

Southwest Wyoming  
Regional Airport



# Airport Master Plan Public Open House

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# Introductions

- ✈ Airport Staff
- ✈ FAA
- ✈ WYDOT Aeronautics
- ✈ Consultant Team
  - ▶ Ardurra
  - ▶ Mead & Hunt
  - ▶ Shannon & Wilson
  - ▶ Leibowitz & Horton
  - ▶ NV5
- ✈ Study Committee



# Agenda

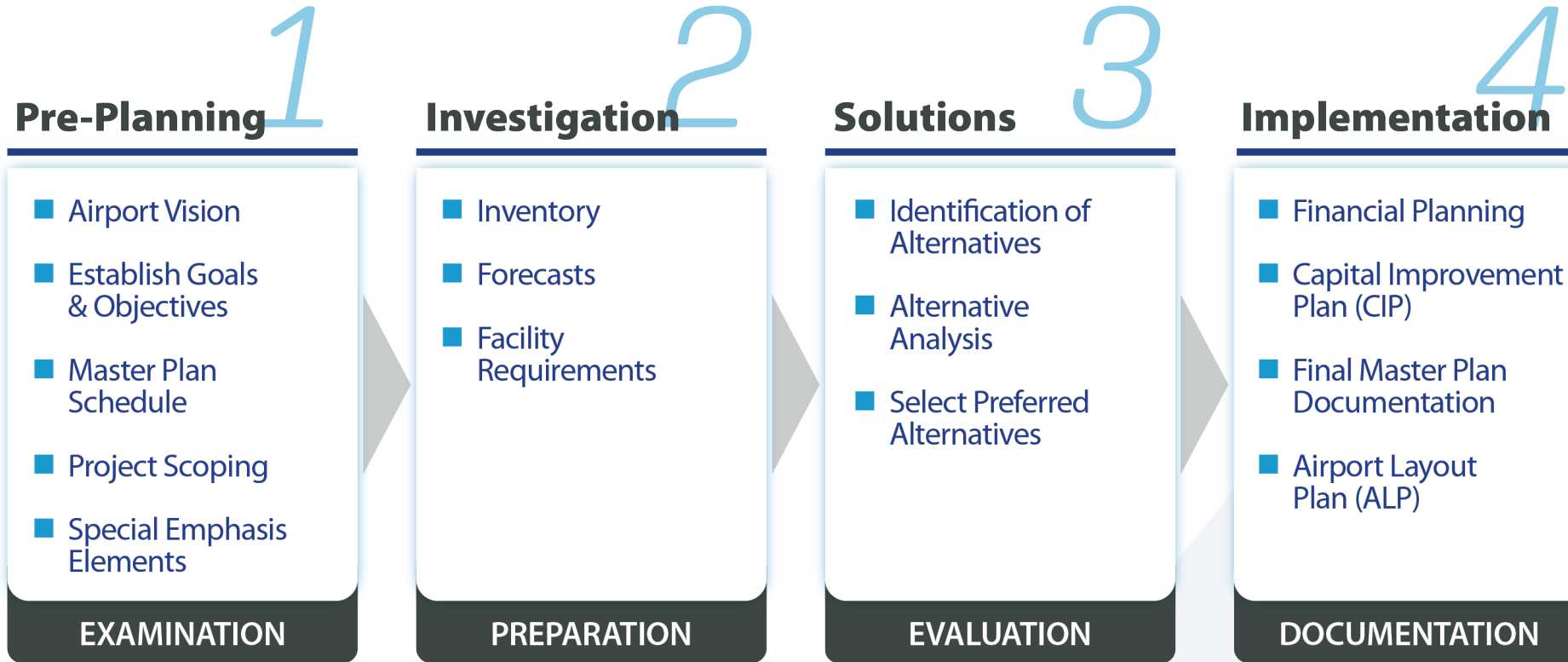
- What is an Airport Master Plan?
- Process/Schedule Review
- Background Information Review
- Alternatives Analysis
- Conceptual Development Plan (CDP)
- Next Steps

# 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



# MASTER PLAN PROCESS



PUBLIC OUTREACH

- STUDY COMMITTEE MEETING
- PUBLIC OPEN HOUSE
- COMMUNITY OUTREACH



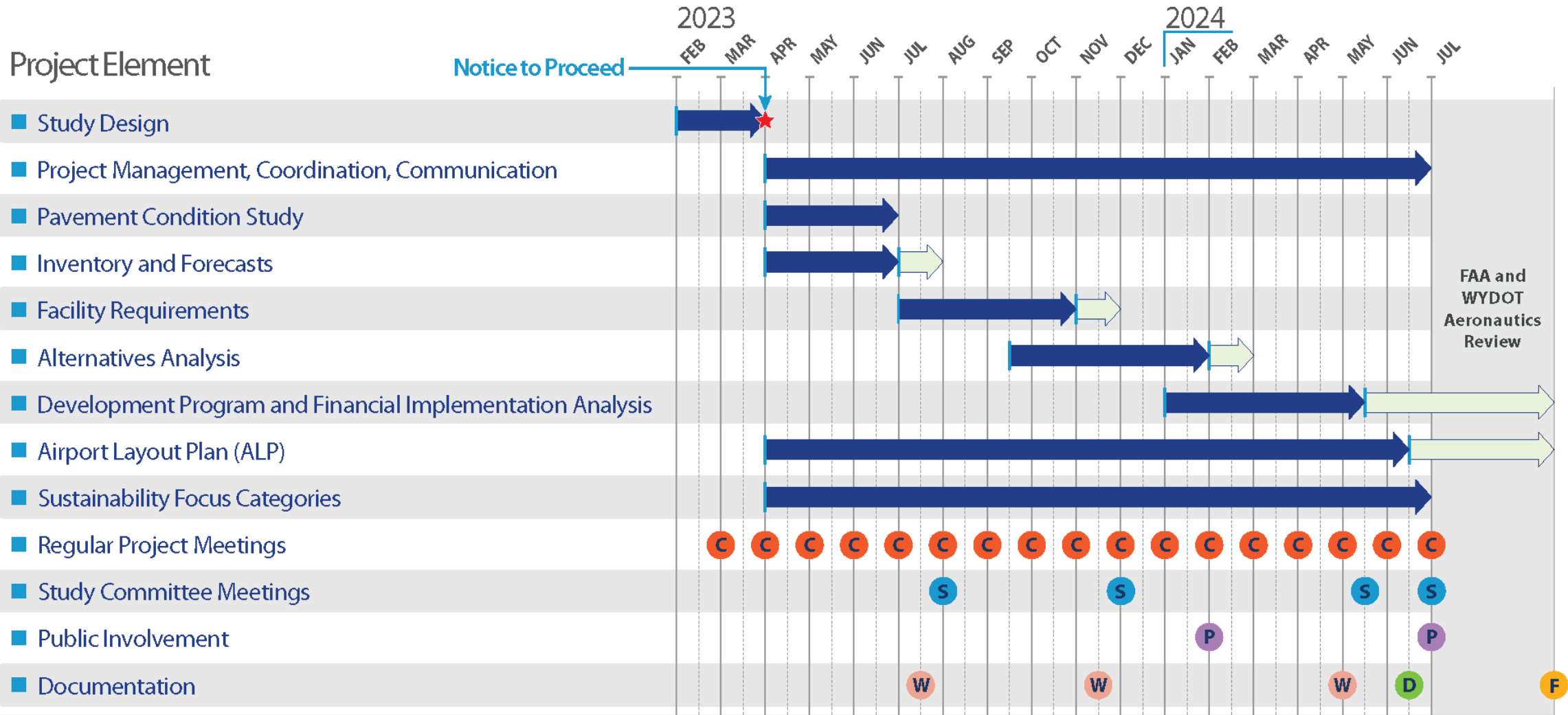
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Regional Airport









RKS

Master Plan

ARDURRA

Mead  
& Hunt



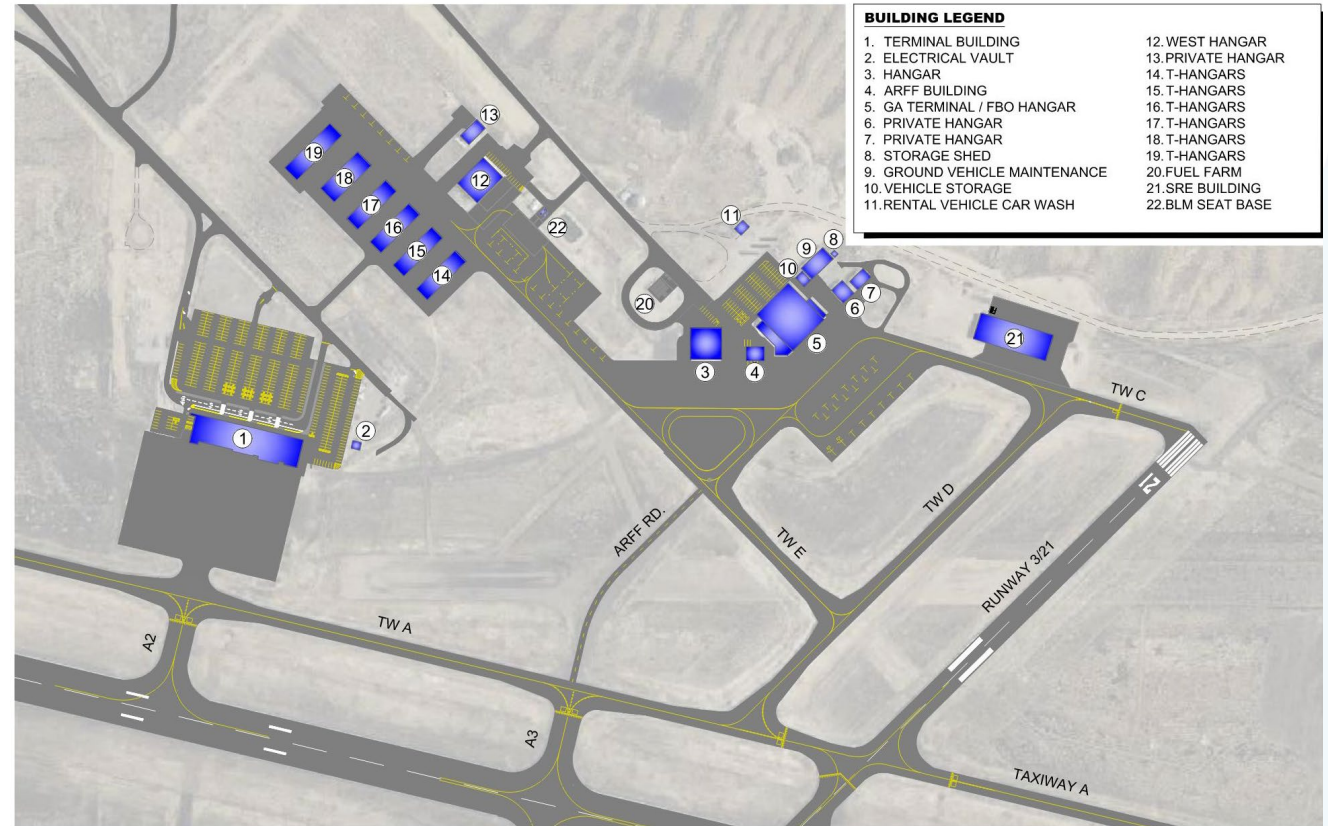
-  Element Timeline
-  FAA Review Time
-  Conference Calls
-  Working Paper
-  Study Committee Meeting
-  Draft Final Report
-  Public Open House
-  Final Report

# Background Information

The background features a light blue gradient. On the right side, there are two overlapping, upward-curving shapes. The lower shape is a bright blue, and the upper shape is a darker blue. At the bottom right corner, there is a small triangular area of yellow.

# 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 Sequestration (CCUS)

## ✈ Potential for capital self sustainability

# Forecasts

An abstract graphic on the right side of the page. It features a light blue gradient background. Overlaid on this are several overlapping shapes: a dark blue shape that starts wide at the bottom and tapers to a thin horizontal line at the top; a medium blue shape that starts narrow at the bottom and widens to a horizontal line at the top; and a yellow shape at the bottom right corner that is partially obscured by the other shapes.

# Forecasts & Critical Aircraft

Aviation Activity	2022	2027	2032	2037	2047
<b>OPERATIONS</b>					
<b>Commercial Service</b>	<b>4,574</b>	<b>4,689</b>	<b>4,808</b>	<b>4,929</b>	<b>5,054</b>
<b>General Aviation</b>	<b>12,045</b>	<b>12,218</b>	<b>12,279</b>	<b>12,353</b>	<b>12,415</b>
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
<b>Military</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>
<b>Total Operations</b>	<b>16,674</b>	<b>16,962</b>	<b>17,142</b>	<b>17,338</b>	<b>17,524</b>
<b>PASSENGER ENPLANEMENTS</b>					
<b>Enplanements</b>	<b>16,499</b>	<b>20,784</b>	<b>23,984</b>	<b>27,255</b>	<b>30,594</b>
<b>BASED AIRCRAFT BY TYPE</b>					
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
<b>Total Based Aircraft</b>	<b>44</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>53</b>

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 –  
Beech 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



# Facility Requirements

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# Runway 9/27 Facility Requirements

## ✈ Safety Area

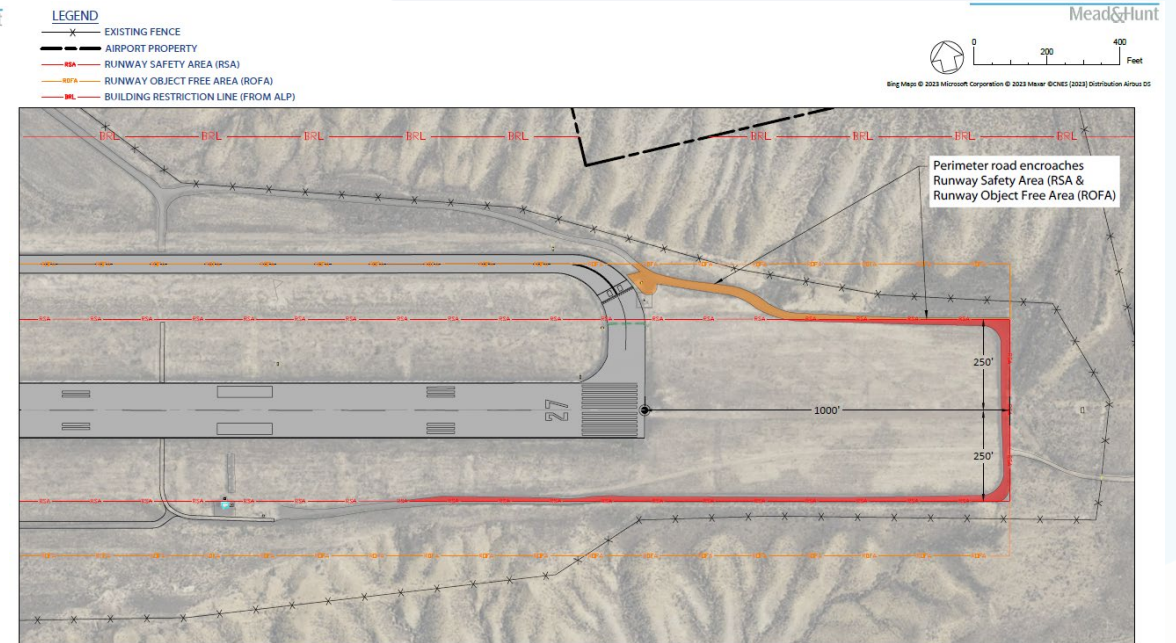
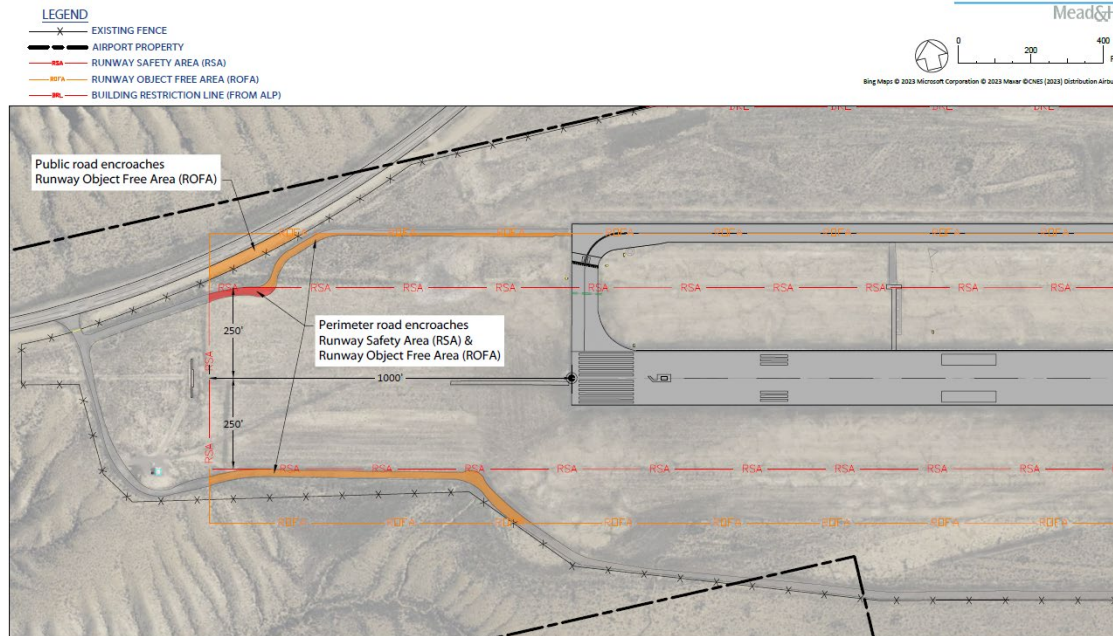
- ▶ Perimeter access roads located in RSA at either end of runway

## ✈ Object Free Area

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

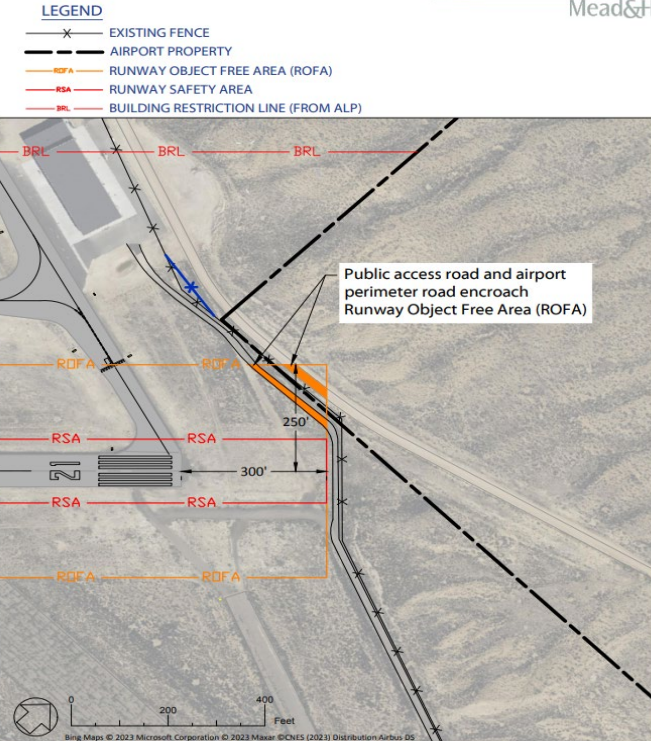
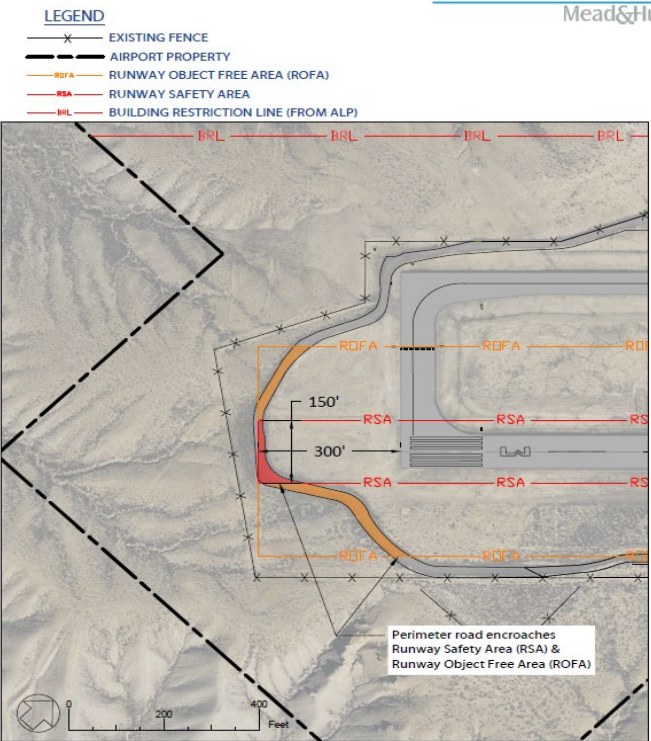
## ✈ Blast pads & paved shoulders

- ▶ 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



# Other Facility Requirements

## ✈️ ARFF

- ▶ Alteration/expansion of existing facility may be needed to support larger next generation ARFF vehicles when purchased

## ✈️ Non-Aeronautical Development

- ▶ Preservation of space recommended to support additional aeronautical & non-aeronautical development opportunities

# 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 (DACs)

- ▶ RKS land meets the Class VI well criteria for CO<sub>2</sub> sequestration
- ▶ Ideal candidate for deploying DACs 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 development on airport property for financial self sustainability
- ▶ RKS to continue to collaborate and engage with neighboring landowners

# Preliminary Alternatives

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# Alternatives - Proposed RSA Improvements

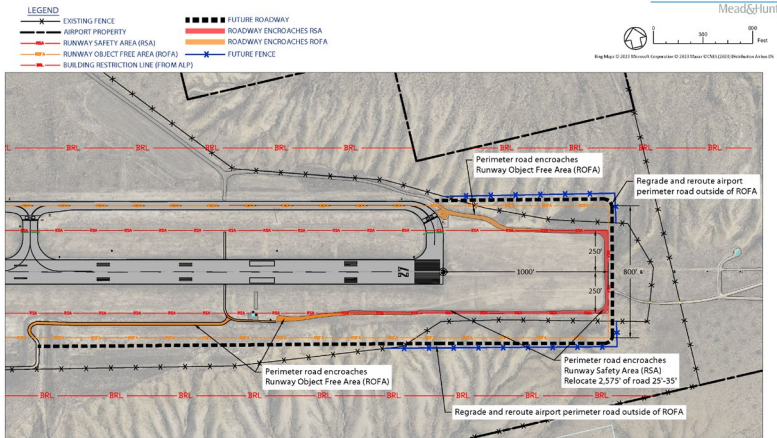


FIGURE 4.1  
Relocation of Perimeter Road - Approach End Runway 27

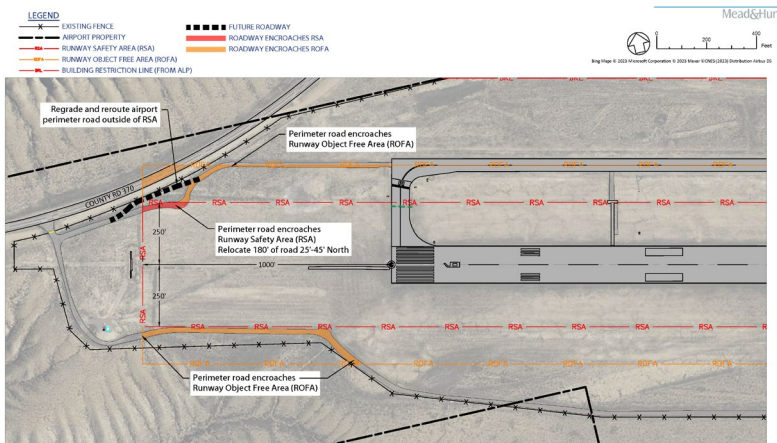


FIGURE 4.2  
Relocation of Perimeter Road - Approach End Runway 9

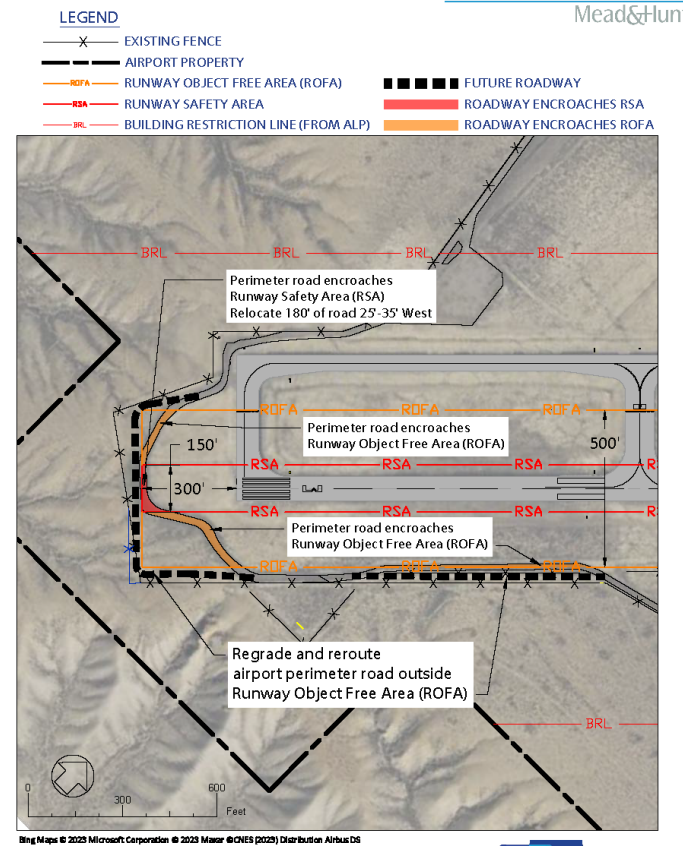


FIGURE 4.3  
Relocation of Perimeter Road  
Approach End Runway 3



✈ 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).



Master Plan





# Alternatives – Proposed Taxiway Improvements

- ✈️ **Correct direct access conditions and non-standard geometry**
- ✈️ **Provide full length parallel taxiways**

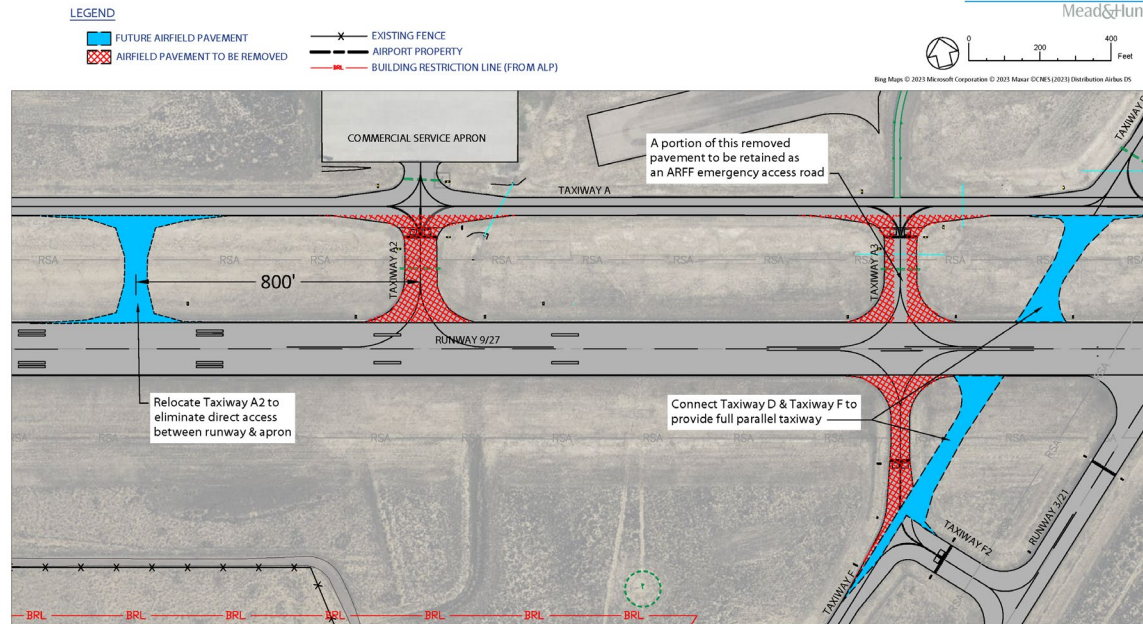


FIGURE 4.4  
Taxiway A, D and F Improvements

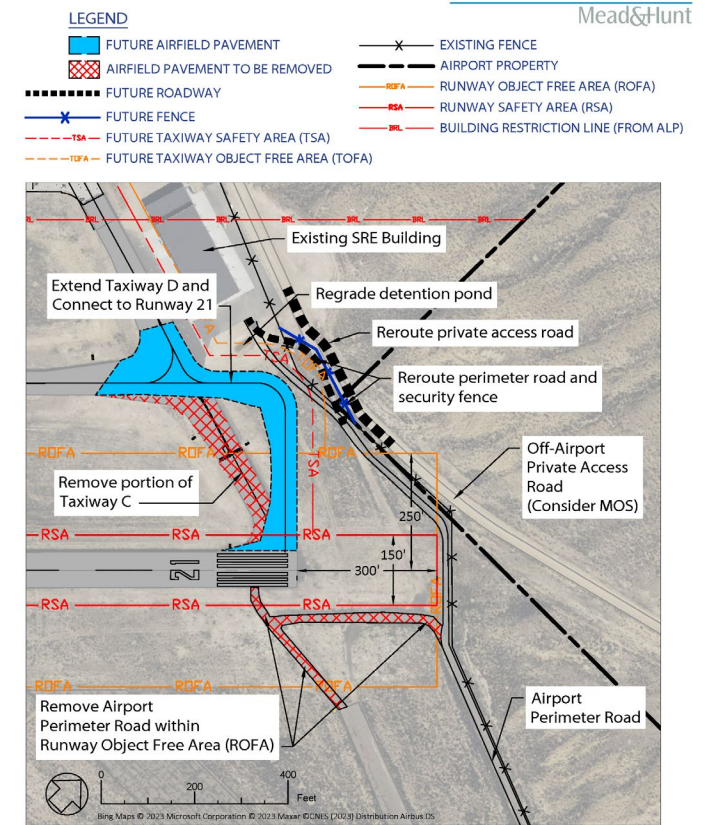


FIGURE 4.5  
Extend Taxiway D and  
Connect to Runway 21



# Alternatives - GA Apron, Hangars and ARFF

- ✈️ Apron expansion
- ✈️ ARFF relocation
- ✈️ Large hangar development

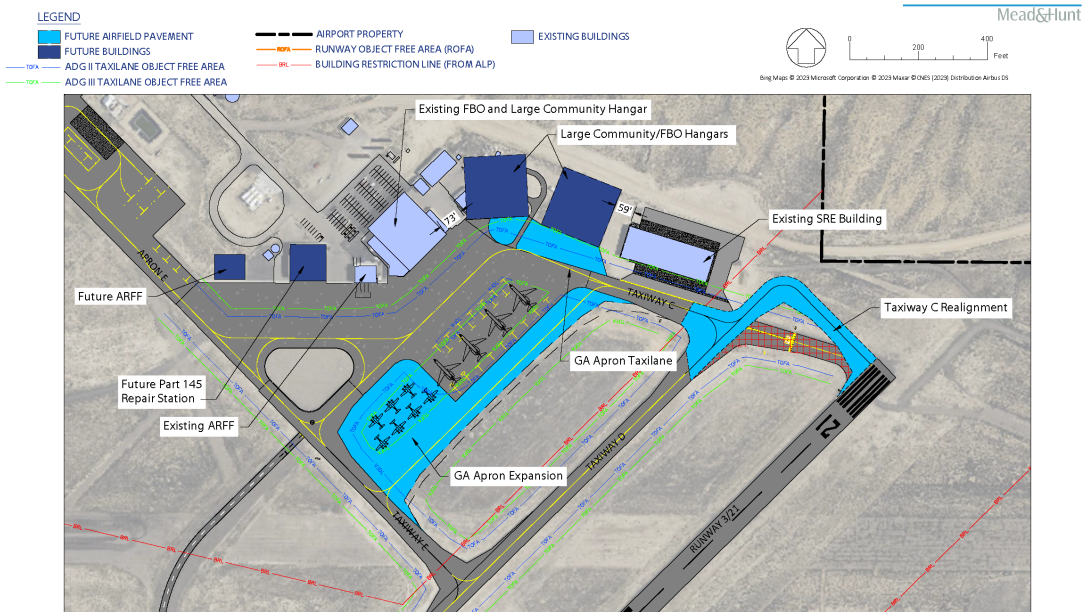


FIGURE 4.6  
GENERAL AVIATION APRON EXPANSION AND ARFF RELOCATION - ALTERNATIVE 1

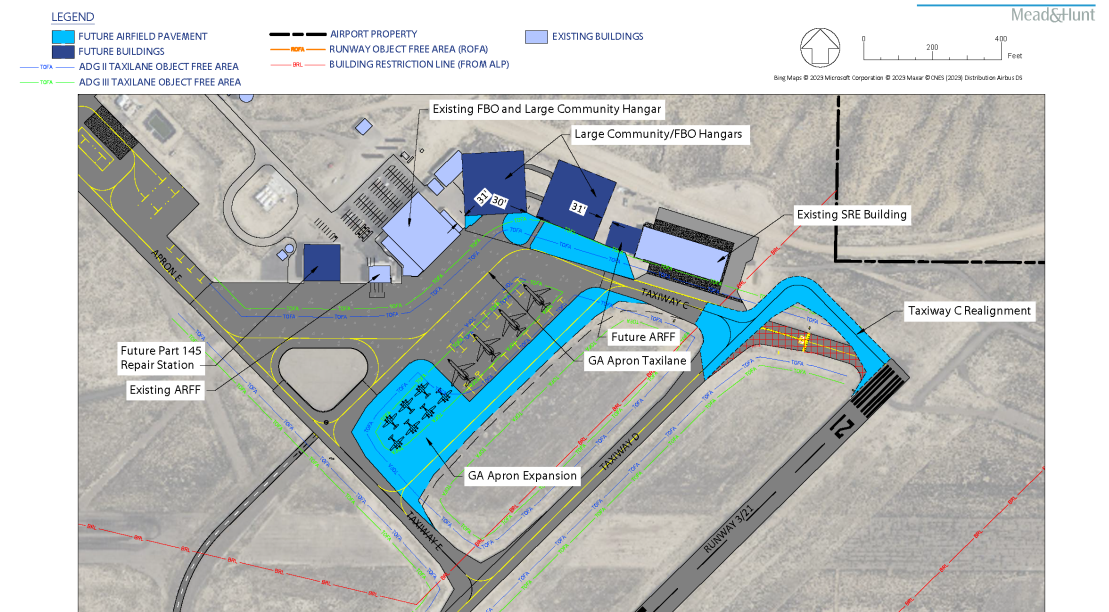


FIGURE 4.7  
GENERAL AVIATION APRON EXPANSION AND ARFF RELOCATION - ALTERNATIVE 2



# Alternatives – Future Hangar Development

## ✈ Large hangar development alternatives

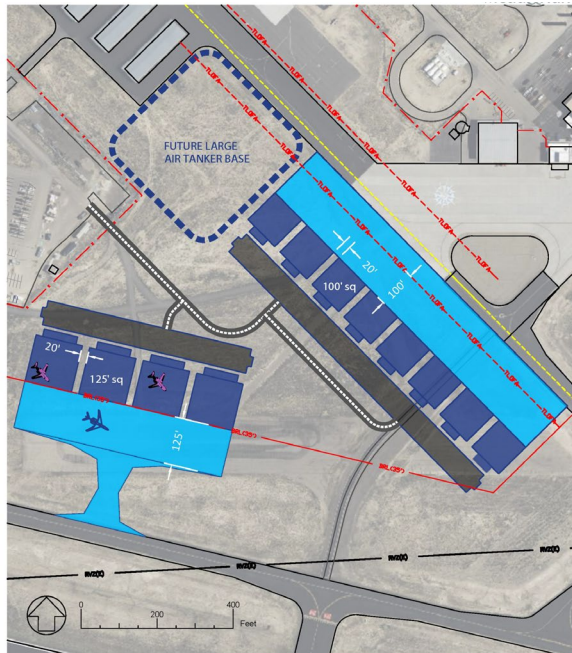


FIGURE 4.8  
Large Hangar Development Area - Alternative 1

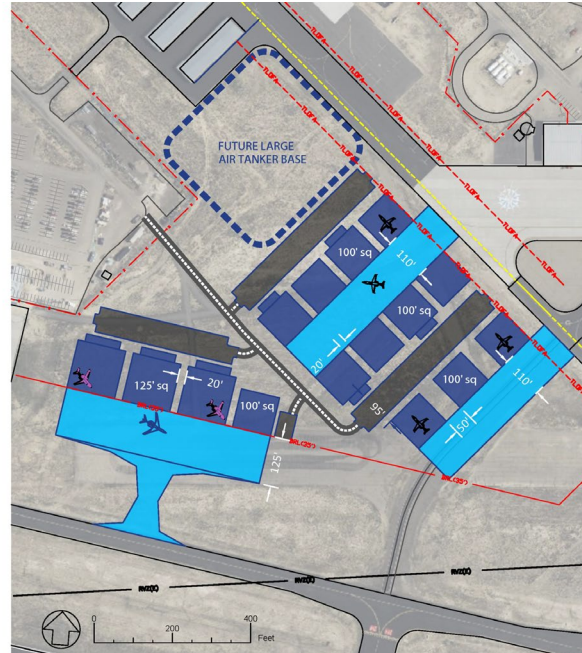


FIGURE 4.9  
Large Hangar Development Area - Alternative 2



## ✈ Small hangar concept



FIGURE 4.10  
Small Hangar Development Concept







# Next Steps

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# 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: Late Spring 2024

- ▶ Financial Implementation Plan
- ▶ Draft Final Report

## → Find more information on the Master Plan Website:

<https://www.rksmasterplan.com>

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



## → Follow the Airport on Social Media



# Questions & Comments

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# Thank You!

