

# Airport Master Plan

*Update*  
*October 10, 2012*



# Introductions

- Aviation Team
  - Dave Nafie - Planning Manager
  - Jacque Zirbes - Project Planner
  - Hilary Fletcher – Director of Community and Government Affairs



# Presentation Objectives

- ✓ Introductions
- ✓ Work Completed To-Date
- ✓ Airport Master Plan Process
- ✓ Inventory
- ✓ Aviation Activity Forecasts
- ✓ Next Steps



# Work Completed To-Date

- Selection of Aviation for Planning Services - July 2011
- Project Scope of Work – Approved - March 2012
- Fee Negotiation/Contract Approval – May 2012
- Inventory Chapter – October 2012
- Aviation Activity Forecasts Chapter – October 2012
- FAA/WYDOT comments received - letters pending

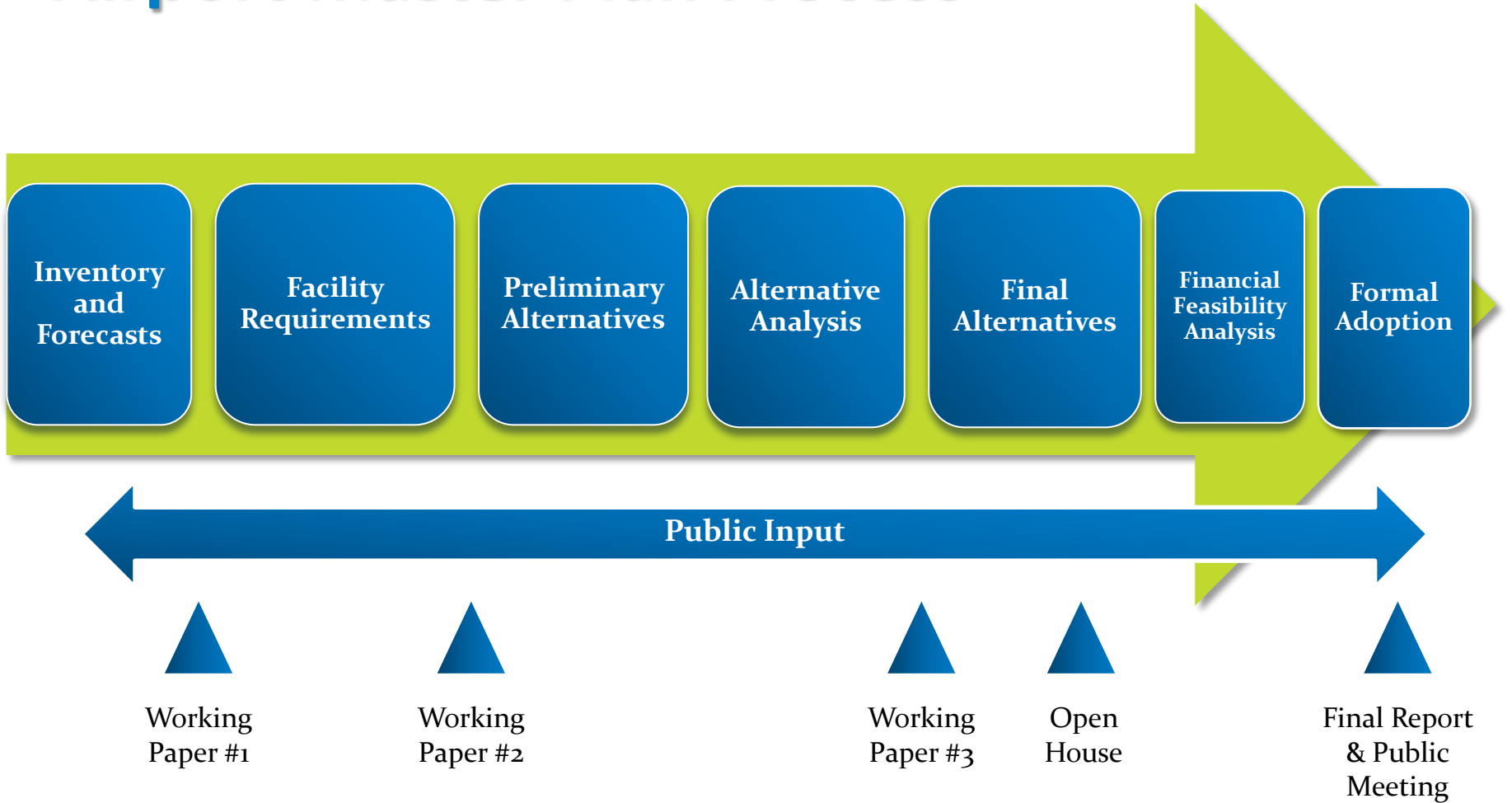


# Airport Master Plan Process

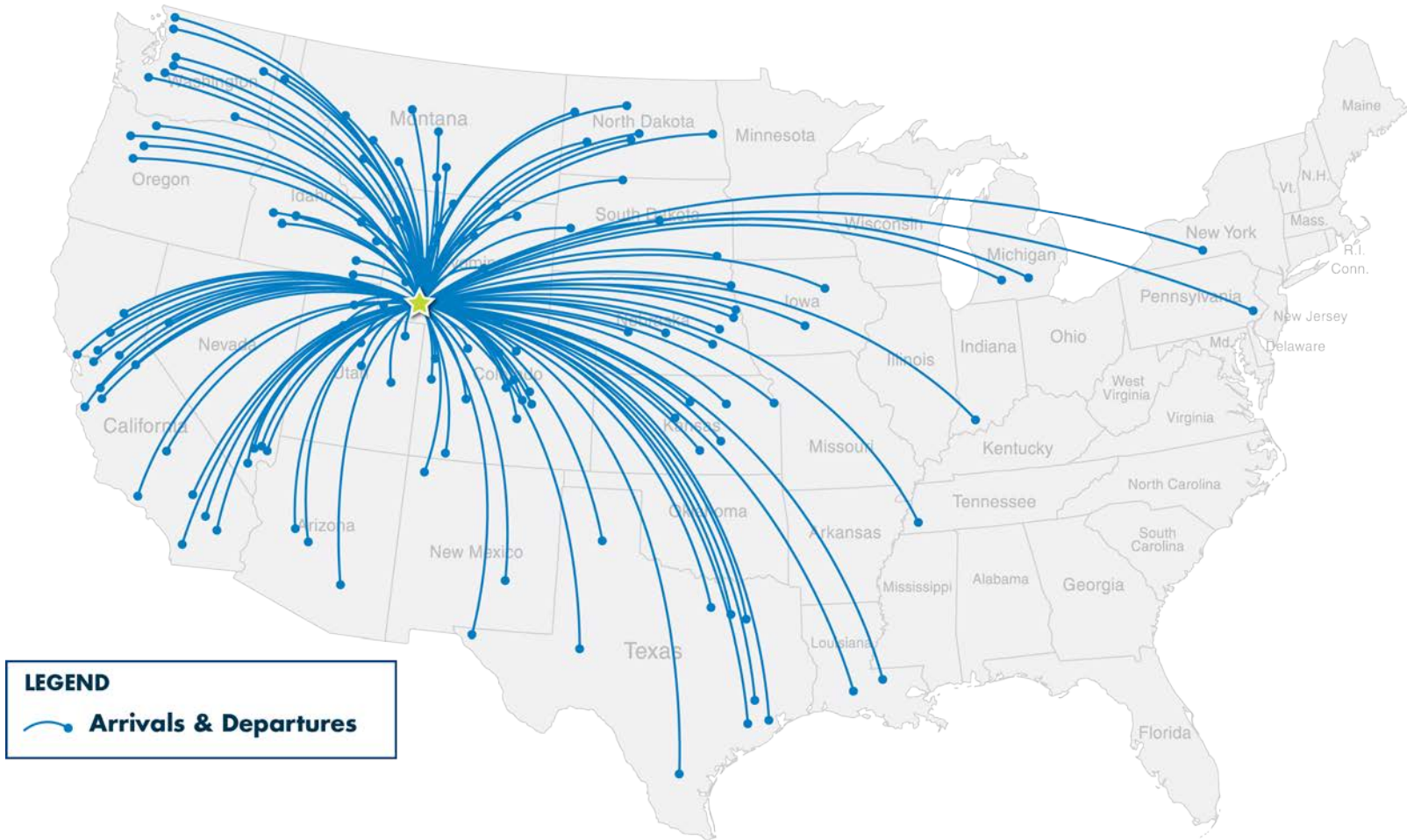
## Master Plan Process – What & Why?

- Positions Sweetwater County for future FAA/WYDOT Funding
  - Identifies future development on Airport Layout Plan (ALP)
  - Provides updated Capital Improvement Plan (CIP)
- Meets FAA & WYDOT Requirements
  - FAA Master Plan AC 150/5070-6B
- Creates 20 Year “Flight Plan” (2012-2032)
  - Reflective of local needs and priorities
  - Realistic and implementable

# Airport Master Plan Process



# FAA IFR Flight Plans (April '10- April '11)



Source: GCR

# Inventory

- An evaluation of the existing airport environment
  - Facilities
  - Equipment
  - Weather Data
  - Utilities
  - Zoning
  - Socio-economics





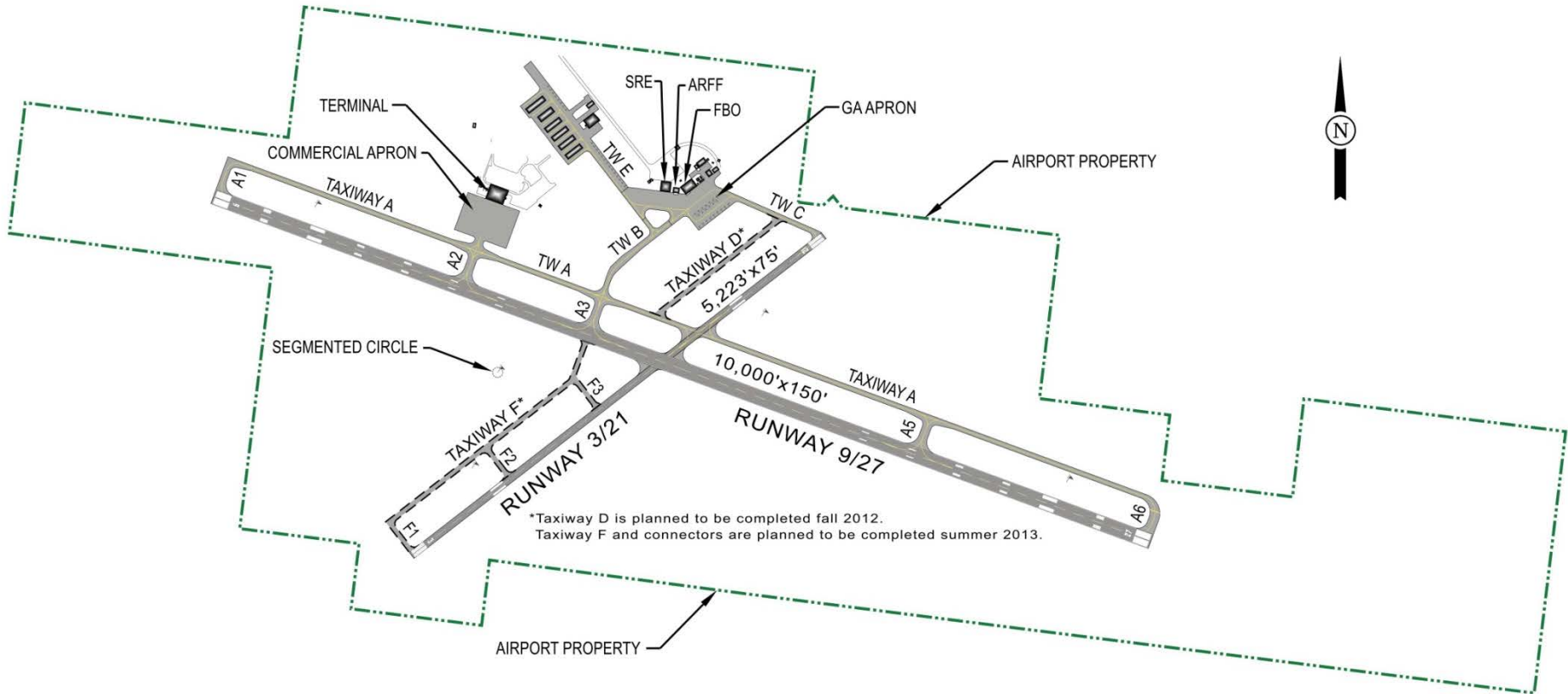
# Inventory

## Airport Background

- Originally named Rock Springs Air Mail Station
- RKS was relocated to its current location in 1942
- Originally, the Airport had two landing strips (Runway 12/30 and Runway 3/21). Eventually, Runway 9/27 was added , while 12/30 was decommissioned
- In 1969, an agreement with Sweetwater County resulted in the Airport becoming a joint-powers facility, and became the Rock Springs-Sweetwater County Airport
- Commercial Passenger Terminal was built in 1982

# Inventory

## Current Conditions



# Aviation Activity Forecasts

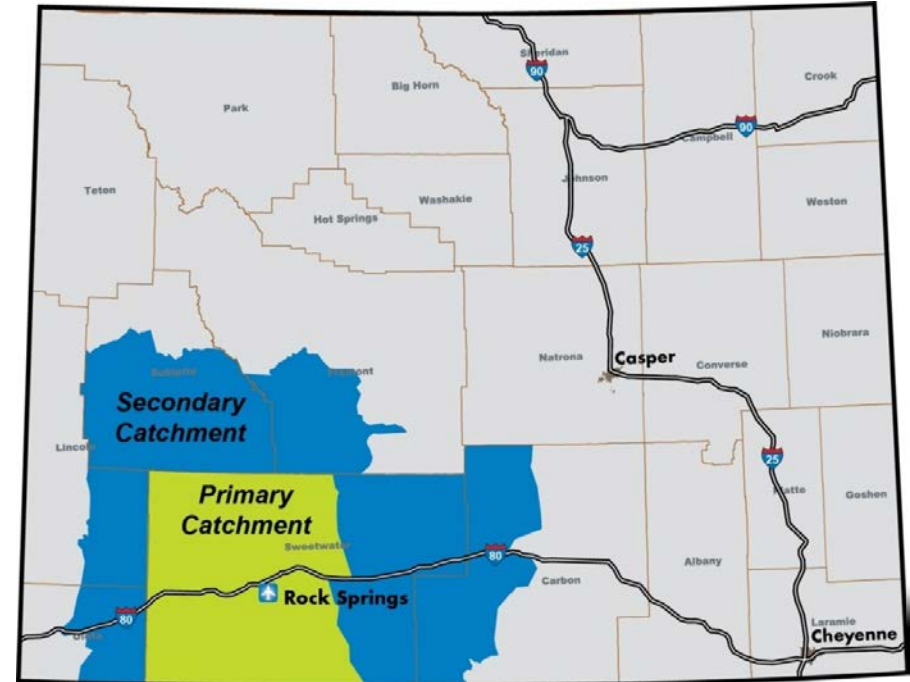
## Commercial Air Service

- RKS is currently served by United and Delta
- All flights are operated with 30-seat Embraer 120 (Brasilia) aircraft
- Denver is the top market from RKS
- In 2011, 85% of RKS passengers connected to outlying markets from DEN or SLC
- Leisure markets are seeing an increase from RKS
  - Las Vegas (up 86% since 2007)
  - Phoenix & Seattle (up 82%)
  - Portland (up 94%)
  - San Diego (up 74%)

# Aviation Activity Forecasts

## Commercial Air Service

- The airport's primary catchment area spans the western two-thirds of the county
- Secondary catchment goes farther north, west and east
- There are generally few seasonality concerns for the RKS market.



# Aviation Activity Forecasts

## Commercial Air Service

- Renewed focus must be placed on supporting existing commercial services
- Existing population and leakage suggests that the RKS market could be much larger once fully developed
- With continued passenger growth, jet service is on the horizon
- The community must continue to promote air service to sustain and grow

# Aviation Activity Forecasts

- Key Considerations
  - Assists in determining Facility Requirements/Recommendations
    - Number of Operations
    - Aircraft/Fleet Mix
    - Air carrier activity/enplanements
  - Utilizes 20 year planning horizon
    - 5, 10, and 20 year increments

# Aviation Activity Forecasts

## Use of Forecasts and Methodologies

- Requires FAA Approval
- Provides guidance for airport development
- Evaluates current economic conditions
- Utilizes variety of methodologies:
  - Times Series Analysis
  - Regression Analysis
  - Market Share Analysis
  - FAA TAF

# Aviation Activity Forecasts

## Preferred Enplanements Forecast

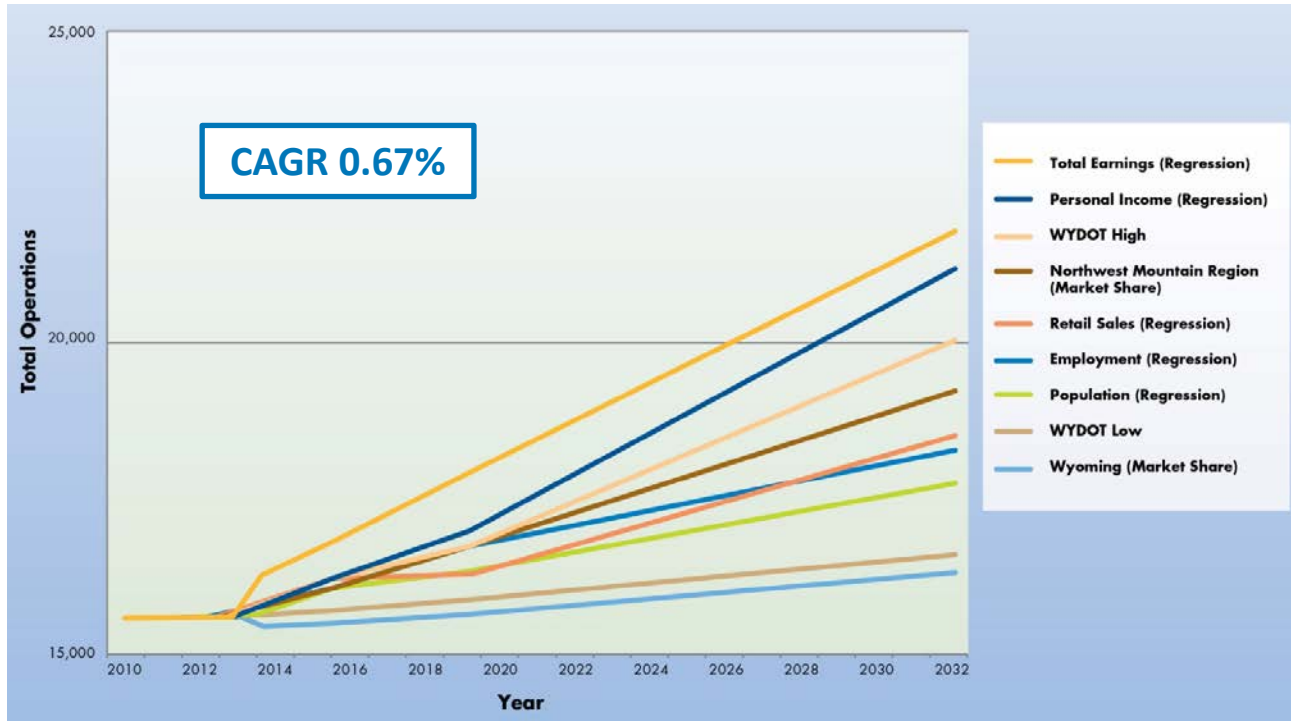


	2012	2017	2022	2027	2032
Enplanements	24,789	29,194	34,518	40,795	48,084
Load Factor	37.7%	33.3%	39.4%	37.4%	46.9%



# Aviation Activity Forecasts

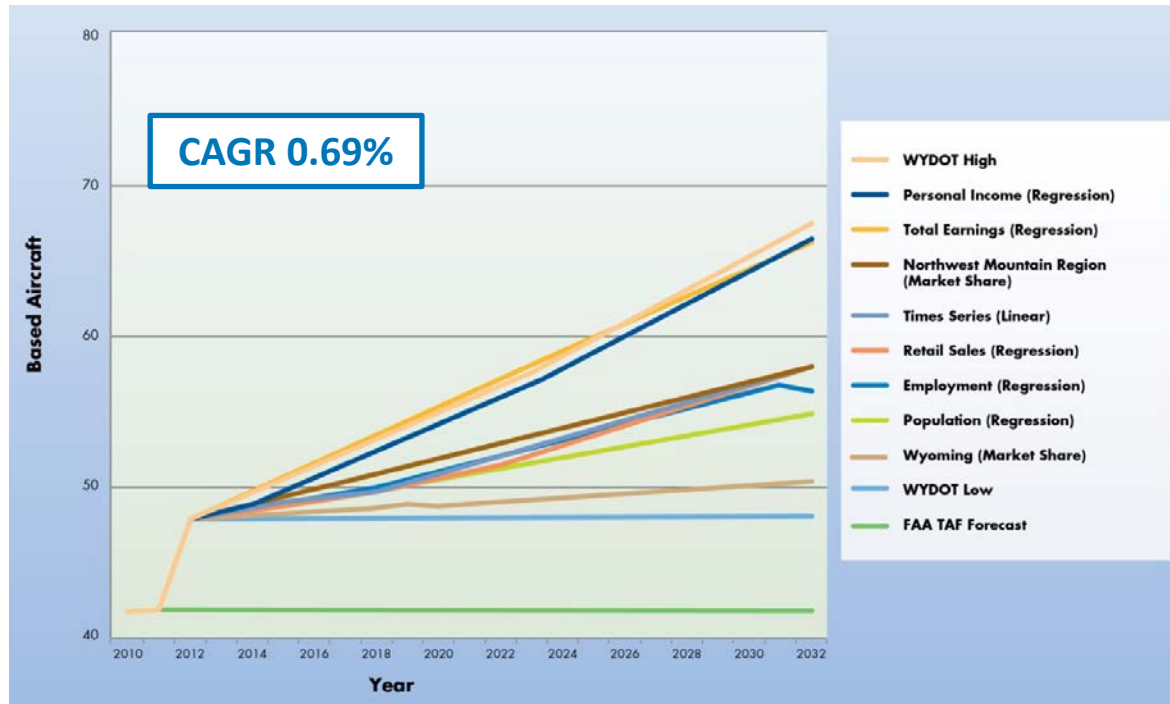
## Preferred Operations Forecast



	2012	2017	2022	2027	2032
Operations	16,463	16,767	17,304	18,031	18,887

# Aviation Activity Forecasts

## Preferred Based Aircraft Forecast



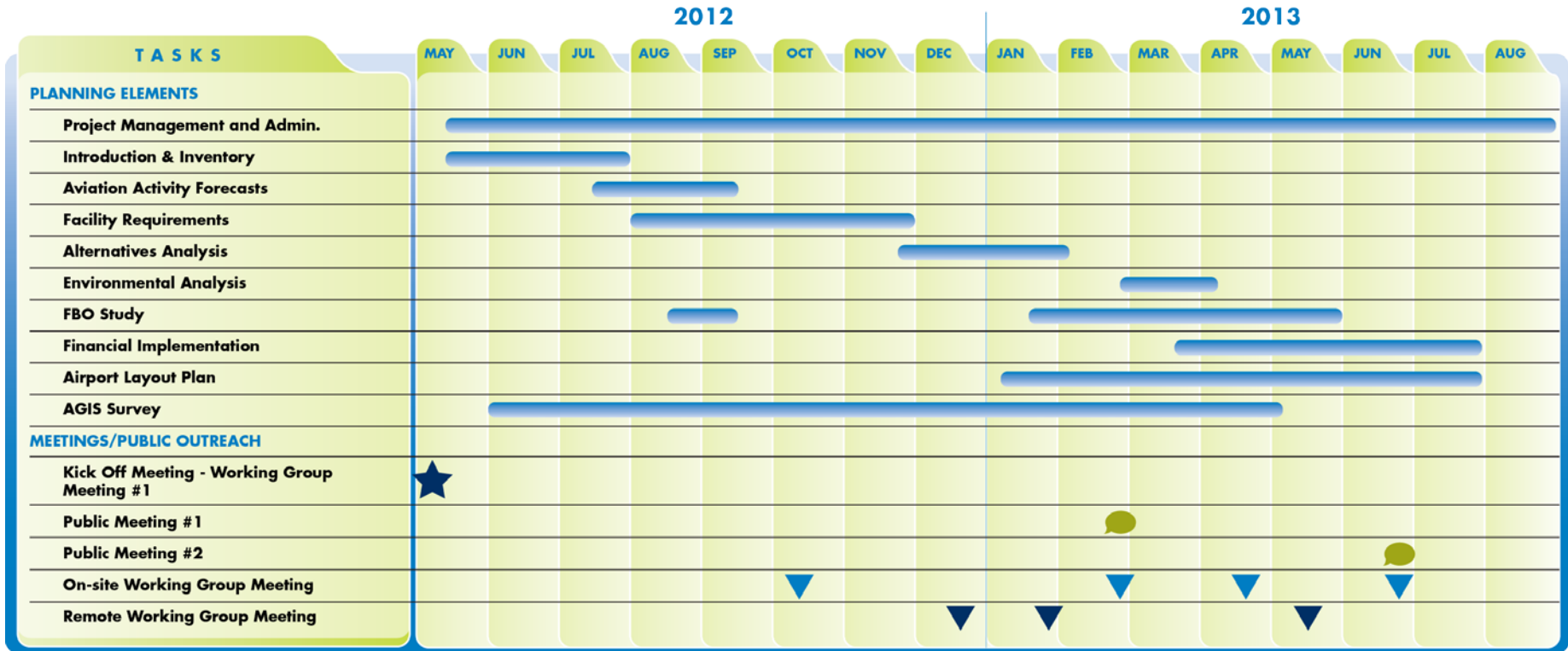
	2012	2017	2022	2027	2032
Based Aircraft	48	50	52	53	55

# Next Steps

- Facility Requirements
- Alternatives Analysis



# Schedule



\*Schedule does not include the FAA's review period. Schedule is subject to revisions.

# Questions?



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