

Welcome!



Southwest Wyoming Regional Airport



Master Plan



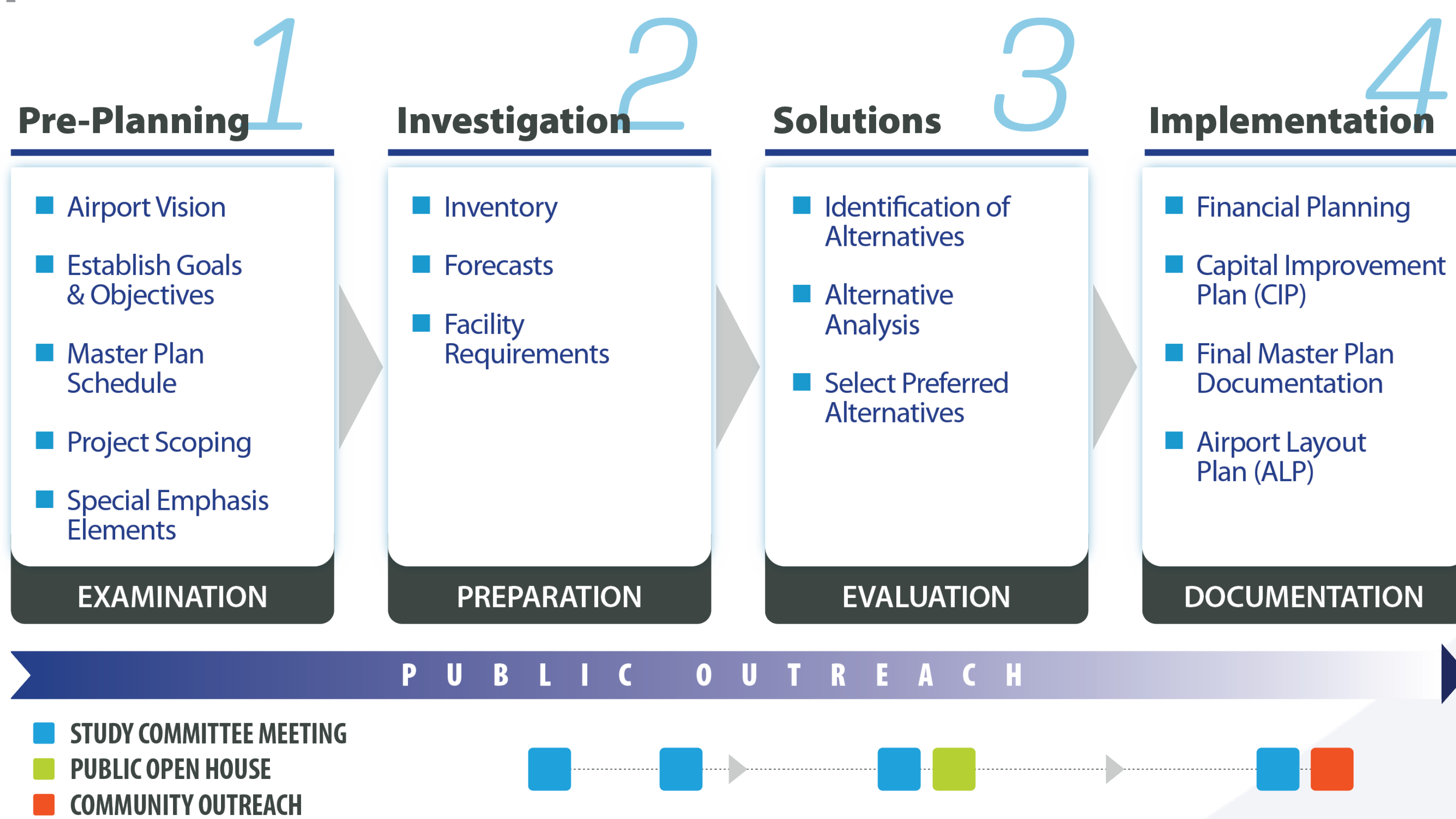
What is an Airport Master Plan Study

- ➔ Decision-Making Tool to Guide Orderly Development of Future Airport Facilities
- ➔ FAA Tool for Planning and Programming Purposes
- ➔ Provides Input Related to National Environmental Protection Act (NEPA)
- ➔ Includes community outreach throughout the study
- ➔ Provides Input to City/County Land Use Planning and Regional Transportation Planning
- ➔ Serves as a flexible, living document
- ➔ A Master Plan is NOT a business plan or noise study

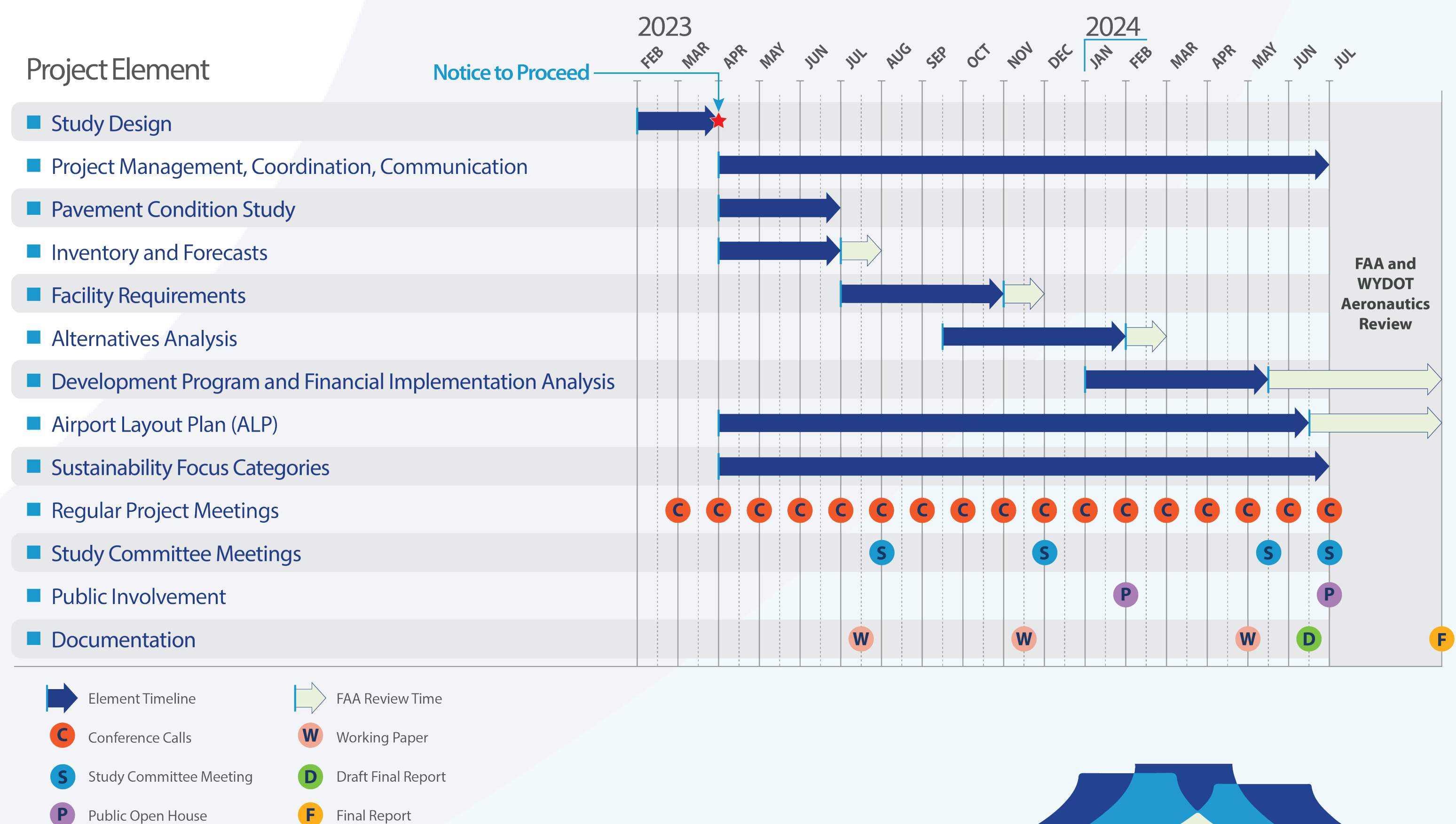


Process and Schedule

MASTER PLAN PROCESS



2023 MASTER PLAN PROJECT SCHEDULE



March 24, 2023



Inventory of Existing Conditions

→ Existing Airport Layout

- ▶ Airside
- ▶ Landside

→ Existing Terminal

→ Support Facilities & Equipment

→ Airport Access

→ Airspace

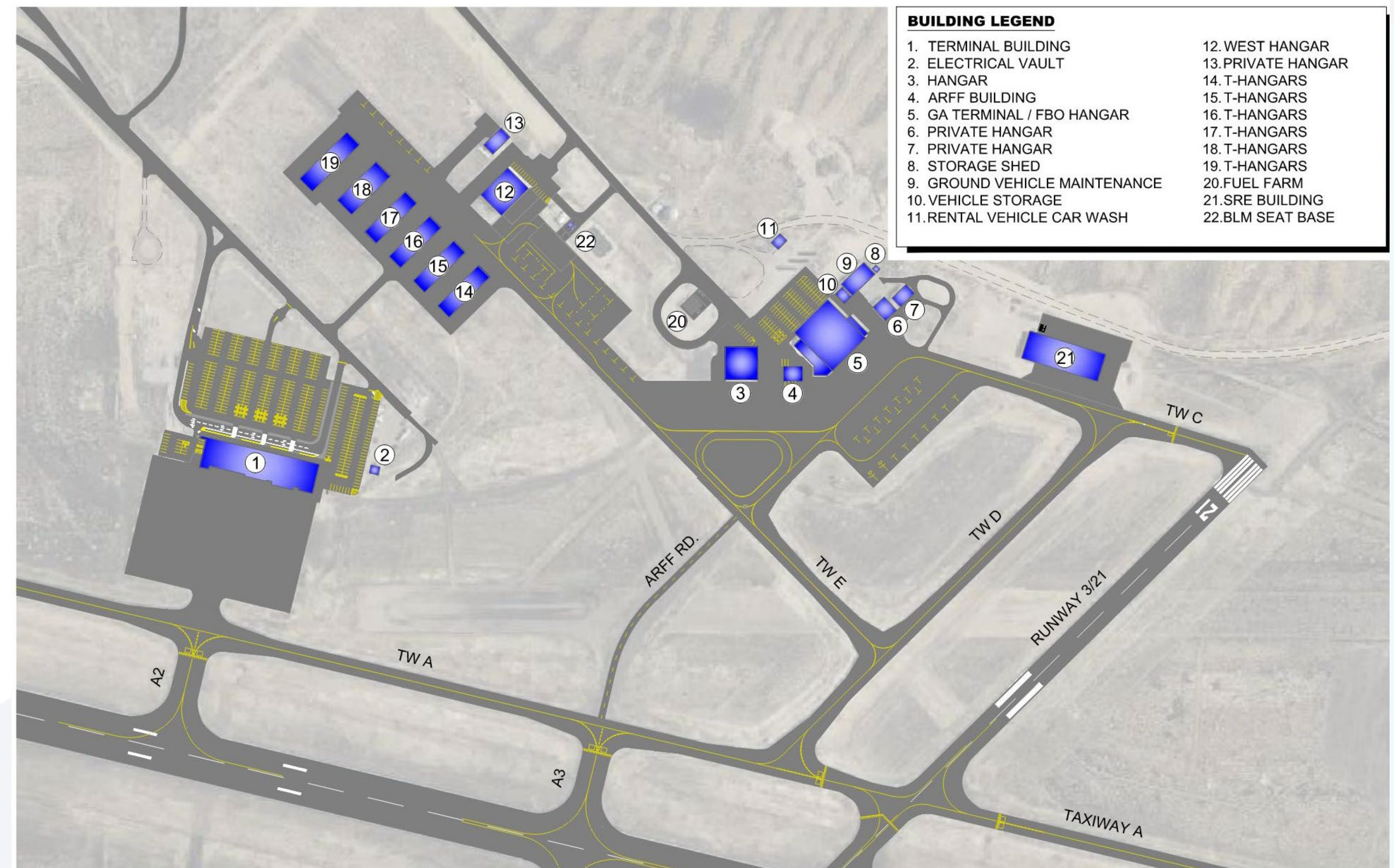
→ Emergency Response

→ Utilities

→ Airport Environs

→ Land Use & Zoning

→ Environmental Condition Baseline



Sustainability Integration

→ Sustainability focus categories

- ▶ Airport finance
- ▶ Energy
- ▶ Water
- ▶ Adjacent land use compatibility

→ Current and future projects

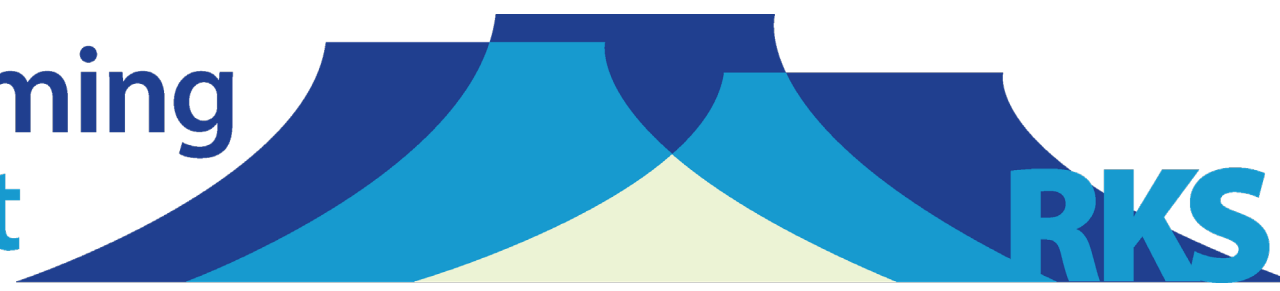
- ▶ Pavement Evaluation Study
- ▶ Building improvements
- ▶ Fleet electrification
- ▶ Solar
- ▶ Potential for BIL funding

→ Land use considerations

- ▶ Areas not needed for aeronautical use
- ▶ Carbon Capture Utilization and Storage (CCUS)

→ Potential for capital self sustainability





Forecasts & Critical Aircraft

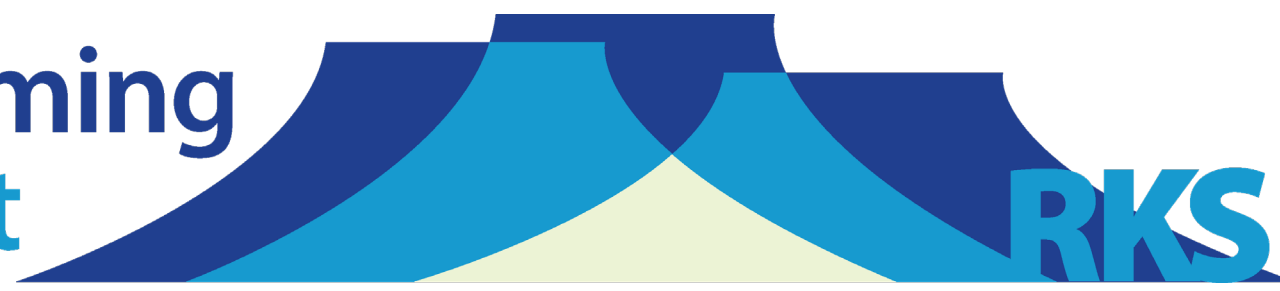
Aviation Activity	2022	2027	2032	2037	2047
OPERATIONS					
Commercial Service	4,574	4,689	4,808	4,929	5,054
General Aviation	12,045	12,218	12,279	12,353	12,415
Local GA Operations	9,770	9,910	9,960	10,020	10,070
Itinerant GA Operations	2,275	2,308	2,319	2,333	2,345
Military	55	55	55	55	55
Total Operations	16,674	16,962	17,142	17,338	17,524
PASSENGER ENPLANEMENTS					
Enplanements	16,499	20,784	23,984	27,255	30,594
BASED AIRCRAFT BY TYPE					
Single Engine Piston	35	37	38	39	39
Multi Engine Piston	5	5	5	5	5
Jet	0	2	2	2	2
Helicopter	1	2	2	2	2
Experimental	3	4	4	4	5
Total Based Aircraft	44	50	51	52	53

Existing/Future
Rwy 3/21 Critical Aircraft

Existing Rwy 9/27 Critical
Aircraft

Future Rwy 9/27 Critical
Aircraft

- RDC A-I**
Single-Engine Aircraft – 2 to 6 Seats
Cessna 172, Beech Bonanza, Cirrus SR22
- RDC B-I**
Twin-Piston Aircraft – 4 to 10 Seats
PA 31-310 Navajo, Beech Baron 58, Cessna 414
- *RDC B-II**
Twin-Turboprop/Business Jet/Small Cabin Aircraft 6 to 12 Seats –
Beach King Air 200, Pilatus PC-12
- RDC C/D-I**
Business Jets- 6 to 12 Seats
Lear 45, Hawker 400
- *RDC C/D-II**
Commercial/Business Jet – 6 to 70 Seats
Bombardier CRJ-200, Embraer ERJ-145
- **RDC C/D-III**
Large Commercial/Businessjet – 14 to 177 Seats
Embraer 175
Bombardier BD-700 Global Express, Gulfstream G800



Runway 9/27 Facility Requirements

➔ Safety Area

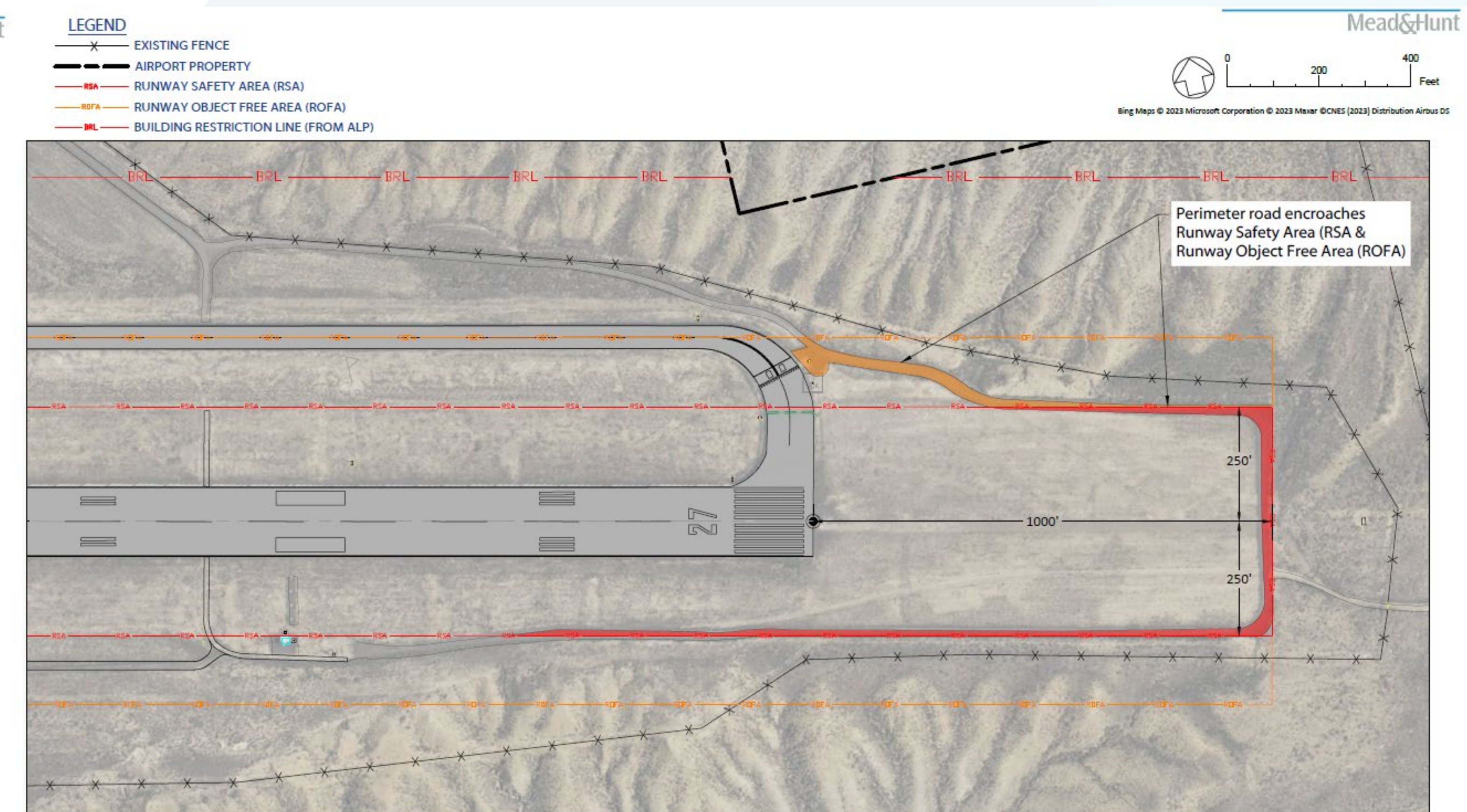
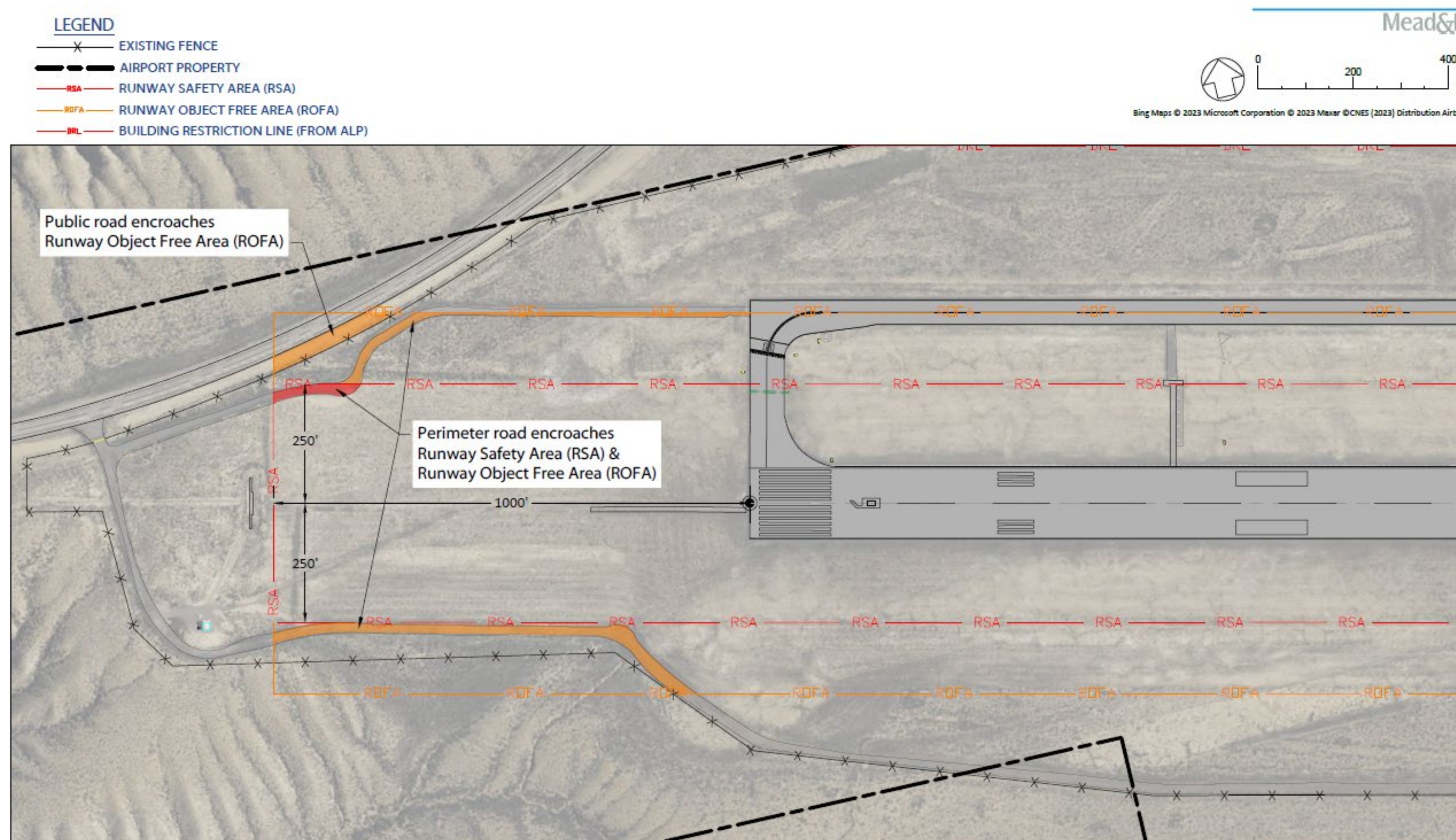
- ▶ Perimeter access roads located in RSA at either end of runway

➔ Object Free Area

- ▶ Perimeter fence & Airport Road / County Route 10 located in OFA (approach end Runway 9)

➔ Blast pads & paved shoulders

- ▶ Needed to meet ADG III standards (none currently)



Runway 3/21 Facility Requirements

➔ Recommended Length – 8,200 feet (existing 5,228 feet)

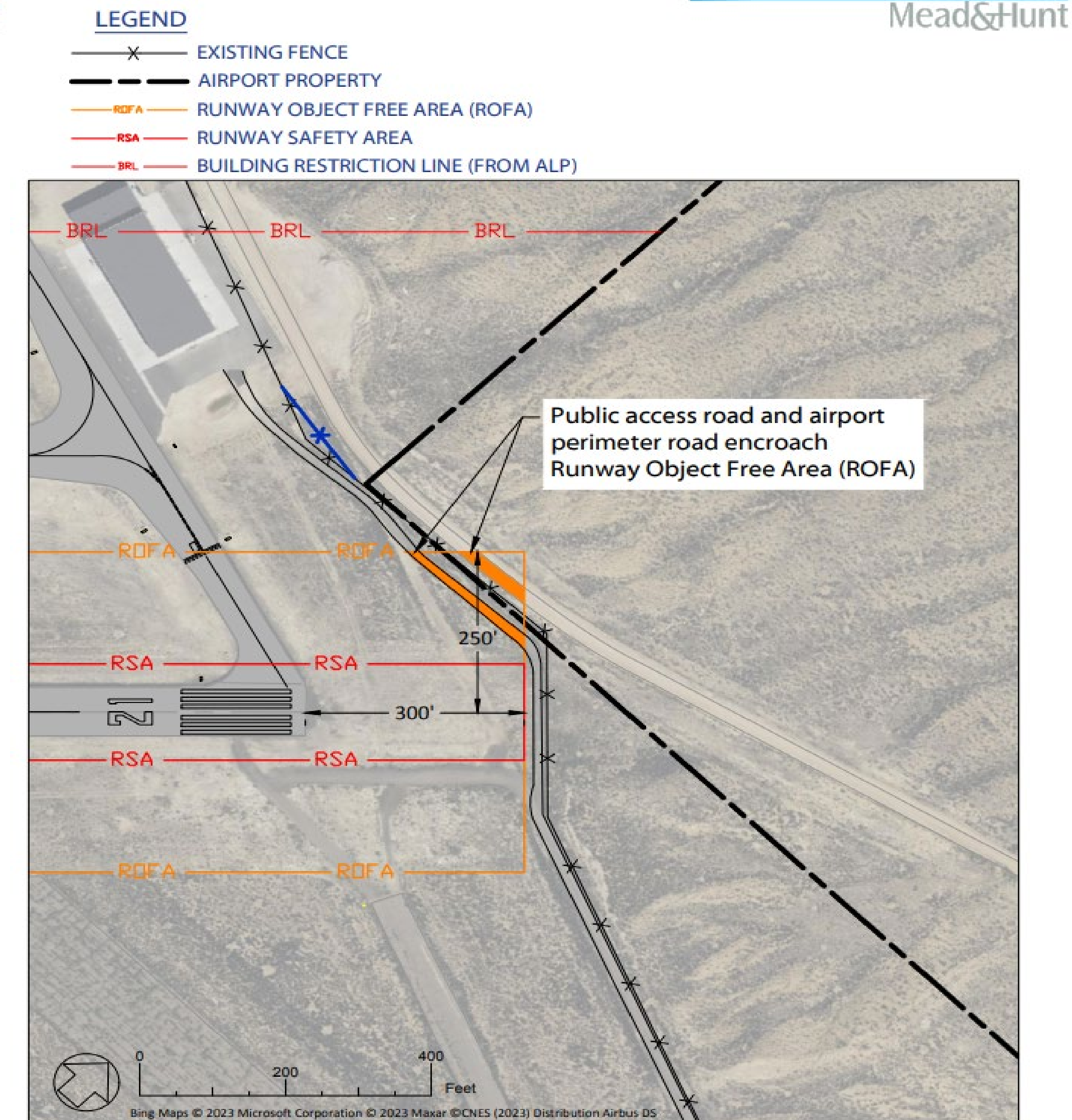
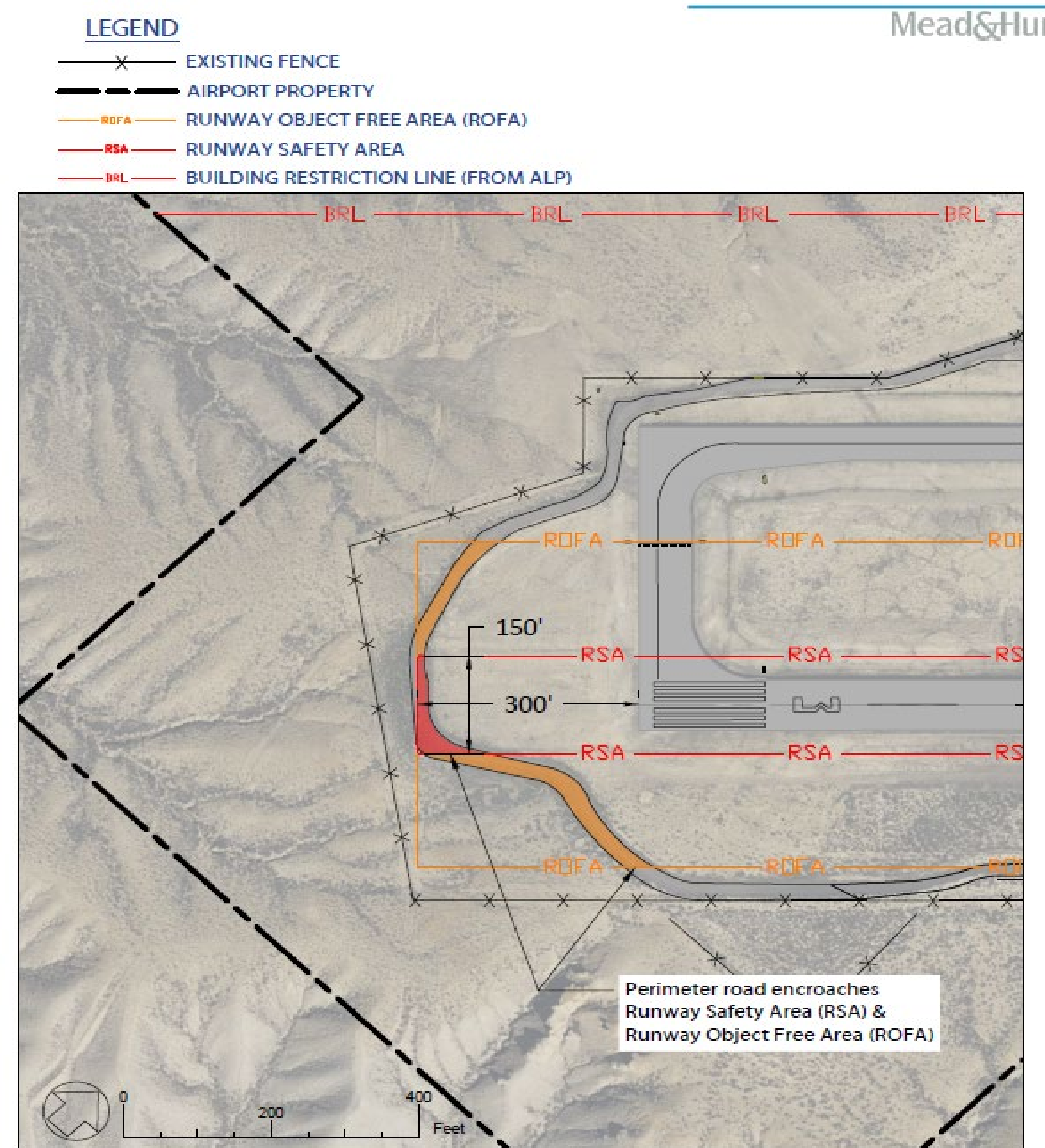
- ▶ Geographical constraints limit ability to extend runway

➔ Runway Safety Area

- ▶ Perimeter access roads located in RSA at either end of runway

➔ Runway Object Free Area

- ▶ Perimeter fence & road located in OFA at approach end Runway 21





Taxiway System, Apron, and Hangar Facility Requirements

→ Taxiways

- ▶ Pavement condition improvements
 - Twy C & Twy D
- ▶ Taxiway intersection geometry
 - Twy C & Rwy 3/21
- ▶ Direct apron/runway access
 - Twy A2 & Twy C

→ Aprons

- ▶ Additional apron space needed to support aircraft parking

→ Hangars

- ▶ Additional large box-style & small hangars needed
 - Additional large FBO hangar to support itinerant aircraft activity
 - Large box hangars for future based corporate turboprop & jet aircraft
 - Small hangars to support based single- and multi-piston aircraft



Sustainability Considerations

→ Water

- ▶ Future development is limited due to water storage capacity
- ▶ Consider installing a pressurized sewer system and a direct water line

→ Direct Air Capture and Storage (DACCS)

- ▶ RKS land meets the Class VI well criteria for CO₂ sequestration
- ▶ Ideal candidate for deploying DACCS on-site, potential financial benefit by gaining a position in the Carbon Markets

→ Solar Farm

- ▶ Consider recommendations from recent Solar Feasibility Study in the development of the capital improvement plan

→ Land Use

- ▶ Advertise opportunities for developments on airport property for financial self sustainability
- ▶ RKS to continue to collaborate and engage with neighboring landowners

Alternatives - RSA Improvements

✈ Runway ends 27, 9, and 3 have perimeter road encroachment in the Runway Safety Area (RSA) requiring road relocation or potentially Modifications to Standard (MOS)

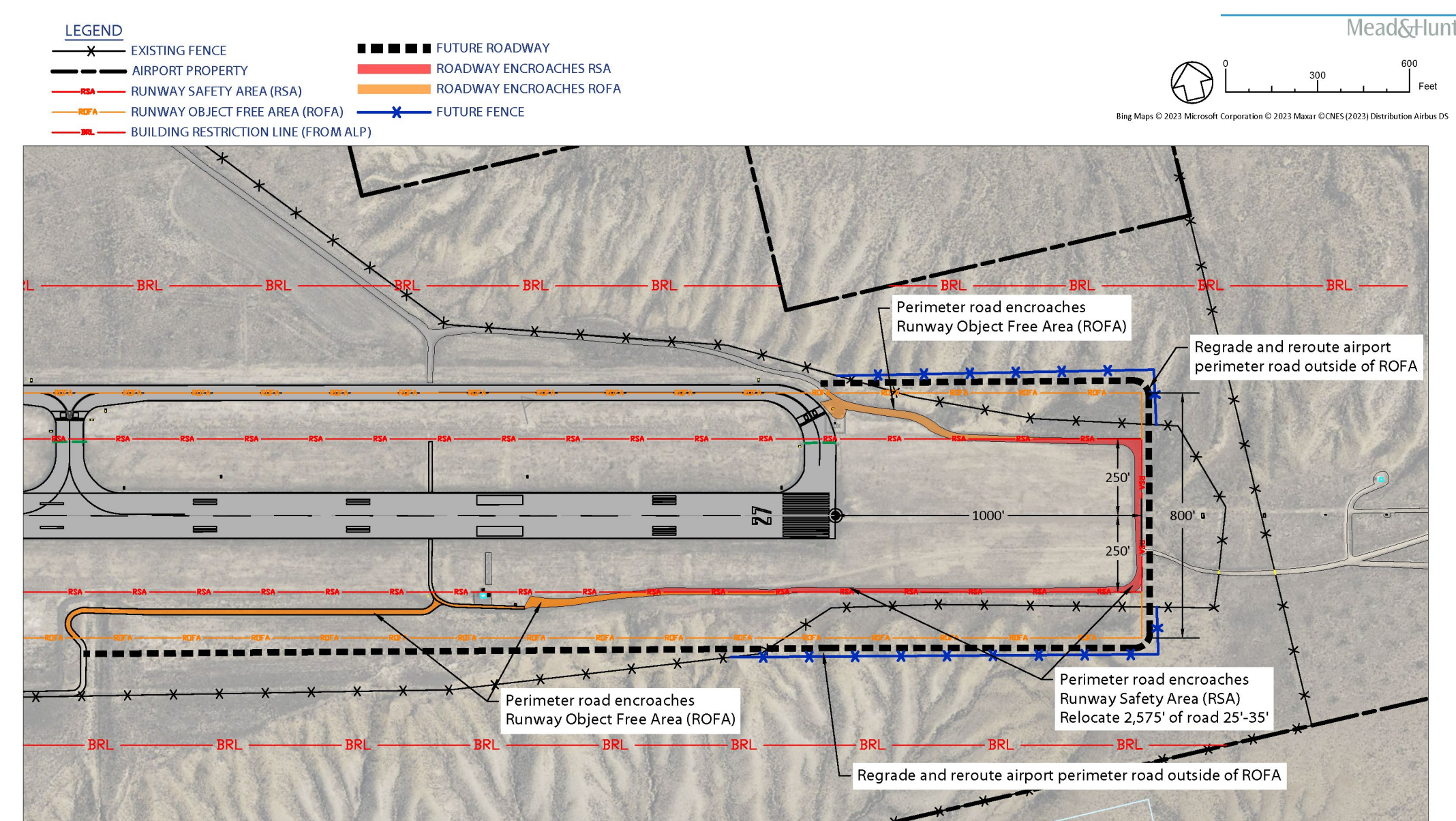


FIGURE 4.1
Relocation of Perimeter Road - Approach End Runway 27

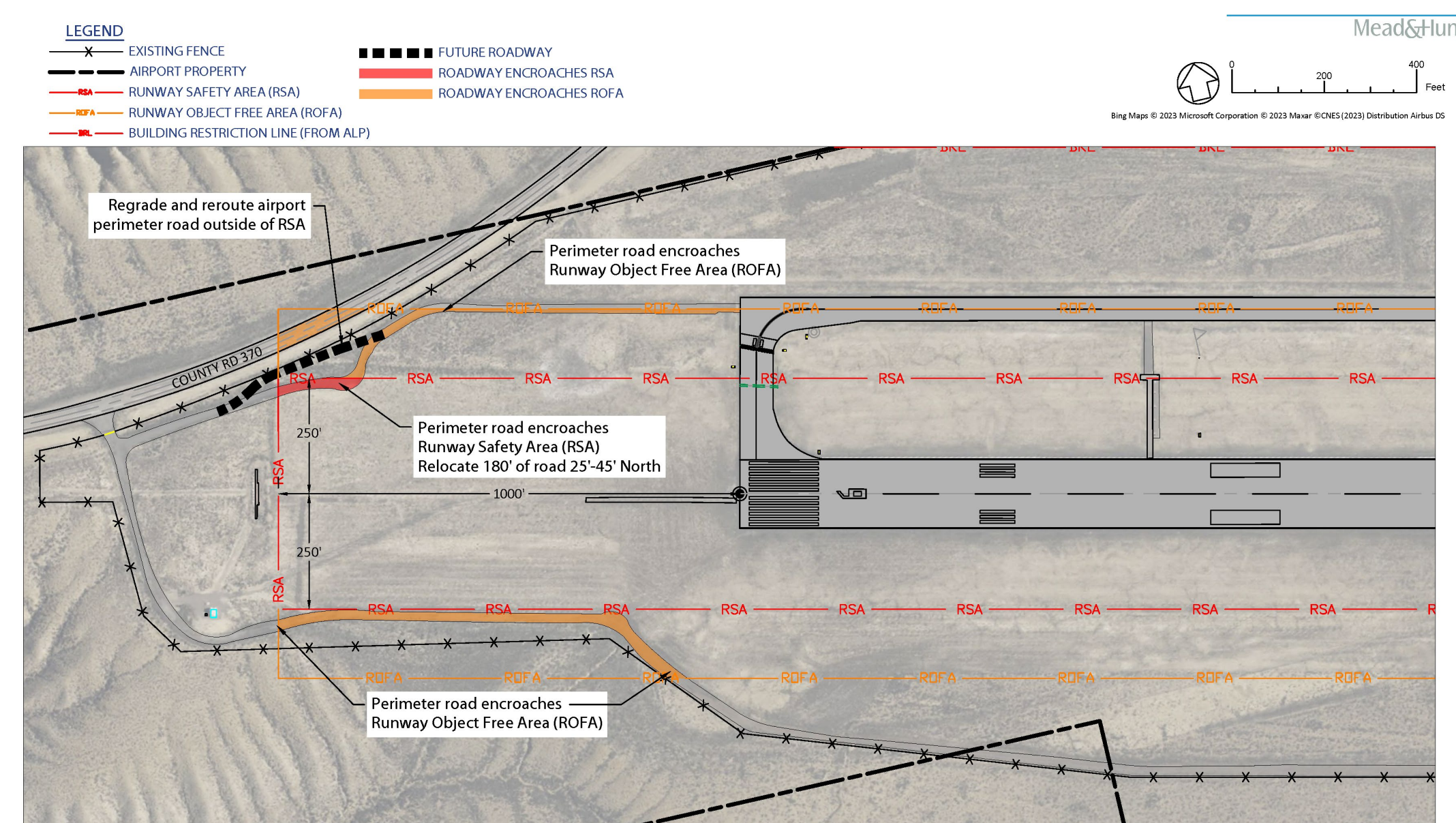


FIGURE 4.2
Relocation of Perimeter Road - Approach End Runway 9

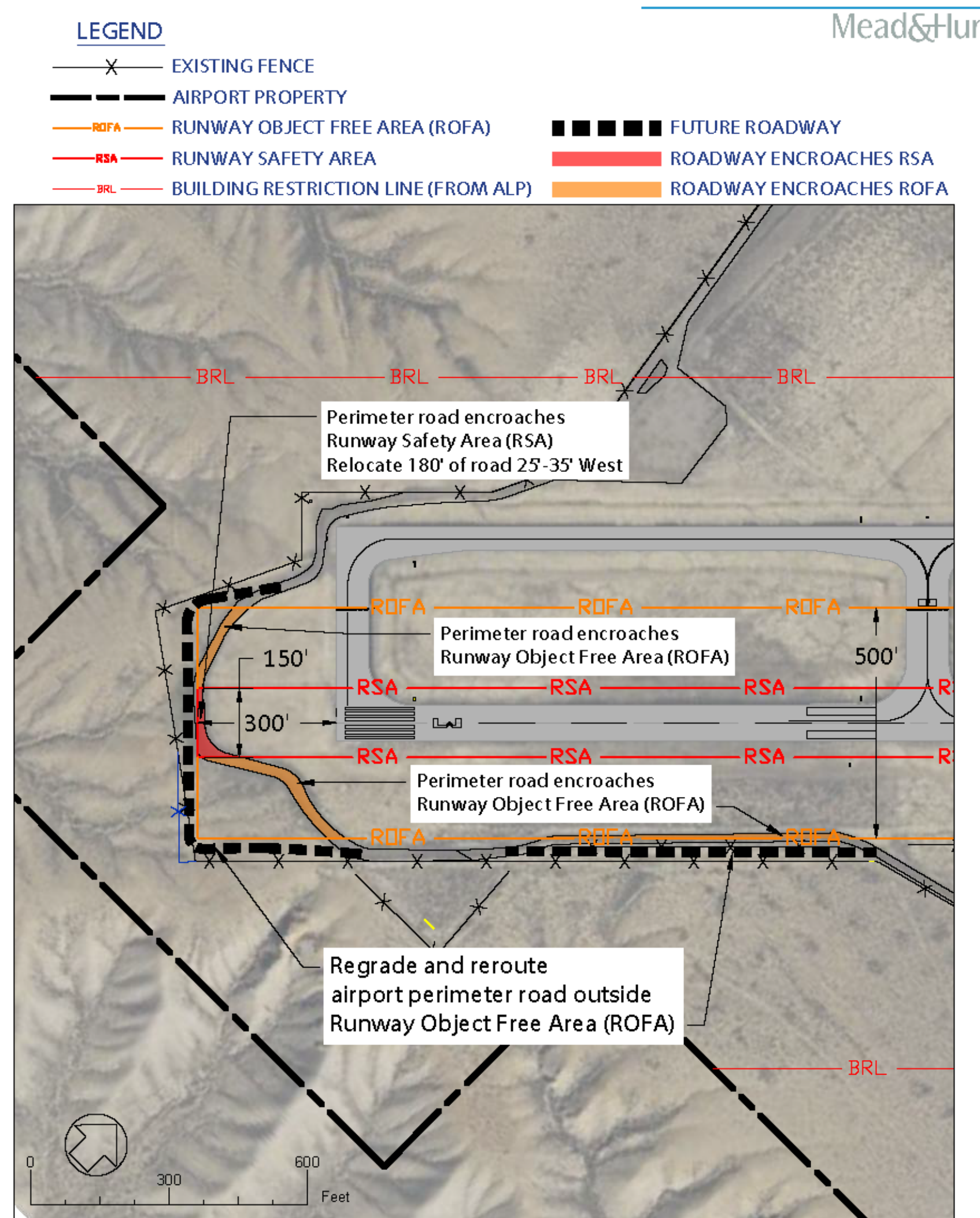


FIGURE 4.3
Relocation of Perimeter Road
Approach End Runway 3

Alternatives – Taxiway Improvements

✈️ Correct direct access conditions

✈️ Provide full length parallel taxiways

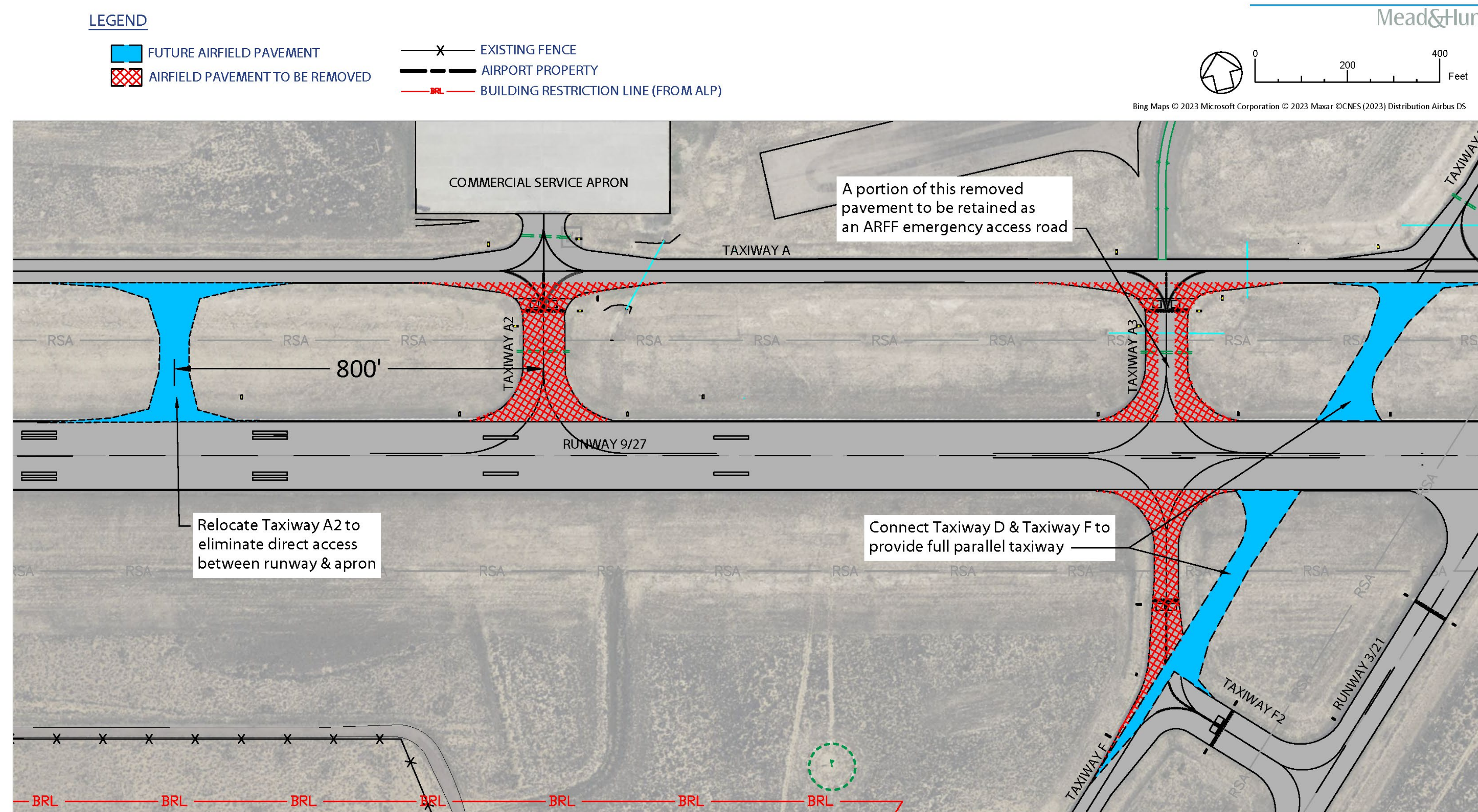


FIGURE 4.4
Taxiway A, D and F Improvements

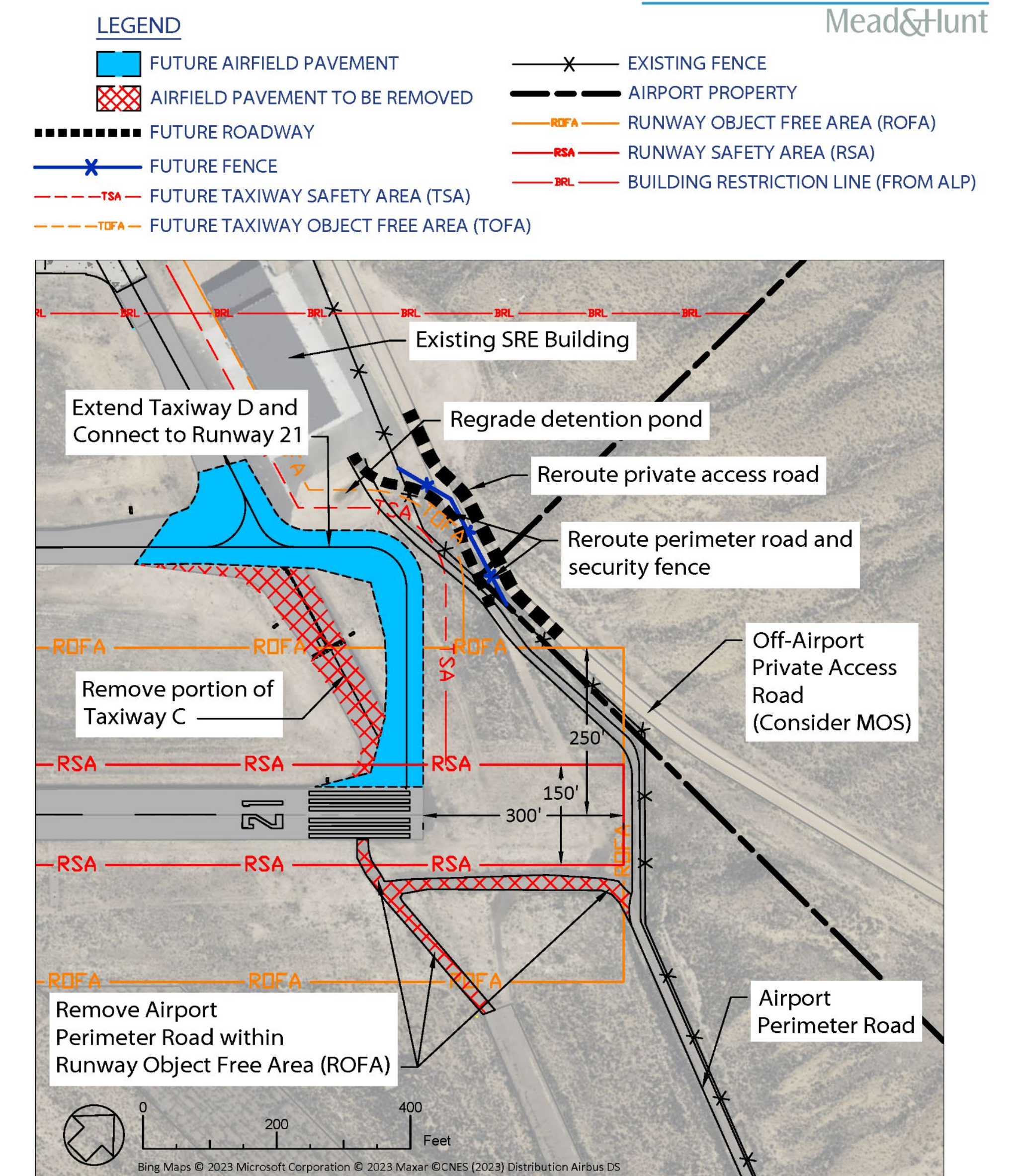


FIGURE 4.5
Extend Taxiway D and
Connect to Runway 21

Alternatives - GA Apron

✈️ Apron expansion

✈️ Large hangar development

✈️ ARFF relocation

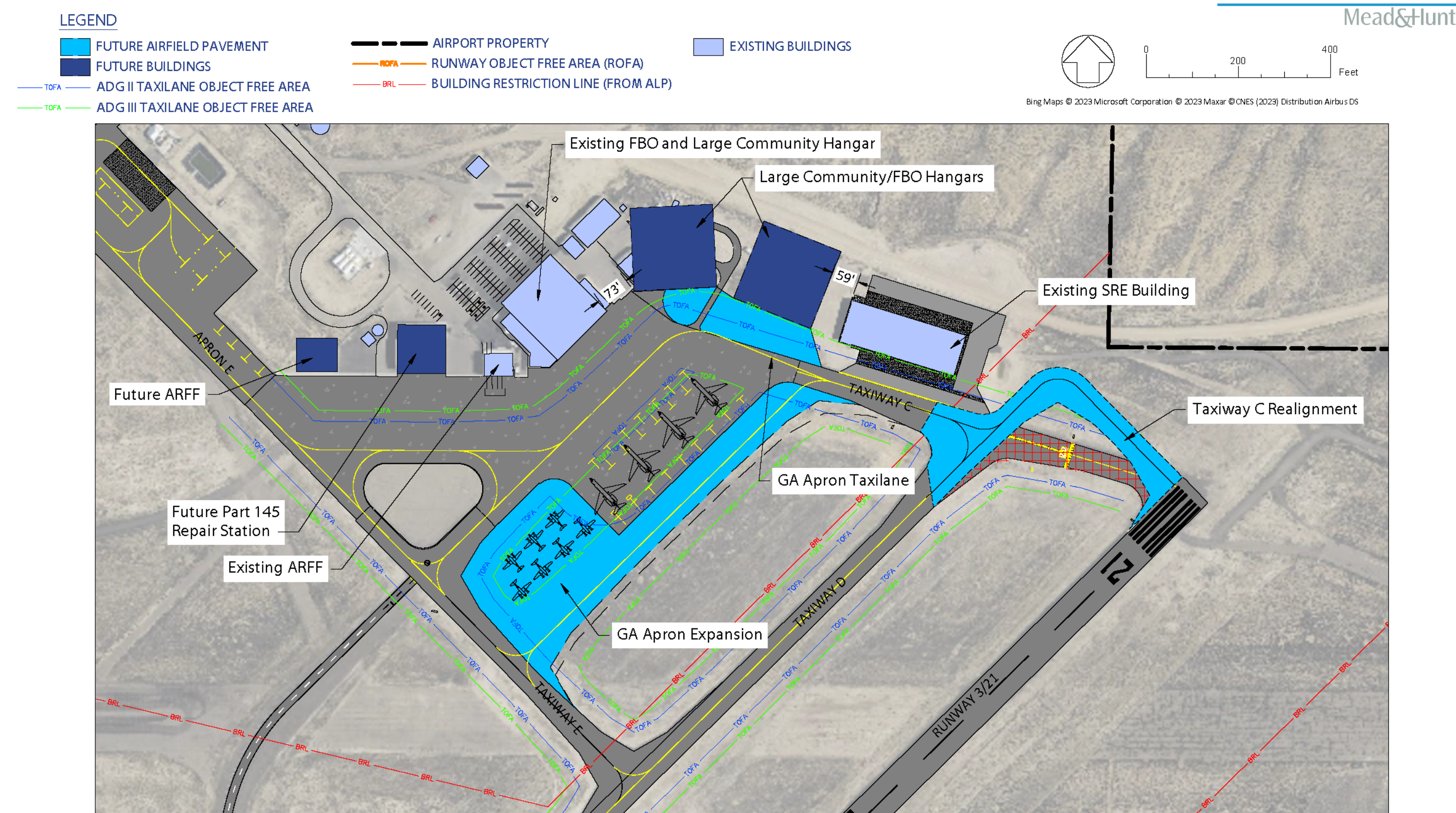


FIGURE 4.6
GENERAL AVIATION APRON EXPANSION AND ARFF RELOCATION - ALTERNATIVE 1

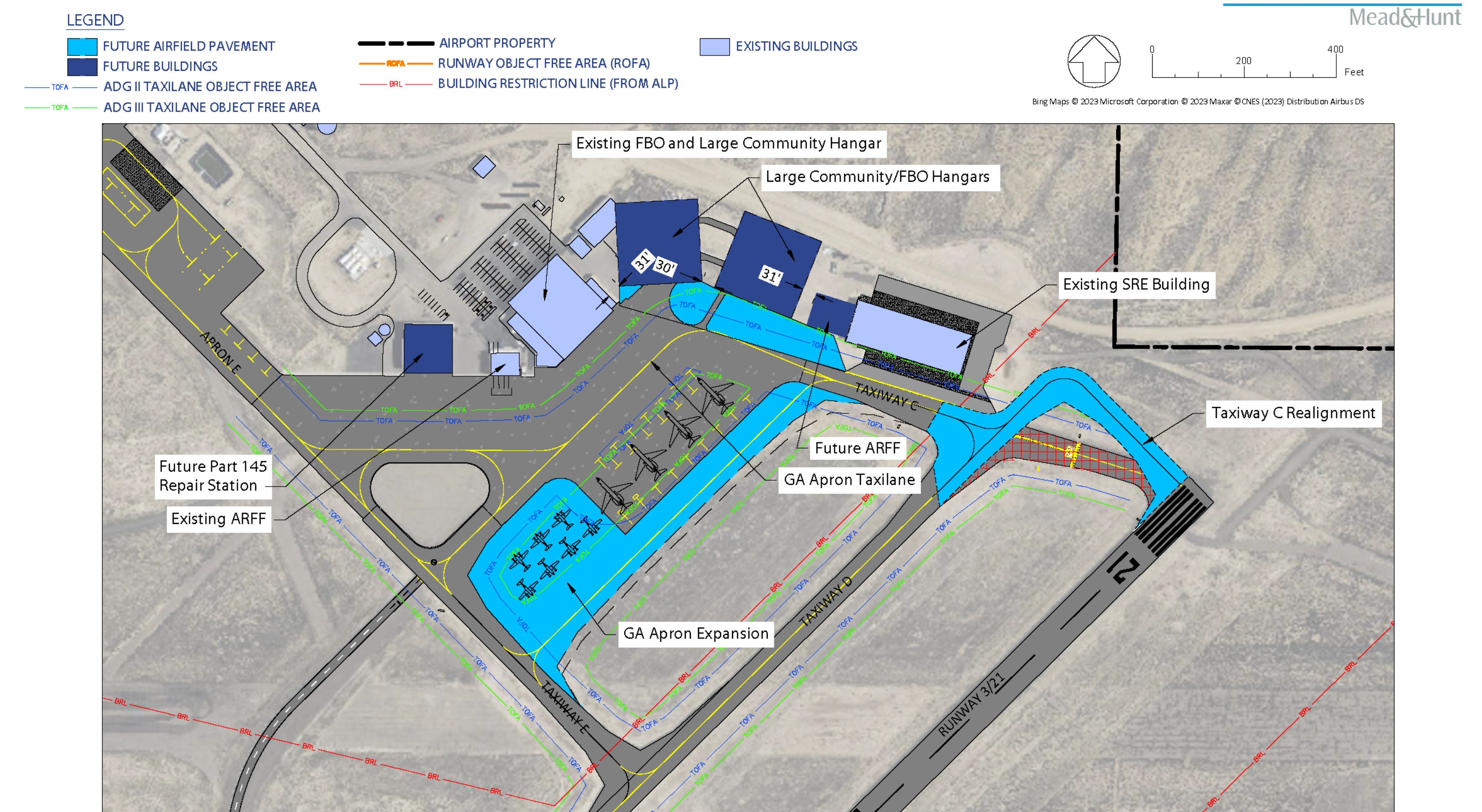


FIGURE 4.7
GENERAL AVIATION APRON EXPANSION AND ARFF RELOCATION - ALTERNATIVE 2

Alternatives - Hangar Development

➤ Large hangar development

➤ Small hangar concept

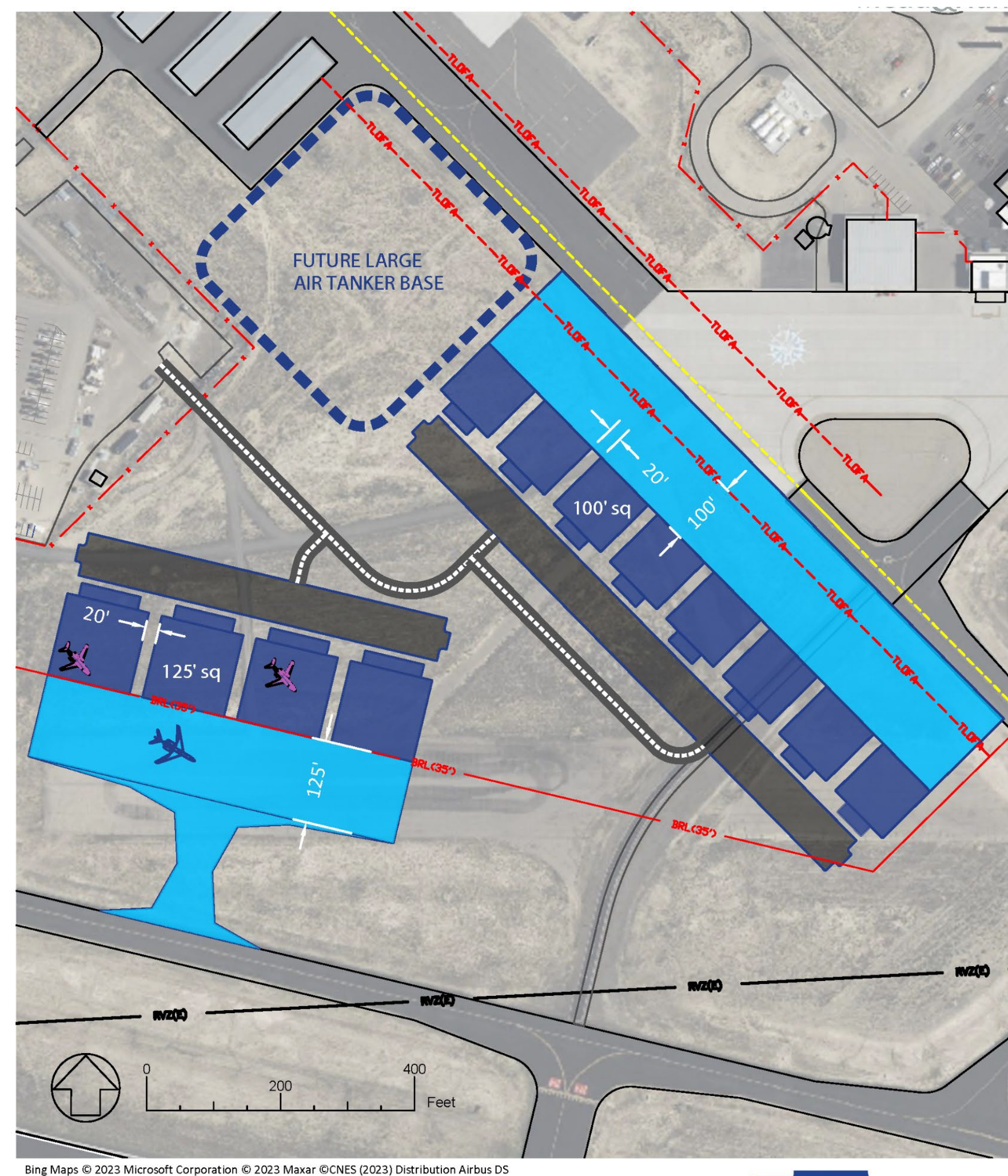


FIGURE 4.8
Large Hangar Development Area - Alternative 1

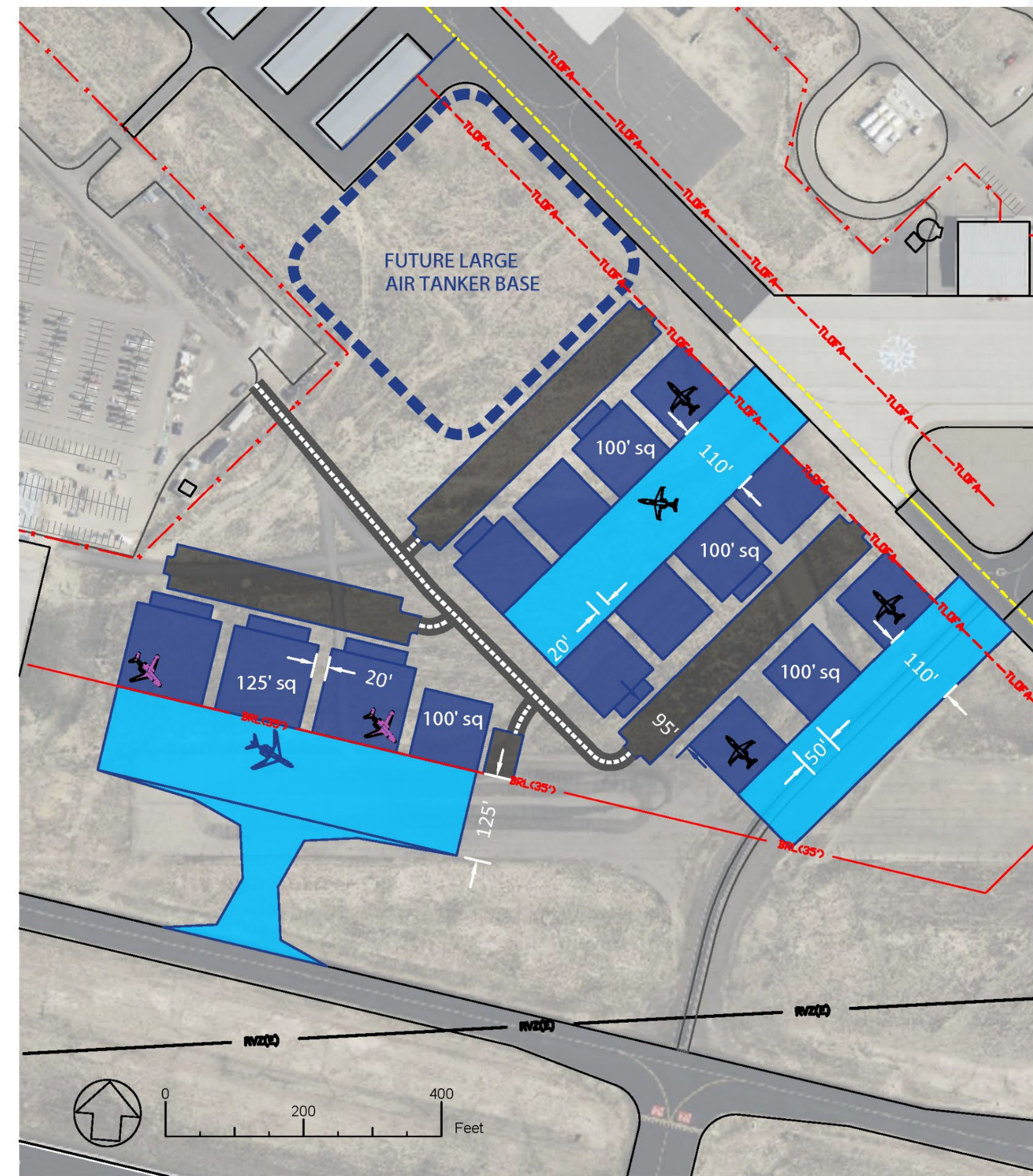


FIGURE 4.9
Large Hangar Development Area - Alternative 2

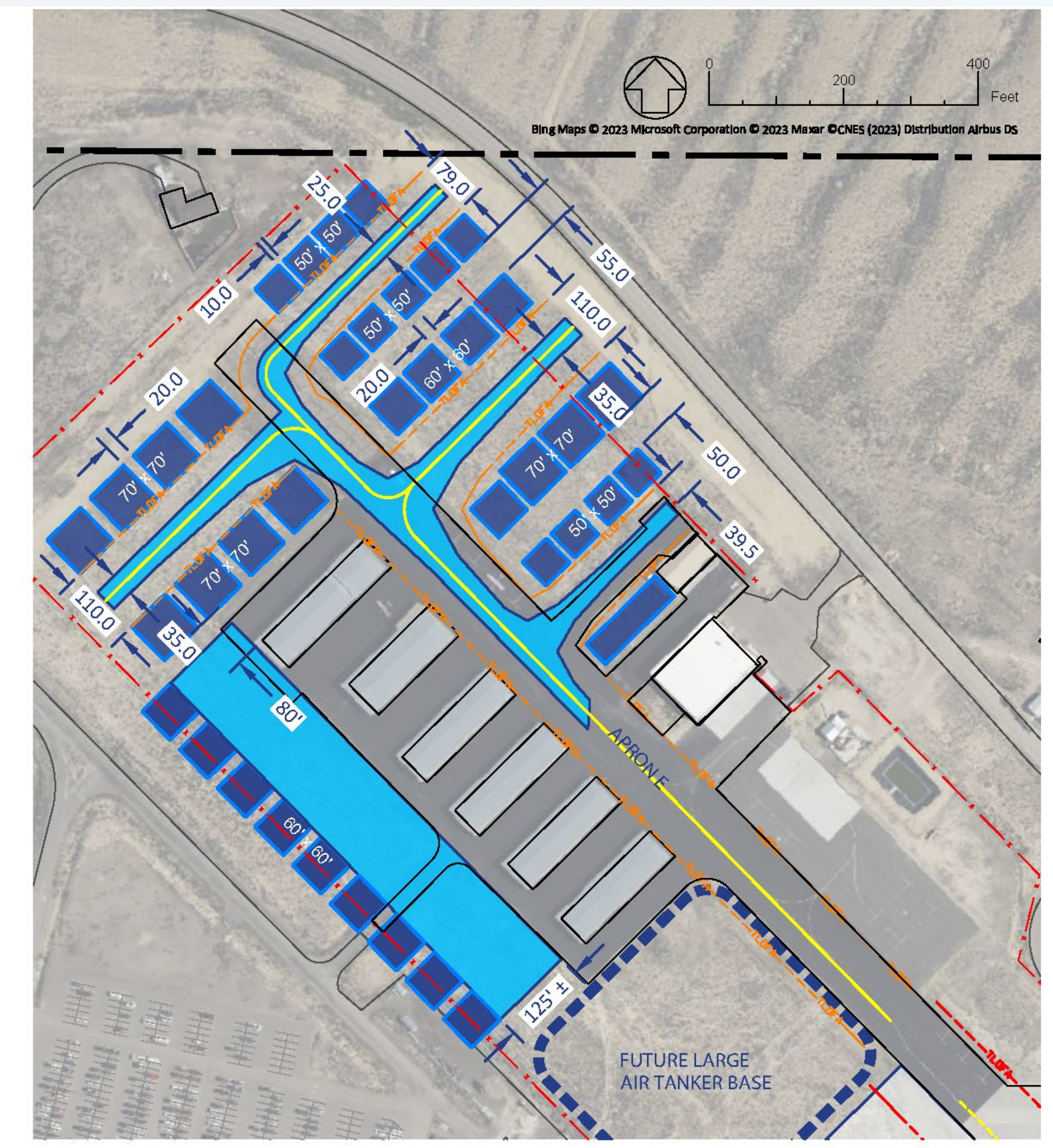


FIGURE 4.10
Small Hangar Development Concept

Conceptual Development Plan

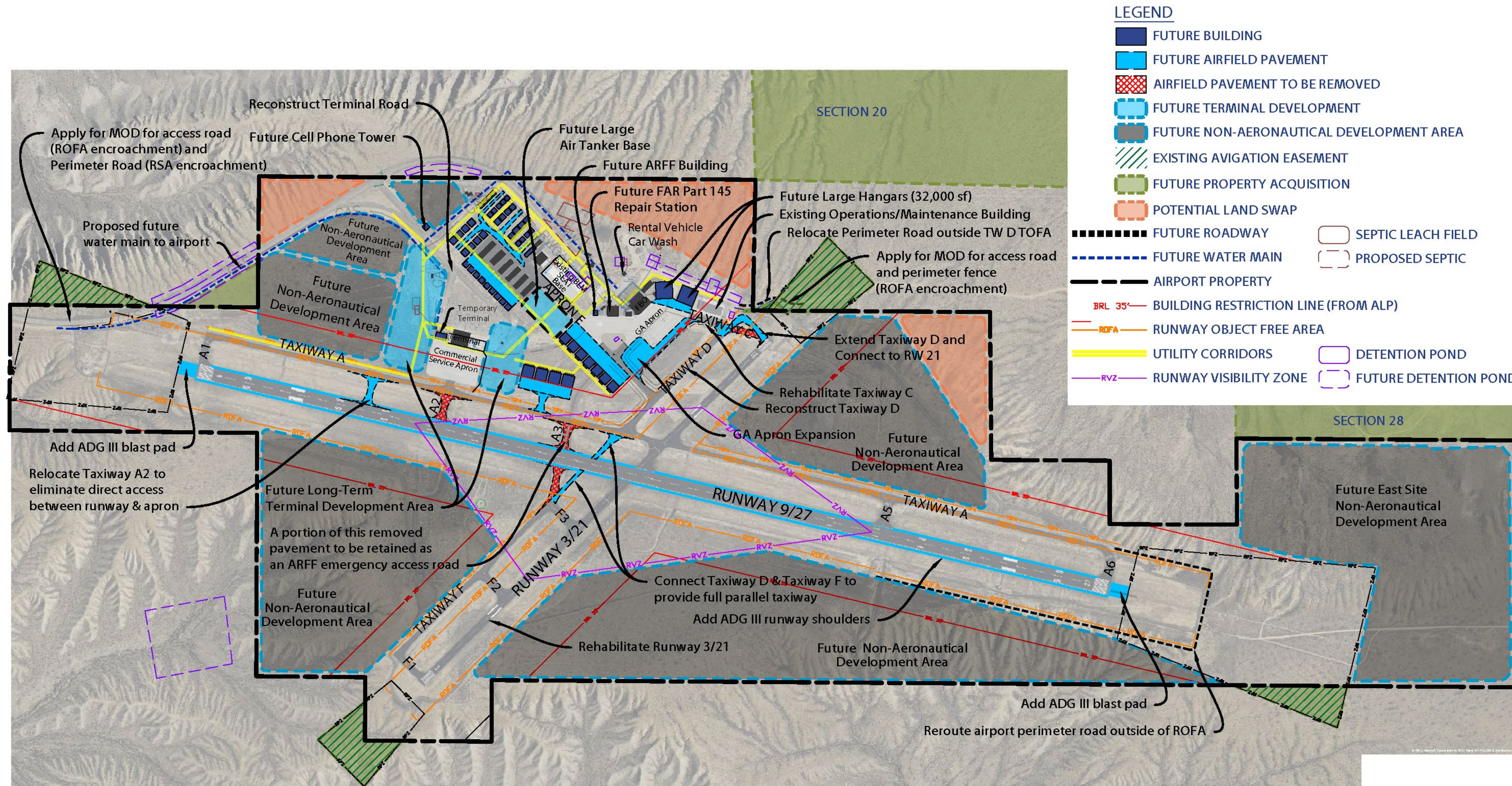
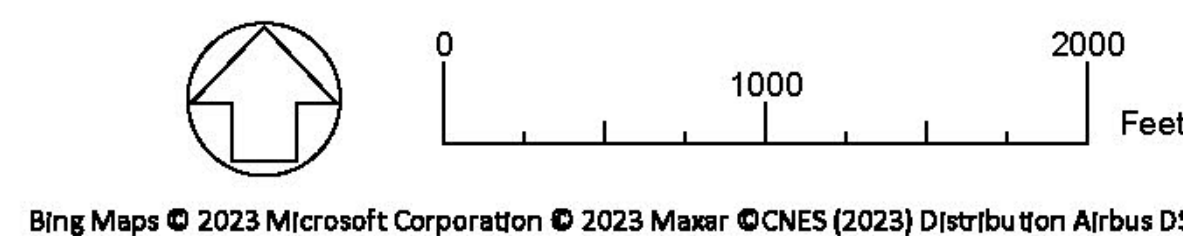


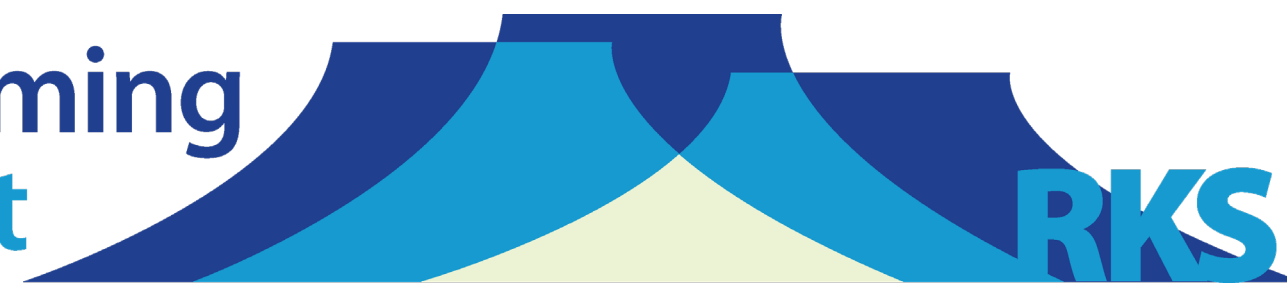
FIGURE 4.11
CONCEPTUAL DEVELOPMENT PLAN





Next Steps

- ➔ **Finalize alternatives evaluation**
 - ▶ Possible revision of preferred conceptual development plan considering public input
- ➔ **Develop financial implementation analysis**
- ➔ **Prepare Airport Layout Plan**
- ➔ **Hold a final public outreach event**
 - ▶ May/June 2024 - Date/event logistics to be determined
- ➔ **ALP approval by FAA**
- ➔ **Master Plan adoption by Airport Board**



We want to hear from you!

→ Public Open House #1: January 31, 2024

- ▶ Preliminary Planning
- ▶ Alternatives Analysis
- ▶ Conceptual Development Plan

→ Public Open House #2: Summer 2024

- ▶ Financial implementation Plan
- ▶ Draft Final Report

→ Find more information on the Master Plan Website: rksmasterplan.com

- ▶ Draft working papers
- ▶ Project updates
- ▶ Open house presentation materials
- ▶ Submit comments



→ Follow RKS on Social Media

