

Plan prepared for:
**The Wyoming Department of Transportation, Aeronautics Division
and the Federal Aviation Administration**



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The following statement is required per Paragraph 425.b(4) of Federal Aviation Administration Order 5100.38C, Airport Improvement Program (AIP) Handbook dated June 28, 2005:

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

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List of Acronyms

Advisory Circular	AC
Air Carrier Activity Information System	ACAIS
Air Traffic Control Tower	ATCT
Airplane Design Group	ADG
Airport Improvement Project	AIP
Airport Inventory and Implementation Plan	AIIP
Airport Layout Plan	ALP
Airport Reference Code	ARC
Annual Service Volume	ASV
Approach Lighting System	ALS
Area Navigation/Global Positioning System	RNAV/GPS
Area Navigation/Required Navigation	RNAV/RNP
Automated Surface Observation Systems	ASOS
Automated Weather Observation Systems	AWOS
Building Restriction Line	BRL
Calendar Year	CY
Capital Improvement Plan	CIP
Commercial Service Airports	CS
Common Traffic Advisory Frequency	CTAF
Compound Annual Growth Rate	CAGR
Economic Analysis Division of Wyoming	EADIV
Economic Analysis Division of Wyoming	EADIV
Environmental Assessment	EA
Essential Air Service	EAS
Experimental Aircraft Association	EAA
Federal Aviation Administration	FAA
Fixed Based Operator	FBO
Foreign Object Debris	FOD
General Aviation	GA
Geographic Information Systems	GIS
High Intensity Runway Lights	HIRL
Instrument Flight Rules	IFR
Instrument Landing System	ILS
Large Hub	L
Low Intensity Runway Lights	LIRL
Low Intensity Taxiway Lighting	LITL
Low Lead	LL
Master Plan	MP
Mean Sea Level	MSL
Medium Hub	M
Medium Intensity Runway Lights	MIRL
Medium Intensity Approach Lighting System	MALS
Medium Intensity Approach Lighting System with Runway Alignment Indicators	MALSR



List of Acronyms (Continued)

Medium Intensity Taxiway Lighting	MITL
National Weather System	NWS
National Environmental Policy Act of 1969	NEPA
National Plan of Integrated Airport Systems	NPIAS
Non Hub	N
Non-Directional Beacon	NDB
Omni Directional Approach Lighting System	ODALS
Passenger Facility Charge	PFC
Pavement Condition Index	PCI
Precision Approach Path Indicators	PAPI
Priority Rating Model	PRM
Reliever	R
Runway End Identifier Lights	REIL
Runway Protection Zone	RPZ
Runway Safety Area	RSA
Runway Visibility Range	RVR
Small Hub	S
Terminal Area Forecasts	TAF
Transportation Security Administration	TSA
Vertical Approach Slope Indicators	VASI
VHF Omni-Directional Range/Terminal VHF Omni-Directional Range	VOR/TVOR
Visual Flight Rules	VFR
Wilbur Smith Associates	WSA
WYDOT Aeronautics Commission	Commission
WYDOT Aeronautics Division	Aeronautics
Wyoming Aeronautics Capital Improvement Plan	WACIP
Wyoming Department of Transportation	WYDOT
Wyoming Statewide Inventory and Implementation Plan	WYSIIP



1.0 Study Overview, System Vision and Goals

1.1 Study Overview

The *Wyoming Statewide Airport Inventory and Implementation Plan* is a component of the Wyoming Department of Transportation (WYDOT), Aeronautics Division (Aeronautics) continuous aviation system planning process. This study provides an inventory and evaluation of the Wyoming Aviation System considering the 40 publicly owned airports in the state and an implementation plan to meet the established goals and objectives set for this study. In addition, a key component of this study was the development of a Geographic Informational System (GIS) database of the Wyoming system of airports. This database allows Aeronautics to assess and monitor various system-wide conditions and performance-related measures uniformly evaluating the merits of various improvements implemented as part of existing and future planning and programming cycles.

The findings of this study culminate in an Implementation Plan, which is documented and measured by means of a ‘report card’. The ‘report card’ scores how airports, individually and as a system, are meeting established goals and objectives.

In addition, a new airport classification system has been developed. Previously, the Wyoming airports have followed the Federal Aviation Administration’s (FAA) classification system. State plans typically have different yet complementary classification systems to those used by the FAA. Classifying the airports into more specific roles allows for a more focused approach in defining and implementing goals and objectives for the different types and uses of airports.

An analysis of Air Service in Wyoming has also been included in this study. The analysis examines air service trends, evaluates the existing commercial aviation system and provides recommendations for air service enhancement opportunities.

The most recent study of similar scope was published in 1985 and is titled, *Wyoming State Airport System Plan Update*. This plan has become outdated and no longer reflects Wyoming growth patterns, aviation industry trends or the vision for the existing system of airports. The *Wyoming Statewide Airport Inventory and Implementation Plan* is not an update of the 1985 plan. This study provides a new, custom approach specific to the needs and uniqueness of the Wyoming Aviation System.

1.1.1 Study Purpose and Objectives

The primary purpose of this study is to establish a Vision, Goals and Objectives for the Wyoming Aviation System and to provide Aeronautics with a plan to determine the type, location, timing and programming costs associated with airport development projects to meet the established Vision, Goals and Objectives.



Meetings were held with Aeronautics staff members and the FAA was consulted prior to study initiation. Through this communication, the primary study objectives were established. The objectives are as follows:

- Define a ‘new’ Wyoming airport classification system
- Inventory existing airport facilities, major users, and activity levels
- Determine each airport’s contribution to the overall system
- Establish ways to enhance the current system of airports
- Identify potential overlaps or gaps in the existing system
- Identify facility and service goals and objectives by airport classification
- Establish performance measures, target performance goals and report cards for each airport and the entire state aviation system
- Develop programming project costs to meet goals and objectives
- Establish a framework for future investments
- Develop a method to monitor progress

I.1.2 Study Task Force

A Task Force was assembled by Aeronautics to serve in an advisory and steering capacity for this study. Task Force members represent various agency perspectives and a cross-section of airport interests throughout Wyoming. Task Force members include representation from the FAA, Wyoming Aeronautics Commission, WYDOT Aeronautics Division, one Commercial Service Airport and two General Aviation (GA) Airports from the State of Wyoming.

The role of the Task Force is to:

- Form a consensus on how to address and resolve major study items
- Develop a vision statement and goals for the Wyoming Aviation System and approve various performance measures and benchmarks for the Wyoming Aviation System
- Define a new classification system for the Wyoming airports
- Review and provide input on working papers, technical report findings and presentation materials
- Attend and participate in meetings to develop a ‘preferred’ course-of-action
- Advocate acceptance of study findings

I.1.3 Study Value to WYDOT, Aeronautics Division

This study documents the existing facility and service attributes of the publicly owned airports in Wyoming. This consolidation of data allows Aeronautics to track trends and uniformly assess the viability of implementing desired system objectives. These objectives can be measured at both the statewide and individual airport level. In addition, this study uses information from other airport initiatives within Aeronautics including: *The Air Service Enhancement Program, Airport Design Standards Study, Pavement Management Plan, and Land Use Protection.*



The *Wyoming Statewide Airport Inventory and Implementation Plan* will be used by Aeronautics as a tool to “filter” project funding requests. When Aeronautics prepares a recommendation to the Aeronautics Commission for grant funding, the proposed project will be evaluated to determine its ability to impact the Vision, Goals and Objectives established for the Wyoming Aviation System. If the proposed project meets the requirements of this study, it will then be evaluated through the parameters of the Priority Rating Model (PRM). If the project does not address an established Goal or Objective, additional justification by the airport sponsor may be necessary.

The implementation of any specific project identified in this study remains the responsibility of the individual airport sponsor. Projects identified in this study do not constitute a commitment of either state or federal funding. Approval and project justification through local master planning, environmental processes, and funding approval through the FAA, Aeronautics and/or local funding sources remains a sponsor responsibility.

1.1.4 Study Value to Federal Aviation Administration

This study aids the FAA in identifying projects with the potential to receive federal funds for airport improvement projects meeting the established goals and objectives of this study and meeting federal project eligibility requirements. This study serves as a bridge between a sponsor initiated Airport Master Plan and the federal *National Plan of Integrated Airport System* (NPIAS) report. Recommendations and programming estimates from this study may be incorporated in the NPIAS database, as approved by the FAA.

1.1.5 Study Value to Airport Sponsors/Owners

Findings from this study can be used by airport sponsors as a guide for local airport planning and to support the airport budgeting process. Through use of this study, airport sponsors are able to:

- compare airport facilities and services on a system-wide basis
- view an individual airport’s existing and future performance relative to the airport classification and roles
- assess the actions, or proposed priority of projects and programming costs necessary to meet the airport objectives

1.1.6 Study Method and Process

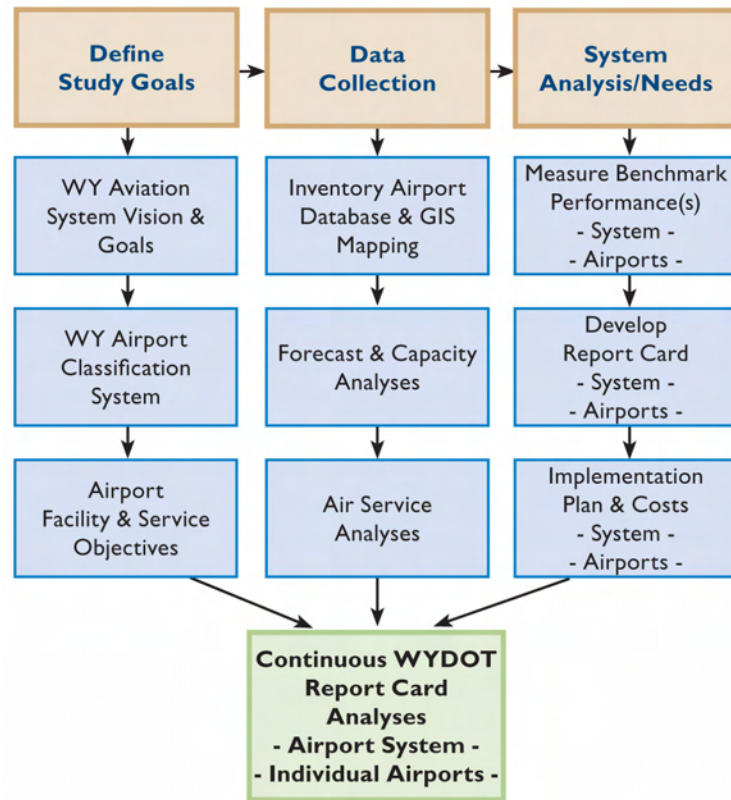
The study involved ‘inventory’ and ‘implementation’ components, two major tasks necessary to assess the Wyoming Aviation System as a unit. The inventory component was accomplished through a bottom-up approach, compiling a database for each individual airport’s facility and service attributes. A top-down approach was used for the implementation component, assessing airport needs from a system-wide perspective.

Inventory (bottom-up approach): This approach documents the facilities and services at each individual airport and assesses their condition – thereby providing a more cohesive understanding and consistency to aviation planning within the state.



Implementation (top-down approach): This approach quantifies the future needs of the Wyoming Aviation System – thereby identifying improvement projects and the allocation of resources necessary to meet the Vision, Goals and Objectives established for the Wyoming Aviation System.

The following diagram graphically depicts the major study tasks and generally indicates the planning process and approach.



1.2 Wyoming Aviation System Vision

For this study, the Vision of the Wyoming Aviation System has been used to establish broad-level direction or focus in which the Wyoming Aviation System is intended to serve and perform.

In an effort to define a vision statement for this study, vision statements from existing Wyoming plans were evaluated. The following are excerpts from the *2005 WYDOT Statewide Long-Range Transportation Plan* and the *1985 Wyoming Airport System Plan*:

- **2005 WYDOT Statewide Long-Range Transportation Plan Mission Statement:** “To provide a safe, high quality, and efficient transportation system.”
- **1985 Wyoming Airport System Plan Vision Statement:** “To provide a safe, convenient, and reliable air transportation system – consistent with maintaining environmental quality and balanced with other modes of transportation to maintain and encourage the economic, social, and cultural growth of Wyoming for the benefit of its citizenry.”

A considerable effort was undertaken by the Task Force to define the vision statement for this study. As part of this effort, the Task Force identified major components important to the Wyoming Aviation System. Some of these components included:

- serve emergency needs
- safety
- security
- fiscally responsible
- consistency
- competency
- meeting community needs
- valued service
- provide an integrated system
- modern
- raise awareness of the system
- provide a valued system

The Task Force considered these major components and consolidated them into the following Vision Statement adopted specially for this study:



Wyoming Aviation System Vision:

“To provide a consistent, safe and effective aviation system that maximizes services and facilities while creating value and economic benefit in a responsible manner.”

1.3 System Goals

Using the Vision Statement as a guide, goals for the aviation system were established. Similar to defining the Vision, review of existing state goals was completed prior to defining the goals for the Wyoming Aviation System.

1.3.1 Existing WYDOT Transportation and Aviation-Related Goals

In support of the WYDOT mission statement discussed in the previous section, the *2005 WYDOT Statewide Long-Range Transportation Plan* also includes goals for the overall transportation system as well as those specific to aviation. These goals are as follows:

WYDOT’s 2005 Transportation Goals:

- Pursue adequate funding to accomplish the Department’s mission
- Enhance safety in the transportation system
- Preserve the quality of the existing transportation system
- Provide for the efficient transportation of people and goods in Wyoming
- Provide transportation mode choices to the people of Wyoming
- Fairly and equitably fulfill our regulatory and revenue generating responsibilities

The Transportation Plan also includes goals specific to the Aeronautics Division.

WYDOT's 2005 Goals for Aeronautics:

- Improve the safety and efficiency of the aviation system
- Effectively administer the Air Service Enhancement Program to develop and improve commercial air service in the state
- Continue to build strong relationships between local communities, the State of Wyoming and the Federal Aviation Administration
- Provide effective facility maintenance programs that properly time investments and prevent unnecessary costs
- Promote educational activities for the aviation community and for the general public

I.3.2 Wyoming Aviation System Goals

In concert with the Vision Statement developed for this study and WYDOT Long-Range Transportation Plan mission statement and goals, more specific goals were established for this study to specially address the complex and varied needs of the Wyoming Aviation System.

Brainstorming sessions were held with the Task Force to identify system issues important to the conservation and enhancement of the existing system of airports.

Through a consolidation of a comprehensive list of major aviation issues, seven core goals were established by the Task Force for the purposes of this study. The goals, not listed in order of importance, are as follows:

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

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

Goal – Provide accessible, cost-effective, and reliable transportation options.

Goal – Develop a statewide aviation system that enhances economic activity.

Goal – Promote an aviation system that is environmentally responsible.

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

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



The established Vision and Goals for the Wyoming Aviation System have been carried throughout this study. Specific measurements and target performance associated with the Goals have been established to assess the effectiveness of the existing system along with facility and service objectives by classification of airport. To evaluate the individual airports as well as the entire system performance related to the Vision and Goals, an inventory of the existing airports was completed. This inventory compiled information relating to the physical facilities at each airport, activity levels, major users, etc. The remaining chapters of this study provide inventory data, analysis, reasoning of decisions, system and airport performance, air service analysis and an implementation plan to meet the established Vision, and Goals determined for this study.



2.0 Wyoming Airport Classification System

An objective of this study was the development of a new airport classification system for the airports of Wyoming. A new classification system was desired to more accurately represent the current and future roles of each airport in the Wyoming Aviation System.

The new classification system is important as a means to:

- Align airports with similar physical facility and service attributes.
- Assign roles for each airport classification based on services they provide.
- Define the types of facilities and services needed at each functional group of airport to meet the existing and future needs of the State of Wyoming.
- Establish facility and service objectives by classification of airport to meet the system Vision and Goals established for this study.

This new classification system will be used by Aeronautics to more uniformly plan and monitor the Wyoming Aviation System. It will be carried forward in other state initiatives and used beyond the limits of this study.

2.1 Current Wyoming Airport Classification System

Currently, the publicly owned Wyoming airports are classified according to the FAA's classification system used in the NPIAS. The 40 publicly owned airports in Wyoming are classified as follows:

- Commercial Service Airports – Included in the NPIAS (10 airports)
- General Aviation Airports – Included in the NPIAS (23 airports)
- General Aviation Airports – Not Included in the NPIAS (7 airports)

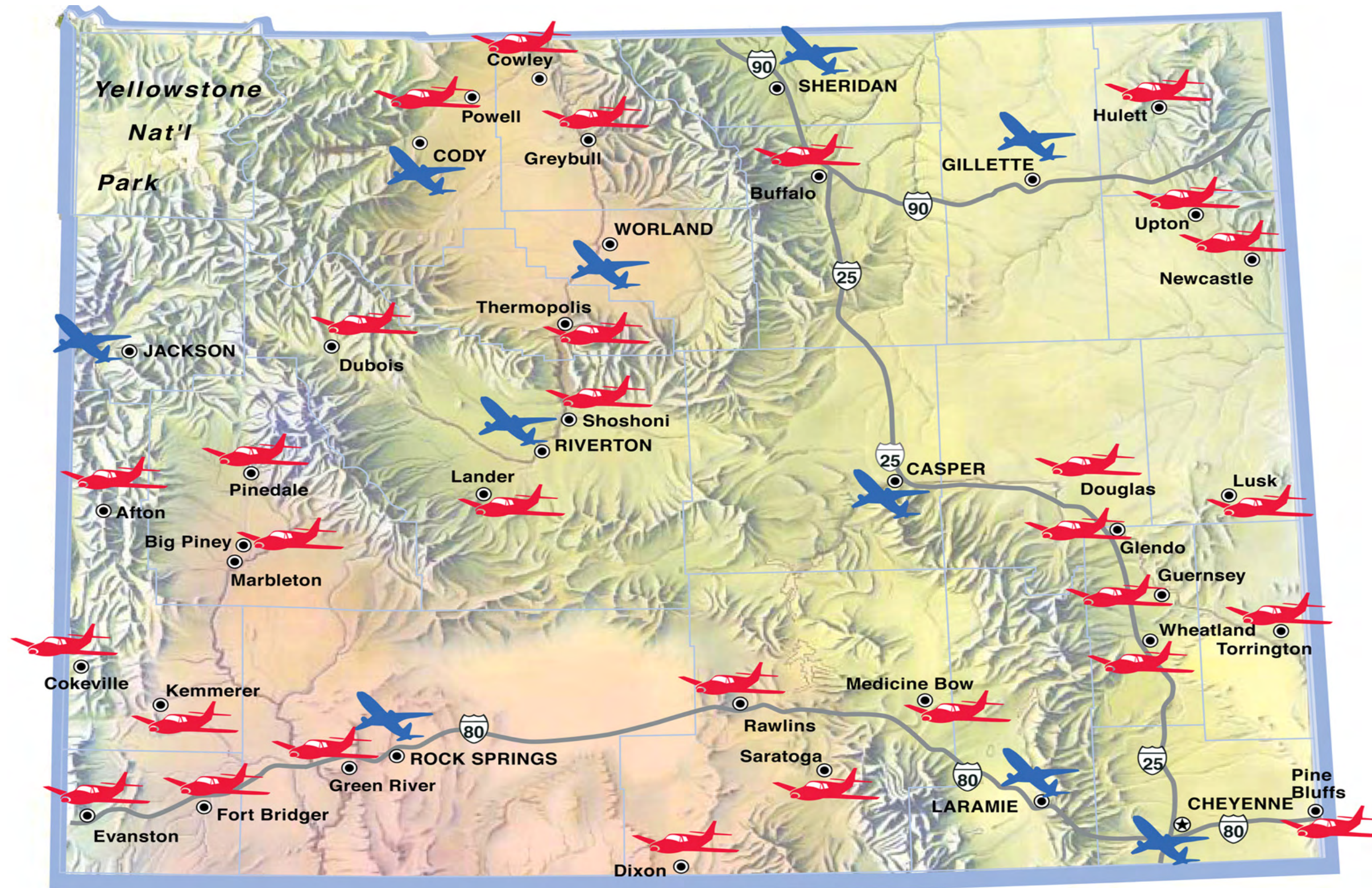
It should be noted that more than 40 airports exist in Wyoming, but only those open to the public and publicly owned are considered part of the state aviation system and are eligible to receive state funding grants. Of the 40 airports in Wyoming, 33 airports are included in the NPIAS and are therefore eligible to receive federal funding.

Figure 2-1 shows the existing Wyoming Department of Transportation Aviation System Map identifying the airports by their current classification. Commercial Service Airports are shown in blue and General Aviation Airports in red.

2.1.1 FAA National Airport System Categories

Using the existing classification system, the Wyoming Aviation System had largely been defined using criteria outlined in the NPIAS. The NPIAS (2007) is used by the FAA to monitor the development needs of the network of airports nationwide; it contains approximately 3,421 of the 5,200 public-use airports in the country and has a five year development plan exceeding \$41 billion. The NPIAS includes both existing and proposed (new) airports deemed significant to the nation's airport system. Inclusion in the NPIAS is a requirement to receive federal grants for airport improvement projects.





Source: 2004 Executive Summary on the impact of Aviation in Wyoming. Page 6 & 7. Wyoming Department of Transportation Aeronautics Division.

Figure 2-1 – Wyoming Department of Transportation - Aviation System Map

The NPIAS database contains airports divided into roles based on service level. The service level reflects the type of service the airport provides to the community and the funding categories authorized by Congress. These roles are as follows:

Commercial Service Airports (CS): Commercial Service Airports are publicly owned airports that enplane 2,500 or more passengers annually and receive scheduled passenger aircraft service. Commercial Service Airports, as defined in the NPIAS, are further divided into Primary and Non-Primary roles as follows:

- **Primary** – Primary airports are airports that enplane more than 10,000 passengers annually. The NPIAS further divides Primary airports by hub type into large, medium and small hubs, and non-hub airports.
 - **Large Hubs (L)** – Large Hub airports are made up of those airports that account for at least 1% of the total U.S. passenger enplanements.
 - **Medium Hubs (M)** – Medium Hub airports are made up of those airports that each account for between .25% and 1% of the total U.S. passenger enplanements.
 - **Small Hubs (S)** – Small Hub airports are the airports that enplane between .05% and .25% of total U.S. passenger enplanements.
 - **Non-Hubs (N)** – Non-Hub Primary airports are defined as airports that enplane less than .05% of the total U.S. passenger commercial enplanements, but enplane at least 10,000 passengers annually.
- **Non-Primary** – Non-Primary airports are airports that enplane between 2,500 and 10,000 passengers annually.

Reliever Airports (R) – Reliever airports are designated by the FAA as airports that serve to provide attractive alternatives to congested hub airports while also providing general aviation access to the surrounding community. Reliever airports must have 100 or more based aircraft or 25,000 annual itinerant operations.

General Aviation (GA) – Airports not meeting the criteria for classification as Commercial Service or reliever airports are classified as general aviation. To be included in the NPIAS as general aviation, an airport must have at least ten based aircraft and be located at least 20 miles (or 30 minutes drive time) from the nearest NPIAS airport.

It should be noted that existing airports not currently included in the NPIAS can request inclusion if that airport is in an accepted state airport/aviation system plan and meets the criteria for NPIAS airports as defined by FAA Order 5090.3C. While state system plans might define airports differently than the NPIAS classification, the FAA will continue to use the NPIAS classification for planning and programming at the federal level.



As listed in the 2007-2011 FAA NPIAS Report, 33 of the airports in Wyoming are included in the NPIAS; they are identified in **Table 2-1**. These airports are broken-out by Commercial Service (rust) and General Aviation Airports (green).

Table 2-1
Wyoming Aviation System - NPIAS Airports

#	Airport Name (Associated City)	FAA Identifier	NPIAS Role and Hub Type ¹
1	Natrona County International Airport (Casper)	CPR	P – N
2	Cheyenne Regional-Jerry Olsen Field (Cheyenne)	CYS	P – N
3	Yellowstone Regional Airport (Cody)	COD	P – N
4	Campbell County Airport (Gillette)	GCC	P – N
5	Jackson Hole Airport (Jackson Hole)	JAC	P – N
6	Laramie Regional Airport (Laramie)	LAR	P – N
7	Riverton Regional Airport (Riverton)	RIW	P – N
8	Rock Springs-Sweetwater County (Rock Springs)	RKS	P – N
9	Sheridan County Airport (Sheridan)	SHR	P – N
10	Worland Municipal Airport (Worland) ²	WRL	GA
11	Afton Municipal Airport (Afton)	AFO	GA
12	Big Piney-Marbleton (Big Piney)	BPI	GA
13	Johnson County Airport (Buffalo)	BYG	GA
14	North Big Horn County Airport (Cowley)	U68	GA
15	Dixon Airport (Dixon)	9U4	GA
16	Converse County Airport (Douglas)	DGW	GA
17	Dubois Municipal Airport (Dubois)	U25	GA
18	Evanston-Uinta County Burns Field (Evanston)	EVW	GA
19	Fort Bridger Airport (Fort Bridger)	FBR	GA
20	South Big Horn County Airport (Greybull)	GEY	GA
21	Kemmerer Municipal Airport (Kemmerer)	EMM	GA
22	Hulett Municipal (Hulett)	W43	GA
23	Hunt Field (Lander)	LND	GA
24	Lusk Municipal Airport (Lusk)	LSK	GA
25	Mondell Field (Newcastle)	ECS	GA
26	Pine Bluffs Municipal Airport (Pine Bluffs)	82V	GA
27	Ralph Wenz Field (Pinedale)	PNA	GA
28	Powell Municipal Airport (Powell)	POY	GA
29	Rawlins Municipal/Harvey Field (Rawlins)	RWL	GA
30	Shively Field (Saratoga)	SAA	GA
31	Hot Springs County-Thermopolis Airport (Thermopolis)	THP	GA
32	Torrington Municipal Airport (Torrington)	TOR	GA
33	Phifer Airfield (Wheatland)	EAN	GA

Notes: P – Primary Commercial Service, N – Non-Hub Facility, GA – General Aviation

¹ NPIAS Role and Hub Type are same for both existing (2007) and 5-year federal forecast

² Worland is listed as a ‘GA’ airport in the NPIAS, but currently has scheduled airline service and is recognized by WYDOT as a Commercial Service Airport

Source: FAA NPIAS Report (2007-2011)



All of the Commercial Service Airports in Wyoming (with the exception of Worland) are recognized by the FAA as primary, non-hub Commercial Service Airports, meaning they enplane at least 10,000 passengers annually. Worland is recognized by the FAA as a GA facility because enplanements, at the time of data gathering (2005) for the 2007 NPIAS report, were below 2,500. As of Calendar Year 2006 (CY06), the FAA's Air Carrier Activity Information System (ACAIS) shows Worland with 2,616 enplanements qualifying the airport as a non-primary Commercial Service Airport. Update of the 2008 NPIAS should reflect this change. Worland currently has scheduled airline service and is recognized by Aeronautics as a Commercial Service Airport.

Of the 40 Wyoming publicly owned airports, seven GA Airports are not included in the 2007-2011 FAA NPIAS Report and are listed in **Table 2-2**. Although not included in the NPIAS, the Wyoming Department of Transportation considers these publicly-owned airports significant to the Wyoming Aviation System; they are therefore included in the Wyoming Aviation System.

Table 2-2
Wyoming Aviation System - Non-NPIAS Airports

#	Airport Name (Associated City)	FAA Identifier	NPIAS
1	Cokeville Municipal Airport (Cokeville)	U06	Non-NPIAS
2	Thomas Memorial Airport (Glendo) (non-paved)	76V	Non-NPIAS
3	Green River Intergalactic Spaceport (Green River) (non-paved)	48U	Non-NPIAS
4	Camp Guernsey Army Airfield (Camp Guernsey)	7V6	Non-NPIAS
5	Medicine Bow Airport (Medicine Bow) (non-paved)	80V	Non-NPIAS
6	Shoshoni Municipal Airport (Shoshoni) (non-paved)	49U	Non-NPIAS
7	Upton Municipal Airport (Upton) (non-paved)	83V	Non-NPIAS

Note: Although not in the NPIAS, these airports are still assigned an FAA identifier

Source: WYDOT and FAA NPIAS Report (2007–2011)

2.2 Airport Classification Considerations For Wyoming

In most states, the State Aviation System Plan is the mechanism used by state agencies to classify the airports in a separate yet complementary fashion to the federal system. This state-level classification is necessary in order to define a level of service and facilities needed to support an individual airport's functional role to serve the greater needs of the state's aviation system. Commonly, airports are classified and defined by the following parameters known to characterize all airports, whether small or large:

- 'Functional' capability (physical and operational aspects)
- 'Service level role' (ability to accommodate various users)
- 'Impact' (level of national, state, regional or local significance)



The FAA NPIAS was used as a guide for developing the proposed Wyoming airport classification system. For Commercial Service Airports, the NPIAS establishes enplanement thresholds between ‘primary’ and ‘non-primary’ status, which corresponds to FAA funding programs and participation levels established by Congress. None of the existing Commercial Service Airports in Wyoming currently qualify for ‘hub’ status. For GA Airports, the NPIAS defines some categories of facilities not applicable to Wyoming airports – i.e. no reliever airports exist in Wyoming.

The following was considered by the Task Force in developing the new airport classification system:

- With 40 publicly owned airports in Wyoming, the classification system shouldn’t be too extensive or complex.
- The classification system should identify how the airports are functioning today, what facilities and services they currently have available, what types of aircraft they can accommodate and what role are they currently fulfilling.
- The classification system should follow the FAA classification system when appropriate.
- The classification system should correlate to FAA airport design standards, and use the FAA’s Airport Reference Code (ARC) system for planning purposes.
- Classification of the airports should consider the economic attributes of the region each airport serves and the potential role each airport serves to meet the long-term needs of that region.

2.3 New Wyoming Airport Classification System

Review and analysis of the state’s airports, demographics and additional data presented in **Chapter 3** revealed a general division between Commercial Service and GA Airports. It was determined that a new classification or division between the existing Commercial Service Airports would only complicate the classification system and not be very meaningful. Further, it was determined that for safety and economic reasons, all Commercial Service Airports in the state should have similar, minimum facilities regardless of number of enplanements they currently experience. These airports are to be developed to contribute significantly to the economy of the region and should be business friendly. Therefore, the Commercial Service Airports in the state will continue to be classified as Commercial Service Airports.

The remaining GA Airports in the state experience large differences in facilities and services, the types of aircraft they currently serve, and their geographic position in regards to major tourism areas, economic, and population centers. It was determined that three divisions of GA Airports were appropriate.



As such, four airport classifications were developed. One for Commercial Service Airports and three for GA Airports. The new classifications for the Wyoming Aviation System are as follows:

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

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

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

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

Table 2-3 defines the attributes associated with each of the new classification designations. These attributes become the basic functional distinctions in terms of the impact of the airport, the facilities and services offered, users intended to be served and geographical significance.

Table 2-3
Classification Attributes

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

Source: Task Force/WYDOT Aeronautics



Each of the airports in Wyoming has been assigned a classification according to this new classification system and is presented in **Table 2-4**. In areas experiencing an increase in demand for airport facilities due to population increases, increase business activity or special circumstances, a future change in classification has been assigned. When the airport or region experiences an increase in the demand, then a change of classification should be considered. The classification of airports should be reviewed periodically and adjusted when and where appropriate. **Figure 2-2** depicts a statewide map color coding airports by their new classification.

Table 2-4
Wyoming Airport Classification System

Airport	WYDOT Classification	WYDOT Classification (Future)
Casper	Commercial	Commercial
Cheyenne	Commercial	Commercial
Cody	Commercial	Commercial
Gillette	Commercial	Commercial
Jackson	Commercial	Commercial
Laramie	Commercial	Commercial
Riverton	Commercial	Commercial
Rock Springs	Commercial	Commercial
Sheridan	Commercial	Commercial
Worland	Commercial	Commercial
Afton	Business	Business
Douglas	Business	Business
Evanston	Business	Business
Greybull	Business	Business
Pinedale	Business	Business
Saratoga	Business	Business
Big Piney	Intermediate	Intermediate
Buffalo	Intermediate	Intermediate
Guernsey	Intermediate	Intermediate
Kemmerer ↑	Intermediate	Business
Lander	Intermediate	Intermediate
Newcastle	Intermediate	Intermediate
Powell	Intermediate	Intermediate
Rawlins ↑	Intermediate	Business
Torrington	Intermediate	Intermediate
Wheatland	Intermediate	Intermediate

Table 2-4 (Continued)
Wyoming Airport Classification System

Airport	WYDOT Classification	WYDOT Classification (Future)
Cokeville	Local	Local
Cowley	Local	Local
Dixon	Local	Local
Dubois ↑	Local	Intermediate
Fort Bridger	Local	Local
Glendo (non-paved)	Local	Local
Green River (non-paved)	Local	Local
Hulett ↑	Local	Intermediate
Lusk	Local	Local
Medicine Bow (non-paved)	Local	Local
Pine Bluffs	Local	Local
Shoshoni (non-paved)	Local	Local
Thermopolis	Local	Local
Upton (non-paved)	Local	Local
Notes: ↑ Indicates a future change in WYDOT airport classification Thermopolis information for proposed new airport		

Source: Wyoming Airport Classification per Aeronautics and Task Force input

In total, four airports are planned to change classification in the future, two of these being Local to Intermediate Airports with the remaining two changing from Intermediate to Business.

Throughout the remainder of this study, the airports are listed by their new classification in alphabetical order starting with Commercial Service, Business, and Intermediate and followed by Local Airports.

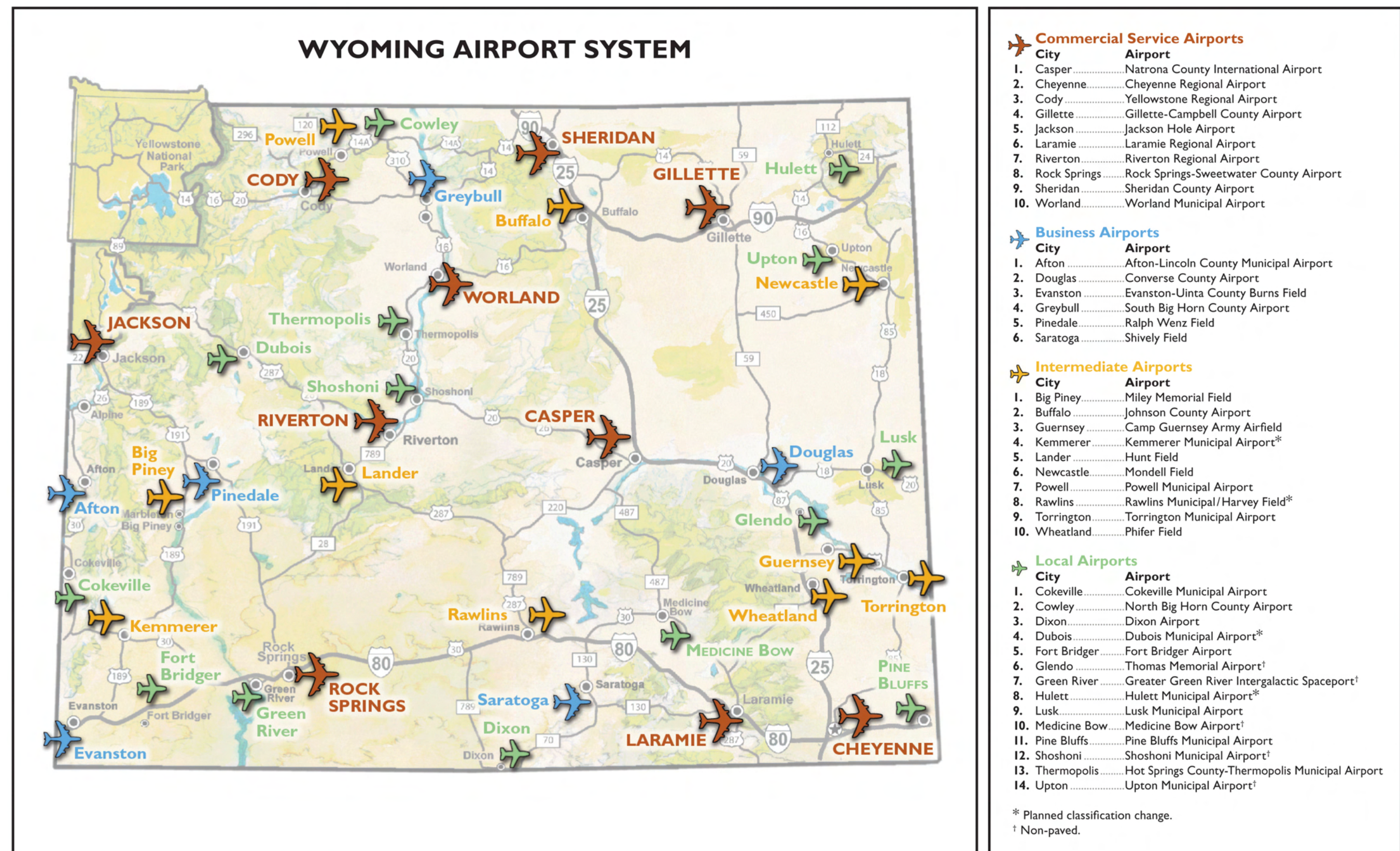


Figure 2-2 – New Wyoming Department of Transportation Aviation System Map

3.0 Inventory

Inventory collection plays a pivotal role in helping to identify facility and service needs at an airport. Inventory data collected for this study includes state economic and demographic data, airport infrastructure, airport activity and services and airport administration data.

Data were collected for the inventory through an electronic survey which was sent to all 40 airports in the Wyoming Aviation System. These surveys were returned via email or regular mail. Follow up phone calls were made to collect additional information from airport sponsors.

Data were also collected from the US Census Bureau, Wyoming Department of Administration and Information (A&I), Wyoming Economic Analysis Division, Wyoming Department of Revenue, past WYDOT forecasting studies, 2007 WYDOT Design Standards Documents, FAA 5010 Forms and on record Airport Layout Plans. Site visits were also conducted at each airport.

3.1 Economic Centers

Typically, major economic centers occur within larger cities with larger populations and greater number of employers. However, smaller communities can also be major economic contributors due to seasonal variations in populations and spending cycles generally experienced in areas of tourism. Unique factors, such as mining in Wyoming, can also define economic centers. Ultimately however, money spent and earned within a community or area is what drives the economy of that area and helps define an economic center.

It is important to geographically locate airports within close proximity to major economic centers in an effort to provide the necessary infrastructure to support and potentially enhance the economic activity of the area or region. It is also important to understand what is driving the economy of these areas in an effort to provide adequate and appropriately sized facilities.

3.1.1 Wyoming's Population Distribution

The Wyoming Department of Administration and Information, Economic Analysis Division (Wyoming Department of A&I) publishes a report entitled, "Equality State Almanac." According to this report, around 1900, the entire state had a population of 92,531 and 50 years ago, the population was just shy of 300,000. Births in Wyoming have continually been greater than the death rate; net migration to the state has also increased resulting in annual population increases. The latest data available from the Wyoming Department of A&I based on data obtained from the US Census Bureau, shows that the state's population forecast for 2008 is 528,900. The distribution of Wyoming's population and the 2020 forecast is shown in **Table 3-1**.



Table 3-1
State/County/Major City Populations: 2000 Census, 2008 and 2020 Forecast

Area Names	Population			Change from 2008-2020	
	2000 Census	2008	2020	Number	Percent
Total State Population	493,782	528,900	579,090	50,190	9.5%
Albany County	32,014	31,200	31,640	440	1.4%
Laramie	27,171	26,334	26,705	371	1.4%
Big Horn County	11,461	11,590	11,920	330	2.8%
Basin	560	588	605	17	2.8%
Cowley	1,815	1,808	1,860	51	2.8%
Greybull	2,361	2,355	2,422	67	2.8%
Campbell County	33,698	41,040	52,630	11,590	28.2%
Gillette	20,271	24,822	31,832	7,010	28.2%
Wright	1,347	1,591	2,041	449	28.2%
Carbon County	15,639	15,560	15,440	-120	-0.8%
Dixon	79	81	81	-1	-0.8%
Medicine Bow	274	272	269	-2	-0.8%
Rawlins	9,006	8,816	8,748	-68	-0.8%
Saratoga	1,726	1,741	1,727	-13	-0.8%
Converse County	12,052	13,160	14,240	1,080	8.2%
Douglas	5,295	5,766	6,239	473	8.2%
Glenrock	2,242	2,431	2,630	199	8.2%
Crook County	5,887	6,380	6,950	570	8.9%
Hulett	408	440	479	39	8.9%
Sundance	1,161	1,242	1,353	111	8.9%
Fremont County	35,804	37,640	39,880	2,240	6.0%
Dubois	964	1,021	1,082	61	6.0%
Lander	6,890	7,154	7,580	426	6.0%
Riverton	9,259	9,760	10,340	581	6.0%
Shoshoni	635	682	723	41	6.0%
Goshen County	12,538	12,330	12,250	-80	-0.6%
Torrington	5,776	5,612	5,576	-36	-0.6%
Hot Springs County	4,882	4,550	4,200	-350	-7.7%
Thermopolis	3,172	2,932	2,706	-226	-7.7%
Johnson County	7,075	8,400	10,350	1,950	23.2%
Buffalo	3,902	4,666	5,749	1,083	23.2%
Laramie County	81,607	87,370	94,290	6,920	7.9%
Cheyenne	53,192	56,829	61,330	4,501	7.9%
Pine Bluffs	1,153	1,214	1,310	96	7.9%
Lincoln County	14,573	17,210	21,070	3,860	22.4%
Afton	1,846	2,037	2,493	457	22.4%
Cokeville	506	552	676	124	22.4%
Kemmerer	2,651	2,871	3,515	644	22.4%

Table 3-1 (Continued)
State/County/Major City Populations: 2000 Census, 2008 and 2020 Forecast

Area Names	Population			Change from 2008-2020	
	2000 Census	2008	2020	Number	Percent
Natrona County	66,533	72,770	81,320	8,550	11.7%
Casper	49,737	54,079	60,433	6,354	11.7%
Evansville	2,255	2,443	2,730	287	11.7%
Mills	2,632	3,023	3,379	355	11.7%
Niobrara County	2,407	2,230	2,000	-230	-10.3%
Lusk	1,447	1,322	1,185	-136	-10.3%
Park County	25,786	27,330	28,220	890	3.3%
Cody	8,885	9,355	9,660	305	3.3%
Powell	5,340	5,456	5,634	178	3.3%
Platte County	8,807	8,600	8,220	-380	-4.4%
Glendo	229	227	217	-10	-4.4%
Guernsey	1,147	1,116	1,066	-49	-4.4%
Wheatland	3,549	3,465	3,312	-153	-4.4%
Sheridan County	26,560	28,310	30,730	2,420	8.5%
Sheridan	15,872	16,861	18,303	1,441	8.5%
Sublette County	5,920	8,070	12,320	4,250	52.7%
Big Piney	408	542	828	286	52.7%
Marbleton	720	962	1,469	507	52.7%
Pinedale	1,402	1,903	2,905	1,002	52.7%
Sweetwater County	37,613	40,260	43,990	3,730	9.3%
Green River	11,808	12,561	13,725	1,164	9.3%
Rock Springs	18,649	19,952	21,801	1,849	9.3%
Teton County	18,251	19,790	22,340	2,550	12.9%
Jackson	8,647	9,360	10,566	1,206	12.9%
Uinta County	19,742	20,520	21,180	660	3.2%
Evanston	11,472	11,820	12,200	380	3.2%
Lyman	1,938	1,999	2,063	64	3.2%
Mountain View	1,153	1,200	1,239	39	3.2%
Washakie County	8,289	7,850	7,340	-510	-6.5%
Worland	5,250	4,929	4,609	-320	-6.5%
Weston County	6,644	6,740	6,570	-170	-2.5%
Newcastle	3,248	3,270	3,188	-82	-2.5%
Upton	872	874	852	-22	-2.5%
Wind River Reservation	23,250	24,442	25,897	1,455	6.0%

Notes:

1. 2000 State, County and City populations are 2000 Census Data with Official Revisions
2. 2008/2020 are forecasts developed based on trends of demographic and economic variables
3. City populations forecasts calculated by applying place/county ratios

Source: WY Department of Administration and Information, WY Economic Analysis Division and WY Department of Revenue, December 2006 (latest data available)



Sixteen counties in Wyoming are estimated to have experienced population growth in the past eight years, and seven are estimated to have declined over the period 2000 to 2008 resulting in a net population increase in Wyoming of 7.1%. This represents a net increase in total population of 35,118 residents over the eight years. Counties within Wyoming with the greatest actual increase in population (over 3,000 residents) include Campbell (11,590), Natrona (8,550), Laramie (6,920), Sublette (4,250), Lincoln (3,860), and Sweetwater (3,730). Those experiencing increases between 1,000-2,000 individuals include Teton (2,550), Sheridan (2,420), Fremont (2,240), Johnson (1,950), and Converse (1,080).

From this data, it is interesting to note that the total state population of Wyoming is forecast to increase by over 50,000 residents by the year 2020. In addition, Campbell County is forecast to grow by over 11,500 residents over the same period, representing the largest number increase in the state. The county with the greatest percentage increase is Sublette County forecast to experience growth of over 50%, more than doubling in size from the 2000 census.

It is estimated that approximately 32% of Wyoming's population lives in rural areas. Located in Laramie and Natrona Counties respectively, Cheyenne and Casper are the only two communities in Wyoming with population estimates over 50,000 residents. These two cities account for approximately 31% of Wyoming's incorporated population. Laramie and Gillette have populations over 20,000, and Rock Springs, Sheridan, Green River, and Evanston have populations over 10,000. Combined, these communities account for approximately 62% of Wyoming's total population.

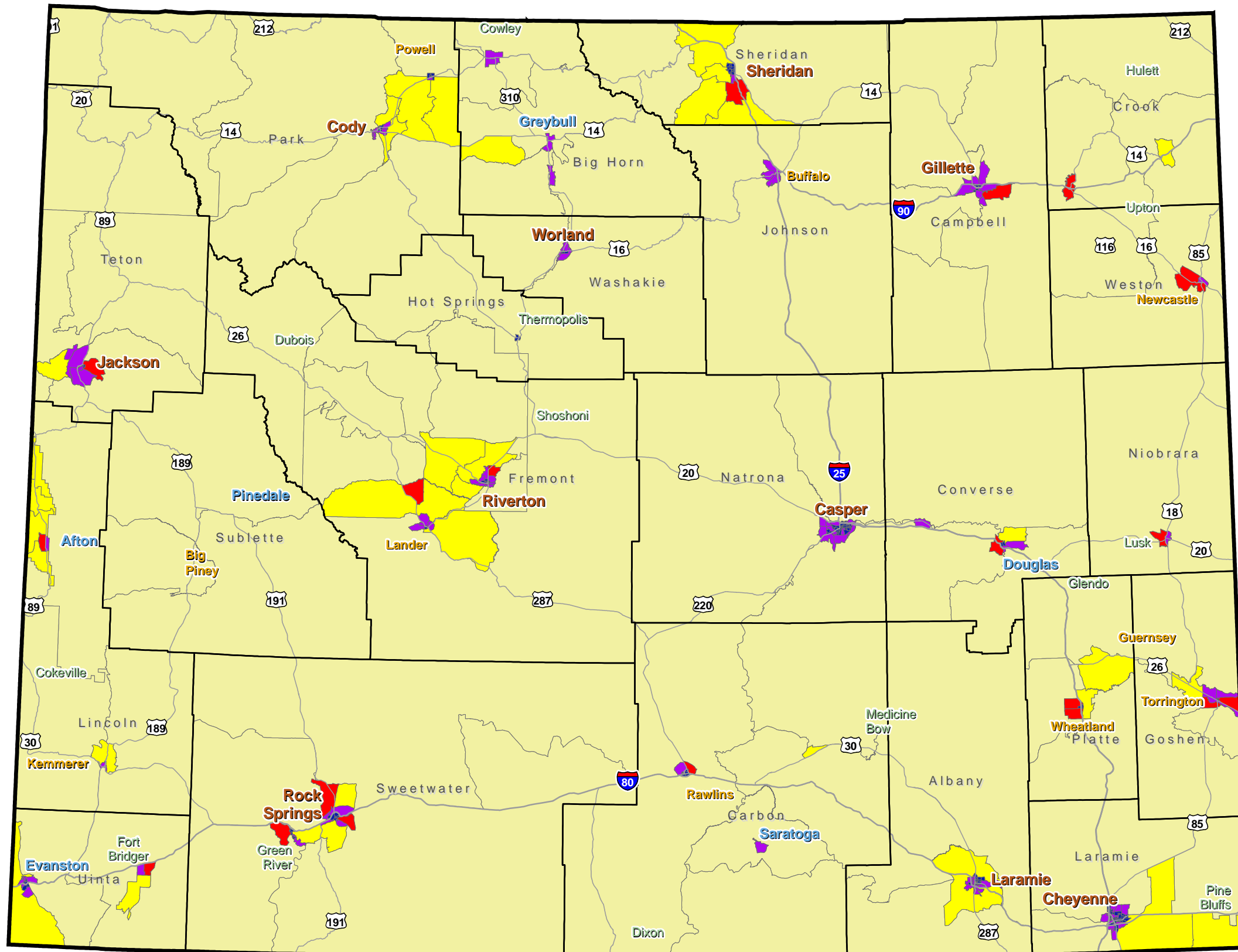
Data obtained from the 2000 Census is reported to a block level in incorporated areas. In rural areas, the population data points are spread throughout the county. This level of distribution is not available for the 2008 projections. However, because much of the increase in population is estimated to occur in incorporated areas, the population density is estimated to remain relatively constant with only minor fluctuations. Therefore, population density (data points) from the 2000 Census data has been used for mapping purposes. **Figure 3-1** depicts the 2000 population density for Wyoming.

3.1.2 Unique Wyoming Factors (Natural Resources)

According to a report published by the Economic Analysis Division of Wyoming (EAD) entitled, "Ten Year Outlook Wyoming Economic and Demographic Forecast" and dated August, 2007, Wyoming's economic indicators exceed many of the national averages. A major source of the economic prominence in Wyoming is the national demand for natural resources. According to the EAD report, "the mining industry contributed approximately one third of both the state's total earnings growth and job growth".

The State of Wyoming has been mined for natural resources for over 120 years. The major sources of natural resources include oil, gas and coal. According to data obtained from the Petroleum Association of Wyoming, during 2006, 20 of the 23 counties in Wyoming are producing crude oil or natural gas. Wells drilled in 2006 totaled 3,246 with 5.1% locating oil and 92.8% locating gas. These wells were drilled in proven areas in the state. There were an additional 38 wildcat wells (wells drilled in unproven areas) with 58% finding oil or gas. This gives some glimmer of the estimated reserves of the natural resources yet untapped.





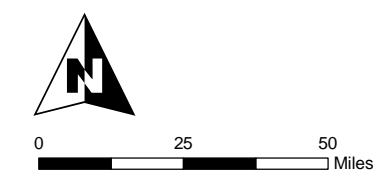
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Population (2000) per Sq Mile

- 0.1 - 5
- 5 - 50
- 50 - 100
- 100 - 1000
- 1000 - 61000

Road Classification

- Interstates
- Highways



Source: Census 2000, ESRI, SEH, WYGISC Digital WY Atlas, WY Dept of A&I

Figure 3-I - Population Density 2000

In 2006, the leading producers of crude oil were Campbell, Park and Sublette Counties. The leading county producers of natural gas were Sublette, Campbell, and Sweetwater. The petroleum industry in Wyoming directly employs approximately 20,000 people with an annual payroll of over \$1.0 billion. **Figure 3-2** depicts the energy resources and their approximate value in the State of Wyoming.

3.1.3 Estimated Taxable Retail Sales

In an effort to define major economic centers in Wyoming, consultation with the Wyoming Department of A&I, Economic Analysis Division and the Wyoming Department of Revenue was conducted. Taxable retail sales are an indicator of where money is being spent and help define major economic centers. Using information provided by these departments, estimated taxable retail sales by county and incorporated city/town were compiled. The top Economic Centers have fluctuated some but have not significantly changed from fiscal year 2000 through 2007. **Table 3-2** shows the estimated taxable retail sales for the top 50 city/towns in Wyoming and their respective county for fiscal year 2007 (July 1, 2006 - June 30, 2007). **Figure 3-3** graphically depicts estimated taxable retail Sales.

Table 3-2
Estimated Taxable Retail Sales (FY 2007)

City/Town	County	Estimated Taxable Retail Sales
Gillette	Campbell	\$1,687,601,314
Casper	Natrona	\$1,497,513,660
Rock Springs	Sweetwater	\$919,131,433
Cheyenne	Laramie	\$789,073,317
Green River	Sweetwater	\$580,131,717
Pinedale	Sublette	\$456,317,100
Jackson	Teton	\$394,106,767
Laramie	Albany	\$375,193,050
Rawlins	Carbon	\$326,792,050
Sheridan	Sheridan	\$287,033,717
Evanston	Uinta	\$251,664,200
Marbleton	Sublette	\$232,682,925
Cody	Park	\$205,739,550
Riverton	Fremont	\$202,162,925
Buffalo	Johnson	\$184,632,960
Lander	Fremont	\$149,114,150
Douglas	Converse	\$147,985,360
Big Piney	Sublette	\$131,853,650
Powell	Park	\$125,120,375
Kemmerer	Lincoln	\$121,761,800
Wright	Campbell	\$112,323,295
Afton	Lincoln	\$83,501,675
Worland	Washakie	\$79,483,380

Table 3-2 (Continued)
Estimated Taxable Retail Sales (FY 2007)

City/Town	County	Estimated Taxable Retail Sales
Mills	Natrona	\$78,157,640
Evansville	Natrona	\$68,022,200
Thermopolis	Hot Springs	\$67,131,600
Star Valley Ranch	Lincoln	\$66,415,475
Saratoga	Carbon	\$62,629,700
Glenrock	Converse	\$62,434,820
Torrington	Goshen	\$61,719,020
Wheatland	Platte	\$59,310,440
Newcastle	Weston	\$55,671,580
Lyman	Uinta	\$42,385,100
Lovell	Big Horn	\$33,581,600
Diamondville	Lincoln	\$32,886,250
Hanna	Carbon	\$31,677,717
Bar Nunn	Natrona	\$28,234,500
Greybull	Big Horn	\$25,815,580
Alpine	Lincoln	\$25,261,775
Mountain View	Uinta	\$25,216,720
Cokeville	Lincoln	\$23,015,850
Lusk	Niobrara	\$21,956,167
Dubois	Fremont	\$20,932,875
La Barge	Lincoln	\$19,796,050
Guernsey	Platte	\$19,173,920
Basin	Big Horn	\$17,608,640
Pine Bluffs	Laramie	\$17,162,500
Sundance	Crook	\$16,682,950
Upton	Weston	\$14,941,720
Teton Village	Teton	\$14,666,350

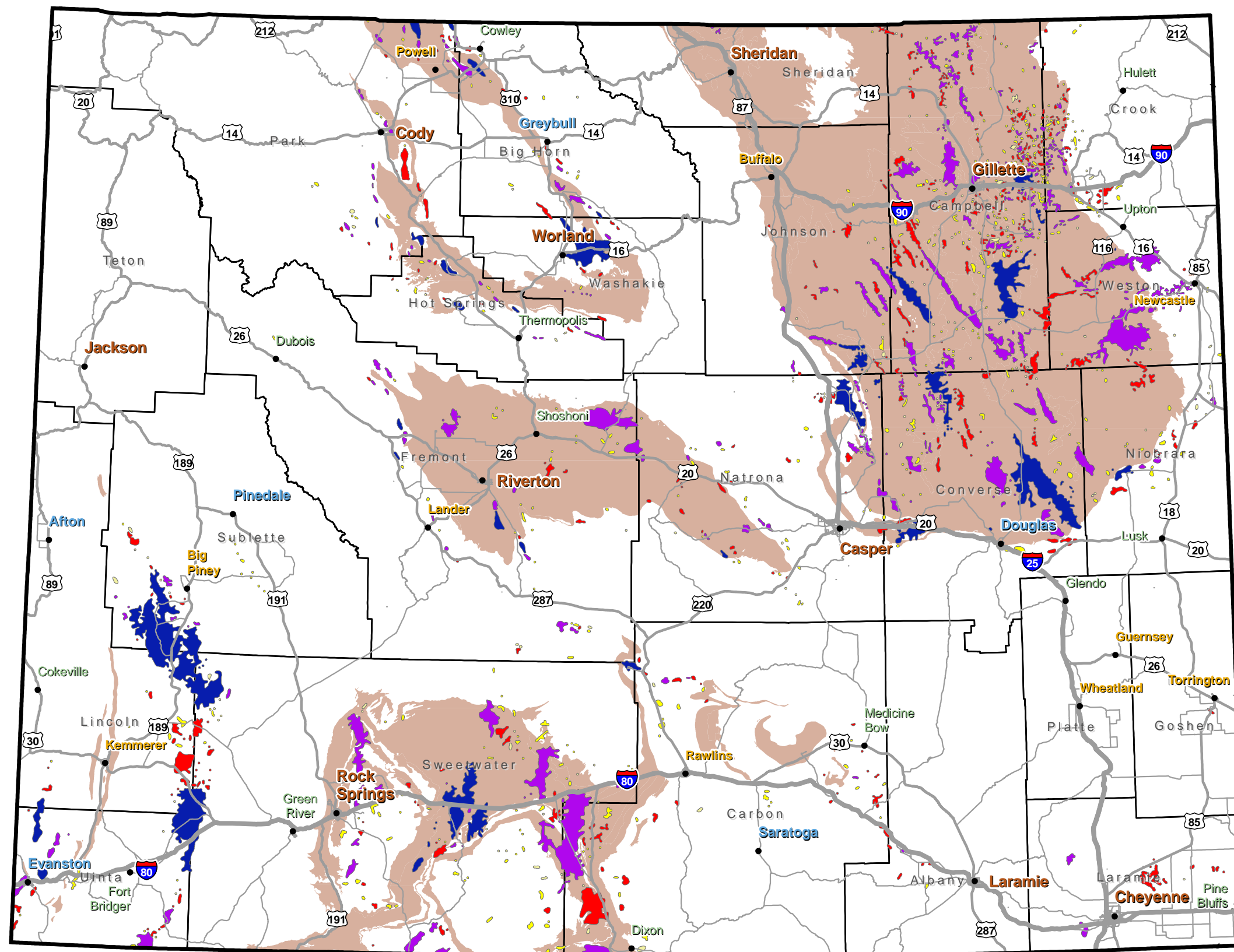
Source: WY Department of Revenue, Administrative Services Division

3.2 Wyoming Airports Locations, Sponsorship and Classification

Airports may be sponsored by many different entities but typically cities, towns, and/or counties are the sponsors. City sponsorship accounts for 24 airport sponsors in the Wyoming Aviation System while counties and city/county sponsorship assume the remainder.

Table 3-7 at the end of this chapter lists each of the 40 publicly owned airports included in the Wyoming State System Plan and the *Wyoming Statewide Inventory and Implementation Plan*. For each airport, the associated city, county, economic region and type of sponsor ownership is referenced.





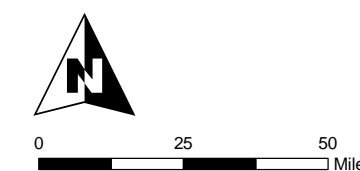
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Oil and Gas Fields: Value

- Less than \$1M
- \$1M - \$10M
- \$10M - \$100M
- \$100M - \$1000M
- More than \$1000M
- Coal

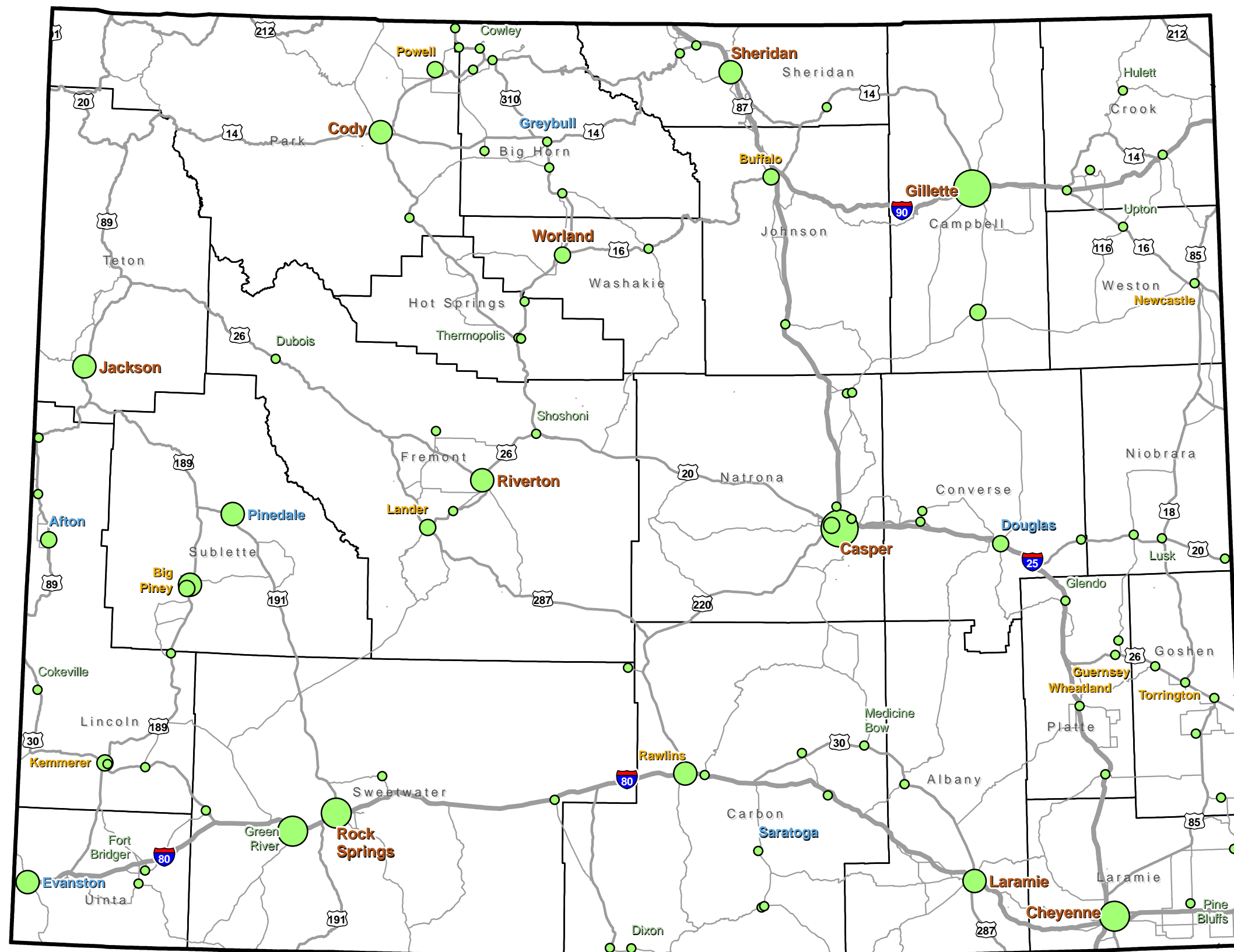
Road Classification

- Interstates
- Highways
- Secondary Roads



Source: Census 2000, ESRI, SEH, WYGISC Digital WY Atlas, WY Dept of A&I

Figure 3-2 - Energy Resources



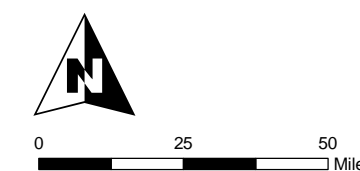
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Estimated Taxable Retail Sales

- Less than \$75M
- \$75M - \$200M
- \$200M - \$500M
- \$500M - \$1000M
- More than \$1000M

Road Classification

- Interstates
- Highways
- Secondary Roads



Source: Census 2000, ESRI, SEH, WYGISC Digital WY Atlas, WY Dept of A&I



Figure 3-3 - Estimated Taxable Retail Sales

3.3 Airside Airport Facilities

3.3.1 Airport Reference Code

The FAA defines the design standards by the type of traffic airports experience or are designed to accommodate. Each airport is assigned an Airport Reference Code (ARC) which is used to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the airport. According to the FAA's Advisory Circular (AC) 150/5300-13, Airport Design, the ARC is based on two aircraft components: approach speed and wingspan or tail height.

Aircraft approach speeds are categorized into five Approach Categories, and wingspans and tail heights are divided into six Airplane Design Groups (ADG). The Approach Categories and ADG are described in **Tables 3-3** and **3-4**.

Table 3-3
FAA Aircraft Approach Category

Category	Description
Category A	Approach speed less than 91 knots
Category B	Approach speed 91 knots or more but less than 121 knots
Category C	Approach speeds 121 knots or more but less than 141 knots
Category D	Approach speeds of 141 knots or more but less than 166 knots
Category E	Approach speeds of 166 knots or more

Table 3-4
FAA Airplane Design Group

Airplane Design Group	Description	
	Wing Span	Tail Height
Group I	Up to but not including 49 feet	Up to but not including 20 feet
Group II	49 feet up to but not including 79 feet	20 feet up to but not including 30 feet
Group III	79 feet up to but not including 118 feet	30 feet up to but not including 45 feet
Group IV	118 feet up to but not including 171 feet	45 feet up to but not including 60 feet
Group V	171 feet up to but not including 214 feet	60 feet up to but not including 66 feet
Group VI	214 feet up to but not including 262 feet	66 feet up to but not including 80 feet

The airport design criteria and dimensional standards for airport facilities are based on the Approach Category and ADG of the most demanding aircraft with approximately 500 annual operations currently using or forecasted to use the airport. The type of approaches offered at the airport such as visual, non-precision instrument and precision instrument, also affect design criteria.

Table 3-5 lists popular civilian aircraft models within the commercial and general aviation fleet broken-out using the FAA ARC system. Although the majority of the civilian fleet consist of ARC Category A piston aircraft, ARC Categories B and C aircraft are the fastest growing segment of the fleet according to the FAA Aerospace Forecast for Fiscal Years 2007-2020.

Table 3-5
Representative Aircraft and Associated ARC

ARC A (Piston Aircraft)	ARC B (Piston/Turboprop/Jets)	ARC C/D (Jets)
Single-Engine (Piston) Cessna (150/172/177/182/206/208) Beech Sierra Beech Bonanza (V35/A36) Beech Baron (B-55/E55) Mooney (M-Series) Piper Cherokee/Arrow Piper Lance/6 Piper Comanche Piper Saratoga Piper Cub Bellanca Rockwell (1100 Series) Taylorcraft Aeronca Maule Husky Mitsubishi (MU-2N) Marquis	Twin-Piston (ARC B-I) Beech (B-58 Series) Beech (Duke B60) Cessna 404 (Titan) Beech (King Air B100) Cessna 414 (Chancellor) Cessna 402 (Businessliner) Cessna 421 (Golden Eagle) Piper PA-30-310 (Navajo) Piper PA-60-602P (Aerostar) Turbo-Prop Piper PA-42 Cheyenne III Beechcraft King Air 200 ARC B-II +10 Passengers Beechcraft (B300/350) Cessna 425 Conquest II Beech Airliner 1900 DH2 Dash 8-200 Small-Cabin Business Jets Lear (28/29) Dassault (Falcon 10) Rockwell (Sabre 40/60) Cessna Citation 550/560 Raytheon/ Hawker 800XP/1000 Dassault Falcon 20/50 Dassault Falcon 900/900EX Westwind Astra SP/SPX	Medium-Cabin Business Jets (ARC C) Cessna 650/680/750 Series Learjet 24/25/54/55/56 IAI 1122 Jet Commander IAI 1124 Westwind I/II Gulfstream Galaxy Rockwell Sabre 75A Large-Cabin Business Jets (ARC C) Challenger 600/604 Gulfstream G-III Learjet 45/60 Raytheon/Hawker 600/700 Raytheon/Hawker 2000/2000EX Ultra Large-Cabin Business Jets (ARC D) Bombardier Global Express Gulfstream II/IV Narrow-Body Commercial Transport Jets (ARC C) Canadair Regional Jet (CRJ) Canadair Regional Jet (CRJ) 700 EMB 135/146 RJ Boeing 727/737 Series Boeing 757/767 Series MD DC-9/MD 80 Series Airbus 318/319/320/321 Airbus 300 Series Wide-Body Commercial Transport Jets (ARC D) Boeing 747/777 Airbus 330/340/380

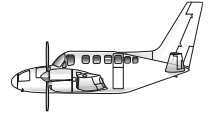
Source: FAA A/C 150-5300-13, Appendix 13, Jane's All the World's Aircraft (2004-2005)

For comparison purposes, the following depicts general aviation and commercial service aircraft representative of various ARC categories:

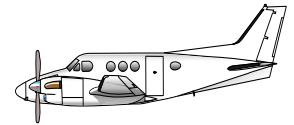
ARC A-I to B-I
Single-Engine Piston
Cessna 210 Centurion
38' Wingspan/32' Length



ARC B-I to B-II
Light Twin-Piston
Cessna 401 Businessliner
42' Wingspan/36' Length



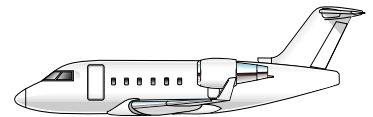
ARC B-II (10+ passengers)
Twin-Turboprop
Beechcraft King Air Model
50' Wingspan/40' Length



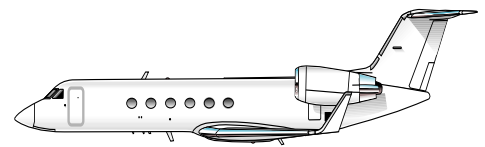
ARC B-II
Small-Cabin Business Jet
Cessna Citation 550 Series
54' Wingspan/56' Length



ARC C-II
Medium/Large-Cabin Jet
Challenger 600 Series
65' Wingspan/70' Length



ARC D-II/D-III
Ultra Large-Cabin Jet
Gulfstream 400/500 Series
95' Wingspan/97' Length



ARC C-IV
Narrow-Body Transport
Boeing-757
125' Wingspan/155' Length



The ARC for each airport was obtained from the approved Airport Layout Plan (ALP) on file with Aeronautics. Most airports are not constructed or designed to accommodate only A-I or B-I type aircraft. The minimal design criterion is typically B-II, as is evident when reviewing the ARC's for the Wyoming public airports. In addition, Commercial Service Airports are typically used by larger commercial service and business aircraft users. Therefore, these commercial service facilities are designed to accommodate larger and more complex aviation aircraft and have greater separation standards, longer runways, more sophisticated navigational aids, larger safety areas, greater pavement strengths, etc.

The classification and ARC of each airport is listed in **Table 3-8**.

3.3.2 Runway Facilities

Generally, the Commercial Service Airports have greater runway lengths and widths along with facilities able to accommodate larger aircraft types. When possible, Commercial Service Airports are expanded to accommodate the performance characteristics of the most demanding aircraft operating or planned to operate at the airport. This is also true of GA airports. However, funding, environmental issues, land constraints and public influence can limit the size of a facility to something less than demand would dictate.

Runway facilities for all airports are listed in **Table 3-9**.

3.3.2.1 Wind Coverage

Prevailing wind is a major factor influencing the orientation of runways. Wind conditions affect all aircraft to some degree. Generally, the smaller the aircraft, the more it is affected by wind. Therefore, orienting the runway such that it is aligned with the prevailing wind the greatest percentage of time, adds substantially to the safety and usefulness of an airport.

The crosswind component of wind direction and velocity is defined as the resultant vector which acts at a right angle to the runway centerline, and is equal to the wind velocity multiplied by the sine of the angle between the wind direction and the runway direction. Wind coverage is defined as the percentage of time that crosswind components are below an acceptable velocity. The most desirable runway orientation based on wind is one that has the greatest percentage of wind coverage. The minimum recommended wind coverage for an airport is 95%. The 95% coverage is computed on the basis of the crosswind not exceeding 10.5 knots for ARC A-I and B-I, 13 knots for ARC A-II and B-II, 16 knots for ARC A-III, B-III, and C-I through D-III, and 20 knots for ARC A-IV through D-VI. Primary runway wind coverage based on the ARC for each classification for the 40 public-use Wyoming airports is listed in **Table 3-9**.

3.3.2.2 Runway Visual Aids

Precision Approach Path Indicators (PAPIs) or Vertical Approach Slope Indicators (VASIs) are also found at many airports and are included in **Table 3-9**. PAPIs and VASIs present a color-coded visual indication to the pilot of the approaching aircraft's position on the glide path. PAPIs or VASIs provide visual guidance only and are physically located at either one or both ends of a runway.

3.3.2.3 Runway Lighting

Runways can be marked with high intensity, medium intensity or low intensity runway lights. Taxiways are also lit with high, medium and low intensity taxiway lights. At airports without taxiway lights, reflectors are sometimes used to mark the edge of the taxiways. Approach lighting systems are used to provide visual lateral guidance to the runway. Different types of approach lighting systems include: Medium Intensity Approach Lighting System (MALS), Medium Intensity Approach Lighting System with Runway Alignment Indicators (MALSR), and Omni Directional Approach Lighting System (ODALS). The approach lighting systems found at each airport in the Wyoming Aviation System are listed in **Table 3-9**.

3.3.2.4 Runway Safety Areas

The runway safety area (RSA) of each runway is centered on the runway centerline with width and length determined by the ARC of that runway and approach visibility minimums. The Airport Design AC 150/5300-13 states that the RSA should be: cleared and graded; drained to prevent water accumulation; capable, when dry, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the passage of an aircraft; and free of objects except for those required due to their function, such as runway lights. The existence of full FAA required RSAs on each runway is included in **Table 3-9**.

3.3.2.5 Runway Protection Zone Ownership

Runway protection zones (RPZ) are located at the end of each runway. The Airport Design AC 150/5300-13 states that “the purpose of the RPZ is to protect the people and the property on the ground. Land uses prohibited from the RPZ are residences and places of public assembly including churches, schools, hospitals, etc.” In order to protect against incompatible land uses, many airports own the RPZ of each runway end in fee or easement. Those airports with fee or easement interest in all RPZs are identified in **Table 3-9**.

3.3.3 Taxiway Facilities

Taxiway facilities at each of the airports in the Wyoming Aviation System are included in **Table 3-9**. The taxiway type (full parallel, partial parallel, connector or none) is described for each runway at each airport. Also listed is each taxiway width and taxiway lighting. Taxiway lighting can include high, medium and low intensity lights. Reflectors are also used to mark the taxiway edge at smaller airports.

3.3.4 Pavement Condition Index

The Pavement Condition Index (PCI) is a measure of the condition of the existing pavements at an airport. The PCI analysis was completed by Aeronautics and is evaluated on a three year rotation cycle. The PCI rating is an average for all pavements on the airport. A rating of “Acceptable” signifies adequate pavement condition and a rating of “Not Acceptable” signifies pavements in need of replacement. PCI data is shown in **Table 3-9**.

3.3.5 Approaches

In order for an aircraft to land in inclement weather conditions, the FAA publishes instrument approach procedures to provide directional and/or vertical guidance to pilots. Instrument approach procedures provide operational reliability to an airport by allowing landings during inclement weather conditions, either obscured cloud ceiling and/or forward-looking visibility. At airports without instrument approaches, all approaches are completed visually without the assistance of instrument approach procedures and equipment.

Instrument approach procedures can be broken down into precision instrument or non-precision instrument approaches. Precision instrument approaches are those approaches that provide both vertical and horizontal guidance to the runway environment. An Instrument Landing System (ILS) is a common example of a precision approach. Airports with a non-precision approach have only directional guidance to the runway. Non-precision approaches can include any or a combination of the following types of approaches: localizer, RNAV/GPS (area navigation/global positioning system), RNAV/RNP (area navigation/required navigation), NDB (non-directional beacon) VOR/TVOR (VHF omni-directional range/terminal VHF omni-directional range).

Table 3-10 outlines the type of approach (visual, non-precision or precision) and approaches available at each airport in the Wyoming Aviation System.

3.3.6 Airport Visual Aids, Communications and Weather Reporting

Several visual aids are used at airports in order to help identify the airport and wind conditions. Rotating airport beacons help to identify the airport to pilots. Wind indicators point in the direction of the wind and aid pilots in determining the appropriate runway for landing and takeoff at non-towered airports. In order to provide the same information at night, wind indicators are often lighted. In order to better identify the location of a wind indicator, a segmented circle may be used.

Aircraft radios are used to communicate at airports. Some airports have Air Traffic Control Towers (ATCT) to enhance communication on and around the airfield. At airports with no ATCT, common traffic advisory frequencies (CTAFs) are often used to facilitate aircraft to aircraft and aircraft to ground communications.

Automated Weather Observation Systems (AWOS) or Automated Surface Observation Systems (ASOS) are often located at airports to help provide updated weather information to pilots operating on or near the airport. Both weather reporting systems provide the same type of information to pilots. This information typically includes: wind direction and speed, cloud coverage, visibility, temperature, and dew point. All ASOS and some AWOS have precipitation identification; some ASOS and AWOS have lighting detection capabilities as well. Generally, ASOS are federally owned and maintained while AWOS are typically owned by either the state or local airport sponsor. AWOSs and ASOSs can be connected to the National Weather System (NWS), providing a means for valuable weather information collected at the airport to be available to the non-flying public.



The airport visual aids, communications and weather reporting available at each airport is described in **Table 3-11**.

3.3.7 Ramp/Apron and Airport Security

Aircraft ramps/aprons are used to park or tie down aircraft and to provide space for aircraft fueling, loading and unloading. A designated helicopter pad may be located on a ramp/apron or it may also have a separate location on the airfield. In order to enhance safety and security, aircraft ramps and parking areas are often lighted.

Full perimeter airport fencing is also used to provide for a safe and secure environment at airports. There are various types of perimeter fencing including security fencing, wildlife fencing and field fencing.

Ramp/apron and security characteristics of each airport in the System are outlined in **Table 3-12**.

3.3.8 Hangars

Due to severe winter weather experienced in this region, many aircraft owners prefer to house their aircraft in hangars. Types of hangars commonly found on airports in Wyoming include box-type hangars as well as open and closed T-hangars. Hangar areas are often lighted to enhance safety and security.

Privately owned hangars at public airports are built on leased land. Land lease rates vary by airport. Some airports base the land lease rate on the lot size leased to the tenant while others base the rate on the actual footprint of the tenant's building.

Hangar waiting lists sometimes exist at airports with a high demand for hangar space. The number of hangars, the presence of hangar area lighting, hangar land lease rates, the percentage of based aircraft in hangars and the number of aircraft on a waiting list are listed in **Table 3-13**.

3.4 Landside Airport Facilities

3.4.1 Airport Access and Auto Parking

Airport vehicle access is provided through either paved or unpaved auto access roads. Some airports in Wyoming have auto access roads which are lighted to provide enhanced safety and security.

Paved auto parking is often provided at airports while some airports only provide unpaved auto parking. Most Wyoming airports do not charge a fee for parking, while some Commercial Service Airports do.

Table 3-14 lists the general landside facilities at the airports in the Wyoming Aviation System.

3.4.2 Commercial Terminal Building

All Commercial Service Airports in the Wyoming Aviation System have a commercial terminal building. These commercial terminal buildings vary in size and age.

Both covered and uncovered gates are used to move passengers to and from the terminal building and aircraft. Baggage claims at all the commercial terminal buildings in the System are covered.

Transportation Security Administration (TSA) rules require Commercial Service Airports to provide a secure passenger area for passengers who have been processed through security screening. Secure passenger area size and seating capacity vary, often depending on size of aircraft serving an airport.

Services available to passengers and other users of commercial terminal buildings vary among the Commercial Service Airports. Common public services available in commercial terminal buildings include restaurant, vending machines, restrooms, and telephones.

The characteristics of each commercial terminal building are shown in **Table 3-15**. Also listed are the services available in each commercial terminal building.

3.4.3 General Aviation Terminal Building

General Aviation terminal buildings are used to provide shelter and services to general aviation users of the airport. Some airports in the system have individual buildings designated as a GA terminal while others have a Fixed Based Operator (FBO) building that offers the services of a GA terminal.

Common public use facilities and services available in GA terminal buildings include pilot lounges, flight planning rooms, weather reporting displays, restaurants, vending machines, restrooms and telephones. These services along with building characteristics are listed in **Table 3-16**.

3.5 Activity

The following section is an inventory of the key activity levels currently reported at the 40 Wyoming publicly owned airports. The reported activity levels are a snapshot of operational activity. These activity levels are used to understand various factors and circumstances at individual airports, to compare airports against past trends and forecasted activity levels, and as a means of assessing the system-wide performance through a state-wide perspective.

Efforts were taken to validate and confirm all reported activity levels used for each airport in this study. However, it should be noted that those airports with an Air Traffic Control Tower (ATCT) are provided a more accurate means to count (report) traffic levels and specify various operational characteristics. At airports without control towers, the activity information is largely reliant on reports provided by the airport manager/sponsor based on their observations.

3.5.1 Wyoming Registered Aircraft and Pilots

Table 3-17 lists the number of FAA active registered pilots and registered aircraft by Wyoming Counties, with aircraft broken-out by piston, turbine and jet aircraft and others. FAA registered pilots in this table include all pilots who report Wyoming as their permanent mailing address on their pilot certificate. As such, military pilots or commercial airline pilots temporarily based or operating in Wyoming, but with a permanent mailing address in another state, are not included in these totals.

It is an FAA requirement for aircraft owners to register all aircraft. However, some pilots do not register and some register their aircraft in one county or state but base it in another. The reasons for this are often for tax benefits. For this reason, the total registered aircraft in a state rarely matches the actual number of based aircraft in a state.

3.5.2 Aircraft Operations

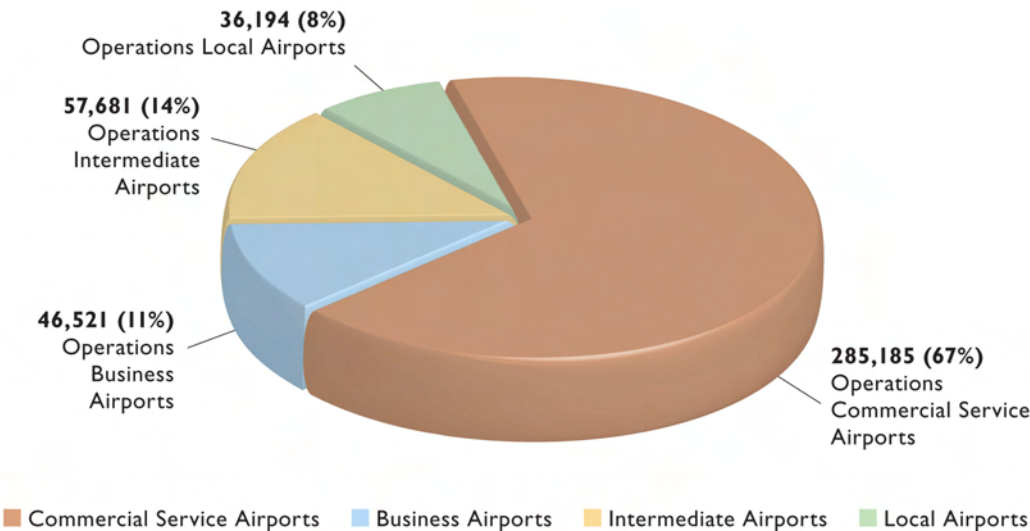
The number of annual operations at an airport can help to identify existing and future facility needs. An aircraft operation is defined as either a takeoff or a landing. Airports with an air traffic control tower provide the most accurate count of aircraft operations. It is difficult to assess the number of operations at airports without air traffic control towers. Estimates at these airports are based on a number of sources including historical data, the airport survey, FAA 5010 Forms and existing forecasts prepared by the Wyoming Department of Transportation.

Six types of aircraft operations are discussed in this study, *commercial* operations, *Air Taxi/Air Charter* operations, *GA local* operations, *GA itinerant* operations, and *military* operations. *Commercial* operations are operations of aircraft conducting scheduled commercial flights. *Air Taxi/Air Charter* operations are takeoffs and landings of aircraft with 60 or fewer seats conducted on non-scheduled or for-hire flights. *GA local* operations are civil aviation aircraft operating in the traffic pattern or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport. *GA itinerant* operations are civil aircraft operations other than local operations. Typically these are trips that depart from one airport and land at a different airport. These operations typically consist of business, charter, and recreational flights. *Military operations* represent takeoffs and landings by military aircraft.

Annual operation counts by type and at each airport reported for 2007 are listed in **Table 3-18**. Combined, the 40 system airports generate approximately 425,000 total annual aircraft operations, of which 393,289 operations are conducted by ‘civilian’ aircraft. In total, 299,956 (70%) operations are attributed to GA aircraft, with 95,920 (23%) operations associated with the transport of passengers and/or cargo, as identified by ‘air carrier’ and ‘air taxi’ operations.

The majority of aircraft operations (67%) in Wyoming occur at Commercial Service Airports, as shown below in **Chart 3-1**. These airports also account for 83% of the 26,595 military operations. Intermediate Airports account for 14% of aircraft operations followed by Business and Local Airports at 11% and 8% respectively.

Chart 3-1
Wyoming Aircraft Operations By Airport Classification



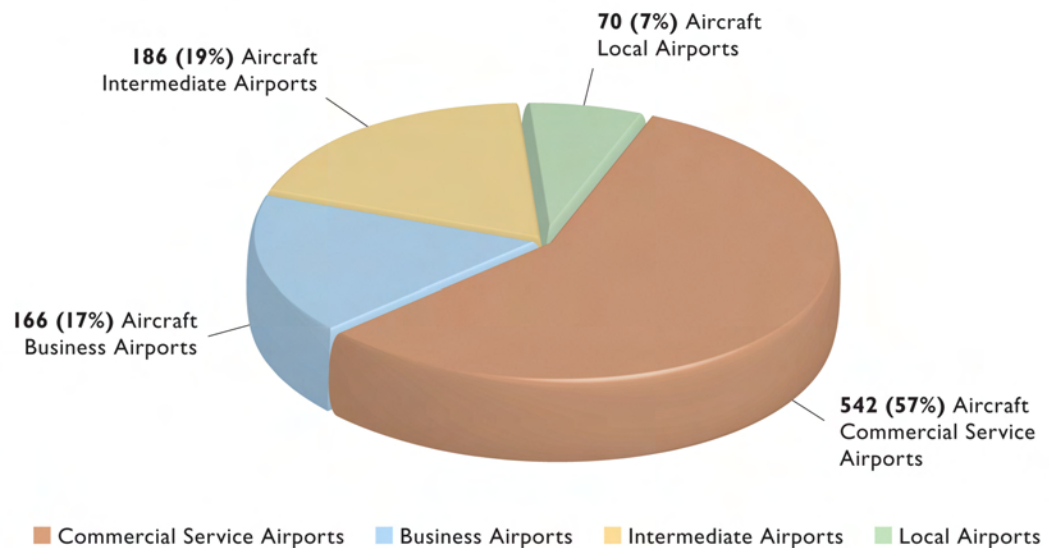
3.5.3 Based Aircraft

Based aircraft counts for each of the airports in the Wyoming Aviation System are included in **Table 3-19**. Based aircraft for each of the airports are divided into single engine, multi-engine, turbo prop and jet aircraft. Counts are also provided for helicopters, military and ‘other’ aircraft. Other aircraft include ultra lights and gliders.

Combined, the 40 airports base over 960 aircraft, of which 79% are single-engine aircraft, 18% are multi-engine (piston and turboprop), and 3% are business jets. A large majority of the multi-engine aircraft and business jets are based at the Commercial Service Airports, which coincides with the concentration of population, businesses, longer runway length and more full-service pilot and aircraft services typically available for these types of users.

As shown in **Chart 3-2**, the majority (57%) of based aircraft in the State of Wyoming are based at Commercial Service Airports followed by Intermediate Airports (19%) and Business Airports (17%). The 14 Local Airports account for 7% of the statewide based aircraft.

Chart 3-2
Wyoming Based Aircraft by Airport Classification



3.5.4 Air Cargo

Airports with air cargo operations (both scheduled and non-scheduled) and their respective annual cargo tonnage are identified in **Table 3-20**. Three airports in the Wyoming Aviation System have dedicated air cargo facilities and are also identified in the table.

3.5.5 Commercial Service

The total Wyoming commercial service passengers in 2007 exceeded 495,000 enplanements, an increase from 2006. Combined, the Commercial Service Airports in Wyoming have averaged an annual increase of over 30,000 passengers per year since 2003. Over this same period, the enplanements at Rock Springs have increased 154%, Gillette 89%, and Sheridan 83%. The other airports have averaged over a 25% increase over the same period. All but two airports exceeded 10,000 annual enplanements in 2007, which qualifies these airports to receive annual FAA entitlement dollars.

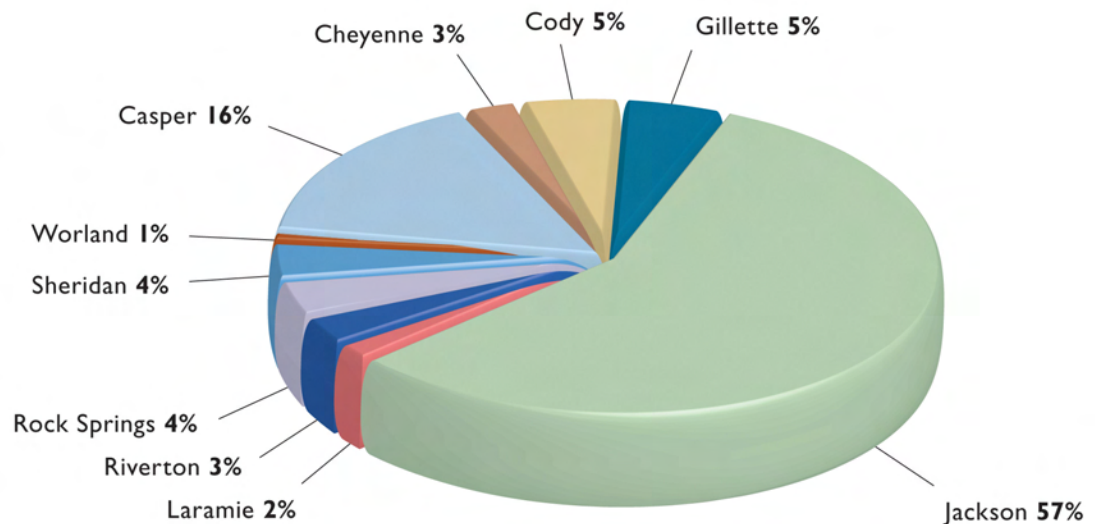
Enplanement data is shown in **Table 3-6** and graphically in **Chart 3-3**. Jackson accounts for 57% of Wyoming enplanements, followed by Casper with 16%. The remaining eight Commercial Service Airports account for 5% or less of the statewide enplanements.

Table 3-6
Airline Activity

Associated City	Enplaned Passengers
	CY 2007
Casper	76,908
Cheyenne	16,766
Cody	26,799
Gillette	25,647
Jackson	277,361
Laramie	9,939
Riverton	15,831
Rock Springs	21,791
Sheridan	20,978
Worland	3,719

Source: Wyoming Commercial Service Airport – 2007 Passenger Activity Report (WYDOT Web site), Official Airline Guide, US DOT, Onboards (T100) Dynamic Report Calendar Year 2007 via APGnet

Chart 3-3
Percentage of 2007 Wyoming Enplanements By Airport



Source: WYDOT Aeronautics

In CY07, the following were regularly scheduled (non-seasonal), non-stop service destination served by the ten Wyoming commercial airports:

- Denver International (DEN) – ten WY Airports
- Salt Lake City International (SLC) – three WY Airports
- Minneapolis/St. Paul International (MSP) – two WY Airports
- Dallas/Ft. Worth – one WY Airport

Also in CY07 and with regard to air carriers, Wyoming was primarily served by three air carriers. The following have been regularly scheduled (non-seasonal) airline service providers at the ten Commercial Service Airports:

- Delta Connection (Skywest) – Service to/from SLC
- Northwest Airlink (Mesaba Airlines & Pinnacle Airlines) – Service to/from MSP
- United Express (Great Lakes Airlines, Skywest & Mesa Airlines) – Service to/from DEN

Regularly scheduled service destinations as well as air carriers serving the Wyoming market may change with some regularity depending on market conditions. Refer to airline schedules or contact the individual airports for current schedules and airline providers.

The State of Wyoming and its ten Commercial Service Airports actively support retention and development of air service. Three important programs have provided significant assistance to the airports. They are: the Essential Air Service (EAS) Program, the Small Community Air Service Development Program, and Wyoming's own Air Service Enhancement Program.

The EAS Program began as part of Airline Deregulation in 1978 and was designed to guarantee eligible smaller communities access to the national network of air transportation, with subsidy when necessary. Over the last 30 years, the EAS Program has continued although eligibility standards have changed. Today, a community is ineligible to receive subsidy if it is within 70 miles of a medium or large hub, or if its subsidy exceeds \$200 per passenger (unless it is more than 210 miles from a medium or large hub). Communities do have the option to subsidy-share if the cost per passenger exceeds \$200.

Nine of Wyoming's Commercial Service Airports have Essential Air Service designations. These are: Casper, Cheyenne, Jackson, Laramie, Cody, Riverton, Rock Springs, Sheridan, and Worland. Gillette is the only Commercial Service Airport without EAS designation. That said, only Laramie and Worland received EAS subsidy in 2007. In the past there has been greater participation in the EAS Program. Five communities received subsidy in 2006.

Wyoming has also participated twice in the Small Community Air Service Development Program. In 2002, Casper and Gillette received a grant to purchase an aircraft that was leased back to Big Sky Airlines. In 2005, the State of Wyoming received an \$800,000 grant (with a \$200,000 local match) to craft and implement a statewide Fly Wyoming Program to raise awareness for air service at Wyoming airports through advertising and a new web site.



In 2003, the Wyoming Legislature passed the Wyoming Air Service Enhancement Act which created a grant program to provide funds for revenue guarantees, local marketing and WYDOT administrative and technical support for air service development. All ten Wyoming Commercial Service Airports are eligible for the grants and most have applied for funding from the program.

A more thorough discussion of airline activity at the ten Commercial Service Airports is presented in **Chapter 8, Air Service**.

3.5.6 Airport Uses

Identifying the main use of an airport can help to identify service and facility needs. Each airport in the Wyoming Aviation System was asked to identify the main uses of their airport. The uses identified include: personal/recreational, business, military, commercial, cargo, training, charter, agricultural, fire fighting, search and rescue, and medical/patient transfer. **Table 3-21** lists the main uses identified for each airport.

3.6 Airport Services

3.6.1 Aircraft Services

Aircraft services available at airports can include: aircraft rental, aircraft charter, overnight storage, major and minor airframe (A) and powerplant (P) maintenance, avionics repair, and aircraft deicing. In order to prevent environmental damage, aircraft deicing systems sometimes have a containment system which collects deicing fluid. Deicing systems in the Wyoming Aviation System are operated by either an airline, FBO or the airport.

Many of these services are available at airports in Wyoming. Services available at each airport are identified in **Table 3-22**.

3.6.2 Fuel

Fuel services available at each airport are an important factor in determining the aircraft that are likely to operate at an individual airport. Both Jet A and 100 Low Lead (100 LL) fuel are available at many airports in the System. For the purposes of this report, Jet A encompasses the various blends available including Jet A1 and Jet A1+. Some airports have fuel available only when the airport is attended and some have fuel available 24-hours.

Fuel systems at airports in Wyoming are owned and operated by the airport, an FBO or a combination. Some airports and/or FBOs charge a fuel flowage fee.

The availability of fuel, fuel types, system ownership and operation as well as fuel flowage fees are shown in **Table 3-23**.



3.6.3 Pilot Services

Many of the airports in the Wyoming Aviation System are attended during daytime hours while some are also attended 24-hours. Other pilot services commonly available at airports in the System include flight training, courtesy cards, car rental facilities, as well as taxi and bus services. One airport in the system offers US Customs. **Table 3-24** outlines pilot services at each airport.

3.7 Airport Administration

Because of the varying size, users, and needs of the individual airports in the Wyoming Aviation System, several different administrative structures are used to effectively run each airport. Some airports have a manager who is employed by the airport sponsor; others have an airport management agreement with an airport FBO facility to be the airport manager while some airports have no individual person acting in a management capacity.

Several airports have designated a Legislative Liaison who monitors legislative proceedings and lobbies on behalf of the airport. The airport manager at some airports is identified as the Legislative Liaison while other airports with Legislative Liaisons designate another individual to fill this role.

Airport web sites help to promote an airport and the services it provides. They also can provide valuable contact information and airport updates for airport users. Many airports in Wyoming have either a dedicated airport web site or have a page on the City, County or sponsor's website dedicated to the airport.

Table 3-25 lists each airport and if there is an airport manager, an FBO Management Agreement, a Legislative Liaison and an airport web site.

Administrative maps and documents and their respective dates are listed in **Table 3-26**. Maps and documents listed include: Airport Master Plan, Airport Layout Plan, Economic Impact Study, Land Use Protection Plan, Noise Contour Map, Pavement Management Plan and Minimum Standards. Only documents on record with WYDOT Aeronautics have been included in this table.

Table 3-7
Wyoming Public Use Airports

Associated City	Official Airport Name	Airport Identifier	County	Economic Region	Sponsor
Casper	Natrona County International Airport	CPR	Natrona	Central	County
Cheyenne	Cheyenne Regional-Jerry Olsen Field	CYS	Laramie	Southeast	City/County
Cody	Yellowstone Regional Airport	COD	Park	Northwest	City
Gillette	Gillette-Campbell County Airport	GCC	Campbell	Northeast	County
Jackson	Jackson Hole Airport	JAC	Teton	Southwest	City/County
Laramie	Laramie Regional Airport	LAR	Albany	Southeast	City/County
Riverton	Riverton Regional Airport	RIW	Fremont	Northwest	City
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	Sweetwater	Southwest	City/County
Sheridan	Sheridan County Airport	SHR	Sheridan	Northeast	County
Worland	Worland Municipal Airport	WRL	Washakie	Northwest	City
Afton	Afton-Lincoln County Municipal Airport	AFO	Lincoln	Southwest	City/County
Douglas	Converse County Airport	DGW	Converse	Central	County
Evanston	Evanston-Uinta County Burns Field	EVW	Uinta	Southwest	City
Greybull	South Big Horn County Airport	GEY	Big Horn	Northwest	City
Pinedale	Ralph Wenz Field	PNA	Sublette	Southwest	City
Saratoga	Shively Field	SAA	Carbon	Central	City
Big Piney	Miley Memorial Field	BPI	Sublette	Southwest	City/County
Buffalo	Johnson County Airport	BYG	Johnson	Northeast	County
Guernsey	Camp Guernsey Army Airfield	7V6	Platte	Southeast	City
Kemmerer	Kemmerer Municipal Airport	EMM	Lincoln	Southwest	City
Lander	Hunt Field	LND	Fremont	Northwest	City
Newcastle	Mondell Field	ECS	Weston	Northeast	City/County
Powell	Powell Municipal Airport	POY	Park	Northwest	City
Rawlins	Rawlins Municipal/Harvey Field	RWL	Carbon	Central	City/County
Torrington	Torrington Municipal Airport	TOR	Goshen	Southeast	City
Wheatland	Phifer Field	EAN	Platte	Southeast	City

Table 3-7 (Continued)
Wyoming Public Use Airports

Associated City	Official Airport Name	Airport Identifier	County	Economic Region	Sponsor
Cokeville	Cokeville Municipal Airport	U06	Lincoln	Southwest	City
Cowley	North Big Horn County Airport	U68	Big Horn	Northwest	County
Dixon	Dixon Airport	9U4	Carbon	Central	County
Dubois	Dubois Municipal Airport	U25	Fremont	Northwest	City
Fort Bridger	Fort Bridger Airport	FBR	Uinta	Southwest	City
Glendo (non-paved)	Thomas Memorial Airport	76V	Platte	Southeast	City
Green River (non-paved)	Greater Green River Intergalactic Spaceport	48U	Sweetwater	Southwest	City
Hulett	Hulett Municipal Airport	W43	Crook	Northeast	City
Lusk	Lusk Municipal Airport	LSK	Niobrara	Southeast	City
Medicine Bow (non-paved)	Medicine Bow Airport	80V	Carbon	Central	City
Pine Bluffs	Pine Bluffs Municipal Airport	82V	Laramie	Southeast	City
Shoshoni (non-paved)	Shoshoni Municipal Airport	49U	Fremont	Northwest	City
Thermopolis	Hot Springs County - Thermopolis Municipal Airport	THP	Hot Springs	Northwest	County
Upton (non-paved)	Upton Municipal Airport	83V	Weston	Northeast	City

Source: 2007 SEH Airport Survey, WYDOT Aeronautics, Wyoming Department of Administration & Information

Table 3-8
Airport Classifications

Associated City	Official Airport Name	Classification	NPIAS	Existing ARC	Future ARC
Casper	Natrona County International Airport	Commercial	X	D-III	D-IV
Cheyenne	Cheyenne Regional-Jerry Olsen Field	Commercial	X	C-III	D-III
Cody	Yellowstone Regional Airport	Commercial	X	D-III	D-III
Gillette	Gillette- Campbell County Airport	Commercial	X	C-III	C-III
Jackson	Jackson Hole Airport	Commercial	X	C-IV	D-IV
Laramie	Laramie Regional Airport	Commercial	X	C-III	C-III
Riverton	Riverton Regional Airport	Commercial	X	C-II	C-III
Rock Springs	Rock Springs - Sweetwater County Airport	Commercial	X	C-III	C-III
Sheridan	Sheridan County Airport	Commercial	X	C-III	C-III
Worland	Worland Municipal Airport	Commercial	X	B-II	C-II
Afton	Afton-Lincoln County Municipal Airport	Business	X	C-II	C-II
Douglas	Converse County Airport	Business	X	B-II	B-II
Evanston	Evanston-Uinta County Burns Field	Business	X	B-II	Unknown
Greybull	South Big Horn County Airport	Business	X	C-III	C-III
Pinedale	Ralph Wenz Field	Business	X	C-II	C-II
Saratoga	Shively Field	Business	X	C-II	C-II
Big Piney	Miley Memorial Field	Intermediate	X	B-II	C-II
Buffalo	Johnson County Airport	Intermediate	X	B-II	C-II
Guernsey	Camp Guernsey Army Airfield	Intermediate	X	B-II	B-II
Kemmerer	Kemmerer Municipal Airport	Intermediate	X	B-II	B-II
Lander	Hunt Field	Intermediate	X	B-II	B-II
Newcastle	Mondell Field	Intermediate	X	B-II	B-II
Powell	Powell Municipal Airport	Intermediate	X	B-II	B-II
Rawlins	Rawlins Municipal/Harvey Field	Intermediate	X	B-II	C-II
Torrington	Torrington Municipal Airport	Intermediate	X	B-II	B-II
Wheatland	Phiifer Field	Intermediate	X	B-II	B-II

**Table 3-8 (Continued)
Airport Classifications**

Associated City	Official Airport Name	Classification	NPIAS	Existing ARC	Future ARC
Cokeville	Cokeville Municipal Airport	Local		B-I	B-II
Cowley	North Big Horn County Airport	Local	X	B-II	B-II
Dixon	Dixon Airport	Local	X	B-II	C-II
Dubois	Dubois Municipal Airport	Local	X	B-II	B-II
Fort Bridger	Fort Bridger Airport	Local	X	B-II	B-II
Glendo (non-paved)	Thomas Memorial Airport	Local		A-II	Unknown
Green River (non-paved)	Greater Green River Intergalactic Spaceport	Local		A-II	Unknown
Hulett	Hulett Municipal Airport	Local	X	B-II	C-II
Lusk	Lusk Municipal Airport	Local	X	B-II	B-II
Medicine Bow (non-paved)	Medicine Bow Airport	Local		A-II	Unknown
Pine Bluffs	Pine Bluffs Municipal Airport	Local	X	B-II	B-II
Shoshoni (non-paved)	Shoshoni Municipal Airport	Local		A-II	Unknown
Thermopolis	Hot Springs County - Thermopolis Municipal Airport	Local		B-II	C-II
Upton (non-paved)	Upton Municipal Airport	Local		A-II	Unknown

Source: 2007 WYDOT Aeronautics Design Standards Documents, Existing Airport ALP or Narrative Report (WYDOT Falcon Database 2007)

Table 3-9
Runway Information

Associated City	Runway¹																	Runway-Taxiway Separation	Taxiway¹			PCI	
	Orientation	Length	Width	Surface	Pavement Strength		Lighting	Combined Wind Coverage (Knots)²			Visual Aids			Approach Lighting Systems			FAA Required RSA		Fee or Easement Ownership of All RPZs	Type	Width		Lighting
								10.5	13	16	PAPI	VASI	REIL	ODALS	MALSR	MALS							
Casper	03/21	10,162	150	Asphalt	Dual	170,000	HIRL	99.99%	100.00%	100.00%	None	Both Ends	One End	-	One End	-	Yes	Yes	537	Full Parallel	75	MITL	Acceptable
	08/26	8,679	150	Asphalt	Dual	140,000	HIRL				None	Both Ends	One End	-	One End	-	Yes		537	Partial Parallel	75	MITL	
	12/30	6,489	60	Asphalt	Single	12,500	-				-	-	-	-	-	Unknown	-		-	-	-		
	17/35	7,211	60	Asphalt	Dual	85,000	-				-	-	-	-	-	Unknown	-		-	-	-		
Cheyenne	09/27	9,270	150	Concrete	Dual	140,000	HIRL	91.15%	96.23%	99.06%	Both Ends	-	One End	-	One End	-	Yes	No	530	Full Parallel	60	MITL	Acceptable
	13/31	6,690	150	Asphalt	Dual	120,000	MIRL				-	Both Ends	One End	-	-	-	Yes		359	Full Parallel	60	MITL	
Cody	04/22	8,268	100	Asphalt	Dual	80,000	MIRL	94.83%	98.02%	99.69%	Both Ends	-	Both Ends	-	-	-	Yes	Yes	400	Full Parallel	50	MITL	Acceptable
Gillette	16/34	7,500	150	Concrete	Dual	110,000	HIRL	95.22%	97.95%	99.47%	Both Ends	-	One End	-	One End	-	No	Yes	400	Full Parallel	50	MITL	Acceptable
	03/21	5,803	75	Concrete	Single	40,000	MIRL				Both Ends	-	Both Ends	-	-	-	Yes		300	Partial Parallel	35	MITL	
Jackson	01/19	6,300	150	Asphalt	Dual	200,000	HIRL	Unknown	98.40%	Unknown	Both Ends	-	-	-	-	Both Ends	Yes	No	398	Full Parallel	75	MITL	Acceptable
Laramie	03/21	8,500	150	Asphalt	Dual	105,000	MIRL	95.78%	98.13%	99.33%	One End	One End	Both Ends	-	-	-	Yes	Yes	400	Partial Parallel	50	MITL	Acceptable
	12/30	6,300	100	Asphalt	Dual	105,000	MIRL				One End	One End	One End	One End	-	-	Yes		400	Partial Parallel	60	MITL	
Riverton	10/28	8,203	150	Asphalt	Dual	110,000	HIRL	98.14%	99.37%	99.84%	One End	One End	One End	-	One End	-	No	No	400	Full Parallel	50	MITL	Acceptable
	01/19	4,800	75	Asphalt	Dual	50,000	MIRL				Both Ends	-	Both Ends	-	-	-	Yes		300	Full Parallel	35	MITL	
Rock Springs	09/27	10,000	150	Asphalt	Dual	110,000	HIRL	97.84%	99.32%	99.82%	-	Both Ends	-	One End	One End	-	Yes	Yes	400	Full Parallel	50	MITL	Acceptable
	03/21	5,223	75	Asphalt	Dual	25,000	MIRL				One End	-	Both Ends	-	-	-	Yes		-	Connector Only	-	-	
Sheridan	14/32	8,300	100	Asphalt	Dual	75,000	HIRL	98.21%	99.21%	99.67%	Both Ends	-	One End	-	One End	-	Yes	No	500	Full Parallel	60	MITL	Acceptable
	05/23	5,039	75	Asphalt	Dual	50,000	MIRL				One End	-	Both Ends	-	-	-	Yes		323	Full Parallel	35	MITL	
Worland	16/34	7,005	100	Asphalt	Dual	55,000	MIRL	99.84%	99.96%	99.99%	Both Ends	-	Both Ends	-		-	Yes	No	257	Full Parallel	35	MITL	Acceptable
	10/28	2,501	60	Turf	Turf	-	-				-	-	-	-	Unknown	-	-		-	-			
	04/22	2,241	60	Turf	Turf	-	-				-	-	-	-	-	Unknown	-		-	-	-		

Table 3-9 (Continued)
Runway Information

Associated City	Runway¹																		Runway-Taxiway Separation	Taxiway¹			PCI
	Orientation	Length	Width	Surface	Pavement Strength		Lighting	Combined Wind Coverage (Knots)²			Visual Aids			Approach Lighting Systems			FAA Required RSA	Fee or Easement Ownership of All RPZs		Type	Width	Lighting	
								10.5	13	16	PAPI	VASI	REIL	ODALS	MALSR	MALS							
Afton	16/34	7,023	75	Asphalt	Single	24,000	MIRL	99.39%	99.59%	99.71%	Both Ends	-	Both Ends	-	-	-	No	Yes	300	Partial Parallel	35	MITL	Acceptable
Douglas	11/29	6,532	100	Asphalt	Dual	40,000	MIRL	93.71%	96.85%	98.71%	Both Ends	-	One End	-	-	-	Yes	No	400	Full Parallel	35	MITL	Acceptable
	05/23	4,760	75	Asphalt	Single	12,500	MIRL				One End	-	-	-	-	-	Yes		-	Connector Only	-	-	
Evanston	05/23	7,300	100	Asphalt	Single	30,000	HIRL	94.63%	97.35%	99.14%	Both Ends	-	One End	-	One End	-	Yes	Yes	400	Full Parallel	36	MITL	Acceptable
Greybull	15/33	6,302	100	Asphalt	Dual	150,000	MIRL	97.68%	99.01%	99.68%	-	Both Ends	Both Ends	-	-	-	No	No	350	Partial Parallel	50	MITL	Not Acceptable
	07/25	3,951	75	Asphalt	Single	12,500	-				-	-	-	-	-	Yes	-		Connector Only	-	-		
Pinedale	11/29	8,900	100	Asphalt	Single	45,000	MIRL	Unknown	Unknown	Unknown	Both Ends	-	One End	-	-	-	No	No	4300	Full Parallel	35	MITL	Acceptable
Saratoga	05/23	8,800	100	Asphalt	Single	50,000	MIRL	Unknown	Unknown	Unknown	One End	-	One End	-	-	-	No	No	400	Full Parallel	35	MITL	Acceptable
Big Piney	13/31	6,803	75	Asphalt	Dual	33,600	MIRL	98.84%	99.54%	99.81%	Both Ends	-	Both Ends	-	-	-	Yes	No	299	Partial Parallel	35	MITL	Acceptable
	08/26	3,300	140	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
Buffalo	13/31	6,143	75	Asphalt	Single	12,500	MIRL	94.60%	97.40%	Unknown	None	Both Ends	One End	-	-	-	Yes	No	252	Partial Parallel	35	MITL	Acceptable
Guernsey	14/32	5,491	75	Asphalt	Dual	175,000	MIRL	Unknown	Unknown	Unknown	Both Ends	-	-	-	-	-	No	Unknown	519	Partial Parallel	30	MITL	Acceptable
Kemmerer	16/34	8,208	75	Asphalt	Single	18,000	MIRL	98.30%	99.58%	Unknown	Both Ends	-	Both Ends	-	-	-	Yes	No	-	Connector Only	21	MITL	Acceptable
	04/22	2,668	60	Concrete	Single	9,000	MIRL				-	One End	-	-	-	-	No		-	Connector Only	-	-	
	10/28	3,250	60	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
Lander	03/21	5,000	100	Asphalt	Single	30,000	MIRL	96.40%	96.40%	Unknown	Both Ends	-	-	-	-	-	No	No	164	Full Parallel	40	Reflectors	Acceptable
Newcastle	13/31	4,800	75	Concrete	Single	30,000	MIRL	98.62%	99.12%	Unknown	Both Ends	-	Both Ends	-	-	-	No	No	-	Connector Only	60	MITL	Acceptable
	17/35	2,666	40	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
	05/23	2,220	50	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
Powell	13/31	6,205	100	Asphalt	Single	15,000	MIRL	Unknown	99.78%	Unknown	Both Ends	-	One End	-	-	-	Yes	No	300	Partial Parallel	35	Reflectors	Acceptable
	16/34	2,400	100	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
	03/21	2,176	100	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
Rawlins	4/22	7,008	100	Asphalt	Dual	60,000	MIRL	95.96%	98.44%	99.48%	-	Both Ends	One End	-	-	-	Yes	No	300	Full Parallel	35	MITL	Acceptable
	10/28	4,118	60	Asphalt	Single	12,000	MIRL				-	-	One End	-	-	-	No		-	Connector Only	-	-	

Table 3-9 (Continued)
Runway Information

Associated City	Runway¹																		Runway-Taxiway Separation	Taxiway¹			PCI
	Orientation	Length	Width	Surface	Pavement Strength		Lighting	Combined Wind Coverage (Knots)²			Visual Aids			Approach Lighting Systems			FAA Required RSA	Fee or Easement Ownership of All RPZs		Type	Width	Lighting	
								10.5	13	16	PAPI	VASI	REIL	ODALS	MALSR	MALS							
Torrington	10/28	5,703	75	Asphalt	Dual	45,000	MIRL	Unknown	Unknown	Unknown	Both Ends	-	One End	-	-	-	No	No	200	Full Parallel	30	MITL/ Reflectors	Acceptable
	02/20	3,001	60	Asphalt	Unknown		-				-	-	-	-	-	No	-		-	-			
Wheatland	08/26	5,900	75	Asphalt	Single	15,000	MIRL	89.98%	93.83%	96.96%	Both Ends	-	-	-	-	-	Yes	No	-	Connector Only	35	MITL	Not Acceptable
Cokeville	15/33	3,400	60	Asphalt	Single	10,000	-	Unknown	Unknown	Unknown	-	-	-	-	-	-	No	No	-	Connector Only	20	-	Not Acceptable
Cowley	09/27	5,199	75	Asphalt	Single	12,500	MIRL	95.48%	97.37%	Unknown	-	Both Ends	One End	-	-	-	Yes	Yes	-	Connector Only	35	Reflectors	Not Acceptable
	16/34	1,866	65	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-			
Dixon	06/24	7,000	75	Asphalt	Single	24,000	MIRL	96.19%	97.62%	98.75%	One End	-	One End	-	-	-	Yes	No	-	Connector Only	35	MITL	Acceptable
Dubois	10/28	6,100	60	Asphalt	Single	24,000	MIRL	Unknown	Unknown	Unknown	One End	-	-	-	-	-	Yes	Yes	-	Connector Only	35	MITL	Acceptable
Fort Bridger	04/22	6,402	75	Asphalt	Single	12,500	MIRL	Unknown	93.97%	Unknown	-	One End	One End	-	-	-	Yes	No	-	Connector Only	35	MITL	Acceptable
	16/34	4,656	50	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-	-		
	06/24	4,042	50	Turf	Turf		-				-	-	-	-	-	Unknown	-		Partial Parallel	-	-		
Glendo (non-paved)	16/34	4,397	70	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
Green River (non-paved)	04/22	5,800	130	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
Hulett	13/31	5,500	75	Asphalt	Single	12,500	MIRL	86.30%	93.30%	Unknown	Both Ends	-	Both Ends	-	-	-	No	No	300	Full Parallel	35	Reflectors	Acceptable
Lusk	10/28	5,058	75	Asphalt	Single	12,500	MIRL	91.29%	94.82%	Unknown	One End	-	One End	-	-	-	No	Yes	-	Connector Only	35	MITL	Acceptable
Medicine Bow (non-paved)	10/28	3,170	80	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
	06/24	2,680	50	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-			
Pine Bluffs	08/26	5,336	75	Asphalt	Single	12,500	MIRL	92.18%	96.35%	Unknown	Both Ends	-	Both Ends	-	-	-	Yes	Yes	300	Partial Parallel	35	MITL	Acceptable
Shoshoni (non-paved)	08/26	4,650	90	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved
	11/29	2,950	75	Turf	Turf		-				-	-	-	-	-	Unknown	-		-	-			
Thermopolis	01/19	4,800	100	Asphalt	Single	13,000	MIRL	96.23%	97.78%	Unknown	-	One End	-	-	-	-	Unknown	No	-	Connector Only	460³	MITL	Not Acceptable
Upton (non-paved)	13/31	3,710	80	Turf	Turf		-	Unknown	Unknown	Unknown	-	-	-	-	-	-	Unknown	Unknown	-	-	-	-	Non-Paved

Notes:

¹ Dimensions given in feet

² Wind coverage only collected for the primary runway

³ Thermopolis – the apron is connected to the runway for a width of 460 feet

Source: 2007 WYDOT Aeronautics Design Standards Documents, FAA Airport Facilities Directory (Dec. 20, 2007), 2007 SEH Airport Survey, Existing Airport ALP or Narrative Report (WYDOT Falcon Database, 2007)

Table 3-10
Approach Types

Associated City	Approach Type	Published Approaches				
		ILS	RNAV/GPS	RNP	NDB	VOR/TVOR
Casper	Precision	X	X	-	-	X
Cheyenne	Precision	X	X	-	X	X
Cody	Non-Precision	-	X	-	-	X
Gillette	Precision	X	X	-	X	X
Jackson	Precision	X	X	X	-	X
Laramie	Non-Precision	-	X	-	-	X
Riverton	Precision	-	X	-	-	X
Rock Springs	Precision	X	X	-	-	X
Sheridan	Precision	X	X	-	-	X
Worland	Non-Precision	-	X	-	-	X
Afton	Non-Precision	-	X	-	-	-
Douglas	Non-Precision	-	X	-	-	X
Evanston	Precision	X	X	-	-	X
Greybull	Non-Precision	-	X	-	X	-
Pinedale	Non-Precision	-	X	-	X	-
Saratoga	Non-Precision	-	X	-	X	-
Big Piney	Non-Precision	-	X	-	-	X
Buffalo	Non-Precision	-	X	-	-	X
Guernsey	Non-Precision	-	X	-	X	-
Kemmerer	Non-Precision	-	X	-	-	-
Lander	Visual	-	-	-	-	-
Newcastle	Non-Precision	-	X	-	-	X
Powell	Non-Precision	-	X	-	X	
Rawlins	Non-Precision	-	X	-	X	X
Torrington	Non-Precision	-	X	-	X	-
Wheatland	Non-Precision	-	X	-	-	-

Table 3-10 (Continued)
Approach Types

Associated City	Approach Type	Published Approaches				
		ILS	RNAV/GPS	RNP	NDB	VOR/TVOR
Cokeville	Visual	-	-	-	-	-
Cowley	Non-Precision	-	X	-	X	-
Dixon	Visual	-	-	-	-	-
Dubois	Visual	-	-	-	-	-
Fort Bridger	Non-Precision	-	X	-	-	X
Glendo (non-paved)	Visual	-	-	-	-	-
Green River (non-paved)	Visual	-	-	-	-	-
Hulett	Non-Precision	-	X	-	-	-
Lusk	Visual	-	-	-	-	-
Medicine Bow (non-paved)	Visual	-	-	-	-	-
Pine Bluffs	Visual	-	-	-	-	-
Shoshoni	Visual	-	-	-	-	-
Thermopolis	Visual	-	-	-	-	-
Upton (non-paved)	Visual	-	-	-	-	-

Source: 2007 SEH Airport Survey, Airport Facility Directory (Dec. 20, 2007), United States Government Flight Information Publication - U.S. Terminal Procedures (Aug. 30, 2007)

Table 3-11
Airport Visual Aids, Communications and Weather Reporting

Associated City	Airport Beacon	Wind Indicator		Segmented Circle	Air Traffic Control Tower	Weather Reporting		
		Existing	Lighted			Existing Type	Connected to National Weather Service	Connected to NADIN
Casper	X	X	X	X	X	ASOS	X	X
Cheyenne	X	X	X	X	X	ASOS	X	X
Cody	X	X	X	X	-	AWOS	X	X
Gillette	X	X	X	X	X	ASOS	X	X
Jackson	X	X	X	X	X	AWOS	X	X
Laramie	X	X	X	X	-	ASOS	X	X
Riverton	X	X	X	X	-	ASOS	X	X
Rock Springs	X	X	X	X	-	ASOS	X	X
Sheridan	X	X	X	X	-	ASOS	X	X
Worland	X	X	X	X	-	ASOS	X	X
Afton	X	X	X	X	-	AWOS	-	-
Douglas	X	X	X	X	-	ASOS	X	X
Evanston	X	X	X	X	-	ASOS	X	X
Greybull	X	X	X	X	-	ASOS	X	X
Pinedale	X	X	X	X	-	AWOS	X	X
Saratoga	X	X	X	X	-	AWOS	-	-
Big Piney	X	X	X	X	-	ASOS	X	X
Buffalo	X	X	X	X	-	ASOS	X	X
Guernsey	X	X	X	X	X	AWOS	-	-
Kemmerer	X	X	X	X	-	AWOS	-	-
Lander	X	X	X	X	-	ASOS	X	X
Newcastle	X	X	X	X	-	AWOS	X	X
Powell	X	X	X	X	-	AWOS	-	-
Rawlins	X	X	X	X	-	ASOS	X	X
Torrington	X	X	X	X	-	ASOS	X	X
Wheatland	X	X	X	-	-	-	-	-

Table 3-11 (Continued)
Airport Visual Aids, Communications and Weather Reporting

Associated City	Airport Beacon	Wind Indicator		Segmented Circle	Air Traffic Control Tower	Weather Reporting		
		Existing	Lighted			Existing Type	Connected to National Weather Service	Connected to NADIN
Cokeville	X	X	X	X	-	-	-	-
Cowley	X	X	X	X	-	AWOS	-	-
Dixon	X	X	X	X	-	AWOS	-	-
Dubois	X	X	X	X	-	AWOS	-	-
Fort Bridger	X	X	X	-	-	AWOS	-	-
Glendo (non-paved)	-	X	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-
Hulett	X	X	X	X	-	AWOS	X	X
Lusk	X	X	X	-	-	AWOS	-	-
Medicine Bow	X	-	-	X	-	-	-	-
Pine Bluffs	X	X	X	X	-	AWOS	-	-
Shoshoni (non-paved)	-	-	-	X	-	-	-	-
Thermopolis	X	X	X	X	-	-	-	-
Upton (non-paved)	X	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey, 2007 WYDOT Aeronautics Design Standards Documents, 2007 FAA 5010 Forms

Table 3-12
Ramp/Apron, Aircraft Parking and Airport Security

Associated City	Ramp/Apron		Designated Helicopter Pad	Aircraft Parking		Fencing	
	Square Footage	Lighted		Total Number of Tiedowns	Protective Lighting	Full Perimeter	Type
Casper	1,202,500	X	-	25	X	X	Wildlife Fence
Cheyenne	415,000	-	-	82	-	X	Security Fence
Cody	532,000	X	-	32	X	X	Wildlife Fence
Gillette	240,000	X	X	5	X	X	Wildlife Fence
Jackson	585,200	X	-	87	X	X	Wildlife Fence
Laramie	250,000	X	-	41	X	X	Wildlife Fence
Riverton	200,000	X	X	40	X	X	Wildlife Fence
Rock Springs	162,360	X	-	44	X	X	Wildlife Fence
Sheridan	5,000	X	-	12	X	X	Wildlife Fence
Worland	240,000	X	-	18	X	X	Security Fence
Afton	150,000	X	-	17	-	X	Field Fence
Douglas	180,000	X	X	12	X	X	Wildlife Fence
Evanston	217,000	X	X	32	X	X	Wildlife Fence
Greybull	456,300	X	-	28	X	X	Wildlife Fence
Pinedale	331,163	-	-	12	-	X	Wildlife Fence
Saratoga	210,000	-	-	41	-	X	Wildlife Fence
Big Piney	123,315	X	-	12	X	X	Wildlife Fence
Buffalo	98,700	X	-	25	X	X	Wildlife Fence
Guernsey	105,000	X	-	14	X	-	Partial Security Fence
Kemmerer	51,290	X	-	11	X	X	Wildlife Fence
Lander	198,000	X	X	36	X	X	Wildlife Fence
Newcastle	154,500	-	-	7	-	X	Wildlife Fence
Powell	220,000	-	-	29	-	X	Wildlife Fence
Rawlins	1,200	X	X	12	X	X	Wildlife Fence
Torrington	110,000	X	-	10	X	X	Wildlife Fence
Wheatland	60,700	-	-	14	X	X	Field Fence

Table 3-12 (Continued)
Ramp/Apron, Aircraft Parking and Airport Security

Associated City	Ramp/Apron		Designated Helicopter Pad	Aircraft Parking		Fencing	
	Square Footage	Lighted		Total Number of Tiedowns	Protective Lighting	Full Perimeter	Type
Cokeville	35,750	X	-	6	X	X	Field Fence
Cowley	67,500	X	-	10	X	X	Field Fence
Dixon	51,000	-	-	0	-	X	Wildlife Fence
Dubois	30,000	-	-	8	-	X	Wildlife Fence
Fort Bridger	112,500	-	-	19	-	X	Wildlife Fence
Glendo (non-paved)	-	-	-	0	-	-	-
Green River (non-paved)	-	-	-	0	-	-	Partial Field Fence
Hulett	60,000	-	-	12	X	X	Wildlife Fence
Lusk	47,500	-	-	11	X	X	Wildlife Fence
Medicine Bow	-	-	-	2	-	-	-
Pine Bluffs	46,250	-	-	10	-	X	Field Fence
Shoshoni (non-paved)	-	-	-	0	-	X	Field Fence
Thermopolis	207,000	X	-	12	X	X	Security Fence
Upton (non-paved)	-	-	-	0	-	X	Field Fence

Source: 2007 SEH Airport Survey, 2007 WYDOT Aeronautics Design Standards Documents

**Table 3-13
Hangars**

Associated City	Aircraft Hangars						
	Number	Exterior Lighting	Land Lease Rate	Basis of Land Lease Rate	Percentage of Based Aircraft in Hangars	Waiting List	Total Aircraft on List
Casper	93	X	\$0.10	Unknown	100	X	2
Cheyenne	45	-	Unknown	Unknown	50	X	21
Cody	32	X	\$0.15	Lot Size	75	-	-
Gillette	8	X	\$0.10	Building Footprint	100	X	3
Jackson	23	X	Unknown	Unknown	100	X	19
Laramie	17	X	\$0.25	Lot Size	100	X	3
Riverton	13	X	\$0.11	Building Footprint	75	-	-
Rock Springs	53	X	Unknown	Unknown	75	X	3
Sheridan	47	X	\$0.18	Unknown	75	-	-
Worland	15	X	\$0.15	Unknown	100	-	-
Afton	33	X	\$0.10	Lot Size	100	X	3
Douglas	32	X	\$0.10	Building Footprint	100	X	5
Evanston	4	X	Unknown	Unknown	100	X	5
Greybull	7	X	\$0.10	Lot Size	75	-	-
Pinedale	21	X	\$0.15	Lot Size	75	X	4
Saratoga	16	-	\$0.08	Building Footprint	100	-	-
Big Piney	8	X	\$0.05	Building Footprint	100	-	-
Buffalo	5	X	\$0.26	Building Footprint	100	X	5
Guernsey	12	X	Unknown	Lot Size	100	-	-
Kemmerer	7	-	Unknown	Unknown	100	-	-
Lander	40	X	\$0.10	Unknown	100	X	2
Newcastle	5	X	\$0.05	Building Footprint	100	-	-
Powell	13	-	\$0.15	Lot Size	100	X	6
Rawlins	14	X	\$0.25	Building Footprint	100	-	-
Torrington	23	X	\$0.10	Building Footprint	100	X	4
Wheatland	20	X	Unknown	Unknown	100	-	-

Table 3-13 (Continued)
Hangars

Associated City	Aircraft Hangars						
	Number	Exterior Lighting	Land Lease Rate	Basis of Land Lease Rate	Percentage of Based Aircraft in Hangars	Waiting List	Total Aircraft on List
Cokeville	2	X	Unknown	Unknown	100	-	-
Cowley	5	X	\$0.10	Lot Size	75	-	-
Dixon	6	-	\$0.10	Lot Size	75	X	1
Dubois	9	-	\$0.04	Lot Size	100	X	5
Fort Bridger	3	X	\$100.00	Unknown	75	X	5
Glendo (non-paved)	4	-	Unknown	Unknown	100	-	-
Green River (non-paved)	0	-	Unknown	Unknown	100	-	-
Hulett	3	X	\$0.15	Building Footprint	100	-	-
Lusk	2	-	Unknown	Unknown	Unknown	X	2
Medicine Bow	1	-	Unknown	Unknown	100	-	-
Pine Bluffs	2	-	\$0.76	Building Footprint	75	X	5
Shoshoni (non-paved)	4	-	\$0.06	Lot Size	100	-	-
Thermopolis	11	X	Unknown	Unknown	100	-	-
Upton (non-paved)	4	-	Unknown	Unknown	100	-	-

Source: 2007 SEH Airport Survey, 2006 WYDOT Aeronautics Rates and Charges Guide

Table 3-14
Airport Auto Access and Parking

Associated City	Auto Access Road		Auto Parking				
	Paved	Lighted	Existing	Fee		Parking Spaces	
				Hour	Day	Paved	Unpaved
Casper	X	X	X	-	\$3.50	502	-
Cheyenne	X	X	X	-	-	180	Unknown
Cody	X	X	X	-	-	170	72
Gillette	X	X	X	-	-	300	Unknown
Jackson	X	-	X	-	\$8.00	550	10
Laramie	X	X	X	-	-	30	20
Riverton	X	X	X	-	-	154	150
Rock Springs	X	X	X	-	-	420	250
Sheridan	X	X	X	-	-	75	Unknown
Worland	X	-	X	-	-	35	-
Afton	X	-	X	-	-	15	15
Douglas	X	-	X	-	-	29	Unknown
Evanston	X	-	X	-	-	30	Unknown
Greybull	-	-	-	-	-	-	25
Pinedale	X	-	X	-	-	Unknown	Unknown
Saratoga	X	-	X	-	-	25	10
Big Piney	X	-	X	-	-	23	-
Buffalo	X	-	X	-	-	30	50
Guernsey	X	X	X	-	-	10	-
Kemmerer	X	-	X	-	-	8	Unknown
Lander	X	-	X	-	-	19	3
Newcastle	X	-	X	-	-	20	Unknown
Powell	X	-	X	-	-	8	200
Rawlins	X	-	X	-	-	5	15
Torrington	X	-	X	-	-	12	10
Wheatland	X	X	X	-	-	10	10

Table 3-14 (Continued)
Airport Auto Access and Parking

Associated City	Auto Access Road		Auto Parking				
	Paved	Lighted	Existing	Fee		Parking Spaces	
				Hour	Day	Paved	Unpaved
Cokeville	-	-	-	-	-	-	Unknown
Cowley	-	-	-	-	-	-	10
Dixon	-	-	-	-	-	-	20
Dubois	-	-	-	-	-	-	10
Fort Bridger	X	-	X	-	-	20	Unknown
Glendo (non-paved)	-	-	-	-	-	-	2
Green River (non-paved)	-	-	-	-	-	-	Unknown
Hulett	X	-	X	-	-	40	40
Lusk	-	X	-	-	-	-	10
Medicine Bow	-	-	-	-	-	-	2
Pine Bluffs	-	-	-	-	-	-	4
Shoshoni (non-paved)	-	-	-	-	-	-	4
Thermopolis	X	X	X	-	-	10	Unknown
Upton (non-paved)	-	-	-	-	-	-	Unknown

Source: 2007 SEH Airport Survey

Table 3-15
Commercial Terminal Facilities and Services

Associated City	Commercial Terminal Building																
	Existing	Square Footage	Year Built	Covered Gates	Uncovered Gates	Airline Counters	Covered Baggage Claims	Secure Passenger Area			Restaurant	Vending Machines		Restrooms		Public Telephone	
								Square Footage	Total Seats	Restrooms		Existing	24-Hours	Existing	24-Hours	Existing	24-Hours
Casper	X	61,776	1953	1	2	4	1	3,900	91	X	X	X	-	X	-	X	-
Cheyenne	X	18,000	1960	0	1	1	1	600	34	-	X	X	-	X	-	X	-
Cody	X	15,300	1973	0	2	2	1	2,688	70	-	X	X	-	X	-	X	-
Gillette	X	50,000	1997	0	1	1	1	600	38	-	X	X	X	X	-	X	X
Jackson	X	45,000	Unknown	0	5	20	1	7,500	225	X	X	X	X	X	X	X	X
Laramie	X	6,000	1969	0	1	2	1	500	19	-	-	X	-	X	-	X	-
Riverton	X	11,025	1998	0	1	2	1	957	24	X	X	X	-	X	-	X	-
Rock Springs	X	15,834	1979	0	1	3	1	1,200	32	-	X	X	-	X	-	X	-
Sheridan	X	6,800	1942	0	2	2	1	525	32	-	-	X	X	X	-	X	X
Worland	X	5,000	1953	0	0	2	1	150	17	-	-	X	-	X	-	-	-

Source: 2007 SEH Airport Survey

Table 3-16
GA Terminal Facilities and Services

Associated City	GA Terminal Building									
	Existing	Square Footage	Pilot Lounge	Flight Planning Room	Weather Reporting Display	Vending Machines	Restrooms		Public Telephone	
							Existing	24-Hour	Existing	24-Hour
Casper	X	989	X	X	X	X	X	-	X	-
Cheyenne	X	4,000	X	X	X	X	X	X	X	X
Cody	X	30,000	X	X	-	-	X	X	-	-
Gillette	X	2,000	X	X	X	X	X	-	X	X
Jackson	X	3,000	X	X	X	X	X	-	-	-
Laramie	X	1,000	X	X	X	X	X	-	X	-
Riverton	X	1,300	X	X	X	X	X	-	X	-
Rock Springs	X	3,000	X	X	X	X	X	-	X	X
Sheridan	X	2,000	X	X	X	X	X	-	X	X
Worland	X	2,240	X	X	X	X	X	-	X	-
Afton	X	6,480	X	X	X	X	X	X	X	X
Douglas	X	2,700	X	X	X	X	X	X	X	X
Evanston	X	400	X	X	X	X	X	-	X	-
Greybull	X	3,300	X	X	-	X	X	-	X	X
Pinedale	X	2,500	X	X	X	X	X	X	X	X
Saratoga	X	680	X	X	X	X	X	-	X	X
Big Piney	X	3,640	X	X	X	-	X	X	X	X
Buffalo	X	150	X	X	X	X	X	-	X	-
Guernsey	X	1,200	X	X	X	X	X	X	X	X
Kemmerer	X	1,800	X	X	X	X	X	-	X	X
Lander	X	780	X	X	X	X	X	-	X	-
Newcastle	X	750	X	X	X	X	X	X	X	X
Powell	X	1,500	X	X	X	X	X	-	X	X
Rawlins	X	1,200	X	X	-	X	X	-	-	-
Torrington	X	900	X	X	X	X	X	X	X	X
Wheatland	X	600	X	X	-	-	X	-	X	X
Cokeville	-	-	-	-	-	-	-	-	-	-
Cowley	X	400	X	X	X	X	X	-	X	X
Dixon	-	-	-	-	-	-	-	-	-	-
Dubois	X	450	X	X	X	X	X	X	X	X
Fort Bridger	X	525	X	X	-	X	X	X	X	X
Glendo (non-paved)	-	-	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-	-	-
Hulett	X	600	X	X	X	-	X	X	X	X
Lusk	X	1,200	X	X	-	-	X	-	X	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-	-	-
Pine Bluffs	-	-	X	X	X	-	-	-	X	X
Shoshoni (non-paved)	-	-	-	-	-	-	-	-	-	-
Thermopolis	X	700	X	X	X	X	X	-	X	-
Upton (non-paved)	-	-	-	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey

Table 3-17
FAA Registered Pilots and Aircraft per County

County	FAA Registered Pilots	Piston Aircraft	Turbine/ Jet Aircraft	Other	Total FAA Registered Aircraft
Albany	108	58	8	4	70
Big Horn	65	52	2	7	61
Campbell	119	108	3	4	115
Carbon	41	45	1	3	49
Converse	54	57	2	5	64
Crook	29	24	0	1	25
Fremont	177	117	6	4	127
Goshen	36	24	0	1	25
Hot Springs	19	12	0	0	12
Johnson	43	32	1	2	35
Laramie	298	135	37	49	221
Lincoln	105	132	3	3	138
Natrona	258	112	11	9	132
Niobrara	11	12	0	1	13
Park	152	85	3	11	99
Platte	28	21	0	1	22
Sheridan	204	100	15	8	123
Sublette	46	31	1	1	33
Sweetwater	67	64	0	7	71
Teton	247	117	31	22	170
Uinta	53	48	2	0	50
Washakie	42	24	2	9	35
Weston	18	28	1	3	32
TOTAL	2,220	1,438	129	155	1,722
Note: Other aircraft include gliders, sailplanes and balloons					

Source: FAA Aircraft & Pilot Registry, <http://registry.faa.gov/activeairmen> (Retrieved August, 2007)

Table 3-18
Airport Operations

Associated City	Air Carrier	Air Taxi/Air Charter	GA Itinerant	GA Local	Military	Total
Casper	1,723	29,063	17,865	11,063	770	61,297
Cheyenne	182	6,648	12,624	14,606	24,893	58,953
Cody	4,000	3,275	16,000	15,000	10	38,285
Gillette	40	4,995	9,758	4,274	38	19,105
Jackson	5,223	8880	14,633	1,563	306	30,605
Laramie	3,250	445	2,825	3,225	345	10,090
Riverton	1,453	2,460	2,258	2,223	29	8,423
Rock Springs	1,664	3,296	9,849	2,160	48	17,017
Sheridan	3,400	3,130	12,640	17,910	150	37,230
Worland	624	750	1,400	1,400	6	4,180
Afton	0	200	1,500	10,500	0	12,200
Douglas	0	347	1,559	3,638	41	5,585
Evanston	0	150	1,200	4,700	30	6,080
Greybull	0	0	1,300	2,875	0	4,175
Pinedale	0	3,500	2,000	4,000	16	9,516
Saratoga	0	835	4,450	3,650	30	8,965
Big Piney	0	700	2,100	700	0	3,500
Buffalo	0	110	4,200	3,000	10	7,320
Guernsey	0	0	1,600	300	2,000	3,900
Kemmerer	0	0	1,500	1,800	100	3,400
Lander	0	150	5,000	6,000	30	11,180
Newcastle	0	75	2,955	0	1,970	5,000
Powell	0	250	850	2,000	30	3,130
Rawlins	0	4,200	4,500	3,000	300	12,000
Torrington	0	202	3,200	1,019	10	4,431
Wheatland	0	0	820	3,000	0	3,820

Table 3-18 (Continued)
Airport Operations

Associated City	Air Carrier	Air Taxi/Air Charter	GA Itinerant	GA Local	Military	Total
Cokeville	0	50	400	800	0	1,250
Cowley	0	0	1,300	2,875	0	4,175
Dixon	0	100	1,800	700	0	2,600
Dubois	0	600	600	3,800	0	5,000
Fort Bridger	0	0	2,000	1,500	0	3,500
Glendo (non-paved)	0	0	300	150	0	450
Green River (non-paved)	0	0	34	0	0	34
Hulett	0	0	700	700	0	1,400
Lusk	0	500	4,500	2,000	30	7,030
Medicine Bow	0	0	20	20	0	40
Pine Bluffs	0	50	2,200	4,750	1,000	8,000
Shoshoni (non-paved)	0	0	15	60	0	75
Thermopolis	0	0	810	1,770	0	2,580
Upton (non-paved)	0	0	60	0	0	60

Source: 2007 SEH Airport Survey, FAA 5010 Forms, FAA Operations and Performance Data <http://aspm.faa.gov>

**Table 3-19
Based Aircraft**

Associated City	Single Engine	Multi-Engine	Turbo	Jet	Total	Helicopter	Military	Other
Casper	46	17	14	8	85	5	0	0
Cheyenne	35	38	0	4	77	0	22	0
Cody	51	0	4	2	57	2	0	2
Gillette	45	7	0	1	53	0	0	1
Jackson	24	11	5	7	47	1	0	0
Laramie	28	2	8	1	39	0	0	1
Riverton	30	2	1	1	34	0	0	0
Rock Springs	43	5	1	0	49	0	0	2
Sheridan	61	6	18	3	88	4	0	2
Worland	12	0	0	1	13	6	0	0
Afton	36	3	1	0	40	3	0	2
Douglas	32	3	1	1	37	0	0	2
Evanston	17	1	0	0	18	0	0	0
Greybull	27	0	0	0	27	0	0	0
Pinedale	15	1	1	0	17	1	0	0
Saratoga	24	2	1	0	27	0	0	2
Big Piney	7	0	0	0	7	0	0	0
Buffalo	17	2	0	1	20	0	0	0
Guernsey	0	0	6	0	6	0	1	0
Kemmerer	7	0	0	0	7	0	0	0
Lander	50	5	0	0	55	0	0	0
Newcastle	10	0	1	0	11	0	0	1
Powell	16	0	1	0	17	0	0	16
Rawlins	18	0	4	0	22	0	0	0
Torrington	26	1	0	0	27	0	0	0
Wheatland	14	0	0	0	14	0	0	0

**Table 3-19 (Continued)
Based Aircraft**

Associated City	Single Engine	Multi-Engine	Turbo	Jet	Total	Helicopter	Military	Other
Cokeville	2	0	0	0	2	0	0	0
Cowley	10	0	0	0	10	0	0	0
Dixon	7	0	1	1	9	0	0	0
Dubois	11	0	0	0	11	0	0	1
Fort Bridger	9	1	0	0	10	0	0	0
Glendo (non-paved)	0	0	0	0	0	0	0	0
Green River (non-paved)	0	0	0	0	0	0	0	0
Hulett	5	0	0	0	5	0	0	1
Lusk	2	0	0	0	2	0	0	0
Medicine Bow	0	0	0	0	0	0	0	0
Pine Bluffs	8	1	0	0	9	0	0	0
Shoshoni (non-paved)	3	0	0	0	3	0	0	1
Thermopolis	8	0	0	0	8	0	0	0
Upton (non-paved)	1	0	0	0	1	0	0	0

Source: 2007 SEH Airport Survey

Table 3-20
Air Cargo

Associated City	Air Cargo Operations			Dedicated Air Cargo Facilities	
	Existing	Regularly Scheduled	Annual Tonnage	Existing	Square Footage
Casper	X	X	13,500	X	240,000
Cheyenne	X	-	2	-	-
Cody	X	X	287	X	12,000
Gillette	X	X	181	-	-
Jackson	X	X	1,790	-	-
Laramie	X	X	Unknown	-	-
Riverton	X	X	147	-	-
Rock Springs	X	X	769	-	-
Sheridan	X	X	54	X	4,800
Worland	-	-	-	-	-
Afton	-	-	-	-	-
Douglas	-	-	-	-	-
Evanston	-	-	-	-	-
Greybull	-	-	-	-	-
Pinedale	-	-	-	-	-
Saratoga	-	-	-	-	-
Big Piney	-	-	-	-	-
Buffalo	X	-	-	-	-
Guernsey	-	-	-	-	-
Kemmerer	-	-	-	-	-
Lander	-	-	-	-	-
Newcastle	-	-	-	-	-
Powell	-	-	-	-	-
Rawlins	X	X	55	-	-
Torrington	-	-	-	-	-
Wheatland	-	-	-	-	-

Table 3-20 (Continued)
Air Cargo

Associated City	Air Cargo Operations			Dedicated Air Cargo Facilities	
	Existing	Regularly Scheduled	Annual Tonnage	Existing	Square Footage
Cokeville	-	-	-	-	-
Cowley	-	-	-	-	-
Dixon	-	-	-	-	-
Dubois	-	-	-	-	-
Fort Bridger	-	-	-	-	-
Glendo (non-paved)	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-
Hulett	-	-	-	-	-
Lusk	-	-	-	-	-
Medicine Bow	-	-	-	-	-
Pine Bluffs	-	-	-	-	-
Shoshoni (non-paved)	-	-	-	-	-
Thermopolis	-	-	-	-	-
Upton (non-paved)	-	-	-	-	-

Source: 2007 SEH Airport Survey and U.S. Department of Transportation - Bureau of Transportation Statistics (airport activity for 12 months ending November, 2007)

**Table 3-21
Main Airport Uses**

Associated City	Personal/ Recreational	Business	Military	Commercial	Cargo	Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical/ Patient Transfer
Casper	X	X	-	X	X	-	-	-	-	-	-
Cheyenne	X	X	X	X	-	-	-	-	-	-	-
Cody	X	-	-	X	X	-	-	-	-	-	-
Gillette	X	X	-	X	-	-	-	-	-	-	-
Jackson	X	-	-	X	X	-	-	-	-	-	-
Laramie	X	X	-	X	-	-	-	-	-	-	-
Riverton	X	X	-	X	-	-	-	-	-	-	-
Rock Springs	-	X	-	X	X	-	-	-	-	-	-
Sheridan	X	X	-	X	-	-	-	-	-	-	-
Worland	X	X	-	X	-	-	-	-	-	-	-
Afton	X	X	-	-	-	X	-	-	-	-	-
Douglas	X	X	-	-	-	-	-	-	-	-	X
Evanston	X	X	-	-	-	X	-	-	-	-	X
Greybull	X	X	-	-	-	-	-	-	X	-	-
Pinedale	X	X	-	-	-	-	-	-	-	-	X
Saratoga	X	X	-	-	-	-	X	-	-	-	-
Big Piney	X	X	-	-	-	-	-	-	-	-	X
Buffalo	X	X	-	-	-	X	-	-	-	-	-
Guernsey	X	X	X	-	-	-	-	-	-	-	-
Kemmerer	X	X	-	-	-	-	-	-	-	X	X
Lander	X	X	-	-	-	-	-	-	-	-	X
Newcastle	X	X	-	-	-	X	-	-	-	-	-
Powell	X	-	-	-	-	X	-	-	-	-	X
Rawlins	X	-	-	-	X	-	X	-	-	-	X
Torrington	X	X	X	-	-	X	X	X	-	X	X
Wheatland	X	X	-	-	-	-	-	-	-	-	X

Table 3-21 (Continued)
Main Airport Uses

Associated City	Personal/ Recreational	Business	Military	Commercial	Cargo	Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical/ Patient Transfer
Cokeville	X	X	-	-	-	-	X	X	-	-	X
Cowley	X	X	-	-	-	-	-	-	-	X	-
Dixon	X	X	-	-	-	-	-	-	-	X	-
Dubois	X	X	-	-	-	X	-	-	X	-	-
Fort Bridger	X	X	-	-	-	-	-	X	-	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-	-	-	-
Green River (non-paved)	X	-	-	-	-	-	-	-	-	-	-
Hulett	X	X	-	-	-	X	-	-	-	-	-
Lusk	X	X	-	-	-	-	-	X	-	-	X
Medicine Bow	-	-	-	-	-	-	-	-	-	-	-
Pine Bluffs	X	-	-	-	-	X	-	X	-	-	-
Shoshoni (non-paved)	X	-	-	-	-	-	-	-	-	-	-
Thermopolis	X	X	-	-	-	X	-	-	-	-	X
Upton (non-paved)	X	X	-	-	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey

**Table 3-22
Aircraft Services**

Associated City	Aircraft Rental	Aircraft Charter	Overnight Aircraft Storage	Aircraft Reference Code of Largest Aircraft Served	Aircraft Maintenance	Avionics Repair	Aircraft Deicing		
							Existing	Containment System	System Operation
Casper	X	X	X	III	Major A & P	X	X	X	FBO Operated
Cheyenne	X	X	X	I	Major A & P	-	X	X	Airline Operated
Cody	X	X	X	III	Major A & P	-	X	-	Airline Operated
Gillette	X	X	X	II	Major A & P	-	X	X	Airport Operated
Jackson	X	X	X	III	Major A & P	X	X	-	Airline Operated
Laramie	X	-	X	I	Minor A	-	X	-	FBO Operated
Riverton	X	-	X	I	Major A & P	-	X	-	Airline Operated
Rock Springs	X	X	X	II	-	-	X	-	Airport Operated
Sheridan	X	X	X	II	Major A & P	X	X	X	Airport Operated
Worland	-	X	-	-	Major A & P	-	-	-	-
Afton	X	-	X	III	Major A & P	-	X	-	FBO Operated
Douglas	-	-	X	I	Major A & P	-	-	-	-
Evanston	X	-	X	Unknown	Minor A & P	-	X	-	FBO Operated
Greybull	-	-	-	-	Major A & P	X	-	-	-
Pinedale	-	-	X	I	Major A & P	-	X	-	FBO Operated
Saratoga	-	-	X	II	Minor A & P	-	X	-	FBO Operated
Big Piney	-	-	X	III	-	-	-	-	-
Buffalo	-	-	X	II	Minor A & P	-	-	-	-
Guernsey	-	-	-	-	-	-	-	-	-
Kemmerer	-	-	-	-	-	-	-	-	-
Lander	X	-	X	I	Major A & P	-	-	-	-
Newcastle	X	-	X	II	-	-	-	-	-
Powell	X	-	X	I	Major A & P	-	-	-	-
Rawlins	X	X	X	II	Major A & P	-	-	-	-
Torrington	X	-	X	I	Major A & P	-	-	-	-
Wheatland	-	-	-	-	-	-	-	-	-

Table 3-22 (Continued)
Aircraft Services

Associated City	Aircraft Rental	Aircraft Charter	Overnight Aircraft Storage	Aircraft Reference Code of Largest Aircraft Served	FAA Certified Maintenance	Avionics Repair	Aircraft Deicing		
							Existing	Containment System	System Operation
Cokeville	-	-	-	-	-	-	-	-	-
Cowley	-	-	-	-	-	-	-	-	-
Dixon	-	-	-	-	-	-	-	-	-
Dubois	-	-	-	-	-	-	-	-	-
Fort Bridger	-	-	X	Unknown	Major A & P	-	-	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-	-
Hulett	-	-	X	II	-	-	-	-	-
Lusk	-	-	-	-	-	-	-	-	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-	-
Pine Bluffs	-	-	-	-	-	-	-	-	-
Shoshoni (non-paved)	-	-	-	-	-	-	-	-	-
Thermopolis	-	-	X	I	-	-	-	-	-
Upton (non-paved)	-	-	-	-	-	-	-	-	-

Note: A – Airframe, P - Powerplant

Source: 2007 SEH Airport Survey, Airport Facilities Directory (Dec. 20, 2007)

**Table 3-23
Fuel Services**

Associated City	Fuel Services Available		Fuel Types Available	
	Existing	24-Hours	100 LL	Jet A
Casper	X	X	X	X
Cheyenne	X	X	X	X
Cody	X	-	X	X
Gillette	X	X	X	X
Jackson	X	-	X	X
Laramie	X	-	X	X
Riverton	X	X	X	X
Rock Springs	X	X	X	X
Sheridan	X	-	X	X
Worland	X	X	X	X
Afton	X	X	X	X
Douglas	X	-	X	X
Evanston	X	-	X	X
Greybull	X	X*	X	X
Pinedale	X	X*	X	X
Saratoga	X	-	X	X
Big Piney	X	X	X	X
Buffalo	X	X	X	X
Guernsey	X	X	X	-
Kemmerer	X	X	X	X
Lander	X	X*	X	X
Newcastle	X	X*	X	X
Powell	X	X	X	X
Rawlins	X	X*	X	X
Torrington	X	X*	X	X
Wheatland	-	-	-	-

**Table 3-23 (Continued)
Fuel Services**

Associated City	Fuel Services Available		Fuel Types Available	
	Existing	24-Hours	100 LL	Jet A
Cokeville	-	-	-	-
Cowley	X	X	X	-
Dixon	-	-	-	-
Dubois	X*	-	X	-
Fort Bridger	X	X	X	-
Glendo (non-paved)	-	-	-	-
Green River (non-paved)	-	-	-	-
Hulett	X	X	X	-
Lusk	X*	-	X	-
Medicine Bow (non-paved)	-	-	-	-
Pine Bluffs	**	-	**	-
Shoshoni (non-paved)	-	-	-	-
Thermopolis	X	X	X	-
Upton (non-paved)	-	-	-	-
Notes: *Prior arrangements necessary for fuel **100LL Fuel to be available fall 2008				

Source: 2007 SEH Airport Survey and WYDOT Aeronautics Rates and Charges Guide (2006)

Table 3-24
Pilot Services and Transportation

Associated City	Attended Airport	24-Hour Attended Airport	Flight Training	US Customs	Transportation			
					Courtesy Car	On-Airport Car Rental Facility	Taxi	Bus
Casper	X	X	X	X	X	X	X	-
Cheyenne	X	-	X	-	X	X	X	-
Cody	X	-	X	-	-	X	-	-
Gillette	X	-	X	-	X	X	X	-
Jackson	X	X	-	-	-	X	X	X
Laramie	X	-	-	-	X	X	X	-
Riverton	X	-	-	-	X	X	X	X
Rock Springs	X	-	-	-	X	X	X	-
Sheridan	X	-	X	-	X	X	X	-
Worland	X	-	-	-	X	X	-	-
Afton	X	-	X	-	X	X	-	X
Douglas	X	-	-	-	X	-	X	-
Evanston	X	X	X	-	X	-	X	-
Greybull	X	-	-	-	X	-	-	-
Pinedale	X	-	-	-	X	-	-	-
Saratoga	X	-	-	-	X	X	-	-
Big Piney	X	-	-	-	X	-	-	-
Buffalo	X	-	-	-	X	-	-	-
Guernsey	X	-	-	-	X	-	-	-
Kemmerer	X	-	-	-	X	-	-	-
Lander	X	X	X	-	X	X	-	-
Newcastle	X	-	X	-	X	-	-	-
Powell	X	-	X	-	X	-	-	-
Rawlins	X	-	-	-	X	-	X	-
Torrington	X	-	X	-	X	-	-	-
Wheatland	-	-	-	-	-	-	-	-

Table 3-24 (Continued)
Pilot Services and Transportation

Associated City	Attended Airport	24-Hour Attended Airport	Flight Training	US Customs	Transportation			
					Courtesy Car	On-Airport Car Rental Facility	Taxi	Bus
Cokeville	-	-	-	-	-	-	-	-
Cowley	X	X	-	-	X	-	-	-
Dixon	-	-	-	-	-	-	-	-
Dubois	-	-	-	-	X	-	-	X
Fort Bridger	X	X	-	-	-	-	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-
Hulett	-	-	-	-	X	-	-	-
Lusk	-	-	-	-	X	-	X	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-
Pine Bluffs	-	-	X	-	X	-	-	-
Shoshoni (non-paved)	-	-	-	-	-	-	-	-
Thermopolis	X	-	-	-	X	-	-	-
Upton (non-paved)	-	-	-	-	-	-	-	-

Source: 2007 SEH Airport Survey

Table 3-25
Airport Administration

Associated City	Airport Manager	FBO Airport Management Agreement	Legislative Liaison	Airport Web Site
Casper	X	X	X	Dedicated Airport Web Site
Cheyenne	X	-	X	Dedicated Airport Web Site
Cody	X	-	-	Dedicated Airport Web Site
Gillette	X	X	X	Dedicated Airport Web Site
Jackson	X	-	X	Dedicated Airport Web Site
Laramie	X	-	X	Dedicated Airport Web Site
Riverton	X	-	-	Dedicated Airport Web Site
Rock Springs	X	-	-	Dedicated Airport Web Site
Sheridan	X	X	-	Dedicated Airport Web Site
Worland	X	-	-	None
Afton	X	-	-	Dedicated Airport Web Site
Douglas	X	-	X	None
Evanston	X	X	-	None
Greybull	X	X	-	None
Pinedale	X	X	X	None
Saratoga	X	X	-	None
Big Piney	X	-	-	None
Buffalo	X	X	-	Dedicated Airport Web Site
Guernsey	-	-	-	Page on City or County Web Site
Kemmerer	X	-	X	None
Lander	X	X	-	None
Newcastle	X	X	-	None
Powell	X	X	-	Page on City or County Web Site
Rawlins	X	X	-	None
Torrington	X	X	-	Page on City or County Web Site
Wheatland	-	-	-	None

Table 3-25 (Continued)
Airport Administration

Associated City	Airport Manager	FBO Airport Management Agreement	Legislative Liaison	Airport Web Site
Cokeville	X	-	X	None
Cowley	X	X	-	None
Dixon	-	-	X	None
Dubois	X	-	X	None
Fort Bridger	X	-	-	None
Glendo (non-paved)	-	-	-	None
Green River (non-paved)	X	-	X	None
Hulett	X	-	X	None
Lusk	X	-	-	None
Medicine Bow (non-paved)	-	-	-	None
Pine Bluffs	X	-	X	Page on City or County Web Site
Shoshoni (non-paved)	-	-	-	None
Thermopolis	X	X	-	None
Upton (non-paved)	-	-	-	None

Source: 2007 SEH Airport Survey

Table 3-26
Airport Administration Maps and Documents

Associated City	Airport Master Plan		Airport Layout Plan		Economic Impact Study		Land Use Plan		Noise Contour Map		Pavement Management Plan	Minimum Standards	
	On Record	Date	On Record	Date	On Record	Date	On Record	Date	On Record	Date	On Record	On Record	Date
Casper	X	12/2004	X	12/2004	X	01/2004	-	-	X	12/2004	X	-	
Cheyenne	X	04/2007	X	04/2007	X	Unknown	X	Unknown	X	06/1992	X	X	07/1986
Cody	X	09/2006	X	09/2006	X	08/2006	X	Unknown	-	-	X	-	
Gillette	X	12/2001	X	2001*	-	-	X	Unknown	X	Unknown	X	-	-
Jackson	X	01/1998*	X	02/2000*	X	Unknown	-	-	X	05/2004	-	-	-
Laramie	X	01/1993*	X	09/2002*	-	-	-	-	X	Unknown	X	X	Unknown
Riverton	X	11/2000	X	11/2000	-	-	X	10/2000	X	10/2000	X	-	-
Rock Springs	X	2003	X	02/2003	X	Unknown	X	Unknown	-	-	X	-	-
Sheridan	X	10/1996	X	01/2008	X	Unknown	X	Unknown	X	Unknown	X	-	-
Worland	X	02/1999	X	11/1999	X	02/2002	-	08/2001	-	-	X	-	-
Afton	X	1992	X	01/2002	X	01/2004	X	Unknown	X	01/2007	X	-	-
Douglas	X	11/1993	X	05/1994	X	04/1996	X	12/2001	X	12/2001	X	-	-
Evanston	X	02/1995	X	08/2001	X	02/1995	X	Unknown	X	02/1995	X	-	-
Greybull	X	01/2004	X	03/2004	-	-	-	-	-	-	X	-	-
Pinedale	X	1993*	X	01/2002*	X	Unknown	-	-	-	-	X	-	-
Saratoga	X	08/1989	X	07/1998	X	02/2004	-	02/1991	-	02/1991	X	-	06/1976
Big Piney	X	03/2007	X	05/2007	-	-	-	-	X	05/2007	X	-	11/2006
Buffalo	X	2006	X	05/2007	-	-	-	-	-	-	X	-	-
Guernsey	-	-*	X	05/1977*	-	-	-	-	-	-	-	-	-
Kemmerer	X	01/2005	X	10/2005	-	-	X	Unknown	-	-	X	-	-
Lander	X	05/1996*	X	12/1996*	-	-	-	-	-	-	X	-	-
Newcastle	X	07/2004	X	07/2004	-	-	-	-	-	-	X	-	-
Powell	X	01/2000	X	05/2002*	X	Unknown	-	-	-	-	X	-	-
Rawlins	X	01/2001*	X	01/2001*	-	-	-	-	-	-	X	-	01/1980
Torrington	X	02/1997	X	01/1997	X	Unknown	-	-	X	Unknown	X	X	Unknown
Wheatland	X	12/1998	X	08/2007	-	-	-	-	-	-	-	-	-
Cokeville	-	-*	-	-*	-	-	X	02/2007	-	-	X	X	Unknown
Cowley	X	09/2000	X	11/2000	-	-	-	-	-	-	X	-	-
Dixon	X	12/2000	X	12/2000	-	-	-	-	-	-	X	X	Unknown
Dubois	X	03/1999*	X	03/1999*	-	-	X	-	-	-	X	-	-
Fort Bridger	-	-	X	01/1999*	-	-	-	-	-	-	X	-	-
Glendo (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-
Green River (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-
Hulett	X	Unknown	X	06/2004	-	-	X	Unknown	X	Unknown	-	-	-
Lusk	X	09/2006	X	01/2004	-	-	-	-	-	-	X	-	-
Medicine Bow (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-
Pine Bluffs	X	12/1995	X	09/2001	-	-	X	Unknown	-	-	X	-	-
Shoshoni (non-paved)	-	-	X	Unknown	-	-	-	-	-	-	-	-	-
Thermopolis	X	03/2000	X	03/2000	-	-	-	-	-	-	X	-	-
Upton (non-paved)	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: * Update currently in progress

Source: 2007 SEH Airport Survey and WYDOT Falcon Database (2007)