this study is not a commitment on the part of the FAA or Aeronautics for project funding nor does it provide project justification. Prior to project implementation, all projects must be justified through the local master planning and environmental process and approved by the FAA and Aeronautics when appropriate.

The WACIP portion of the Implementation Plan is derived directly from each airport's capital improvement program (dated September 2008). The WACIP is updated annually by Aeronautics and includes input from the individual airport sponsors and itemizes projects identified at the local and state level. Projects listed in each airport's WACIP have been generalized by project type to correspond with the category listed in the AIIP. For example, a runway extension and runway relocation are grouped in the runway category under WACIP Identified Projects in the Implementation Plan.

In some cases, projects identified at the local level in the WACIP are also an objective identified in the AIIP. When projects are identified in both, the WACIP costs are used in the AIIP totals since costs developed on the local level (WACIP) are expected to be more accurate than those developed at the state level (AIIP) and so the total AIIP costs represent the total funds needed to meet the system objectives determined in this study. Each project cost is recognized only once in the Implementation Plan totals at each airport.

Most estimated costs outlined in this chapter include estimates of engineering, administrative, field staking, surveys, etc. associated with a project. All costs in these estimates are expressed in 2008 dollars, with no adjustments for inflation. These estimates should be used for planning purposes only with actual project costs determined through formal planning, engineering or architectural design at the time of project implementation.

The Implementation Plan for each airport is included at the end of this chapter. Each airport’s report card is included prior to its Implementation Plan. For airports expected to change classification in the planning period, both existing and future costs have been identified.

The Implementation Plan outlined in this chapter identifies over \$62 million in AIP costs for the Commercial Service Airports to meet the objectives outlined in **Chapter 5**. Over \$29 million in projects has been identified for Business Airports and over \$48 million for Intermediate Airports. Local Paved Airports have over \$30 million in AIP costs identified while Local Non-Paved Airports have over half a million dollars. In addition to the costs outlined for AIP projects, the Implementation Plan also includes project costs identified in each individual airport’s WACIP. WACIP costs include over \$348 million in costs.

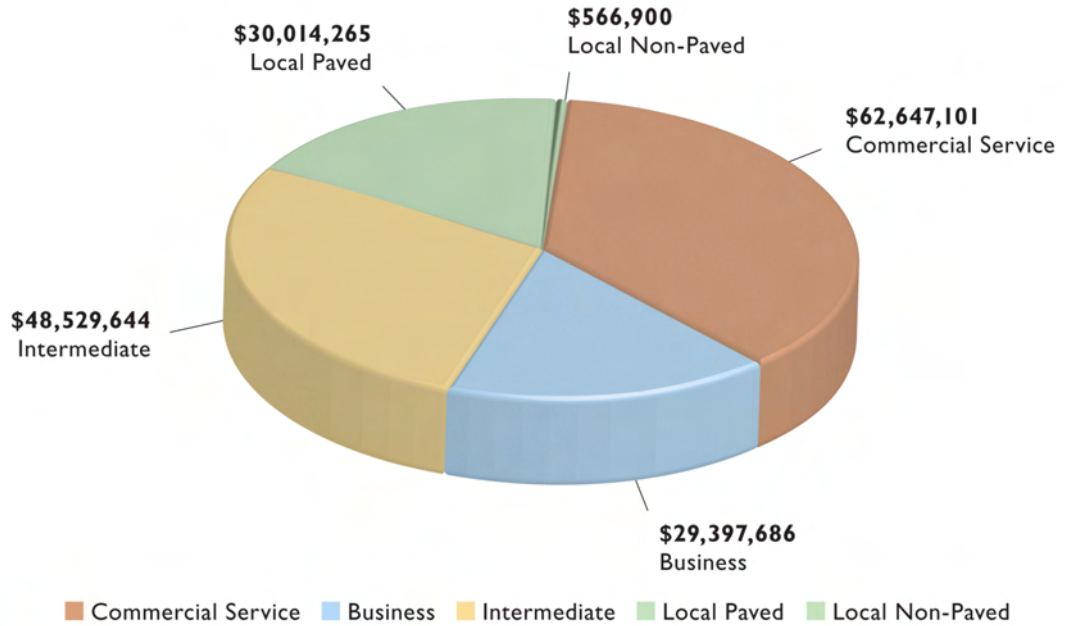
A summary of these costs is presented in **Table 9-1** and **Charts 9-1, 9-2** and **9-3**. The WACIP costs, in addition to those identified in the AIP, comprise the Implementation Plan described in this chapter. The Implementation Plan costs listed in **Table 9-1** and **Chart 9-3** account for a project only once if it is identified in an airport’s AIP and WACIP. It is important to note that over \$17 million of the AIP projects and associated costs are due to airports expected to change classification as discussed in **Chapter 7**.

**Table 9-1  
Implementation Plan Costs Summary (by Planning Period)**

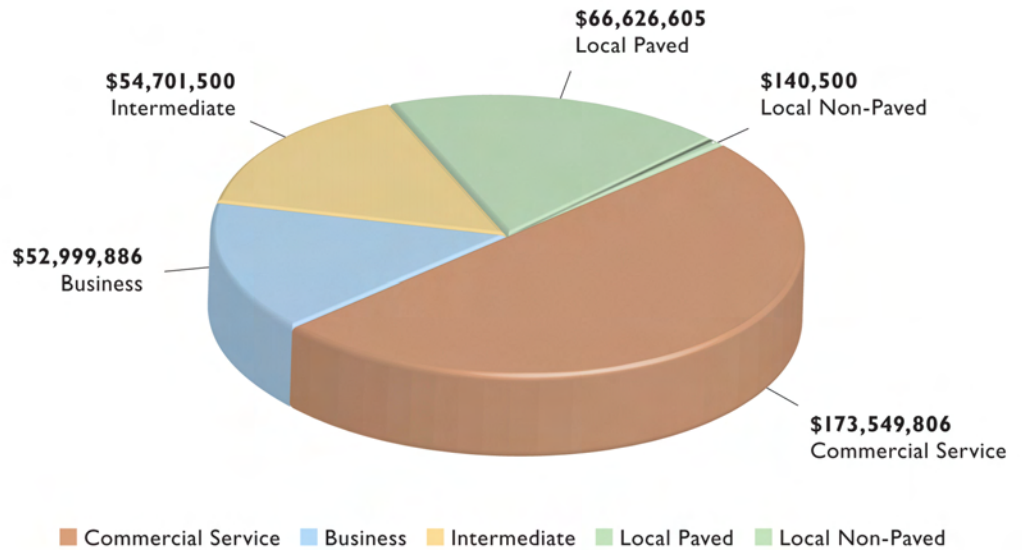
<b>Classification</b>	<b>AIP</b>	<b>WACIP</b>	<b>Total</b>
Commercial Service	\$62,647,101	\$173,549,806	<b>\$221,464,290</b>
Business	\$29,397,686	\$52,999,886	<b>\$64,527,136</b>
Intermediate	\$48,529,644	\$54,701,500	<b>\$91,179,013</b>
Local Paved	\$30,014,265	\$66,626,605	<b>\$82,921,385</b>
Local Non-Paved	\$566,900	\$140,500	<b>\$707,400</b>
<b>Total</b>	<b>\$171,155,596</b>	<b>\$348,008,297</b>	<b>\$460,799,224</b>
Note: Projects identified in both the AIP and WACIP are represented only once in the Total column			



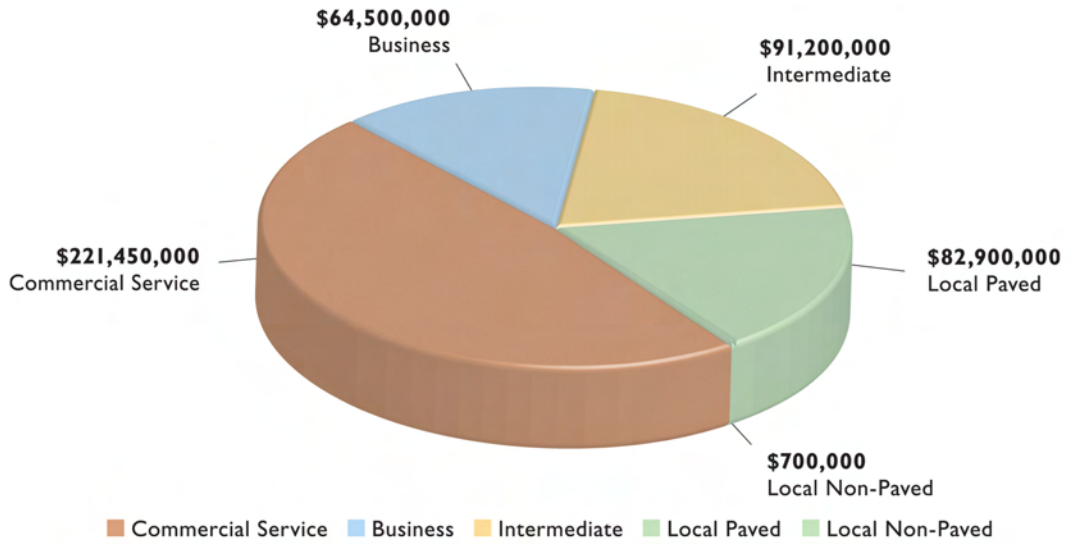
**Chart 9-1  
AIP Costs (by Classification)**



**Chart 9-2  
WACIP Costs (by Classification)**



**Chart 9-3  
Total Implementation Plan Costs (by Classification)**



It is interesting to note that the majority of the AIPP costs (over \$120 million) identified in the Implementation Plan for the 20-year planning period are from airside projects, which include runway, taxiway and approach improvements among other projects. Administrative costs make up the next largest cost, followed by landside and services respectively. A breakdown in project costs by project type for AIPP, WACIP and total Implementation Plan costs is presented in **Table 9-3**. **Chart 9-2** presents the AIPP project costs by project type and **Chart 9-4** provides a similar breakdown for WACIP project costs.

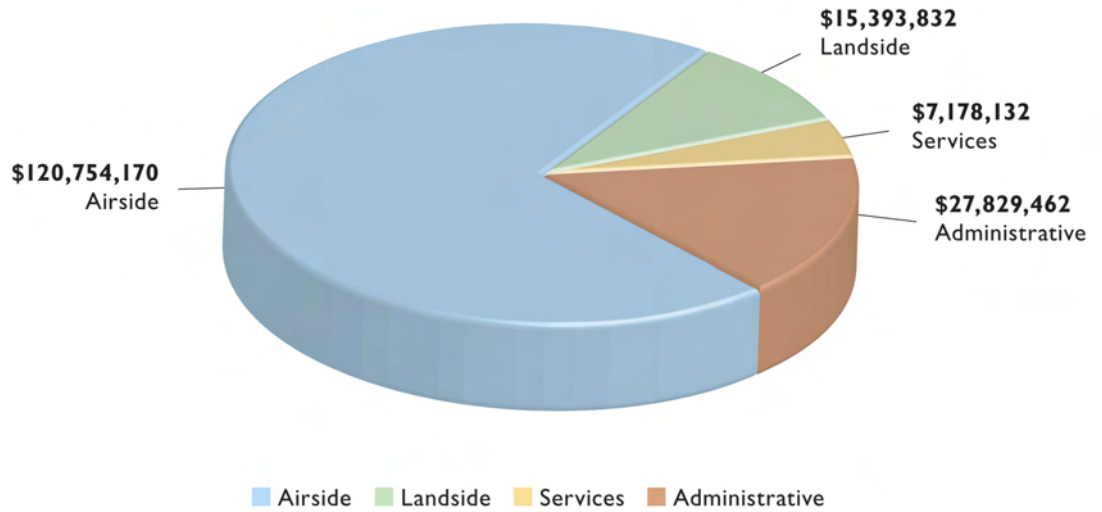
**Table 9-2  
Implementation Plan Costs Summary (by Project Type)**

Project Type	AIPP	WACIP	Total
Airside	\$120,754,170	\$274,452,519	\$345,021,822
Landside	\$15,393,832	\$59,535,370	\$74,299,770
Services	\$7,178,132	\$2,637,632	\$7,553,132
Administration	\$27,829,462	\$11,382,776	\$33,924,500
<b>Total</b>	<b>\$171,155,596</b>	<b>\$348,008,297</b>	<b>\$460,799,224</b>

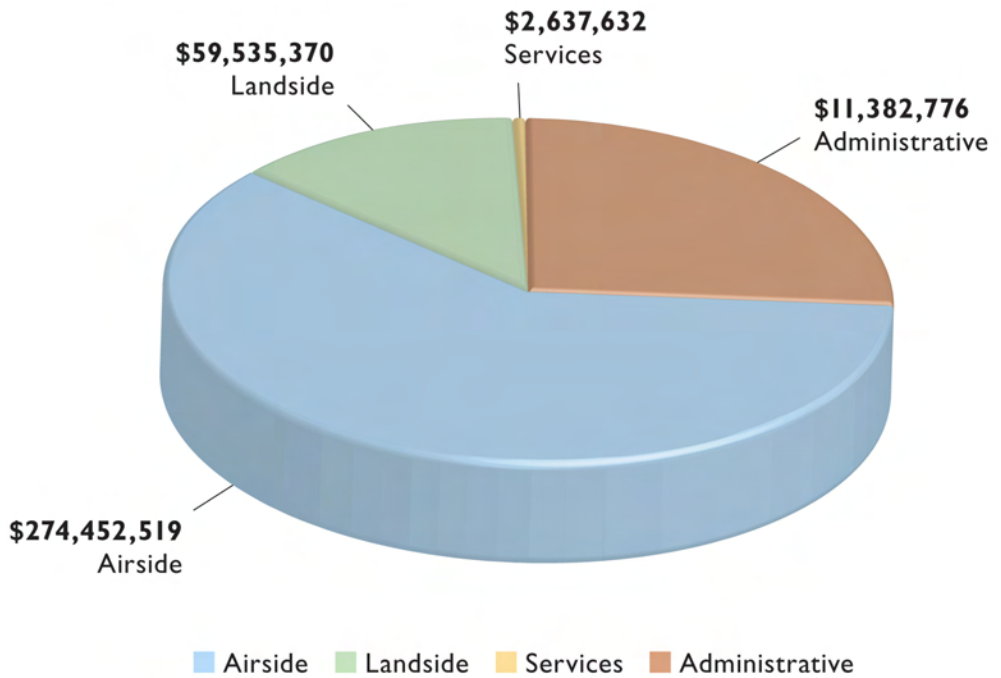
Note: If a project is identified in both the AIPP and WAICP, the project is accounted for only once in the total costs column



**Chart 9-4  
AIP Costs (by Project Type)**

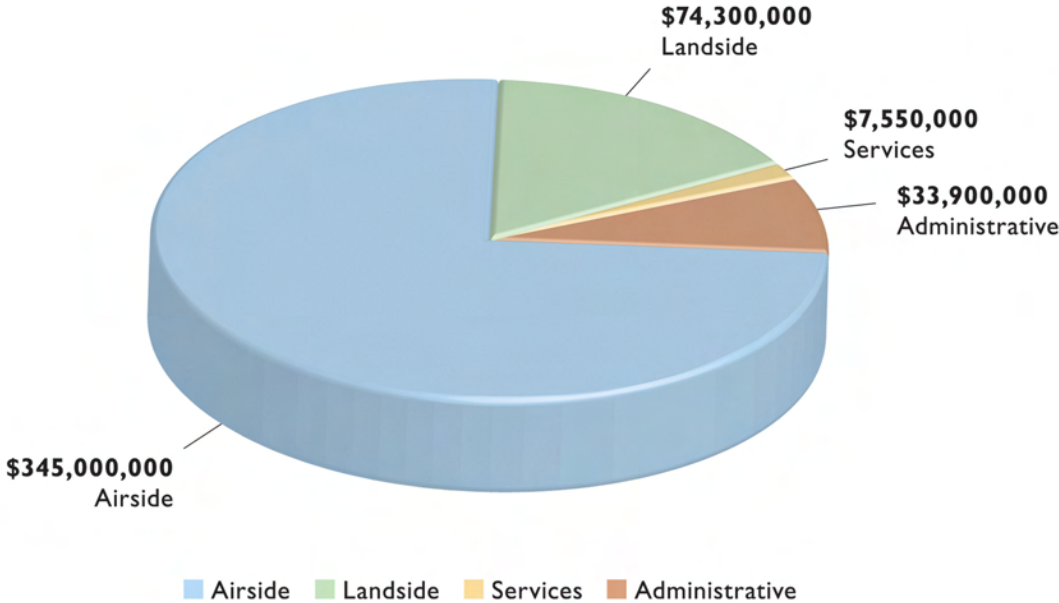


**Chart 9-5  
WACIP Costs (by Project Type)**



The total costs by project type outlined in the Implementation Plan are shown graphically in **Chart 9-6**. It is important to note once again that when a project is identified for an airport in both the AIP and the WACIP, it is accounted for only once in the totals.

**Chart 9-6**  
**Implementation Plan Costs (by Project Type)**



## 9.1 Funding Sources

Various funding sources are available to airports for different project types. State funding is available to all airports in the Wyoming Aviation System and federal funding is available to Wyoming airports included in the NPIAS. In addition, sources of local revenue and funding also contribute to the operating and project implementation costs of an airport. Some examples of these sources may include parking fee revenue, Passenger Facility Charges (PFCs), landing fees, fuel fees and revenue, and tenant leases.

### 9.1.1 Federal Funding

The Airport and Airway Improvement Act of 1982 authorizes funding for the AIP from the Airport and Airway Trust Fund (the Trust Fund) for airport development, airport planning, and noise compatibility planning and programs. The AIP must be continually reauthorized by Congress. The Airport and Airway Trust Fund is funded through several user taxes on airfares, air freight, and aviation fuel.

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Under the AIP, NPIAS Airports receive annual entitlement grants based on aircraft activity and are eligible to receive discretionary grants. The 33 NPIAS airports in the State of Wyoming, as identified in **Chapter 2, Table 2-1**, are eligible for AIP funding. AIP grants may be used for land acquisition, noise mitigation, airfield improvements, airport roadways, public areas of terminal building projects, and safety and security systems and equipment. Currently, projects funded with AIP money are funded at a rate of 95% federal funds and 5% local funds. Approximately \$26 million in federal funding is spent annual in Wyoming.

## **9.1.2 Wyoming State Funding**

Aeronautics administers three programs for airport development including (1) Wyoming Aeronautics Commission Grant Funding; (2) the Wyoming Aeronautics Commission Loan Program; and, (3) the Air Service Enhancement Program.

### **9.1.2.1 Wyoming Aeronautics Commission Grant Funding**

Wyoming Aeronautics Commission Grant Funding program funds airport capital improvements, planning studies and related activities. State grants are divided into different levels of funding. The following sections describe the percentage of state funding for various airport projects as stated in the Aeronautics Commission Policy Guidelines. Approximately \$9.1 million in state funding is spent annually in Wyoming.

#### **9.1.2.1.1 95% Federal/3% State/2% Local**

The State of Wyoming provides 3% funding for airport projects which are federally funded. As stated in **Section 9.1.1**, AIP funds 95% of projects with 5% being funded at the local level. The 3% funded by the state covers a portion of the local match, leaving the airport sponsor responsible for 2% of the project cost. The state funded portion of the local match greatly increases the affordability of projects for many airport sponsors.

#### **9.1.2.1.2 80% State/20% Local**

The following projects receive 80% state funding and require a 20% local match by the airport sponsor:

- Safety and Security projects as defined in the Wyoming Aeronautics Commission Priority Rating Model
- Pavement Maintenance
- Non-NPIAS airports airside projects
- NAVAID maintenance
- NAVAID and weather equipment for the purpose of safety

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#### 9.1.2.1.3 60% State/40% Local

The following projects receive 60% state funding and require a 40% local match by the airport sponsor:

- Planning
- Capacity
- Structures
- Standards
- Maintenance (non-pavement)

#### 9.1.2.1.4 50% State/50% Local

The following projects receive 50% state funding and require a 50% local match by the airport sponsor:

- Landside
- Marketing/Promotional (per Wyoming Aeronautics Commission Policy #12)
- Equipment (non-safety related)
- Utilities
- Other

### 9.1.2.2 Wyoming Aeronautics Commission Loan Program

Through the Aeronautics Commission Loan Program, airport sponsors are eligible to apply for loans for the construction, development and improvement of revenue/user fee producing airport facilities. Using this program, airports are able to receive funding for projects which do not typically qualify for federal or state grants. Examples of these types of facilities include: fuel systems, hangars, FBO facilities, terminal construction or improvements and deicing facilities. This program cannot, however, be used for the removal of fuel tanks or asbestos. In addition to providing means of loan payback, these projects help in making an airport more self-sufficient through the revenue production made possible by these facilities. Wyoming Statute (W.S.) 10-3-403(e) is used to administer this loan program. Loans are issued with a 5% interest rate and must be repaid within 20 years. Loan funds are provided through the Permanent Mineral Trust Fund.

### 9.1.2.3 Air Service Enhancement Program

As described in **Chapter 8**, The Wyoming Legislature passed the Air Service Enhancement Act (SF 120) which created a grant program that allows the state to participate with communities in air service improvements. This program provides financial incentives to support Commercial Service Airports in their efforts to retain and develop air service. This grant program includes funding for activities such as air carrier marketing in communities, revenue guarantees, air service development and marketing studies, equipment purchases, and assistance to achieve enplanement thresholds to qualify as a primary airport.

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### 9.1.3 Local Funding

Portions of projects not covered by federal or state funding must be paid by airport sponsors. These local funds can come from many sources including: the sponsor’s general fund, airport revenue, bonds, private funding or other local sources.

General fund contributions for airport projects at the local level can vary greatly from airport to airport. This is due in part to varying community characteristics and tax base sizes. Airports create revenue through revenue-producing facilities such as fuel sales, hangar rental and land leases; although, few airports generate enough revenue to cover the cost of running the airport. These revenues, after being used to pay airport expenses, may be used to fund the local portion of airport capital improvement projects. Other sources of funding can also be used at the local level including bonds and private funding. Local businesses or airport users sometimes provide private money to pay for the local portion of airport projects.

## 9.2 AIIP Costs

Projects outlined in the Implementation Plan at each airport are needed for the airports in the system to meet the facility and service objectives. Projects required for the eight airports expected to change classification in the 20-year planning period are also included in the Implementation Plan.

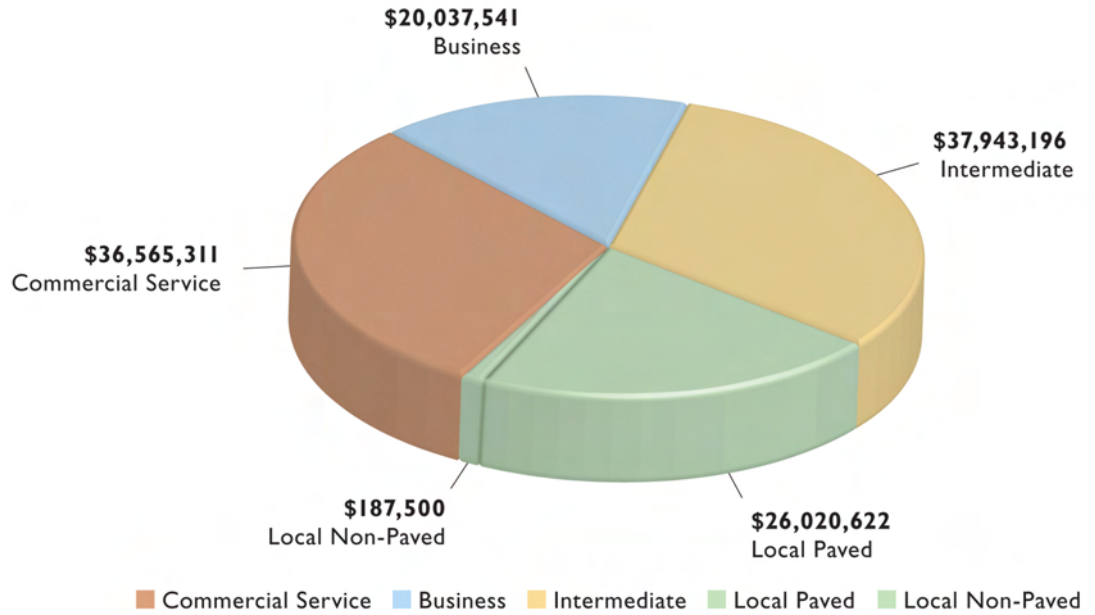
The WACIP includes projects identified at the local level for each airport in the Wyoming Aviation System. Many of these projects are also identified in the statewide AIIP. In this situation, the project costs identified in the WACIP are used in the AIIP as well, under the assumption that local cost estimates are more accurate than estimates made on a system-wide basis. In these instances, the AIIP project is labeled as a “WACIP Identified Project”. Although, each airport’s totals for AIIP total costs and WACIP total costs reflect all projects listed under each category, the total cost listed for each airport’s Implementation Plan recognizes the cost of a project only once.

Cost estimates provided in this chapter are based on estimates developed through review of bid tabulations at Wyoming Airports, Aeronautics’ input and consultant experience. The estimates generated at the state level may not be as accurate as those generated at the local level with knowledge of local conditions, needs and the specific characteristics of each project. A summary of unit costs used in the AIIP is included as **Appendix H**.

## 9.2.1 Airside

Over \$120 million in AIP airside improvements are identified in the Implementation Plan over the 20-year planning period with the majority of the costs identified for Intermediate Airports followed by Commercial Service, Local Paved, Business and Local Non-Paved Airports respectively. A summary of these airside costs is presented in **Chart 9-7**.

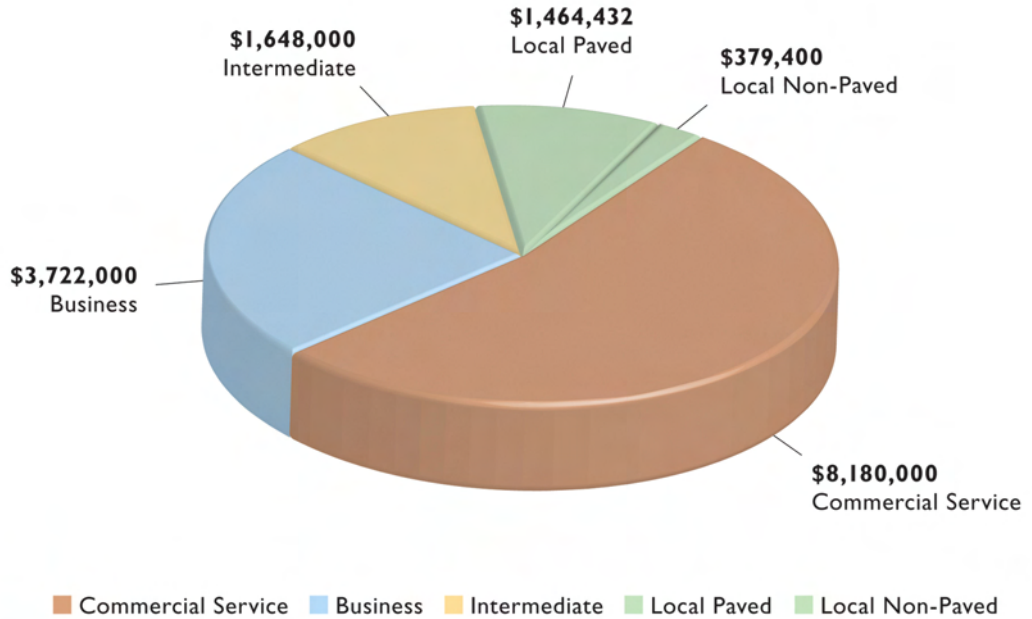
**Chart 9-7**  
**AIP Airside Projects Costs**



## 9.2.2 Landside and Services

Over \$15 million in AIP landside improvements have been identified in the Implementation Plan over the 20-year planning period. Commercial Service Airports comprise a majority of the landside improvements costs, followed by Business, Intermediate, Local Paved and Local Non-Paved Airports respectively as shown in **Chart 9-8**.

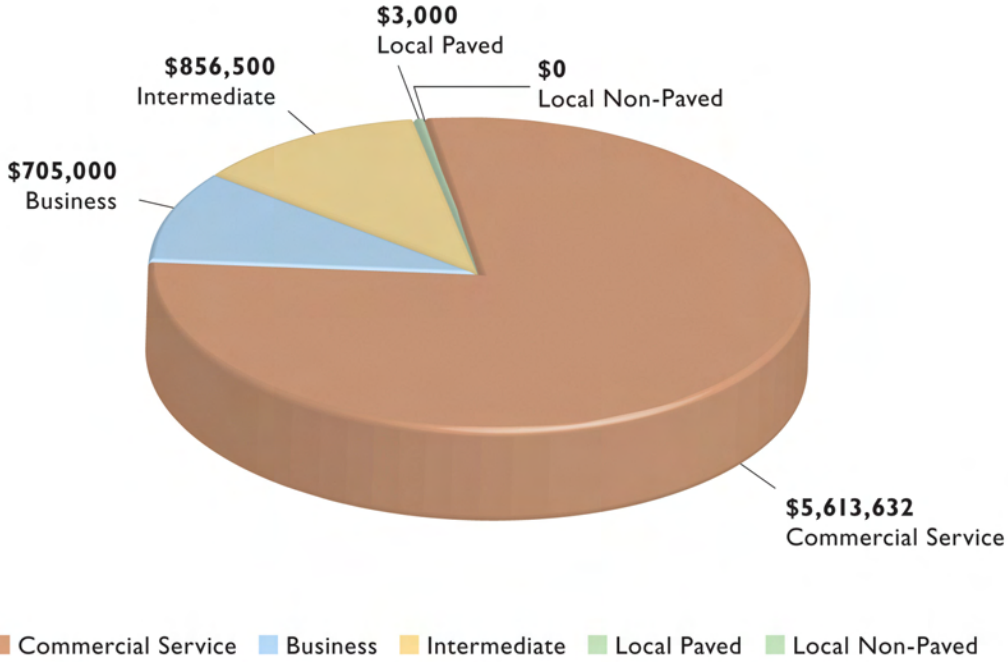
**Chart 9-8**  
**AIP Landside Projects Costs**





In addition, over \$7 million in AIP services improvements have been identified with a majority of the improvement costs identified for Commercial Service Airports, followed by Intermediate, Business, Local Paved and Local Non-Paved Airports. A summary of AIP services improvements costs is shown in **Chart 9-9**.

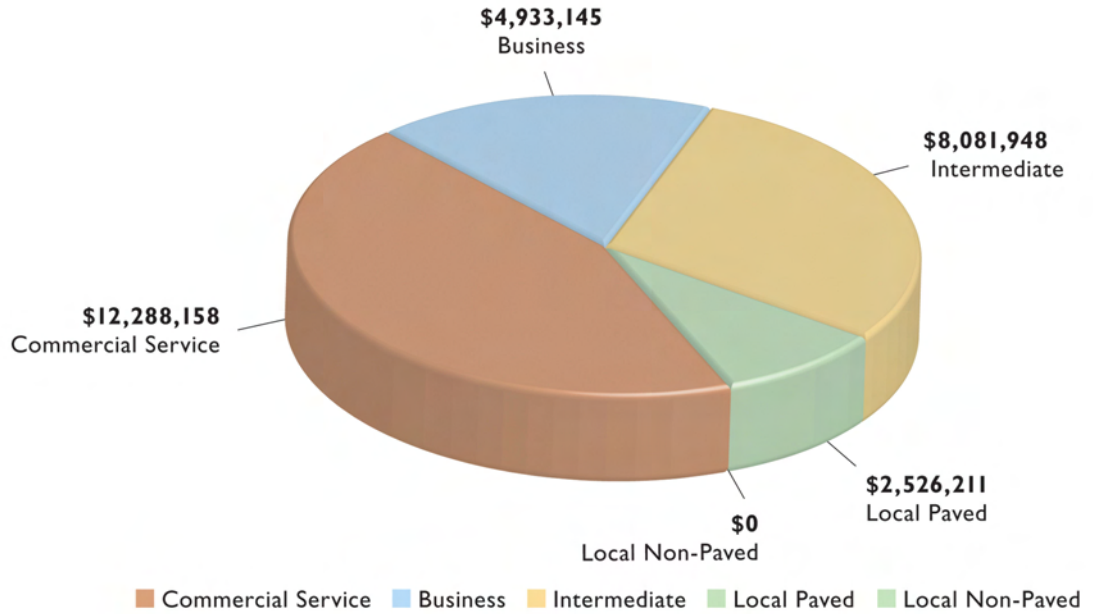
**Chart 9-9  
AIP Services Projects Costs**



### 9.2.3 Administration

Over \$27 million in administrative projects have been identified the AIP. A breakdown of these costs is presented in **Chart 9-10**.

**Chart 9-10**  
**AIP Administrative Projects Costs**



## 9.2.4 Detailed AIP Costs Summary

Table 9-3 provides a detailed summary of AIP costs by classification and project type.

**Table 9-3  
AIP Costs Summary**

	Commercial	Business	Intermediate	Local Paved	Local Non-Paved	TOTAL
<b>AIRSIDE (Primary Runway)</b>						
ARC	\$0	\$848,000	\$496,000	\$0	\$0	<b>\$1,344,000</b>
Runway Length	\$10,000,000	\$3,350,000	\$6,408,070	\$1,470,000	\$0	<b>\$24,034,123</b>
Runway Width	\$0	\$1,806,188	\$2,840,000	\$1,470,000	\$0	<b>\$6,116,188</b>
Runway Lights	\$1,305,000	\$0	\$0	\$170,000	\$27,500	<b>\$1,502,500</b>
Pavement Strength	\$0	\$2,156,187	\$10,200,000	\$2,915,789	\$0	<b>\$15,271,976</b>
Taxiway	\$1,684,211	\$6,692,009	\$3,023,684	\$0	\$0	<b>\$11,399,904</b>
Taxiway Lights	\$0	\$0	\$445,000	\$72,000	\$0	<b>\$517,000</b>
Instrument Approach Type	\$20,715,000	\$0	\$30,000	\$20,000	\$0	<b>\$20,765,000</b>
Approach Lighting System	\$2,075,000	\$0	\$0	\$0	\$0	<b>\$2,075,000</b>
Visual Aids	\$0	\$190,000	\$300,000	\$220,000	\$160,000	<b>\$870,000</b>
Wind Coverage	\$1,000	\$2,000	\$6,203,000	\$5,301,000	\$0	<b>\$11,507,000</b>
RSA	\$785,100	\$990,000	\$4,351,013	\$4,595,780	\$0	<b>\$10,721,893</b>
Pavement Maintenance	\$0	\$4,003,157	\$3,646,429	\$2,740,000	\$0	<b>\$10,389,586</b>
<b>TOTAL AIRSIDE</b>	<b>\$36,565,311</b>	<b>\$20,037,541</b>	<b>\$37,943,196</b>	<b>\$26,020,622</b>	<b>\$187,500</b>	<b>\$120,754,170</b>
<b>LANDSIDE</b>						
Weather Reporting	\$0	\$0	\$75,000	\$150,000	\$0	<b>\$225,000</b>
NADIN Connection	\$0	\$2,000	\$3,000	\$5,000	\$0	<b>\$10,000</b>
Terminal	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Perimeter Fencing	\$0	\$785,000	\$1,195,000	\$1,268,632	\$379,400	<b>\$3,628,032</b>
Hangars	\$7,680,000	\$960,000	\$0	\$40,800	\$0	<b>\$8,680,800</b>
Lighted Hangar Areas	\$500,000	\$375,000	\$375,000	\$0	\$0	<b>\$1,250,000</b>
Paved Auto Parking	\$0	\$1,600,000	\$0	\$0	\$0	<b>\$1,600,000</b>
<b>TOTAL LANDSIDE</b>	<b>\$8,180,000</b>	<b>\$3,722,000</b>	<b>\$1,648,000</b>	<b>\$1,464,432</b>	<b>\$379,400</b>	<b>\$15,393,832</b>

**Table 9-3 (Continued)  
AIIP Costs Summary**

	Commercial	Business	Intermediate	Local Paved	Local Non-Paved	TOTAL
<b>SERVICES</b>						
FBO	\$0	\$0	\$0	\$0	\$0	\$0
Fuel	\$0	\$0	\$150,000	\$0	\$0	\$150,000
Ground Transportation	\$0	\$0	\$5,000	\$0	\$0	\$5,000
Pilot Lounge and Planning Room	\$0	\$0	\$0	\$0	\$0	\$0
Public Restrooms	\$0	\$0	\$0	\$0	\$0	\$0
Public Phone	\$0	\$0	\$1,500	\$3,000	\$0	\$4,500
Food	\$0	\$0	\$0	\$0	\$0	\$0
Aircraft Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
Aircraft De-icing System	0	\$700,000	\$700,000	\$0	\$0	\$1,400,000
De-icing Containment System	\$5,612,632	\$0	\$0	\$0	\$0	\$5,612,632
Website	\$1,000	\$5,000	\$0	\$0	\$0	\$6,000
<b>TOTAL SERVICES</b>	<b>\$5,613,632</b>	<b>\$705,000</b>	<b>\$856,500</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$7,178,132</b>
<b>ADMINISTRATION</b>						
Airport Master Plan	\$5,612,158	\$1,800,000	\$2,997,895	\$783,158	\$0	\$11,343,211
Airport Layout Plan	\$2,745,000	\$1,012,895	\$2,427,895	\$1,285,053	\$0	\$6,470,843
Land Use Protection Plan	\$240,000	\$150,000	\$320,000	\$150,000	\$0	\$860,000
Noise Contour Map	\$0	\$0	\$0	\$0	\$0	\$0
Pavement Management Plan	\$0	\$0	\$0	\$0	\$0	\$0
Minimum Standards	\$480,000	\$300,000	\$360,000	\$80,000	\$0	\$1,220,000
Airport Manager	\$0	\$0	\$0	\$0	\$0	\$0
Legislative Liaison	\$0	\$0	\$0	\$0	\$0	\$0
RPZ Ownership	\$3,211,000	\$1,520,250	\$2,976,158	\$28,000	\$0	\$7,735,408
<b>TOTAL ADMINISTRATION</b>	<b>\$12,288,158</b>	<b>\$4,933,145</b>	<b>\$8,081,948</b>	<b>\$2,526,211</b>	<b>\$0</b>	<b>\$27,829,462</b>
<b>Grand Total</b>	<b>\$62,647,101</b>	<b>\$29,397,686</b>	<b>\$48,529,644</b>	<b>\$30,014,265</b>	<b>\$566,900</b>	<b>\$171,155,596</b>

## 9.2.5 Cost Estimates

The following sections present an explanation of the methodology used in developing AIIP costs associated with each objective and measure (only measures with an associated project are included in the AIIP). Again, a summary of unit costs used in the AIIP is included as **Appendix H**. The costs included in the AIIP are estimates and more detailed costs should be developed at the local level during the master planning process.

### 9.2.5.1 Airport Layout Plan

Airport Layout Plans costs are estimated at \$150,000 for Commercial Service and Business Airports and \$65,000 for Intermediate Airports and Local Paved Airports. Since Commercial Service and Business Airports often have more facilities and varied types of aircraft and users, the ALP costs are higher than those at Intermediate and Local Airports which are often smaller with fewer facilities. Initial planning for major facility upgrades can sometimes raise the costs for an ALP while simply updating the document to current standards without including any major facility upgrades can lower the cost of an ALP. Based on the objectives outlined in **Chapter 5**, ALPs are included in the Implementation Plan for Commercial

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Service, Business and Intermediate Airports every five years and every 10 years for Local Paved Airports. ALPs at Local Non-Paved Airports are not an objective.

#### **9.2.5.2 Airport Reference Codes**

Changes in an ARC may require an increase in safety areas, runway to taxiway separation, pavement width, strength, land acquisition, Environmental Assessment (EA) studies, etc. The National Environmental Policy Act of 1969 (NEPA) requires that environmental impacts of proposed airport development be considered. An EA is included for all ARC changes. The impacts of the ARC change should be evaluated at the local level to determine the need for an EA.

There are some airports that do not meet the ARC objective and also do not meet the Primary Runway Instrument Approach objective. Project improvements to meet these objectives are similar (runway to taxiway separation and safety areas for example). Therefore, any similar costs associated with the ARC change are incorporated in the Primary Runway Instrument Approach category project. This avoids duplication of costs when tabulating the Implementation Plan.

#### **9.2.5.3 Primary Runway Approach Lighting Systems**

An Approach Lighting System is only an objective for Commercial Service Airports. The objective is to have a MALSR system, and the cost associated with this is \$600,000 for a new system. For airports which have a MALS system, the cost to upgrade to a MALSR is \$275,000.

#### **9.2.5.4 Primary Runway Instrument Approach Type**

There are multiple costs associated with, and included in, the total for the Primary Runway Instrument Approach Type objective. The costs are calculated for the following items when applicable: relocation of the runway, relocation of navigational aids, relocation of visual aids, relocation of hangar areas to clear FAR Part 77 surfaces, land acquisition to the Building Restriction Line (BRL), and land acquisition for larger RPZs.

Actions associated with a change in approach type, such as relocating the runway, acquiring additional land, relocating a hangar area, etc., are considered an action normally requiring an Environmental Assessment (EA) under the NEPA. As such, an EA is included in the costs for those airports requiring such actions as part of an upgrade in approach types.

Some of these multiple costs for changing the approach type are already identified in the WACIP. As a result, the AIIP includes only a cost for the remaining portion of the project needed to change the approach type to meet the system objective at these airports.

#### **9.2.5.5 Paved Auto Parking**

For airports requiring a paved auto parking area, an estimated cost of \$175 per square yard was assumed. An average parking lot size of 400 feet by 200 feet was used in calculating the total costs.

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#### 9.2.5.6 Deicing

A lump sum estimated cost of \$350,000 for a deicing system is included in the Implementation Plan. The plan also includes a lump sum estimate of \$1,000,000 for a deicing containment system.

#### 9.2.5.7 Economic Impact Study

At Commercial Service and Business Airports without an Economic Impact Study, no costs are programmed in the Implementation Plan because it is assumed that an airport can use the information provided in the statewide airport economic impact analysis discussed in **Chapter 6**.

#### 9.2.5.8 Perimeter Fencing

Cost estimates for perimeter fencing are estimated at a cost of \$25 per linear foot of wildlife fence and \$10 for field fence. The definition of each fence type is included in **Chapter 5**. At airports with non-standard perimeter fencing, an estimated cost for the removal of non-standard fencing is also included.

#### 9.2.5.9 Fixed Based Operator

As stated in **Chapter 5**, local influence is a key component to attracting and retaining an FBO. An FBO is suggested at each classification of airport but is not an objective. Therefore, no costs for attracting and/or establishing an FBO are programmed in the Implementation Plan.

#### 9.2.5.10 Food Choices

Similar to the FBO objective, the food choices objective depends on local influence in attracting and supporting food services. Food choices are suggested at Commercial Service, Business and Intermediate Airports; they are not an objective for Local Paved and Non-Paved Airports. Therefore, no costs for food choices are programmed in the Implementation Plan.

#### 9.2.5.11 Fuel

An estimated lump sum cost of \$150,000 per fuel tank is included for airports not meeting the fuel objective. This cost includes purchase and installation of a 6,000 gallon underground fuel tank, fuel pumps and a self-service credit card operating system.

#### 9.2.5.12 Ground Transportation

A lump sum estimate of \$5,000 is included for airports requiring a courtesy car to meet the ground transportation objective. This cost includes only the purchase of the car and not the associated insurance, maintenance or fuel costs. For airports requiring an airport rental car, no costs are included, as this service is based largely on local influence and community demand.

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### 9.2.5.13 Hangars

At airports requiring additional hangar space to meet the hangar objective, the construction of a sponsor-owned hangar is included. Although the larger aircraft at Commercial Service, Business and Intermediate Airports often require higher ceilings, more utilities and amenities, it is assumed that the based aircraft currently not in hangars are smaller aircraft that do not require larger than a 40-foot-by-40-foot hangar. A cost of \$50 per square foot is estimated for hangars. This cost also assumes that the hangar is unheated and that taxilane access to the hangar site is already in place.

### 9.2.5.14 Lighted Hangar Areas

An estimated cost of \$500,000 is included to light hangar areas at Commercial Service Airports while \$375,000 is included at Business Airports. This cost includes utility service to and construction of light posts throughout the building areas. Lighted hangar areas are not an objective at Intermediate and Local Paved and Non-Paved Airports.

### 9.2.5.15 Land Use Protection Plan

Separate cost estimates are estimated for Land Use Protection Plans at each classification of airports. A lump sum fee of \$60,000 has been planned for Commercial Service, \$50,000 for Business, \$40,000 for Intermediate and \$30,000 for Local Paved Airports. These costs assume more complex land use planning issues at larger airports as they are often located near larger cities with more varied land uses surrounding the airport. These costs also assume the sponsor follows the steps outlined by WYDOT Aeronautics for completing a Land Use Protection Plan. This guidance can be found on the WYDOT Aeronautics web site at <http://dot.state.wy.us>, publications, “Procedural Guide for Adopting an Airport Land Use Protection Ordinance.”

At airports with a planned runway extension or a crosswind runway, a Land Use Protection Plan is included if one was not already included in the Implementation Plan. The Land Use Protection Plan is included regardless of whether the airport has a current Land Use Plan on record with Aeronautics, since geometrical changes of the airport facilities will change the land use protection needs surrounding the airport.

### 9.2.5.16 Legislative Liaison

No costs associated with a Legislative Liaison are included in the plan. A Legislative Liaison can be appointed at the local level to complete the functions of the liaison without the need for funding from the state or FAA. As discussed in **Chapter 5**, the Legislative Liaison can be the Airport Manager, Airport Board member, Mayor or other individual willing to assume the associated responsibilities.

### 9.2.5.17 Aircraft Maintenance

No cost estimate associated with aircraft maintenance is included at airports not meeting this objective. Similar to an FBO, local influence is a key component to attracting and retaining airport businesses such as aircraft maintenance providers.



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#### 9.2.5.18 Airport Manager

No costs associated with an Airport Manager are included in the plan as this is not a cost reimbursable by the State of Wyoming or the FAA. Local influence and demand plays a large role in the establishment of an airport manager position. Many times, a sponsor employee or an FBO serves as the airport manager.

#### 9.2.5.19 Airport Master Plan

A lump sum fee of \$300,000 is included for each Master Plan (MP) scheduled for the 20-year planning period at Commercial Service Airports and \$150,000 is estimated for Business and Intermediate Airports. A MP project is included at each of the airports based on a 10-year cycle per the objectives outlined in **Chapter 5**. No cost estimates are used for Local Airports since MPs are not an objective.

The coinciding year a MP should be considered was added next to each line item in the AIPP. Some MP years may not coincide with the year it is scheduled in an airport's WACIP. However, for the purposes of this plan, MP projects are scheduled to coincide with the schedule set forth in the objectives (every ten years for Commercial Service, Business and Intermediate Airports).

Planning needs specific to an individual airport can raise or lower the cost of a MP at the local level in addition to changing the year or timeframe a MP is needed.

#### 9.2.5.20 Minimum Standards

Based on objectives outlined in **Chapter 5**, cost estimates for the development of Minimum Standards at Commercial Service, Business and Intermediate Airports are included in the Implementation Plan. It is estimated that the development of Minimum Standards at Commercial Service Airports will cost \$60,000, \$50,000 at Business Airports and \$40,000 at Intermediate Airports. No cost estimates are used for Local Airports since Minimum Standards is not an objective.

#### 9.2.5.21 Noise Contour Map

Based on the objectives outlined in **Chapter 5**, Noise Contour Maps are included for Commercial Service, Business and Intermediate Airports every ten years. The development of a Noise Contour Map is normally included in the MP process as the map can be one of the outputs of this document. As such, no additional cost are included in the plan for this document, as it was assumed to be included in the associated MP update at each airport. At airports not meeting this objective, it was assumed the airport will wait to update the noise contour map until the Master Plan is updated.

#### 9.2.5.22 Pavement Condition Index (PCI)

At airports with an average PCI rating of below 'acceptable', \$300 per linear foot of runway and taxiway pavement is included for Commercial Service Airports and \$200, \$100 and \$80 per linear foot respectively for Business, Intermediate and Local Paved Airports. These costs assume reconstruction of the runway will be completed to improve PCI. No costs are included for Local Non-Paved Airports as this is not an objective for these airports.

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### **9.2.5.23 Pavement Management Plan**

No costs for the development or update of Pavement Management Plans are included in the Implementation Plan. Pavement Management Plans are updated by Aeronautics concurrently with the three-year cycle of Pavement Condition Inspections at each airport and submitted for acceptance by the sponsor with no costs charged directly to the sponsor.

### **9.2.5.24 Public Telephone**

An estimated lump sum cost of \$1,500 is included for a 24-hour telephone in the Implementation Plan at airports with no public telephone. At airports with telephones not available 24 hours, it is assumed that they could be made available 24 hours at no additional cost to the airport.

### **9.2.5.25 Pilot Lounge and Planning Room**

No costs are included in the Implementation Plan for Pilot Lounges and/or Planning Rooms. It was assumed that since all airports requiring a pilot lounge and planning room have a terminal building, existing space could be made available and designated as a Pilot Lounge and/or Planning Room at no additional cost.

### **9.2.5.26 Public Restrooms**

At airports with restrooms which are not available 24 hours, it is assumed that the restrooms could be made available 24 hours at no additional cost to the airport. At Commercial Service Airports needing a restroom in the secure passenger area, no costs are programmed in the Implementation Plan. It is assumed that installation of a restroom in the secure passenger area is most cost effective as part of larger terminal rehabilitation or construction projects. Therefore, it is recommended that restrooms in the secure passenger area be added to such projects at Commercial Service Airports not meeting this measure. No costs for public restrooms have been included in the AIIP.

### **9.2.5.27 Primary Runway Length**

There are multiple costs associated with, and included in, the total cost for the Primary Runway Length objective. The costs are calculated for the following items: pavement to extend the runway, additional runway lights, pavement to extend the parallel taxiway, additional taxiway lights, relocation of PAPIs or REILs as necessary, and land acquisition to the Building Restriction Line (BRL) and Runway Protection Zone (RPZ). Costs to extend the parallel taxiway are included if the airport already has a full parallel taxiway.

The unit costs include: \$300 per square yard for Commercial Service Airports, \$200 per square yard for Business Airports, and \$100 per square yard for Intermediate Airports. No cost estimates for Local Airports are used since the objective for Local Airports is to maintain existing runway length. The difference in price is due to the thickness of the pavement used for each classification. Varying soil types and grading were considered on a system-wide basis in general terms without analyzing the individual airport situation.

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Runway and taxiway lights required for the length of the extension are estimated at \$50 per linear foot and \$45 per linear foot respectively. Costs for taxiway pavement are slightly less than runway pavement. These costs are \$200 per square yard for Commercial Service Airports, \$175 per square yard for Business Airports, and \$100 per square yard for Intermediate Airports. Again, no costs for taxiway pavement for Local Airports are needed since the objective for Local Airports is to maintain the existing runway length and no Local Airport runway extensions are included in the AIIP. Land acquisition is determined on a per acre basis. Property surrounding Commercial Service Airports is estimated to cost \$10,000 per acre, \$8,000 per acre for Business Airports, and \$6,000 per acre for Intermediate and Local Airports.

A runway extension is considered an action normally requiring an EA. As such, an EA is included in the AIIP for those airports requiring an extension.

A runway extension for airports with primary runway lengths less than but within 500 feet of the objective runway length for their respective classification is not included. Runway extensions of less than 500 feet are, in many cases, not constructed because it is often not a cost-effective airport improvement.

#### **9.2.5.28 Primary Runway Edge Lighting**

The cost applied to this objective for upgrading MILRs to HIRLs is \$50 per linear-foot. The cost to install MIRLs for Business, Intermediate and Local Paved Airports is also estimated at \$50 per linear-foot. The same cost estimate is used for both a lighting upgrade and a completely new system. Lighting upgrade costs include removing any MIRLs, LIRLs or reflectors if needed. The objective for Local Non-Paved Airports is to have runway edge markers. For these airports, the cost for runway edge cones is included and is estimated at \$100 per cone (200 foot spacing).

#### **9.2.5.29 Runway Protection Zone Ownership**

Ownership of all existing federal RPZs is included in the plan based on objectives outlined in **Chapter 5**. Aeronautics supplied an inventory of RPZ ownership for each airport which was used to determine costs for this objective. A per acre cost of \$10,000 for fee purchase is assumed at Commercial Service and \$8,000 at Business Airports. This cost assumes higher land values near Commercial Service and Business Airports since they are located in larger communities. A cost of \$6,000 per acre in fee is assumed at Intermediate Airports. This cost assumes that land values are less in smaller communities. No cost estimates are included for Local Airports since RPZ ownership is not an objective.

These costs include only the actual cost of the land and do not include any associated legal fees. Land acquisition can sometimes require an EA. The cost of an EA for the purpose of acquiring property in the RPZ is included in the AIIP. These factors can be further analyzed at the local level to determine the need for an EA.

Some WACIP projects include purchasing portions of land in the existing RPZs. In these instances, the AIIP project costs included a cost to also purchase the remaining needed property for ownership of the RPZs.

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### 9.2.5.30 Runway Safety Areas

Many of the RSA objectives not met are due to the existing grading of the RSA or existing objects within the RSA. The size of the RSA was calculated to determine the area needed to meet FAA requirements or the area where objects need to be cleared. A cost of \$10 per square yard is applied to these areas to determine the total cost of complying with RSA standards.

### 9.2.5.31 Primary Runway Strength

The costs associated with increasing the primary runway pavement strength assume that a runway overlay will be completed to strengthen the pavement. The costs associated with pavement strengthening for these classifications are \$95 per square yard for Commercial Service Airports, \$85 per square yard for Business Airports, \$40 per square yard for Intermediate Airports, and \$30 per square yard for Local Paved Airports. In addition, an EA may be required since increasing the pavement strength has the potential to increase off-airport noise impacts over noise sensitive land uses. As such, an EA is included in the AIIP for those airports requiring a pavement strength upgrade. The impacts of the pavement strength upgrade should be evaluated at the local level to determine the need for an EA.

### 9.2.5.32 Primary Runway Width

Runway width is determined by the ARC of the Airport. The cost associated with this objective is the same as the runway pavement costs associated with Runway Length which is \$300 per square yard for a Commercial Service Airport, \$200 per square yard for a Business Airport, \$100 per square yard for an Intermediate Airport and \$80 per square yard for a Local Paved Airport. Also included within the total cost of this objective is the cost to relocate the runway lights to account for a wider runway.

### 9.2.5.33 Taxiway Type and Width

Taxiway objectives include widening and lengthening the taxiway or a change in taxiway type from either a connector to partial parallel taxiway or partial parallel to full parallel taxiway. The costs for taxiway pavement are slightly less than those associated with runway pavement. These costs are \$200 per square yard for Commercial Service Airports, \$175 per square yard for Business Airports, and \$100 per square yard for Intermediate Airports. No cost estimates are used for Local Paved or Non-Paved Airports since the objective is to maintain existing taxiways.

Building a full-length parallel taxiway has the potential for environmental impacts. As such, an EA is included in the AIIP for those airports requiring new pavement for a full-length parallel taxiway.

### 9.2.5.34 Taxiway Lighting

In addition to widening and increasing the length in taxiways, taxiway lighting may also need to be updated. The cost to install MITLs is \$45 per linear foot (this cost includes removal of reflectors if needed). The cost to install taxiway reflectors is \$5 per linear foot.

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### 9.2.5.35 Terminal Building

All of the airports meet the terminal building objectives. Therefore, no costs for the construction of a terminal building are included in the Implementation Plan.

### 9.2.5.36 Visual Aids

Costs were included to meet the visual aid objective for each Airport. This section includes:

- Runway End Identifier Lights (REILs)
- Precision Approach Path Indicators (PAPIs)
- Visual Approach Path Indicators (VASIs)
- Beacons and Wind Cones

These types of equipment all provide visual guidance to pilots whether that is to locate the airport, determine wind direction and velocity, maintain a safe descent angle when approaching a runway, or to visually locate the runway threshold.

The costs for airports which have a PAPI or REIL on one end to add one on the other end are \$100,000 and \$30,000 respectively. The costs to add PAPIs or REILs to both ends of a runway are estimated to be \$200,000 and \$60,000 respectively. Installation of a beacon is \$55,000 and a non-lighted wind cone \$40,000. Relocation of a lighted wind cone is estimated at \$60,000 at airports where other development (parallel taxiway construction for example) requires the relocation.

### 9.2.5.37 Weather Reporting Facilities

A lump sum cost estimate was developed for AWOS and ASOS systems needed at each airport and is estimated at \$75,000 for AWOS and \$100,000 for ASOS. These costs include purchase, installation of the weather reporting equipment and a connection to NADIN. For airports with an AWOS or ASOS not connected to NADIN or the NWS a lump sum cost of \$1,000 is programmed.

### 9.2.5.38 Airport Website

For Commercial Service and Business Airports not meeting the airport website measure identified in **Chapter 6** under the goal of “Promote Educational Activities and Raise Public Awareness of the Aviation System and its Value,” a cost of \$1,000 is included for an airport website. This cost assumes a basic website with general airport information. It is common that airports will chose to spend more money developing a more advanced and in depth website, especially at Commercial Service Airports which often provide additional information such as current airline flight schedules, as suggested in **Chapter 8**.

### 9.2.5.39 Wind Coverage

The crosswind component used to determine wind coverage crosswind component for each airport is determined by the ARC. Some of the airports not meeting the objective do not have current wind coverage data to properly evaluate if the airports are in fact meeting the objective. Therefore, a cost of \$1,000 is included in the plan to obtain and evaluate this data for these airports.

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For airports with current wind data that indicates wind coverage is less than the required 95% for the crosswind component for the ARC, a cost of constructing a crosswind runway has been included. The cost is based on a paved crosswind runway length equal to the length of the primary runway. AC 150/5325-4b, *Runway Length*, states that crosswind runways should be built to 100% of the recommended runway length of the primary runway. Since this recommended runway length should be evaluated at the local level, for the purposes of this study, the existing primary runway length is used in place of the recommended runway length. An ARC of B-II and a pavement strength of 12,500 lbs SWG was also assumed. The master planning process can identify the recommended runway length, ARC and pavement strength as well as establish other local recommendations for crosswind runway design. All facilities related to the runway including PAPIs/VASIs, REILS, runway lights, taxiways and RPZ ownership are included in the crosswind runway cost so as to meet the requirements of each respective airport's classification.

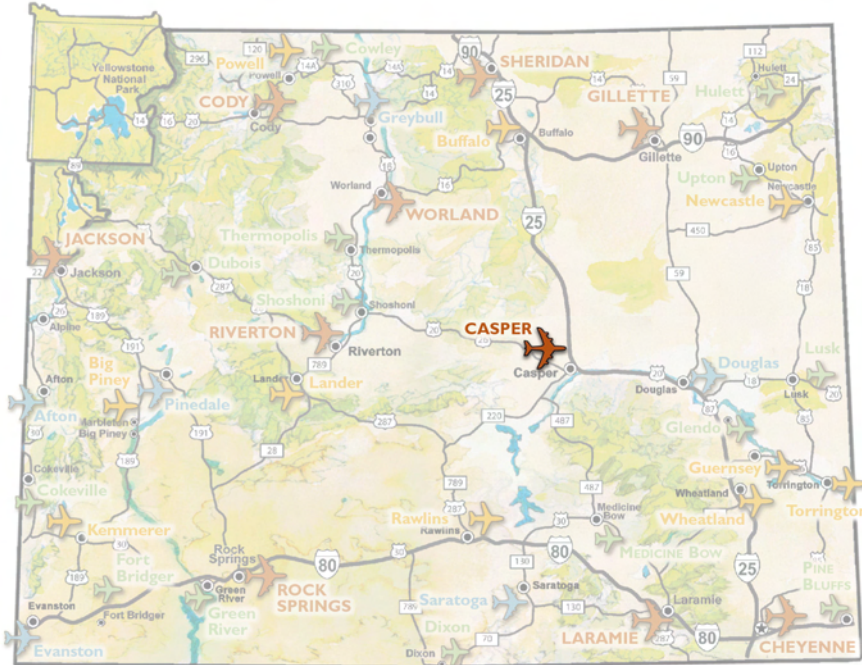
### **9.3 Airport Implementation Plans**

The following section contains airport report cards and Implementation Plans for each of the 40 airports in the Wyoming Aviation System.



## Casper – Natrona County International Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
CPR	Commercial	Yes	D-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
85	85	88	85	93	85	103

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
61,297	61,297	62,939	61,297	64,624	61,297	68,132

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
76,908	77,991	84,913	79,089	93,750	80,202	103,508	81,331	114,281





REPORT CARD			
CPR	Natrona County International Airport	Casper	Commercial
Facility/Service Objectives	Objective	CPR	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	D-III	Yes
Runway Length	6800 Feet	10162 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 170000	Yes
Taxiway	Full Parallel - Width = 35 Feet	Full Parallel - Width = 75 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALS (one end)	MALS - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	100.00%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 502	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	No
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Aircraft De-icing System	De-icing - Yes	Yes
De-icing Containment System	De-icing Containment System	Containment System - Yes	Yes
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	12/2004	Yes
Airport Layout Plan	Less than 5 years old	12/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	12/2004	Yes
Pavement Maintenance Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership	Yes	Yes

Note: Objectives listed are essential unless noted otherwise



IMPLEMENTATION PLAN			
Natrona County International Airport	CPR	Casper	Commercial
<b>Airport Inventory &amp; Implementation Plan (AIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2014)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)		WACIP Identified Project	\$300,000.00
Airport Layout Plan (2009)			\$150,000.00
Airport Layout Plan (2014)			\$150,000.00
Land Use Protection Plan			\$60,000.00
Minimum Standards			\$60,000.00
<b>Total AIP Costs</b>			<b>\$1,020,000.00</b>

<b>WACIP Identified Projects<sup>3</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Apron			\$36,500.00
Pavement Maintenance			\$1,568,684.00
<b>Landside Improvements:</b>			
Terminal			\$270,263.00
Hangars			\$1,473,685.00
Airport Equipment			\$849,822.00
<b>Administration:</b>			
ARFF Training			\$180,000.00
Air Service Improvement			\$120,000.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Taxiway			\$1,052,632.00
Pavement Maintenance			\$140,000.00
<b>Landside Improvements:</b>			
Hangars			\$2,736,843.00
Airport Equipment			\$120,000.00
<b>Administration:</b>			
ARFF Training			\$240,000.00
Air Service Improvement			\$160,000.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$4,210,000.00
Cargo Area Construction			\$2,105,263.00
<b>Landside Improvements:</b>			
Airport Equipment			\$650,000.00
<b>Administration:</b>			
Airport Master Plan (2024)		AIP Identified Project	\$300,000.00
Cargo Area Planning/Design			\$200,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$16,413,692.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$17,133,692.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

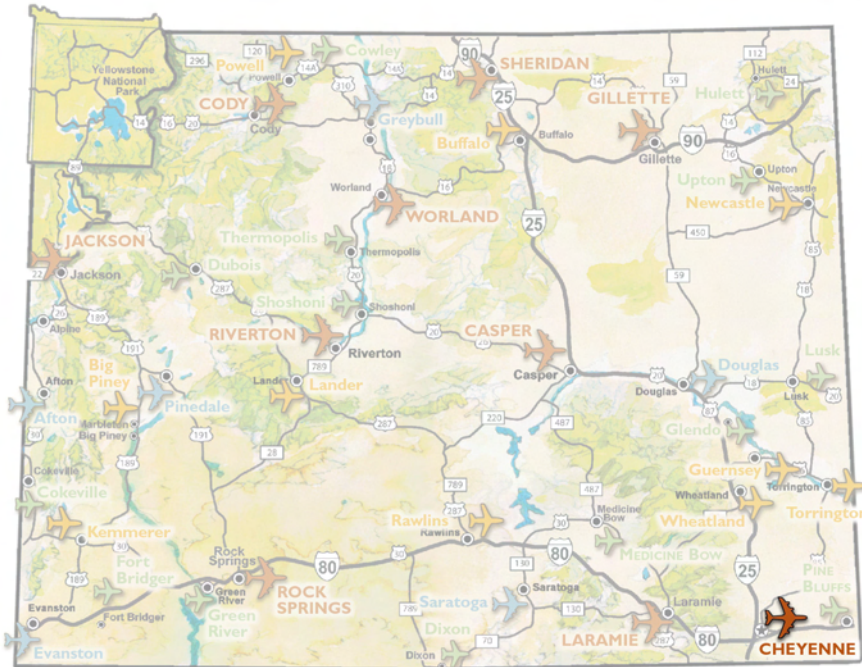
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Cheyenne – Cheyenne Regional-Jerry Olsen Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
CYS	Commercial	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
77	78	83	79	90	82	107

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
58,953	58,953	59,932	58,953	60,928	58,953	62,968

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
16,766	17,036	18,511	17,310	20,438	17,589	22,565	17,872	24,913



**REPORT CARD**

<b>CYS</b>	<b>Cheyenne Regional Airport</b>	<b>Cheyenne</b>	<b>Commercial</b>
Facility/Service Objectives	Objective	CYS	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-III	Yes
Runway Length	7400 Feet	9270 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 140000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 60 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.06%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Security Fence	Yes
Hangars	100% of Based Aircraft	50%	No
Lighted Hangar Areas	Lighted Hangar Areas	No	No
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 180	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - Yes	Yes
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	04/2007	Yes
Airport Layout Plan	Less than 5 years old	04/2007	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	06/1992	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	Yes	Yes
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise



IMPLEMENTATION PLAN			
Cheyenne Regional-Jerry Olsen Field	CYS	Cheyenne	Commercial
<b>Airport Inventory &amp; Implementation Plan (AIPP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Landside Improvements:			
Hangars		(38 Hangars)	\$3,040,000.00
Lighted Hangar Areas			\$500,000.00
Administration:			
Airport Master Plan/ALP <sup>1</sup> /Noise Contour Map (2017)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$300,000.00
Airport Layout Plan (2012)			\$150,000.00
Airport Layout Plan (2022)			\$150,000.00
Environmental Assessment (Land Acquisition RPZs)			\$500,000.00
Fee/easement Ownership of existing RPZs			\$840,000.00
<b>Total AIPP Costs</b>			<b>\$5,780,000.00</b>

<b>WACIP Identified Projects<sup>2</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Pavement Maintenance			\$10,065,022.00
Landside Improvements:			
Terminal			\$553,000.00
Airport Equipment			\$564,316.00
Storm Water Control			\$210,526.00
Administration:			
Airport Master Plan (2007)			\$315,789.00
Air Service Improvement			\$120,000.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Pavement Maintenance			\$40,000.00
Landside Improvements:			
Terminal			\$1,052,632.00
Airport Equipment			\$29,000.00
Administration:			
Air Service Improvement			\$40,000.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Taxiway			\$2,200,000.00
Pavement Maintenance			\$4,342,105.00
Landside Improvements:			
Terminal			\$3,684,211.00
Services:			
Fuel			\$375,000.00
Administration:			
Air Service Improvements			\$40,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$23,631,601.00</b>
<b>Total Costs (2007-2027)</b>			<b>\$29,411,601.00</b>

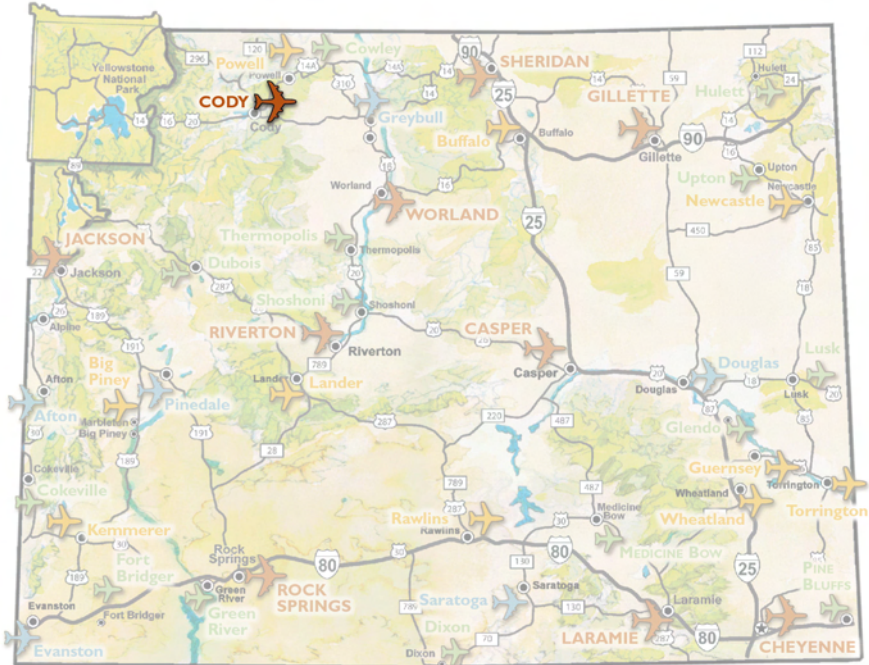
<sup>1</sup> ALP – Airport Layout Plan

<sup>2</sup> WACIP dated September 2008



## Cody – Yellowstone Regional Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
COD	Commercial	Yes	D-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
57	58	59	59	63	61	70

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
38,285	38,901	40,198	39,528	42,207	40,811	46,630

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
26,799	27,421	29,588	28,058	32,668	28,709	36,068	29,375	39,822





## REPORT CARD

Yellowstone Regional Airport			
COD	Objective	Cody	Commercial
Facility/Service Objectives	Objective	COD	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	D-III	Yes
Runway Length	6700 Feet	8268 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	HIRL	MIRL	No
Pavement Strength	Dual 55000 lbs	Dual 80000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Non-Precision	No
Approach Lighting System	MALS (one end)	MALS - None ODALS - None	No
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.69%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	No
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 170	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - No	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	No
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	No
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	09/2006	Yes
Airport Layout Plan	Less than 5 years old	09/2006	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	No
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

<b>Yellowstone Regional Airport</b>	<b>COD</b>	<b>Cody</b>	<b>Commercial</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
Runway Lights			\$420,000.00
Instrument Approach Type			\$710,000.00
Approach Lighting System			\$600,000.00
Landside Improvements:			
Hangars		(14 Hangars)	\$1,120,000.00
Services:			
Aircraft De-icing Containment System			\$1,000,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2016)		WACIP Identified Project	\$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2026)			\$300,000.00
Airport Layout Plan (2011)			\$150,000.00
Airport Layout Plan (2021)		WACIP Identified Project	\$65,000.00
Environmental Assessment (Instrument Approach Type)			\$500,000.00
Minimum Standards			\$60,000.00
<b>Total AIIP Costs</b>			<b>\$5,035,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Landside Improvements:			
Terminal			\$9,339,921.00
Administration:			
Air Service Improvement			\$180,000.00
<b>Mid-term (2012-2016)</b>			
Landside Improvements:			
Hangar			\$315,789.00
Airport Equipment			\$236,842.00
Administration:			
Air Service Improvement			\$60,000.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Taxiway			\$550,000.00
Apron			\$750,000.00
Pavement Maintenance			\$1,150,000.00
Landside Improvements:			
Terminal			\$2,500,000.00
Airport Equipment			\$300,000.00
Fence			\$1,052,632.00
Administration:			
Airport Master Plan (2016)		AIIP Identified Project	\$110,000.00
Airport Layout Plan (2021)		AIIP Identified Project	\$65,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$16,610,184.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$21,470,184.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

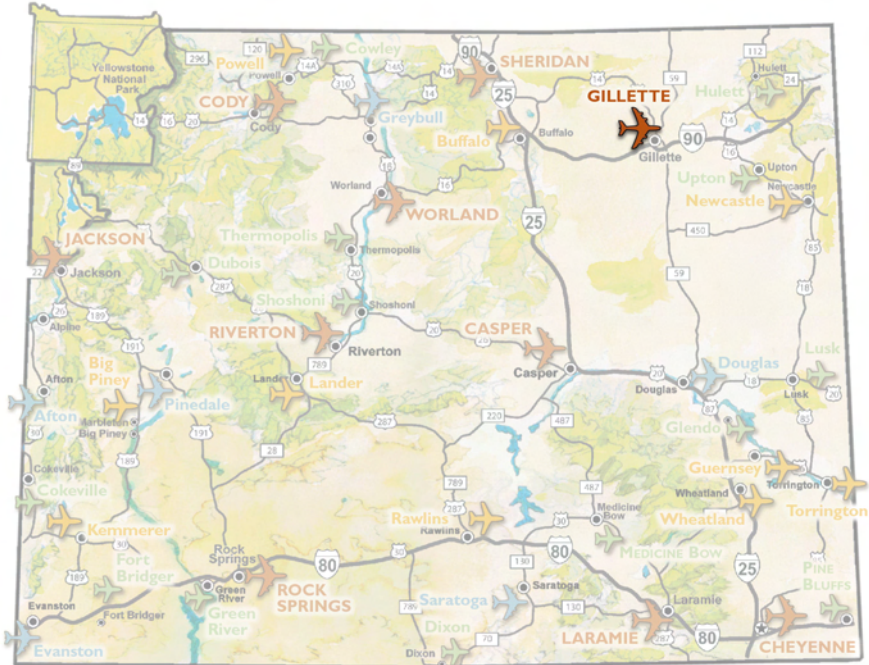
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Gillette – Gillette-Campbell County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
GCC	Commercial	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
53	54	56	55	59	56	66

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
19,105	19,105	19,578	19,105	20,062	19,105	21,067

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
25,647	27,210	28,316	28,868	31,264	30,627	34,517	32,493	38,110



## REPORT CARD

GCC	Gillette-Campbell County Airport	Gillette	Commercial
Facility/Service Objectives	Objective	GCC	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-III	Yes
Runway Length	6400 Feet	7500 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 110000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALS (one end)	MALS - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.47%	Yes
RSA	Standard RSA on all paved runways	No	No
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 300	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes – Not 24 Hour	No
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing System	De-icing - Yes	Yes
De-icing Containment System	De-icing Containment System	Containment System - Yes	Yes
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	2001	Yes
Airport Layout Plan	Less than 5 years old	01/2001 (Update in progress)	No
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise



IMPLEMENTATION PLAN			
Gillette-Campbell County Airport	GCC	Gillette	Commercial
<b>Airport Inventory &amp; Implementation Plan (AIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
RSA			\$785,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2011)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2021)		WACIP Identified Project	\$369,000.00
Airport Layout Plan (2016)			\$150,000.00
Airport Layout Plan (2026)			\$150,000.00
Minimum Standards			\$60,000.00
<b>Total AIP Costs</b>			<b>\$1,814,000.00</b>

<b>WACIP Identified Projects<sup>3</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Apron			\$1,052,632.00
Pavement Maintenance			\$394,737.00
Visual Aids			\$26,412.00
Landside Improvements:			
Land Acquisition			\$1,052,632.00
Airport Access			\$842,105.00
Administration:			
Air Service Improvement			\$120,000.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Taxiway			\$1,052,632.00
Apron			\$1,052,632.00
Pavement Maintenance			\$7,368,421.00
Visual Aids			\$86,000.00
Administration:			
Air Service Improvement			\$120,000.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway			\$1,000,000.00
Land Acquisition			\$30,000.00
Pavement Maintenance			\$1,100,000.00
Landside Improvements:			
Hangars			\$1,350,000.00
Land Acquisition			\$250,000.00
Administration:			
Airport Master Plan (2021)		AIP Identified Project	\$369,000.00
Environmental Assessment			\$492,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$17,759,203.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$19,204,203.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

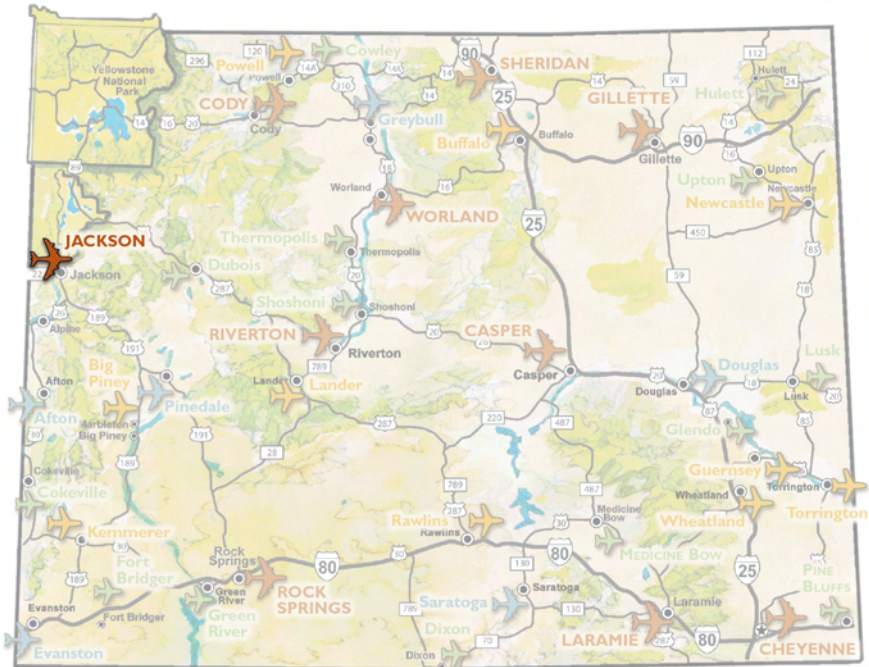
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Jackson – Jackson Hole Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
JAC	Commercial	Yes	C-IV



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
47	48	51	48	56	50	68

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
30,605	31,098	37,343	31,599	45,565	32,624	67,837

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
277,361	306,079	306,229	337,770	338,102	372,743	373,291	411,336	412,144



## REPORT CARD

JAC Jackson Hole Airport		Jackson	Commercial
Facility/Service Objectives	Objective	JAC	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-IV	Yes
Runway Length	7600 Feet	6300 Feet	No
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 200000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 75 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR – None MALS – Both Ends ODALS - None	No
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	-	No
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 550	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - No	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	No
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	01/1998 (Update in Progress)	No
Airport Layout Plan	Less than 5 years old	02/2000 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	05/2004	Yes
Pavement Management Plan	On record with Aeronautics	No	No
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership	No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

<b>Jackson Hole Airport</b>	<b>JAC</b>	<b>Jackson</b>	<b>Commercial</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
Runway Length (Primary)			\$9,500,000.00
Approach Lighting System			\$275,000.00
Wind Coverage			\$1,000.00
Services:			
De-icing containment system		WACIP Identified Project	\$1,052,632.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$300,000.00
Airport Layout Plan (2012)			\$150,000.00
Airport Layout Plan (2022)			\$150,000.00
Environmental Assessment (Runway Length)			\$500,000.00
Environmental Assessment (Land Acquisition RPZs)			\$500,000.00
Land Use Protection Plan			\$60,000.00
Minimum Standards			\$60,000.00
Fee/easement Ownership of existing RPZs			\$245,000.00
<b>Total AIIP Costs</b>			<b>\$13,093,632.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Taxiway			\$3,300,222.00
Pavement Maintenance			\$20,000.00
Landside Improvements:			
Terminal			\$8,356,605.00
Administration:			
Noise Monitoring			\$526,316.00
<b>Mid-term (2012-2016)</b>			
No Mid-term projects requested on CIP			\$0.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Taxiway			\$1,265,684.00
Services:			
Deicing Containment System		AIIP Identified Project	\$1,052,632.00
<b>Total WACIP Identified Projects:</b>			<b>\$14,521,459.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$26,562,459.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

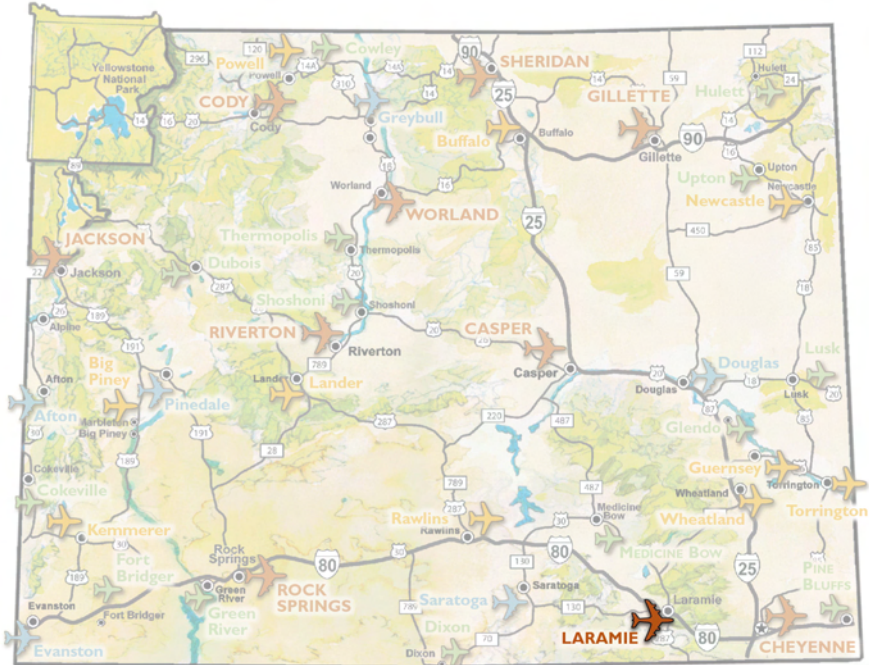
<sup>3</sup> WACIP dated September 2008





## Laramie – Laramie Regional Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
LAR	Commercial	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
39	39	41	38	44	38	49

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
10,090	10,090	10,340	10,090	10,595	10,090	11,126

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
9,939	9,855	10,973	9,771	12,116	9,689	12,377	9,606	14,769

## REPORT CARD

LAR	Laramie Regional Airport	Laramie	Commercial
Facility/Service Objectives	Objective	LAR	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-III	Yes
Runway Length	8500 Feet	8500 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	MIRL	No
Pavement Strength	Dual 55000 lbs	Dual 105000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 60 Feet	No
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Non-Precision	No
Approach Lighting System	MALS (one end)	MALS - None ODALS - None	No
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.33%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Area	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 30	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	No
Food	Restaurant Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Minor Airframe & Powerplant	No
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	No
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	01/1993 (Update in Progress)	No
Airport Layout Plan	Less than 5 years old	09/2002 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	Yes	Yes
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

**Laramie Regional Airport** **LAR** **Laramie** **Commercial**

**Airport Inventory & Implementation Plan (AIIP) Projects:**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Airside Improvements:</b>		
Runway Lights	WACIP Identified Project	\$535,000.00
Taxiway	WACIP Identified Project	\$1,684,211.00
Instrument Approach Type		\$105,000.00
Approach Lighting System		\$600,000.00
<b>Services:</b>		
De-icing Containment System	WACIP Identified Project	\$440,000.00
<b>Administration:</b>		
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Identified Project	\$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)		\$300,000.00
Airport Layout Plan (2012)		\$150,000.00
Airport Layout Plan (2022)	WACIP Identified Project	\$65,000.00
Environmental Assessment (Instrument Approach Type)		\$500,000.00
Land Use Protection Plan		\$60,000.00
<b>Total AIIP Costs</b>		<b>\$4,549,211.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
<b>Airside Improvements:</b>		
Taxiway	AIIP Identified Project	\$1,684,211.00
Instrument Approach Type		\$47,000.00
Pavement Maintenance		\$2,315,790.00
<b>Administration:</b>		
Environmental Assessment		\$210,526.00
Air Service Improvement		\$60,000.00
<b>Mid-term (2012-2016)</b>		
<b>Airside Improvements:</b>		
Runway		\$1,052,632.00
<b>Long-term (2017-2027)</b>		
<b>Airside Improvements:</b>		
Runway Lights	AIIP Identified Project	\$535,000.00
Taxiway		\$830,000.00
Apron		\$800,000.00
<b>Landside Improvements:</b>		
Airport Access		\$300,000.00
<b>Services:</b>		
Deicing Containment System	AIIP Identified Project	\$440,000.00
<b>Administration:</b>		
Airport Master Plan (2017)	AIIP Identified Project	\$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	\$65,000.00
<b>Total WACIP Identified Projects:</b>		<b>\$8,450,159.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$10,165,159.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

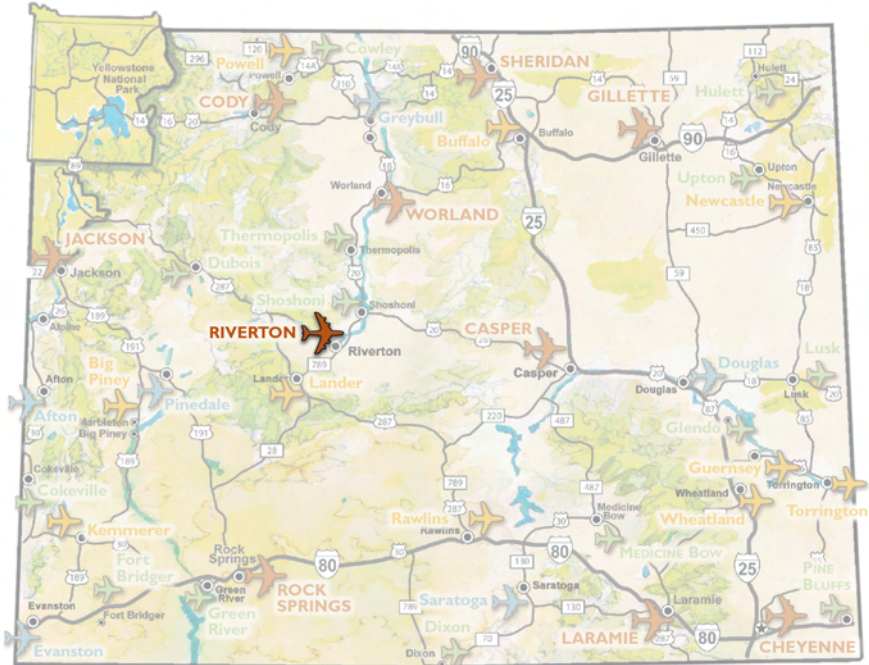
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Riverton – Riverton Regional Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
RIW	Commercial	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
34	34	37	35	40	36	49

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8,423	8,478	9,694	8,533	11,156	8,645	14,776

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
15,831	15,942	17,479	16,054	19,298	16,167	21,306	16,208	23,524

REPORT CARD			
RIW	Riverton Regional Airport	Riverton	Commercial
Facility/Service Objectives	Objective	RIW	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-II	Yes
Runway Length	7700 Feet	8203 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 110000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALS (one end)	MALS - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - One End REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.84%	Yes
RSA	Standard RSA on all paved runways	No	No
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	No
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 154	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	No
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	No
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	11/2000	Yes
Airport Layout Plan	Less than 5 years old	11/2000 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	10/2000	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	No
RPZ Ownership	Fee or Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

**Riverton Regional Airport** **RIW** **Riverton** **Commercial**

**Airport Inventory & Implementation Plan (AIP) Projects:**

<i>Project Description</i>		<i>Estimated Cost</i>
Airside Improvements:		
RSA		\$100.00
Landside Improvements:		
Hangars	(9 Hangars)	\$720,000.00
Services:		
De-icing Containment System	WACIP Identified Project	\$770,000.00
Administration:		
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2010)	WACIP Identified Project	\$263,158.00
Airport Master Plan/ALP/Noise Contour Map (2020)		\$300,000.00
Airport Layout Plan (2015)		\$150,000.00
Airport Layout Plan (2025)		\$150,000.00
Minimum Standards		\$60,000.00
Environmental Assessment (Land Acquisition RPZs)		\$500,000.00
Fee/easement Ownership of existing RPZs		\$100,000.00
<b>Total AIP Costs</b>		<b>\$3,013,258.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
Airside Improvements:		
Pavement Maintenance		\$8,438,725.00
Administration:		
Air Service Improvement		\$15,000.00
<b>Mid-term (2012-2016)</b>		
Airside Improvements:		
Pavement Maintenance		\$1,315,789.00
Administration:		
Airport Master Plan (2010)	AIP Identified Project	\$263,158.00
Air Service Improvement		\$15,000.00
<b>Long-term (2017-2027)</b>		
Airside Improvements:		
Runway		\$12,243,600.00
Taxiway		\$1,052,632.00
Pavement Maintenance		\$3,042,948.00
Landside Improvements:		
Utilities		\$1,000,000.00
Services:		
Deicing Containment System	AIP Identified Project	\$770,000.00
Administration:		
Environmental Assessment		\$180,000.00
Air Service Improvements		\$15,000.00
<b>Total WACIP Identified Projects:</b>		<b>\$28,351,852.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$30,331,952.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008





## Rock Springs – Rock Springs - Sweetwater County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
RKS	Commercial	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
49	50	52	50	57	52	68

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
17,017	17,291	18,170	17,569	19,401	18,140	22,120

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
21,791	20,965	24,059	20,170	26,563	19,405	29,328	18,670	32,380





## REPORT CARD

RKS	Rock Springs - Sweetwater County Airport	Rock Springs	Commercial
Facility/Service Objectives	Objective	RKS	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-III	Yes
Runway Length	8000 Feet	10000 Feet	Yes
Runway Width	100 Feet	150 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 110000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 50 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALSR (one end)	MALSR - One End MALS - None ODALS - One End	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.82%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	No
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 420	Yes
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - Yes Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	None	No
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - No	No
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	2003	Yes
Airport Layout Plan	Less than 5 years old	02/2003	No
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	No
RPZ Ownership	Fee or Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise



IMPLEMENTATION PLAN			
Rock Springs - Sweetwater County Airport	RKS	Rock Springs	Commercial
<b>Airport Inventory &amp; Implementation Plan (AIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Landside Improvements:			
Hangars		(13 Hangars)	\$1,040,000.00
Services:			
De-icing Containment System			\$1,000,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2013)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2023)		WACIP Identified Project	\$150,000.00
Airport Layout Plan (2008)			\$150,000.00
Airport Layout Plan (2018)			\$150,000.00
Minimum Standards			\$60,000.00
<b>Total AIP Costs</b>			<b>\$2,850,000.00</b>

<b>WACIP Identified Projects<sup>3</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Taxiway			\$2,105,264.00
Pavement Maintenance			\$842,105.00
Landside Improvements:			
Terminal			\$210,526.00
Hangar			\$1,199,849.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Taxiway			\$4,631,579.00
Pavement Maintenance			\$1,684,211.00
Landside Improvements:			
Airport Equipment			\$526,315.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Visual Aids			\$15,000.00
Landside Improvements:			
Terminal			\$289,474.00
Airport Access			\$263,158.00
Administration:			
Airport Master Plan (2023)		AIP Identified Project	\$150,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$11,917,481.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$14,617,481.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

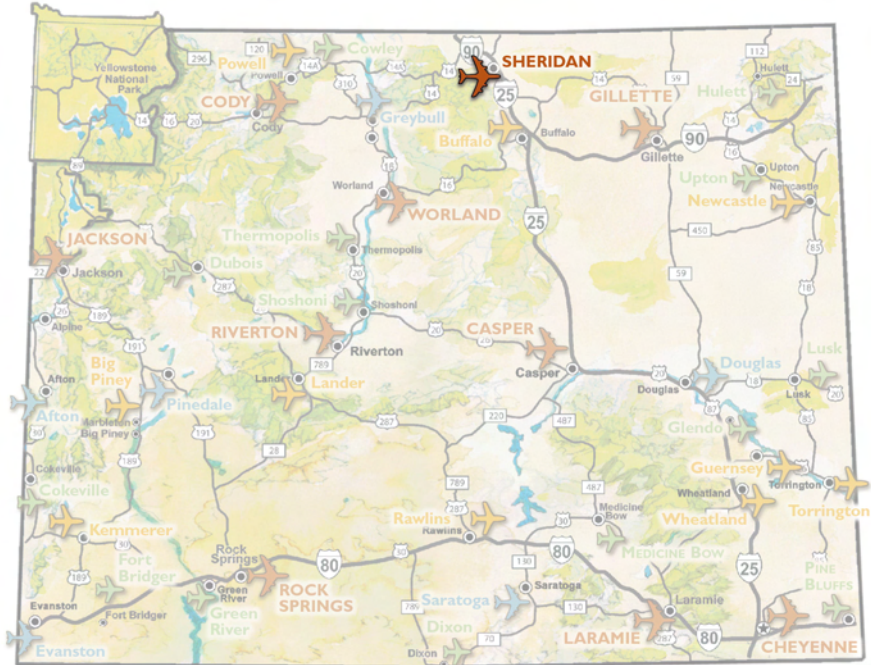
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Sheridan – Sheridan County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
SHR	Commercial	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
88	89	94	91	101	94	119

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
37,230	37,830	41,186	38,439	45,561	39,687	55,757

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
20,978	21,615	23,161	22,271	25,572	22,947	28,234	23,644	31,172



## REPORT CARD

SHR	Sheridan County Airport	Sheridan	Commercial
Facility/Service Objectives	Objective	SHR	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-III	Yes
Runway Length	6400 Feet	8300 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	HIRL	HIRL	Yes
Pavement Strength	Dual 55000 lbs	Dual 75000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 60 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Precision	Yes
Approach Lighting System	MALS (one end)	MALS - One End MALS - None ODALS - None	Yes
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.67%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	No
Lighted Hangar Areas	Lighted Hangar Area	Yes	Yes
Paved Auto Parking	Essential	Yes Number of Spaces - 75	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes – Not 24 Hour	No
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Restaurant Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Containment System	Containment System - Yes	Yes
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	10/1996	No
Airport Layout Plan	Less than 5 years old	01/2008	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	No
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

Sheridan County Airport	SHR	Sheridan	Commercial
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Landside Improvements:			
Hangars		(22 Hangars)	\$1,760,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$300,000.00
Airport Layout Plan (2012)			\$150,000.00
Airport Layout Plan (2022)			\$150,000.00
Minimum Standards			\$60,000.00
Environmental Assessment (Land Acquisition RPZs)			\$500,000.00
Fee/easement Ownership of existing RPZs		WACIP Identified Project	\$16,000.00
<b>Total AIIP Costs</b>			<b>\$3,536,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Apron			\$412,575.00
Visual Aids			\$5,900.00
Land Acquisition		AIIP Identified Project	\$16,000.00
Pavement Maintenance			\$9,196,790.00
Landside Improvements:			
Weather Reporting			\$3,400.00
Terminal			\$419,000.00
Paved Auto Parking			\$421,000.00
Administration:			
Air Service Improvement			\$80,000.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Runway Lights			\$210,526.00
Landside Improvements:			
Airport Equipment			\$1,684,210.00
Administration:			
Air Service Improvement			\$80,000.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Taxiway			\$4,249,000.00
Apron			\$3,625,000.00
Approach Lighting System			\$659,000.00
Visual Aids			\$830,000.00
Landside Improvements:			
Hangar			\$596,000.00
Storm Water Control			\$1,007,000.00
Administration:			
Environmental Assessment			\$150,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$23,645,401.00</b>
<b>Total Costs (2007-2027)<sup>1</sup></b>			<b>\$27,165,401.00</b>

<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Worland – Worland Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
WRL	Commercial	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
13	13	14	13	16	12	20

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,180	4,247	4,790	4,316	5,488	4,456	7,205

Enplanements								
2007	2012		2017		2022		2027	
Actual	Low	High	Low	High	Low	High	Low	High
3,719	3,671	4,106	3,623	4,533	3,577	5,005	3,530	5,526



## REPORT CARD

WRL	Worland Municipal Airport	Worland	Commercial
Facility/Service Objectives	Objective	WRL	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	B-II	No
Runway Length	6300 Feet	7005 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	HIRL	MIRL	No
Pavement Strength	Dual 55000 lbs	Dual 55000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Precision	Non-Precision	No
Approach Lighting System	MALS (one end)	MALS - None ODALS - None	No
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.99%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes General Aviation - Yes	Yes
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes Type - Security Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
		Number of Spaces - 35	
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	No
Food	Restaurant Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - No	No
De-icing Containment System	Containment System	Containment System - No	No
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	02/1999	Yes
Airport Layout Plan	Less than 5 years old	11/1999	No
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	No
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

<b>Worland Municipal Airport</b>	<b>WRL</b>	<b>Worland</b>	<b>Commercial</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
Runway Lights			\$350,000.00
Instrument Approach Type	WACIP Identified Project		\$18,400,000.00
Approach Lighting System			\$600,000.00
Services:			
De-icing Containment System			\$1,350,000.00
Airport Website			\$1,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2009)			\$300,000.00
Airport Master Plan/ALP/Noise Contour Map (2019)	WACIP Identified Project		\$110,000.00
Airport Layout Plan (2014)	WACIP Identified Project		\$65,000.00
Airport Layout Plan (2024)			\$150,000.00
Environmental Assessment (Instrument Approach Type)			\$500,000.00
Land Use Protection Plan			\$60,000.00
Minimum Standards			\$60,000.00
Fee/easement Ownership of existing RPZs			\$10,000.00
<b>Total AIIP Costs</b>			<b>\$21,956,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Runway	AIIP Identified Project		\$7,564,984.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Pavement Maintenance			\$2,105,263.00
Landside Improvements:			
Airport Equipment			\$157,895.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway	AIIP Identified Project		\$1,052,632.00
Taxiway			\$683,000.00
Landside Improvements:			
Terminal			\$300,000.00
Pavement Maintenance			\$200,000.00
Administration:			
Airport Master Plan (2019)	AIIP Identified Project		\$110,000.00
Airport Layout Plan (2014)	AIIP Identified Project		\$65,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$12,238,774.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$25,402,158.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

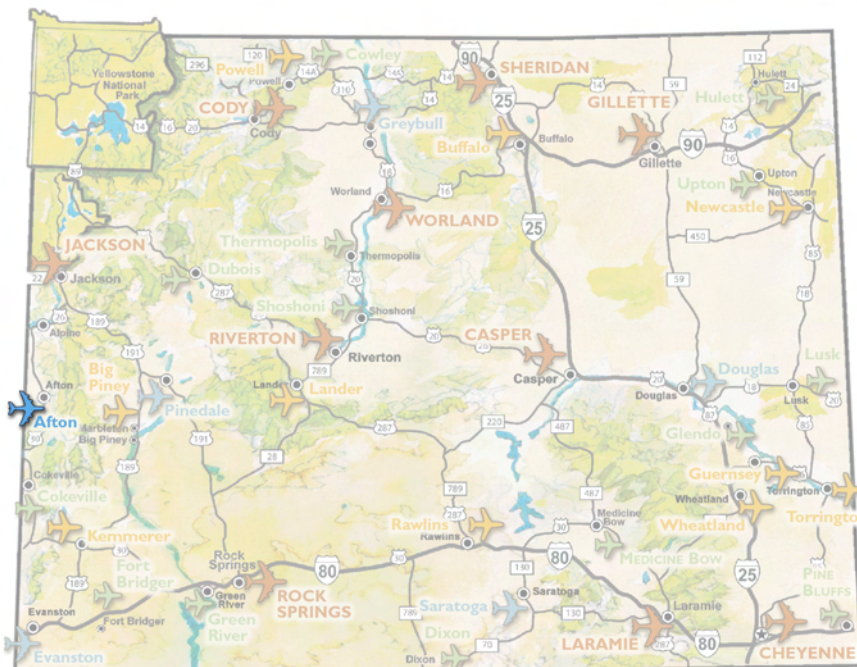
<sup>2</sup> ALP- Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Afton – Afton-Lincoln County Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
AFO	Business	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
40	41	46	41	56	43	81

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
12,200	12,396	1,736	12,596	17,800	13,005	15,971

<b>REPORT CARD</b>			
<b>AFO</b>	<b>Afton-Lincoln County Municipal Airport</b>	<b>Afton</b>	<b>Business</b>
Facility/Service Objectives	Objective	AFO	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-II	Yes
Runway Length	7300 Feet	7023 Feet	<b>No</b>
Runway Width	100 Feet	75 Feet	<b>No</b>
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Single 24000	<b>No</b>
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 35 Feet	<b>No</b>
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None MAL - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MAL or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.71%	Yes
RSA	Standard RSA on all paved runways	No	<b>No</b>
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Field Fence	<b>No</b>
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
		Number of Spaces - 15	
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Suggested	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	1992	<b>No</b>
Airport Layout Plan	Less than 5 years old	01/2002	<b>No</b>
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	01/2007	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	<b>No</b>
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	<b>No</b>
RPZ Ownership	Fee/Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise



<b>IMPLEMENTATION PLAN</b>			
<b>Afton-Lincoln County Municipal Airport</b>	<b>AFO</b>	<b>Afton</b>	<b>Business</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Runway Width <sup>3</sup>	WACIP Identified Project		\$1,806,188.00
Pavement Strength <sup>3</sup>	WACIP Identified Project		\$1,806,187.00
Taxiway	WACIP Identified Project		\$832,009.00
RSA			\$500,000.00
<b>Landside Improvements:</b>			
NADIN Connection			\$1,000.00
Perimeter Fencing			\$785,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$65,000.00
Airport Layout Plan (2022)	WACIP Identified Project		\$100,000.00
Environmental Assessment (Taxiway Extension)			\$350,000.00
Environmental Assessment (Pavement Strength)			\$350,000.00
Minimum Standards			\$50,000.00
<b>Total AIIP Costs</b>			<b>\$7,095,384.00</b>
<b>WACIP Identified Projects<sup>4</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Landside Improvements:</b>			
Hangar			\$403,250.00
Fence			\$631,579.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$135,000.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway <sup>3</sup>	AIIP Identified Project		\$3,612,375.00
Taxiway	AIIP Identified Project		\$832,009.00
Pavement Maintenance			\$281,250.00
<b>Landside Improvements:</b>			
Weather Reporting			\$62,500.00
Taxilanes			\$925,000.00
Land Acquisition			\$1,125,000.00
<b>Administration:</b>			
Airport Layout Plan (2022)	AIIP Identified Project		\$100,000.00
<b>Total WACIP Identified Projects</b>			<b>\$8,107,963.00</b>
<b>Total Costs (2007-2027)<sup>1</sup></b>			<b>\$10,658,963.00</b>

<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

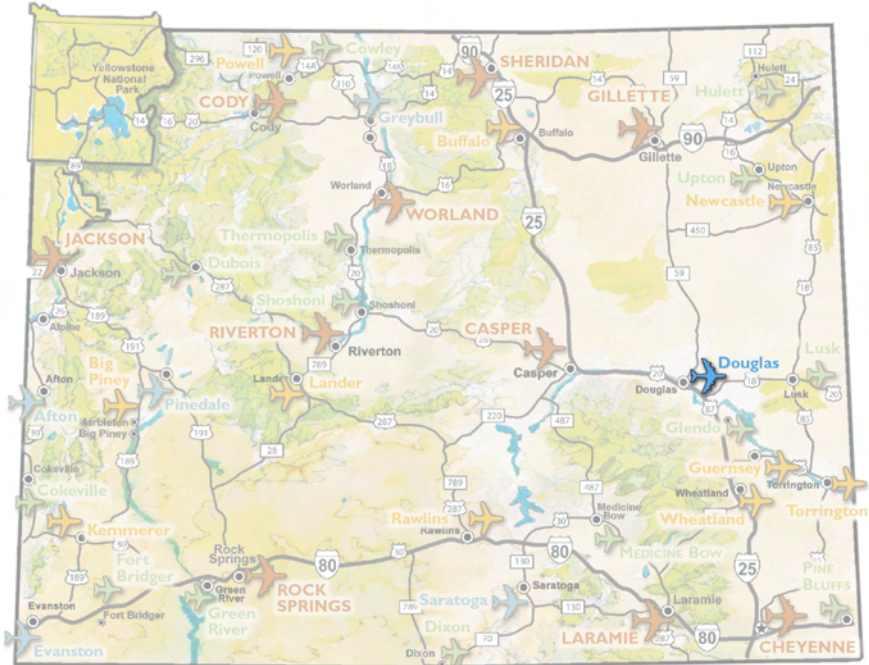
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP Runway Cost was divided between two AIIP projects because it includes both runway widening and strengthening

<sup>4</sup> WACIP dated September 2008

## Douglas – Converse County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
DGW	Business	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5,585	5,521	5,695	5,458	5,807	5,334	6,037

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
37	38	40	38	44	39	54

## REPORT CARD

DGW	Converse County Airport	Douglas	Business
Facility/Service Objectives	Objective	DGW	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	B-II	<b>No</b>
Runway Length	6700 Feet	6532 Feet	<b>No</b>
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Dual 40000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel – Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR – None MAL – None ODALS – None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MAL or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI – Both Ends VASI – None REIL – One End Beacon – Yes Wind Cone – Yes Lighted Wind Cone – Yes	<b>No</b>
Wind Coverage	Greater than or Equal to 95%	98.71%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial – No General Aviation – Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter – Yes Type – Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces – 29	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car – No Taxi Service – Yes Courtesy Car – Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge – Yes Planning Room – Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes – 24 Hour	Yes
Public Phone	Public Phone – 24/7	Yes – 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant – No Vending Machines – Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing – No	<b>No</b>
De-icing Containment System	Suggested	Containment System – No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	11/1993	<b>No</b>
Airport Layout Plan	Less than 5 years old	05/1994	<b>No</b>
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	12/2001	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	<b>No</b>
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	<b>No</b>

Note: Objectives listed are essential unless noted otherwise



IMPLEMENTATION PLAN			
Converse County Airport	DGW	Douglas	Business
<b>Airport Inventory &amp; Implementation Plan (AIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
ARC			\$148,000.00
Visual Aids			\$30,000.00
Services:			
Aircraft De-icing System			\$350,000.00
Airport Website			\$1,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)		WACIP Identified Project	\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$110,000.00
Airport Layout Plan (2012)		WACIP Identified Project	\$157,895.00
Airport Layout Plan (2022)			\$65,000.00
Environmental Assessment (ARC)			\$350,000.00
Environmental Assessment (Land Acquisition RPZs)			\$350,000.00
Minimum Standards			\$50,000.00
Fee/easement Ownership of existing RPZs			\$25,000.00
<b>Total AIP Costs</b>			<b>\$1,936,895.00</b>
<b>WACIP Identified Projects<sup>3</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Runway Lights			\$397,389.00
Administration:			
Marketing			\$6,500.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Pavement Maintenance			\$402,494.00
Administration:			
Airport Master Plan (2017)		AIP Identified Project	\$110,000.00
Airport Layout Plan (2012)		AIP Identified Project	\$157,895.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Pavement Strength			\$1,900,000.00
Pavement Maintenance			\$842,105.00
Landside Improvements:			
Hangar			\$157,895.00
<b>Total WACIP Identified Projects</b>			<b>\$3,974,278.00</b>
<b>Total Costs (2007-2027)<sup>1</sup></b>			<b>\$5,643,278.00</b>

<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

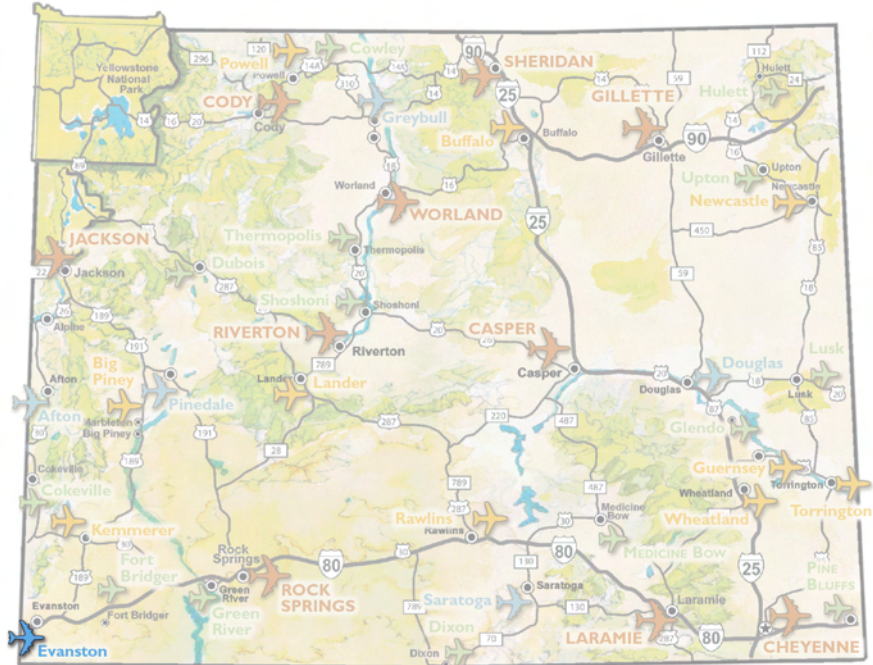
<sup>3</sup>WACIP dated September 2008





## Evanston – Evanston-Uinta County Burns Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
EVW	Business	Yes	C-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
18	18	20	18	22	18	26

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
6,080	6,178	6,859	6,277	7,737	6,481	9,847

## REPORT CARD

EVW	Evanston-Uinta County Burns Field	Evanston	Business
Facility/Service Objectives	Objective	EVW	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	B-II	<b>No</b>
Runway Length	8400 Feet	7300 Feet	<b>No</b>
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	HIRL	Yes
Pavement Strength	Single 30000 lbs	Single 30000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Full Parallel - Width = 36 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - One End MALSR - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.14%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes Number of Spaces - 30	Yes
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom – 24/7	Yes - Not 24 Hour	<b>No</b>
Public Phone	Public Phone – 24/7	Yes - Not 24 Hour	<b>No</b>
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Minor Airframe & Powerplant	<b>No</b>
Aircraft De-icing System	De-icing	De-icing - Yes	Yes
De-icing Containment System	Suggested	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	02/1995 (Update in Progress)	<b>No</b>
Airport Layout Plan	Less than 5 years old	08/2001 (Update in Progress)	<b>No</b>
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	02/1995	<b>No</b>
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	<b>No</b>
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	<b>No</b>
RPZ Ownership	Fee/Easement Ownership of all RPZs	Yes	Yes

Note: Objectives listed are essential unless noted otherwise



<b>IMPLEMENTATION PLAN</b>			
<b>Evanston-Uinta County Burns Field</b>	<b>EVW</b>	<b>Evanston</b>	<b>Business</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
ARC <sup>3</sup>			\$0.00
Runway Length (Primary)	WACIP Identified Project		\$3,000,000.00
Services:			
Airport Website			\$1,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Identified Project		\$160,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$150,000.00
Airport Layout Plan (2022)	WACIP Identified Project		\$65,000.00
Environmental Assessment (ARC)			\$350,000.00
Environmental Assessment (Runway Length)			\$350,000.00
Minimum Standards			\$50,000.00
<b>Total AIIP Costs</b>			<b>\$4,276,000.00</b>

<b>WACIP Identified Projects<sup>4</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Taxiway			\$600,000.00
Pavement Maintenance			\$340,000.00
Landside Improvements:			
Taxilane			\$631,579.00
Administration:			
Airport Master Plan (2017)	AIIP Identified Project		\$160,000.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Apron			\$631,578.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway	AIIP Identified Project		\$3,000,000.00
Apron			\$1,250,000.00
Administration:			
Airport Layout Plan (2022)	AIIP Identified Project		\$65,000.00
<b>Total WACIP Identified Projects</b>			<b>\$6,678,157.00</b>
<b>Total Costs (2007-2027)<sup>1</sup></b>			<b>\$7,729,157.00</b>

<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

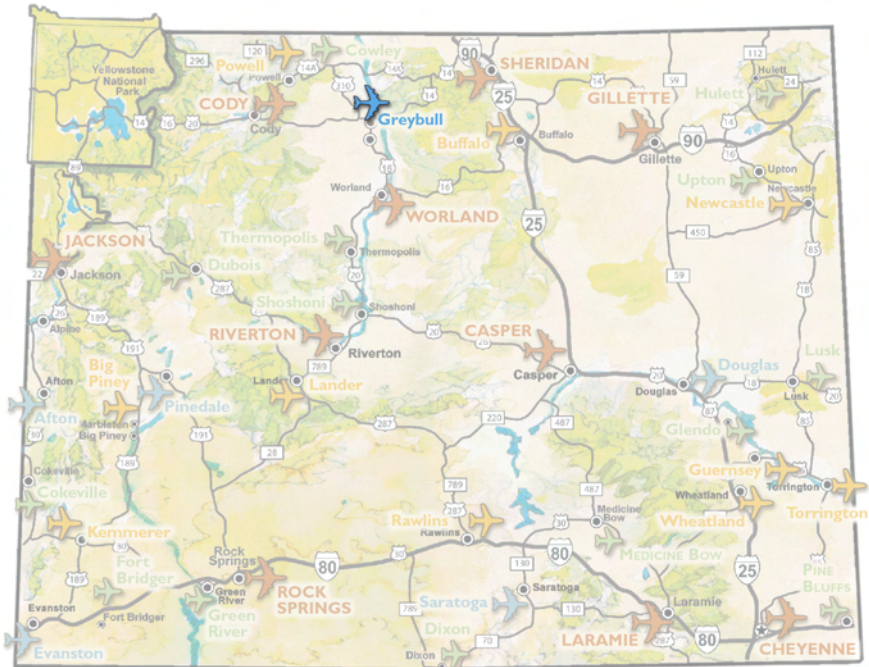
<sup>3</sup> No airport improvements needed to meet the objective

<sup>4</sup> WACIP dated September 2008



## Greybull – South Big Horn County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
GEY	Business	Yes	C-III



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
27	27	27	27	28	27	29

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,175	4,217	4,257	4,259	4,341	4,345	4,513

## REPORT CARD

GEY	South Big Horn County Airport	Greybull	Business
Facility/Service Objectives	Objective	GEY	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	C-II	C-III	Yes
Runway Length	6100 Feet	6302 Feet	Yes
Runway Width	100 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Dual 150000	Yes
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 50 Feet	<b>No</b>
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.68%	Yes
RSA	Standard RSA on all paved runways	No	<b>No</b>
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	75%	<b>No</b>
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	No Number of Spaces - -	<b>No</b>
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7	Yes - Not 24 Hour	<b>No</b>
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing	De-icing - No	<b>No</b>
De-icing Containment System	Suggested	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	01/2004	Yes
Airport Layout Plan	Less than 5 years old	03/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Less than 10 years old	Unknown or None	<b>No</b>
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	<b>No</b>
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	No	<b>No</b>
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	<b>No</b>

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

South Big Horn County Airport	GEY	Greybull	Business
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Taxiway <sup>3</sup>	WACIP Identified Project		\$5,160,000.00
RSA <sup>3</sup>	WACIP Identified Project		\$130,000.00
Pavement Maintenance <sup>4</sup>	WACIP Identified Project		\$4,003,157.00
<b>Landside Improvements:</b>			
Hangars		(7 Hangars)	\$560,000.00
Paved Auto Parking			\$1,600,000.00
<b>Services:</b>			
Aircraft De-icing System			\$350,000.00
Airport Website			\$1,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2014)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP Identified Project		\$110,000.00
Airport Layout Plan (2019)	WACIP Identified Project		\$65,000.00
Environmental Assessment (Taxiway)			\$350,000.00
Environmental Assessment (Land Acquisition RPZs)			\$350,000.00
Land Use Protection Plan			\$50,000.00
Minimum Standards			\$50,000.00
Fee/easement Ownership of existing RPZs			\$25,000.00
<b>Total AIIP Costs</b>			<b>\$12,954,157.00</b>

	<b>WACIP Identified Projects<sup>5</sup></b>		
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Runway <sup>3</sup>	AIIP Identified Project		\$12,547,967.00
Pavement Maintenance <sup>4</sup>	AIIP Identified Project		\$740,000.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance <sup>4</sup>	AIIP Identified Project		\$3,263,157.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway Lights			\$165,000.00
Taxiway			\$2,150,000.00
Apron			\$500,000.00
<b>Landside Improvements:</b>			
Taxilane			\$200,000.00
Hangar			\$100,000.00
Airport Equipment			\$120,000.00
<b>Administration:</b>			
Airport Master Plan (2024)	AIIP Identified Project		\$110,000.00
Airport Layout Plan (2019)	AIIP Identified Project		\$65,000.00
<b>Total WACIP Identified Projects</b>			<b>\$19,961,124.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$23,447,124.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> A portion of the WACIP Runway project includes these two AIIP projects

<sup>4</sup> The two WACIP pavement maintenance projects were combined into one cost in the AIIP

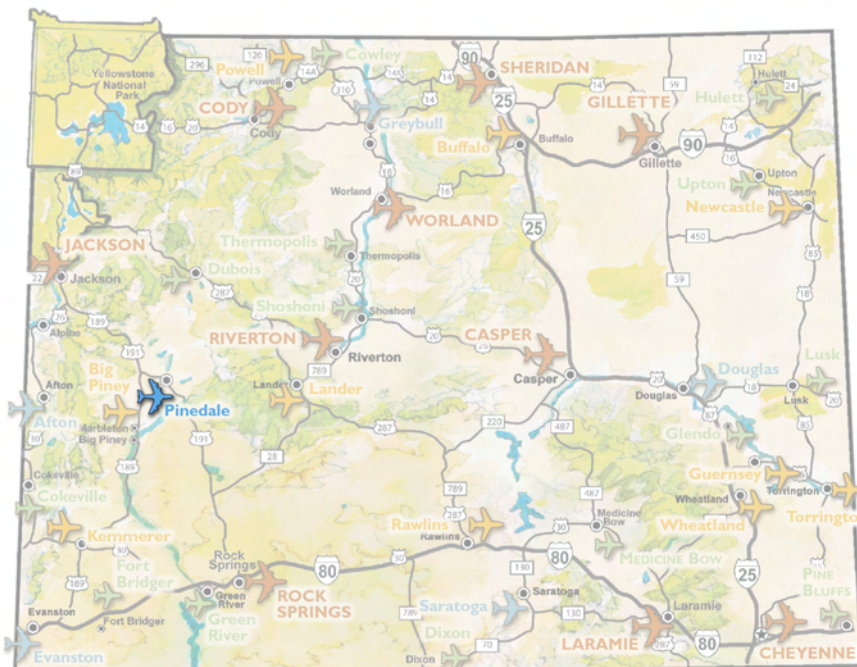
<sup>5</sup> WACIP dated September 2008





## Pinedale – Ralph Wenz Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
PNA	Business	Yes	C-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
17	17	19	18	22	18	29

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
9,516	9,669	9,766	9,825	10,023	10,144	10,556



REPORT CARD				
PNA	Ralph Wenz Field		Pinedale	Business
Facility/Service Objectives	Objective		PNA	Objective Met?
<b>AIRSIDE (Primary Runway)</b>				
ARC	C-II		C-II	Yes
Runway Length	8100 Feet		8900 Feet	Yes
Runway Width	100 Feet		100 Feet	Yes
Runway Lights	MIRL		MIRL	Yes
Pavement Strength	Single 30000 lbs		Single 45000	Yes
Taxiway	Full Parallel, Width = 35 Feet		Full Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL		MITL	Yes
Instrument Approach Type	Non-Precision		Non-Precision	Yes
Approach Lighting System	MALSR Suggested		MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone		PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	<b>No</b>
Wind Coverage	Greater than or Equal to 95%		-	<b>No</b>
RSA	Standard RSA on all paved runways		No	<b>No</b>
<b>LANDSIDE</b>				
Weather Reporting	AWOS or ASOS		AWOS	Yes
Terminal	Terminal		Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence		Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft		75%	<b>No</b>
Lighted Hangar Areas	Lighted Hangar Areas		Yes	Yes
Paved Auto Parking	Paved Auto Parking		Yes Number of Spaces - -	Yes
<b>SERVICES</b>				
FBO	Suggested		Yes	Not an Objective
Fuel	Jet A and 100LL		Jet A and 100LL	Yes
Ground Transportation	Courtesy Car		On-Airport Rental Car - No Taxi Service - Yes Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room		Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restroom - 24/7		Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7		Yes - 24 Hour	Yes
Food	Vending Machines Suggested		Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant		Major Airframe & Powerplant	Yes
Aircraft De-icing System	De-icing		De-icing - Yes	Yes
De-icing Containment System	Suggested		Containment System - No	Not an Objective
<b>ADMINISTRATION</b>				
Airport Master Plan	Less than 10 years old		1993 (Update in Progress)	<b>No</b>
Airport Layout Plan	Less than 5 years old		01/2002 (Update in Progress)	<b>No</b>
Land Use Protection Plan	On record with Aeronautics		No	<b>No</b>
Noise Contour Map	Less than 10 years old		Unknown or None	<b>No</b>
Pavement Management Plan	On record with Aeronautics		Yes	Yes
Minimum Standards	On record with Aeronautics		No	<b>No</b>
Airport Manager	Airport Manager		Yes	Yes
Legislative Liaison	Legislative Liaison		Yes	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs		No	<b>No</b>

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

Ralph Wenz Field	PNA	Pinedale	Business
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects:</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Visual Aids			\$30,000.00
Wind Coverage			\$1,000.00
RSA			\$220,000.00
<b>Landside Improvements:</b>			
Hangars		(5 Hangars)	\$400,000.00
<b>Services:</b>			
Airport Website			\$1,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Identified Project		\$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$150,000.00
Airport Layout Plan (2022)	WACIP Identified Project		\$65,000.00
Land Use Protection Plan			\$50,000.00
Minimum Standards			\$50,000.00
Environmental Assessment (Land Acquisition RPZs)			\$350,000.00
Fee/easement Ownership of existing RPZs			\$55,250.00
<b>Total AIIP Costs</b>			<b>\$1,632,250.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
<b>Airside Improvements:</b>		
Runway		\$153,061.00
Taxiway Lights		\$62,500.00
Pavement Maintenance		\$670,000.00
<b>Landside Improvements:</b>		
Taxilanes		\$1,963,484.00
Airport Equipment		\$85,000.00
<b>Administration:</b>		
Airport Master Plan (2007)		\$40,800.00
<b>Mid-term (2012-2016)</b>		
<b>Airside Improvements:</b>		
Pavement Maintenance		\$75,000.00
<b>Landside Improvements:</b>		
Airport Equipment		\$157,895.00
<b>Long-term (2017-2027)</b>		
<b>Airside Improvements:</b>		
Apron		\$2,316,150.00
Land Acquisition		\$600,000.00
Drainage		\$1,200,000.00
Pavement Maintenance		\$1,100,000.00
<b>Administration:</b>		
Airport Master Plan (2017)	AIIP Identified Project	\$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	\$65,000.00
<b>Total WACIP Identified Projects</b>		<b>\$8,598,890.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$10,056,140.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

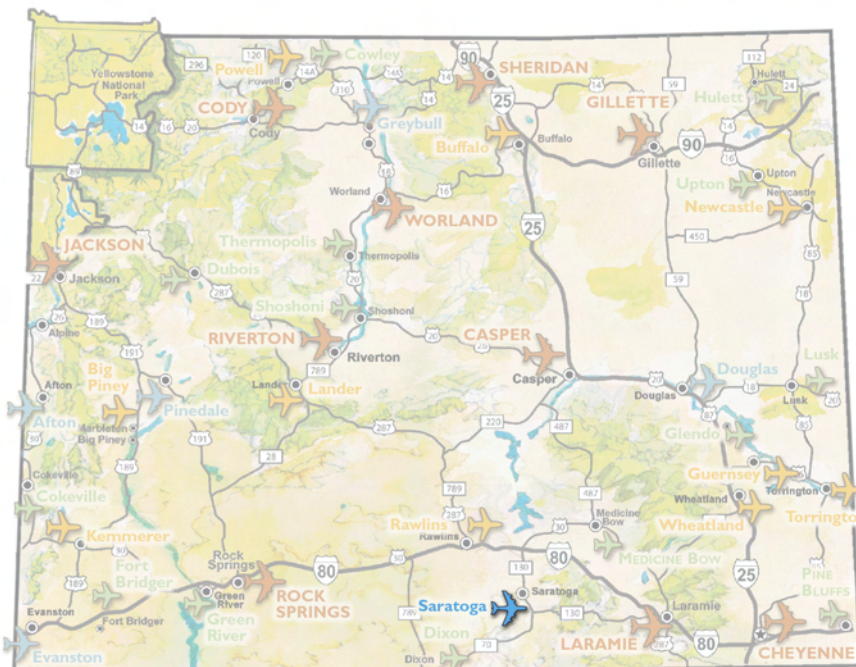
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Saratoga – Shively Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
SAA	Business	Yes	C-II



## Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
27	28	30	29	35	31	47

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8,965	9,109	9,596	9,256	10,272	9,557	11,769

REPORT CARD				
SAA	Shively Field		Saratoga	Business
Facility/Service Objectives	Objective		SAA	Objective Met?
<b>AIRSIDE (Primary Runway)</b>				
ARC	C-II		C-II	Yes
Runway Length	9000 Feet		8800 Feet	No
Runway Width	100 Feet		100 Feet	Yes
Runway Lights	MIRL		MIRL	Yes
Pavement Strength	Single 30000 lbs		Single 50000	Yes
Taxiway	Full Parallel, Width = 35 Feet		Full Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL		MITL	Yes
Instrument Approach Type	Non-Precision		Non-Precision	Yes
Approach Lighting System	MALSR Suggested		MALSR - None MAL - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MAL or ODALS on each runway end. Beacon and Lighted Wind Cone		PAPI - One End VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
Wind Coverage	Greater than or Equal to 95%		-	No
RSA	Standard RSA on all paved runways		No	No
<b>LANDSIDE</b>				
Weather Reporting	AWOS or ASOS		AWOS	Yes
Terminal	Terminal		Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence		Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft		100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas		No	No
Paved Auto Parking	Paved Auto Parking		Yes Number of Spaces - 25	Yes
<b>SERVICES</b>				
FBO	Suggested		Yes	Not an Objective
Fuel	Jet A and 100LL		Jet A and 100LL	Yes
Ground Transportation	Courtesy Car		On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room		Pilot Lounge - Yes Planning Room - Yes	Yes
Public Restrooms	Public Restrooms – 24/7		Yes - Not 24 Hour	No
Public Phone	Public Phone – 24/7		Yes - 24 Hour	Yes
Food	Vending Machines Suggested		Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Major Airframe & Powerplant		Minor Airframe & Powerplant	No
Aircraft De-icing System	De-icing		De-icing - Yes	Yes
De-icing Containment System	Suggested		Containment System - No	Not an Objective
<b>ADMINISTRATION</b>				
Airport Master Plan	Less than 10 years old		08/1989	No
Airport Layout Plan	Less than 5 years old		07/1998	No
Land Use Protection Plan	On record with Aeronautics		No	No
Noise Contour Map	Less than 10 years old		02/1991	No
Pavement Management Plan	On record with Aeronautics		Yes	Yes
Minimum Standards	On record with Aeronautics		No	No
Airport Manager	Airport Manager		Yes	Yes
Legislative Liaison	Legislative Liaison		No	No
RPZ Ownership	Fee/Easement Ownership of all RPZs		No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

Shively Field	SAA	Saratoga	Business
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Visual Aids			\$130,000.00
Wind Coverage			\$1,000.00
RSA			\$140,000.00
<b>Landside Improvements:</b>			
NADIN Connection			\$1,000.00
Lighted Hangar Areas			\$375,000.00
<b>Services:</b>			
Airport Website			\$1,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2009)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2019)		WACIP Identified Project	\$110,000.00
Airport Layout Plan (2014)		WACIP Identified Project	\$65,000.00
Airport Layout Plan (2024)			\$65,000.00
Land Use Protection Plan			\$50,000.00
Minimum Standards			\$50,000.00
Environmental Assessment (Land Acquisition RPZs)			\$350,000.00
Fee/easement Ownership of existing RPZs		WACIP Identified Project	\$15,000.00
<b>Total AIIP Costs</b>			<b>\$1,503,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$789,474.00
<b>Mid-term (2012-2016)</b>			
No Mid-term projects requested on CIP			\$0.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Pavement Strength			\$950,000.00
Apron			\$550,000.00
Land Acquisition		AIIP Identified Project	\$15,000.00
Pavement Maintenance			\$2,600,000.00
<b>Landside Improvements:</b>			
Taxilane			\$500,000.00
Airport Access			\$100,000.00
<b>Administration:</b>			
Airport Master Plan (2019)		AIIP Identified Project	\$110,000.00
Airport Layout Plan (2024)		AIIP Identified Project	\$65,000.00
<b>Total WACIP Identified Projects</b>			<b>\$5,679,474.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$6,992,474.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

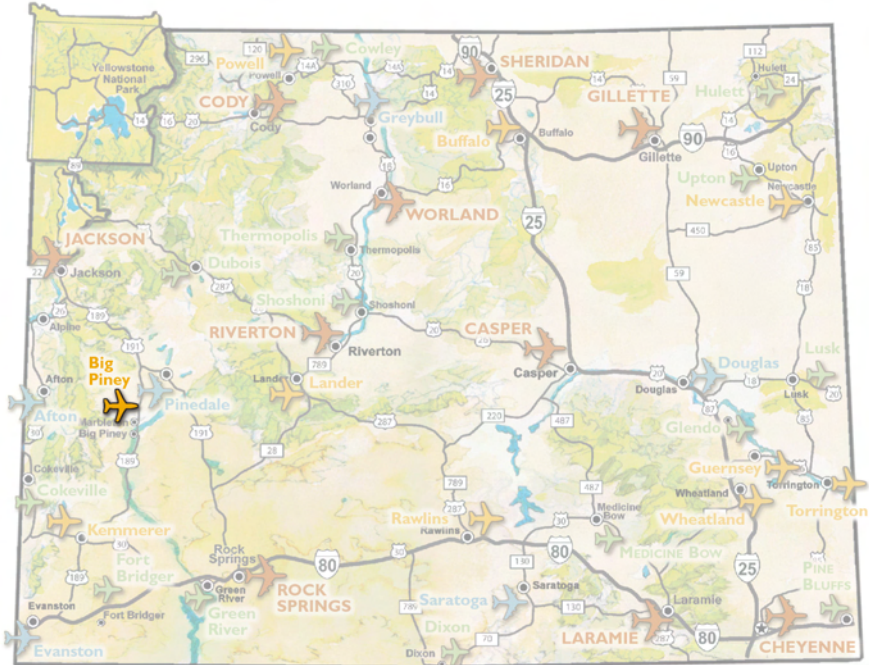
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Big Piney – Miley Memorial Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
BPI	Intermediate	Yes	B-II



## Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7	7	8	7	9	7	11

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,500	3,556	3,904	3,614	4,355	3,731	5,419



## REPORT CARD

BPI	Miley Memorial Field	Big Piney	Intermediate
Facility/Service Objectives	Objective	BPI	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	8200 Feet	6803 Feet	No
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Dual 33600	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%	99.54%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 23	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	No
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	03/2007	Yes
Airport Layout Plan	Less than 5 years old	05/2007	Yes
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	05/2007	Yes
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

<b>Miley Memorial Field</b>	<b>BPI</b>	<b>Big Piney</b>	<b>Intermediate</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
Runway Length (Primary)	WACIP Identified Project		\$1,870,175.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)	WACIP Identified Project		\$157,895.00
Airport Layout Plan (2012)			\$65,000.00
Airport Layout Plan (2022)	WACIP Identified Project		\$65,000.00
Environmental Assessment (Runway Length)	WACIP Identified Project		\$207,895.00
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00
Land Use Protection Plan			\$40,000.00
Minimum Standards			\$40,000.00
Fee/easement Ownership of existing RPZs			\$8,000.00
<b>Total AIIP Costs</b>			<b>\$2,803,965.00</b>

<b>WACIP Identified Projects<sup>3</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Pavement Maintenance			\$135,128.00
Landside Improvements:			
Weather Reporting			\$157,895.00
<b>Mid-term (2012-2016)</b>			
Landside Improvements:			
Taxilane			\$473,684.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway	AIIP Identified Project		\$1,870,175.00
Apron			\$450,000.00
Pavement Strength			\$593,985.00
Landside Improvements:			
Hangar			\$200,025.00
Airport Access			\$450,000.00
Administration:			
Airport Master Plan (2022)	AIIP Identified Project		\$65,000.00
Airport Layout Plan (2027)	AIIP Identified Project		\$157,895.00
Environmental Assessment (Runway Length)	AIIP Identified Project		\$207,895.00
<b>Total WACIP Identified Projects:</b>			<b>\$4,761,682.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$5,264,682.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

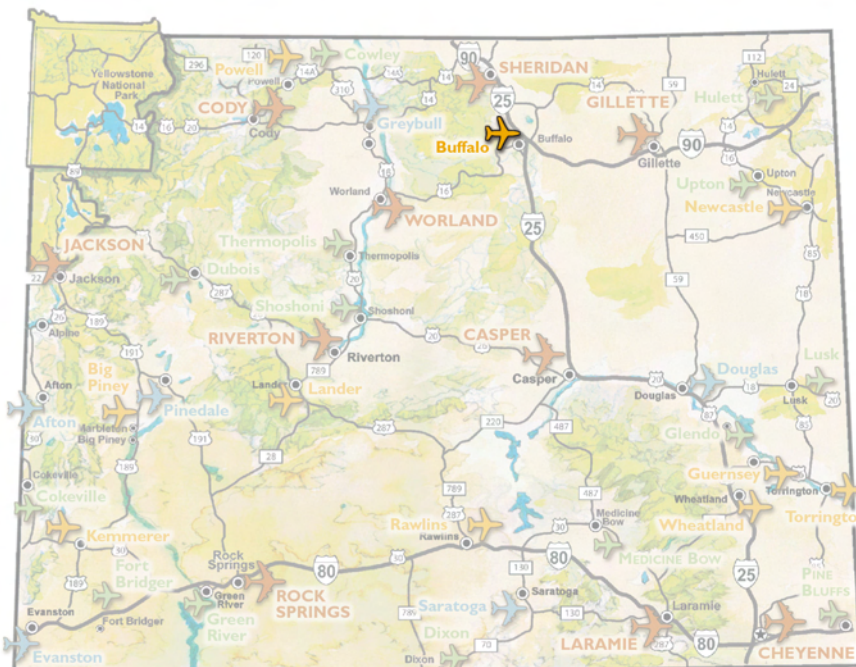
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Buffalo – Johnson County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
BYG	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
20	15	21	12	22	7	25

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7,320	7,438	8,799	7,558	10,578	7,803	15,285

<b>REPORT CARD</b>			
<b>BYG</b>	<b>Johnson County Airport</b>	<b>Buffalo</b>	<b>Intermediate</b>
Facility/Service Objectives	Objective	BYG	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	6000 Feet	6143 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 12500	<b>No</b>
Taxiway	Partial Parallel, connector and/or turn	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends).	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	<b>No</b>
Wind Coverage	Greater than or Equal to 95%	97.40%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 30	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - Not 24 Hour	<b>No</b>
Public Phone	Public Phone - 24/7	Yes - Not 24 Hour	<b>No</b>
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Minor Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	2006	Yes
Airport Layout Plan	Less than 5 years old	05/2007	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Less than 10 years old	Unknown or None	<b>No</b>
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	<b>No</b>
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	<b>No</b>

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

**Johnson County Airport** **BYG** **Buffalo** **Intermediate**

**Airport Inventory & Implementation Plan (AIIIP) Projects**

<i>Project Description</i>	<i>Estimated Cost</i>
<b>Airside Improvements:</b>	
Pavement Strength	\$2,100,000.00
Visual Aids	\$30,000.00
<b>Administration:</b>	
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)	\$150,000.00
Airport Layout Plan (2012)	WACIP Identified Project \$100,000.00
Airport Layout Plan (2022)	\$65,000.00
Environmental Assessment (Pavement Strength)	\$200,000.00
Minimum Standards	\$40,000.00
Fee/easement Ownership of existing RPZs	\$2,000.00
<b>Total AIIIP Costs</b>	<b>\$2,837,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>	<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>	
<b>Airside Improvements:</b>	
Taxiway	\$101,640.00
Visual Aids	\$100,000.00
Pavement Maintenance	\$1,630,093.00
<b>Landside Improvements:</b>	
Airport Access	\$125,000.00
<b>Mid-term (2012-2016)</b>	
<b>Landside Improvements:</b>	
Taxilane	\$473,684.00
<b>Administration:</b>	
Airport Layout Plan (2012)	AIIIP Identified Project \$100,000.00
Environmental Assessment	\$157,895.00
<b>Long-term (2017-2027)</b>	
<b>Landside Improvements:</b>	
Paved Auto Parking	\$200,000.00
<b>Total WACIP Identified Projects:</b>	<b>\$2,888,312.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$5,625,312.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

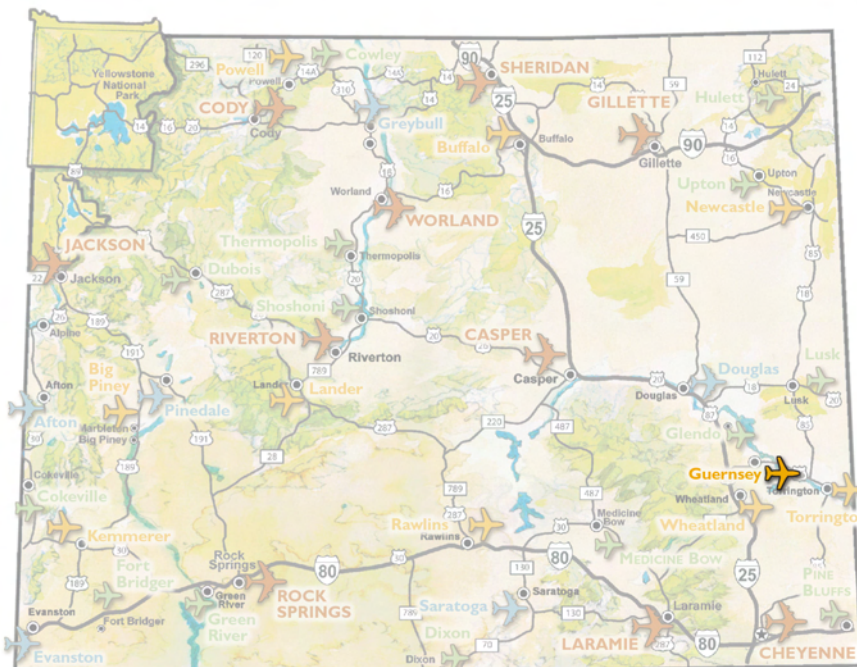
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Guernsey – Camp Guernsey Army Airfield

Identifier	Wyoming Classification	NPIAS	Existing ARC
7V6	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
6	5	7	4	7	2	9

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,900	3,900	3,900	3,900	3,900	3,900	3,900

<b>REPORT CARD</b>			
<b>7V6</b>	<b>Camp Guernsey Army Airfield</b>	<b>Guernsey</b>	<b>Intermediate</b>
Facility/Service Objectives	Objective	7V6	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	5600 Feet	5491 Feet	No
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Dual 175000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Partial Parallel - Width = 30 Feet	No
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
Wind Coverage	Greater than or Equal to 95%	-	No
RSA	Standard RSA on all paved runways	No	No
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - No	No
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 10	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	100LL	100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	No
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	Unknown or None (Update in Progress)	No
Airport Layout Plan	Less than 5 years old	05/1977 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	No	No
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	No	No
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise





IMPLEMENTATION PLAN			
Camp Guernsey Army Airfield	7V6	Guernsey	Intermediate
Airport Inventory & Implementation Plan Projects			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Taxiway			\$250,000.00
Visual Aids			\$60,000.00
Wind Coverage			\$1,000.00
RSA			\$40,000.00
<b>Landside Improvements:</b>			
NADIN Connection			\$1,000.00
Perimeter Fencing			\$505,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>1</sup> /Noise Contour Map (2017)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$65,000.00
Airport Layout Plan (2022)			\$65,000.00
Environmental Assessment (Taxiway)			\$200,000.00
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00
Land Use Protection Plan			\$40,000.00
Minimum Standards			\$40,000.00
Fee/easement Ownership of existing RPZs			\$48,000.00
<b>Total AIP Costs</b>			<b>\$1,815,000.00</b>

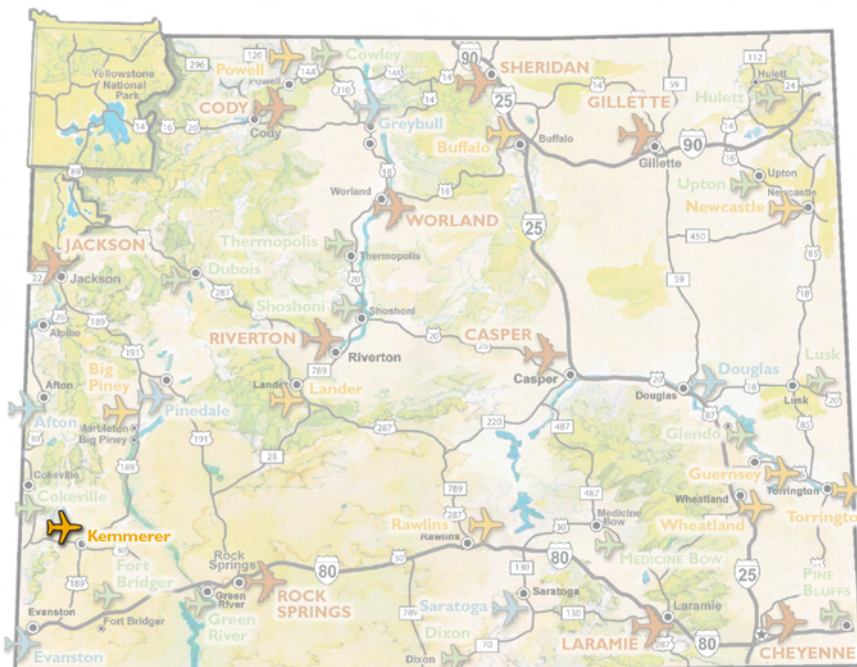
WACIP Identified Projects <sup>2</sup>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$160,000.00
<b>Mid-term (2012-2016)</b>			
No Mid-term projects requested on CIP			\$0.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway			\$1,500,000.00
Pavement Maintenance			\$10,000.00
<b>Administration:</b>			
Environmental Assessment			\$100,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$1,770,000.00</b>
<b>Total Costs (2007-2027)</b>			<b>\$3,585,000.00</b>

<sup>1</sup> ALP – Airport Layout Plan

<sup>2</sup> WACIP dated September 2008

## Kemmerer – Kemmerer Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
EMM	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7	7	8	7	10	7	14

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,400	3,329	3,463	3,260	3,528	3,126	3,661

## REPORT CARD

EMM	Kemmerer Municipal Airport	Kemmerer	Existing Intermediate	Future Business		
Facility/Service Objectives	Objective		EMM	Objective Met?		
<b>AIRSIDE (Primary Runway)</b>	Existing	Future		Existing	Future	
ARC	B-II	C-II	B-II	Yes	No	
Runway Length	8500 Feet	Same	8500 Feet	Yes	Yes	
Runway Width	75 Feet	100 Feet	75 Feet	Yes	No	
Runway Lights	MIRL	Same	MIRL	Yes	Yes	
Pavement Strength	Single 20000 lbs	Dual 60000	Single 18000	No	No	
Taxiway	Partial parallel, connector or turn arounds, width=35 Feet	Full parallel, width=35 Feet	Connector Only – Width = 21'	No	No	
Taxiway Lights	MITL	Same	MITL	Yes	Yes	
Instrument Approach Type	Non-Precision	Same	Non-Precision	Yes	Yes	
Approach Lighting System	Not an Objective	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)	
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	Same	PAPI – Both Ends VASI - None REIL – Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes	Yes	
Wind Coverage	Greater than or equal to 95%	Same	B-II 99.58% / C-II -%	Yes	No	
RSA	Standard RSA on all paved runways	Same	No	No	No	
<b>LANDSIDE</b>						
Weather Reporting	AWOS or ASOS	Same	AWOS	Yes	Yes	
Terminal	Terminal	Same	Commercial - No General Aviation - Yes	Yes	Yes	
Perimeter Fencing	Wildlife Fence	Same	Perimeter - Yes Type - Wildlife Fence	Yes	Yes	
Hangars	75% of based aircraft	100% of based aircraft	100%	Yes	Yes	
Lighted Hangar Areas	Suggested	Lighted Hangar Areas	No	Not Obj.	No	
Paved Auto Parking	Suggested	Paved Auto Parking	Yes	Not Obj.	Yes	
<b>SERVICES</b>						
FBO	Suggested	Same	Yes	Not Obj.	Not Obj.	
Fuel	100LL	100LL & Jet A	Jet A and 100LL	Yes	Yes	
Ground Transportation	Courtesy Car	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes	Yes	
Pilot Lounge and Planning	Suggested	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Yes	
Public Restrooms	Public Restrooms - 24/7	Same	Yes - Not 24 Hour	No	No	
Public Phone	Public Phone - 24/7	Same	Yes – 24 Hour	Yes	Yes	
Food	Vending Machines Suggested	Same	Restaurant - No Vending Machines - Yes	Not Obj.	Not Obj.	
Aircraft Maintenance	Minor A & P	Major A & P Powerplant	None	No	No	
Aircraft De-icing System	Not an Objective	De-icing	De-icing - No	Not Obj.	No	
De-icing Containment System	Not an Objective	Suggested	Containment System - No	Not Obj.	Not Obj.	
<b>ADMINISTRATION</b>						
Airport Master Plan	Less than 10 years old	Same	01/2005	Yes	Yes	
Airport Layout Plan	Less than 5 years old	Same	10/2005	Yes	Yes	
Land Use Protection Plan	On record with Aeronautics	Same	Yes	Yes	Yes	
Noise Contour Map	Less than 10 years old	Same	Unknown or None	No	No	
Pavement Management Plan	On record with Aeronautics	Same	Yes	Yes	Yes	
Minimum Standards	On record with Aeronautics	Same	No	No	No	
Airport Manager	Airport Manager	Same	Yes	Yes	Yes	
Legislative Liaison	Suggested	Legislative Liaison	Yes	Not Obj.	Yes	
RPZ Ownership	Fee/Easement Ownership of all RPZs	Same	No	No	No	

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

<b>Kemmerer Municipal Airport</b>	<b>EMM</b>	<b>Kemmerer</b>	<b>Intermediate</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
ARC			\$256,000.00*
Runway Width			\$2,840,000.00*
Pavement Strength			\$2,000,000.00
Taxiway		WACIP Identified Project	\$1,900,000.00
Wind Coverage			\$1,000.00*
RSA			\$45,000.00
<b>Landside Improvements:</b>			
NADIN Connection			\$1,000.00
Lighted Hangar Areas			\$375,000.00*
<b>Services:</b>			
Aircraft De-icing System			\$350,000.00*
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2015)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2025)			\$150,000.00
Airport Layout Plan (2010)		WACIP Identified Project	\$157,895.00
Airport Layout Plan (2020)			\$65,000.00
Environmental Assessment (Pavement Strength)			\$200,000.00
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00
Minimum Standards			\$40,000.00
Fee/easement Ownership of existing RPZs			\$36,000.00
<b>Total AIIP Costs</b>			<b>\$8,766,895.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$5,425,349.00
<b>Administration:</b>			
Airport Layout Plan (2010)		AIIP Identified Project	\$157,895.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Runway Lights			\$135,000.00
Pavement Maintenance			\$1,600,000.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway			\$630,000.00
Taxiway		AIIP Identified Project	\$1,900,000.00
Apron			\$500,000.00
<b>Landside Improvements:</b>			
Taxilane			\$40,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$10,388,244.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$17,097,244.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

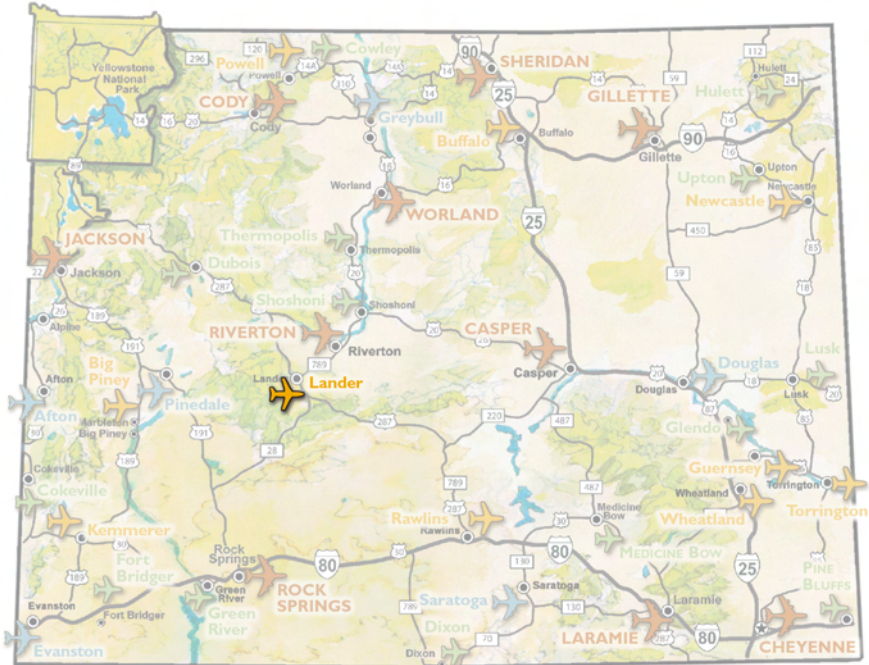
<sup>3</sup> WACIP dated September 2008

\* Identifies projects recommended due to classification change



## Lander – Hunt Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
LND	Intermediate	Yes	B-II



## Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
55	55	63	56	75	57	106

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
11,180	11,024	11,394	10,871	11,612	10,570	12,061

REPORT CARD			
LND	Hunt Field	Lander	Intermediate
Facility/Service Objectives	Objective	LND	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	6900 Feet	5000 Feet	No
Runway Width	75 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 30000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Full Parallel - Width = 40 Feet	Yes
Taxiway Lights	MITL	Reflectors	No
Instrument Approach Type	Non-Precision	Visual	No
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
Wind Coverage	Greater than or Equal to 95%	96.40%	Yes
RSA	Standard RSA on all paved runways	No	No
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 19	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - Yes Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone - 24/7	Yes - Not 24 Hour	No
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	05/1996 (Update in Progress)	No
Airport Layout Plan	Less than 5 years old	12/1996 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise





## IMPLEMENTATION PLAN

Hunt Field	LND	Lander	Intermediate
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Runway Length (Primary)			\$2,355,000.00
Taxiway Lights			\$225,000.00
Instrument Approach Type			\$30,000.00
Visual Aids			\$60,000.00
RSA		WACIP Identified Project	\$180,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)		WACIP Identified Project	\$110,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$65,000.00
Airport Layout Plan (2022)		WACIP Identified Project	\$65,000.00
Environmental Assessment (Runway Length)			\$200,000.00
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00
Land Use Protection Plan			\$40,000.00
Minimum Standards			\$40,000.00
Fee/easement Ownership of existing RPZs		WACIP Identified Project	\$200,000.00
<b>Total AIIP Costs</b>			<b>\$3,920,000.00</b>

### WACIP Identified Projects<sup>3</sup>

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Taxiway			\$631,579.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$157,895.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Taxiway			\$96,300.00
Visual Aids			\$398,414.00
RSA		AIIP Identified Project	\$180,000.00
Land Acquisition		AIIP Identified Project	\$200,000.00
Pavement Maintenance			\$1,710,526.00
<b>Landside Improvements:</b>			
Terminal			\$500,000.00
Taxilane			\$100,500.00
Airport Access Road			\$60,000.00
Paved Auto Parking			\$100,000.00
Utilities			\$50,000.00
<b>Administration:</b>			
Airport Master Plan (2017)		AIIP Identified Project	\$110,000.00
Airport Layout Plan (2022)		AIIP Identified Project	\$65,000.00
Airport Drainage Plan			\$21,000.00
<b>Total WACIP Identified Projects:</b>			<b>\$4,381,214.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>			<b>\$7,746,214.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

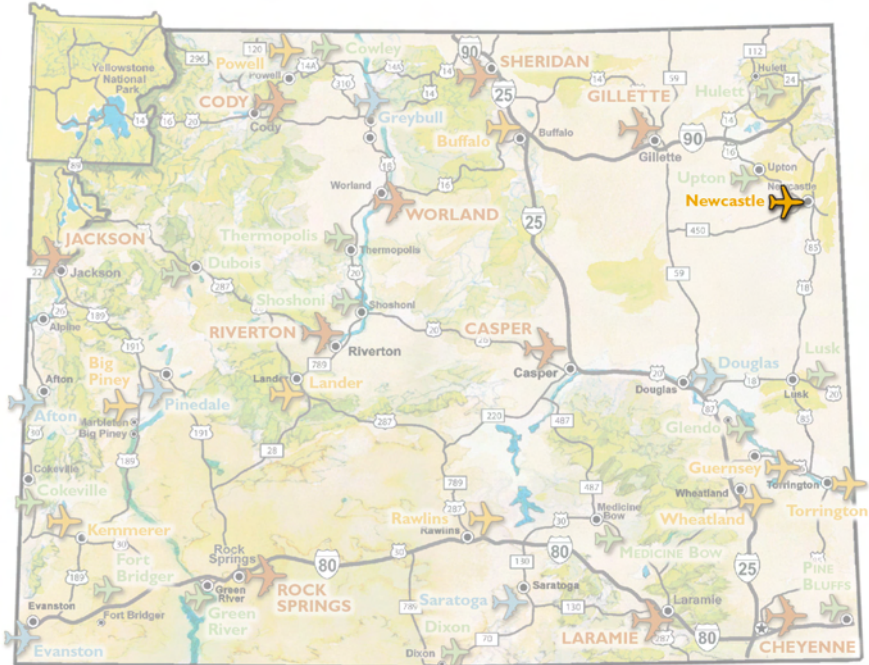
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Newcastle – Mondell Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
ECS	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
11	11	12	11	14	11	17

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5,000	5,081	5,437	5,162	5,912	5,330	6,991

REPORT CARD				
ECS	Mondell Field		Newcastle	Intermediate
Facility/Service Objectives	Objective		ECS	Objective Met?
<b>AIRSIDE (Primary Runway)</b>				
ARC	B-II		B-II	Yes
Runway Length	5100 Feet		4800 Feet	No
Runway Width	75 Feet		75 Feet	Yes
Runway Lights	MIRL		MIRL	Yes
Pavement Strength	Single 20000 lbs		Single 30000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet		Connector Only - Width = 60 Feet	Yes
Taxiway Lights	MITL		MITL	Yes
Instrument Approach Type	Non-Precision		Non-Precision	Yes
Approach Lighting System	Not an Objective		MALS - None ODALS - One End	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone		PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	Greater than or Equal to 95%		99.12%	Yes
RSA	Standard RSA on all paved runways		No	No
<b>LANDSIDE</b>				
Weather Reporting	AWOS or ASOS		AWOS	Yes
Terminal	Terminal		Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence		Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft		100%	Yes
Lighted Hangar Areas	Suggested		Yes	Not an Objective
Paved Auto Parking	Suggested		Yes Number of Spaces - 20	Not an Objective
<b>SERVICES</b>				
FBO	Suggested		Yes	Not an Objective
Fuel	100LL		Jet A and 100LL	Yes
Ground Transportation	Courtesy Car		On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested		Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7		Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7		Yes - 24 Hour	Yes
Food	Vending Machines Suggested		Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant		None	No
Aircraft De-icing System	Not an Objective		De-icing - No	Not an Objective
De-icing Containment System	Not an Objective		Containment System - No	Not an Objective
<b>ADMINISTRATION</b>				
Airport Master Plan	Less than 10 years old		07/2004	Yes
Airport Layout Plan	Less than 5 years old		07/2004	Yes
Land Use Protection Plan	On record with Aeronautics		No	No
Noise Contour Map	Less than 10 years old		Unknown or None	No
Pavement Management Plan	On record with Aeronautics		Yes	Yes
Minimum Standards	On record with Aeronautics		No	No
Airport Manager	Airport Manager		Yes	Yes
Legislative Liaison	Suggested		No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs		No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

**Mondell Field** **ECS** **Newcastle** **Intermediate**

**Airport Inventory & Implementation Plan (AIP) Projects**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Airside Improvements:</b>		
RSA		\$3,600,000.00
<b>Administration:</b>		
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2014)		\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP Identified Project	\$110,000.00
Airport Layout Plan (2009)		\$65,000.00
Airport Layout Plan (2019)	WACIP Identified Project	\$65,000.00
Environmental Assessment (Land Acquisition RPZs)		\$200,000.00
Land Use Protection Plan		\$40,000.00
Minimum Standards		\$40,000.00
Fee/easement Ownership of existing RPZs		\$48,000.00
<b>Total AIP Costs</b>		<b>\$4,318,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
<b>Airside Improvements:</b>		
Pavement Maintenance		\$2,473,684.00
<b>Mid-term (2012-2016)</b>		
<b>Airside Improvements:</b>		
Pavement Maintenance		\$2,000,000.00
<b>Long-term (2017-2027)</b>		
<b>Airside Improvements:</b>		
Runway		\$800,000.00
Runway Lights		\$111,000.00
Taxiway		\$1,052,632.00
Land Acquisition		\$70,000.00
<b>Administration:</b>		
Airport Master Plan (2024)	AIP Identified Project	\$110,000.00
Airport Layout Plan (2019)	AIP Identified Project	\$65,000.00
Environmental Assessment		\$165,000.00
<b>Total WACIP Identified Projects:</b>		<b>\$6,847,316.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$10,990,316.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

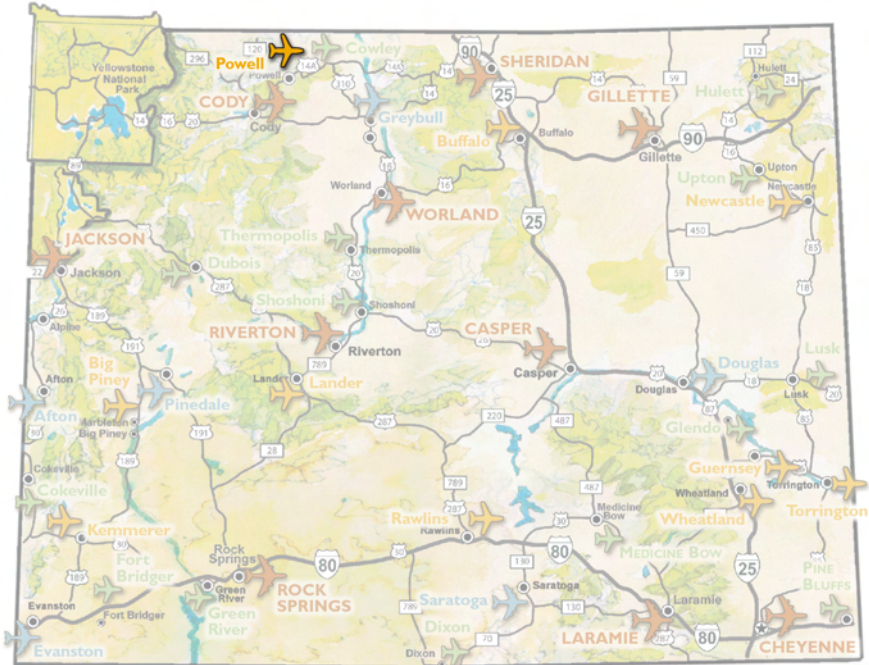
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Powell – Powell Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
POY	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,130	2,907	3,198	2,699	3,267	2,328	3,410

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
17	17	18	18	20	18	25

REPORT CARD			
POY	Powell Municipal Airport	Powell	Intermediate
Facility/Service Objectives	Objective	POY	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	6200 Feet	6205 Feet	Yes
Runway Width	75 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 15000	No
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	MITL	Reflectors	No
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALS - None MALSR - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
Wind Coverage	Greater than or Equal to 95%	99.78%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	No	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 8	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	01/2000	Yes
Airport Layout Plan	Less than 5 years old	05/2002 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

Powell Municipal Airport	POY	Powell	Intermediate
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Pavement Strength			\$2,800,000.00
Taxiway Lights			\$90,000.00
Visual Aids			\$30,000.00
<b>Landside Improvements:</b>			
NADIN Connection			\$1,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2010)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2020)	WACIP Identified Project		\$110,000.00
Airport Layout Plan (2015)			\$65,000.00
Airport Layout Plan (2025)			\$65,000.00
Environmental Assessment (Pavement Strength)			\$200,000.00
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00
Land Use Protection Plan			\$40,000.00
Minimum Standards			\$40,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project		\$140,263.00
<b>Total AIIP Costs</b>			<b>\$3,931,263.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Taxiway			\$473,684.00
<b>Landside Improvements:</b>			
Terminal			\$306,122.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$300,000.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway			\$1,617,000.00
Taxiway			\$950,000.00
Apron			\$400,000.00
Pavement Maintenance			\$10,000.00
Land Acquisition	AIIP Identified Project		\$140,263.00
<b>Landside Improvements:</b>			
Airport Equipment			\$80,000.00
<b>Administration:</b>			
Airport Master Plan (2020)	AIIP Identified Project		\$110,000.00
Environmental Assessment			\$200,000.00
<b>Total WACIP Identified Projects</b>			<b>\$4,587,069.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$8,268,069.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

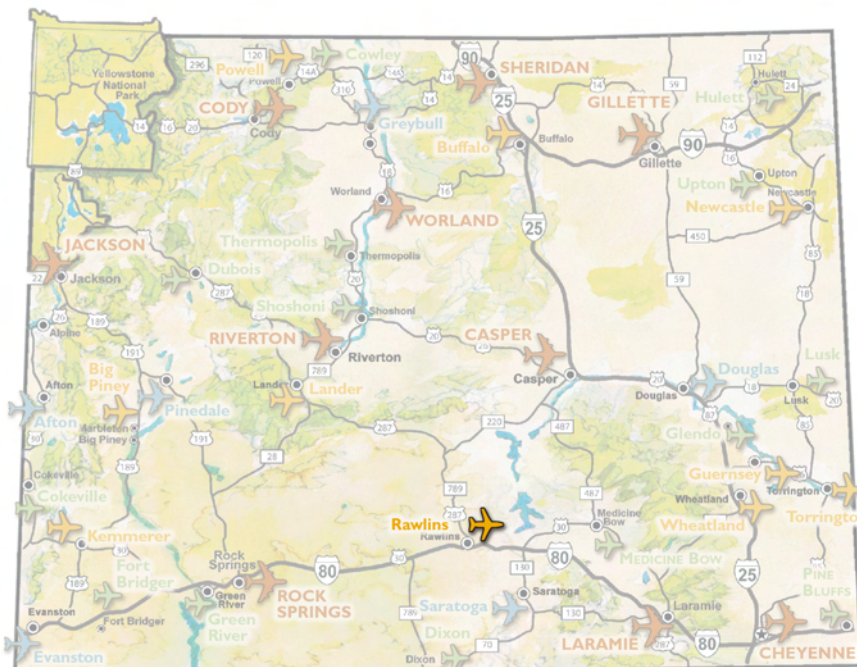
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Rawlins – Rawlins Municipal/Harvey Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
RWL	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
22	22	24	22	26	22	32

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
12,000	12,193	13,683	12,390	15,602	12,792	20,286

## REPORT CARD

RWL	Rawlins Municipal/Harvey Field		Rawlins	Existing Intermediate Future Business	
Facility/Service Objectives	Objective		RWL	Objective Met?	
AIRSIDE (Primary Runway)	Existing	Future		Existing	Future
ARC	B-II	C-II	B-II	Yes	No
Runway Length	8200 Feet	Same	7008 Feet	No	No
Runway Width	75 Feet	100 Feet	100 Feet	Yes	Yes
Runway Lights	MIRL	Same	MIRL	Yes	Yes
Pavement Strength	Single 20000 lbs	Dual 60000	Dual 60000	Yes	Yes
Taxiway	Partial parallel, connector or turn arounds, width=35 Feet	Full parallel, width=35 Feet	Full Parallel-Width = 35 Feet	Yes	Yes
Taxiway Lights	MITL	Same	MITL	Yes	Yes
Instrument Approach Type	Non-Precision	Same	Non-Precision	Yes	Yes
Approach Lighting System	Not an Objective	MALSR Suggested	MALSR - None MALS - None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	Same	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No	No
Wind Coverage	Greater than or equal to 95%	Same	B-II 98.44% / C-II 96.66%	Yes	Yes
RSA	Standard RSA on all paved runways	Same	No	No	No
<b>LANDSIDE</b>					
Weather Reporting	AWOS or ASOS	Same	ASOS	Yes	Yes
Terminal	Terminal	Same	Commercial - No General Aviation - Yes	Yes	Yes
Perimeter Fencing	Wildlife Fence	Same	Perimeter - Yes Type - Wildlife Fence	Yes	Yes
Hangars	75% of based aircraft	100% of based aircraft	100%	Yes	Yes
Lighted Hangar Areas	Suggested	Lighted Hangar Areas	Yes	Not Obj.	Yes
Paved Auto Parking	Suggested	Paved Auto Parking	Yes	Not Obj.	Yes
<b>SERVICES</b>					
FBO	Suggested	Same	Yes	Not Obj.	Not Obj.
Fuel	100LL	100LL & Jet A	Jet A and 100LL	Yes	Yes
Ground Transportation	Courtesy Car	Courtesy Car	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car - Yes	Yes	Yes
Pilot Lounge and Planning	Suggested	Pilot Lounge & Planning Room	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Yes
Public Restrooms	Public Restrooms - 24/7	Same	Yes - Not 24 Hour	No	No
Public Phone	Public Phone - 24/7	Same	No	No	No
Food	Vending Machines Suggested	Same	Restaurant - No Vending Machines - Yes	Not Obj.	Not Obj.
Aircraft Maintenance	Minor A & P	Major A & P Powerplant	Major A & P	Yes	Yes
Aircraft De-icing System	Not an Objective	De-icing	De-icing - No	Not Obj.	No
De-icing Containment System	Not an Objective	Suggested	Containment System - No	Not Obj.	Not Obj.
<b>ADMINISTRATION</b>					
Airport Master Plan	Less than 10 years old	Same	01/2001 (Update in Progress)	Yes	Yes
Airport Layout Plan	Less than 5 years old	Same	01/2001 (Update in Progress)	No	No
Land Use Protection Plan	On record with Aeronautics	Same	No	No	No
Noise Contour Map	Less than 10 years old	Same	Unknown or None	No	No
Pavement Management Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Minimum Standards	On record with Aeronautics	Same	No	No	No
Airport Manager	Airport Manager	Same	Yes	Yes	Yes
Legislative Liaison	Suggested	Legislative Liaison	No	Not Obj.	No
RPZ Ownership	Fee/Easement Ownership of all RPZs	Same	No	No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

<b>Rawlins Municipal/Harvey Field</b>	<b>RWL</b>	<b>Rawlins</b>	<b>Intermediate</b>
<b>Airport Inventory &amp; Implementation Plan (AIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
ARC			\$240,000.00*
Runway Length (Primary)		WACIP Identified Project	\$1,575,000.00
Visual Aids			\$30,000.00
RSA			\$390,000.00
<b>Services:</b>			
Public Phone - 24/7			\$1,500.00
Aircraft Deicing System			\$350,000.00*
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)		WACIP Identified Project	\$110,000.00*
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$65,000.00
Airport Layout Plan (2022)			\$65,000.00*
Environmental Assessment (Runway Length)			\$200,000.00
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00
Land Use Protection Plan			\$40,000.00
Minimum Standards			\$40,000.00
Fee/easement Ownership of existing RPZs			\$83,000.00
<b>Total AIP Costs</b>			<b>\$3,539,500.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$631,579.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Land Acquisition			\$157,895.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway		AIP Identified Project	\$1,575,000.00
Pavement Strength			\$3,100,000.00
Taxiway			\$550,000.00
Visual Aids			\$157,895.00
Land Acquisition			\$287,380.00
<b>Landside Improvements:</b>			
Fence			\$157,895.00
<b>Administration:</b>			
Airport Master Plan (2017)		AIP Identified Project	\$110,000.00
<b>Total WACIP Identified Projects</b>			<b>\$6,727,644.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$8,582,144.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

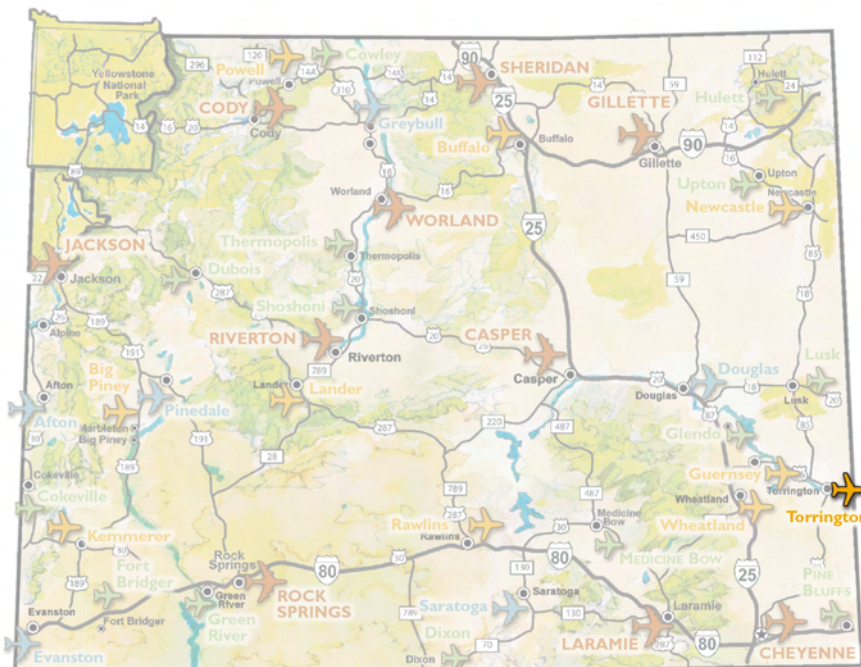
<sup>3</sup> WACIP dated September 2008

\* Identifies projects recommended due to classification changes



## Torrington – Torrington Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
TOR	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
27	27	30	27	35	27	47

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,431	4,300	4,536	4,172	4,644	3,929	4,867

<b>REPORT CARD</b>			
<b>TOR</b>	<b>Torrington Municipal Airport</b>	<b>Torrington</b>	<b>Intermediate</b>
Facility/Service Objectives	Objective	TOR	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	5100 Feet	5703 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Dual 45000	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet	Full Parallel - Width = 30 Feet	<b>No</b>
Taxiway Lights	MITL	Reflectors/MITL	<b>No</b>
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	<b>No</b>
Wind Coverage	Greater than or Equal to 95%	-	<b>No</b>
RSA	Standard RSA on all paved runways	No	<b>No</b>
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 12	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	100LL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Yes
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - 24 Hour	Yes
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	Major Airframe & Powerplant	Yes
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	02/1997	<b>No</b>
Airport Layout Plan	Less than 5 years old	01/1997	<b>No</b>
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Less than 10 years old	Unknown or None	<b>No</b>
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	Yes	Yes
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	<b>No</b>

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

<b>Torrington Municipal Airport</b>	<b>TOR</b>	<b>Torrington</b>	<b>Intermediate</b>
<b>Airport Inventory &amp; Implementation Plan (AIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Taxiway Width	WACIP Identified Project		\$473,684.00
Taxiway Lighting			\$130,000.00
Visual Aids			\$30,000.00
Wind Coverage			\$1,000.00
RSA			\$96,013.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2017)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00
Airport Layout Plan (2012)			\$65,000.00
Airport Layout Plan (2022)			\$65,000.00
Land Use Protection Plan			\$40,000.00
Environmental Assessment (Taxiway Width)			\$200,000.00
Fee/easement Ownership of existing RPZs			\$3,000.00
<b>Total AIP Costs</b>			<b>\$1,553,697.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Taxiway	AIP Identified Project		\$473,684.00
Pavement Maintenance			\$419,875.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Taxiway			\$631,579.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Runway Lights			\$108,000.00
Pavement Maintenance			\$1,742,632.00
Land Acquisition			\$157,895.00
<b>Landside Improvements:</b>			
Hangar			\$30,000.00
Airport Equipment			\$20,000.00
<b>Total WACIP Identified Projects</b>			<b>\$3,583,665.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$4,663,678.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

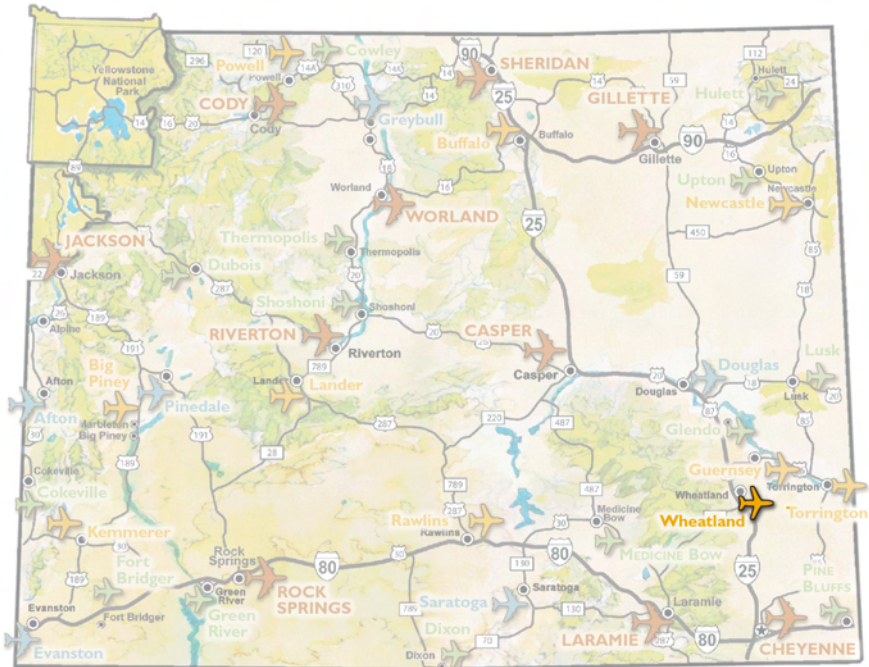
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Wheatland – Phifer Field

Identifier	Wyoming Classification	NPIAS	Existing ARC
EAN	Intermediate	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
14	14	14	13	15	12	15

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,820	3,820	3,897	3,820	3,976	3,820	4,137

REPORT CARD			
EAN	Phifer Field	Wheatland	Intermediate
Facility/Service Objectives	Objective	EAN	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	5700 Feet	5900 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 20000 lbs	Single 15000	No
Taxiway	Partial Parallel, connector and/or turn around, Width = 35 Feet	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
Wind Coverage	Greater than or Equal to 95%	93.83%	No
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS or ASOS	None	No
Terminal	Terminal	Commercial - No General Aviation - Yes	Yes
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Field Fence	No
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 10	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	100LL	None	No
Ground Transportation	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	No
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Public Restrooms - 24/7	Yes - Not 24 Hour	No
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Minor Airframe & Powerplant	None	No
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Less than 10 years old	12/1998	No
Airport Layout Plan	Less than 5 years old	08/2007	Yes
Land Use Protection Plan	On record with Aeronautics	No	No
Noise Contour Map	Less than 10 years old	Unknown or None	No
Pavement Management Plan	On record with Aeronautics	No	No
Minimum Standards	On record with Aeronautics	No	No
Airport Manager	Airport Manager	No	No
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

**Phifer Field** **EAN** **Wheatland** **Intermediate**

**Airport Inventory & Implementation Plan (AIIP) Projects**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Airside Improvements:</b>		
Pavement Strength		\$2,500,000.00
Visual Aids		\$60,000.00
Wind Coverage		\$6,000,000.00
Pavement Maintenance	WACIP Identified Project	\$3,646,429.00
<b>Landside Improvements:</b>		
Weather Reporting		\$75,000.00
Perimeter Fencing		\$690,000.00
<b>Services:</b>		
Fuel		\$150,000.00
Courtesy Car		\$5,000.00
<b>Administration:</b>		
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2008)		\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2018)		\$150,000.00
Airport Layout Plan (2013)		\$65,000.00
Airport Layout Plan (2023)		\$65,000.00
Environmental Assessment (Pavement Strength)		\$200,000.00
Environmental Assessment (Wind Coverage)		\$200,000.00
Environmental Assessment (Land Acquisition RPZs)		\$200,000.00
Land Use Protection Plan		\$40,000.00
Minimum Standards		\$40,000.00
Fee/easement Ownership of existing RPZs	WACIP Identified Project	\$807,895.00
<b>Total AIIP Costs</b>		<b>\$15,044,324.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
<b>Airside Improvements:</b>		
Pavement Maintenance		\$157,895.00
Land Acquisition		\$631,578.00
<b>Mid-term (2012-2016)</b>		
<b>Airside Improvements:</b>		
Land Acquisition		\$157,895.00
<b>Long-term (2017-2027)</b>		
<b>Airside Improvements:</b>		
Runway		\$1,578,947.00
Apron		\$1,428,572.00
Pavement Maintenance	AIIP Identified Project	\$3,646,429.00
Land Acquisition	AIIP Identified Project	\$807,895.00
<b>Landside Improvements:</b>		
Taxilane		\$357,143.00
<b>Total WACIP Identified Projects</b>		<b>\$8,766,354.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$19,356,354.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

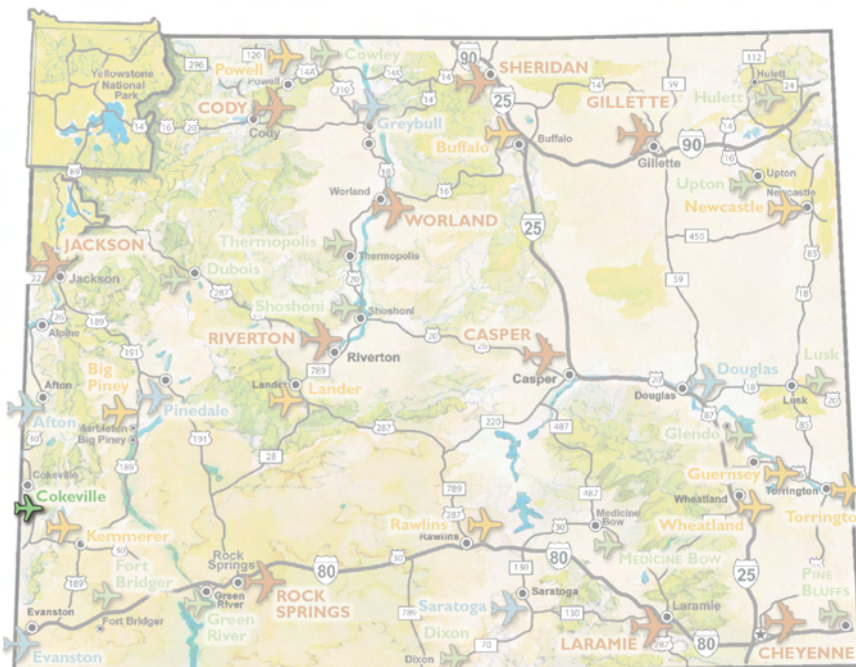
<sup>2</sup> ALP – Airport Layout Plan

<sup>3</sup> WACIP dated September 2008



## Cokeville – Cokeville Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
U06	Local	No	B-I



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2	0	3	0	4	0	8

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
1,250	1,281	1,811	1,313	2,625	1,378	5,511



## REPORT CARD

U06	Cokeville Municipal Airport	Cokeville	Local – Paved
Facility/Service Objectives	Objective	U06	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-I	<b>No</b>
Runway Length	3400 Feet	3400 Feet	Yes
Runway Width	75 Feet	60 Feet	<b>No</b>
Runway Lights	MIRL	None	<b>No</b>
Pavement Strength	Single 12500 lbs	Single 10000	<b>No</b>
Taxiway	Maintain Existing Taxiway	Connector Only – Width = 20 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	None	<b>No</b>
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR – None MALS – None ODALS – None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – None VASI – None REIL – None Beacon – Yes Wind Cone – Yes Lighted Wind Cone – Yes	<b>No</b>
Wind Coverage	≥ 95% Suggested	-	Not an Objective
RSA	Standard RSA on all paved runways	No	<b>No</b>
<b>LANDSIDE</b>			
Weather Reporting	AWOS	None	<b>No</b>
Terminal	Not an Objective	Commercial – No General Aviation – No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter – Yes Type – Field Fence	<b>No</b>
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car – No Taxi Service – No Courtesy Car – No	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge – No Planning Room – No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Public Phone – 24/7	No	<b>No</b>
Food	Not an Objective	Restaurant – No Vending Machines – No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing – No	Not an Objective
De-icing Containment System	Not an Objective	Containment System – No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	None	Not an Objective
Airport Layout Plan	Less than 10 years	None (Update in Progress)	<b>No</b>
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Suggested	None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	Yes	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	Yes	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

Cokeville Municipal Airport	U06	Cokeville	Local – Paved
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Runway Width			\$450,000.00
Runway Lights			\$170,000.00
Pavement Strength	WACIP Identified Project		\$500,000.00
Taxiway Lights			\$18,000.00
Visual Aids			\$130,000.00
RSA			\$317,780.00
Pavement Maintenance	WACIP Identified Project		\$2,540,000.00
<b>Landside Improvements:</b>			
Weather Reporting			\$75,000.00
Perimeter Fence	WACIP Identified Project		\$75,000.00
<b>Services:</b>			
Public Phone – 24/7			\$1,500.00
<b>Administration:</b>			
Airport Layout Plan (2017)	WACIP Identified Project		\$140,000.00
Airport Layout Plan (2027)			\$65,000.00
Environmental Assessment (Pavement Strength)			\$200,000.00
<b>Total AIIP Costs</b>			<b>\$4,682,280.00</b>

<b>WACIP Identified Projects<sup>2</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance	AIIP Identified Project		\$500,000.00
<b>Mid-term (2012-2016)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance	AIIP Identified Project		\$2,540,000.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Pavement Maintenance			\$50,000.00
<b>Landside Improvements:</b>			
Hangar			\$10,000.00
Airport Access			\$12,000.00
Fence	AIIP Identified Project		\$75,000.00
<b>Administration:</b>			
Airport Master Plan			\$110,000.00
Airport Layout Plan (2017)	AIIP Identified Project		\$140,000.00
<b>Total WACIP Identified Projects</b>			<b>\$3,437,000.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$4,864,280.00</b>
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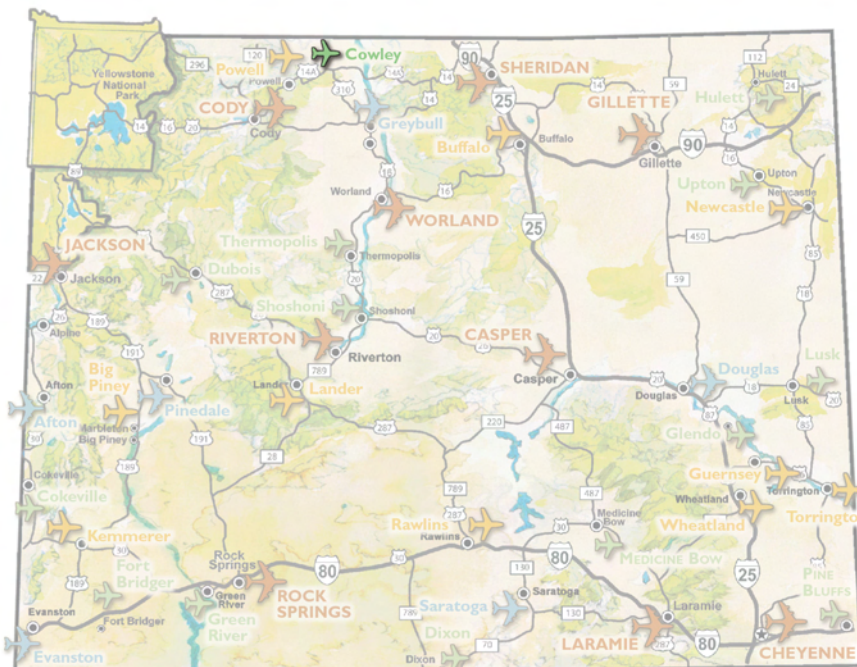
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> WACIP dated September 2008



## Cowley – North Big Horn County Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
U68	Local	Yes	B-II



### Forecasts

Based Aircraft						
2007	2007		2007		2007	
Actual	Actual	Actual	Actual	Actual	Actual	Actual
10	10	10	10	10	10	10

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
4,175	4,175	4,259	4,175	4,345	4,175	4,522



## REPORT CARD

U68	North Big Horn County Airport	Cowley	Local-Paved
Facility/Service Objectives	Objective	U68	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	5199 Feet	5199 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 12500	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	Reflectors	Yes
Instrument Approach Type	Not an Objective	Non-Precision	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI - None VASI - Both Ends REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	97.37%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - Yes	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Field Fence	<b>No</b>
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes - Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes - 24 Hour	Yes
Food	Not an Objective	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	09/2000	Not an Objective
Airport Layout Plan	Less than 10 years	11/2000	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	Yes	Not an Objective

Note: Objectives listed are essential unless noted otherwise



IMPLEMENTATION PLAN			
North Big Horn County Airport	U68	Cowley	Local - Paved
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
Pavement Maintenance			\$4,240,000.00
Landside Improvements:			
NADIN Connection			\$1,000.00
Perimeter Fence			\$680,000.00
Administration:			
Airport Layout Plan (2010)		WACIP Identified Project	\$61,579.00
Airport Layout Plan (2020)		WACIP Identified Project	\$63,474.00
Land Use Protection Plan			\$30,000.00
<b>Total AIIP Costs</b>			<b>\$5,076,053.00</b>

<b>WACIP Identified Projects<sup>2</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Runway Lights			\$490,786.00
Pavement Maintenance			\$157,895.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Taxiway			\$473,684.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway			\$210,526.00
Taxiway			\$1,010,526.00
Apron			\$964,737.00
Landside Improvements:			
Taxilane			\$389,473.00
Airport Access			\$50,000.00
Administration:			
Airport Master Plan			\$208,422.00
Airport Layout Plan (2010 and 2020)		AIIP Identified Project	\$125,053.00
<b>Total WACIP Identified Projects</b>			<b>\$4,081,102.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$9,032,102.00</b>
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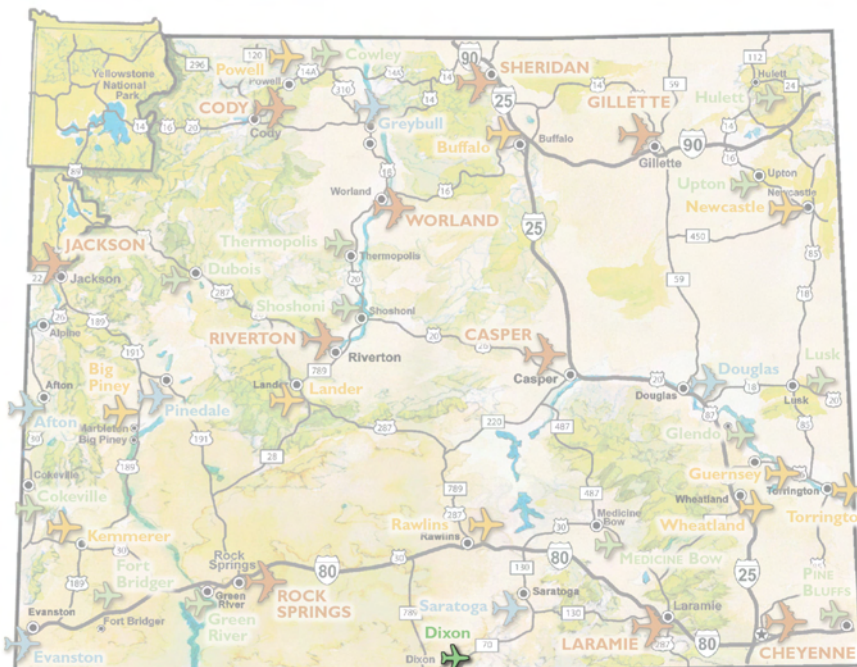
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> WACIP dated September 2008



## Dixon – Dixon Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
9U4	Local	Yes	B-II



## Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
9	9	10	9	11	10	13

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2,600	2,600	2,651	2,600	2,703	2,600	2,810

## REPORT CARD

9U4	Dixon Airport	Dixon	Local-Paved
Facility/Service Objectives	Objective	9U4	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	7000 Feet	7000 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 24000	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI - One End VASI - None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	97.62%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Public Phone - 24/7	No	<b>No</b>
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	12/2000	Not an Objective
Airport Layout Plan	Less than 10 years	12/2000	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	Yes	Not an Objective
Airport Manager	Airport Manager	No	<b>No</b>
Legislative Liaison	Suggested	Yes	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise





IMPLEMENTATION PLAN			
Dixon Airport	9U4	Dixon	Local - Paved
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Landside Improvements:			
NADIN Connection			\$1,000.00
Services:			
Public Phone - 24/7			\$1,500.00
Administration:			
Airport Layout Plan (2010)			\$65,000.00
Airport Layout Plan (2020)		WACIP Identified Project	\$65,000.00
Land Use Protection Plan			\$30,000.00
<b>Total AIIP Costs</b>			<b>\$162,500.00</b>

<b>WACIP Identified Projects<sup>2</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Apron			\$315,789.00
Pavement Maintenance			\$227,779.00
Administration:			
Environmental Assessment			\$263,158.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Runway			\$4,526,316.00
Land Acquisition			\$315,789.00
Landside Improvements:			
Hangars			\$157,895.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Taxiway			\$1,263,158.00
Landside Improvements:			
Airport Equipment			\$2,000.00
Administration:			
Airport Master Plan			\$100,000.00
Airport Layout Plan (2020)		AIIP Identified Project	\$65,000.00
<b>Total WACIP Identified Projects</b>			<b>\$7,236,884.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$7,334,384.00</b>
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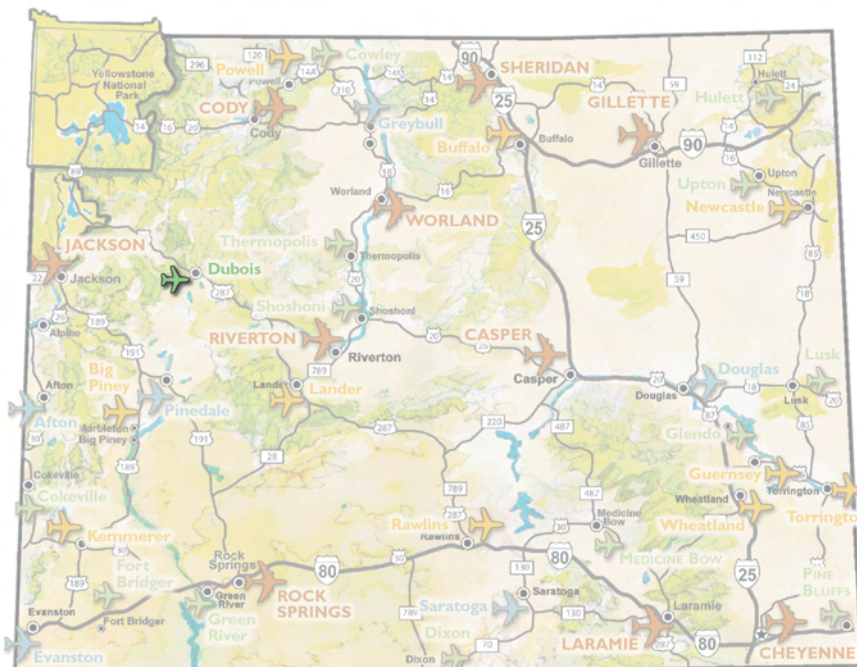
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> WACIP dated September 2008



## Dubois – Dubois Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
U25	Local	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
11	11	13	11	15	11	22

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5,000	5,000	5,825	5,000	6,785	5,000	9,208

## REPORT CARD

REPORT CARD						
U25	Dubois Airport		Dubois	Existing Local-Paved & Future Intermediate		
Facility/Service Objectives	Objective		U25	Objective Met?		
<b>AIRSIDE (Primary Runway)</b>	Existing	Future	U25	Existing	Future	
ARC	B-II	B-II	B-II	Yes	Yes	
Runway Length	6100 Feet	7800 Feet	6100 Feet	Yes	No	
Runway Width	75 Feet	Same	60 Feet	No	No	
Runway Lights	MIRL	Same	MIRL	Yes	Yes	
Pavement Strength	Single 12500 lbs	Single 20000	Single 24000	Yes	Yes	
Taxiway	Maintain Existing Taxiway	Partial parallel, connector or turn around, width = 35 Feet	Connector Only-Width = 35 Feet	Yes	Yes	
Taxiway Lights	Reflectors (MITL Suggested)	MITL	MITL	Yes	Yes	
Instrument Approach Type	Not an Objective	Non-Precision	Visual	Yes	No	
Approach Lighting System	Not an Objective	Not an Objective	MALS - None MALS - None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)	
Visual Aids	PAPI or VASI (one runway end, both ends suggested). REIL (one runway end, both ends suggested). Beacon and Lighted Wind Cone	PAPI or VASI (both runway ends). Combination of REIL, MALS, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - One End VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No	No	
Wind Coverage	Greater than 95% Suggested	Greater than 95%	-	Not Obj.	No	
RSA	Standard RSA on paved rwys	Same	Yes	Yes	Yes	
<b>LANDSIDE</b>						
Weather Reporting	AWOS or ASOS	Same	AWOS	Yes	Yes	
Terminal	Not an Objective	Terminal	Commercial - No General Aviation - Yes	Not Obj.	Yes	
Perimeter Fencing	Wildlife Fence	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes	Yes	
Hangars	50% of Based Aircraft	75% of Based Aircraft	100%	Yes	Yes	
Lighted Hangar Areas	Not an Objective	Suggested	No	Not Obj.	Not Obj.	
Paved Auto Parking	Suggested	Same	No Number of Spaces - -	Not Obj.	Not Obj.	
<b>SERVICES</b>						
FBO	Suggested	Same	No	Not Obj.	Not Obj.	
Fuel	Suggested	100LL	100LL	Not Obj.	Yes	
Ground Transportation	Suggested	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Not Obj.	Yes.	
Pilot Lounge & Planning Room	Suggested	Same	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Not Obj.	
Public Restrooms	Suggested	Public Restrooms 24/7	Yes - 24 Hours	Not Obj.	Yes	
Public Phone	Public Phone - 24/7	Same	Yes - 24 Hours	Yes	Yes	
Food	Not an Objective	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not Obj.	Not Obj.	
Aircraft Maintenance	Suggested	Minor A & P	No	Not Obj.	No	
Aircraft De-icing System	Not an Objective	Same	De-icing - No	Not Obj.	Not Obj.	
De-icing Containment	Not an Objective	Same	Containment System - No	Not Obj.	Not Obj.	
<b>ADMINISTRATION</b>						
Airport Master Plan	Suggested within 15 years	Less than 10 years old	03/1999 (Update in Progress)	Not Obj.	Yes	
Airport Layout Plan	Less than 10 years old	Less than 5 years old	03/1999 (Update in Progress)	Yes	No	
Land Use Protection Plan	On record with Aeronautics	Same	Yes	Yes	Yes	
Noise Contour Map	Suggested	Less than 10 years old	Unknown or None	Not Obj.	No	
Pavement Management Plan	On record with Aeronautics	On record with Aeronautics	Yes	Yes	Yes	
Minimum Standards	Suggested	On Record with Aeronautics	No	Not Obj.	No	
Airport Manager	Airport manager	Same	Yes	Yes	Yes	
Legislative Liaison	Suggested	Same	Yes	Not Obj.	Not Obj.	
RPZ Ownership	Suggested	Fee/Easement Ownership	Yes	Not Obj.	Yes	

Note: Objectives listed are essential unless noted otherwise



<b>IMPLEMENTATION PLAN</b>			
<b>Dubois Municipal Airport</b>	<b>U25</b>	<b>Dubois</b>	<b>Local – Paved</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Runway Length (Primary)			\$1,505,000.00*
Runway Width			\$1,020,000.00
Instrument Approach Type			\$20,000.00*
Visual Aids			\$60,000.00
Wind Coverage			\$1,000.00*
<b>Landside Improvements:</b>			
NADIN Connection			\$1,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Identified Project		\$110,000.00*
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00*
Airport Layout Plan (2012)			\$65,000.00*
Airport Layout Plan (2022)			\$65,000.00*
Environmental Assessment (Runway Length)			\$200,000.00*
Minimum Standards			\$40,000.00*
<b>Total AIIP Costs</b>			<b>\$3,237,000.00</b>
<b>WACIP Identified Projects<sup>3</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
<b>Airside Improvements:</b>			
Apron			\$1,684,211.00
Land Acquisition			\$520,204.00
<b>Landside Improvements:</b>			
Hangar			\$315,789.00
<b>Mid-term (2012-2016)</b>			
No Mid-term projects requested on CIP			\$0.00
<b>Long-term (2017-2027)</b>			
<b>Airside Improvements:</b>			
Taxiway			\$675,000.00
Apron			\$684,211.00
Land Acquisition			\$60,000.00
<b>Landside Improvements:</b>			
Water Supply			\$30,000.00
<b>Administration:</b>			
Airport Master Plan (2017)	AIIP Identified Project		\$110,000.00
<b>Total WACIP Identified Projects</b>			<b>\$4,079,415.00</b>
<b>Total Costs (2007-2027)<sup>1</sup></b>			<b>\$7,206,415.00</b>

<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

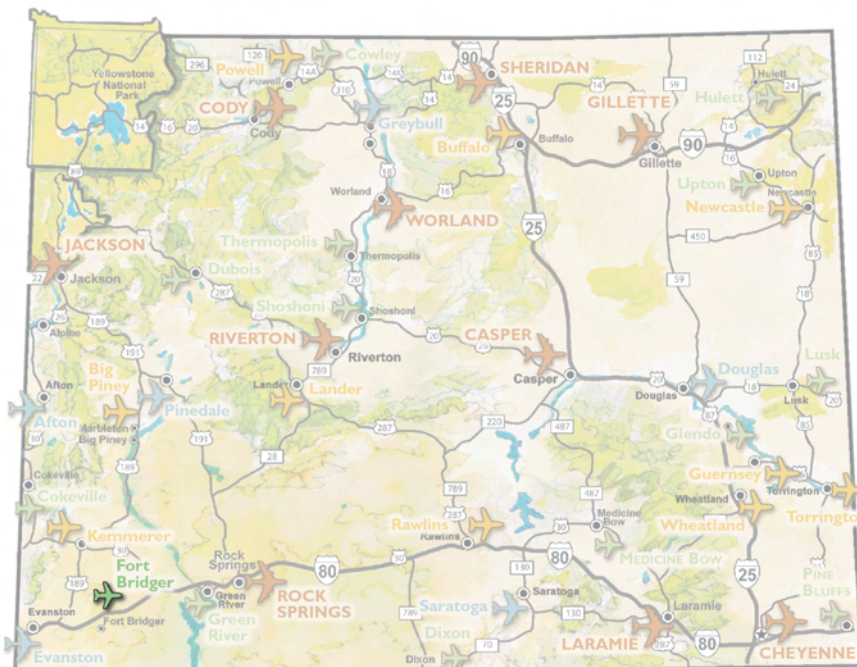
<sup>3</sup> WACIP dated September 2008

\* Identifies projects recommended due to classification change.



## Fort Bridger – Fort Bridger Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
FBR	Local	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
10	9	10	9	10	8	11

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3,500	3,460	3,567	3,420	3,635	3,342	3,776

## REPORT CARD

FBR	Fort Bridger Airport	Fort Bridger	Local-Paved
Facility/Service Objectives	Objective	FBR	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	6402 Feet	6402 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 24000	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Non-Precision	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI - None VASI - One End REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	93.97%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 20	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes - 24 Hour	Not an Objective
Public Phone	Public Phone - 24/7	Yes - 24 Hour	Yes
Food	Not an Objective	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Not an Objective	Major Airframe & Powerplant	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	Unknown or None (Update in Progress)	Not an Objective
Airport Layout Plan	Less than 10 years	01/1999 (Update in Progress)	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise





IMPLEMENTATION PLAN			
Fort Bridger Airport	FBR	Fort Bridger	Local - Paved
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Landside Improvements:			
NADIN Connection			\$1,000.00
Administration:			
Airport Layout Plan (2017)			\$65,000.00
Airport Layout Plan (2027)			\$65,000.00
Land Use Protection Plan			\$30,000.00
<b>Total AIIP Costs</b>			<b>\$161,000.00</b>

<b>WACIP Identified Projects<sup>1</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Runway			\$971,851.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Pavement Maintenance			\$157,895.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway			\$8,050,000.00
Runway Lights			\$200,000.00
Apron			\$425,000.00
Visual Aids			\$165,000.00
Pavement Maintenance			\$736,842.00
Land Acquisition			\$80,000.00
Landside Improvements:			
Airport Equipment			\$455,000.00
Administration:			
Airport Master Plan			\$110,000.00
Environmental Assessment			\$65,000.00
<b>Total WACIP Identified Projects</b>			<b>\$11,416,588.00</b>

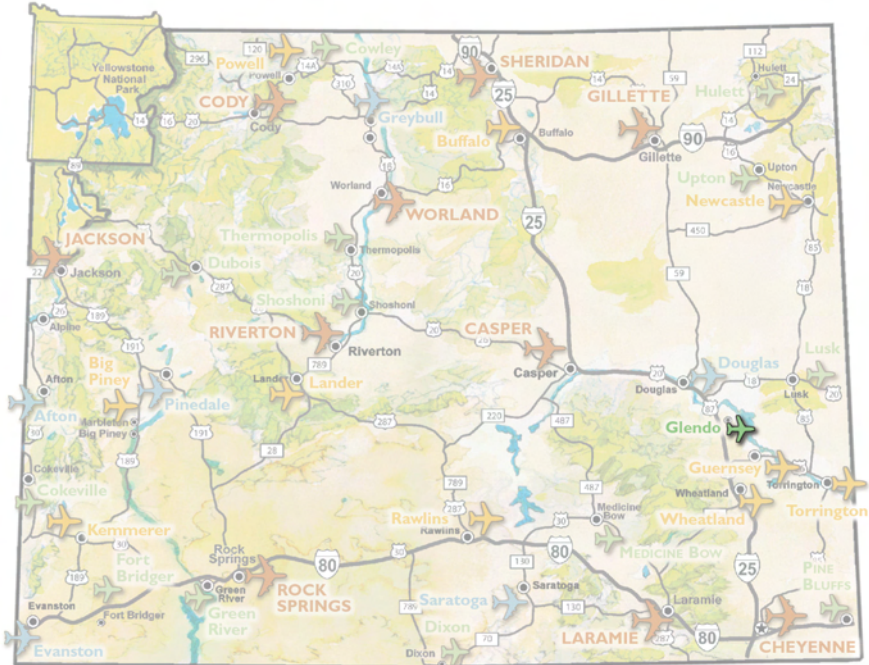
<b>Total Costs (2007-2027)</b>			<b>\$11,577,588.00</b>
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<sup>1</sup> WACIP dated September 2008



## Glendo – Thomas Memorial Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
76V	Local	No	A-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
450	450	450	450	450	450	450

## REPORT CARD

76V	Thomas Memorial Airport	Glendo	Local-Non Paved
Facility/Service Objectives	Objective	76V	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	A-II	A-II	Yes
Runway Length	4397 Feet	4397 Feet	Yes
Runway Width	Maintain Existing Width	70 Feet	Yes
Runway Lights	Runway Edge Markers	None	<b>No</b>
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Yes
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - No Wind Cone - Yes Lighted Wind Cone - No	Yes
Wind Coverage	Suggested Greater than 95%	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
<b>LANDSIDE</b>			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - No	<b>No</b>
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

<b>Thomas Memorial Airport</b>	<b>76V</b>	<b>Glendo</b>	<b>Local Non-Paved</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements			
Runway Lights (Edge Markers)			5,500.00
Landside Improvements:			
Perimeter Fencing			\$125,000.00
<b>Total AIIP Costs</b>			<b>\$130,500.00</b>

**WACIP Identified Projects<sup>1</sup>**

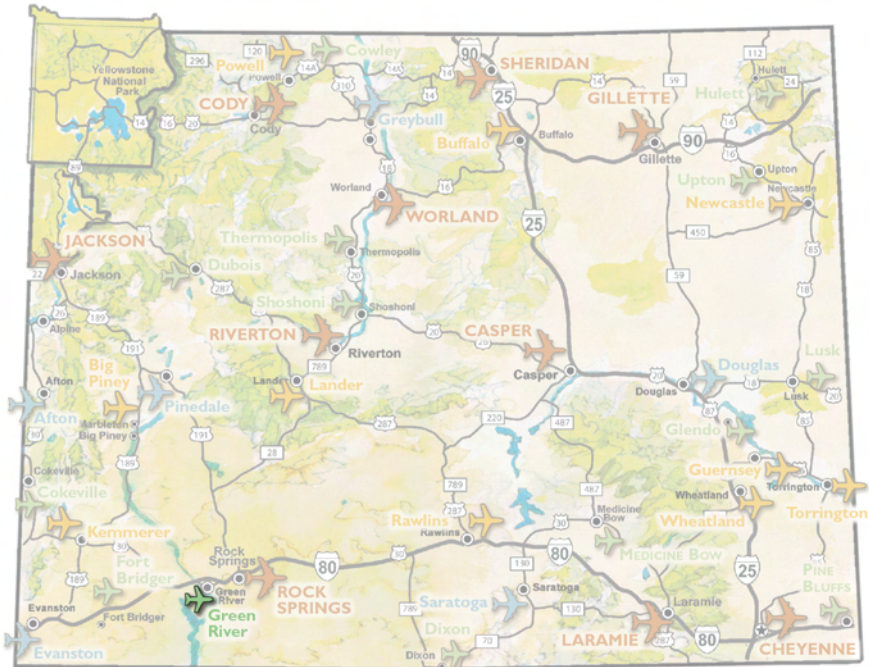
<i>Project Description</i>	<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>	
Administration:	
Airport Master Plan	\$70,000.00
<b>Mid-term (2012-2016)</b>	
No Mid-term projects requested on CIP	\$0.00
<b>Long-term (2017-2027)</b>	
No Mid-term projects requested on CIP	\$0.00
<b>Total WACIP Identified Projects</b>	<b>\$70,000.00</b>
<b>Total Costs (2007-2027)</b>	<b>\$200,500.00</b>

<sup>1</sup> WACIP dated September 2008



## Green River – Greater Green River Intergalactic Spaceport

Identifier	Wyoming Classification	NPIAS	Existing ARC
48U	Local	No	A-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
34	34	34	34	34	34	34

<b>REPORT CARD</b>			
<b>48U</b>	<b>Greater Green River Intergalactic Spaceport</b>	<b>Green River</b>	<b>Local-Non Paved</b>
Facility/Service Objectives	Objective	48U	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	A-II	A-II	Yes
Runway Length	4397 Feet	5800 Feet	Yes
Runway Width	Maintain Existing Width	130 Feet	Yes
Runway Lights	Runway Edge Markers	None	<b>No</b>
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - No Wind Cone - No Lighted Wind Cone - No	<b>No</b>
Wind Coverage	Suggested Greater than 95%	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
<b>LANDSIDE</b>			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - No Type - Field Fence	<b>No</b>
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	Yes	Not an Objective
Legislative Liaison	Not an Objective	Yes	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

**Greater Green River Intergalactic Spaceport                      48U      Green River      Local Non-Paved  
Airport Inventory & Implementation Plan (AIIP) Projects**

<i>Project Description</i>	<i>Estimated Cost</i>
<b>Airside Improvements:</b>	
Runway Lights (Edge Markers)	\$7,000.00
Visual Aids	\$40,000.00
<b>Landside Improvements:</b>	
Perimeter Fencing	\$155,000.00
<b>Total AIIP Costs</b>	<b>\$202,000.00</b>

**WACIP Identified Projects<sup>1</sup>**

<i>Project Description</i>	<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>	
No Short-term projects requested on CIP	\$0.00
<b>Mid-term (2012-2016)</b>	
No Mid-term projects requested on CIP	\$0.00
<b>Long-term (2017-2027)</b>	
No Mid-term projects requested on CIP	\$0.00
<b>Total WACIP Identified Costs</b>	<b>\$0.00</b>

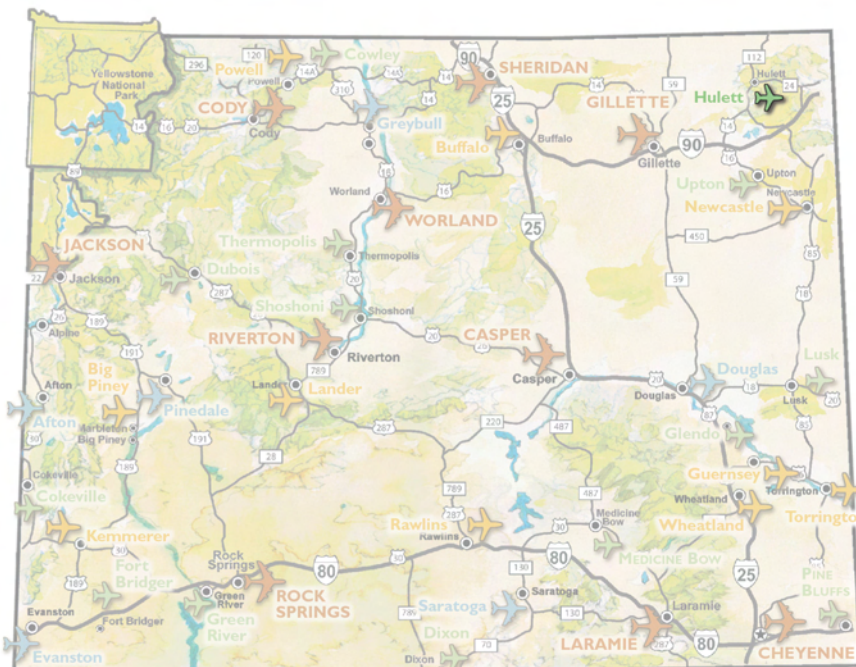
<b>Total Costs (2007-2027)</b>	<b>\$202,000.00</b>
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<sup>1</sup>WACIP dated September 2008



## Hulett – Hulett Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
W43	Local	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
5	6	7	8	10	13	20

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
1,400	1,400	1,843	1,400	2,426	1,400	4,203

## REPORT CARD

W43 Hulett Municipal Airport Hulett Existing Local & Future Intermediate					
Facility/Service Objectives	Objective		W23	Objective Met?	
<b>AIRSIDE (Primary Runway)</b>	Existing	Future		Existing	Future
ARC	B-II	Same	B-II	Yes	Yes
Runway Length	5500 Feet	6700 Feet	5500 Feet	Yes	No
Runway Width	75 Feet	Same	75 Feet	Yes	Yes
Runway Lights	MIRL	Same	MIRL	Yes	Yes
Pavement Strength	Single 12500 lbs	Single 20000	Single 12500	Yes	No
Taxiway	Maintain Existing Taxiway	Partial parallel, connector or turn around, width = 35 Feet	Full Parallel-Width = 35 Feet	Yes	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Reflectors	Yes	No
Instrument Approach Type	Not an Objective	Non-Precision	Non-Precision	Yes	Yes
Approach Lighting System	Not an Objective	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective (Not Obj.)	Not an Objective (Not Obj.)
Visual Aids	PAPI or VASI (one runway end, both ends suggested). REIL (one runway end, both ends suggested). Beacon and Wind Cone	PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone	PAPI - Both Ends VASI - None REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes	Yes
Wind Coverage	Greater than 95% Suggested	Greater than 95%	93.3%	Not Obj.	No
RSA	Standard RSA on paved rwys	Same	No	No	No
LANDSIDE					
Weather Reporting	AWOS or ASOS	AWOS or ASOS	AWOS	Yes	Yes
Terminal	Not an Objective	Terminal	Commercial - No General Aviation - Yes	Not Obj.	Yes
Perimeter Fencing	Wildlife Fence	Same	Perimeter - Yes Type - Wildlife Fence	Yes	Yes
Hangars	50% of Based Aircraft	75% of Based Aircraft	100%	Yes	Yes
Lighted Hangar Areas	Not an Objective	Suggested	Yes	Not Obj.	Not Obj.
Paved Auto Parking	Suggested	Same	Yes Number of Spaces - 40	Not Obj.	Not Obj.
SERVICES					
FBO	Suggested	Same	No	Not Obj.	Not Obj.
Fuel	Suggested	100LL	100LL	Not Obj.	Yes
Ground Transportation	Suggested	Courtesy Car	On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes	Not Obj.	Yes.
Pilot Lounge & Planning Room	Suggested	Same	Pilot Lounge - Yes Planning Room - Yes	Not Obj.	Not Obj.
Public Restrooms	Suggested	Public Restrooms - 24/7	Yes - 24 Hours	Not Obj.	Yes
Public Phone	Public Phone - 24/7	Same	Yes - 24 Hours	Yes	Yes
Food	Not an Objective	Vending Machines Suggested	Restaurant - No Vending Machines - No	Not Obj.	Not Obj.
Aircraft Maintenance	Not an Objective	Minor A & P	No	Not Obj.	No
Aircraft De-icing System	Not an Objective	Same	De-icing - No	Not Obj.	Not Obj.
De-icing Containment System	Not an Objective	Same	Containment System - No	Not Obj.	Not Obj.
ADMINISTRATION					
Airport Master Plan	Suggested within 15 years	Less than 10 years old	Unknown or None	Not Obj.	No
Airport Layout Plan	Less than 10 years old	Less than 5 years old	06/2004	Yes	Yes
Land Use Protection Plan	On record with Aeronautics	Same	Yes	Yes	Yes
Noise Contour Map	Suggested	Less than 10 years old	Unknown or None	Not Obj.	No
Pavement Management Plan	On record with Aeronautics	Same	No	No	No
Minimum Standards	Suggested	On record with Aeronautics	No	Not Obj.	No
Airport Manager	Airport Manager	Same	Yes	Yes	Yes
Legislative Liaison	Suggested	Same	Yes	Not Obj.	Not Obj.
RPZ Ownership	Suggested	Fee/Easement Ownership	No	Not Obj.	No

Note: Objectives listed are essential unless noted otherwise



## IMPLEMENTATION PLAN

Hulett Municipal Airport	W43	Hulett	Local - Paved
<b>Airport Inventory &amp; Implementation Plan (AIIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Runway Length (Primary)	WACIP Identified Project		\$2,421,053.00*
Pavement Strength	WACIP Identified Project		\$1,900,000.00*
Taxiway Lights			\$54,000.00*
Wind Coverage			\$5,100,000.00*
RSA			\$3,000.00
<b>Administration:</b>			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)	WACIP Identified Project		\$263,158.00*
Airport Master Plan/ALP/Noise Contour Map (2017)	WACIP Identified Project		\$110,000.00*
Airport Master Plan/ALP/Noise Contour Map (2027)			\$150,000.00*
Airport Layout Plan (2012)			\$65,000.00*
Airport Layout Plan (2022)	WACIP Identified Project		\$110,000.00*
Environmental Assessment (Runway Length)	WACIP Identified Project		\$150,000.00*
Environmental Assessment (Pavement Strength)			\$315,789.00*
Environmental Assessment (Wind Coverage)			\$200,000.00*
Environmental Assessment (Land Acquisition RPZs)			\$200,000.00*
Minimum Standards			\$40,000.00*
Fee/easement Ownership of existing RPZs			\$28,000.00*
<b>Total AIIIP Costs</b>			<b>\$11,110,000.00</b>

### WACIP Identified Projects<sup>3</sup>

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
<b>Administration:</b>		
Airport Master Plan (2007)	AIIIP Identified Project	\$263,158.00
Environmental Assessment (Pavement Strength)	AIIIP Identified Project	\$315,789.00
Noise		\$52,632.00
<b>Mid-term (2012-2016)</b>		
<b>Airside Improvements:</b>		
Runway	AIIIP Identified Project	\$2,421,053.00
<b>Long-term (2017-2027)</b>		
<b>Airside Improvements:</b>		
Runway		\$2,300,000.00
Apron		\$1,437,500.00
Pavement Strength	AIIIP Identified Project	\$1,900,000.00
<b>Administration:</b>		
Airport Master Plan (2017)	AIIIP Identified Project	\$110,000.00
Airport Layout Plan (2022)	AIIIP Identified Project	\$110,000.00
Environmental Assessment (Runway Length)		\$150,000.00
<b>Total WACIP Identified Projects</b>		<b>\$9,060,132.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$15,050,132.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> ALP – Airport Layout Plan

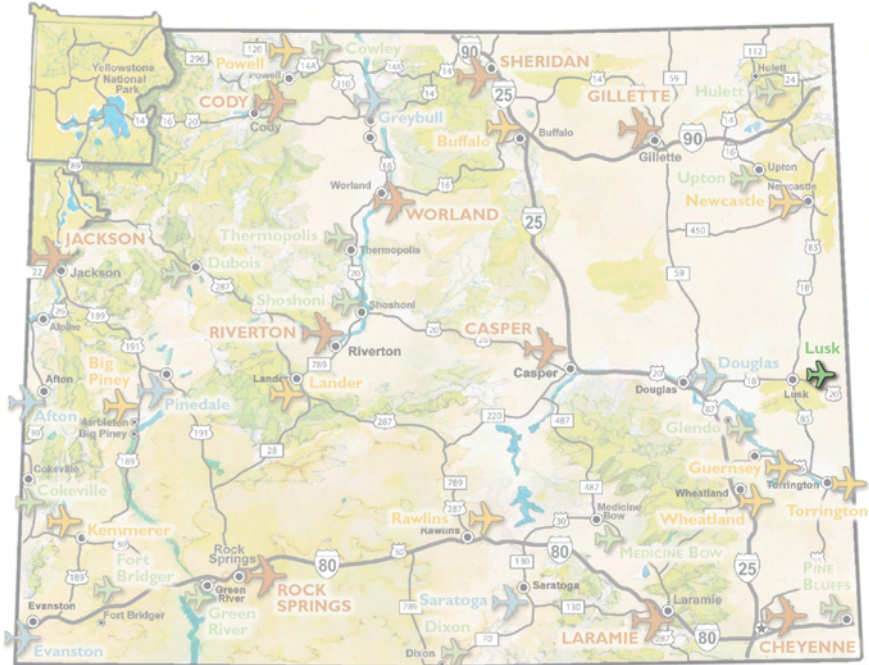
<sup>3</sup> WACIP dated September 2008

\* Identifies projects recommended due to classification change



## Lusk – Lusk Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
LSK	Local	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2	2	3	1	4	1	7

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
7,030	7,030	7,165	7,030	7,302	7,030	7,584

## REPORT CARD

LSK	Lusk Municipal Airport	Lusk	Local-Paved
Facility/Service Objectives	Objective	LSK	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	5058 Feet	5058 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 12500	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – One End VASI – None REIL - One End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	94.82%	Not an Objective
RSA	Standard RSA on all paved runways	No	<b>No</b>
<b>LANDSIDE</b>			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - Yes	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Wildlife Fence	Yes
Hangars	50% of Based Aircraft		<b>No</b>
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - Yes Courtesy Car – Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - No	Not an Objective
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes – Not 24 Hour	<b>No</b>
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	None	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	09/2006	Not an Objective
Airport Layout Plan	Less than 10 years	01/2004	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	Yes	Not an Objective

Note: Objectives listed are essential unless noted otherwise





<b>IMPLEMENTATION PLAN</b>			
<b>Lusk Municipal Airport</b>	<b>LSK</b>	<b>Lusk</b>	<b>Local - Paved</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
RSA	WACIP Identified Project		\$4,225,000.00
Landside Improvements:			
NADIN Connection			\$1,000.00
Hangars	WACIP Identified Project		\$40,800.00
Administration:			
Airport Layout Plan (2014)			\$65,000.00
Airport Layout Plan (2024)	WACIP Identified Project		\$65,000.00
Land Use Protection Plan			\$30,000.00
<b>Total AIIP Costs</b>			<b>\$4,426,800.00</b>

<b>WACIP Identified Projects<sup>2</sup></b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Airside Improvements:			
Pavement Maintenance			\$473,684.00
Landside Improvements:			
Hangars	AIIP Identified Project		\$40,800.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Pavement Maintenance			\$789,474.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway	AIIP Identified Project		\$4,225,000.00
Taxiway			\$1,200,000.00
Apron			\$1,425,000.00
Land Acquisition			\$200,000.00
Administration:			
Airport Master Plan			\$110,000.00
Airport Layout Plan	AIIP Identified Project		\$65,000.00
Environmental Assessment			\$225,000.00
<b>Total WACIP Identified Projects</b>			<b>\$8,753,958.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$8,849,958.00</b>
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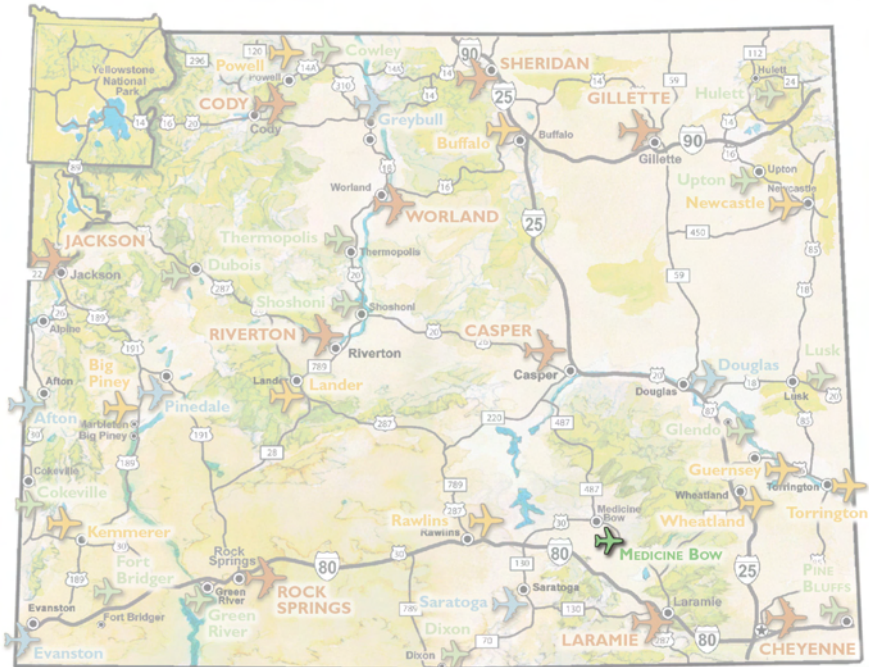
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> WACIP dated September 2008



## Medicine Bow – Medicine Bow Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
80V	Local	No	A-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
40	40	40	40	40	40	40

## REPORT CARD

80V	Medicine Bow Airport	Medicine Bow	Local Non-Paved
Facility/Service Objectives	Objective	80V	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	A-II	A-II	Yes
Runway Length	3170 Feet	3170 Feet	Yes
Runway Width	Maintain Existing Width	80 Feet	Not an Objective
Runway Lights	Runway Edge Markers	None	<b>No</b>
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - Yes Wind Cone - No Lighted Wind Cone - No	<b>No</b>
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
<b>LANDSIDE</b>			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - No	<b>No</b>
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

Medicine Bow Airport	80V Medicine Bow Local Non-Paved
Airport Inventory & Implementation Plan (AIIP) Projects	
<i>Project Description</i>	<i>Estimated Cost</i>
<b>Airside Improvements:</b>	
Runway Lights (Edge Markers)	\$4,000.00
Visual Aids	\$40,000.00
<b>Landside Improvements:</b>	
Perimeter Fencing	\$99,400.00
<b>Total AIIP Costs</b>	<b>\$143,400.00</b>

<b>WACIP Identified Projects<sup>1</sup></b>	
<i>Project Description</i>	<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>	
No Short-term projects requested on CIP	\$0.00
<b>Mid-term (2012-2016)</b>	
No Mid-term projects requested on CIP	\$0.00
<b>Long-term (2017-2027)</b>	
No Long-term projects requested on CIP	\$0.00
<b>Total WACIP Identified Projects</b>	<b>\$0.00</b>

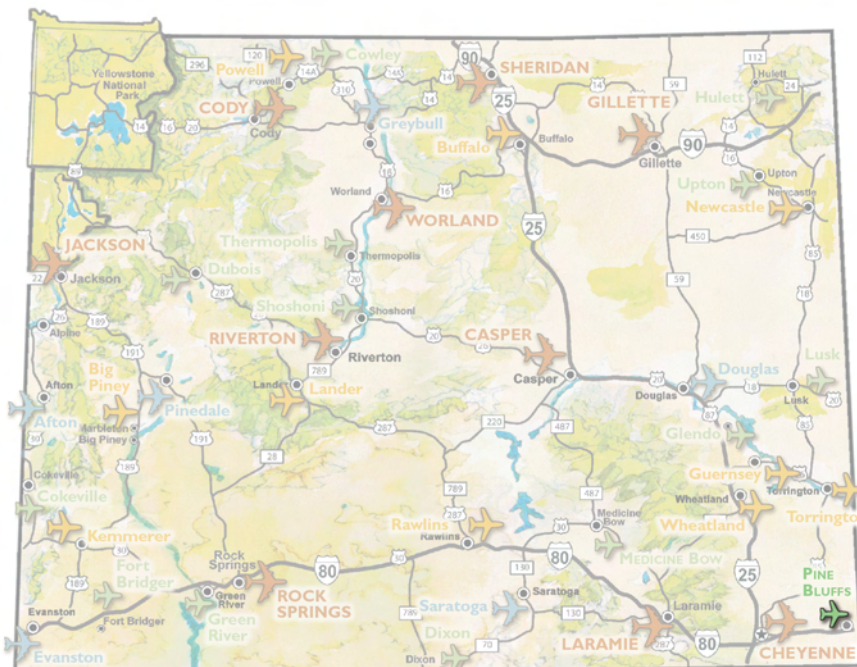
<b>Total Costs (2007-2027)</b>	<b>\$143,400.00</b>
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<sup>1</sup> WACIP dated September 2008



## Pine Bluffs – Pine Bluffs Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
82V	Local	Yes	B-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
9	9	10	9	10	10	12

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8,000	8,000	8,165	8,000	8,334	8,000	8,682

## REPORT CARD

82V	Pine Bluffs Municipal Airport	Pine Bluffs	Local-Paved
Facility/Service Objectives	Objective	82V	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-II	Yes
Runway Length	5336 Feet	5336 Feet	Yes
Runway Width	75 Feet	75 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 12500	Yes
Taxiway	Maintain Existing Taxiway	Partial Parallel - Width = 35 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – Both Ends VASI – None REIL – Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
Wind Coverage	≥ 95% Suggested	96.35%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
<b>LANDSIDE</b>			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Field Fence	<b>No</b>
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None (Fuel Available in Fall 2008)	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car – Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes –24 Hour	Yes
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	None	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	12/1995	Not an Objective
Airport Layout Plan	Less than 10 years	09/2001	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	Yes	Not an Objective
RPZ Ownership	Suggested	Yes	Not an Objective

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

Pine Bluffs Municipal Airport	82V	Pine Bluffs	Local - Paved
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Landside Improvements:			
Perimeter Fence	WACIP Identified Project		\$513,632.00
Administration:			
Airport Layout Plan (2011)			\$65,000.00
Airport Layout Plan (2021)			\$65,000.00
<b>Total AIIP Costs</b>			<b>\$643,632.00</b>

	<b>WACIP Identified Projects<sup>2</sup></b>		
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>			
Landside Improvements:			
Fence	AIIP Identified Project		\$513,632.00
<b>Mid-term (2012-2016)</b>			
Airside Improvements:			
Pavement Maintenance			\$315,789.00
<b>Long-term (2017-2027)</b>			
Airside Improvements:			
Runway			\$1,100,000.00
Taxiway			\$770,000.00
Administration:			
Airport Master Plan			\$110,000.00
<b>Total WACIP Identified Projects</b>			<b>\$2,809,421.00</b>

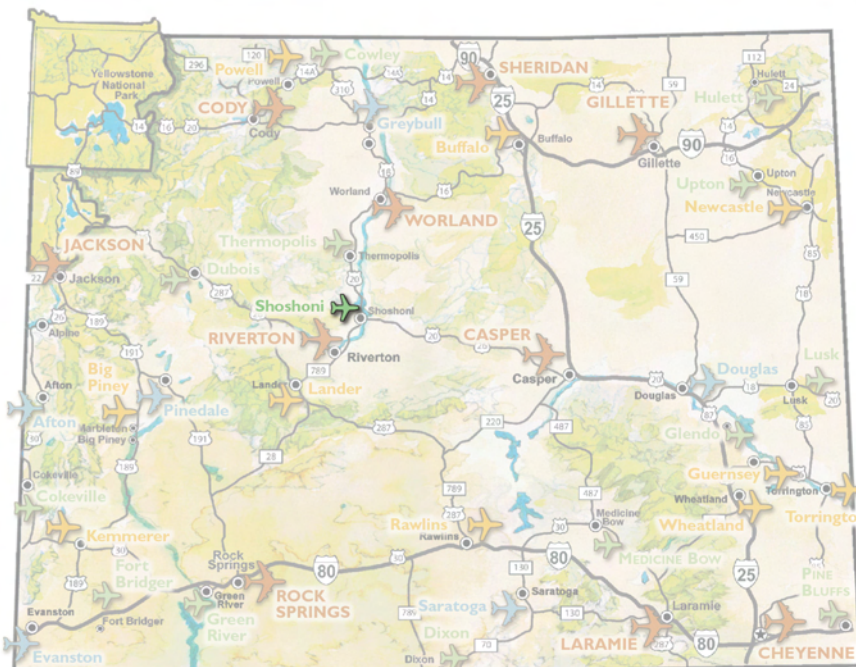
<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$2,939,421.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication  
<sup>2</sup> WACIP dated September 2008



## Shoshoni – Shoshoni Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
49U	Local	No	A-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
3	3	3	3	3	3	3

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
75	75	75	75	75	75	75

## REPORT CARD

49U	Shoshoni Municipal Airport	Shoshoni	Local Non-Paved
Facility/Service Objectives	Objective	49U	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	A-II	A-II	Yes
Runway Length	4650 Feet	4650 Feet	Yes
Runway Width	Maintain Existing Width	90 Feet	Yes
Runway Lights	Runway Edge Markers	None	<b>No</b>
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - No Wind Cone - No Lighted Wind Cone - No	<b>No</b>
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
<b>LANDSIDE</b>			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - Yes Type - Field Fence	Yes
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise



## IMPLEMENTATION PLAN

<b>Shoshoni Municipal Airport</b>	<b>49U</b>	<b>Shoshoni Local Non-Paved</b>
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### Airport Inventory & Implementation Plan (AIIP) Projects

<i>Project Description</i>	<i>Estimated Cost</i>
Airside Improvements:	
Runway Lights (Edge Markers)	\$6,000.00
Visual Aids	\$40,000.00
<b>Total AIIP Costs</b>	<b>\$46,000.00</b>

### WACIP Identified Projects<sup>1</sup>

<i>Project Description</i>	<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>	
Airside Improvements:	
Apron	\$500.00
Landside Improvements:	
Utilities	\$70,000.00
<b>Mid-term (2012-2016)</b>	
No Mid-term projects requested on CIP	
	\$0.00
<b>Long-term (2017-2027)</b>	
No Long-term projects requested on CIP	
	\$0.00
<b>Total WACIP Projects</b>	<b>\$70,500.00</b>

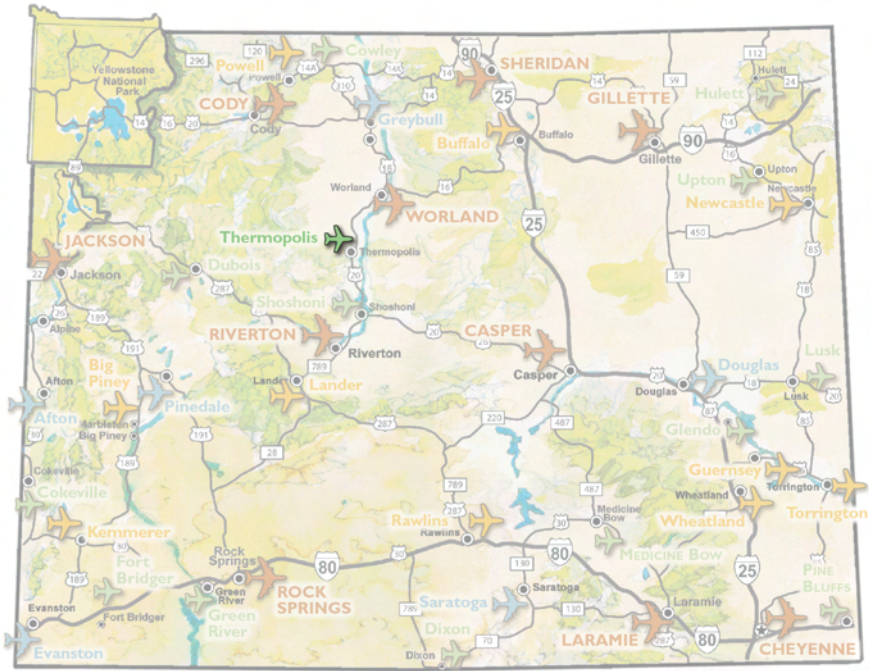
<b>Total Costs (2007-2027)</b>	<b>\$116,500.00</b>
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<sup>1</sup> WACIP dated September 2008



# Thermopolis – Hot Springs County - Thermopolis Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
THP	Local	No	B-I



## Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
8	5	8	4	8	2	9

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
2,580	2,526	2,906	2,474	3,274	2,372	4,154

## REPORT CARD

THP	Hot Springs County – Thermopolis Municipal Airport	Thermopolis	Local-Paved
Facility/Service Objectives	Objective	THP	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	B-II	B-I	<b>No</b>
Runway Length	4800 Feet	4800 Feet	Yes
Runway Width	75 Feet	100 Feet	Yes
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 12500 lbs	Single 13000	Yes
Taxiway	Maintain Existing Taxiway	Connector Only - Width = 460 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	MITL	Yes
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone	PAPI – None VASI – One End REIL – None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	<b>No</b>
Wind Coverage	≥ 95% Suggested	97.78%	Not an Objective
RSA	Standard RSA on all paved runways	No	<b>No</b>
<b>LANDSIDE</b>			
Weather Reporting	AWOS	None	<b>No</b>
Terminal	Not an Objective	Commercial - No General Aviation - Yes	Not an Objective
Perimeter Fencing	Wildlife Fence	Perimeter - Yes Type – Security Fence	Yes
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes Number of Spaces - 10	Not an Objective
<b>SERVICES</b>			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No Taxi Service - No Courtesy Car – Yes	Not an Objective
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes Planning Room - Yes	Not an Objective
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes – Not 24 Hour	<b>No</b>
Food	Not an Objective	Restaurant - No Vending Machines - Yes	Not an Objective
Aircraft Maintenance	Not an Objective	None	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	03/2000	Not an Objective
Airport Layout Plan	Less than 10 years	03/2000	Yes
Land Use Protection Plan	On record with Aeronautics	No	<b>No</b>
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	Suggested	No	Not an Objective
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise





**IMPLEMENTATION PLAN**

Hot Springs County - Thermopolis Municipal Airport	THP	Thermopolis	Local - Paved
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
Airside Improvements:			
RSA			\$50,000.00
Visual Aids			\$30,000.00
Pavement Maintenance		WACIP Identified Project	\$200,000.00
Landside Improvements:			
Weather Reporting			\$75,000.00
Administration:			
Airport Layout Plan (2010)			\$65,000.00
Airport Layout Plan (2020)			\$65,000.00
Land Use Protection Plan			\$30,000.00
<b>Total AIIP Costs</b>			<b>\$515,000.00</b>

**WACIP Identified Projects<sup>3</sup>**

<i>Project Description</i>		<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>		
Airside Improvements:		
Runway <sup>2</sup>		\$3,231,579.00
Pavement Maintenance		\$200,000.00
	AIIP Identified Project	
<b>Mid-term (2012-2016)</b>		
Airside Improvements:		
Runway		\$12,210,526.00
<b>Long-term (2017-2027)</b>		
Administration:		
Airport Master Plan		\$110,000.00
<b>Total WACIP Identified Projects</b>		<b>\$15,752,105.00</b>

<b>Total Costs (2007-2027)<sup>1</sup></b>	<b>\$16,067,105.00</b>
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<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>2</sup> Includes cost for "New Airport"

<sup>3</sup> WACIP dated September 2008



## Upton – Upton Municipal Airport

Identifier	Wyoming Classification	NPIAS	Existing ARC
83V	Local	No	A-II



### Forecasts

Based Aircraft						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
1	1	1	1	1	1	1

Operations						
2007	2012		2017		2027	
Actual	Low	High	Low	High	Low	High
60	60	60	60	60	60	60

## REPORT CARD

83V	Upton Municipal Airport	Upton	Local
Facility/Service Objectives	Objective	83V	Objective Met?
<b>AIRSIDE (Primary Runway)</b>			
ARC	A-II	A-II	Yes
Runway Length	3710 Feet	3710 Feet	Yes
Runway Width	Maintain Existing Width	80 Feet	Yes
Runway Lights	Runway Edge Markers	None	<b>No</b>
Pavement Strength	Not an Objective	Turf	Not an Objective
Taxiway	Maintain Existing Taxiway	None - Width = 0 Feet	Yes
Taxiway Lights	Not an Objective	None	Not an Objective
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None MALS - None ODALS - None	Not an Objective
Visual Aids	Wind Cone	PAPI - None VASI - None REIL - None Beacon - Yes Wind Cone - No Lighted Wind Cone - No	<b>No</b>
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
<b>LANDSIDE</b>			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No General Aviation - No	Not an Objective
Perimeter Fencing	Field Fence	Perimeter - Yes Type - Field Fence	Yes
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No Number of Spaces - -	Not an Objective
<b>SERVICES</b>			
FBO	Not an Objective	No	Not an Objective
Fuel	Not an Objective	None	Not an Objective
Ground Transportation	Not an Objective	On-Airport Rental Car - No Taxi Service - No Courtesy Car - No	Not an Objective
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No Planning Room - No	Not an Objective
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No Vending Machines - No	Not an Objective
Aircraft Maintenance	Not an Objective	No	Not an Objective
Aircraft De-icing System	Not an Objective	De-icing - No	Not an Objective
De-icing Containment System	Not an Objective	Containment System - No	Not an Objective
<b>ADMINISTRATION</b>			
Airport Master Plan	Suggested within 15 years	Unknown or None	Not an Objective
Airport Layout Plan	Suggested within 10 years	Unknown or None	Not an Objective
Land Use Protection Plan	Not an Objective	No	Not an Objective
Noise Contour Map	Not an Objective	Unknown or None	Not an Objective
Pavement Management Plan	Not an Objective	No	Not an Objective
Minimum Standards	Not an Objective	No	Not an Objective
Airport Manager	Suggested	No	Not an Objective
Legislative Liaison	Not an Objective	No	Not an Objective
RPZ Ownership	Suggested	No	Not an Objective

Note: Objectives listed are essential unless noted otherwise



**IMPLEMENTATION PLAN**

<b>Upton Municipal Airport</b>	<b>83V</b>	<b>Upton</b>	<b>Local Non-Paved</b>
<b>Airport Inventory &amp; Implementation Plan (AIIP) Projects</b>			
<i>Project Description</i>			<i>Estimated Cost</i>
<b>Airside Improvements:</b>			
Runway Lights (Edge Markers)			\$5,000.00
Visual Aids			\$40,000.00
<b>Total AIIP Costs</b>			<b>\$45,000.00</b>

**WACIP Identified Projects<sup>1</sup>**

<i>Project Description</i>	<i>Estimated Cost</i>
<b>Short-term (2007-2011)</b>	
No Short-term projects requested on CIP	\$0.00
<b>Mid-term (2012-2016)</b>	
No Mid-term projects requested on CIP	\$0.00
<b>Long-term (2017-2027)</b>	
No Long-term projects requested on CIP	\$0.00
<b>Total WACIP Identified Projects</b>	<b>\$0.00</b>

<b>Total Costs (2007-2027)</b>	<b>\$45,000.00</b>
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<sup>1</sup> WACIP dated September 2008

