# 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 AIIP 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 AIIP costs identified while Local Non-Paved Airports have over half a million dollars. In addition to the costs outlined for AIIP 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 AIIP, 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 AIIP and WACIP. It is important to note that over \$17 million of the AIIP 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)

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



Chart 9-I
AIIP Costs (by Classification)

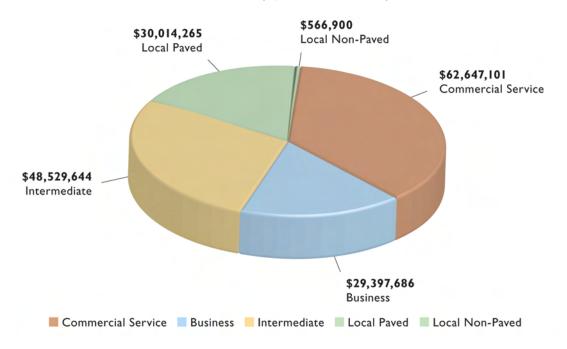
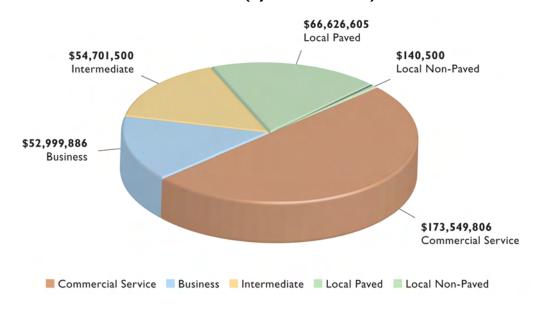
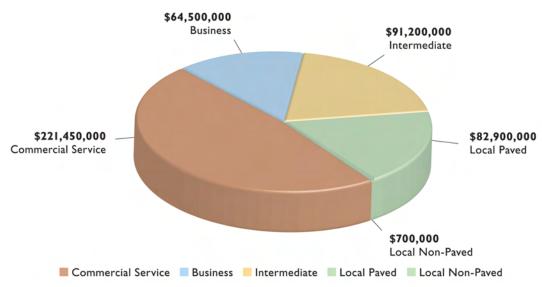


Chart 9-2 WACIP Costs (by Classification)









It is interesting to note that the majority of the AIIP 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 AIIP, WACIP and total Implementation Plan costs is presented in **Table 9-3. Chart 9-2** presents the AIIP 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	AIIP	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
Total	\$171,155,596	\$348,008,297	\$460,799,224

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



Chart 9-4
AIIP Costs (by Project Type)

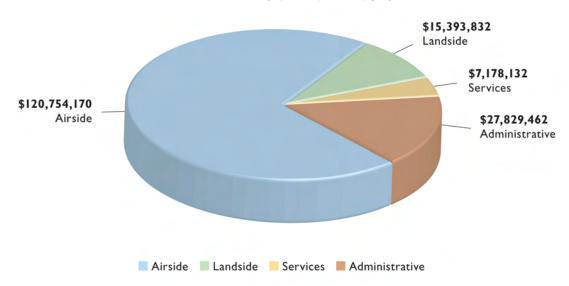
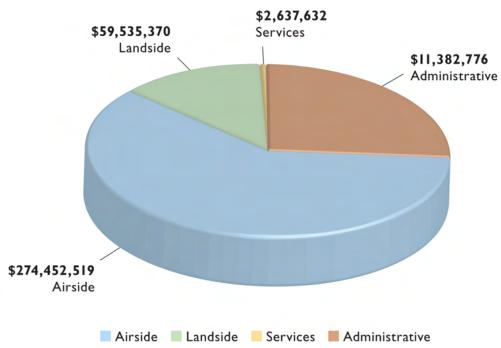


Chart 9-5
WACIP Costs (by Project Type)





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 AIIP and the WACIP, it is accounted for only once in the totals.

\$74,300,000
Landside

\$7,550,000
Services
\$33,900,000
Administrative

Airside

Landside

Administrative

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.



9-6

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



#### 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.



# 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.

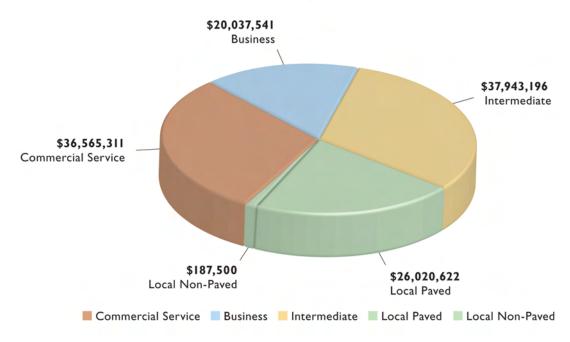
Cost estimates provided in this chapter are based on estimates developed through review of bid tabulations at Wyoming Airports, Aeronautics' input and consultant experience. The estimates generated at the state level may not be as accurate as those generated at the local level with knowledge of local 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 AIIP 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
AIIP Airside Projects Costs



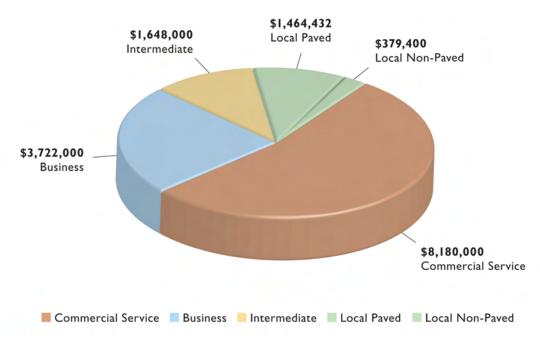


9-10

# 9.2.2 Landside and Services

Over \$15 million in AIIP 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**.

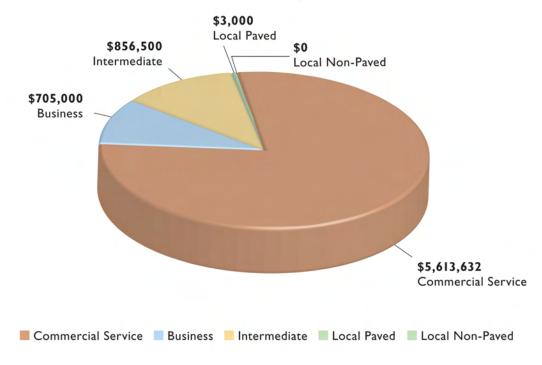
Chart 9-8
AIIP Landside Projects Costs





In addition, over \$7 million in AIIP 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 AIIP services improvements costs is shown in **Chart 9-9**.

Chart 9-9
AIIP Services Projects Costs

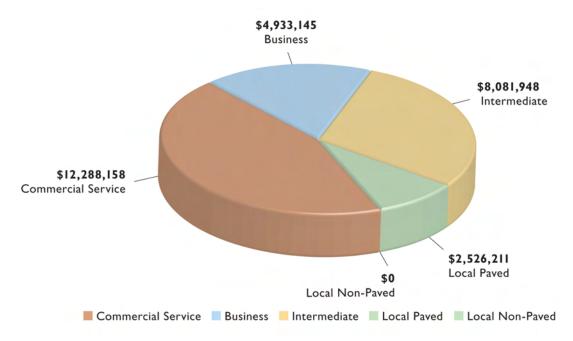




# 9.2.3 Administration

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

Chart 9-10
AIIP Administrative Projects Costs





# 9.2.4 Detailed AIIP Costs Summary

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

Table 9-3
AIIP Costs Summary

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



# Table 9-3 (Continued) AIIP Costs Summary

	Commercial	Business	Intermediate	Local Paved	Local Non-Paved	TOTAL
SERVICES						
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
TOTAL SERVICES	\$5,613,632	\$705,000	\$856,500	\$3,000	\$0	\$7,178,132
ADMINISTRATION						
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
TOTAL ADMINISTRATION	\$12,288,158	\$4,933,145	\$8,081,948	\$2,526,211	\$0	\$27,829,462
Grand Total	\$62,647,101	\$29,397,686	\$48,529,644	\$30,014,265	\$566,900	\$171,155,596

#### 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



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.



### **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.



#### 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 <a href="http://dot.state.wy.us">http://dot.state.wy.us</a>, 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.



#### 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 AIIP. 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.



#### 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.



9-20

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.



#### 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.



#### 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.



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	7 2012 2017			)17	202	7
Actual	Low	High	Low	High	Low	High
85	85	88	85	93	85	103

Operations						
2007	2012		2017		202	7
Actual	Low	High	Low	High	Low	High
61,297	61,297	62,939	61,297	64,624	61,297	68,132

Enplanements								
2007	7 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	114281



	REPORT CARD		
CPR Natrona	County International Airport	Casper	Commercial
Facility/Service Objectives	Objective	CPR	Objective Met
AIRSIDE (Primary Runway)			
ARC	C-II	D-III	Yes
Runway Length	6800 Feet	10162 Feet	Yes
Runway Width	100 Feet	I50 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	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 - 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
LANDSIDE			
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
SERVICES			
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  ADMINISTRATION	De-icing Containment System	Containment System - Yes	Yes
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

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IMPLEMENTATION PLAN						
Natrona County International Airport	CPR	Casper	Commercial			
Airport Inventory & Implementati	on Plan (AIIP) P	rojects:				
Project Description			Estimated Cost			
Administration:						
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2014)			\$300,000.00			
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP I	dentified 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			
Total AIIP Costs			\$1,020,000.00			

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

ш	otai	Costs	(2007-2027)	)'

\$17,133,692.00



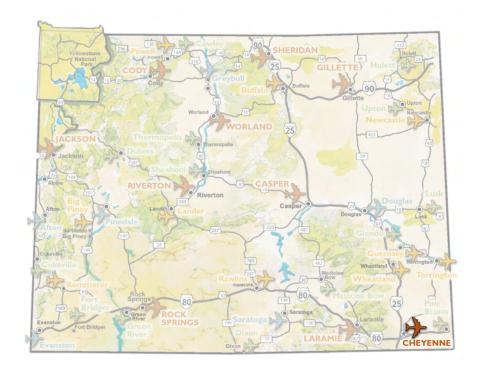
 $<sup>^{\</sup>rm I}$  Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;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	20	12	20	)17	2027				
Actual	Low	High	Low	High	Low	High			
77	78	83	79	90	82	107			

Operations								
2007	2007 2012		20	)17	2027			
Actual	Low	High	Low	High	Low	High		
58,953	58,953	59,932	58,953	60,928	58,953	62,968		

	Enplanements									
2007	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		
CYS Chevenne	Regional Airport	Cheyenne	Commercial
Facility/Service Objectives	Objective	CYS	Objective Met
AIRSIDE (Primary Runway)		<u> </u>	o o jective i iet
ARC	C-II	C-III	Yes
Runway Length	7400 Feet	9270 Feet	Yes
Runway Width	100 Feet	I50 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	Yes
11 0 0 7	,	MALS - None	
		ODALS - None	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	Yes
	Combination of REIL, MALSR, MALS or	VASI - None	
	ODALS on each runway end. Beacon and	REIL - One End	
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	99.06%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE		-	
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes	Yes
		General Aviation - Yes	
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes	Yes
	occurry or vivilence version	Type - Security Fence	. ••
Hangars	100% of Based Aircraft	50%	No
Lighted Hangar Areas	Lighted Hangar Areas	No	No
Paved Auto Parking	Paved Auto Parking	Yes	Yes
	. 4, 62 / 146 / 141 / 141 /	Number of Spaces - 180	
SERVICES			
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	Yes
	<b>F</b>	Taxi Service - Yes	
		Courtesy Car - Yes	
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes	Yes
		Planning Room - 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	Not an Objective
		Vending Machines - Yes	
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
ADMINISTRATION			
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
		Yes	Yes
Minimum Standards	On record with Aeronautics		
Minimum Standards Airport Manager	On record with Aeronautics Airport Manager		
Minimum Standards Airport Manager Legislative Liaison	On record with Aeronautics  Airport Manager  Legislative Liaison	Yes Yes	Yes Yes



Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION P	LAN	
Cheyenne Regional-Jerry Olsen Field	CYS Cheyenne	Commercial
Airport Inventory & Implementation P	lan (AIIP) Projects:	
Project Description		<b>Estimated Cost</b>
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
Total AIIP Costs		\$5,780,000.00
		40,000,000
WACIP Identified Proje	ects <sup>2</sup>	
<u>Project Description</u>		<b>Estimated Cost</b>
Short-term (2007-2011)		
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
Mid-term (2012-2016)		
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
Long-term (2017-2027)		*,
Airside Improvements:		
Taxiway		\$2,200,000.00
Pavement Maintenance		\$4,342,105.00
Landside Improvements:		Ţ .,z . <u>_</u> , , oo.oo
Terminal		\$3,684,211.00
Services:		40,00 .,211.00
Fuel		\$375,000.00
Administration:		ψ373,000.00
Air Service Improvements	I	\$40,000.00
Total WACIP Identified Projects:		\$23,631,601.00
Total WACII Identified Frojects.		Ψ23,031,001.00

Total Costs (2007-2027)

ALP – Airport Layout Plan



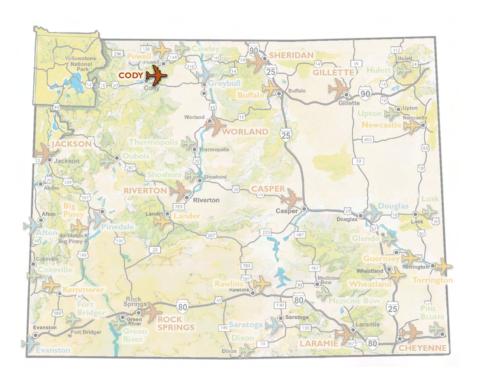
\$29,411,601.00

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<sup>&</sup>lt;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	20	12	2017		2027			
Actual	Low	High	Low	High	Low	High		
57	58	59	59	63	61	70		

Operations								
2007	2012		20	017	2027			
Actual	Low	High	Low	High	Low	High		
38,285	38,901	40,198	39,528	42,207	40,811	46,630		

	Enplanements									
2007	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		
COD Yellowston	ne Regional Airport	Cody	Commercial
Facility/Service Objectives	Objective	COD	Objective Met
AIRSIDE (Primary Runway)			
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	MALSR (one end)	MALSR - None	No
Approach Lighting System	TIALSIN (One cha)	MALS - None	140
		ODALS - None	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	Yes
Visual Aids	Combination of REIL, MALSR, MALS or	VASI - None	103
	ODALS on each runway end. Beacon and	REIL - Both Ends	
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	99.69%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE	Standard 105 ( on an paved runways	163	1 63
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - Yes	Yes
Cililia	i Ci illina	General Aviation - Yes	103
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes	Yes
Termineter Tericing	occurry or vividine reflec	Type - Wildlife Fence	103
Hangars	100% of Based Aircraft	75%	No
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
Taved Auto Farking	r aved / tate r ar king	Number of Spaces - 170	163
SERVICES		realiser of spaces 170	
FBO	Suggested	Yes	Not an Objective
Fuel	let A and 100LL	Jet A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes	Yes
Cround realisperation	on , in poronomia.	Taxi Service - No	. 55
		Courtesy Car - No	
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes	Yes
		Planning Room - 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	Not an Objective
. 552		Vending Machines - Yes	
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
ADMINISTRATION			
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
	Off record with Aeronautics		
	Airport Manager	Yes	Yac
Airport Manager Legislative Liaison	Airport Manager Legislative Liaison	Yes No	Yes No



Note: Objectives listed are essential unless noted otherwise

IMPLEMENTATION PLAN						
Yellowstone Regional Airport	COD	Cody	Commercial			
Airport Inventory & Implementation Plan (AIIP) Projects:						
Project Description	_		Estimated Cost			
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 Ide	ntified 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 Ide	ntified Project	\$65,000.00			
Environmental Assessment (Instrument Approach Type)			\$500,000.00			
Minimum Standards			\$60,000.00			
Total AIIP Costs			\$5,035,000.00			

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

Project Description		Estimated Cost
Short-term (2007-2011)		
Landside Improvements:		
Terminal		\$9,339,921.00
Administration:		
Air Service Improvement		\$180,000.00
Mid-term (2012-2016)		
Landside Improvements:		
Hangar		\$315,789.00
Airport Equipment		\$236,842.00
Administration:		
Air Service Improvement		\$60,000.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects:		\$16,610,184.00

Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

Total Costs (2007-2027)



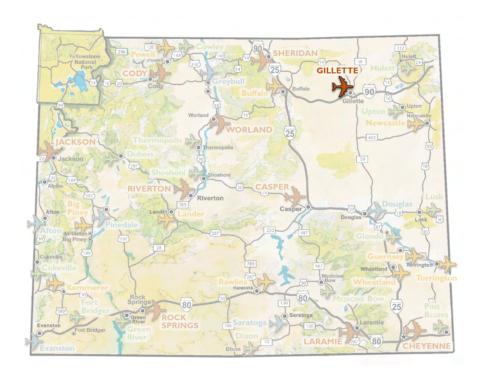
9-35

\$21,470,184.00

<sup>&</sup>lt;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	20	12	2017		2027		
Actual	Low	High	Low	High	Low	High	
53	54	56	55	59	56	66	

Operations							
2007	20	2012		2017		7	
Actual	Low	High	Low	High	Low	High	
19,105	19,105	19,578	19,105	20,062	19,105	21,067	

Enplanements								
2007	20	12	20	17	20	22	202	7
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-C	Campbell County Airport	Gillette	Commercial
Facility/Service Objectives	Objective	GCC	Objective Met
AIRSIDE (Primary Runway)	<u> </u>		00,000,00
ARC	C-II	C-III	Yes
Runway Length	6400 Feet	7500 Feet	Yes
Runway Width	100 Feet	I50 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	Yes
7 444	<u></u> (ee ee)	MALS - None	. 33
		ODALS - None	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	Yes
, visual vitas	Combination of REIL, MALSR, MALS or	VASI - None	1.00
	ODALS on each runway end. Beacon and	REIL - One End	
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	99.47%	Yes
RSA	Standard RSA on all paved runways	No	No
LANDSIDE	Standard 11071 on an paved runnings	110	140
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes	Yes
T CI IIIII III	i Ci iliniai	General Aviation - Yes	103
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes	Yes
Termineter Tenenig	occurry of viriality reflect	Type - Wildlife Fence	103
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
Taved Auto Farking	1 aved Auto 1 arking	Number of Spaces - 300	103
SERVICES		radifiber of Spaces 300	
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	Yes
Ground Transportation	On-All por t Rental Cal	Taxi Service - Yes	1 63
		Courtesy Car - Yes	
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes	Yes
Thot Louise and Flamming Room	Thot Louinge a Flamming Room	Planning Room - Yes	103
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	Not an Objective
1000	Nestaurant Suggested	Vending Machines - Yes	Not all 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
ADMINISTRATION	De-icing Containment system	Containment System - Tes	1 62
Airport Master Plan	Less than 10 years old	2001	Yes
Airport Haster Flan Airport Layout Plan	Less than 5 years old	01/2001 (Update in progress)	No
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
		Unknown or None	No No
Noise Contour Map	Less than 10 years old		
Pavement Management Plan	On record with Agronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No V	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 F	PLAN		
Gillette-Campbell County Airport	GCC	Gillette	Commercial
Airport Inventory & Implementation F	Plan (AIIP) P	rojects:	
Project Description			<b>Estimated Cost</b>
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 Id	entified Project	\$369,000.00
Airport Layout Plan (2016)			\$150,000.00
Airport Layout Plan (2026)			\$150,000.00
Minimum Standards			\$60,000.00
Total AIIP Costs			\$1,814,000.00

WACIP	Identified	Projects <sup>3</sup>
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Administration: Airport Master Plan (2021)	AIIP Identified Project	\$369,000.00
Land Acquisition		\$250,000.00
Hangars	<del></del>	\$1,350,000.00
Landside Improvements:		
Pavement Maintenance		\$1,100,000.00
Land Acquisition		\$30,000.00
Runway	<del></del>	\$1,000,000.00
Airside Improvements:		
Long-term (2017-2027)		
Air Service Improvement		\$120,000.00
Administration:		,,
Visual Aids		\$86,000.00
Pavement Maintenance		\$7,368,421.00
Apron		\$1,052,632.00
Taxiway	_	\$1,052,632.00
Airside Improvements:		
Mid-term (2012-2016)		ψ120,000.00
Air Service Improvement	_	\$120,000.00
Administration:		ψο 12,105.00
Airport Access		\$842,105.00
Landside Improvements: Land Acquisition	_	\$1,052,632.00
		\$26,412.00
Pavement Maintenance Visual Aids		\$394,737.00
Apron		\$1,052,632.00
Airside Improvements:		#1 0F2 (32 00
Short-term (2007-2011)		
Project Description		Estimated Cost

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

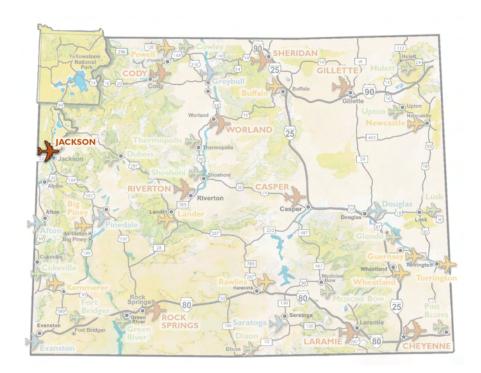
<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan



<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Jackson - Jackson Hole Airport

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



Based Aircraft						
2007	20	12	2017		2027	
Actual	l Low High		Low High		Low	High
47	48	51	48	56	50	68

			Operations			
2007	2012		20	017	2027	
Actual	Low High		Low	Low High		High
30,605	31,098	37,343	31,599	45,565	32,624	67,837

	Enplanements							
2007	20	12	20	17	20	22	202	7
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



Jackson JAC  C-IV 6300 Feet 150 Feet HIRL Dual 200000  Ill Parallel - Width = 75 Feet MITL Precision MALSR - None MALS - Both Ends ODALS - None PAPI - Both Ends VASI - None REIL - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes - Yes	Commercial Objective Meta Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes No No
C-IV 6300 Feet 150 Feet HIRL Dual 200000  Ill Parallel - Width = 75 Feet MITL Precision MALSR - None MALS - Both Ends ODALS - None PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes No Yes Yes Yes Yes Yes Yes Yes Yes No
6300 Feet  150 Feet  HIRL  Dual 200000  Ill Parallel - Width = 75 Feet  MITL  Precision  MALSR - None  MALS - Both Ends  ODALS - None  PAPI - Both Ends  VASI - None  REIL - None  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	No Yes Yes Yes Yes Yes Yes Yes Yes No
6300 Feet  150 Feet  HIRL  Dual 200000  Ill Parallel - Width = 75 Feet  MITL  Precision  MALSR - None  MALS - Both Ends  ODALS - None  PAPI - Both Ends  VASI - None  REIL - None  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	No Yes Yes Yes Yes Yes Yes Yes Yes No
I 50 Feet HIRL Dual 200000  Ill Parallel - Width = 75 Feet MITL Precision MALSR - None MALS - Both Ends ODALS - None PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes Yes Yes Yes Yes Yes Yes No
HIRL Dual 200000  July Parallel - Width = 75 Feet MITL Precision MALSR - None MALS - Both Ends ODALS - None PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes Yes Yes Yes Yes No
Dual 200000  ull Parallel - Width = 75 Feet  MITL  Precision  MALSR - None  MALS - Both Ends  ODALS - None  PAPI - Both Ends  VASI - None  REIL - None  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	Yes Yes Yes Yes No
ull Parallel - Width = 75 Feet  MITL  Precision  MALSR - None  MALS - Both Ends  ODALS - None  PAPI - Both Ends  VASI - None  REIL - None  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	Yes Yes Yes No
MITL Precision  MALSR – None  MALS – Both Ends  ODALS - None  PAPI - Both Ends  VASI - None  REIL - None  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	Yes Yes No
Precision  MALSR – None  MALS – Both Ends  ODALS - None  PAPI - Both Ends  VASI - None  REIL - None  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	Yes No Yes
MALSR – None MALS – Both Ends ODALS - None PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No Yes No
MALS – Both Ends ODALS - None PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	Yes
ODALS - None PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
PAPI - Both Ends VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes	No
VASI - None REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes -	No
REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes -	
Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes -	
Wind Cone - Yes Lighted Wind Cone - Yes -	
Lighted Wind Cone - Yes	
- Yes	
Yes	Yes
AWOS	Yes
Commercial - Yes	Yes
General Aviation - Yes	
Perimeter - Yes	Yes
Type - Wildlife Fence	
100%	Yes
Yes	Yes
Yes	Yes
Number of Spaces - 550	
Yes	Not an Objective
Jet A and 100LL	Yes
On-Airport Rental Car - Yes	Yes
Taxi Service - Yes	
Courtesy Car - No	
Pilot Lounge - Yes	Yes
Planning Room - Yes	V
Yes - 24 Hour	Yes
Yes - 24 Hour	Yes
Restaurant - Yes	Not an Objective
Vending Machines - Yes	V
	Yes
	Yes
Containment System - No	No
1/1000 /11 1	No
· · · · · · · · · · · · · · · · · · ·	No
2/2000 (Update in Progress)	No
2/2000 (Update in Progress) No	Yes
2/2000 (Update in Progress) No 05/2004	NI -
2/2000 (Update in Progress) No 05/2004 No	No
2/2000 (Update in Progress)  No 05/2004  No No	No
2/2000 (Update in Progress) No 05/2004 No	
	05/2004



IMPLEMENTATION P	LAN		
Jackson Hole Airport	JAC	Jackson	Commercial
Airport Inventory & Implementation P	lan (AIIP) F	rojects:	
Project Description	_		Estimated Cost
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 I	dentified 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
Total AIIP Costs			\$13,093,632.00

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

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

### Total Costs (2007-2027)

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



\$26,562,459.00

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Laramie - Laramie Regional Airport

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



Based Aircraft							
2007	20	12	2017		2027		
Actual	Low	High	Low	High	Low	High	
39	39	41	38	44	38	49	

			Operations			
2007	2012		20	)17	2027	
Actual	Low	High	Low	High	Low	High
10,090	10,090	10,340	10,090	10,595	10,090	11,126

	Enplanements							
2007	20	12	20	17	20	)22	202	7
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



C-II  8500 Feet  100 Feet  HIRL  Dual 55000 lbs  Full Parallel, Width = 35 Feet  MITL  Precision  MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95% Standard RSA on all paved runways	Laramie LAR  C-III  8500 Feet  150 Feet  MIRL  Dual 105000  Partial Parallel - Width = 60 Feet  MITL  Non-Precision  MALSR - None  MALS - None  ODALS - None  ODALS - None  PAPI - One End  VASI - One End  REIL - Both Ends  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes	Commercia Objective Met  Yes Yes Yes No Yes No Yes No Yes No Yes No Yes
C-II  8500 Feet  100 Feet  HIRL  Dual 55000 lbs  Full Parallel, Width = 35 Feet  MITL  Precision  MALSR (one end)  PAPI or VASI (both runway ends).  ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	C-III  8500 Feet  150 Feet  MIRL  Dual 105000  Partial Parallel - Width = 60 Feet  MITL  Non-Precision  MALSR - None  MALS - None  ODALS - None  PAPI - One End  VASI - One End  REIL - Both Ends  Beacon - Yes  Wind Cone - Yes	Yes Yes No Yes No Yes No Yes No
8500 Feet 100 Feet HIRL Dual 55000 lbs Full Parallel, Width = 35 Feet MITL Precision MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	8500 Feet  150 Feet  MIRL  Dual 105000  Partial Parallel - Width = 60 Feet  MITL  Non-Precision  MALSR - None  MALS - None  ODALS - None  PAPI - One End  VASI - One End  REIL - Both Ends  Beacon - Yes  Wind Cone - Yes	Yes Yes No Yes No Yes No Yes No
8500 Feet 100 Feet HIRL Dual 55000 lbs Full Parallel, Width = 35 Feet MITL Precision MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	8500 Feet  150 Feet  MIRL  Dual 105000  Partial Parallel - Width = 60 Feet  MITL  Non-Precision  MALSR - None  MALS - None  ODALS - None  PAPI - One End  VASI - One End  REIL - Both Ends  Beacon - Yes  Wind Cone - Yes	Yes Yes No Yes No Yes No Yos No
I00 Feet HIRL Dual 55000 lbs Full Parallel, Width = 35 Feet MITL Precision MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	I50 Feet MIRL Dual I05000 Partial Parallel - Width = 60 Feet MITL Non-Precision MALSR - None MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	Yes No Yes No Yes No No
HIRL Dual 55000 lbs Full Parallel, Width = 35 Feet MITL Precision MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	MIRL Dual 105000 Partial Parallel - Width = 60 Feet MITL Non-Precision MALSR - None MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	No Yes No Yes No No
Dual 55000 lbs  Full Parallel, Width = 35 Feet  MITL  Precision  MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	Dual 105000  Partial Parallel - Width = 60 Feet MITL  Non-Precision  MALSR - None MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	Yes No Yes No No
Full Parallel, Width = 35 Feet  MITL  Precision  MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	Partial Parallel - Width = 60 Feet  MITL  Non-Precision  MALSR - None  MALS - None  ODALS - None  PAPI - One End  VASI - One End  REIL - Both Ends  Beacon - Yes  Wind Cone - Yes	No Yes No No
MITL Precision MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	MITL Non-Precision MALSR - None MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	Yes No No
Precision MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	Non-Precision MALSR - None MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	No No
MALSR (one end)  PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	MALSR - None MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	No
PAPI or VASI (both runway ends). ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	MALS - None ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	
ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	ODALS - None PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	Yes
ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	PAPI - One End VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	Yes
ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	VASI - One End REIL - Both Ends Beacon - Yes Wind Cone - Yes	Yes
ombination of REIL, MALSR, MALS or DALS on each runway end. Beacon and Lighted Wind Cone  Greater than or Equal to 95%	REIL - Both Ends Beacon - Yes Wind Cone - Yes	
Lighted Wind Cone  Greater than or Equal to 95%	Beacon - Yes Wind Cone - Yes	
Greater than or Equal to 95%	Wind Cone - Yes	
	Lighted Wind Cone - Yes	
	99.33%	Yes
	Yes	Yes
AWOS or ASOS	ASOS	Yes
Terminal	Commercial - Yes	Yes
. Crimia.	General Aviation - Yes	1.03
Security or Wildlife Fence	Perimeter - Yes	Yes
security of viriality reflect	Type - Wildlife Fence	163
100% of Based Aircraft	100%	Yes
Lighted Hangar Area	Yes	Yes
Paved Auto Parking	Yes	Yes
raved rates ranking	Number of Spaces - 30	1.03
	realiber of Spaces - 30	
Suggested	Yes	Not an Objective
		Yes
•	•	Yes
On Ampore Renear Car	•	163
Pilot Lounge & Planning Room	,	Yes
Thou Louinge & Flamming Room		103
Public Restroom – 24/7		No
		No
		Not an Objective
Nestadiant Suggested		140t all Objective
Major Airframe & Powerplant	<del>-</del>	No
		Yes
Containment System	Containment System - NO	No
Loss than 10 years old	01/1993 (Undata in Progress)	Na
		No
,	` • • • • • • • • • • • • • • • • • • •	No
	·	No
•		No
		Yes
		Yes
	Yes	Yes
Airport Manager		Yes
	Suggested Jet A and 100LL On-Airport Rental Car  Pilot Lounge & Planning Room  Public Restroom – 24/7 Public Phone – 24/7 Restaurant Suggested  Major Airframe & Powerplant De-icing Containment System  Less than 10 years old Less than 5 years old On record with Aeronautics Less than 10 years old On record with Aeronautics On record with Aeronautics Airport Manager	Jet A and 100LL On-Airport Rental Car On-Airport Rental Car On-Airport Rental Car - Yes Taxi Service - Yes Courtesy Car - Yes Pilot Lounge & Planning Room Pilot Lounge - Yes Planning Room - Yes Planning Room - Yes Public Restroom - 24/7 Public Phone - 24/7 Restaurant Suggested Restaurant - No Vending Machines - Yes Major Airframe & Powerplant De-icing De-icing De-icing - Yes Containment System  Less than 10 years old On record with Aeronautics Yes



IMPLEMENTATION PLAN					
Laramie Regional Airport	LAR	Laramie	Commercial		
Airport Inventory & Implementation Plan (AIIP) Projects:					
Project Description	_		Estimated Cost		
Airside Improvements:					
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		
Services:					
De-icing Containment System	WACIP	Identified Project	\$440,000.00		
Administration:					
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		
Total AIIP Costs			\$4,549,211.00		

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

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

Total Costs (2007-2027)	
Total Costs include "WACIP Identified Project" costs only once to avoid duplication	

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

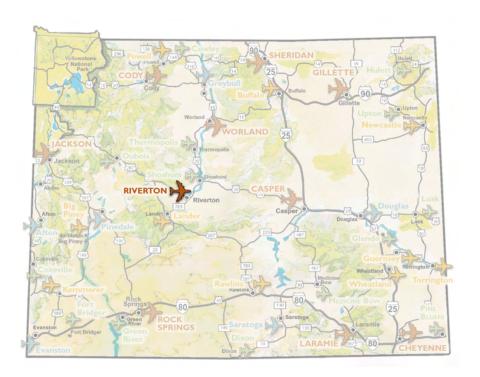


\$10,165,159.00

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Riverton - Riverton Regional Airport

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



Based Aircraft						
2007 2012 2017 2027				7		
Actual	Low	High	Low	High	Low	High
34	34	37	35	40	36	49

Operations						
2007	2012 2017			202	7	
Actual	Low	High	Low	High	Low	High
8,423	8,478	9,694	8,533	11,156	8,645	14,776

Enplanements								
2007	20	12	20	17	20	)22	202	7
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
AIRSIDE (Primary Runway)			
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	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 - 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
LANDSIDE			
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
SERVICES			
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  ADMINISTRATION	Containment System	Containment System - No	No
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



IMPLEMENTATION PLAN						
Riverton Regional Airport	RIW	Riverton	Commercial			
Airport Inventory & Implementation Plan (AIIP) Projects:						
Project Description			Estimated Cost			
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			
Total AIIP Costs		·	\$3,013,258.00			

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

<u>Project Description</u>		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		\$8,438,725.00
Administration:		
Air Service Improvement		\$15,000.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		\$1,315,789.00
Administration:		
Airport Master Plan (2010)	AIIP Identified Project	\$263,158.00
Air Service Improvement		\$15,000.00
Long-term (2017-2027)		
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	AllP Identified Project	\$770,000.00
Administration:		
Environmental Assessment		\$180,000.00
Air Service Improvements		\$15,000.00
Total WACIP Identified Projects:		\$28,351,852.00

Total Costs (2007-2027)	
Total Costs include "WACIP Identified Project" costs only once to avoid duplication	

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

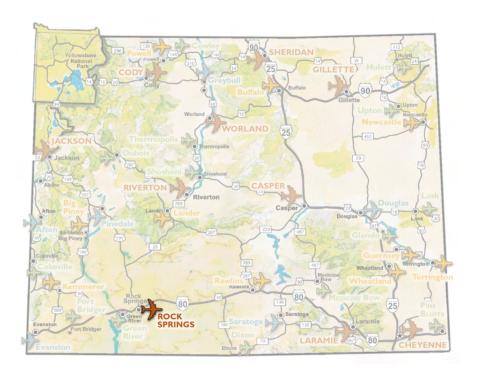


\$30,331,952.00

<sup>&</sup>lt;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



Based Aircraft								
2007	2012		20	)17	2027			
Actual	Low	High	Low High		Low	High		
49	50	52	50	57	52	68		

Operations								
2007	2012		20	017	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 Spri	ngs - Sweetwater County Airport	Rock Springs	Commercial
Facility/Service Objectives	Objective	RKS	Objective Met
AIRSIDE (Primary Runway)	·		
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	Yes
7 444	(6.16 6.15)	MALS - None	. 33
		ODALS - One End	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - None	Yes
Visual Aids	Combination of REIL, MALSR, MALS or	VASI - Both Ends	163
	ODALS on each runway end. Beacon and	REIL - None	
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	C	Lighted Wind Cone - Yes	V
Wind Coverage	Greater than or Equal to 95%	99.82%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE	AWOS or ASOS	2024	V
Weather Reporting		ASOS	Yes
Terminal	Terminal	Commercial - Yes	Yes
		General Aviation - Yes	.,
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes	Yes
		Type - Wildlife Fence	
Hangars	100% of Based Aircraft	75%	No
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
		Number of Spaces - 420	
SERVICES			
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	Yes
		Taxi Service - Yes	
		Courtesy Car - Yes	
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes	Yes
		Planning Room - 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	Not an Objective
	55	Vending Machines - Yes	•
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
ADMINISTRATION			
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 Agrangutics	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



IMPLEMENTATION PLAN							
Rock Springs - Sweetwater County Airport	RKS	Rock Springs	Commercial				
Airport Inventory & Implementation P	lan (AllF	P) Projects:					
Project Description			<b>Estimated Cost</b>				
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)	WAC	IP Identified Project	\$150,000.00				
Airport Layout Plan (2008)			\$150,000.00				
Airport Layout Plan (2018)			\$150,000.00				
Minimum Standards			\$60,000.00				
Total AIIP Costs			\$2,850,000.00				

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

Total Costs (2007-2027)
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan



\$14,617,481.00

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# **Sheridan – Sheridan County Airport**

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



Based Aircraft									
2007	2012		20	)17	2027				
Actual	Low High		Low High		Low	High			
88	89	94	91	101	94	119			

Operations								
2007	2012		20	017	2027			
Actual	l 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
AIRSIDE (Primary Runway)			·
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	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%	99.67%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE	Standard 11071 on all parted runways	1 03	163
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes	Yes
	remia	General Aviation - Yes	1 63
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
SERVICES			
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  ADMINISTRATION	Containment System	Containment System - Yes	Yes
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 Liaision	No	No
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No



IMPLEMENTATION PLAN					
Sheridan County Airport	SHR	Sheridan	Commercial		
Airport Inventory & Implementation P					
Project Description	_		Estimated Cost		
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		
Total AIIP Costs			\$3,536,000.00		

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

Project Description		<b>Estimated Cost</b>
Short-term (2007-2011)		
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
Mid-term (2012-2016)		
Airside Improvements:		
Runway Lights	_	\$210,526.00
Landside Improvements:		
Airport Equipment		\$1,684,210.00
Administration:		
Air Service Improvement		\$80,000.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects:		\$23,645,401.00

ľ	Fotal Costs (2007-2027)	\$27,165,401.00

<sup>&</sup>lt;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



Based Aircraft						
2007	2012		2012 2017		202	7
Actual	Low	High	Low	High	Low	High
13	13	14	13	16	12	20

Operations						
2007	2012		2017		202	7
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			17	20	22	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
AIRSIDE (Primary Runway)			·
ARC	C-II	B-II	No
Runway Length	6300 Feet	7005 Feet	Yes
Runway Width	I00 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	MALSR (one end)	MALSR - None MALS - None	No
		ODALS - None	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	Yes
, , , , , , , , , , , , , , , , , , ,	.,	VASI - None	
		REIL - Both Ends	
		Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	99.99%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - Yes	Yes
		General Aviation - Yes	
Perimeter Fencing	Security or Wildlife Fence	Perimeter - Yes	Yes
-		Type - Security Fence	
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
S	S	Number of Spaces - 35	
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	let A and 100LL	let A and 100LL	Yes
Ground Transportation	On-Airport Rental Car	On-Airport Rental Car - Yes	Yes
		Taxi Service - No	
		Courtesy Car - Yes	
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes	Yes
r net zeange and r lamming recent	The Louise & Flaming Room	Planning Room - Yes	1 03
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	Not an Objective
1000	Nestaurant Suggested	Vending Machines - Yes	140t all Objective
Aircraft Maintenance	Major Airframa & Powerplant	· ·	Yes
	Major Airframe & Powerplant	Major Airframe & Powerplant	No
Aircraft De-icing System	De-icing	De-icing - No	-
De-icing Containment System	Containment System	Containment System - No	No
ADMINISTRATION Airport Master Plan	Logo than 10 years ald	02/1999	V
Airport Master Plan	Less than 10 years old		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 V
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



IMPLEMENTATION	ON PLAN		
Worland Municipal Airport	WRL	Worland	Commercial
Airport Inventory & Implementa	tion Plan (AIIP)	Projects:	
<u>Project Description</u>	, ,		<b>Estimated Cost</b>
Airside Improvements:			
Runway Lights			\$350,000.00
Instrument Approach Type	WACIF	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)	WACIF	Identified Project	\$110,000.00
Airport Layout Plan (2014)	WACIF	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
Total AIIP Costs	·		\$21,956,000.00

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

Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Runway	AIIP Identified Project	\$7,564,984.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		\$2,105,263.00
Landside Improvements:		
Airport Equipment		\$157,895.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects:		\$12,238,774.00

Total Costs (2007-2027)	
Total Costs include "WACIP Identified Project" costs only once to avoid duplication	

<sup>&</sup>lt;sup>2</sup> ALP- Airport Layout Plan



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\$25,402,158.00

<sup>&</sup>lt;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		202	7
Actual	Low	High	Low	High	Low	High
40	41	46	41	56	43	81

Operations						
2007	2012		2017		202	7
Actual	Low	High	Low	High	Low	High
12,200	12,396	1,736	12,596	17,800	13,005	15,971



9-65

	REPORT CARD		
AFO	Afton-Lincoln County Municipal Airport	Afton	Business
Facility/Service Objectives	Objective	AFO	Objective Met
AIRSIDE (Primary Runway)			
ARC	C-II	C-II	Yes
Runway Length	7300 Feet	7023 Feet	No
Runway Width	I00 Feet	75 Feet	No
Runway Lights	MIRL	MIRL	Yes
Pavement Strength	Single 30000 lbs	Single 24000	No
Taxiway	Full Parallel, Width = 35 Feet	Partial Parallel - Width = 35 Feet	No
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	MALSR Suggested	MALSR - None	Not an Objective
Approach Lighting officers	T II LEST COURSE	MALS - None ODALS - None	r tot an Objective
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	Yes
, , , , , , , , , , , , , , , , , , , ,	Combination of REIL, MALSR, MALS or	VASI - None	
	ODALS on each runway end. Beacon and	REIL - Both Ends	
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	99.71%	Yes
RSA	Standard RSA on all paved runways	No	No
LANDSIDE	Standard No. Com an pared ranna/s	110	
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No	Yes
T CI TIIII CI	Terrina	General Aviation - Yes	163
Perimeter Fencing	Wildlife Fence	Perimeter - Yes	No
Termineter Tericing	Winding Fence	Type - Field Fence	140
Hangars	100% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Lighted Hangar Areas	Yes	Yes
Paved Auto Parking	Paved Auto Parking	Yes	Yes
Taved Auto Fai King	Taved Auto Farking	Number of Spaces - 15	165
SERVICES		Number of Spaces - 15	
FBO	Suggested	Yes	Not an Objective
Fuel	let A and 100LL	Jet A and 100LL	Yes
	•	On-Airport Rental Car - Yes	Yes
Ground Transportation	Courtesy Car	Taxi Service - Yes  Courtesy Car - Yes	res
Pilot Lounge and Planning Room	Pilot Lounge & Planning Room	Pilot Lounge - Yes	Yes
	20	Planning Room - 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
	<u> </u>	Containment System - No	Not an Objective
De-icing Containment System	Suggested		
De-icing Containment System  ADMINISTRATION	Suggested	,	
ADMINISTRATION			
ADMINISTRATION Airport Master Plan	Less than 10 years old	1992	No
ADMINISTRATION Airport Master Plan Airport Layout Plan	Less than 10 years old Less than 5 years old	1992 01/2002	No No
ADMINISTRATION Airport Master Plan Airport Layout Plan Land Use Protection Plan	Less than 10 years old Less than 5 years old On record with Aeronautics	1992 01/2002 Yes	No No Yes
ADMINISTRATION  Airport Master Plan  Airport Layout Plan  Land Use Protection Plan  Noise Contour Map	Less than 10 years old Less than 5 years old On record with Aeronautics Less than 10 years old	1992 01/2002 Yes 01/2007	No No Yes Yes
ADMINISTRATION  Airport Master Plan  Airport Layout Plan  Land Use Protection Plan  Noise Contour Map  Pavement Management Plan	Less than 10 years old Less than 5 years old On record with Aeronautics Less than 10 years old On record with Aeronautics	1992 01/2002 Yes 01/2007 Yes	No No Yes Yes Yes
ADMINISTRATION  Airport Master Plan  Airport Layout Plan  Land Use Protection Plan  Noise Contour Map  Pavement Management Plan  Minimum Standards	Less than 10 years old Less than 5 years old On record with Aeronautics Less than 10 years old On record with Aeronautics On record with Aeronautics	1992 01/2002 Yes 01/2007 Yes No	No No Yes Yes Yes
ADMINISTRATION Airport Master Plan Airport Layout Plan Land Use Protection Plan Noise Contour Map Pavement Management Plan	Less than 10 years old Less than 5 years old On record with Aeronautics Less than 10 years old On record with Aeronautics	1992 01/2002 Yes 01/2007 Yes	No No Yes Yes Yes



IMPLEMENTATION PLAN				
Afton-Lincoln County Municipal Airport	AFO	Afton	Business	
Airport Inventory & Implementation F	Plan (AIIP) P	rojects		
Project Description	_		<b>Estimated Cost</b>	
Airside Improvements:				
Runway Width <sup>3</sup>	WACIP Id	entified Project	\$1,806,188.00	
Pavement Strength <sup>3</sup>	WACIP Id	entified Project	\$1,806,187.00	
Taxiway	WACIP Id	entified Project	\$832,009.00	
RSA	_		\$500,000.00	
Landside Improvements:				
NADIN Connection			\$1,000.00	
Perimeter Fencing			\$785,000.00	
Administration:				
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)			\$150,000.00	
Airport Master Plan/ALP/Noise Contour Map (2017)			\$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 Id	entified Project	\$100,000.00	
Environmental Assessment (Taxiway Extension)			\$350,000.00	
Environmental Assessment (Pavement Strength)			\$350,000.00	
Minimum Standards			\$50,000.00	
Total AIIP Costs			\$7,095,384.00	

#### **WACIP Identified Projects<sup>4</sup>**

<u>Project Description</u>		Estimated Cost
Short-term (2007-2011)		
Landside Improvements:		
Hangar		\$403,250.00
Fence		\$631,579.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		\$135,000.00
Long-term (2017-2027)		
Airside Improvements:		
Runway <sup>3</sup>	AIIP Identified Project	\$3,612,375.00
Taxiway	AIIP Identified Project	\$832,009.00
Pavement Maintenance		\$281,250.00
Landside Improvements:		
Weather Reporting		\$62,500.00
Taxilanes		\$925,000.00
Land Acquisition		\$1,125,000.00
Administration:		
Airport Layout Plan (2022)	AIIP Identified Project	\$100,000.00
Total WACIP Identified Projects		\$8,107,963.00

# Total Costs (2007-2027) Total Costs include "WACIP Identified Project" costs only once to avoid duplication



\$10,658,963.00

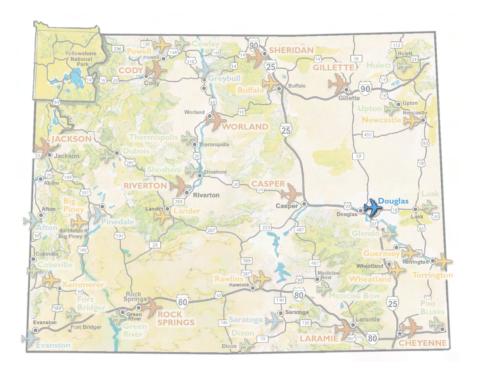
<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

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

<sup>&</sup>lt;sup>4</sup> WACIP dated September 2008

# **Douglas - Converse County Airport**

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



Based Aircraft						
2007	2012		20	202	.7	
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		202	7
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
AIRSIDE (Primary Runway)			
ARC	C-II	B-II	No
Runway Length	6700 Feet	6532 Feet	No
Runway Width	I 00 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	Not an Objective
Approach Lighting System	Tirkesk suggested	MALS – None ODALS – None	rvot 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%	98.71%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial – No	Yes
renma	i ci i i i i	General Aviation – Yes	. 65
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
SERVICES			
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	No
De-icing Containment System	Suggested	Containment System – No	Not an Objective
ADMINISTRATION		, , , , , , , , , , , , , , , , , , , ,	
Airport Master Plan	Less than 10 years old	11/1993	No
Airport Layout Plan	Less than 5 years old	05/1994	No
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	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No



IMPLEMENTATION P	LAN		
Converse County Airport	DGW	Douglas	Business
Airport Inventory & Implementation F	lan (AIIP) F	Projects	
Project Description	_		Estimated Cost
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 I	dentified Project	\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2027)			\$110,000.00
Airport Layout Plan (2012)	WACIP I	dentified 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
Total AIIP Costs		·	\$1,936,895.00

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

Total WACIP Identified Projects		\$3,974,278.00
Hangar		\$157,895.00
Landside Improvements:		
Pavement Maintenance	_	\$842,105.00
Pavement Strength		\$1,900,000.00
Airside Improvements:		
Long-term (2017-2027)	_	
Airport Layout Plan (2012)	AIIP Identified Project	\$157,895.00
Airport Master Plan (2017)	AIIP Identified Project	\$110,000.00
Administration:		
Pavement Maintenance	_	\$402,494.00
Airside Improvements:		
Mid-term (2012-2016)	_	
Marketing		\$6,500.00
Administration:		
Runway Lights	_	\$397,389.00
Airside Improvements:		
Short-term (2007-2011)	_	
<u>Project Description</u>		Estimated Cost

Total Costs (2007-2027)	
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication <sup>2</sup> ALP – Airport Layout Plan	

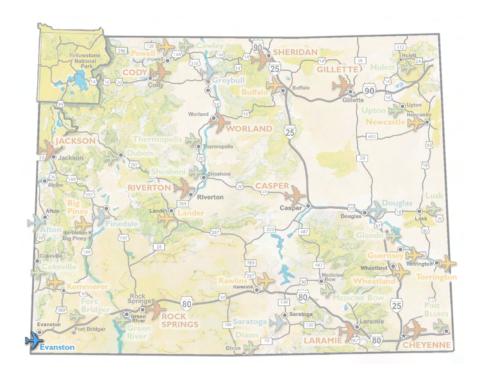


\$5,643,278.00

<sup>&</sup>lt;sup>3</sup>WACIP dated September 2008

# **Evanston – Evanston-Uinta County Burns Field**

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



Based Aircraft						
2007	20	2012 2017 2027		2017		7
Actual	Low	High	Low	High	Low	High
18	18	20	18	22	18	26

Operations						
2007	2012		2017		202	7
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
AIRSIDE (Primary Runway)			
ARC	C-II	B-II	No
Runway Length	8400 Feet	7300 Feet	No
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 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	Yes
Wind Coverage	Greater than or Equal to 95%	99.14%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
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
SERVICES			
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	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	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
ADMINISTRATION	Juggested	Softaminent dystem 140	1 tot all Objective
Airport Master Plan	Less than 10 years old	02/1995 (Update in Progress)	No
Airport Layout Plan	Less than 5 years old	08/2001 (Update in Progress)	No
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
Noise Contour Map	Less than 10 years old	02/1995	No
Pavement Management Plan	On record with Aeronautics	Yes	Yes
Minimum Standards	On record with Aeronautics	No	No No
i iiiiiiii otalidalda			
Airport Manager	Airport Manager	7 A Y	YΔc
Airport Manager Legislative Liaison	Airport Manager Legislative Liaison	Yes No	Yes No



IMPLEMENTATION P	LAN		
<b>Evanston-Uinta County Burns Field</b>	EVW	Evanston	Business
Airport Inventory & Implementation F	lan (AIIP)	Projects	
Project Description			Estimated Cost
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
Total AIIP Costs			\$4,276,000.00

#### **WACIP Identified Projects<sup>4</sup>**

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

### Total Costs (2007-2027)

\$7,729,157.00



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

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

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

<sup>&</sup>lt;sup>4</sup>WACIP dated September 2008

# **Greybull – South Big Horn County Airport**

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



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

Operations						
2007	7 2012		2017		202	7
Actual	Low	High	Low	High	Low	High
4,175	4,217	4,257	4,259	4,341	4,345	4,513



AIRSIDE (Primary Runway)   ARC	Yes
Facility/Service Objectives  AIRSIDE (Primary Runway)  ARC  C-II  C-III  Runway Length 6100 Feet 6302 Feet Runway Vidth 100 Feet 100 Feet Runway Lights MIRL Pavement Strength Single 30000 lbs Dual 150000  Taxiway  Full Parallel, Width = 35 Feet Taxiway Lights MITL MITL Instrument Approach Type Non-Precision Approach Lighting System MALSR Suggested MALSR None ODALS - None Visual Aids  PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone Lighted Wind Cone - Yes Wind Coverage Greater than or Equal to 95% RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS Terminal Terminal Terminal Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars Lighted Hangar Areas Lighted Hangar Areas Lighted Hangar Areas Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes Yes Yes Yes No Yes Yes ot an Objective  Yes No Yes Yes Yes
AIRSIDE (Primary Runway)	Yes Yes Yes Yes Yes No Yes Yes ot an Objective  Yes No Yes Yes Yes
ARC Runway Length Runway Width Runway Width Runway Width Runway Width Runway Lights MIRL MIRL Pavement Strength Single 30000 lbs Dual 150000 Taxiway Full Parallel, Width = 35 Feet MITL Instrument Approach Type Approach Lighting System Approach Lighting Approach Ap	Yes Yes Yes Yes No Yes Yes ot an Objective  Yes No Yes Yes No Yes Yes
Runway Liength 6100 Feet 100 Feet 100 Feet Runway Width 100 Feet 100 Feet 100 Feet Runway Lights MIRL MIRL MIRL Pavement Strength Single 30000 lbs Dual 150000 Taxiway Full Parallel, Width = 35 Feet Partial Parallel - Width = 50 Feet Taxiway Lights MITL MITL MITL Instrument Approach Type Non-Precision Non-Precision Approach Lighting System MALSR Suggested MALSR - None ODALS - None	Yes Yes Yes No Yes Yes ot an Objective  Yes No Yes Yes Yes Yes
Runway Width Runway Lights Runway Lights Runway Lights Runway Lights Runway Lights Runway Lights Runway Run	Yes Yes Yes No Yes Yes ot an Objective  Yes No Yes Yes Yes
Runway Lights MIRL Pavement Strength Single 30000 lbs Dual 150000 Taxiway Full Parallel, Width = 35 Feet Partial Parallel - Width = 50 Feet Paxiway Lights MITL Instrument Approach Type Non-Precision Non-Precision Approach Lighting System MALSR Suggested MALSR - None MALSR - None ODALS - None Combination of REIL, MALSR, MALS or ODALS - None Visual Aids PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS - None Under Combination of REIL, MALSR, MALS or ODALS - None Visual Aids PAPI - None Visual Aids PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS - None Visual Aids PAPI - No	Yes Yes No Yes Yes ot an Objective  Yes No Yes Yes Yes Yes
Pavement Strength Single 30000 lbs Dual 150000 Taxiway Full Parallel, Width = 35 Feet Partial Parallel - Width = 50 Feet Taxiway Lights MITL MITL Instrument Approach Type Non-Precision Non-Precision Approach Lighting System MALSR Suggested MALSR - None No MALS - None ODALS - No	Yes No Yes Yes ot an Objective  Yes No Yes No Yes Yes
Taxiway Lights MITL MITL Instrument Approach Type Non-Precision Non-Precision Approach Lighting System MALSR Suggested MALSR - None ODALS - None ODA	Yes Yes Yes Yes No Yes Yes Yes
Taxiway Lights MITL MITL  Instrument Approach Type Non-Precision Non-Precision  Approach Lighting System MALSR Suggested MALSR - None MALS - None ODALS - None  Visual Aids PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS - Both Ends ODALS on each runway end. Beacon and Lighted Wind Cone Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Perimeter Reporting AWOS or ASOS ASOS  Terminal Terminal Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I 00% of Based Aircraft 75% Lighted Hangar Areas Yes Paved Auto Parking No No Number of Spaces  SERVICES	Yes Yes ot an Objective  Yes No Yes Yes Yes Yes
Instrument Approach Type Approach Lighting System Approach Lighting System Approach Lighting System ALSR Suggested AMALSR - None MALS - None ODALS - None ODALS - None ODALS - None Visual Aids PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone Each runway end. Beacon and Lighted Wind Cone - Yes Uind Coverage Greater than or Equal to 95% Py.68% RSA Standard RSA on all paved runways No LANDSIDE Weather Reporting AWOS or ASOS Terminal Terminal Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars Lighted Hangar Areas Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces	Yes ot an Objective  Yes  Yes No  Yes Yes Yes
Approach Lighting System  MALSR Suggested  MALSR - None  MALS - None  ODALS - None  ODALS - None  Visual Aids  PAPI or VASI (both runway ends). Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone  Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes  Wind Coverage  Greater than or Equal to 95%  RSA  Standard RSA on all paved runways  No  LANDSIDE  Weather Reporting  AWOS or ASOS  Terminal  Terminal  Terminal  Commercial - No General Aviation - Yes  Perimeter Fencing  Wildlife Fence  Perimeter - Yes Type - Wildlife Fence  Hangars  Lighted Hangar Areas  Lighted Hangar Areas  Paved Auto Parking  No Number of Spaces  SERVICES	Yes  Yes  No  Yes  Yes  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 Lighted Wind Cone  Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes Ushed Paper Univaryent  Weather Reporting  Weather Reporting  AWOS or ASOS Terminal	Yes Yes No Yes 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  REIL - Both Ends Beacon - Yes Wind Coverage Greater than or Equal to 95% PSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS Terminal Termin	Yes No Yes 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  REIL - Both Ends Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Wind Cone  **BELL - Both Ends REIL - Both Ends Rell - Both En	Yes No Yes Yes
Combination of REIL, MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone  REIL - Both Ends REIL - Both Ends Reacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Wind Coverage  Greater than or Equal to 95%  RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS Terminal Terminal Terminal Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars Lighted Hangar Areas Lighted Hangar Areas Yes Paved Auto Parking No Number of Spaces  SERVICES	Yes No Yes Yes
A WOS or ASOS Terminal  Perimeter Fencing  Wild Energy  Wild Energy  Wild Energy  Wind Cone - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes  Wind Coverage  Greater than or Equal to 95%  99.68%  RSA  Standard RSA on all paved runways  No  LANDSIDE  Weather Reporting  AWOS or ASOS  Terminal  Terminal  Commercial - No  General Aviation - Yes  Perimeter Fencing  Wildlife Fence  Perimeter - Yes  Type - Wildlife Fence  Hangars  I 00% of Based Aircraft  75%  Lighted Hangar Areas  Lighted Hangar Areas  Paved Auto Parking  Paved Auto Parking  No  Number of Spaces  SERVICES	Yes Yes
Lighted Wind Cone  Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Wind Coverage Greater than or Equal to 95% P9.68%  RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS Terminal Terminal Terminal Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes
Wind Cone - Yes Lighted Wind Cone - Yes Wind Coverage Greater than or Equal to 95% 99.68%  RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS ASOS Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars I00% of Based Aircraft 75% Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes
Wind Coverage Greater than or Equal to 95% 99.68%  RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS ASOS  Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I00% of Based Aircraft 75% Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes
Wind Coverage Greater than or Equal to 95% 99.68%  RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS ASOS  Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I00% of Based Aircraft 75%  Lighted Hangar Areas Yes  Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes
RSA Standard RSA on all paved runways No  LANDSIDE  Weather Reporting AWOS or ASOS ASOS  Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I00% of Based Aircraft 75%  Lighted Hangar Areas Yes  Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes
Weather Reporting AWOS or ASOS ASOS  Terminal Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I00% of Based Aircraft 75%  Lighted Hangar Areas Yes  Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	Yes Yes
Weather Reporting AWOS or ASOS ASOS  Terminal Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I00% of Based Aircraft 75%  Lighted Hangar Areas Yes  Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	Yes
Terminal  Terminal  Terminal  Commercial - No General Aviation - Yes  Perimeter Fencing  Wildlife Fence  Perimeter - Yes Type - Wildlife Fence  Hangars  Lighted Hangar Areas  Lighted Hangar Areas  Paved Auto Parking  No Number of Spaces  SERVICES	Yes
Terminal Terminal Terminal Commercial - No General Aviation - Yes  Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars Lighted Hangar Areas Lighted Hangar Areas Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	
Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I00% of Based Aircraft 75% Lighted Hangar Areas Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	
Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence  Hangars I 00% of Based Aircraft 75% Lighted Hangar Areas Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces  SERVICES	.,
Type - Wildlife Fence Hangars 100% of Based Aircraft 75% Lighted Hangar Areas Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces SERVICES	Yes
Hangars 100% of Based Aircraft 75% Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces SERVICES	103
Lighted Hangar Areas Yes Paved Auto Parking Paved Auto Parking No Number of Spaces SERVICES	No
Paved Auto Parking Paved Auto Parking No Number of Spaces SERVICES	Yes
Number of Spaces SERVICES	No
SERVICES	NO
FR() Supported Yes No.	
	ot an Objective
Fuel Jet A and 100LL Jet A and 100LL	Yes
Ground Transportation Courtesy Car On-Airport Rental Car - No	Yes
Taxi Service - No	
Courtesy Car - Yes	
Pilot Lounge and Planning Room Pilot Lounge & Planning Room Pilot Lounge - Yes	Yes
Planning Room - Yes	
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 No	t an Objective
Vending Machines - Yes	•
Aircraft Maintenance Major Airframe & Powerplant Major Airframe & Powerplant	Yes
Aircraft De-icing System De-icing De-icing - No	No
	ot an Objective
ADMINISTRATION	Jojecure
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	No
Noise Contour Map  Less than 10 years old  Unknown or None	No
Pavement Management Plan On record with Aeronautics Yes	
Minimum Standards On record with Aeronautics No	Yes
Airport Manager Airport Manager Yes	Yes No
_	Yes <b>No</b> Yes
Legislative Liaison Legislative Liaison No RPZ Ownership Fee/Easement Ownership of all RPZs No	Yes No



IMPLEMENTATION	PLAN		
South Big Horn County Airport	GEY	Greybull	Business
Airport Inventory & Implementation	Plan (AIIP)	Projects	
Project Description			Estimated Cost
Airside Improvements:			
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
Landside Improvements:			
Hangars		(7 Hangars)	\$560,000.00
Paved Auto Parking	_		\$1,600,000.00
Services:			
Aircraft De-icing System			\$350,000.00
Airport Website			\$1,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (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
Total AIIP Costs			\$12,954,157.00

#### **WACIP Identified Projects**<sup>5</sup>

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

Total Costs (2007-2027)	
Total Costs include "WACIP Identified Project" costs only once to avoid duplication	

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan



\$23,447,124.00

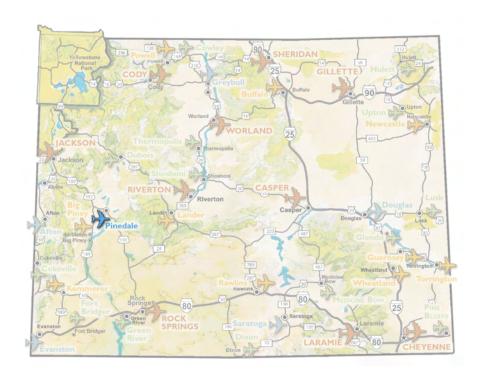
<sup>&</sup>lt;sup>3</sup> A portion of the WACIP Runway project includes these two AIIP projects

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

<sup>&</sup>lt;sup>5</sup> WACIP dated September 2008

# Pinedale - Ralph Wenz Field

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



Based Aircraft						
2007 2012 2017 2027			7			
Actual	Low	High	Low	High	Low	High
17	17	19	18	22	18	29

Operations									
2007 2012 2017 2027			7						
Actual	Low	High	Low	High	Low	High			
9,516	9,669	9,766	9,825	10,023					



	REPORT CARD		
PNA	Ralph Wenz Field	Pinedale	Business
Facility/Service Objectives	Objective	PNA	Objective Met?
AIRSIDE (Primary Runway)	· ·		
ARC	C-II	C-II	Yes
Runway Length	8100 Feet	8900 Feet	Yes
Runway Width	I 00 Feet	I00 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	No
Wind Coverage	Greater than or Equal to 95%	-	No
RSA	Standard RSA on all paved runways	No	No
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No	Yes
Terminar	Terrimai	General Aviation - Yes	103
Perimeter Fencing	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	Yes
SERVICES			
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
ADMINISTRATION			
Airport Master Plan	Less than 10 years old	1993 (Update in Progress)	No
Airport Layout Plan	Less than 5 years old	01/2002 (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	Legislative Liaison	Yes	Yes
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No



IMPLEMENTATION PLAN				
Ralph Wenz Field	PNA	Pinedale	Business	
Airport Inventory & Implementation P	lan (AIIP) Pi	ojects:		
Project Description	_		<b>Estimated Cost</b>	
Airside Improvements:				
Visual Aids			\$30,000.00	
Wind Coverage			\$1,000.00	
RSA			\$220,000.00	
Landside Improvements:				
Hangars		(5 Hangars)	\$400,000.00	
Services:				
Airport Website			\$1,000.00	
Administration:				
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Id	entified 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 Id	entified 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	
Total AIIP Costs			\$1,632,250.00	
WACIP Identified Proje	ects <sup>3</sup>			

WACIP	Identified	Projects <sup>3</sup>
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<u>Project Description</u>		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Runway		\$153,061.00
Taxiway Lights		\$62,500.00
Pavement Maintenance		\$670,000.00
Landside Improvements:		
Taxilanes		\$1,963,484.00
Airport Equipment		\$85,000.00
Administration:		
Airport Master Plan (2007)		\$40,800.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		\$75,000.00
Landside Improvements:		
Airport Equipment		\$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Apron		\$2,316,150.00
Land Acquisition		\$600,000.00
Drainage		\$1,200,000.00
Pavement Maintenance		\$1,100,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	\$110,000.00
Airport Layout Plan (2022)	AIIP Identified Project	\$65,000.00
Total WACIP Identified Projects		\$8,598,890.00

Total Costs (	2007-2027	)'
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\$10,056,140.00



Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Saratoga – Shively Field

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



Based Aircraft						
2007 2012 2017 2027				7		
Actual	Low	High	Low	High	Low	High
27         28         30         29         35         31         47						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?
AIRSIDE (Primary Runway)			
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 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 - 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
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No	Yes
Perimeter Fencing	Wildlife Fence	General Aviation - Yes Perimeter - Yes Type - Wildlife Fence	Yes
Hangars	100% of Based Aircraft	199e - Wildille Felice	Yes
Lighted Hangar Areas	Lighted Hangar Areas	No	No
Paved Auto Parking	Paved Auto Parking	Yes	Yes
SERVICES		Number of Spaces - 25	
FBO	Suggested	Yes	Not an Objective
Fuel	Jet A and 100LL	let 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
ADMINISTRATION	00		
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



IMPLEMENTATION F	PLAN		
Shively Field	SAA	Saratoga	Business
Airport Inventory & Implementation I	Plan (AIIP)	Projects	
Project Description	_		<b>Estimated Cost</b>
Airside Improvements:			
Visual Aids			\$130,000.00
Wind Coverage			\$1,000.00
RSA	_		\$140,000.00
Landside Improvements:			
NADIN Connection			\$1,000.00
Lighted Hangar Areas			\$375,000.00
Services:			
Airport Website	_		\$1,000.00
Administration:			
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
Total AIIP Costs	•		\$1,503,000.00

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

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

	i otai Costs (	(2007-2027)	
L			

 $<sup>^{\</sup>rm I}$  Total Costs include "WACIP Identified Project" costs only once to avoid duplication



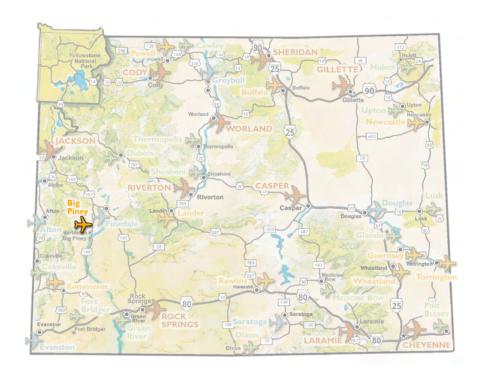
\$6,992,474.00

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Big Piney - Miley Memorial Field

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



Based Aircraft						
2007	2017 2012 2017			202	7	
Actual	Low	High	Low	High	Low	High
7	7	8	7	9	7	11

Operations						
2007	2012 2017 201		2012 2017		202	7
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
AIRSIDE (Primary Runway)	o sjeta. e		55,550.757.150.
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 Partial Parallel arounds, 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
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	rminal Terminal Commercial - General Aviation		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
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	I00LL	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
ADMINISTRATION			
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



IMPLEMENTATION PLAN						
Miley Memorial Field	BPI	Big Piney	Intermediate			
Airport Inventory & Implementation P	lan (AIIP)	Projects				
<u>Project Description</u>			Estimated Cost			
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			
Total AIIP Costs			\$2,803,965.00			

Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		\$135,128.00
Landside Improvements:		
Weather Reporting		\$157,895.00
Mid-term (2012-2016)		
Landside Improvements:		
Taxilane		\$473,684.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects:		\$4,761,682.00

T . I.O (2007 2007)	AE 2/4/02 00
Total Costs (2007-2027) <sup>1</sup>	\$5,264,682.00

Total Costs include "WACIP Identified Project" costs only once to avoid duplication

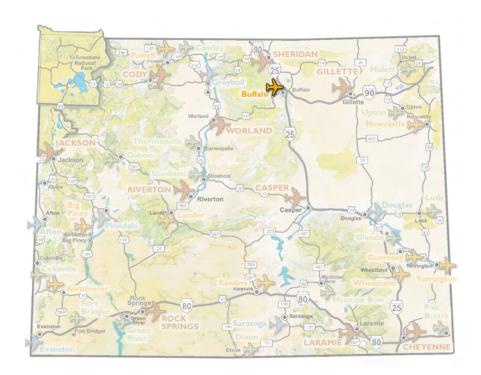


<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# **Buffalo – Johnson County Airport**

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



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

Operations						
2007	2012		2017		202	7
Actual	Low	High	Low	High	Low	High
7,320	7,438	8,799	7,558	10,578	7,803	15,285



	REPORT CARD			
BYG	Johnson County Airport	Buffalo	Intermediate	
Facility/Service Objectives	Objective	BYG	Objective Met?	
AIRSIDE (Primary Runway)		5.0	O Djeccive i ice	
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	No	
Taxiway	Partial Parallel, connector and/or turn Partial Parallel - Width = 35 Fe		Yes	
Taxiway	rartial rarallel, collifector and/or turn	rardai Farailei - Widdii - 33 Feet	res	
Taxiway Lights	MITL	MITL	Yes	
Instrument Approach Type	Non-Precision	Non-Precision	Yes	
Approach Lighting System	Not an Objective	MALSR - None	Not an Objective	
	•	MALS - None	,	
		ODALS - None		
Visual Aids	PAPI or VASI (both runway ends).	PAPI - None	No	
	,	VASI - Both Ends		
		REIL - One End		
		Beacon - Yes		
		Wind Cone - Yes		
		Lighted Wind Cone - Yes		
Wind Coverage	Greater than or Equal to 95%	97.40%	Yes	
RSA	Standard RSA on all paved runways	Yes	Yes	
LANDSIDE	Standard NoA on an paved runways	163	T C3	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
Terminal	Terminal	Commercial - No	Yes	
Terminal	Termina	General Aviation - Yes	res	
Parimeter Fensing	Wildlife Fence	Perimeter - Yes	Yes	
Perimeter Fencing	vviidille relice		1 es	
Han same	75% of Based Aircraft	Type - Wildlife Fence	Yes	
Hangars		100% Yes		
Lighted Hangar Areas	Suggested	Yes	Not an Objective	
Paved Auto Parking	Suggested		Not an Objective	
SERVICES		Number of Spaces - 30		
		×	N. O. C.	
FBO	Suggested	Yes	Not an Objective	
Fuel	100LL	Jet A and 100LL	Yes	
Ground Transportation	Courtesy Car	On-Airport Rental Car - No	Yes	
		Taxi Service - No		
51 1 151 1 5		Courtesy Car - Yes	N 011 1	
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective	
2.11.2	D.11: D	Planning Room - Yes		
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	Not an Objective	
		Vending Machines - Yes		
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	
ADMINISTRATION				
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	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	-	
M Z Owner still	ree/Lasement Ownership of all RPZs	INO	No	



9-94

IMPLEMENTATION P	LAN		
Johnson County Airport	BYG	Buffalo	Intermediate
Airport Inventory & Implementation P	lan (AIIP) Pro	jects	
Project Description			Estimated Cost
Airside Improvements:			
Pavement Strength			\$2,100,000.00
Visual Aids	_		\$30,000.00
Administration:			
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 Ident	tified 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
Total AIIP Costs	-		\$2,837,000.00

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

Total Costs (2007-2027)	
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication	

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

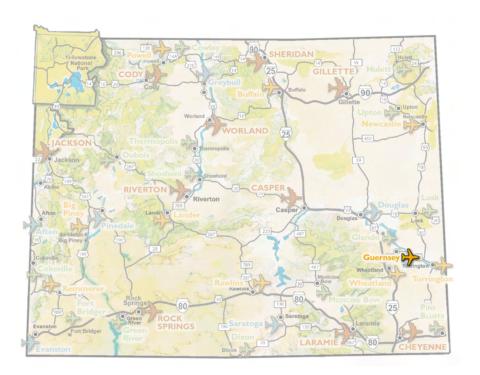


\$5,625,312.00

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Guernsey - Camp Guernsey Army Airfield

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



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

Operations						
2007 2012 2017 2027					7	
Actual	Low	High	Low	High	Low	High
3,900	3,900	3,900	3,900	3,900	3,900	3,900



ARSIDE   Primary Runway    ARSON		REPORT CARD		
ARBIDE   Primary Runway    ARC   B-II   S-III   Yes     ARUNWAY Lughts   MIRL   MIRL   Yes     ARUNWAY Lights   MIRL   MIRL   Yes     ARUNWAY Lights   MIRL   MIRL   Yes     ARWAY Lights   MIRL   MIRL   Yes     Approach Lighting System   Not an Objective   MALS - None     Approach Lighting System   Not an Objective   MALS - None     Approach Lighting System   Not an Objective   MALS - None     Approach Lighting System   Arway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   Arway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   Arway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   Arway ends.     Approach Lighting System   PAPI or VASI (both runway ends.     Approach Lighting System   Arway ends.     Arway ends.   Arway ends.     Arway	7V6	Camp Guernsey Army Airfield	Guernsey	Intermediate
ARS   B-II   B-II   Yes	Facility/Service Objectives	- · · · · · · · · · · · · · · · · · · ·	•	Objective Met
ARC		25,550		
Rumay Width 75 Feet 5.99 Feet Yes Rumay Width 75 Feet 75 Feet Yes Rumay Width 75 Feet 75 Feet Yes Rumay Lights MIRL MIRL Yes Pavement Strength Single 20000 lbs Dual 175000 Yes Taxiway Partial Parallel connector and/or turn arounds. Width 35 Feet MITL MITL Yes Instrument Approach Lighting System Non-Precision Non-Precision Yes Approach Lighting System Not an Objective MALSR - None ODALS - None Rell Lighting System Rell Lighted Wind Cone Rell L. None ODALS -		R-II	B-II	Yes
Runway Width		<del></del>		
Rumway Lights Perwenent Strength Single 20000 lbs Single		2000 : 000	- 7.1.1.200	
Pevement Strength   Single 20000 lbs				
Taxiway Lights Graving Agricular Parallel, connector and/or turn arounds, Width = 35 Feet MITL MITL MITL MITL MITL MITL MITL MITL				
Taxioway Lights MTL MITL Yes Instrument Approach Type Non-Precision MTL MITL Yes Instrument Approach Type Non-Precision Non-Precision Yes Approach Lighting System Not an Objective MALS - None ODALS - None Reacon and Lighted Wind Cone Lighted Wind Cone Lighted Wind Cone REIL - None Reacon - Yes Lighted Wind Cone - Yes No Lighted Wind Cone - Yes Lighted Wind Cone - Yes No Lighted Wind C		<u> </u>		
Instrument Approach Type Approach Lighting System Not an Objective Approach Lighting System Approach Lighting Lighting Lighting Lighting Lighting Lighting Approach Lighting Approach Approach Lighting Lighting Lighting Approach Approach Lighting Lighting Lighting Lighting Approach Approach Lighting Lightin	ιαλίντα		Tartial Faranci - Width = 30 Feet	No
Approach Lighting System  Not an Objective  MALS - None  ODALS - None  Combination of REIL, MALSR, MALS or  ODALS on each runway end. Beacon and  Lighted Wind Cone  Lighted Wind Cone  Lighted Wind Cone - Yes  No  No  LANDSIDE  Weather Reporting  AWOS or ASOS  Ferminater Fencing  Wildlife Fence  Perimeter - No  Reacan - Yes  Perimeter Fencing  Wildlife Fence  Perimeter - No  No  Hangars  75% of Based Aircraft  100%  Yes  Not an Objective  Number of Spaces - 10  SERVICES  FBO  Suggested  Yes  Not an Objective  SERVICES  FBO  Suggested  No  No  Not an Objective  Plot Lounge - Yes  Not an Objective  Plot Lounge and Planning Room  Suggested  Public Restrooms - 24/7  Pers - 24 Hour  Yes  Public Restrooms - 24/7  Yes - 24 Hour  Yes  Aircraft De-icing System  Not an Objective  De-icing - No	Taxiway Lights	MITL	MITL	Yes
Visual Aids PAPI or VASI (both runway ends).  ODALS - None ODALS - None ODALS - None ODALS - None ODALS on each runway end baccon and Lighted Wind Cone Lighted Wind Cone Lighted Wind Cone Beacon - Yes Wind Cone - Yes Lighted Hangar Lighted Hangar - No Yes Perimeter Fencing Wildlife Fence Perimeter - No No Hangars Jös of Based Aircraft Lighted Hangar Areas Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested No No And Objective Fiel Lighted Hangar - No Courtesy Car - Yes Public Restrooms Public Restrooms - 24/7 Yes - 24 Hour Yes Public Phone Public Restrooms - Public Restrooms - 24/7 Yes - 24 Hour Yes Aircraft Maintenance Minor Airframe & Powerplant None No Aircraft De-icing System Not an Objective De-icing Containment System Not an Objective No	Instrument Approach Type	Non-Precision	Non-Precision	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 Lighted Wind Cone Lighted Wind Cone Lighted Wind Cone - Yes Wind Core - Yes Wind Core - Yes Wind Cone	Approach Lighting System	Not an Objective	MALSR - 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 Lighted Wind Cone Lighted Wind Cone REIL - None Beacon - Yes Wind Cone - Yes Lighted Hangar Remail - No Remarkation - Yes Perimeter Fencing AWOS or ASOS AWOS Yes Terminal - Commercial - No General Avaidation - Yes Perimeter Fencing Wildlife Fence Perimeter - No No Hangars Jös of Based Aircraft I00% Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested No Courtesy Car On-Airport Rental Car - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Pilot Lounge and Planning Room Suggested Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Public Restrooms - 24/7 Yes - 24 Hour Yes Public Restrooms Public Restrooms - 24/7 Yes - 24 Hour Yes Aircraft Dei-cing System Not an Objective Pending Machines - Yes Aircraft Maintenance Minor Airframe & Powerplant None Not an Objective Dei-cing Oontainment System Not an Objective Dei-cing Containment System Not an Objective Dei-cing Containment System Not an Objective Not an Ob		·	MALS - None	·
Combination of REIL MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone Wind Cone - Yes Ughted Wind Cone - Yes Ughted Wind Cone - Yes Ughted Wind Cone - Yes Wind Cone - Yes Standard RSA on all pawed runways No No No LANDSIDE  Wind Coverage Greater than or Equal to 95% No No No LANDSIDE  Weather Reporting AWOS or ASOS AWOS Yes Terminal			ODALS - None	
Combination of REIL MALSR, MALS or ODALS on each runway end. Beacon and Lighted Wind Cone Wind Cone - Yes Ughted Wind Cone - Yes Ughted Wind Cone - Yes Ughted Wind Cone - Yes Wind Cone - Yes Standard RSA on all pawed runways No No No LANDSIDE  Wind Coverage Greater than or Equal to 95% No No No LANDSIDE  Weather Reporting AWOS or ASOS AWOS Yes Terminal	Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	No
A CODALS on each runway end. Beacon and Lighted Wind Cone Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Wind Cone - Yes Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes			VASI - None	
Lighted Wind Cone Yes Lighted Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes RSA Standard RSA on all paved runways No No RSA Standard RSA on all paved runways No No LANDSIDE  Weather Reporting AWOS or ASOS AWOS Terminal Terminal Commercial - No General Aviation - 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 Not an Objective Paved Auto Parking Suggested No No an Objective Paved Auto Parking Suggested No No Ant an Objective Fiel 100LL 1 Yes Ground Transportation Courtesy Car On-Airport Rental Car - No Taxi Service - No Taxi Service - No Taxi Service - No Courtesy Car - Yes Public Restrooms Public Restrooms - 24/7 Yes - 24 Hour Yes Public Phone Public Phone - 24/7 Yes - 24 Hour Yes Food Yending Machines Suggested Restrant - No Aircraft Maintenance Minor Airframe & Powerplant None Aircraft De-icing System Not an Objective De-icing - No Not an Objective Aircraft Maintenance Minor Airframe & Powerplant None Aircraft De-icing System Not an Objective De-icing - No Not an Objective Aircraft Maintenance Minor Airframe & Powerplant None Aircraft De-icing System Not an Objective De-icing - No Not an Objective Aircraft Maintenance Minor Airframe & Powerplant None Aircraft De-icing System Not an Objective De-icing - No Not an Objective ADMINISTRATION Airport Master Plan Less than 10 years old Unknown or None (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 Noise Contour Map Less than 10 years old Unknown or None No Noise Contour Map Less than 10 years old Unknown or None No Noise Contour Map Less than 10 years old Unknown or None No Noise Contour Map Airport Manager No Noise Contour Map Airport Manager No Noise Contour Map No No Airport Manager No Noise Contour Map No No Airport Manager No Noise Contour Map No No Airport M			REIL - None	
Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes RSA Standard RSA on all paved runways No No No LANDSIDE Weather Reporting AWOS or ASOS AWOS Yes Terminal Terminal Terminal General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - No No Hangars 75% of Based Aircraft General Aviation - Yes Lighted Hangar Areas Suggested Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested No No No No Taxi Service - No Courtesy Car - Yes Plot Lounge and Planning Room Suggested Public Restrooms Public Restrooms - 24/7 Public Phone Public Phone Public Phone Public Phone Public Phone Public Phone Aircraft Maintenance Aircraft Maintenance Minor Airframe & Powerplant None No Aircraft De-icing System Not an Objective Not an Objective De-icing Containment System Not an Objective Not an Objective Not an Objective De-icing Containment System Not an Objective Not an Objective Not an Objective De-icing System Not an Objective Not an Objective De-icing System Not an Objective Not an Objective Not an Objective De-icing Containment System Not an Objective Not an Objective De-icing Containment System Not an Objective Not an Objective Not an Objective De-icing Containment System Not an Objective De-icing Containment System Not an Objective Not an Objective Not an Objective Not an Objective De-icing In No Not Not an Objective De-icing in No Not an Objective Not an Obj				
Wind Coverage Greater than or Equal to 95% - No RSA Standard RSA on all paved runways No No LANDSIDE  Weather Reporting AWOS or ASOS AWOS Yes Terminal Terminal Commercial - No 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 Not an Objective Paved Auto Parking Suggested Yes Not an Objective Public Round of Transportation Courtesy Car On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Plot Lounge - Yes Not an Objective Public Restrooms Public Restrooms - 24/7 Yes - 24 Hour Yes Food Vending Machines Suggested Restaurant - No Public Restrooms Public Phone - 24/17 Yes - 24 Hour Yes Food Vending Machines Suggested Restaurant - No Aircraft Maintenance Minor Airframe & Powerplant None Not an Objective Delecting Containment System Not an Objective Delecting System Not an Objective Not an Objective Not an Objective Not an Objective Delecting System Not an Objective Not an				
Wind Coverage  Greater than or Equal to 95%  SAAN  SAAN  SAAN SAAN AND AND NO  LANDSIDE  Weather Reporting  AWOS ASOS  Ferminal  Terminal  Terminal  Commercial - No  Yes  General Aviation - Yes  Perimeter Fencing  Wildlife Fence  Perimeter - No  No  Hangars  75% of Based Aircraft  100%  Yes  Lighted Hangar Areas  Suggested  Yes  Not an Objective  Number of Spaces - 10  SERVICES  FEO  Suggested  No  No  No An Objective  FEO  Suggested  No  No  No  No An Objective  FEO  Suggested  No  No  No  No  No  No  No  No  No  N				
RSA Standard RSA on all paved runways No No LANDSIDE  Weather Reporting AWOS or ASOS AWOS Yes Terminal Terminal General Aviation - 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 Not an Objective Paved Auto Parking Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested No No Not an Objective Fuel 100LL 100LL Yes Ground Transportation Courtesy Car On-Airport Rantal Car - No Taxi Service - No Courtesy Car Perimeter - No Courtesy Car On-Airport Rantal Car - No Taxi Service - No Courtesy Car Perimeter - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Public Restrooms Public Restrooms - 24/7 Yes - 24 Hour Yes Food Vending Machines Suggested Restaurant - No Vending Machines - Yes Food Vending Machines Suggested Restaurant - No Aircraft De-icing System Not an Objective De-icing Containment System Not an Objective Containment System Not an Objective De-icing System Not an Objective Containment System Not an Objective Containment System Not an Objective Not an Objecti	Wind Coverage	Greater than or Equal to 95%	Lighted Willia Colle - Yes	No
Weather Reporting AWOS or ASOS AWOS Yes Terminal Terminal Commercial - No 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 Not an Objective Paved Auto Parking Suggested No No Not an Objective PEPO Suggested No No Not an Objective Fibel 100LL 100LL Yes Ground Transportation Courtesy Car On-Airport Rental Car - No Taxi Service - No Courtesy Car Yes Not an Objective Pilot Lounge and Planning Room Suggested Pilot Lounge - 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 Aircraft De-icing System Not an Objective De-icing - No Aircraft De-icing System Not an Objective De-icing - No Aircraft De-icing System Not an Objective De-icing - No Airport Master Plan Less than 10 years old Unknown or None (Update in Progress) No Airport Master Plan Less than 10 years old Unknown or None (Update in Progress) No Noise Contour Map Less than 10 years old Unknown or None (No Airport Manger None Airport Manager No Noise Contour Map Airport Manager No No No Noise Contour Manager No No No Noise Legislative Liaison Suggested No No Not an Objective	<u> </u>		- No	
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         Not an Objective Not an Objective Paved Auto Parking         No         Not an Objective Not an Objective Paved Auto Parking         No         Not an Objective Not an Objective Not an Objective Paved Auto Parking         No         Not an Objective Not an Objective Paved Not an Objective Paved Not an Objective Paved Not an Objective Palaning Room         No         Not an Objective Paved Not an Objective Palaning Room Paves         Yes         Not an Objective Paved Not an Objective Palaning Room Paves         Not an Objective Paved Not an Objective Palaning Room Paves         Not an Objective Paved Not an Objective Palaning Room Paves         Not an Objective Paved Not an Objective Pave		Standard NSA On all paved runways	140	140
Terminal Terminal Commercial - No Yes General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - No No No Hangars 75% of Based Aircraft 100% Yes Lighted Hangar Areas Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested No No Not an Objective Fuel 100LL 100LL Yes Ground Transportation Courtesy Car On-Airport Rental Car - No Taxi Service - No Taxi Service - No Yes Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Not an Objective Public Restrooms Public Restrooms - 24/7 Yes - 24 Hour Yes Public Phone Public Phone - 24/7 Yes - 24 Hour Yes Aircraft De-icing System Not an Objective Containment System Not an Objective Containment System Not an Objective De-icing System Not an Objective Containment System Not an Objective De-icing System Not an Objective Containment System Not an Objective Containment System Not an Objective Containment System Not an Objective Aliport Master Plan Less than 10 years old Unknown or None (Update in Progress) Not Aliport Master Plan Less than 10 years old Unknown or None (Update in Progress) Not Aliport Master Plan On record with Aeronautics No Not Not Not An Objective Noise Contour Map Less than 10 years old Unknown or None No Not An Objective Noise Contour Map Less than 10 years old Unknown or None No Not An Objective Noise Contour Map Contour		2024 no 20\4\4	20/4/0	Voc
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Legislative Liaison Suggested No Not an Objective	Airport Manager	Airport Manager	No	No
· ·				
	RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No



9-98

IMPLEMENTATION I	PLAN		
Camp Guernsey Army Airfield	7V6	Guernsey	Intermediate
Airport Inventory & Implementati	on Plan Proj	ects	
Project Description	·		Estimated Cost
Airside Improvements:			
Taxiway			\$250,000.00
Visual Aids			\$60,000.00
Wind Coverage			\$1,000.00
RSA			\$40,000.00
Landside Improvements:			
NADIN Connection			\$1,000.00
Perimeter Fencing			\$505,000.00
Administration:			
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
Total AIIP Costs			\$1,815,000.00
WACIP Identified Proj	ects <sup>2</sup>		
Project Description	ccis		Estimated Cost
Short-term (2007-2011)			Limited Cost
Airside Improvements:			
Pavement Maintenance			\$160,000.00
Mid-term (2012-2016)			,,
No Mid to a society of CIP			<b>#0.00</b>

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

Total Costs (2007-2027	\$3,585,000.00
1 Otal Costs (2007-2027	<i>)</i>



ALP – Airport Layout Plan
WACIP dated September 2008

# Kemmerer – Kemmerer Municipal Airport

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



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

Operations						
2007	2007 2012 2017 2027					7
Actual	Low	High	Low	High	Low	High
3,400	3,329	3,463	3,260	3,528	3,126	3,661



Pacility/Service Objective		R	EPORT CARD				
Package   Pack	EMM	Kemmerer Municipal Air	rport Ke	mmerer	Existing Interm	nediate Futu	re Business
ARSDE   Primary Runway			•				
B-II					E1 11 1		
Sumway Length   8,000 Feet		•			R_II		
Rumway Width   7.5 Feet							
Numer   Percent   Single 2000   By   Partial parallel, connector or turn   Facility   Partial parallel, connector or turn   Partial parallel, connector   Parti							
Payment Strength							
Taxiway Lights Taxiwa							
Taxiway Lights							
Taxiway Lights   MITL   Same   MITL   Yes   Yes   Yes   Approach Type   Non-Precision   Same   Non-Precision   Yes   Yes   Approach Lighting System   Not an Objective   MALSR Suggested   MALSR - None   Objective   Object	T LOW TO A STATE OF THE STATE O		· · · · · · · · · · · · · · · · · · ·		•		
Instrument Approach Type	Taxiway Lights					Yes	Yes
Approach Lighting System  Approach Lighting System  Not an Objective  MALS Suggested  MALS - None  ODALS - None  REIL - Both Ends  VASI - None  No  No  No  No  No  No  No  No  No  N		Non-Precision	Same	1	Non-Precision	Yes	Yes
Objective Objective Objective Objective ODALS - None ODALS - None ODALS - None ODALS - None (Not Obj.) (Not Ob							Not an
Visual Aids PAPI or VASI (both runway ends). Same PAPI – Both Ends Yes Yes Yes Ondation of REIL, MALSR, MALS or ODALS on each runway end. Beacon and lighted Wind Cone will be and lighted Wind Cone will be and lighted Wind Cone Yes Lighted Wind Cone - Yes Lighted Wind Co	. #F 6						
Visual Aids							
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Wind Coverage         Greater than or equal to 95%         Same         B-II 99.88% / C-II -%         Yes         No           RSA         Standard RSA on all paved runways         Same         No         No         No         No           LANDSIDE         Weather Reporting         AWOS or ASOS         Same         AWOS         Yes         Yes           Terminal         Terminal         Same         Commercial - No         Yes         Yes           Perimeter Fencing         Wildlife Fence         Same         Perimeter - Yes         Yes         Yes           Hangars         75% of based aircraft         100% of based aircraft         100%         Yes         Yes           Hangars         75% of based aircraft         100% of based aircraft         100%         Yes         Yes           Hangars         75% of based aircraft         100% of based aircraft         100%         Yes         Yes           Hangars         75% of based aircraft         100% of based aircraft         100%         Yes         Yes           Hangars         75% of based aircraft         100% of based aircraft         100%         Yes         Yes           Hangars         90         Suggested         Sum         Yes         Not Obj.         Not Obj. </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
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Perimeter Fencing Wildlife Fence Same Perimeter - Yes Type - Wildlife Fence Type - Wildlife Type -	Terrinia	Terminai	Same			163	163
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Legislative Liaison Yes Not Obj. Yes							
85 5	Airport Manager						
RPZ Ownership Fee/Easement Ownership of all RPZs Same No No No	Legislative Liaison	Suggested	Legislative Liaison		Yes	Not Obj.	Yes
	RPZ Ownership	Fee/Easement Ownership of all RPZs	Same		No	No	No



IMPLEMENTATION P	LAN		
Kemmerer Municipal Airport	EMM	Kemmerer	Intermediate
Airport Inventory & Implementation F	Plan (AIIP	) Projects	
Project Description	_		<b>Estimated Cost</b>
Airside Improvements:			
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
Landside Improvements:			
NADIN Connection			\$1,000.00
Lighted Hangar Areas			\$375,000.00*
Services:			
Aircraft De-icing System			\$350,000.00*
Administration:			
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
Total AIIP Costs			\$8,766,895.00

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

# Total Costs (2007-2027)<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication



\$17,097,244.00

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<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup>WACIP dated September 2008

<sup>\*</sup> Identifies projects recommended due to classification change

### **Lander - Hunt Field**

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



Based Aircraft						
2007 2012 2017 2027						7
Actual	Low	High	Low	High	Low	High
55	55	63	56	75	57	106

Operations						
2007	2007 2012 2017 2027					7
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
AIRSIDE (Primary Runway)	55,250.75		
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	Full Parallel - Width = 40 Feet	Yes
Taxiway	arounds, Width = 35 Feet	run aranci vvidin 10 reec	163
Taxiway Lights	MITL	Reflectors	No
Instrument Approach Type	Non-Precision	Visual	No
Approach Lighting System	Not an Objective	MALSR - None	Not an Objective
Approach Lighting System	rvot an Objective	MALS - None	140t an Objective
		ODALS - None	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	No
Visual Alus	Combination of REIL, MALSR, MALS or	VASI - None	NO
	ODALS on each runway end. Beacon and	REIL - None	
	Lighted Wind Cone		
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	96.40%	Yes
RSA	Standard RSA on all paved runways	No	No
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No	Yes
		General Aviation - Yes	
Perimeter Fencing	Wildlife Fence	Perimeter - Yes	Yes
		Type - Wildlife Fence	
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes	Not an Objective
		Number of Spaces - 19	
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	IOOLL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - Yes	Yes
	, , , , , , ,	Taxi Service - No	
		Courtesy Car - Yes	
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
r not bounge and r lamming recom		Planning Room - Yes	r tot 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	Not an Objective
1000	vending i lacilines suggested	Vending Machines - Yes	rvot an Objective
Aircraft Maintenance	Minor Airframe & Powerplant		Yes
		Major Airframe & Powerplant	
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
ADMINISTRATION	1 1 10 11	05/100/ /ll l : : D	
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
IN Z OWING SHIP	recreasement Ownership of all Ni Zs	INO	140



IMPLEMENTATIO	N PLAN		
Hunt Field	LND	Lander	Intermediate
Airport Inventory & Implementation	ion Plan (AIIP) P	rojects	
Project Description			Estimated Cost
Airside Improvements:			
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 Id	lentified Project	\$180,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Id	lentified 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 Id	lentified 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 Id	lentified Project	\$200,000.00
Total AIIP Costs	·		\$3,920,000.00

WACII Identilied i roj	CCC	
Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Taxiway		\$631,579.00
Mid-term (2012-2016)		
Airside Improvements:		
Pavement Maintenance		\$157,895.00
Long-term (2017-2027)	_	
Airside Improvements:		
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
Landside Improvements:		
Terminal		\$500,000.00
Taxilane		\$100,500.00
Airport Access Road		\$60,000.00
Paved Auto Parking		\$100,000.00
Utilities		\$50,000.00
Administration:		
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
Total WACIP Identified Projects:		\$4,381,214.00

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

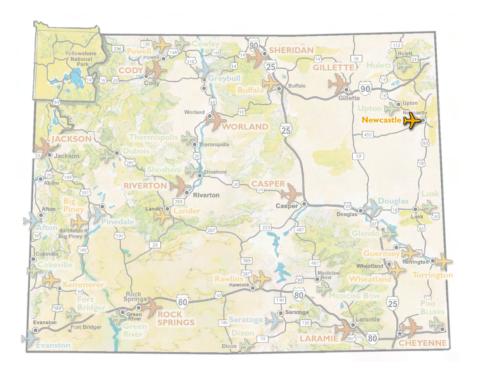
<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan



<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

### **Newcastle - Mondell Field**

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



Based Aircraft						
2007 2012 2017 2027						7
Actual	Low	High	Low	High	Low	High
11	11	12	11	14	11	17

Operations						
2007	20	12	20	)17	202	7
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
AIRSIDE (Primary Runway)	, i		<u> </u>
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	Connector Only - Width = 60 Feet	Yes
Taniway	arounds, Width = 35 Feet	Connector Only - Width - 60 rect	103
Taxiway Lights	MITL	MITL	Yes
Instrument Approach Type	Non-Precision	Non-Precision	Yes
Approach Lighting System	Not an Objective	MALSR - None	Not an Objective
Approach Lighting System	Not all Objective	MALS - None	140t all Objective
		ODALS - One End	
Visual Aids	PAPI or VASI (both runway ends).	PAPI - Both Ends	Yes
Visual Aids	Combination of REIL, MALSR, MALS or	VASI - None	162
	ODALS on each runway end. Beacon and	REIL - One End	
	Lighted Wind Cone		
	Lighted Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	Greater than or Equal to 95%	99.12%	Yes
RSA	Standard RSA on all paved runways	No	No
LANDSIDE			
Weather Reporting	AWOS or ASOS	AWOS	Yes
Terminal	Terminal	Commercial - No	Yes
		General Aviation - Yes	
Perimeter Fencing	Wildlife Fence	Perimeter - Yes	Yes
		Type - Wildlife Fence	
Hangars	75% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Suggested	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes	Not an Objective
		Number of Spaces - 20	
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	IOOLL	Jet A and 100LL	Yes
Ground Transportation	Courtesy Car	On-Airport Rental Car - No	Yes
	,	Taxi Service - No	
		Courtesy Car - Yes	
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
r nee zeange and r lammig recom	ou <sub>bb</sub> osted	Planning Room - Yes	Trocan 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	Not an Objective
rood	vending Placinies Suggested		Not all Objective
Ainamate Maintanana	Minan Ainfrance & Davison land	Vending Machines - Yes	NI-
Aircraft Maintenance	Minor Airframe & Powerplant	None De ising No	No Nation 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
ADMINISTRATION	, , ,	07/0004	V
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
14 Z Ownership	recreasement Ownership of all Nr Zs	INO	140



IMPLEMENTATION	PLAN		
Mondell Field	ECS	Newcastle	Intermediate
Airport Inventory & Implementation	Plan (AIIP)	) Projects	
Project Description			<b>Estimated Cost</b>
Airside Improvements:			
RSA	_		\$3,600,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2014)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2024)	WACIP I	dentified Project	\$110,000.00
Airport Layout Plan (2009)			\$65,000.00
Airport Layout Plan (2019)	WACIP I	dentified 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
Total AIIP Costs			\$4,318,000.00

WACIP	Identified	I Projects <sup>3</sup>
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Total WACIP Identified Projects:		\$6,847,316.00
Environmental Assessment		\$165,000.00
Airport Layout Plan (2019)	AIIP Identified Project	\$65,000.00
Airport Master Plan (2024)	AIIP Identified Project	\$110,000.00
Administration:		
Land Acquisition		\$70,000.00
Taxiway		\$1,052,632.00
Runway Lights		\$111,000.00
Runway		\$800,000.00
Airside Improvements:		
Long-term (2017-2027)		
Pavement Maintenance		\$2,000,000.00
Airside Improvements:		
Mid-term (2012-2016)		
Pavement Maintenance		\$2,473,684.00
Airside Improvements:		
Short-term (2007-2011)		
Project Description		Estimated Cost

### Total Costs (2007-2027)<sup>1</sup>

\$10,990,316.00



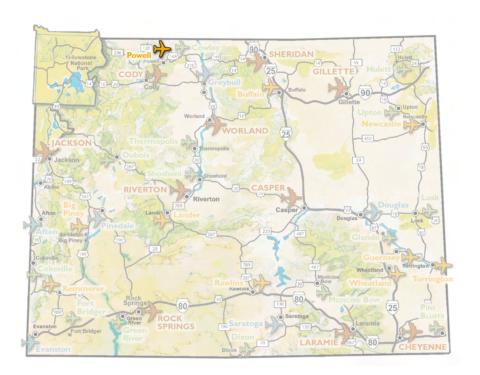
<sup>&</sup>lt;sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Powell - Powell Municipal Airport

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



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	20	12	20	)17	202	7
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
AIRSIDE (Primary Runway)	o ojeta.		20,000.701.000
ARC	B-II	B-II	Yes
Runway Length	6200 Feet	6205 Feet	Yes
Runway Width	75 Feet	100 Feet	Yes
	MIRL	MIRL	Yes
Runway Lights	Single 20000 lbs	Single 15000	No
Pavement Strength		Partial Parallel - Width = 35 Feet	Yes
Taxiway	Partial Parallel, connector and/or turn arounds, Width = 35 Feet		
Taxiway Lights	MITL	Reflectors	No
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	No
Wind Coverage	Greater than or Equal to 95%	99.78%	Yes
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE	,		
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
SERVICES		<u> </u>	
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
ADMINISTRATION			
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	No
Airport Manager	Airport Manager	Yes	Yes
Legislative Liaison	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No



IMPLEMENTATION PL	.AN		
Powell Municipal Airport	POY	Powell	Intermediate
Airport Inventory & Implementation Plant	an (AIIP) P	rojects	
Project Description			Estimated Cost
Airside Improvements:			
Pavement Strength			\$2,800,000.00
Taxiway Lights			\$90,000.00
Visual Aids			\$30,000.00
Landside Improvements:			
NADIN Connection			\$1,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2010)			\$150,000.00
Airport Master Plan/ALP/Noise Contour Map (2020)	WACIP Id	entified 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 Id	entified Project	\$140,263.00
Total AIIP Costs			\$3,931,263.00

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

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

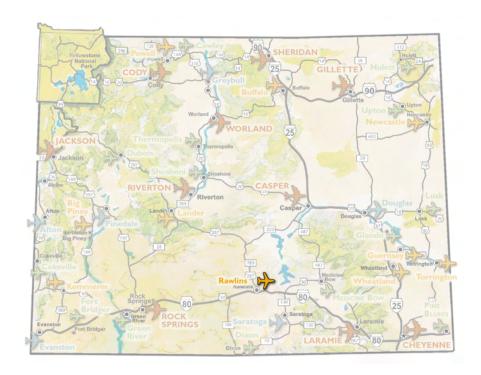


<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

# Rawlins - Rawlins Municipal/Harvey Field

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



Based Aircraft						
2007	07 2012 2017			202	7	
Actual	Low	High	Low	High	Low	High
22	22	24	22	26	22	32

Operations						
2007	20	12	20	2017		7
Actual	Low	High	Low	High	Low	High
12,000	12,193	13,683	12,390	15,602	12,792	20,286



	R	EPORT CARD			
RWL	Rawlins Municipal/Harve		Rawlins Existing Intern	nediate Futu	ıra Rusinass
Facility/Service Objectives		•	RWL		ve Met?
	•	Future	NVVL		
AIRSIDE (Primary Runw	• ,		D. II	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 Sizala 20000 lba	Same Dual 60000	MIRL Dual 60000	Yes	Yes
Pavement Strength	Single 20000 lbs			Yes	Yes
Taxiway	Partial parallel, connector or turn arounds, width=35 Feet	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
LANDSIDE					
Weather Reporting	AWOS or ASOS	Same	ASOS	Yes	Yes
Terminal	Terminal	Same	Commercial - No	Yes	Yes
Perimeter Fencing	Wildlife Fence	Same	General Aviation - Yes 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 Number of Spaces - 5	Not Obj.	Yes
SERVICES					
FBO	Suggested	Same	Yes	Not Obj.	Not Obj.
Fuel	100LL	100LL & Jet A	let 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	<del>-</del>	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	- C	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.
ADMINISTRATION		00			
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		Same	Yes	Yes	Yes
	Airport Manager Suggested	Legislative Liaison	No		No
Legislative Liaison RPZ Ownership	Fee/Easement Ownership of all RPZs	Same	No	Not Obj.	No
M Z Owner snip	i certasement Ownership of all NPZS	Same	INO	IAO	140



IMPLEMENTATION PLAN					
Rawlins Municipal/Harvey Field	RWL	Rawlins	Intermediate		
Airport Inventory & Implementation Plan	an (AIIP) Pro	jects			
<u>Project Description</u>			Estimated Cost		
Airside Improvements:					
ARC			\$240,000.00*		
Runway Length (Primary)	WACIP Id	dentified Project	\$1,575,000.00		
Visual Aids			\$30,000.00		
RSA			\$390,000.00		
Services:					
Public Phone - 24/7			\$1,500.00		
Aircraft Deicing System			\$350,000.00*		
Administration:					
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACIP Id	dentified 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		
Total AIIP Costs			\$3,539,500.00		

,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		\$631,579.00
Mid-term (2012-2016)		
Airside Improvements:		
Land Acquisition		\$157,895.00
Long-term (2017-2027)		
Airside Improvements:		
Runway	AIIP 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
Landside Improvements:		
Fence		\$157,895.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	\$110,000.00
Total WACIP Identified Projects		\$6,727,644.00

Total Costs (2007-2027)
<sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan



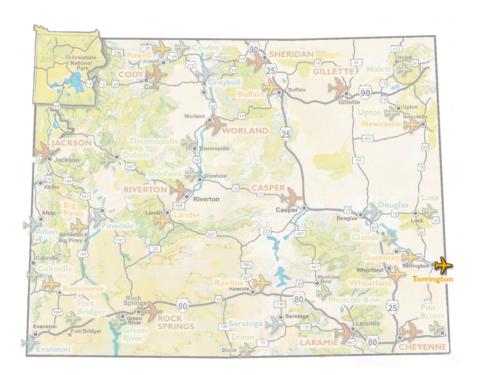
\$8,582,144.00

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

<sup>\*</sup> Identifies projects recommended due to classification changes

# **Torrington – Torrington Municipal Airport**

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



Based Aircraft						
2007	20	12	20	2017		7
Actual	Low	High	Low	High	Low	High
27	27	30	27	35	27	47

Operations						
2007	20	12	20	2017		7
Actual	Low	High	Low	High	Low	High
4,431	4,300	4,536	4,172	4,644	3,929	4,867



	REPORT CARD		
TOR	Torrington Municipal Airport	Torrington	Intermediate
Facility/Service Objectives	Objective	TOR	Objective Met
AIRSIDE (Primary Runway)	Objective .	TOK	Objective Fiet
ARC	B-II	B-II	Yes
Runway Length	5100 Feet	5703 Feet	Yes
, ,	75 Feet	75 Feet	Yes
Runway Width	MIRL	MIRL	Yes
Runway Lights			
Pavement Strength	Single 20000 lbs	Dual 45000	Yes
Taxiway	Partial Parallel, connector and/or turn Full Parallel - Width = 30 Feet arounds, Width = 35 Feet		No
Taxiway Lights	MITL	Reflectors/MITL	No
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	No
Wind Coverage	Greater than or Equal to 95%	<u>-</u>	No
RSA	Standard RSA on all paved runways	No	No
LANDSIDE			
Weather Reporting	AWOS or ASOS	ASOS	Yes
Terminal	Terminal	Commercial - No	Yes
Terrimai	i eriililai	General Aviation - Yes	163
Perimeter Fencing			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
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	IOOLL	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
ADMINISTRATION	NOT all Objective	Containment System - INO	rvot an Objective
Airport Master Plan	Less than 10 years old	02/1997	No
Airport Layout Plan	Less than 5 years old	01/1997	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	Suggested	No	Not an Objective
RPZ Ownership	Fee/Easement Ownership of all RPZs	No	No



IMPLEMENTATION P	LAN		
Torrington Municipal Airport	TOR	Torrington	Intermediate
Airport Inventory & Implementation P	lan (AIIP	) Projects	
<u>Project Description</u>			Estimated Cost
Airside Improvements:			
Taxiway Width	WACII	Identified Project	\$473,684.00
Taxiway Lighting			\$130,000.00
Visual Aids			\$30,000.00
Wind Coverage			\$1,000.00
RSA			\$96,013.00
Administration:			
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
Total AIIP Costs			\$1,553,697.00

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

Total Costs (2007-2027) <sup>1</sup>	\$4,663,678.00

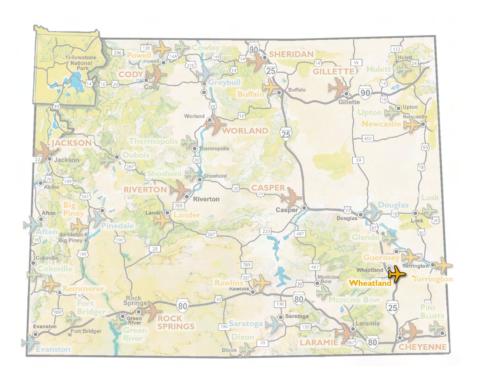
<sup>&</sup>lt;sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication



<sup>&</sup>lt;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



Based Aircraft							
2007 2012 2017 2027					7		
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?
AIRSIDE (Primary Runway)	3 5,5505		
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 arounds, 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
LANDSIDE			
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
SERVICES			
FBO	Suggested	No	Not an Objective
Fuel	I 00LL	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 ADMINISTRATION	Not an Objective	Containment System - No	Not an Objective
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



Phifer Field	EAN	Wheatland	Intermediate
		vviicaciaiia	intermediate
Airport Inventory & Implementation	Plan (AllP	') Projects	
<u>Project Description</u>	_		Estimated Cost
Airside Improvements:			
Pavement Strength			\$2,500,000.00
Visual Aids			\$60,000.00
Wind Coverage			\$6,000,000.00
Pavement Maintenance	WACI	P Identified Project	\$3,646,429.00
Landside Improvements:			
Weather Reporting			\$75,000.00
Perimeter Fencing	_		\$690,000.00
Services:			
Fuel			\$150,000.00
Courtesy Car			\$5,000.00
Administration:			
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	WACI	P Identified Project	\$807,895.00
Total AIIP Costs		•	\$15,044,324.00

	<b>Estimated Cost</b>
	\$157,895.00
	\$631,578.00
	\$157,895.00
	\$1,578,947.00
	\$1,428,572.00
AIIP Identified Project	\$3,646,429.00
AIIP Identified Project	\$807,895.00
	\$357,143.00
	\$8,766,354.00
	•

Total Costs (2007-2027)	
Total Costs include "WACIP Identified Pr	roject" costs only once to avoid duplication

<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

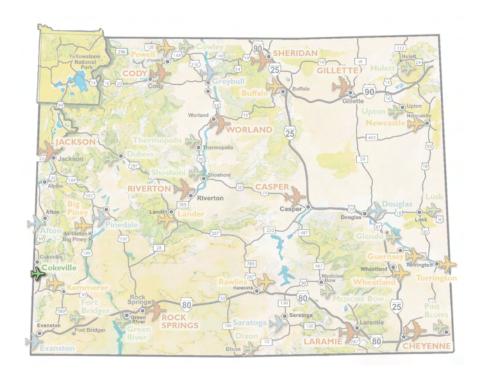


\$19,356,354.00

<sup>&</sup>lt;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				7			
Actual	Low	High	Low	High	Low	High	
2	0	3	0	4	0	8	

Operations						
2007 2012 2017 2027				7		
Actual	Low	High	Low	High	Low	High
1,250	1,281	1,811	1,313	2,625	1,378	5,511



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	REPORT CARD		
U06	Cokeville Municipal Airport	Cokeville	Local – Paved
Facility/Service Objectives	Objective	U06	Objective Met
AIRSIDE (Primary Runway)			
ARC	B-II	B-I	No
Runway Length	3400 Feet	3400 Feet	Yes
Runway Width	75 Feet	60 Feet	No
Runway Lights	MIRL	None	No
Pavement Strength	Single 12500 lbs	Single 10000	No
Taxiway	Maintain Existing Taxiway	Connector Only – Width = 20 Feet	Yes
Taxiway Lights	Reflectors (MITL Suggested)	None	No
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR – None	Not an Objective
Approach Lighting System	Not all Objective	MALS – None	140t an Objective
		ODALS – None	
Visual Aids	PAPI or VASI (one runway end; both ends	PAPI – None	No
	suggested. REIL or ALS (one runway end;	VASI – None	
	both ends suggested). Beacon and Lighted	REIL – None	
	Wind Cone	Beacon – Yes	
		Wind Cone – Yes	
		Lighted Wind Cone – Yes	
Wind Coverage	≥ 95% Suggested	-	Not an Objective
RSA	Standard RSA on all paved runways	No	No
LANDSIDE	γ γ γ γ γ γ γ γ γ γ γ γ γ γ γ γ γ γ γ		
Weather Reporting	AWOS	None	No
Terminal	Not an Objective	Commercial – No	Not an Objective
Terrima	140t all Objective	General Aviation – No	140t all Objective
Davinantan Famaina	Wildlife Fence	Perimeter – Yes	No
Perimeter Fencing	vviidille Ferice	Type – Field Fence	140
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	No	Not an Objective
Tuved / tuee Turking	546655554	Number of Spaces	r tot un Objective
SERVICES		ramber of spaces	
FBO	Suggested	No	Not an Objective
Fuel	Suggested	None	Not an Objective
	Suggested	On-Airport Rental Car – No	· ·
Ground Transportation	Suggested	Taxi Service – No	Not an Objective
5.1		Courtesy Car – No	
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	No
Food	Not an Objective	Restaurant – No	Not an Objective
A: 6 M:	N . O'	Vending Machines – No	N. O.
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  ADMINISTRATION	Not an Objective	Containment System – No	Not an Objective
Airport Master Plan	Suggested within 15 years	None	Not an Objective
Airport Layout Plan	Less than 10 years	None (Update in Progress)	No
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
· ·	Suggested	Yes	Not an Objective
Legislative Liaison			



STATEWIDE AIRPORT INVENTORY and IMPLEMENTATION PLAN

IMPLEMENTATI	ON PLA	N		
Cokeville Municipal Airport	U	06	Cokeville	Local - Paved
Airport Inventory & Implement	ation Plan	(AIIP)	Projects	
Project Description		. ,		<b>Estimated Cost</b>
Airside Improvements:				
Runway Width				\$450,000.00
Runway Lights				\$170,000.00
Pavement Strength		WACIF	Identified Project	\$500,000.00
Taxiway Lights				\$18,000.00
Visual Aids				\$130,000.00
RSA				\$317,780.00
Pavement Maintenance		WACIF	Identified Project	\$2,540,000.00
Landside Improvements:				
Weather Reporting				\$75,000.00
Perimeter Fence		WACIF	Identified Project	\$75,000.00
Services:				
Public Phone – 24/7				\$1,500.00
Administration:				
Airport Layout Plan (2017)		WACIF	Identified Project	\$140,000.00
Airport Layout Plan (2027)				\$65,000.00
Environmental Assessment (Pavement Strength)				\$200,000.00
Total AIIP Costs				\$4,682,280.00

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

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



<sup>&</sup>lt;sup>2</sup>WACIP dated September 2008

# **Cowley – North Big Horn County Airport**

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



			Based Aircraft			
2007	20	2007 2007 2007		2007		7
Actual	Actual	Actual	Actual	Actual	Actual	Actual
10	10	10	10	10	10	10

Operations						
2007	20	2012 2017 2027		2017		7
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?
AIRSIDE (Primary Runway)			
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
	Maintain Existing Taxiway		Yes
Taxiway	, , , , , , , , , , , , , , , , , , ,	Connector Only - Width = 35 Feet	
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	Not an Objective
		MALS - None	
		ODALS - None	
Visual Aids	PAPI or VASI (one runway end; both ends	PAPI - None	Yes
	suggested. REIL or ALS (one runway end;	VASI - Both Ends	
	both ends suggested). Beacon and Lighted	REIL - One End	
	Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	≥ 95% Suggested	97.37%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE	Standard NSA off all paved runways	i es	i es
	A)A/OS	AWOS	V
Weather Reporting	AWOS		Yes
Terminal	Not an Objective	Commercial - No	Not an Objective
		General Aviation - Yes	
Perimeter Fencing	Wildlife Fence	Perimeter - Yes	No
		Type - Field Fence	
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	No	Not an Objective
5		Number of Spaces	·
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No	Not an Objective
Ground Transportation	Suggested	Taxi Service - No	Not all Objective
Dil . I I I I D	<b>C</b>	Courtesy Car - Yes	N OF S
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
		Planning Room - Yes	
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	Not an Objective
		Vending Machines - Yes	
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
ADMINISTRATION			
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	No No
Noise Contour Map	Suggested	Unknown or None	Not an Objective
Pavement Management Plan	( )n record with Assentation	Yes	Yes
	On record with Aeronautics		
Minimum Standards	Suggested	No	•
Minimum Standards Airport Manager	Suggested Airport Manager	Yes	Yes
Minimum Standards	Suggested		Not an Objective Yes Not an Objective Not an Objective



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IMPLEMENTAT	TION PLAN		
North Big Horn County Airport	U68	Cowley	Local - Paved
Airport Inventory & Implemen	tation Plan (AIIP)	) Projects	
Project Description			Estimated Cost
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)	WACII	P Identified Project	\$61,579.00
Airport Layout Plan (2020)	WACII	P Identified Project	\$63,474.00
Land Use Protection Plan			\$30,000.00
Total AIIP Costs	·	·	\$5,076,053.00

Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Runway Lights		\$490,786.00
Pavement Maintenance		\$157,895.00
Mid-term (2012-2016)		
Airside Improvements:		
Taxiway		\$473,684.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects	·	\$4,081,102.00

Total Costs (2007-2027) <sup>1</sup>	\$9,032,102.00
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<sup>&</sup>lt;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	



Based Aircraft						
2007	2012 2017 2027				7	
Actual	Low	High	Low	High	Low	High
9	9	10	9	11	10	13

Operations						
2007	2012 2017 2027				7	
Actual	Low	High	Low	High	Low	High
2,600	2,600	2,651	2,600	2,703	2,600	2,810



Success		REPORT CARD		
RacillaryService Objectives	Г	Pixon Airport	Dixon	Local-Paved
REDIDE (Primary Runway)			9U4	Objective Met
ARC   B-II   B-II   F.II   F		, in the second of the second		,
Runway Vidith	, , , , , , , , , , , , , , , , , , , ,	B-II	B-II	Yes
Runway Vidith	y Length	7000 Feet	7000 Feet	Yes
Rumway Lights MIRL MIRL Y. Pavement Strength Single 12500 lbs Single 24000 Y. Taxiway Maintain Existing Taxiway Connector Only - Width = 35 Feet Y. Taxiway Lights Reflectors (MTIL Suggested) MITL Y. Taxiway Lights Reflectors (MTIL Suggested) MITL Y. Taxiway Lights Not an Objective Not an Objective Not an Objective Not an Objective MALS R - None Not an Objective Approach Type Not an Objective MALS R - None ODALS - None PAPI - One End Lighted Wind Cone and Lighted Wind Cone Beacon and Lighted Wind Cone Beacon and Lighted Wind Cone - Yes Unid C			75 Feet	Yes
Pavement Strength Single 12500 Ibs Single 24000 Taxiway Maintain Existing Taxiway Connector Only - Width = 35 Feet Yin Taxiway Lights Reflectors (MITL Suggested) MITL MITL Mistrument Approach Type Not an Objective Not an Objective Approach Lighting System Not an Objective Not a				Yes
Taxiway Ights Reflectors (MITL Suggested) MITL Taxiway Lights Reflectors (MITL Suggested) MITL Suggested MITL Suggested Visual Not an Objective Visual Not an Objective Not an Objective Visual Not an Objective MALSR - None ODALS - None ODAL				Yes
Taxiway Lights Reflectors (MITL Suggested) MITL Y. Approach Type Not an Objective Visual Not an CApproach Type Not an Objective Visual Not an CApproach Lighting System Not an Objective PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or End Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Vivind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Vivind Cone - Yes Lighted Wind Cone - Yes Vivind Cone - Yes Lighted Wind Cone - Yes Vivind Cone - Yes Lighted Wind Cone - Yes Vivind Cone - Yes Lighted Wind Cone - Yes Vivind Cone - Yes Lighted Wind Cone - Yes Vivind Con				Yes
Instrument Approach Type Approach Lighting System Not an Objective Approach Lighting Approach Lighted Wind Cone Lighted Hanga AWOS AWOS AWOS AWOS AWOS AWOS AWOS AWOS	•		•	Yes
Approach Lighting System  Not an Objective  MALSR - None MALS - Ma		` 55 /		Not an Objective
Visual Aids  PAPI or VASI (one runway end; both ends suggested, REIL or ALS (one runway end; both ends suggested, REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone  Lighted Wind Cone  PAPI or REIL - One End  REIL - One End  Beacon - Yes  Wind Coverage  PS 5% Suggested  PARI - One End  Beacon - Yes  Wind Cone - Yes  Lighted Wind Cone - Yes  Lighted Wind Cone - Yes  Lighted Wind Cone - Yes  Vivalence  RSA  Standard RSA on all paved runways  Yes  Yith Commercial - No  Not an Objective  Commercial - No  Roenerla Aviation - No  Perimeter Fencing  Wildlife Fence  Perimeter - Yes  Type - Wildlife Fence  Paramater - Yes  Yith Commercial - No  Not an Objective  Restaurant - No  Porting Room - No  Pilot Lounge and Planning Room  Suggested  No  No  Not an Objective  No  No  Planning Room - No  Poublic Restrooms  Suggested  No  No  Not an Objective  Restaurant - No  No		•		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   REIL - One End   REIL - One End   REIL - One End   Reacon - Yes   Lighted Wind Cone - Yes   Lighted Fence   Lighted Wind Cone - Yes   Lighted Fence   Lighted Wind Cone - Yes   Lighted Hangars   S0% of Based Aircraft   T5%   Yyes - Wildlife Fence   Perimeter - Yes   Yimpter - Yes   Yimpte		. 100 a.i. 00 jeda. 10		. 100 0 0,0000
Visual Aids   PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. Beacon and Lighted Wind Cone   Papilor VASI - None   REIL - One End Beacon - Yes   Wind Cone - Yes   Wind Cone - Yes   Lighted Reporting   AWOS   AWOS   Yis   Commercial - No   Not an Objective   Commercial - No   Not an Objective   Commercial - No   Not an Objective   Perimeter - Yes   Yis   Lighted Hangar Areas   S0% of Based Aircraft   75%   Yis   Lighted Hangar Areas   Not an Objective   No   Not an O				
ends suggested. REIL or ALS (one runway end; both ends suggested). Beacon and Lighted Wind Cone Beacon - Yes Lighted Wind Cone - Yes  Wind Coverage ≥ 95% Suggested 97.62% Not an OR SA Standard RSA on all paved runways Yes Yes  LANDSIDE  Weather Reporting AWOS AWOS YOU Commercial - No Not an OR General Avoiation - No Perimeter Fencing Wildlife Fence Perimeter - Yes You Type - Wildlife Fence Perimeter - Yes You Lighted Hangar Areas Not an Objective No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Auto Parking Suggested No No Not an OR Paved Republic Phone Public Phone - 24/7 No Not an OR Paved Restaurant - No Not an OR Paved Restaurant - No Not an OR Public Restrooms Not an OR Public Phone Public Phone - 24/7 No Not an OR Public Phone Not an OR P	Aids	PAPI or VASI (one runway end: both		Yes
end; both ends suggested). Beacon and Lighted Wind Cone    REIL - One End Beacon - Yes   Wind Cone - Yes   Lighted Wind Cone - Yes   RSA	/ 1103			163
Lighted Wind Cone  Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes Standard RSA on all paved runways Standard RSA on all paved runways Yes  VI LANDSIDE  Weather Reporting AWOS AWOS Terminal Not an Objective General Aviation - No Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Perimeter - Yes Yes Type - Wildlife Fence Perimeter - Yes Yes Type - Wildlife Fence Pave - Wildlife Fence Perimeter - Yes Yes Type - Wildlife Fence Perimeter - Yes				
Wind Coverage				
Wind Coverage ≥ 95% Suggested 97.62% Not an CRSA Standard RSA on all paved runways Yes Yes  LANDSIDE  Weather Reporting AWOS AWOS YY Terminal Not an Objective Commercial - No Not an CR General Aviation - No Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Hangars 50% of Based Aircraft 75% YY Lighted Hangar Areas Not an Objective No Not an CR Author Paved Auto Parking Suggested No No Not an CR SERVICES  BBO Suggested No No Not an CR Suggested None Not an CR Suggested Pilot Lounge - No Not an CR Suggested None Not an CR				
Wind Coverage       ≥ 95% Suggested       97.62%       Not an CR         RSA       Standard RSA on all paved runways       Yes       Ye         LANDSIDE         Weather Reporting       AWOS       AWOS       AWOS       Ye         Terminal       Not an Objective       Commercial - No       Not an Objective         Perimeter Fencing       Wildlife Fence       Perimeter - Yes Perimeter - Yes Type - Wildlife Fence       Ye         Hangars       50% of Based Aircraft       75%       Ye         Lighted Hangar Areas       Not an Objective       No       Not an Objective         Paved Auto Parking       Suggested       No       Not an Objective         SERVICES       Number of Spaces       Secondary - Sec				
RSA LANDSIDE  Weather Reporting AWOS AWOS AWOS Y. Terminal Not an Objective Commercial - No General Aviation - No Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Perimeter - Yes Type - Wildlife Fence Payer - Yes Wighter Hangars Sow of Based Aircraft Toma on No Paved Auto Parking Suggested No Number of Spaces  SERVICES FBO Suggested No No Not an Objective FBO Suggested No Gon-Airport Rental Car - No Courtesy Car - No Pilot Lounge and Planning Room Suggested No Public Restrooms Suggested No Public Restrooms Suggested No No Not an Objective Restaurant - No Not an	Coverage	> 95% Suggested		Not an Objective
Weather Reporting AWOS AWOS OF Terminal Not an Objective Commercial - No Not an Objective Commercial - No General Aviation - No Gene	Coverage			Yes
Weather Reporting AWOS AWOS YOU Terminal Not an Objective Commercial - No Not an Objective Commercial - No Rot an Objective Commercial - No Rot an Objective Commercial - No Rot an Objective Restaurant - No Rot an Objective Rot and Ro	DEIDE	Standard RSA on all paved runways	i es	res
Terminal Not an Objective Commercial - No General Aviation - No General Aviation - No Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Type - Wildlife Fen		30///	20/4/4	Yes
Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Wildlife Fence Type - Wildlife F				
Perimeter Fencing Wildlife Fence Perimeter - Yes Type — Wildlife Fence Hangars 50% of Based Aircraft 75% Younger Fence Paved Auto Parking Suggested No No Not an Objective No Not an Objective No Not an Objective No Not an Objective Paved Auto Parking Suggested No No Not an Objective No Not ADMINISTRATION No Not an Objective No Not ADMINISTRATION N	nai	Not an Objective		Not an Objective
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Hangars 50% of Based Aircraft 75% Year Lighted Hangar Areas Not an Objective No No Not an Objective No No Not an Objective No Not an Objective No No Not a	eter rencing	vviidiite rence		Yes
Lighted Hangar Areas Not an Objective No Not a		F00/ -f D 1 A:		V
Paved Auto Parking Suggested No Not an ON Not AD NOT				Yes
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FBO Suggested Non Not an Office of Palanting Room Suggested Non Not an Office of Palanting Room Suggested Pilot Lounge and Planning Room Suggested Pilot Lounge - No Not an Office of Planning Room - No Not an Of	Auto Parking	Suggested		Not an Objective
FBO Suggested No Not an Operation Suggested None Not an Operation Suggested None Not an Operation Suggested On-Airport Rental Car - No Not an Operation Suggested On-Airport Rental Car - No Not an Operation Suggested Pilot Lounge - No Not an Operation Planning Room Not an Operation Not Not an Operation Not Not an Operation Not Not an Operation Not	1050		Number of Spaces	
Fuel Suggested None Not an Orong Ground Transportation Suggested On-Airport Rental Car - No Not an Orong Taxi Service - No Courtesy Car - No Pilot Lounge and Planning Room Suggested Pilot Lounge - No Not an Orong Planning Room - No Public Restrooms Suggested No No Not an Orong Planning Room - No Not an Orong Public Phone Public Phone Public Phone Public Phone - 24/7 No No Not an Orong Planning Machines - No Not an Orong Containment System Not an Orong Containment System Not an Orong Containment System - No Not an Oro	ICES		<b>.</b>	N. Oliver
Ground Transportation Suggested On-Airport Rental Car - No Not an Oraxi Service - No Courtesy Car - No Pilot Lounge and Planning Room Suggested Pilot Lounge - No Not an Oraxi Service - No Planning Room - No Public Restrooms Suggested No Not an Oraxi Service - No Not an Oraxi Se				Not an Objective
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Aircraft Maintenance Not an Objective No Not an Objective De-icing System Not an Objective De-icing - No Not an Objective De-icing - No Not an Objective Containment System - No Not an Objective Containment System - No Not an Objective ADMINISTRATION  Airport Master Plan Suggested within 15 years 12/2000 Not an Objective Indicates the property of th		Not an Objective		Not an Objective
Aircraft De-icing System  Not an Objective  De-icing Containment System  Not an Objective  Containment System - No Not an Objective  ADMINISTRATION  Airport Master Plan  Suggested within 15 years  12/2000  Not an Objective  12/2000  Not an Objective  No Not an Objective  Containment System - No Not an Objective  In It is a containment System - No Not an Objective  Airport Layout Plan  Less than 10 years  In It is a containment System - No No Not an Objective  It is a containment System - No Not an Objective  No Not an Objective  Containment System - No Not an Objective  It is a containment System - No Not an Objective  On record with Aeronautics  No Not an Objective  Containment System - No Not an Objective  On record with Aeronautics  No Not an Objective  Containment System - No Not an Objective  On record with Aeronautics			· · · · · · · · · · · · · · · · · · ·	
De-icing Containment System Not an Objective Containment System - No Not an Objective ADMINISTRATION  Airport Master Plan Suggested within 15 years 12/2000 Not an Objective Indicates Indicate Indicates Indi		· · · · · · · · · · · · · · · · · · ·		Not an Objective
ADMINISTRATION  Airport Master Plan Suggested within 15 years 12/2000 Not an C Airport Layout Plan Less than 10 years 12/2000 Yo Land Use Protection Plan On record with Aeronautics No	<u> </u>		<del>-</del>	Not an Objective
Airport Master Plan Suggested within 15 years 12/2000 Not an C Airport Layout Plan Less than 10 years 12/2000 You Land Use Protection Plan On record with Aeronautics No		Not an Objective	Containment System - No	Not an Objective
Airport Layout Plan Less than 10 years 12/2000 You Land Use Protection Plan On record with Aeronautics No No				
Land Use Protection Plan On record with Aeronautics No N				Not an Objective
	•	•		Yes
Naise Contain Man		On record with Aeronautics		No
	•	Suggested	Unknown or None	Not an Objective
	ent Management Plan	On record with Aeronautics	Yes	Yes
		Suggested	Yes	Not an Objective
· · · · · · · · · · · · · · · · · · ·	t Manager	Airport Manager	No	No
			Yes	Not an Objective
			No	Not an Objective



	IMPLEMENTATION P	LAN		
Dixon Airport		9U4	Dixon	Local - Paved
Ai	rport Inventory & Implementation Pl	an (AIIP) P	rojects	
Project Description				Estimated Cost
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
Total AIIP Costs				\$162,500.00

Project Description		<b>Estimated Cost</b>
Short-term (2007-2011)	_	
Airside Improvements:		
Apron		\$315,789.00
Pavement Maintenance		\$227,779.00
Administration:		
Environmental Assessment		\$263,158.00
Mid-term (2012-2016)		
Airside Improvements:		
Runway		\$4,526,316.00
Land Acquisition		\$315,789.00
Landside Improvements:		
Hangars		\$157,895.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects		\$7,236,884.00

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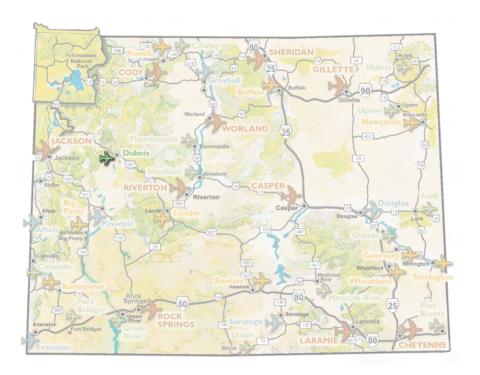
<sup>&</sup>lt;sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication



<sup>&</sup>lt;sup>2</sup> WACIP dated September 2008

## **Dubois - Dubois Municipal Airport**

Identif	ier	Wyoming Classification	NPIAS	Existing ARC
U25		Local	Yes	B-II



Based Aircraft						
2007 2012 2017 2027					7	
Actual	Low	High	Low	High	Low	High
11	11	13	11	15	11	22

Operations						
2007	2012 2017 2027				7	
Actual	Low	High	Low	High	Low	High
5,000	5,000	5,825	5,000	6,785	5,000	9,208



		REPORT CARD			
U25	Dubois Airport	Dub	ois Existing Local-Paved & F	uture Inte	ermediate
Facility/Service Objectives	Obje	ective	U25	Obje	ctive Met?
<b>AIRSIDE (Primary Runwa</b>	ay) Existing	Future		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	MALSR - None MALS – None ODALS - None		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	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 LANDSIDE	Standard RSA on paved rwys	Same	Yes	Yes	Yes
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.	
SERVICES			<u> </u>		
FBO	Suggested	Same	No	Not Obj.	Not Obj.
Fuel	Suggested	IOOLL	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.
ADMINISTRATION					
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	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



9-142

IMPLEMENTATION P	LAN		
Dubois Municipal Airport	U25	Dubois	Local - Paved
Airport Inventory & Implementation Pla	an (AIIP) P	rojects	
Project Description			Estimated Cost
Airside Improvements:			
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*
Landside Improvements:			
NADIN Connection			\$1,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2017)	WACII	P 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*
Total AIIP Costs			\$3,237,000.00

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

Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Apron		\$1,684,211.00
Land Acquisition		\$520,204.00
Landside Improvements:		
Hangar		\$315,789.00
Mid-term (2012-2016)		
No Mid-term projects requested on CIP		\$0.00
Long-term (2017-2027)	_	
Airside Improvements:		
Taxiway		\$675,000.00
Apron		\$684,211.00
Land Acquisition		\$60,000.00
Landside Improvements:		
Water Supply		\$30,000.00
Administration:		
Airport Master Plan (2017)	AIIP Identified Project	\$110,000.00
Total WACIP Identified Projects		\$4,079,415.00

Total Costs (2007-2027) \$7,206,415	tal Costs (2007-2027) \$7	06,41	5.00
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<sup>&</sup>lt;sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication



<sup>&</sup>lt;sup>2</sup> ALP – Airport Layout Plan

<sup>&</sup>lt;sup>3</sup> WACIP dated September 2008

<sup>\*</sup> Identifies projects recommended due to classification change.

## Fort Bridger - Fort Bridger Airport

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



Based Aircraft						
2007	20	2012 2017		2017		
Actual	Low	High	Low	High	Low	High
10	9	10	9	10	8	11

Operations						
2007 2012				)17	202	7
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?
AIRSIDE (Primary Runway)			
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
	•	MALSR - None	
Approach Lighting System	Not an Objective		Not an Objective
		MALS - None	
16. 14.1	2.2.	ODALS - None	
Visual Aids	PAPI or VASI (one runway end; both ends	PAPI – None	Yes
	suggested. REIL or ALS (one runway end;	VASI – One End	
	both ends suggested). Beacon and Lighted	REIL - One End	
	Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	≥ 95% Suggested	93.97%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE	Starream C (16) t Sin am parties (armays		. 65
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No	Not an Objective
Terrimai	Not all Objective	General Aviation - No	Not all Objective
D :	\A/\! II\. F		V
Perimeter Fencing	Wildlife Fence	Perimeter - Yes	Yes
	500/ (D. 14) (	Type – Wildlife Fence	V
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	Yes	Not an Objective
Paved Auto Parking	Suggested	Yes	Not an Objective
		Number of Spaces - 20	
SERVICES			
FBO	Suggested	Yes	Not an Objective
Fuel	Suggested	100LL	Not an Objective
Ground Transportation	Suggested	On-Airport Rental Car - No	Not an Objective
·		Taxi Service - No	
		Courtesy Car - No	
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
		Planning Room - Yes	
Public Restrooms	Suggested	Yes – 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes – 24 Hour	Yes
Food		Restaurant - No	
rood	Not an Objective		Not an Objective
A. 6 M	N . Olt .:	Vending Machines - Yes	N Oliver
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
ADMINISTRATION			
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	No
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



Fort Bridger Airport		FBR	Fort Bridger	Local - Paved
•	Airport Inventory & Implementation Pl	an (AIIP)	Projects	
Project Description				Estimated Cost
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
Total AIIP Costs				\$161,000.00
	WACIP Identified Proje	ects		
Project Description	·			Estimated Cost
Short-term (2007-2011)				
Airside Improvements:				
Runway				\$971,851.00
Mid-term (2012-2016)				
Airside Improvements:				
Pavement Maintenance		_		\$157,895.00
Long-term (2017-2027)				
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
Total WACIP Identified	Projects			\$11,416,588.00
Total Costs (2007-202	27)			\$11,577,588.00

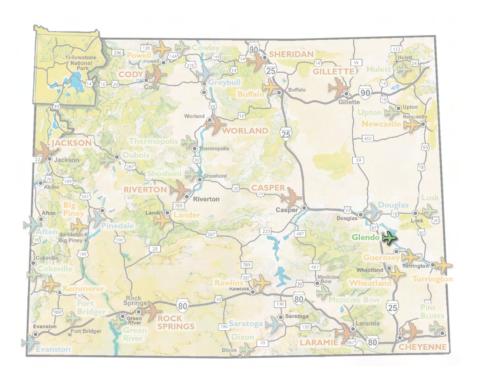
**IMPLEMENTATION PLAN** 



<sup>&</sup>lt;sup>1</sup> WACIP dated September 2008

## Glendo - Thomas Memorial Airport

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



Based Aircraft						
2007	2007 2012 2017 2027				7	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007 2012 2017 2				202	7	
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?
AIRSIDE (Primary Runway)			
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	No
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	Not an Objective
Approach Eighting System	1 tot all Objective	MALS - None	140t an Objective
		ODALS - None	
Visual Aids	Wind Cone	PAPI - None	Yes
Visual Aids	VVIIId Colle	VASI - None	1 63
		REIL - None	
		Beacon - No	
		Wind Cone - Yes	
Wind Coverns	Suggested Chapter than QE%	Lighted Wind Cone - No	Net en Objective
Wind Coverage RSA	Suggested Greater than 95% Not an Objective	No	Not an Objective
LANDSIDE	Not an Objective	INO	Not an Objective
	Nat an Objective	None	Nation Objective
Weather Reporting Terminal	Not an Objective Not an Objective	Commercial - No	Not an Objective
i erminai	Not an Objective		Not an Objective
D :	F: 11 F	General Aviation - No	N.
Perimeter Fencing	Field Fence	Perimeter - No	No
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No	Not an Objective
		Number of Spaces	
SERVICES			
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	Not an Objective
		Taxi Service - No	
		Courtesy Car - No	
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No	Not an Objective
		Planning Room - No	
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No	Not an Objective
		Vending Machines - No	
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
ADMINISTRATION		·	
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
•	Not an Objective	No	Not an Objective
Pavement Management Plan	Not all Objective		
Pavement Management Plan Minimum Standards	·	No	Not an Objective
Minimum Standards	Not an Objective	No No	Not an Objective
· · · · · · · · · · · · · · · · · · ·	·	No No No	Not an Objective Not an Objective Not an Objective



IM	<b>1PLEMENTATION P</b>	LAN		
Thomas Memorial Airport		76V	Glendo	Local Non-Paved
Airport Invento	ry & Implementation F	Plan (Alli	P) Projects	
Project Description		_		<b>Estimated Cost</b>
Airside Improvements				
Runway Lights (Edge Markers)				5,500.00
Landside Improvements:				
Perimeter Fencing				\$125,000.00
Total AIIP Costs				\$130,500.000
Project Description Short-term (2007-2011) Administration:	WACIP Identified Proje	ı		Estimated Cost
Airport Master Plan				\$70,000.00
Mid-term (2012-2016)				
No Mid-term projects requested on CIP				\$0.00
Long-term (2017-2027)				
No Mid-term projects requested on CIP				\$0.00
Total WACIP Identified Projects				\$70,000.00
Total Costs (2007-2027)				\$200,500.00

WACIP dated September 2008



## Green River - Greater Green River Intergalactic Spaceport

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



## **Forecasts**

Based Aircraft						
2007	20	12	20	)17	202	7
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	20	12	20	017	202	7
Actual	Low	High	Low	High	Low	High
34	34	34	34	34	34	34



9-153

	REPORT CARD		
48U	Greater Green River Intergalactic Spaceport	Green River	Local-Non Paved
Facility/Service Objectives	Objective	48U	Objective Met?
AIRSIDE (Primary Runway)			
ARC	A-II	A-II	Yes
Runway Length	4397 Feet	5800 Feet	Yes
Runway Width	Maintain Existing Width	I30 Feet	Yes
Runway Lights	Runway Edge Markers	None	No
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	Not an Objective
Approach Lighting System	Not all Objective	MALS - None	Not all Objective
		ODALS - None	
\/:   A ·	W/: 1 C		NI.
Visual Aids	Wind Cone	PAPI - None	No
		VASI - None	
		REIL - None	
		Beacon - No	
		Wind Cone - No	
		Lighted Wind Cone - No	
Wind Coverage	Suggested Greater than 95%	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No	Not an Objective
		General Aviation - No	
Perimeter Fencing	Field Fence	Perimeter - No	No
Ğ		Type - Field Fence	
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No	Not an Objective
Taved Adde Farking	1 tot all Objective	Number of Spaces	140c ari Objective
SERVICES		radiliber of Spaces	
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	Not an Objective
Dil I I I D	N . Oli .:	Courtesy Car - No	N . Ol: .:
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No	Not an Objective
		Planning Room - No	N
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No	Not an Objective
		Vending Machines - No	
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
ADMINISTRATION			
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



#### **IMPLEMENTATION PLAN Greater Green River Intergalactic Spaceport** 48U **Green River Local Non-Paved** Airport Inventory & Implementation Plan (AIIP) Projects **Estimated Cost** Project Description Airside Improvements: \$7,000.00 Runway Lights (Edge Markers) Visual Aids \$40,000.00 Landside Improvements: \$155,000.00 Perimeter Fencing **Total AIIP Costs** \$202,000.00 WACIP Identified Projects<sup>1</sup> Project Description **Estimated Cost** Short-term (2007-2011) No Short-term projects requested on CIP \$0.00 Mid-term (2012-2016) No Mid-term projects requested on CIP \$0.00 Long-term (2017-2027) \$0.00 No Mid-term projects requested on CIP **Total WACIP Identified Costs** \$0.00



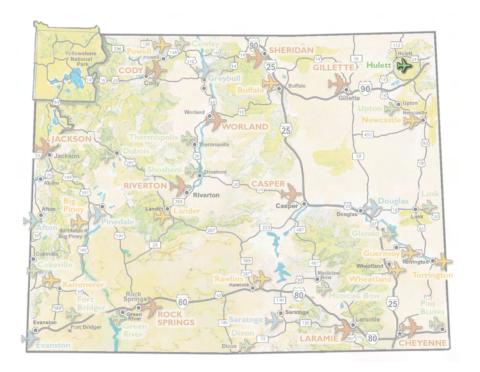
\$202,000.00

Total Costs (2007-2027)

WACIP dated September 2008

## **Hulett – Hulett Municipal Airport**

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



Based Aircraft						
2007	20	12	20	)17	202	7
Actual	Low	High	Low	High	Low	High
5	6	7	8	10	13	20

Operations						
2007	20	12	20	)17	202	7
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 Air		Hulett Existing Local &	Future Inte	ermediate
Facility/Service Objectives		ective	W23		ctive Met?
AIRSIDE (Primary Runwa		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.)
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.	
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.	•
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		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		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



IMPLEMENTATION P	LAN		
Hulett Municipal Airport	W43	Hulett	Local - Paved
Airport Inventory & Implementation Plant	an (AIIP) F	Projects	
<u>Project Description</u>			Estimated Cost
Airside Improvements:			
Runway Length (Primary)	WACIP	Identified Project	\$2,421,053.00*
Pavement Strength	WACIP	dentified Project	\$1,900,000.00*
Taxiway Lights			\$54,000.00*
Wind Coverage			\$5,100,000.00*
RSA			\$3,000.00
Administration:			
Airport Master Plan/ALP <sup>2</sup> /Noise Contour Map (2007)	WACI	P 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)	WACI	P 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*
Total AIIP Costs			\$11,110,000.00

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

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

Total Costs (2007-2027	) <sup>1</sup> \$15,050,132.00

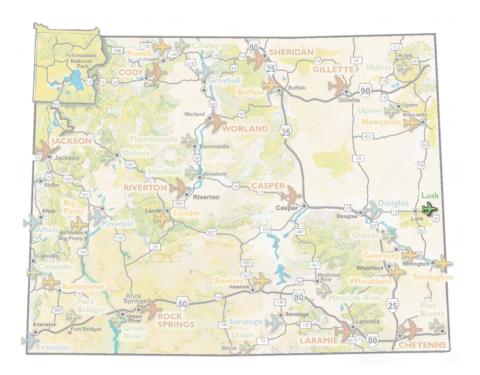
<sup>&</sup>lt;sup>1</sup> Total Costs include "WACIP Identified Project" costs only once to avoid duplication <sup>2</sup> ALP – Airport Layout Plan <sup>3</sup> WACIP dated September 2008



<sup>\*</sup> Identifies projects recommended due to classification change

## Lusk - Lusk Municipal Airport

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



Based Aircraft						
2007	20	12	2017		2027	
Actual	Low	High	Low	High	Low	High
2	2	3	1	4	1	7

Operations						
2007	20	12	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?
AIRSIDE (Primary Runway)			20,000.00.00.00
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
•	Reflectors (MITL Suggested)	MITL	Yes
Taxiway Lights			
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None	Not an Objective
		MALS - None	
\6 1 A.1	DADI MASI	ODALS - None	v
Visual Aids	PAPI or VASI (one runway end; both ends	PAPI – One End	Yes
	suggested. REIL or ALS (one runway end;	VASI – None	
	both ends suggested). Beacon and Lighted	REIL - One End	
	Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	$\geq$ 95% Suggested	94.82%	Not an Objective
RSA	Standard RSA on all paved runways	No	No
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No	Not an Objective
	·	General Aviation - Yes	·
Perimeter Fencing	Wildlife Fence	Perimeter - Yes	Yes
8		Type – Wildlife Fence	
Hangars	50% of Based Aircraft	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	No
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No	Not an Objective
Taved Addo Farking	Juggested	Number of Spaces	140t an Objective
SERVICES		radiliber of Spaces	
FBO	 Suggested	No	Not an Objective
Fuel	Suggested	100LL	Not an Objective
			· ·
Ground Transportation	Suggested	On-Airport Rental Car - No	Not an Objective
		Taxi Service - Yes	
Dil I I I D	6	Courtesy Car – Yes	N Oliver
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
- · · · -		Planning Room - No	
Public Restrooms	Suggested	Yes – Not 24 Hour	Not an Objective
Public Phone	Public Phone – 24/7	Yes – Not 24 Hour	No
Food	Not an Objective	Restaurant - No	Not an Objective
		Vending Machines - No	
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
ADMINISTRATION			
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	No
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
M Z Ownership	Juggested	1 63	Not all Objective



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

## WACIP Identified Projects<sup>2</sup>

Project Description		Estimated Cost
Short-term (2007-2011)		
Airside Improvements:		
Pavement Maintenance		\$473,684.00
Landside Improvements:		
Hangars	AIIP Identified Project	\$40,800.00
Mid-term (2012-2016)	_	
Airside Improvements:		
Pavement Maintenance		\$789,474.00
Long-term (2017-2027)		
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
Total WACIP Identified Projects		\$8,753,958.00

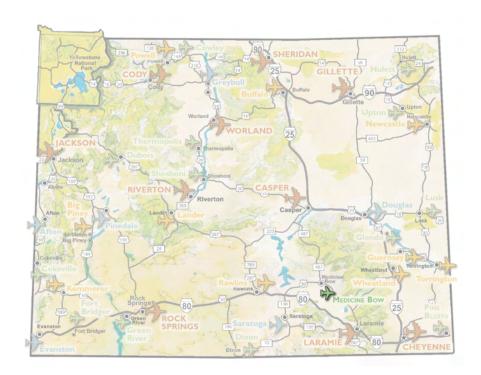
Total Costs (2007-2027)	\$8,849,958.00

<sup>&</sup>lt;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



Based Aircraft						
2007	20	12	2017		2027	
Actual	Low	High	Low	High	Low	High
0	0	0	0	0	0	0

Operations						
2007	20	12	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
AIRSIDE (Primary Runway)	·		
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	No
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	Not an Objective
	·	MALS - None	·
		ODALS - None	
Visual Aids	Wind Cone	PAPI - None	No
		VASI - None	
		REIL - None	
		Beacon - Yes	
		Wind Cone - No	
		Lighted Wind Cone - No	
Wind Coverage	Greater than 95% Suggested	-	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE	,		,
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No	Not an Objective
	•	General Aviation - No	
Perimeter Fencing	Field Fence	Perimeter - No	No
3			
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No	Not an Objective
_		Number of Spaces	·
SERVICES			
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	Not an Objective
·	·	Taxi Service - No	·
		Courtesy Car - No	
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No	Not an Objective
		Planning Room - No	
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No	Not an Objective
	·	Vending Machines - No	•
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	
ADMINISTRATION			
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
•	Not an Objective	No	Not an Objective
Pavement Management Plan			
Minimum Standards	Not an Objective	No	Not an Objective
	Not an Objective Suggested	No No	Not an Objective Not an Objective
Minimum Standards	· · · · · · · · · · · · · · · · · · ·		Not an Objective Not an Objective Not an Objective



#### **IMPLEMENTATION PLAN Medicine Bow Airport** 80V Medicine Bow Local Non-Paved Airport Inventory & Implementation Plan (AIIP) Projects **Estimated Cost** Project Description Airside Improvements: Runway Lights (Edge Markers) \$4,000.00 Visual Aids \$40,000.00 Landside Improvements: \$99,400.00 Perimeter Fencing **Total AllP Costs** \$143,400.00 WACIP Identified Projects<sup>1</sup> Project Description **Estimated Cost** Short-term (2007-2011) No Short-term projects requested on CIP \$0.00 Mid-term (2012-2016) No Mid-term projects requested on CIP \$0.00 Long-term (2017-2027) \$0.00 No Long-term projects requested on CIP **Total WACIP Identified Projects** \$0.00 Total Costs (2007-2027) \$143,400.00



<sup>&</sup>lt;sup>1</sup> WACIP dated September 2008

## Pine Bluffs - Pine Bluffs Municipal Airport

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



Based Aircraft							
2007	20	2012 201		17 2027		7	
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?
AIRSIDE (Primary Runway)	5-1		
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
<u> </u>		Partial Parallel - Width = 35 Feet	Yes
Taxiway	Maintain Existing Taxiway	MITL	Yes
Taxiway Lights	Reflectors (MITL Suggested)	=	
Instrument Approach Type	Not an Objective	Visual	Not an Objective
Approach Lighting System	Not an Objective	MALSR - None	Not an Objective
		MALS - None	
		ODALS - None	
Visual Aids	PAPI or VASI (one runway end; both ends	PAPI – Both Ends	Yes
	suggested. REIL or ALS (one runway end;	VASI – None	
	both ends suggested). Beacon and Lighted	REIL – Both Ends	
	Wind Cone	Beacon - Yes	
		Wind Cone - Yes	
		Lighted Wind Cone - Yes	
Wind Coverage	≥ 95% Suggested	96.35%	Not an Objective
RSA	Standard RSA on all paved runways	Yes	Yes
LANDSIDE			
Weather Reporting	AWOS	AWOS	Yes
Terminal	Not an Objective	Commercial - No	Not an Objective
T C T T T T T T T T T T T T T T T T T T	140t an Objective	General Aviation - No	140t all Objective
Parimeter Fensing	Wildlife Fence	Perimeter - Yes	No
Perimeter Fencing	vviidille i elice		NO
Hanasa	F09/ - f D J A:fr	Type – Field Fence	V
Hangars	50% of Based Aircraft	75%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Suggested	No	Not an Objective
		Number of Spaces	
SERVICES			
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	Not an Objective
		Taxi Service - No	
		Courtesy Car – Yes	
Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
		Planning Room - Yes	
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	Not an Objective
	•	Vending Machines - No	•
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
ADMINISTRATION	1 NOC all Objective	Containment System - 140	140t all Objective
	Suggested within 15 vers	12/1995	Not an Ohiastica
Airport Master Plan	Suggested within 15 years		Not an Objective
Airport Layout Plan	Less than 10 years	09/2001	Yes
Land Use Protection Plan	On record with Aeronautics	Yes	Yes
		Unknown or None	Not an Objective
Noise Contour Map	Suggested		•
Pavement Management Plan	On record with Aeronautics	Yes	Yes
<u> </u>	On record with Aeronautics Suggested	Yes No	Yes Not an Objective
Pavement Management Plan	On record with Aeronautics Suggested Airport Manager	Yes	Yes Not an Objective Yes
Pavement Management Plan Minimum Standards	On record with Aeronautics Suggested	Yes No	Yes Not an Objective



IMPLEMENTAT	ION PLAN
Pine Bluffs Municipal Airport	82V Pine Bluffs Local - Paved
Airport Inventory & Implement	ation Plan (AIIP) Projects
Project Description	Estimated Cost
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
Total AIIP Costs	\$643,632.00
WACIP Identifie	d Projects²
Project Description	Estimated Cost
Short-term (2007-2011)	
Landside Improvements:	
Fence	AIIP Identified Project \$513,632.00
Mid-term (2012-2016)	
Airside Improvements:	
Pavement Maintenance	\$315,789.00
Long-term (2017-2027)	
Airside Improvements:	
Runway	\$1,100,000.00
Taxiway	\$770,000.00
Administration:	
Airport Master Plan	\$110,000.00
Total WACIP Identified Projects	\$2,809,421.00
Total Costs (2007-2027) <sup>1</sup>	\$2,939,421.00

<sup>&</sup>lt;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



Based Aircraft							
2007	20	2012 20		)17	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?
AIRSIDE (Primary Runway)			
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	No
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	Not an Objective
7 tpp: oden zigneing o/seem	r tot all Objective	MALS - None	r tot un Objective
		ODALS - None	
Visual Aids	Wind Cone	PAPI - None	No
Visual Aids	Willia Colle	VASI - None	No
		REIL - None	
		Beacon - No	
		Wind Cone - No	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	0.000	Lighted Wind Cone - No	N. O.
Wind Coverage	Greater than 95% Suggested	<u>-</u>	Not an Objective
RSA	Not an Objective	No	Not an Objective
LANDSIDE			
Weather Reporting	Not an Objective	None	Not an Objective
Terminal	Not an Objective	Commercial - No	Not an Objective
		General Aviation - No	
Perimeter Fencing	Field Fence	Perimeter - Yes	Yes
		Type - Field Fence	
Hangars	50% of Based Aircraft	100%	Yes
Lighted Hangar Areas	Not an Objective	No	Not an Objective
Paved Auto Parking	Not an Objective	No	Not an Objective
		Number of Spaces	
SERVICES			
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	Not an Objective
•	•	Taxi Service - No	•
		Courtesy Car - No	
Pilot Lounge and Planning Room	Not an Objective	Pilot Lounge - No	Not an Objective
		Planning Room - No	
Public Restrooms	Suggested	No	Not an Objective
Public Phone	Suggested	No	Not an Objective
Food	Not an Objective	Restaurant - No	Not an Objective
1004	140t ari Objective	Vending Machines - No	140t 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	
ADMINISTRATION	6	11.1 N	N. Oliver
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
All port i lariagei	0.000000		
Legislative Liaison	Not an Objective	No	Not an Objective



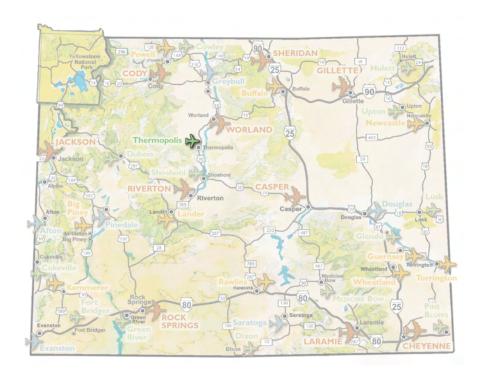
IMPLEMENT	ATION P	LAN		
Shoshoni Municipal Airport		49U	Shoshoni	Local Non-Paved
Airport Inventory & Implem	entation F	Plan (AIIP)	Projects	
Project Description		` ,	·	<b>Estimated Cost</b>
Airside Improvements:				
Runway Lights (Edge Markers)				\$6,000.00
Visual Aids				\$40,000.00
Total AIIP Costs				\$46,000.00
WACIP Iden	tified Proje	ects <sup>1</sup>		
Project Description	•			Estimated Cost
Short-term (2007-2011)				·
Airside Improvements:				
Apron				\$500.00
Landside Improvements:				
Utilities				\$70,000.00
Mid-term (2012-2016)				
No Mid-term projects requested on CIP				\$0.00
Long-term (2017-2027)				
No Long-term projects requested on CIP				\$0.00
Total WACIP Projects				\$70,500.00
Total Costs (2007-2027)				\$116,500.00

<sup>&</sup>lt;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	



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

Operations							
2007	7 2012		2017		2027		
Actual	Low	High	Low	High	Low	High	
2,580	2,526	2,906	2,474	3,274	2,372	4,154	



THP		REPORT CARD		
ARBIDE   Primary Runway   ARS   B-I	ТНР		l Airport Thermopolis	Local-Paved
ARS   B-II	Facility/Service Objectives			Objective Met?
B-I	i i			
Rumway Midth		B-II	B-I	No
Runway Width		<del>- "</del>		
Runway Lights MIRL Yes Prevment Strength Single 12500 lbs Single 13000 Yes Taxiway Lights Reflectors (MTL Suggested) Single 13000 Yes Taxiway Lights Reflectors (MTL Suggested) MITL Yes Yes Not an Objective Not an Objective MALSR - None MALSR - MALSR	•			
Pavement Strength	•			
Taxiway   Maintain Existing Taxiway   Connector Only - Width = 460 Feet   Yes   Instrument Approach Type   Not an Objective   MITL   Yes   Instrument Approach Type   Not an Objective   MALS - None   Not an Objective   MALS - None   Not an Objective   MALS - None   ODALS - One End   REIL - None   ODALS -	, -			
Taximay Lights Reflectors (MITL Suggested) MITL Yes Instrument Approach Type Not an Objective Visual Not an Objective Approach Lighting System Not an Objective MALSR - None OBALS - None O	_			
Instrument Approach Type			•	
Approach Lighting System  Not an Objective  MALS - None MALS - None ODALS - None No  No  No  REIL - None Beacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes No  No  No  No  No  No  Terminal  No an Objective Mather Reporting  No an Objective Officer of System Officer o			• • • •	
Visual Aids  PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. No ends or Also (or Also or		·		•
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  Wind Cone  Wind Cone  Wind Cone  Wind Cone Yes  Wind Cone - Yes  Not an Objective  Weather Reporting  Yes  Not an Objective  Not an Objective  Public Restrooms  Suggested  Not an Objective  Not an Objective  Pole-Ling - No  Not an Obj	Approach Lighting System	Not an Objective		Not an Objective
Visual Aids   PAPI or VASI (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or ALS (one runway end; both ends suggested. REIL or None Baeacon - Yes Wind Cone - Yes Lighted Wind Cone - Yes None RSA Standard RSA on all paved runways No No Not an Objective RSA Standard RSA on all paved runways No Not an Objective Commercial - No Not an Objective Perimeter Fencing Wildlife Fence Perimeter - Yes Yes Perimeter - Yes Yes Perimeter - Yes Yes Perimeter - Yes Yes Not an Objective Stevices Suggested Yes Not an Objective Not an Objective Not an Objective Not an Objective Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Not an Objective Public Phone — 2417 Yes - Not 24 Hour Not an Objective Public Phone Public Phone — 2417 Yes - Not 24 Hour Not an Objective No				
suggested. REIL or ALS (one runway end; VASI – One End REIL – None Bacton – Yes Wind Cone - Yes Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes Wind				
both ends suggested). Beacon and Lighted Wind Cone Wind Cone - Yes Wind Cone - Yes Lighted Wind Cone - Yes Lighted Wind Cone - Yes Standard RSA on all paved runways RSA Standard RSA on all paved runways RSA Standard RSA on all paved runways RSA None Resporting AWOS None Romerical - No Not an Objective Responsibility Re	Visual Aids			No
Wind Cone Beacon - Yes Wind Cone - Yes Upited Wind Cone - Yes Liphted Wind Cone - Yes RSA Standard RSA on all paved runways No No an Objective RSA Standard RSA on all paved runways No No No LANDSIDE  Weather Reporting AWOS None Not an Objective Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Yes Type - Security Fence Type - Security Fence Paved Auto Parking Suggested Pyes Not an Objective Public Phone Suggested On-Airport Rental Car - No Tax Service - No Courtesy Car - Yes Public Restrooms Suggested Pilot Lounge - Yes Not an Objective Public Phone Not an Objective Restaurant No Not an Objective Aircraft Maintenance Not an Objective De-icing System Not an Objective De-icing Food Not an Objective				
Wind Coverage  ≥ 95% Suggested  Private Reporting  AWOS  None  No  Not an Objective  Rearrange  AWOS  Perimeter Fencing  Wildlife Fence  Perimeter Fencing  Wildlife Fence  Auror Type - Security Fence  Hangars  Some Auto Parking  Suggested  Yes  Not an Objective  Yes  Not an Objective  Auto and the Suggested  Yes  Not an Objective  Suggested  Yes  Not an Objective  Yes  Not an Objective  Yes  Not an Objective  Auto Parking  Suggested  Yes  Not an Objective  Yes  Not an Objective  Private Auto Parking  Suggested  Yes  Not an Objective  Yes  Not an Objective  Public Restrooms  Public Restrooms  Suggested  Yes  Not an Objective  Public Restrooms  Suggested  Yes  Not an Objective  Public Restrooms  Suggested  Yes  Not an Objective  Public Restrooms  Suggested  Not an Objective  Public Phone  Public Phone  Public Phone  Aircraft Maintenance  Not an Objective  Not an Objective  Aircraft Maintenance  Not an Objective  A			REIL – None	
Wind Coverage \$ 95% Suggested 97.78% Not an Objective RSA Standard RSA on all paved runways No Not an Objective RSA Standard RSA on all paved runways No Not an Objective Reporting AWOS None Not an Objective Commercial - No Not an Objective Commercial - No Not an Objective Perimeter - Yes Yes Perimeter - Fencing Wildlife Fence Perimeter - Yes Type - Security Fence Perimeter - Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Paved P		Wind Cone	Beacon - Yes	
Wind Coverage 2 95% Suggested 97.78% Not an Objective RSA Standard RSA on all paved runways No No Not an Objective Commercial - No Rot an Objective Rescurity Fence Type - Security Fence Type - Security Fence Type - Security Fence Rot and Rot an Objective Rot and Rot an			Wind Cone - Yes	
RSA Standard RSA on all paved runways No No LANDSIDE  Weather Reporting AWOS None OF Terminal Not an Objective Commercial - No Not an Objective General Aviation - Yes Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Yes Type - Security Fence    Hangars 50% of Based Aircraft 100% Yes Not an Objective Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested Yes Not an Objective Not an Objective On-Airport Rental Car - No Not an Objective Not a			Lighted Wind Cone - Yes	
RSA Standard RSA on all paved runways No No LANDSIDE  Weather Reporting AWOS None OF Terminal Not an Objective Commercial - No Not an Objective General Aviation - Yes Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Yes Type - Security Fence    Hangars 50% of Based Aircraft 100% Yes Not an Objective Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested Yes Not an Objective Not an Objective On-Airport Rental Car - No Not an Objective Not a	Wind Coverage	> 95% Suggested	97.78%	Not an Objective
Weather Reporting         AWOS         None         No           Terminal         Not an Objective         Commercial - No General Aviation - Yes         Not an Objective           Perimeter Fencing         Wildlife Fence         Perimeter - Yes         Yes           Hangars         50% of Based Aircraft         100%         Yes           Lighted Hangar Areas         Not an Objective         Yes         Not an Objective           Paved Auto Parking         Suggested         Yes         Not an Objective           Public Proper Pental Car - No         Not an Objective         Not an Objective           Floot Counge and Planning Room         Suggested         Pilot Lounge - Yes         Not an Objective           Public Restrooms         Suggested         Yes -	_	<del></del>	No	·
Weather Reporting         AWOS         None         No           Terminal         Not an Objective         Commercial - No General Aviation - Yes         Not an Objective General Aviation - Yes           Perimeter Fencing         Wildlife Fence         Perimeter - Yes         Yes           Type - Security Fence         Type - Security Fence         Type - Security Fence           Hangars         50% of Based Aircraft         100%         Yes           Lighted Hangar Areas         Not an Objective         Yes         Not an Objective Paved Auto Parking         Yes         Not an Objective Number of Spaces - 10           SERVICES           FBO         Suggested         Yes         Not an Objective Number of Spaces - 10           SERVICES           FBO         Suggested         Yes         Not an Objective Ground Transportation         Suggested         On-Airport Rental Car - No Not an Objective Ground Transportation         Not an Objective Not an Objective Planning Room         Suggested         Pilot Lounge - Yes         Not an Objective Not an Objective Planning Room - Yes         Not an Objective Not an Objective Plan Not an Objective Public Phone - 24/17         Yes - Not 24 Hour Not an Objective Public Phone - 24/17         Yes - Not 24 Hour Not an		Council of the parties runnings	, ,,,	
Terminal Not an Objective Commercial - No General Aviation - Yes Perimeter Fencing Wildlife Fence Perimeter - Yes Yes Yes Type - Security Fence Type - Security Fence Perimeter - Yes Not an Objective Paved Autor Parking Suggested Yes Not an Objective On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Yes Not an Objective Paudic Restrooms Suggested Pilot Lounge - Yes Not an Objective Paved Paved Planning Room Suggested Pilot Lounge - Yes Not an Objective Paved Pa		AWOS	None	No
Perimeter Fencing Wildlife Fence Perimeter - Yes Yes Yes Type - Security Fence Type - Security Fence Perimeter - Yes Yes Sugested Hangar Areas Not an Objective Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested Yes Not an Objective Fuel Suggested Perimeter - No Not an Objective Number of Spaces - 10  SUGGESTED SUGGEST				
Perimeter Fencing Wildlife Fence Perimeter - Yes Type - Security Fence Hangars 50% of Based Aircraft 100% Yes Lighted Hangar Areas Not an Objective Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Public Paved Auto Parking Suggested Yes Not an Objective Public Restrooms Suggested 100LL Not an Objective Fibror Suggested On-Airport Rental Car - No Not an Objective Fibror Suggested On-Airport Rental Car - No Not an Objective Fibror Suggested Pibror - Yes Not an Objective Fibror Suggested Pibror - Yes Not an Objective Pibror Suggested Pibror - Yes Not an Objective Pibror Suggested Yes Not 24 Hour Not an Objective Public Restrooms Suggested Yes Not 24 Hour Not an Objective Proof Not an Objective Restaurant - No Not an Objective Proof Not an Objective None 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 De-icing - No Not an Objective Aliport Master Plan Suggested within 15 years 03/2000 Not an Objective Airport Master Plan Suggested within 15 years 03/2000 Yes Land Use Protection Plan On record with Aeronautics No No Not an Objective Pavement Management Plan On record with Aeronautics Yes Yes Minimum Standards Suggested No No Not an Objective Legislative Laison No Not an Objective Yes Yes Pilost Langard No No Not an Objective No Not an Objective No Not an Objective No Not an Objective No No Not an Objective No No Not an Objective No	Terminai	Not all Objective		Not all Objective
Type – Security Fence Hangars Sow of Based Aircraft 100% Yes Lighted Hangar Areas Not an Objective Paved Auto Parking Suggested Yes Not an Objective Number of Spaces - 10  SERVICES FBO Suggested Yes Not an Objective Fuel Suggested Yes Not an Objective Fuel Suggested On-Airport Rental Car - No Taxi Service - No Courtety Car - Yes Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Planning Room - Yes Public Restrooms Suggested Pilot Lounge - Yes Planning Room - Yes Public Restrooms Not an Objective Public Phone P	Danimatan Fansina	\\/:Idlifa		Vaa
Hangars 50% of Based Aircraft 100% Yes Lighted Hangar Areas Not an Objective Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested Yes Not an Objective Public Properties Suggested 100LL Not an Objective Occurrence Public Properties Public Restrooms Suggested Pilot Lounge - Yes Not an Objective Public Restrooms Suggested Pilot Lounge - Yes Not an Objective Public Phone Public Phone Public Phone Public Phone Public Phone Public Phone Not an Objective Restaurant - No Not an Objective Not an Objective Not an Objective Public Phone Not an Objective Not	refilleter relicing	vviidille rence		162
Lighted Hangar Areas Not an Objective Yes Not an Objective Paved Auto Parking Suggested Yes Not an Objective Number of Spaces - 10  SERVICES  FBO Suggested Yes Not an Objective Public Properties of Spaces - 10  Service Service Suggested Yes Not an Objective Suggested IOULL Not an Objective Ground Transportation Suggested IOULL Not an Objective Taxi Service - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Not an Objective Planning Room - Yes Planning Room - Yes Public Restrooms Suggested Yes - Not 24 Hour Not an Objective Public Phone Public Phone - 24/7 Yes - Not 24 Hour Not an Objective Public Phone Not an Objective Restaurant - No Not an Objective Public Phone Not an Objective None Not an Objective None Not an Objective Public Phone Not an Objective None Not an Objective None Not an Objective Obe-icing System Not an Objective De-icing System Not an Objective De-icing Containment System Not an Objective De-icing Containment System Not an Objective None Not an Objective Application System Not an Objective De-icing Containment System Not an Objective None Not an Objective Application Not an Objective None Not an Objective Application Suggested Within 15 years 03/2000 Not an Objective Application No Not an Objective None Not an Objective None Not an Objective None Not an Objective None Not an Objective Application No Not an Objective None Not an Objective None Not an Objective None Not an Objective None None Not an Objective None None None None None None None Non		FOO/ CD LA: C		V
Paved Auto Parking Suggested Yes Number of Spaces - 10  SERVICES  FBO Suggested Yes Not an Objective Not an Objective Service - Not an Objective Suggested IOOLL Not an Objective Orange and Planning Room Suggested Pilot Lounge - Yes Planning Room - Yes  Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Planning Room - Yes  Public Restrooms Suggested Yes - Not 24 Hour Not an Objective Planning Room - Yes  Public Phone Public Phone - 24/7 Yes - Not 24 Hour Not an Objective Restaurant - No Not an Objective Restaurant - No Not an Objective Planning Machines - Yes  Aircraft Maintenance Not an Objective None Not an Objective Obe-icing System Not an Objective De-icing System Not an Objective De-icing - No Not an Objective De-icing Containment System Not an Objective Containment System Not an Objective Not an Objective De-icing Containment System Not an Objective Not an Objective De-icing System Not an Objective De-icing - No Not an Objective De-icing Containment System Not an Objective Not an Objective Objective Not an Objective De-icing - No Not an Objective De-icing System Not an Objective Objective Not an Objective Objecti	· ·			
SERVICES  FBO Suggested Yes Not an Objective Fuel Suggested On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes  Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Not an Objective Planning Room - Yes  Public Restrooms Suggested Yes - Not 24 Hour Not an Objective Planning Room - Yes  Public Phone Public Phone - 24/7 Yes - Not 24 Hour Not an Objective Room Not an Objective Room Not an Objective Restaurant - No Not an Objective Room Not an Objective Restaurant - No Not an Objective Room Not Room Not an Objective Room Not Room Room Room Room Room Room Room Ro		The state of the s		
FBO Suggested Yes Not an Objective Fuel Suggested On-Airport Rental Car - No Tot an Objective Taxi Service - No Courtesy Car - Yes Not an Objective Planning Room Suggested Pilot Lounge - Yes Not an Objective Planning Room - Yes Not an Objective Public Phone Public Phone - 24/7 Yes - Not 24 Hour No Not an Objective Planning Machines - Yes Not an Objective Restaurant - No Not an Objective Aircraft De-icing System Not an Objective None Not an Objective Planning System Not an Objective De-icing - No Not an Objective De-icing Containment System Not an Objective Containment System - No Not an Objective Abministration  Airport Master Plan Suggested within 15 years 03/2000 Not an Objective Alphone Plan Less than 10 years 03/2000 Yes Land Use Protection Plan On record with Aeronautics No No Not an Objective Pavement Management Plan On record with Aeronautics Yes Yes Yes Minimum Standards Suggested No Not an Objective Pavement Manager Airport Manager Yes Yes Yes Legislative Liaison Suggested No Not an Objective Pies Legislative Liaison Not an Objective Yes Yes Yes Legislative Liaison Suggested No Not an Objective Yes Yes Yes Legislative Liaison Not an Objective Yes Yes Yes Legislative Liaison Not Not an Objective Yes Yes Yes Legislative Liaison Not Not an Objective Yes Yes Yes Legislative Liaison Not Not an Objective Yes Yes Yes Yes Legislative Liaison Not Not an Objective Yes Yes Yes Not Yes Yes Yes Legislative Liaison Not Not An Objective Yes Yes Yes Yes Legislative Liaison Not Yes Yes Yes	Paved Auto Parking	Suggested		Not an Objective
FBO Suggested Yes Not an Objective Fuel Suggested On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Planning Room - Yes Planning Room - Yes Public Restrooms Suggested Yes - Not 24 Hour Not an Objective Public Phone Public Phone - 24/7 Yes -Not 24 Hour Not an Objective Public Phone Not an Objective Podding Machines - Yes Aircraft Maintenance Not an Objective Not an Objective De-icing System Not an Objective De-icing System Not an Objective De-icing Containment System Not an Objective De-icing Containment System Not an Objective Not Andreas Not an Objective Not Andreas Not an Objective Not Andreas Not Andreas Not Andreas Not Andreas Not And			Number of Spaces - 10	
Fuel Suggested 100LL Not an Objective Ground Transportation Suggested On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Not an Objective Planning Room - Yes Public Restrooms Suggested Yes - Not 24 Hour Not an Objective Planning Room - Yes Public Phone Public Phone - 24/7 Yes - Not 24 Hour Not an Objective Public Phone Public Phone - 24/7 Yes - Not 24 Hour Not an Objective Not an Objective Restaurant - No Yending Machines - Yes Aircraft Maintenance Not an Objective Restaurant - No 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 Not an Objective Not an Objective Not an Objective Not an Objective De-icing Containment System Not an Objective De-icing Containment System Not an Objective Not Andreas Not an Objective Not Andreas Not And				
Ground Transportation  Suggested  On-Airport Rental Car - No Taxi Service - No Courtesy Car - Yes  Pilot Lounge and Planning Room  Suggested  Pilot Lounge - Yes Planning Room - Yes Planning Room - Yes Public Restrooms  Suggested  Public Phone - 24/7  Public Phone - 24/7  Poes - Not 24 Hour  No  Not an Objective Prod Not an Objective Restaurant - No Vending Machines - Yes  Aircraft Maintenance  Aircraft Maintenance  Not an Objective None  Not an Objective Poe-icing System  Not an Objective  Not an Objective De-icing Containment System Not an Objective  Aircraft De-icing Containment System Not an Objective  ADMINISTRATION  Airport Master Plan  Suggested within 15 years  O3/2000  Not an Objective Airport Layout Plan Less than 10 years  O3/2000  Not an Objective No No No No Noise Contour Map Suggested Unknown or None Not an Objective Yes Minimum Standards Suggested No No No No No Airport Manager Airpo		<del>-</del>		
Taxi Service - No Courtesy Car — Yes  Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Planning Room - Yes Public Restrooms Suggested Planning Room - Yes Public Phone Public Phone Public Phone — 24/7 Yes — Not 24 Hour No Not an Objective Prod Not an Objective Restaurant - No Vending Machines - Yes Aircraft Maintenance Aircraft Maintenance Not an Objective None Not an Objective Poe-icing System Not an Objective None Not an Objective None Not an Objective Oe-icing Containment System Not an Objective Containment System - No Not an Objective ADMINISTRATION Airport Master Plan Suggested within 15 years Airport Layout Plan Less than 10 years Suggested Verendamined No No No No Noise Contour Map Suggested Unknown or None Not an Objective Yes Minimum Standards Suggested No No No No No Airport Management Plan No record with Aeronautics Yes Yes Minimum Standards Suggested No No No Airport Manager Airport Manager Yes Yes Legislative Liaison No No Not an Objective	Fuel	<b></b>		
Pilot Lounge and Planning Room  Suggested Pilot Lounge - Yes Planning Room - Yes Planning Room - Yes Public Restrooms Public Phone Public Phone Public Phone - 24/7 Pood Pood Pood Pood Pood Pood Pood Poo	Ground Transportation	Suggested	· · · · · · · · · · · · · · · · · · ·	Not an Objective
Pilot Lounge and Planning Room Suggested Pilot Lounge - Yes Planning Room - Yes Public Restrooms Suggested Yes - Not 24 Hour Not an Objective Plublic Phone Public Phone - 24/7 Yes - Not 24 Hour No Restaurant - No Not an Objective Pending Machines - Yes Aircraft Maintenance Aircraft De-icing System Not an Objective None Not an Objective De-icing Containment System Not an Objective De-icing Containment System Not an Objective Containment System - No Not an Objective ADMINISTRATION Airport Master Plan Suggested within 15 years Aircraft De-iction Plan On record with Aeronautics No			Taxi Service - No	
Planning Room - Yes Public Restrooms Public Phone Public Phone Public Phone - 24/7 Public Phone Public Phone - 24/7 Public Phone - 24/7 Public Phone Public Phone - 24/7 Public Phone - 24/7 Pes -Not 24 Hour Pool			Courtesy Car – Yes	
Public RestroomsSuggestedYes – Not 24 HourNot an ObjectivePublic PhonePublic Phone – 24/7Yes –Not 24 HourNoFoodNot an ObjectiveRestaurant - No Vending Machines - YesNot an ObjectiveAircraft MaintenanceNot an ObjectiveNoneNot an ObjectiveAircraft De-icing SystemNot an ObjectiveDe-icing - NoNot an ObjectiveDe-icing Containment SystemNot an ObjectiveContainment System - NoNot an ObjectiveADMINISTRATIONAirport Master PlanSuggested within 15 years03/2000Not an ObjectiveAirport Layout PlanLess than 10 years03/2000YesLand Use Protection PlanOn record with AeronauticsNoNoNoise Contour MapSuggestedUnknown or NoneNot an ObjectivePavement Management PlanOn record with AeronauticsYesYesMinimum StandardsSuggestedNoNot an ObjectiveAirport ManagerAirport ManagerYesYesLegislative LiaisonSuggestedNoNot an Objective	Pilot Lounge and Planning Room	Suggested	Pilot Lounge - Yes	Not an Objective
Public RestroomsSuggestedYes – Not 24 HourNot an ObjectivePublic PhonePublic Phone – 24/7Yes –Not 24 HourNoFoodNot an ObjectiveRestaurant - No Vending Machines - YesNot an ObjectiveAircraft MaintenanceNot an ObjectiveNoneNot an ObjectiveAircraft De-icing SystemNot an ObjectiveDe-icing - NoNot an ObjectiveDe-icing Containment SystemNot an ObjectiveContainment System - NoNot an ObjectiveADMINISTRATIONAirport Master PlanSuggested within 15 years03/2000Not an ObjectiveAirport Layout PlanLess than 10 years03/2000YesLand Use Protection PlanOn record with AeronauticsNoNoNoise Contour MapSuggestedUnknown or NoneNot an ObjectivePavement Management PlanOn record with AeronauticsYesYesMinimum StandardsSuggestedNoNot an ObjectiveAirport ManagerAirport ManagerYesYesLegislative LiaisonSuggestedNoNot an Objective		-	Planning Room - Yes	
Public PhonePublic Phone – 24/7Yes –Not 24 HourNoFoodNot an ObjectiveRestaurant - No Vending Machines - YesAircraft MaintenanceNot an ObjectiveNoneNot an ObjectiveAircraft De-icing SystemNot an ObjectiveDe-icing - NoNot an ObjectiveDe-icing Containment SystemNot an ObjectiveContainment System - NoNot an ObjectiveADMINISTRATIONAirport Master PlanSuggested within 15 years03/2000Not an ObjectiveAirport Layout PlanLess than 10 years03/2000YesLand Use Protection PlanOn record with AeronauticsNoNoNoise Contour MapSuggestedUnknown or NoneNot an ObjectivePavement Management PlanOn record with AeronauticsYesYesMinimum StandardsSuggestedNoNot an ObjectiveAirport ManagerAirport ManagerYesYesLegislative LiaisonSuggestedNoNot an Objective	Public Restrooms	Suggested		Not an Objective
Not an Objective   Restaurant - No Vending Machines - Yes	Public Phone		Yes –Not 24 Hour	
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Legislative Liaison Suggested No Not an Objective	Minimum Standards	Suggested	No	Not an Objective
Legislative Liaison Suggested No Not an Objective	Airport Manager	Airport Manager	Yes	Yes
- <del>-</del>	Legislative Liaison		No	Not an Objective
	RPZ Ownership	Suggested	No	Not an Objective



IMPLEMENTATION	N PLAN		
Hot Springs County - Thermopolis Municipal Airport	THP	Thermopolis	Local - Paved
Airport Inventory & Implementation	n Plan (AIIP)	Projects	
Project Description			<b>Estimated Cost</b>
Airside Improvements:			
RSA			\$50,000.00
Visual Aids			\$30,000.00
Pavement Maintenance	WAC	CIP 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
Total AIIP Costs			\$515,000.00

WACIP	Identified	Projects <sup>3</sup>

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

Total Costs (2007-2027)	\$16,067,105.00
10001 00505 (2007 2027)	ψ10,007,103.00

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



<sup>&</sup>lt;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



Based Aircraft						
2007	2012		2017 2027			7
Actual	Low	High	Low	High	Low	High
1	1	1	1	1	1	1

	Operations					
2007	2012		2017 2027			7
Actual	Low	High	Low	High	Low	High
60	60	60	60	60	60	60



ARSIDE (Primary Runway)		REPORT CARD		
ARSDEC (Primary Runway)	83V	Upton Municipal Airport	Upton	Local
ARC	Facility/Service Objectives	Objective	83V	Objective Met
Runway Width	AIRSIDE (Primary Runway)			
Runway Width	ARC	A-II	A-II	Yes
Nome	Runway Length	3710 Feet	3710 Feet	Yes
Not an Objective   Turf   Not an Objective   Turf   Not an Objective   Turf   Not an Objective   None   Width = 0 Feet   Yest   Taxiway   Lights   Not an Objective   None   Not an Objective   None   Not an Objective   None   Not an Objective   Not an Objective   None   Not an Objective   Not an	Runway Width	Maintain Existing Width	80 Feet	Yes
Taxiway Lights Note an Objective None Width = 0 Feet Yes Taxiway Lights Note an Objective None Not an Objective None RAPI - None Not an Objective None REIL - None Not an Objective			None	
Taxiway Lights Not an Objective None Not an Objective None Objective None Objective Not an Objective Not Not Not an	Pavement Strength			Not an Objective
Instrument Approach Type Approach Lighting System Not an Objective None REIL - None Beacon - Yes Wind Cone - No Lighted Wind Cone - No Not an Objective No Not an Objective No Not an Objective Restaurance - No Perimeter Fencing Approach Lighting Approach Approach Lighting Approach Approach Approach Lighting Approach Approach Approach Approach Approach Approach Approach Alass Approach Alass Approach Approach Alass Approach Approach Approach Approach Approach Alass Approach Approa		Maintain Existing Taxiway	None - Width = 0 Feet	
Approach Lighting System  Not an Objective  MALSR - None MALSS - None ODALS - None Not an Objective  Wind Coverage Greater than 95% Suggested Vind Cone - No Lighted Wind Cone - No RSA Not an Objective No Not an Objective No Perimeter Reporting Not an Objective Perimeter Fencing Field Fence Fencing Field Fence Field Fence Fayed Autor Objective No Not an Objective No Not an Objective No Not an Objective No Not an Objective Field Fence Not an Objective No No Not an Objective No Not an Objective No No No Not an Objective N				Not an Objective
Visual Aids  Visua		•		Not an Objective
Wasi - None   REIL - None   Rezeron - Yes   Wind Cone - No   Lighted Wind Cone - No   Not an Objective   No   Not an Obje	Approach Lighting System	Not an Objective	MALS - None	Not an Objective
RSA Not an Objective None Not an Objective None Not an Objective None Not an Objective Reporting Not an Objective None Not an Objective General Aviation - No Not an Objective General Aviation - No Not an Objective Ferrimater - Yes Perimeter - Per	Visual Aids	Wind Cone	VASI - None REIL - None Beacon - Yes Wind Cone - No	No
Weather Reporting Not an Objective None Not an Objective Ferminal Not an Objective Commercial - No Not an Objective General Aviation - No Not an Objective Ferminal Not an Objective Commercial - No Not an Objective General Aviation - No Perimeter Fencing Field Fence Perimeter - Yes Yes Type - Field Fence Type - Field Fence Perimeter - Yes Yes Yes Lighted Hangar Areas Not an Objective No Not an Objective None Not an Objective None Not an Objective None Not an Objective On-Airport Rental Car - No Taxi Service - No Courtesy Car - No Plilot Lounge and Planning Room Not an Objective No Not an Objective No Not an Objective No Not an Objective No Not an Objective Plublic Phone Suggested No Not an Objective Plublic Phone Suggested No Not an Objective Restaurant - No Not an Objective No Not an Objective Restaurant - No Not an Objective Objecting No Not an Objective No Not an Objective Objective No Not a	Wind Coverage	Greater than 95% Suggested	-	Not an Objective
Weather Reporting         Not an Objective         None         Not an Objective           Terminal         Not an Objective         Commercial - No Not an Objective         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 Avo Not an Ob		Not an Objective	No	Not an Objective
Terminal Not an Objective Commercial - No General Aviation - No Perimeter Fencing Field Fence Perimeter - Yes Type - Field Fence Type - Field Type - Field Fence Type - Field Type - Field Fence Type - Field Type - Field Type - Field Type - Field Fence Type - Field Type -	LANDSIDE			
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Hangars 50% of Based Aircraft 100% Yes Lighted Hangar Areas Not an Objective No No Not an Obje Paved Auto Parking Not an Objective No No Not an Objective  SERVICES  FBO Not an Objective No No Not an Objective Fuel Not an Objective None Not an Objective Pilot Lounge No Not an Objective None Not an Objective	Terminal	Not an Objective		Not an Objective
Hangars 50% of Based Aircraft 100% Yes Lighted Hangar Areas Not an Objective No Not an Objective No Not an Objective No Not an Objective No Not an Objective None Not an Objective Restructs Not an Objective None Not an Objective On-Airport Rental Car - No Not an Objective No Not an Object	Perimeter Fencing	Field Fence		Yes
Paved Auto Parking Not an Objective Number of Spaces SERVICES  FBO Not an Objective None Not an Objective Pilot Lounge - No Not an Objective None Not an Ob	Hangars	50% of Based Aircraft	100%	Yes
SERVICES FBO Not an Objective None Not an Objective Fuel No an Objective None Not an Objective On-Airport Rental Car - No Not an Objective On-Airport Master Plan On-Airport Map On-Airport Management Plan On-Airport Manager On-Airport Ma	Lighted Hangar Areas	Not an Objective	No	Not an Objective
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Airport Layout Plan  Suggested within 10 years  Unknown or None  Not an Objective  No  Not an Objective  Not an Objective  Not an Objective  Unknown or None  Not an Objective  Unknown or None  Not an Objective  No  Not an Objective				
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RPZ Ownership Suggested No Not an Objection	RPZ Ownership	Not an Objective Suggested		Not an Objective



IMPLEMEN	TATION PLAN		
Upton Municipal Airport	83V	Upton	Local Non-Paved
Airport Inventory & Imple	mentation Plan (A	IIP) Projects	
Project Description			<b>Estimated Cost</b>
Airside Improvements:			
Runway Lights (Edge Markers)			\$5,000.00
Visual Aids			\$40,000.00
Total AIIP Costs			\$45,000.00
<u>Project Description</u>	entified Projects		Estimated Cost
Short-term (2007-2011) No Short-term projects requested on CIP			\$0.00
Mid-term (2012-2016)			*****
No Mid-term projects requested on CIP			\$0.00
Long-term (2017-2027)			
No Long-term projects requested on CIP			\$0.00
Total WACIP Identified Projects			\$0.00
Total Costs (2007-2027)			\$45,000.00

WACIP dated September 2008

