
CHAPTER 1: AIRPORT, COMMUNITY & AVIATION

ACTIVITY

Purpose and Scope

The information presented in this report represents the study findings for the 2025 Airport Master Plan study prepared for the Town of Dubois, the airport owner. Airport Master Plans are prepared in accordance with Federal Aviation Administration (FAA) [Advisory Circular \(AC\) 150/5070-6B, Airport Master Plans](#). This project was funded in part by the FAA under grant number AIP 3-56-0010-2025.

This study for the Dubois Municipal Airport (DUB) will serve as an updated guide identifying future development necessary to accommodate existing and future aviation demands. The airport's current and forecasted safety, capacity and compatibility needs are addressed in this study. Many new planning considerations have surfaced since the last Master Plan study was completed in 2013.

The airport sponsor and Kadrmas, Lee & Jackson (KLJ) developed the scope for the project in cooperation with FAA Airports District Office and Wyoming Department of Transportation (WYDOT) Aeronautics officials to identify the specific needs and objectives of the airport owner. The scope includes work tasks with the purpose of documenting existing conditions, forecasting future aviation activity levels, identifying future facility requirements, formulating, and evaluating development alternatives, preparing implementation plans and engaging the public and other government agencies. Recommendations will be made for improvements that are triggered by safety requirements or demand thresholds.

The project received notice to proceed in June 2025 from the airport sponsor. The baseline project data is from inventory efforts completed in 2024. Data from year 2024 was used to establish a baseline of existing airport information.

Planning Objectives

Planning considerations for an airport master plan are features, elements or events that should be evaluated because they have the potential to affect the airport facility over the long term.

Previous Planning Studies

The previous Airport Layout Plan (ALP) was completed in 2013, however since that time several airport development projects have been completed and subsequent "as built" versions of the ALP have been updated.

Based on the background and planning considerations, the planning objectives for this study identify the methods used to meet the airport development goals outlined by the airport owner. The key project objectives are identified as follows:

- Identify areas for future Hangar Development
- Examine need to accommodate C-II Aircraft Operations
- Evaluate compliance with FAA Design Standards

FAA AERONAUTICAL SURVEY

The FAA has implemented Aeronautical Survey requirements per [FAA AC 150/5300-18B: General Guidance and Specifications for Submission of Aeronautical Data to NGS: Field Data Collection and Geographic Information System \(GIS\) Standards](#). FAA airport survey requirements require obstruction data to be collected using assembled aerial imagery for the airport. This data is used in aeronautical publications and to develop instrument approach procedures.

An aeronautical survey is currently in progress with this planning effort as required by FAA. Imagery was acquired in July 2025. When safety-critical data is needed to update runway end data or enhance an instrument approach then a new aeronautical survey is required.

Master Plan Process

Guidelines for completing a Master Plan are set forth in [FAA AC 150/5070-6B](#). Each master plan study scope and level of effort is customized to fit each individual airport's needs and address critical issues.

The required and recommended contents of Airport Master Plans are detailed per FAA standards. Effective airport master plans are based on the analysis of significant amounts of data, and many airport master plans typically present not only the planning conclusions, but all data and accompanying analysis in considerable detail.

This Master Plan study presents data in a sequential manner following the typical FAA planning process. Appendices are included to provide more detailed information on a subject. In addition, internet hyperlinks are included to reference documents that are current as of the time of this report.

The Airport Master Planning process involves several coordinated steps. The master plan study for DUB consists of the following elements:

- **Pre-Planning** – Airport development concerns are identified and planning objectives prepared to address these issues. An overall vision for the study is formulated that will guide the process.
- **Facility & Environmental Inventory** – Overview of airport setting and environment; infrastructure and assets which includes airside, landside, and support facilities; airspace, navigational aids, and airport access utilizing

Alternatives Analysis

The alternatives evaluation process is the most collaborative portion of the master plan study. The alternatives are reviewed and refined through meetings with federal/state agency representatives and the study's advisory group. Evaluation criteria is used to compare the alternatives. The alternative evaluation criteria for this study includes the following:

Operational Performance - How does each alternative allow the airport, and specifically the runway/taxiway system, to operate as a functional system, meet design standards, and meet the needs of the community.

Best Planning Tenets – What are the strengths and weaknesses of the alternatives as it relates to 1) flexibility to meet demand and react to unforeseen changes; 2) highest and best on- and off-airport land use; 3) feasibility to implement politically and within practical phases; and 4) ability to satisfy airport user needs.

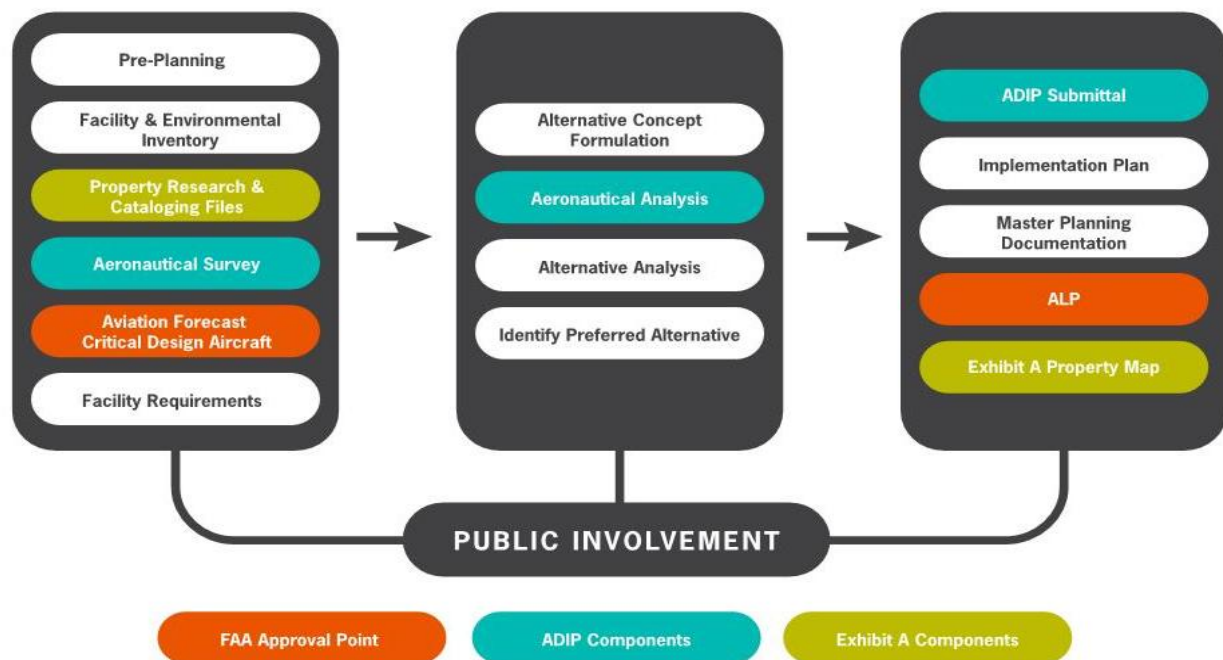
Environmental Factors – What are the potential effects of the alternatives upon the natural and built environment.

Fiscal Factors – How much will the options cost as compared to each other, while making the most use of federal, state and local resources.

data from an FAA Aeronautical Survey. Provide an overview of anticipated environmental impacts as part of the development of alternatives.

- **Forecast of Aviation Demand** – Using established forecasting methods, estimate current and project future airport activity for general aviation and passenger enplanements.
- **Demand Analysis and Facility Requirements** – Compare the existing capacity with the future demand and identify the facility requirements to satisfy the aviation safety, capacity, and compatibility needs.
- **Alternatives Development and Evaluation** – Identify and evaluate options considering both on-airport and off-airport impacts consistent with the study goals and objectives. A preferred alternative is selected.
- **Implementation Plan** – Provide a comprehensive plan for implementation of the preferred alternative including project triggers, sequencing, and cost estimates.
- **Airport Layout Plan (ALP)** – Document the existing and planned airport facilities through a set of drawings approved by the airport sponsor, state, and FAA.
- **Stakeholder and Public Involvement** – Prepare and execute a plan to engage important airport stakeholder and the public throughout the study to gather their input and address their concerns.

Figure 1-1 – Airport Master Planning Process



Source: KLJ

Study Documentation & Approvals

The Master Plan Update was divided into chapters of information to document airport planning data, analysis, findings, and recommendation of the study. The following sections included in the narrative report:

- Chapter 1 – Airport, Community & Aviation Activity
- Chapter 2 – Runways & Taxiways
- Chapter 3 – Terminal Area & Support Facilities
- Chapter 4 – Implementation & Compatibility
- Chapter 5 – Airport Layout Plan

- Appendix A – Glossary of Terms
- Appendix B – General Aviation Airports 101
- Appendix C – Meetings and Public Involvement
- Appendix D – Runway Length Analysis
- Appendix E – Obstruction Analysis and Action Plan
- Appendix F – Recycling and Solid Waste Plan

Each chapter was prepared separately and distributed to the airport owner for review and comment. After the airport owner's review, each draft chapter findings were made available to key airport stakeholders including the State and FAA for input prior to a final review and approval by the airport owner. Each approved final draft chapter was then published on the airport's website for public viewing.

The Master Plan Update was adopted by the Town of Dubois on [FUTURE DATE]. The ALP was submitted to the State and FAA for review and approval on [FUTURE DATE].

Public Involvement

Public involvement is a key component to the successful development of an Airport Master Plan study. The purpose is to encourage information sharing and feedback from airport stakeholders including the airport owner, airport users/tenants, local government officials, resource agencies, elected and appointed officials and the public. Public involvement provides valuable input to assist the airport owner in decision making and develop consensus on study conclusions.

A Planning Advisory Committee (PAC) was established to provide input throughout the study. The purpose of the PAC is to facilitate group discussion and provide feedback throughout the development of the plan to ensure different stakeholder groups are represented and provide recommendations to the airport owner. The PAC is comprised of members from the Town of Dubois, Airport Board, Chamber of Commerce, County Fish and Wildlife as well as the Federal Aviation Administration (FAA) and Wyoming Department of Transportation (WYDOT) Aeronautics. See **Appendix C: Public Involvement** for additional information including copies of public involvement meeting agendas, attendees, presentations, and summaries.

Airport & Community Overview

General

The Dubois Municipal Airport (DUB) is a general aviation airport located in northwest Wyoming in the western portion of Fremont County. The airport is a part of the FAA's National Plan of Integrated Airport Systems (NPIAS) and is classified as a non-primary Local General Aviation (GA) airport. See **Appendix B: General Aviation Airports 101** for additional details about airport classifications.

DUB has one runway, which measures 75-foot wide by 6,700-foot long comprised of asphalt and which is lighted and has an instrument approach procedure to one end. Airport facilities include a variety of hangars, tie-down areas, self-service fueling, and a terminal building. The airport is accessed by a gravel road to the terminal and hangar area.

Location and Area Setting

Fremont County is in west central Wyoming and covers most of the Wind River valley. The Wind River Indian Reservation covers about one third of the county. The Town of Dubois is located in the northwestern portion of the county near the headwaters of the Wind River which flows south easterly and later becomes the Bighorn River, turning north easterly and feeding into the Yellowstone River in Montana.

The airport elevation is 7,298 feet above mean sea level (AMSL) and is located on a plateau area above the river valley in one of the only land areas nearby that can be suitable for an airport. There are mountains to the north and south with the Wind River Range to the south containing the highest peaks in Wyoming and the Absaroka Range to the north. The terrain steadily rises to the west of the airport as it goes up the river valley. The Shoshone National Forest is just west of Dubois, and the Wind River Indian Reservation is to the east. Both Grand Teton and Yellowstone National Parks are approximately an hour drive further to the west from Dubois. The areas landscape is a major draw for visitors interested in the outdoor experience, including hiking, fishing, hunting, horseback riding and dude ranch lodging and outings, which mimic the western lifestyle which the area was founded on. Additionally, the proximity to well-known destinations including Yellowstone and Grand Teton National parks add additional tourism traffic.

Access to the airport is from Warm Springs Road which extends south from U.S. Highway 26. U.S. Highway 26 is an east-west highway that goes through Dubois and is the only highway access into the town. Due to the mountain ranges, there are no north-south roads connecting the community.

Airport Ownership & Management

The airport is owned and operated by the Town of Dubois. There are no town staff dedicated to the airport and the maintenance needs for the airport are worked into the regular schedule of maintenance for infrastructure in the town. While there is an Airport Board that serves in an advisory capacity, the governing body for the airport is the Dubois Town Council. The Mayor serves as the Airport Manager.

Airport History

As a part of a Civil Works Administration (CWA) project, the airport at Dubois was originally established in the 1930s along with many other airports in Wyoming. Information in 1987 stated that the primary runway (10/28) was reconstructed at 4,020 feet long and extended in 1998 to 6,100 feet. In 2014, the

primary runway 11/29 was reoriented with a slight counterclockwise twist and extended to 6,700 feet. A complete list of major airport development projects that received funding from FAA and the State can be found in **Table 1-1 Past Airport Projects**. In 1994 there were only four hangars but by 2006 there were 11 hangars and a terminal building. Currently there are 12 hangars and a terminal building.

Table 1-1 Past Airport Projects

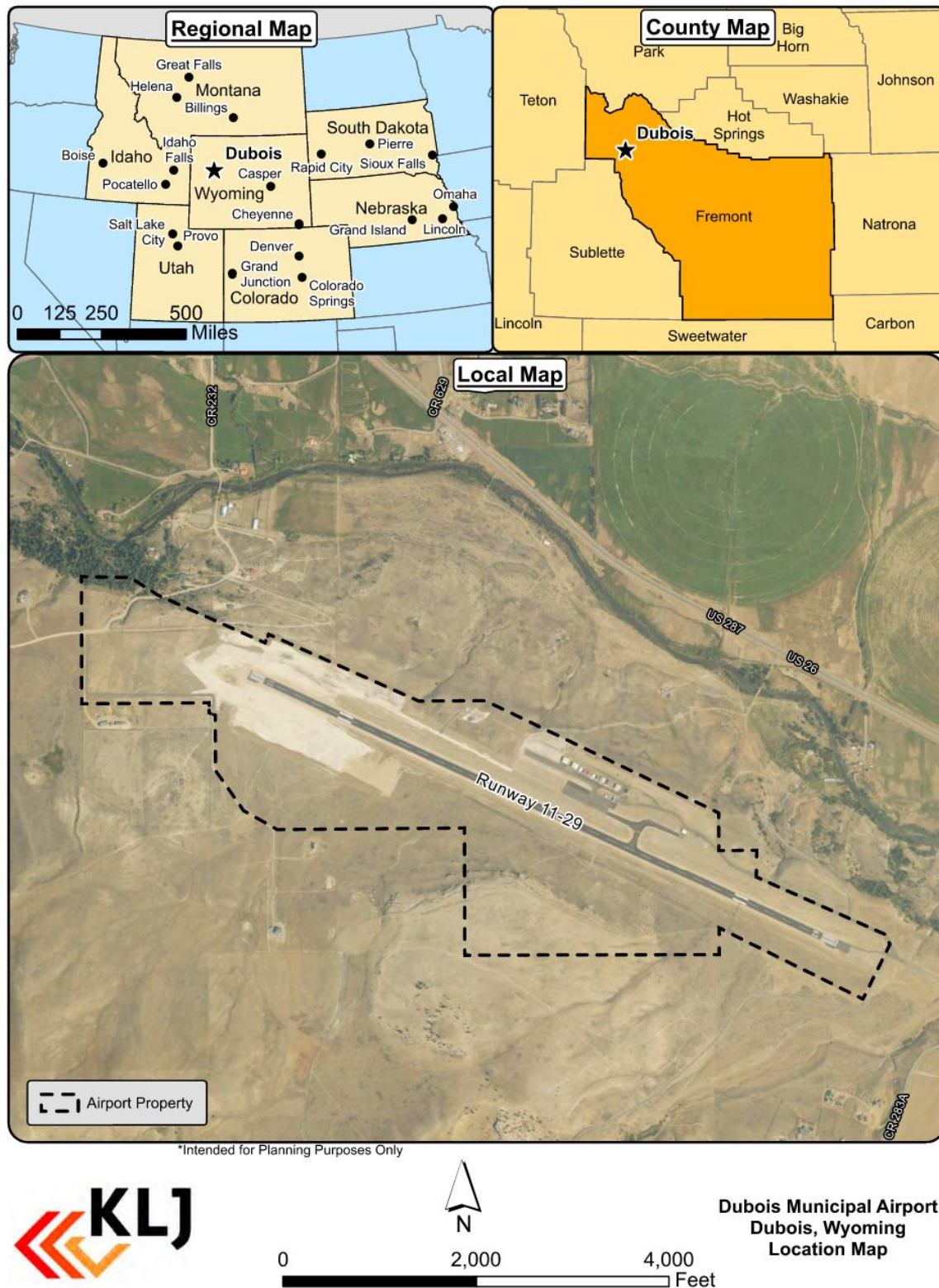
Year	Project	Federal Grant
2007	Acquire Land For Approaches	\$450,000
2009	Acquire Land For Approaches	\$1,590,053
2012	Construct Apron	\$100,000
2012-13	Rehabilitate Runway	\$865,823
2014-15	Construct Runway	\$7,927,577
2017-18	Install Miscellaneous NAVAIDS	\$70,000
2017-18	Rehabilitate Apron	\$477,923
2022-23	Construct Taxiway	\$898,266
2024	Install Perimeter Fencing	\$97,303

Source: FAA, KLJ Analysis

Land Area

As of the 2015 Exhibit A Property Map there is currently 296.14 acres in fee property (31 different parcels). The Exhibit A will be updated to FAA SOP 3.00 standards as a part of this master plan project. The land area includes the primary runway and hangar/terminal area on the north side of the runway. It also includes land added in the early 2010's for hangar development on the southwest end of the runway.

Figure 1-2 – Airport Location Map



Airport Role & Design

Dubois is one of three airports in Fremont County with the other two, Riverton and Lander, each located approximately 60 miles to the east and classified as commercial service. Dubois is a General Aviation Airport that provides air access in western Fremont County and east of Grand Teton and Yellowstone National Park primarily serving recreational and agricultural use operators. Surrounding public use airports in the United States with instrument procedures within approximately 60 nautical miles are listed in **Table 1-2** to provide background into the other area airports.

Table 1-2 – Surrounding Public Airports

Airport Name / City	FAA ID	Location from Airport (NM)	Driving Distance /Time	Based Aircraft	Instrument Approach	Longest Runway (Elev MSL)
Dubois Municipal /Dubois	DUB	-	-	16	RNAV 800' 2.5 miles	6,700' (7298 MSL)
Jackson Hole /Jackson	JAC	46 W	75 miles 1.5 hours	20	ILS 200' ¾ mile	6,300' (6451 MSL)
Ralph Wenz Field /Pinedale	PNA	45 S	161 miles 3.25 hours	38	RNAV 300' ¾ mile	8,900' (7096 MSL)
Hot Springs County /Thermopolis	HSG	57 E	131 miles 2.25 hours	12	RNAV 400' 1 mile	6,370' (4891 MSL)
Miley Memorial Field /Big Piney	BPI	61 SSW	175 miles 3.5 hours	23	RNAV 500' 1 mile	6,803' (6993 MSL)
Hunt Field /Lander	LND	61 SE	78 miles 1.5 hours	38	RNAV 300' ¾ mile	5,000' (5588 MSL)
Central Wyoming Regional /Riverton	RIW	61 ESE	81 miles 1.5 hours	31	ILS 200' ½ mile	8,204' (5516 MSL)
Yellowstone Regional /Cody	COD	65 NE	215 miles 3.5 hours	73	RNAV 300' ½ mile	8,268' (5102 MSL)

Source: FAA Based Aircraft Database, AirNav

The airport is part of the [National Plan of Integrated Airport Systems \(NPIAS\)](#) as classified by the Federal Aviation Administration (FAA). NPIAS airports are vital to the national air transportation system. According to FAA classification, the airport is classified as a Local airport and based on the 2016 Wyoming State Airport System Plan (SASP) the airport is classified as Intermediate. Further information regarding the FAA classification and SASP is found in **Appendix B: General Aviation Airports 101**.

The FAA's Airport Reference Code (ARC) identifies a design category based on aircraft wingspan, tail height and approach speed for aircraft types that regularly use the airport. **Table 1-3** summarizes the airport's role and design. See **Appendix B: General Aviation Airports 101** for more details on FAA design classifications and State classifications.

Table 1-3 – Airport Role & Design

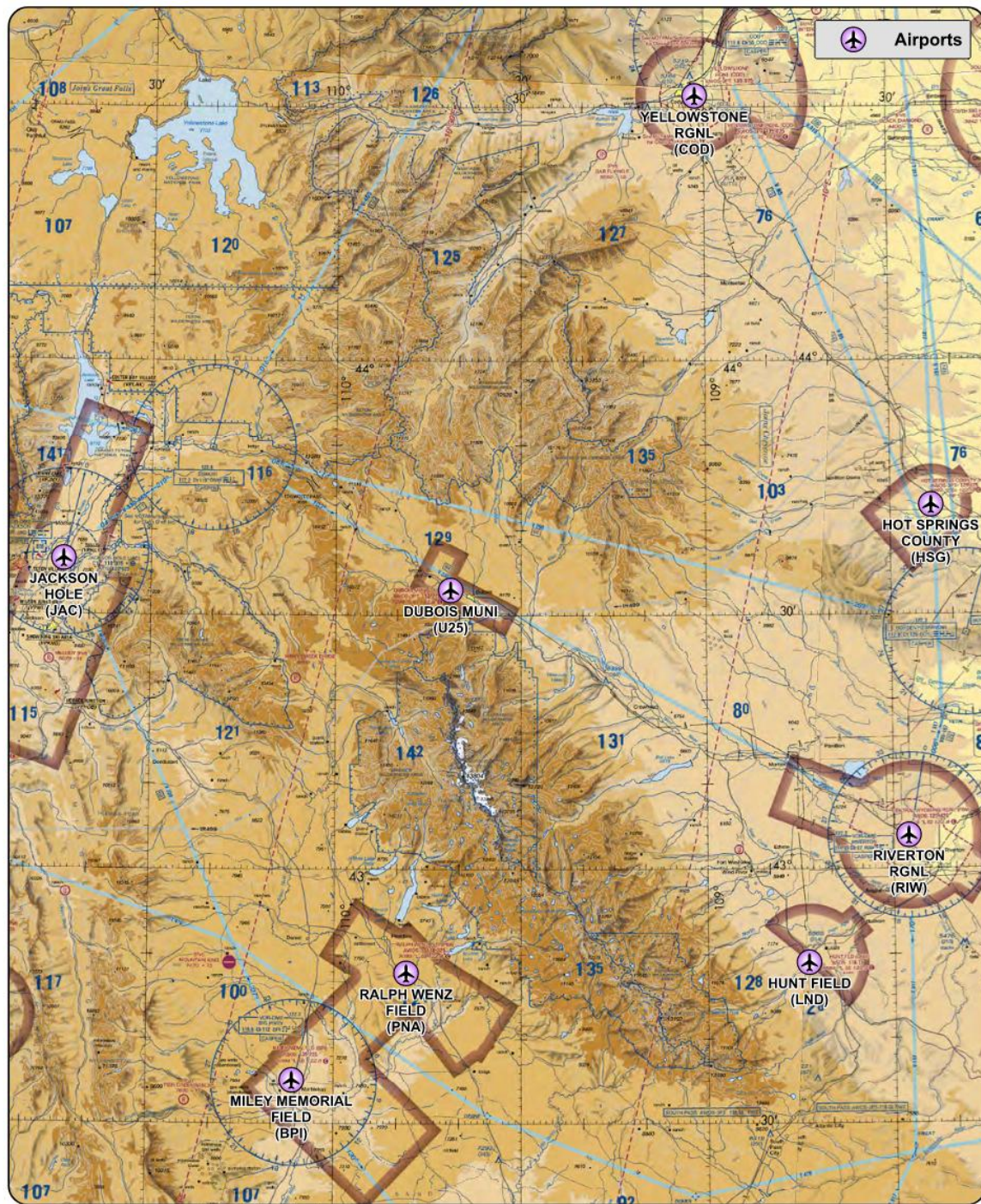
Airport ID	State Classification	FAA Classification	FAA GA Group	ARC	2025 Operations
DUB	Intermediate	GA	Local	B-II	570
JAC	Commercial	Primary Small Hub	-	C-IV	35,794
PNA	Business	GA	Local	C-II	4,956
HSG	Intermediate	GA	Basic	B-II	1,706
BPI	Intermediate	GA	Local	B-II	3,042
LND	Business	GA	Regional	B-II	5,358
RIW	Commercial	Primary Non-Hub	-	C-II	7,814
COD	Commercial	Primary Non-Hub	-	D-III	23,498

Source: FAA NPIAS, 2016 WY SASP, ARC = Airport Reference Code, 1200.aero Wyoming Airport Operations

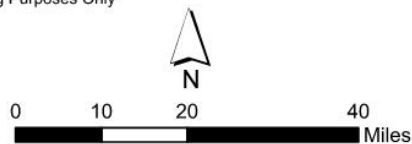
Airport Service Area

The Dubois Municipal Airport serves the Town of Dubois and provides aviation access to western Fremont County which is an isolated area with limited road access. The area is an active recreation destination with fly fishing, hunting, hiking and other outdoor activities, driving the tourism-based economy. However, from its inception the region has been dominated by ranching and agricultural activities. The high-elevation, arid mountain climate coupled with the open grasslands supports both sagebrush landscape and an alpine forests environment which uniquely provides ideal grazing areas with ample natural water sources fed from the snowpack runoff. These conditions suit the cattle and sheep ranching operations which supported the community in the past and are still a vibrant part of the culture which shapes the economic, employment, and social aspects of the community present day. With mountains to the north and south and national forest to the west, the area is very scenic but remains topographically isolated. While Dubois is positioned along Highway 26/287 in the iconic Wind River Valley and connected by roadway to greater hubs including Casper, Riverton and Jackson, winter weather and mountain passes can create limited connectivity. Beyond these areas, major metropolitan cities, including Denver, CO or Salt Lake City, UT can be up to seven hours away by car.

Figure 1-3 – Surrounding Airports



*Intended for Planning Purposes Only



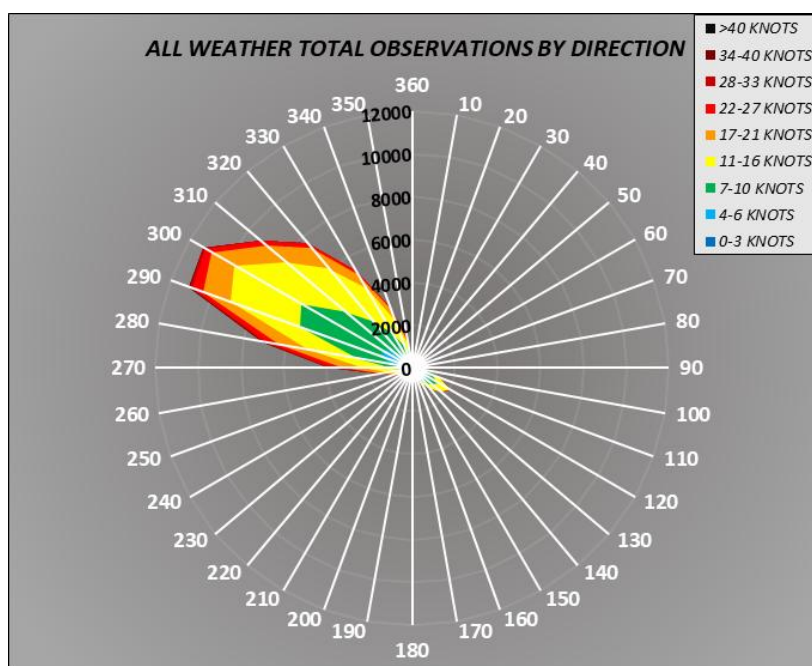
**Dubois Municipal Airport
Airspace & Surrounding
Airports**

Climate

Dubois Municipal Airport is in a high-altitude mountain valley region. The summers are short, warm and dry and the winters are long, freezing and snowy. Sky conditions are clear in the summer and partly cloudy through the winter. Temperature highs average in the 30's in the winter and reach an average high of 79.1°F in July. There is an annual precipitation of 8.92 inches (37.3 inches of measurable snow). **Table 1-4 – Average Weather** provides the normal conditions that are experienced throughout the year.

The airport has an AWOS 3 P/T located on the airfield, which is an automated weather observation system. Data from the station shows prevailing winds are from the west/ northwest and are generally aligned with the airport's primary runway. The airport experiences visual meteorological conditions 96.33% of the time. More details on wind coverage and instrument meteorological conditions will be covered in Chapter Two.

Figure 1-4 – Dubois Airport Wind Chart



Source: KDUB AWOS (2015-2024, Hourly) from National Climatic Data Center

Table 1-4 – Average Weather

Month	Precipitation (in.)	Snowfall (in.)	Average Low Temperature (°F)	Average High Temperature (°F)
January	0.33	4.8	10.6	33.4
February	0.30	4.5	11.4	36.5
March	0.46	5.4	16.3	42.7
April	1.10	7.0	23.7	51.0
May	1.45	2.7	31.3	60.6
June	1.29	0.4	38.2	70.5
July	0.90	-	42.5	79.1
August	0.77	-	40.7	77.8
September	0.99	1.6	33.6	67.8
October	0.64	2.4	26.3	56.7
November	0.42	4.4	17.8	43.3
December	0.27	4.2	11.8	35.3

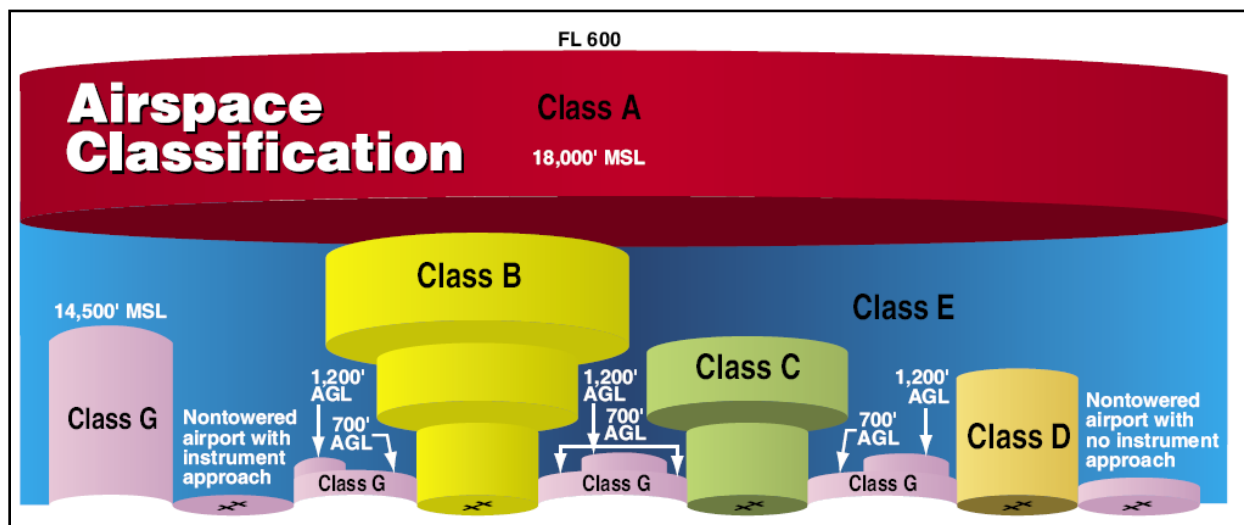
Source: Western Regional Climate Center 1905-2016 – Dubois WY

Airspace & Area Navigation Systems

The National Airspace System (NAS) consists of various classifications of airspace regulated by the FAA. Airspace classification ensures the safe separation of VFR and IFR aircraft. Airspace is separated into controlled, uncontrolled, special use, or other airspace. Controlled airspace is classified as A, B, C, D, or E. Uncontrolled airspace is classified as G. These classes specify appropriate minimum cloud clearances, visibility requirements, and other operating requirements for aircraft. The major difference between controlled and uncontrolled airspace is that the FAA does not exercise air traffic control over aircraft operating within uncontrolled airspace. Airspace is segregated into controlled, uncontrolled, special use or other airspace. Each airspace class has different operating rules.

The existing Class G airspace with Class E airspace beginning at 1,200 feet AGL is considered sufficient to support any enhancement to instrument approach procedures.

Figure 1-5 – FAA Airspace Classifications



Source: [Federal Aviation Administration \(FAA\) Pilot's Handbook of Aeronautical Knowledge \(2007\)](#)

Ground Radar

Radar relies on direct line-of-sight, therefore the further the target is away from a radar site the higher altitude is required. The radar coverage for Dubois is based off a radar from Casper and is sparse with coverage beginning over 5,000 feet above ground level (AGL).

Automatic Dependent Surveillance-Broadcast (ADS-B)

ADS-B is a satellite-based surveillance technology in which aircraft transmit GPS position information to other aircraft and to ATC facilities. ADS-B will supplement primary ground-based radar. FAA has required all aircraft operating within airspace requiring a transponder to have ADS-B transmitting equipment installed by the year 2020 as part of the Next Generation Air Transportation System (NextGen) initiative. Various ground stations have been located nationwide to provide ADS-B coverage. The current ADS-B coverage for Dubois is 3,000' AGL. Please note, when ADS-B Transceivers are added locally this does not necessarily enhance the FAA coverage for the airport.

Very High Frequency Omni-Directional Range (VOR)

A VOR is a ground-based NAVAID used for en-route and approach course navigation. The radio beacon has the longest range of currently utilized ground-based NAVAIDs. Aircraft can navigate to and from this beacon using compatible airborne receivers to receive radio signals. It gives pilots a direct indication of bearing relative to the facility. With VORs that are collocated with distance measuring equipment (DME), certain aircraft navigation radios can triangulate the signal between several different VOR/DME stations to choose a direct course of flight on a desired heading. The widespread use of satellite-based GPS technology has caused FAA to decommission a large portion of existing VORs but a minimum operational network is being maintained as a backup to satellite-based systems.

The closest VOR is the Dunoir VOR located 32 nautical miles to the northwest. There are no instrument approach procedures based on the VOR.

Communications & ATC

The ability for pilots to communicate with other pilots and air traffic control (ATC) is critical for the safety and efficiency of the overall air transportation system. DUB will continue to remain an uncontrolled airport. Communications with ATC are made possible through the Jackson Remote Communications Air/Ground (RCAG) to Salt Lake City Air Route Traffic Control Center (ARTCC) on 133.25.

Airspace Protection

Airspace is an important resource around airports that is essential for safe flight operations. The airspace is protected through several layers of protection which include property ownership, aviation easements and land use/height restriction zoning.

LAND ACQUISITION

Land acquisition allows the airport to protect airspace and land use areas from possible intrusions. FAA encourages the airport sponsor to own the following land for existing and planned airport development:

- Airport Infrastructure
- Runway and Taxiway Object Free Areas
- Runway Protection Zones
- Building Restriction Line
- Navigational Aid Critical Areas
- Airspace Protection

AVIGATION EASEMENTS

Avigation easements can control height and/or land use. They have often been used to control the area inside the Runway Protection Zone however the FAA has more recently recommended full acquisition of these properties. The easements can still be a very useful tool to protect the airport depending on the circumstances of particular properties and the type of protection that is needed.

LAND USE AND HEIGHT RESTRICTION ZONING

FAA recommends airport sponsors protect airport land use and airspace through local zoning. Owners of public airports are encouraged to enact airport overlay zoning to protect airspace and surrounding land use for public safety. The intent of zoning is to:

- Protect the airport from incompatible land uses that could interfere with the safety operation of the airport,
- Protect public safety by reducing the potential for fatalities, property damage or noise complaints within the vicinity of the airport, and;
- Protect the public investment made by taxpayers in the airport and the economic benefits it provides to the region restrict land uses.

Federal - Part 77 Civil Airport Imaginary Surfaces

[Title 14 CFR \(Code of Federal Regulations\) Part 77 Safe, Efficient Use, and Preservation of the Navigable Airspace](#) is used to determine whether man-made or natural objects penetrate “imaginary” three-dimensional airspace surfaces and are obstructions. See **Appendix B – General Aviation Airports 101** for a detailed explanation of Part 77 surfaces. **Table 1-5** depicts the existing, future, and ultimate approach airspace surfaces for DUB. Any existing, future, or ultimate Part 77 obstructions located around DUB will be identified on the ALP for further action.

Table 1-5 – Part 77 Approach Airspace Requirements

Runway End	Approach Standards	Part 77 Code	Inner Width*	Outer Width	Length	Slope
Existing						
29	Non-Precision Other-Than-Utility As low as 1 mile	B (Non Precision Instmt)	500'	3,500'	10,000,'	34:1
11	Visual Utility	B(Visual)	500'	1,500'	5,000'	20:1
Ultimate						
11, 29	Non-Precision, Other than Utility As low as 1 mile	B (Non Precision Instmt)	500'	3,500'	10,000'	34:1

Source: [Title 14 CFR Part 77](#), KLJ Analysis *Inner width is also the Primary Surface width driven by the most demanding approach to a runway. **Bold** indicates change from existing standard.

State Airspace Protections

In addition to the Part 77 height surfaces, states often have tools or requirements that help airports protect their operational capabilities by controlling land use and height restrictions. For the state of Wyoming there are no additional airspace requirements.

Local Airspace Protections

To provide additional protection beyond fee ownership and easement, municipalities have zoning authority which they can use to provide height and land use protection. By the authority of Wyo. Stat. §10-5-301-3 the Town of Dubois has height restriction zoning. Fremont County does not have zoning to protect the airport. **Any recommended airspace protection measures including land acquisition, easements or zoning will be addressed in Chapter 4 – Implementation & Compatibility based on the Preferred Alternatives selected in Chapters 2 and 3.**

Environmental Inventory

Introduction

This section provides an overview of environmental conditions and issues at the airport and the immediate vicinity. This environmental review section is not intended to fulfill the requirement of an environmental review required by National Environmental Policy Act (NEPA), or provide a definitive class of action determination for the proposed improvements. The purpose of this environmental review is to provide community, airport sponsor, and regulatory awareness of the importance of minimizing the environmental impacts, and to provide a general indication of the likely need for further investigation. Appropriate environmental documentation in accordance with [FAA Order 5050.4B, NEPA Instructions for Airport Actions](#) and [FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures](#) is required to be completed prior to commencing with project actions.

Relevant Environmental Features

BIOLOGICAL RESOURCES

Biological resources include the flora and fauna present within the project area. Dubois Municipal Airport is in western Wyoming within the Upper Wind River Basin, near the eastern front of the Wind River Range. According to U.S. Geological Survey ecoregion classifications, the area is characterized by intermontane basins and foothills consisting of sagebrush steppe, native grasses, and scattered shrub communities. Topography in the vicinity of the Airport includes broad valleys and gently rolling terrain, with surrounding mountain ranges to the west and south. Land use surrounding the Airport consists primarily of rangeland, open space, and low-density rural development. Native vegetation communities have been influenced by grazing and other land management practices, but sagebrush and native grassland species remain prevalent in the area.

The following is not a comprehensive list of fauna that may be present but represents species most likely to be encountered in the vicinity of the Airport. Large mammals in the region include elk, mule deer, pronghorn, moose, and occasionally black bear and mountain lion. Smaller mammals commonly found in the area include coyote, red fox, badger, striped skunk, various ground squirrel species, and other small rodents. Bird species typical of sagebrush and open basin habitats may include raptors, sagebrush obligate species, waterfowl associated with nearby riparian areas, and a variety of migratory songbirds.

According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system, federally listed endangered, threatened, proposed, or candidate species known to occur or potentially occur in Fremont County, Wyoming, include the Canada Lynx, Grizzly Bear, North American Wolverine, Monarch Butterfly, Suckley's Cuckoo Bumble Bee, and the Whitebark Pine. There are no federally designated critical habitats located at or immediately adjacent to the Airport.

In accordance with Section 7 of the Endangered Species Act, coordination with the USFWS may be required to evaluate the potential for federally listed species to occur within the project area, depending on the scope and location of proposed projects. IPaC also indicates that Bald Eagles and Golden Eagles may be present in the vicinity of the Airport for foraging or seasonal movement; however, no known nesting sites have been identified within the Airport property.

Prior to implementation of any future development projects, additional environmental review may need to be conducted, as appropriate, to evaluate potential impacts to fish, wildlife, and plant resources and to ensure compliance with applicable federal and state environmental regulations.

HISTORICAL, ARCHITECTUAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The airport has been subject to prior ground disturbance associated with historical airfield development. Cultural resource review in Wyoming is coordinated with the Wyoming State Historic Preservation Office (WYSHPO) in accordance with Section 106 of the National Historic Preservation Act and applicable state historic preservation statutes. No known historic or archaeological resources have been identified on airport property. Future projects involving previously undisturbed areas would require cultural resource evaluation and consultation, as appropriate.

DEPARTMENT OF TRANSPORTATION SECTION 4(F) AND SECTION 6(F)

Section 4(f) is applicable to projects which require the use of publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance. **Figure 1-6: Environmental Overview** provides a graphical depiction of the areas surrounding the Airport property.

There are no known publicly owned lands from parks, recreation areas, or refuge areas within the immediate vicinity of the Airport. Antelope Hills Golf course is located approximately 0.75 miles northeast of the airport, but is not likely to be impacted by development at the Airport. Further review of the potential to impact Section 4(f) resources specifically regarding potential cultural sites or historic properties would be required at the environmental documentation phase of any projects that would require ground disturbance.

Section 6(f) from the Land & Water Conservation Fund Act provides that the Secretary shall not approve any program or project which requires the use of state and local parks, lakes, trails, beaches, and conservation lands, unless: (1) if the request complies with Section 4(f), (2) information is provided that is needed to make findings required under Section 6(f), and (3) coordination is carried out with the NPS and the state agency responsible for the Section 6(f) property. A review of Land Water Conservation Fund grants for Fremont County indicates that 88 grants have been issued for properties within the county. These properties are not located near the Airport. Proposed improvements are not anticipated to impact existing Section 6(f) properties; therefore, no further analysis is required.

HAZARDOUS MATERIALS AND SOLID WASTE

Airport operations involve limited quantities of hazardous materials typical of general aviation facilities, including aviation fuel, oils, and lubricants. Management of these materials is regulated by the Wyoming Department of Environmental Quality under applicable state and federal regulations. No known hazardous material sites or contamination issues have been identified on airport property. According to the DEQ Spills and Complaint report and EPA's NEPAAssist tool.

The airport does not produce significant amounts of solid waste including garbage, refuse or sludge as compared to the broader community. FAA requires a Solid Waste Management Plan to be developed as part of this Airport Master Plan study. A Solid Waste study is in **Appendix F: Recycling & Solid Waste Plan**.

FARMLAND

Impacts to farmlands considered to be prime, unique or statewide or locally important need to be considered under NEPA. The Farmland Protection Policy Act (FPPA) of 1981 provides protection to prime and unique farmlands. The Act defines prime farmland as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses. Unique farmland is farmland that is used for production of specific high value food, feed, and fiber crops. Statewide farmland is of statewide importance to produce food, feed, fiber, forage, and oil seed crops, and is determined by state agencies. Locally important farmland is where the production of food, feed, fiber, forage, and oilseed crops, are not identified as having national or statewide importance but identified by local agencies as important.

A search of the USDA Natural Resources Conservation Service (NRCS) web soil survey identified land located around the Airport contains areas that are not prime farmland and farmland of statewide importance, if irrigated. If land outside the existing airport property were to be acquired and converted to airport property, further consultation with NRCS would be required during a project environmental review stage to calculate the Farmland Conversion Impact Rating. No further review is needed for projects occurring on existing airport property.

LAND USE

Compatible land uses are those that typically are not influenced by normal airport operations. The compatibility of existing land uses in the vicinity of an airport is usually associated with the extent of noise impacts occurring from airport property and safety concerns. Incompatible land uses are typically items such as fuel storage facilities, areas of public assembly, tree rows, high density residential areas, and areas that have the potential to attract hazardous wildlife. Other land use considerations including surrounding physical land uses, airport zoning regulations and FAA airport design land use compatibility standards have been previously identified in this Chapter.

DUB is located approximately one mile west of Dubois, WY. The airport is surrounded by rural pasture lands/open spaces. The nearest residential homes are located approximately 2,000 feet of both ends of Runway 11-29.

WATER RESOURCES

Wetlands

Wetlands are defined in Executive Order 11990, Protection of Wetlands, as those areas that are inundated by surface or groundwater with a frequency to support, and under normal circumstances does or would support, a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Three parameters that define a wetland as outlined in the US Army Corps of Engineers Wetland Delineation Manual are hydric soils, hydrophytic vegetation, and hydrology. Wetlands help to maintain water quality in rivers and recharge groundwater. Wetlands also can provide habitat for many species of plants and wildlife. However, their potential to attract wildlife can be hazardous to aircraft using the Airport. **Figure 1-6- Environmental Overview** provides a graphical depiction of the areas surrounding the Airport property.

Figure 1-6 – Environmental Overview Wetland Inventory



Source – [EPA NEPAAssist Tool](#).

A drainage tributary to the Wind River is identified in the National Wetland Inventory (NWI). This passes through a culvert that crosses across the airport and under Runway 11-29 approximately 1,700 feet from the 11 end and exits airport property. No other wetlands are on the airport, and the property consists primarily of upland or develop areas. Any projects wetlands will require a delineation and coordination with the U.S. Army Corps of Engineers (USACE) during the early project development phase.

Surface and Ground Waters

The Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977, provides authority to establish water quality standards, regulate discharges to surface and subsurface waters, develop waste treatment management practices, and issue permits for pollutant discharges under Section 402 and for the discharge of dredged or fill material under Section 404.

Airport activities have the potential to affect water quality primarily through stormwater runoff from paved surfaces. Implementation of best management practices (BMPs), such as grass-lined swales and drainage ditches, helps convey and treat runoff from runways, taxiways, and apron areas, thereby minimizing potential impacts to receiving waters.

DUB does not get a large amount of rainfall each year. No surface water sources are located on the airfield. Drainage generally flows off the airport toward the north, where it exits the airport property and ultimately entering the Wind River located approximately 0.25 miles from the airport. There are no sole source aquifers or public water supplies located on or in the immediate vicinity of the airport property.

Wildlife Hazards

FAA has implemented procedures and guidelines to mitigate wildlife damages to aircraft and aviation operations. Wildlife collisions have increased across the country over the past two decades and reporting has increased awareness of hazards to human health, safety and financial losses.

A Wildlife Hazard Site Visit was completed by a certified wildlife biologist in early October 2025. A report summarizing this visit was prepared. Based on the recommendation in this report, the biologist suggested that the airport maintain a log of wildlife observations, obtain a USFWS Migratory Bird Depredation at an Airport permit to allow for the lethal control of native bird species on the airfield, report all wildlife strike to the FAA Wildlife Strike Database and submit DNA samples of any SNARGE (wildlife remains) found on airport to the Smithsonian Institute Leather Lab for proper identification, increase the area of vegetation management further outside of the RSA and remove trees and brush that are located inside of the perimeter fence to remove/reduce food and cover for wildlife, and the biologist also suggested that the Airport review targeted population control for prey species (rabbits and rodents) such as trapping and depredation, as this would not only reduce prey species but would also reduce the presence of predators by reducing the food source.

Environmental Features Not Relevant

AVIATION EMISSIONS AND AIR QUALITY

The FAA Order 5050.4B outlines procedures for determining when airport-related projects require air quality analysis, and if so, what level of analysis may be necessary. The Airport is located within an area of attainment for all National Ambient Air Quality Standards (NAAQS); due to the small size of the airport and limited number of operations that would occur at the airport, detailed analysis is very unlikely to be required.

COASTAL RESOURCES

Coastal Resources include Coastal Barriers and Coastal Zone Management. Coastal Barriers include islands that protect the mainland from storm or hurricane-driven winds or waves by providing a buffer to the shoreline. Coastal Barriers protect fish, wildlife, human life, and property along coasts and shorelines. Facilities are not recommended to be built within the Coastal Barrier Resource System (CBRS). Coastal Zone Management includes development provisions actions to protect major shorelines and associated recreational, historical, cultural, and aesthetic values. The area is not located near a coastal zone as defined in the Coastal Zone Management Act of 1972. No further analysis is required.

NATURAL RESOURCES AND ENERGY

Impacts on energy supplies and natural resources are generally associated with changes to stationary facilities, such as airfield lighting systems, navigational aids, terminal building heating, or facility expansions, as well as potential increases in fuel consumption by aircraft or ground support equipment.

Proposed improvements at Dubois Municipal Airport would require temporary energy use during construction activities (e.g., operation of construction equipment and material transport). However, the proposed actions are not anticipated to result in permanent or significant increases in energy demand or fuel consumption. Therefore, no significant impacts to energy supplies or natural resources are expected, and no further analysis is required.

NOISE AND NOISE COMPATIBLE LAND USE

Noise emitted from aircraft can significantly affect the well-being of people living or working near an airport. The FAA requires noise studies for certain projects. If a project involves Airplane Design Groups I and II and has forecasted operations of less than 90,000 annual propeller operations or 700 annual adjusted jet operations, such as the case at DUB, then no further noise analysis is required.

SOCIOECONOMIC IMPACTS & CHILDREN' S ENVIRONMENTAL HEALTH & SAFETY RISKS

Social impacts from a project depend on how that project affects the character, habits, and economic conditions of the people living within the affected area of the project. The project's effects on business, employment, transportation, utilities, etc. are factors that affect the social climate of a community. Any action that would either adversely or beneficially affect the factors stated above would be considered as having some type of social impact on the residents of a particular community. The airport's location and runway orientation minimize health and safety risks to children, as there are no schools, hospitals, or places of worship along the airport's approach and departure paths.

VISUAL EFFECTS

Minor development projects at Dubois Municipal Airport are not expected to significantly impact the visual aesthetics of the area. The surrounding landscape—characterized by open rangeland and views toward nearby mountain ranges—would remain largely unchanged. Viewers' perceptions of scenic resources and existing man-made features are not anticipated to be noticeably affected.

From off-airport vantage points, any new or rehabilitated facilities would be consistent with the existing aviation setting. Potential visual contrasts or compatibility issues with adjacent landforms and surrounding land uses are expected to be minimal.

WATER RESOURCES

Floodplains

Dubois Municipal Airport is not located within designated floodway areas regulated under applicable State of Wyoming floodplain management regulations. Floodplains are lands situated along rivers and their tributaries that are subject to periodic inundation, typically defined by the 100-year (1-percent annual chance) flood event. The Airport is not located within a mapped 100-year floodplain; therefore, no further floodplain analysis is required.

Wild and Scenic Rivers

There are no river segments in the vicinity of DUB that are listed in the National Rivers Inventory (NRI) or designated as Wild and Scenic Rivers within the National Wild and Scenic Rivers System. Therefore, no direct or indirect impacts to designated or eligible wild and scenic rivers would occur as a result of the proposed airport improvements. No further analysis is required.

Aviation Activity

The Aviation Activity Forecasts section of the Airport Master Plan analyzes current and future airport activity at the Dubois Municipal Airport. Forecasting provides an airport with a general idea of the magnitude of growth, as well as fluctuations in activity anticipated over the forecast period. They assist the Airport in determining existing and planned future facility needs based on airport activity level estimates and projections. Forecasts attempt to develop a realistic estimate of future changes.

Prior to 2024, the FAA required forecasting of annual airport operations and based aircraft as well as the critical design aircraft. This was a key approval point for the FAA where they would approve the forecast operations, based aircraft, critical design aircraft and airport layout plan.

Recently this has changed for airports like DUB where only the critical design aircraft and airport layout plan require FAA approval. On August 12, 2024, the FAA provided guidance regarding the requirement for forecasts developed for airport master plans. According to the guidance, GA airports with less than 90,000 annual operations and not expected to exceed 90,000 operations in the foreseeable future, a detailed forecast is not warranted. DUB will remain below the 90,000 annual operations level. The forecasting for this Airport Master Plan will therefore be focused on practical elements that are still needed and listed as follows:

- Critical Design Aircraft (requires FAA approval);
- Based Aircraft (to determine the amount and type of hangar space needed);
- Annual Airport Operations (needed when pavement designs are completed in the future); and,
- Peak Aircraft Operations (to determine the amount of apron space and hangar space needed for itinerant aircraft)

The forecasting will use simple socioeconomic/demographic projections, quantifiable airport activity, and industry metrics used to determine activity. The forecasts developed for the airport will be important to adequately plan, size, and sequence development of future facilities to meet future projected growth.

It is important to point out that forecasts in this context are to demonstrate how much activity could likely occur at an airport through the planning period. In most cases, development at airports is based on actual demand rather than forecasts.

The forecast portrays the level of activity that is likely to occur through the planning period, but airport improvements will occur based on actual activity.

Forecast Rationale

Forecasting the demand for airport use is a critical step in airport development. It allows an airport to examine its ability to satisfy the needs of the aircraft and people it serves, and to determine the approximate timing of necessary improvements by projecting airport user activity levels. FAA provides general guidance in evaluating factors that affect aviation activity. [FAA AC 150-5070-6B](#) states:

“Planners preparing forecasts of demand or updating existing forecasts should consider socioeconomic data, demographics, disposable income, geographic attributes, and external factors such as fuel costs and local attitudes towards aviation.”

For the purpose of this forecast, the following defining factors have been used to develop the forecast:

1. Based on availability of data when the project began (June 2025), the last full year of data, 2024 has been used as the baseline year;
2. The forecast period is 20 years, encompassing years 2025 through 2045; and,
3. The core airport service area is considered the Town of Dubois and Fremont County.

The forecasts prepared for the airport assume an unconstrained scenario where facilities are available for use to meet demand. Time periods will be in 5-year increments, including:

- Short-Term (5-year);
- Mid-Term (10-year); and,
- Long-Term (20-year) resulting in forecasts for years 2030, 2035, 2040, and 2045.

Forecasting Methods

Various methodologies are used to develop aviation forecasts. Forecasts should not be considered predictions of the future but rather an educated projection of future activity. Some of the following forecasting methods were applied for this analysis, including trend extensions, socioeconomic methodologies, and professional judgment.

Trend Extensions - A trend extension forecast identifies historical growth patterns and projects those patterns into the future. Often, a trend line can be drawn through a graph of the historical data to reveal an overall trend, which can then be extended into the immediate future to develop a forecast.

Socioeconomic Methodologies - Socioeconomic information within the airport service area can provide insight into factors that affect aviation activity at an airport. Commonly evaluated metrics include population, employment, income, gross regional product, and retail sales. Historic trends, current data and forecast estimates are also evaluated in this section to identify socioeconomic trends that may affect aviation activity forecasts at the airport. Growth rates are used as a method to compare the airport service area to other regional, statewide, and national trends.

Professional Judgement - Judgmental methods are educated estimations of future events based on the industry knowledge, experience, and intuition of the forecaster. This method permits the inclusion of a broad range of relevant information into the forecasting process and is usually used to refine the results of the other methods.

Socioeconomic Data

Socioeconomic information within the airport service area can provide insight into factors that affect aviation activity at an airport. Commonly evaluated metrics include population, employment, income, gross regional product, and retail sales. Historic trends, current data and forecast estimates are evaluated in this section to identify socioeconomic trends that may affect aviation activity forecasts at DUB. Growth rates are used as a method to compare the airport service area to other regional, statewide, and national trends. For purposes of this study analysis, Fremont County has been determined to represent the core local airport service area.

Population

Population is a basic indicator of the number of people who may utilize the airport. The Town of Dubois is in Fremont County. Based on data from the United States Census Bureau, the population of Dubois was reported as 911 in 2020. The Town of Dubois accounts for only 2.3% of the population in Fremont County. See **Table 1-6** below for a comparison of the past and forecasted population in Fremont County, State of WY and the United States.

Table 1-6 – Population

Year	Fremont County	Wyoming	United States
2005	36,838	514,157	295,516,551
2010	40,159	564,428	309,327,089
2015	40,189	583,663	321,836,114
2020	39,190	577,681	331,501,080
Historical Annual Growth Rate	0.401%	0.701%	0.737%
2025 (Baseline)	39,907	591,222	342,265,910
2030	40,759	608,733	352,789,184
2035	41,448	625,113	362,710,397
2040	41,939	639,973	371,778,659
2045	42,320	654,174	380,613,305
Forecast Annual Growth Rate	0.294%	0.507%	0.532%

Source: Woods & Poole Economics, U.S. Census Bureau

Income

Per Capital Personal Income (PCPI) was also considered as a factor affecting aviation activity. Those who have more disposable income may have a higher propensity to utilize the time savings of aviation, or simply more disposable income for leisure. Fremont County historically has shown growth in PCPI at a rate of 1.626% and continues to grow through the end of the planning period at a rate of 1.326%. This growth is slightly higher than the 1.055% for Wyoming, and similar to 1.468% for the U.S.

Table 1-7 – Per Capita Personal Income

Year	Fremont County	Wyoming	United States
2005	\$35,326	\$47,374	\$43,432
2010	\$40,182	\$51,255	\$44,807
2015	\$43,923	\$57,679	\$49,393
2020	\$46,630	\$62,207	\$56,492
Historical Annual Growth Rate	1.626%	1.941%	1.575%
2025 (Baseline)	\$48,774	\$69,584	\$59,371
2030	\$52,328	\$73,736	\$64,220
2035	\$55,894	\$77,687	\$69,097
2040	\$59,629	\$81,716	\$74,194
2045	\$63,475	\$85,830	\$79,475
Forecast Annual Growth Rate	1.326%	1.055%	1.469%

Source: Woods & Poole Economics

Employment

Total employment is the measure of the active workforce. Fremont County has a strong healthcare, retail and governmental based economy. The sum of these three industries make up approximately 41 percent of the total workforce. See **Table 1-8** and **Table 1-9** for a synopsis of total employment and employment by industry in Fremont County, Wyoming and the United States.

Table 1-8 – Fremont County Employment (2024)

Industry	Employment	Earnings
State and Local Government	5,267	\$321,513,000
Health Care and Social Assistance	2,468	\$109,483,000
Retail	2,295	\$69,344,000
Accommodation and Food Services	1,671	\$37,776,000
Farming	1,536	\$40,382,000
Real Estate & Rental Leasing	1,425	\$16,742,000
Construction	1,380	\$68,180,000
Other Services (Except Public Administration)	1,151	\$39,930,000
Finance & Insurance	980	\$23,560,000
Professional and Technical Services	956	\$43,798,000
Educational Services	669	\$30,189,000
Mining	674	\$52,305,000
Administrative and Waste Services	619	\$16,922,000
Transportation and Warehouse	574	\$36,775,000
Arts, Entertainment and Recreation	563	\$6,780,000
Manufacturing	530	\$21,087,000
Federal Civilian Government	421	\$43,486,000
Wholesale Trade	418	\$19,916,000
Forestry, Fishing, Related Activities	246	\$4,996,000
Federal Military	204	\$7,585,000
Information	201	\$9,501,000
Management of Companies	83	\$12,559,000
Utilities	80	\$7,934,000
All Industries	24,411	\$1,040,743,000

Source: Woods & Poole Economics (2017 Dollars)

Table 1-9 – Total Employment (in thousands)

Year	Fremont County	Wyoming	United States
2005	22,395	354,385	172,338,384
2010	24,425	385,074	172,901,669
2015	24,305	406,043	190,776,766
2020	22,759	401,702	195,286,641
Historical Annual Growth Rate	0.461%	1.211%	1.277%
2025 (Baseline)	24,552	450,825	222,120,529
2030	25,219	469,372	234,867,522
2035	25,849	487,442	247,621,100
2040	26,436	505,418	260,410,169
2045	26,977	523,442	273,289,516
Annual Growth Rate	0.472%	0.750%	1.042%

Source: Woods & Poole Economics, U.S. Census Bureau

National Aviation Activity

At a national level, the FAA annually reviews a range of historic aviation activity and generates a 20-year forecast. The latest forecast has been issued for the period of 2025-2045 based on federal fiscal year. Relevant elements of this forecast for the airport have been summarized in the following tables and graphs.

Table 1-10 – Active General Aviation Aircraft

Year	Single Piston	Exprmnt	Light Sport	Multi Piston	Turbo Prop	Turbo Jet	Rotor
2010	139,519	24,784	6,528*	15,900	9,369	11,484	10,102
2015	127,887	27,922	2,369	13,254	9,712	13,440	10,506
2020	124,059	26,367	2,570	11,947	10,317	15,316	9,746
2025	126,690	30,425	3,285	11,580	11,100	17,505	10,420
CAGR	-0.64%	1.38%	-4.48%	-2.09%	1.14%	2.85%	0.21%
	-0.42%						
2025	126,690	30,425	3,285	11,580	11,100	17,505	10,420
2030	125,265	31,190	3,865	11,275	11,425	20,235	11,440
2035	124,340	32,325	4,500	11,085	11,935	23,335	12,520
2040	123,800	33,475	5,180	10,950	12,660	26,565	13,620
2045	123,925	34,670	5,870	10,925	13,540	29,865	14,175
CAGR	-0.11%	0.66.%	2.94%	-0.29%	1.00%	2.71%	1.74%
	0.12%						
Total Aircraft Growth Rates							
Period		Total Pistons		Total Turbines		Total GA	
2010-2025		-0.56%		1.86%		-0.21%	
2025-2035		0.03%		2.14%		0.42%	
2025-2045		0.11%		2.10%		0.51%	

Source: FAA Forecast 2025-2045 Table 28 * Light Sport Aircraft prior to 2012 also included Experimental Light Sport

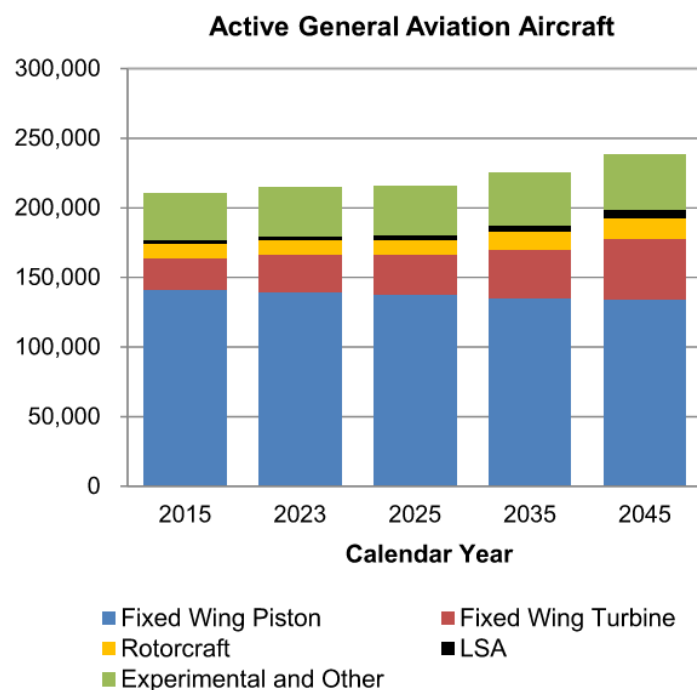


Table 1-11 – General Aviation Hours Flown (Thousands)

Year	Single Piston	Exprmnt	Light Sport	Multi Piston	Turbo Prop	Turbo Jet	Rotor
2010	12,161	1,226	311	1,818	2,325	3,375	3,405
2015	11,217	1,295	191	1,608	2,538	3,837	3,294
2020	1,603	1,176	202	1,336	2,344	3,336	2,408
2025	13,584	1,531	350	1,495	2,994	5,085	3,036
CAGR	0.74%	1.49%	0.78%	-1.01%	1.70%	2.77%	-0.76%
	0.81%						
2025	13,584	1,531	350	1,495	2,994	5,085	3,036
2030	12,238	1,575	362	1,498	3,184	6,125	3,394
2035	11,990	1,656	423	1,498	3,347	7,186	3,771
2040	12,035	1,744	498	1,507	3,548	8,253	4,147
2045	12,232	1,837	576	1,539	3,782	9,320	4,528
CAGR	-0.52%	0.91%	2.53%	0.15%	1.17%	3.08%	2.02%
	-0.27%						
Total Hours Flown Growth Rates							
Period		Total Piston		Total Turbine		Total GA	
2010-2025		0.52%		1.53%		0.88%	
2025-2035		-0.77%		2.64%		0.62%	
2025-2045		-0.18%		2.41%		0.93%	

Source: FAA Forecast 2025-2045 Table 29

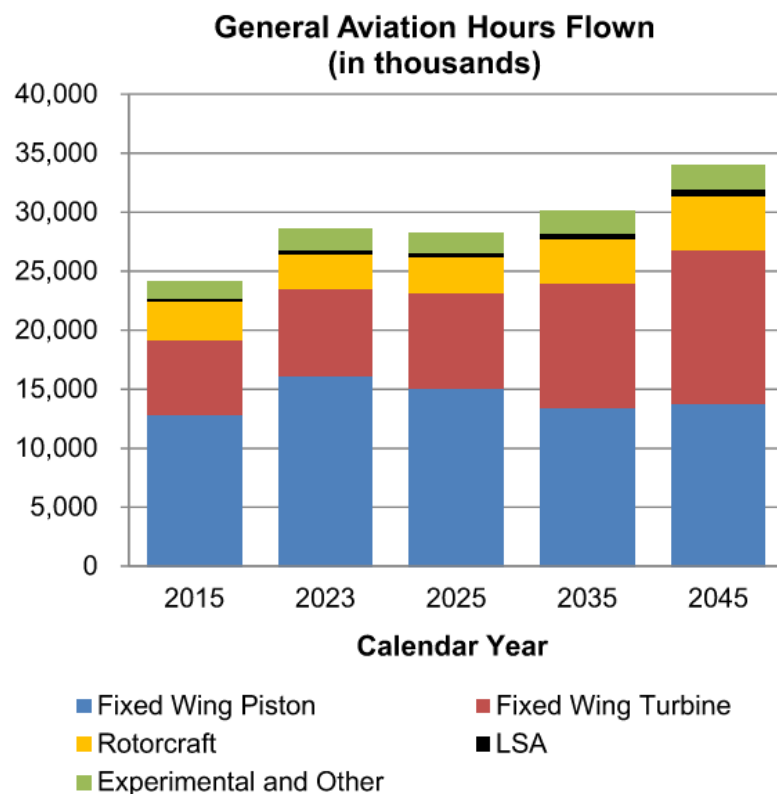


Table 1-12 – Gallons of Fuel for General Aviation (Thousands)

Year	Single Piston	Exprmt	Light Sport	Multi Piston	Turbo Prop	Turbo Jet	Rotor*
2010	133,117	21,584	1,462	53,853	187,139	1,122,893	135,524
2015	128,427	15,395	1,202	40,408	191,359	1,062,930	138,520
2020	145,641	14,143	1,069	34,867	201,386	1,035,898	112,752
2025	161,852	23,273	1,849	45,665	247,798	1,533,140	133,086
CAGR	1.31%	0.50%	1.58%	-1.09%	1.89%	2.10%	-0.12%
		1.21%					
2025	161,852	23,273	1,849	45,665	247,798	1,533,140	133,086
2030	144,368	24,067	1,881	44,724	257,618	1,784,602	146,086
2035	139,749	25,197	2,140	43,793	264,198	2,029,771	159,941
2040	137,488	26,400	2,465	43,414	273,680	2,259,705	172,965
2045	139,037	27,705	2,855	43,688	285,197	2,479,070	179,662
CAGR	-0.76%	0.88%	2.19%	-0.22%	0.71%	2.43%	1.51%
		-0.65%					

Source: FAA Forecast 2025-2045 Table 31; * Jet and Aviation Gasoline combined

Table 1-13 – Compound Annual Growth Trends Summary

Category	Area	Historic (15 year)	Forecast (20 year)
Population	Wyoming	0.70%	0.51%
	Fremont Co.	0.40%	0.29%
Per Capita Personal Income	Wyoming	1.94%	1.06%
	Fremont Co.	1.63%	1.33%
Employment	Wyoming	1.21%	0.75%
	Fremont Co.	0.46%	0.47%
Active Aircraft Fleet	Single	-0.64%	-0.11%
	Multi Piston	-2.09%	-0.29%
	Turbo Prop	1.14%	1.00%
	Turbo Jet	2.85%	2.71%
	Rotor	0.21%	1.74%
	Experimental	1.38%	0.66%
	Sport	-4.48%	2.94%
Hours Flown	Single	0.74%	-0.52%
	Multi Piston	-1.01%	0.15%
	Turbo Prop	1.70%	1.17%
	Turbo Jet	2.77%	3.08%
	Rotor	-0.76%	2.02%
	Experimental	1.49%	0.91%
	Sport	0.78%	2.53%
Gallons of Fuel	Single	1.31%	-0.76%
	Multi Piston	-1.09%	0.88%
	Turbo Prop	1.89%	0.71%
	Turbo Jet	2.10%	02.43%
	Rotor	-0.12%	1.51%
	Experimental	0.50%	0.88%
	Sport	1.58%	2.19%
Shading Notes	1.50% or greater		
	-0.01% or less		

Source: Woods & Poole Economics, U.S. Census Bureau, FAA Forecast 2025-2045

Verified Aircraft Operations

The key element to examine existing and forecast activity at the airport is to look at all operations at the airport that can be verified. Verified operations consist of those measured through the FAA Traffic Flow Management System (TFMS) which is a measurement of the operations conducted with instrument flight plans. In addition, the State of Wyoming has contracted with 1200.aero to provide airport operations counts for two years which began in February 2025 for Dubois. Outside of instrument operations, visual flight plan operations are not measured. The historic TFMS and 1200.aero operations and other measured operations are portrayed in **Table 1-14 Verified Aircraft Operations by Year** and **Table 1-15 Total 2025 1200.aero Annual Operations**. The remainder of the visual operations are derived from estimates which will be covered later. For many GA airports there are special operations that can contribute to visual flight operations. For DUB this is primarily with wildlife survey conducted from the airport and amounts to approximately 700 operations each year, per discussions with the operator.

Table 1-14 – Verified Aircraft Operations by Year

Category	2020	2021	2022	2023	2024	2025*
A/B-I	10	22	10	16	8	408
A/B-II	6	24	12	24	18	34
C/D-I	0	0	8	4	12	32
C/D-II	4	2	10	8	8	12
ADG-III	0	0	0	0	0	2
Total	20	48	40	52	46	488

Source: FAA TFMS, KLJ Analysis, *2025 is 10 months from 1200.aero

Table 1-15 – Total 2025 1200.aero Annual Operations

ID	Make	Model	Type	AAC	ADG	TDG	2025 Ops
C172	Cessna	172	Single Piston	A	I	1-A	60
C182	Cessna	182	Single Piston	A	I	1-A	38
H125	Airbus	AS-350 AStar	Rotor Turbine	A	I	-	32
LJ60	Learjet	60	Jet	D	I	1-B	32
RV6	Vans	RV-6	Single Piston	A	I	1-A	28
S22T	Cirrus	SR-22T	Single Piston	A	I	1-A	26
C175	Cessna	175	Single Piston	A	I	1-A	24
BE36	Beechcraft	Bonanza 36	Single Piston	A	I	1-A	22
C82T	Cessna	Turbo Skylane	Single Piston	A	I	1-A	18
RV14	Vans	RV-14	Single Piston	A	I	1-A	16
TBM7	Socata	TBM-700	Single Turboprop	A	I	1-A	16
BE9L	Beechcraft	King Air C-90	Twin Turboprop	B	II	1-A	14
B407	Bell	Arapaho (RH-70)	Rotor Turbine	A	I	-	14
P46T	Piper	Malibu Meridian	Single Turboprop	A	I	1-A	12
C210	Cessna	210	Single Piston	A	I	1-A	12
							Totals
Other Operations not Listed Above				A/B	I	90	408
				A/B	II	20	34
				C/D	I	0	32
				C/D	II	12	12
				Misc.	III	2	2
Total Operations							488

Source: Operations from 2/19/2025 to 12/31/2025 from 1200.aero for Dubois

Fuel Sales

Fuel sales at the airport were also examined. The amount of fuel acquired was available but not the sales transactions. The fuel allocation was allocated generally to when the fuel would have been used, so it can be assumed that fuel acquired very late in a particular year was allocated to the following year. There were not significant volumes of Jet A fuel sold, as a result analysis was focused on 100LL fuel consumption. It was estimated that the average fuel sale was 30 gallons and each fuel sale would result in two operations, a takeoff and a landing. See **Table 1-16 Fuel Sales and Operations by Fuel Type**.

Table 1-16 – Fuel Sales and Operations by Fuel Type

Fuel	2021	2022	2023	2024	2025
Jet A	-	4,001	-	4,000	3,800
100LL	25,206	16,986	21,104	17,404	18,999
Operations per Fill Up based on 30 gallons of 100LL per fill up (2 operations per fill up)					
Operations	1,680	1,132	1,408	1,160	1,266

Source: Town of Dubois, KLJ Analysis

Considering the TFMS data, 1200.aero data and fuel sales in conjunction with one another, it is reasonable to determine a baseline of actual existing operations. **Table 1-17 Baseline Operations** provides an objective extrapolation of the known data into the baseline by aircraft categories. Considering the baseline operations, the next step in the forecasting process is to determine what this means for the airport for:

*Critical Design Aircraft
Annual Airport Operations*

*Based Aircraft Forecast
Peak Airport Activity*

Table 1-17 – Baseline Operations

	TFMS 2024	1200.aero 2025	Fuel Sales	Preferred Measured	% Not Measured	Baseline Total Operations
A/B-I	8	408	1,030	1,030	60%	2,576
A/B-II	18	34	300	300	15%	352
C/D-I	12	32	-	38	10%	42
C/D-II	8	12	-	14	10%	16
Misc. III	0	2	-	2	10%	2
Total	46	488	1,330	1,384	-	2,998

Source: KLJ Analysis

Critical Design Aircraft

The critical design aircraft is identified as the most demanding aircraft or family of aircraft to regularly use the airport. According to FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination* a critical design aircraft type or family must operate at least 500 annual operations at the airport to be considered 'regular use' by FAA for improvements to be justified for FAA funding.

Existing

Table 1-18 depicts a summary of the existing annual operations by the various aircraft design characteristics, based on the data presented in **Table 1-17**. The shaded/outlined areas show where there are 500 annual operations to meet the 'regular use' threshold. The table includes all verified operations covered earlier in the chapter.

The existing critical design aircraft at DUB is the **A/B-I (Small)** with a **TDG 1-A**. The runway is constructed to accommodate A/B-II and the taxiways are sufficient for TDG-2A.

Table 1-18 – Existing Annual Operations by Critical Design Aircraft Characteristics

AAC		ADG		TDG		MTOW	
A/B	2,930	I	2,618	1-A/1-B	2,618	< 12,500 lbs	2,936
C/D	60	II	372	2-A/2-B	372	≥ 12,500 lbs	54

Source: KLI Analysis

Future

Based on national forecast activity noted in **Table 1-13** earlier in this chapter, a growth rate of 0.5% was used for smaller aircraft, a growth rate of 1.2% was used for turboprops and 3.0% was used for jet and larger aircraft. This was calculated out through a 20-year period resulting in the future annual operations noted in **Table 1-19**. National trends indicate that operators will begin to phase out piston engine aircraft for larger turboprop and turbojet aircraft which means aircraft will grow in this larger range of A/B-II.

Table 1-19 – Future Annual Operations by Critical Design Aircraft Characteristics

AAC		ADG		TDG		MTOW	
A/B	3,296	I	2,922	1-A/1-B	2,922	< 12,500 lbs	3,334
C/D	108	II	482	2-A/2-B	482	≥ 12,500 lbs	70

Source: KLI Analysis

Recommendation to FAA

Based on the results of the existing and future operations analysis, it is recommended that the future Critical Design Aircraft for Dubois be the **A/B-II (Small)** with a **TDG-2A**.

Figure 1-7— Existing and Future Critical Design Aircraft Family

ARC A-I Small		ARC A-II Small	
Piper PA-46		Air Tractor 502	
ARC B-II Small		ARC B-II	
King Air 200		Cessna Citation II	
ARC C-II		ARC D-I	
Cessna Citation X		Learjet 60	

Photography Source: Airlines.net

Based Aircraft Forecast

A based aircraft is an operational and airworthy aircraft claiming an airport as its home for most of the year. Knowing the number and types of based aircraft helps the airport assess the existing aircraft storage needs and the forecast of based aircraft helps determine future storage needs.

Historical Data

According to the National Based Aircraft Inventory¹ report dated July 21, 2025, there are 16 aircraft based at the airport plus 2 gliders, all of which are validated. For this planning study, the total number of 18 aircraft will be the baseline for forecasting at DUB.

The forecast for based aircraft was determined to use the Per Capita Income growth of 1.33% resulting in the need to plan for 23 aircraft through the planning period.

¹ In the National Based Aircraft Database only one airport can claim an aircraft as 'based'. If there is a dispute on the location, the aircraft is not counted at either airport then the respective airport managers must work together to resolve which airport will be able to claim the aircraft as based.

Table 1-20 – Based Aircraft Fleet Mix

Aircraft Type	Based Aircraft	Percent of Total
Piston (Single)	16	89%
Piston (Multi)	0	0%
Turboprop	0	0%
Jet	0	0%
Helicopter	0	0%
Ultralight/Other	2	11%
Total Based Aircraft	18	100%

Source: National Based Aircraft Inventory Program, KLJ Analysis

Table 1-21 – Based Aircraft Forecast

Forecast Method	2025	2030	2035	2040	2045	CAGR
Population	18	18	19	19	19	0.29%
Employment	18	18	19	19	20	0.47%
Per Capita Income	18	19	21	22	23	1.33%
Single Engine Fleet	18	18	18	18	18	-0.11%

Source: KLJ Analysis. CAGR = Compounded Annual Growth Rate

Peak Activity Forecast

Peak demand periods help quantify aviation activity during busy periods. Knowing not only how many operations the airport is anticipated to handle on an annual basis, but when operations are expected to occur assists in appropriately designing and sizing facilities. Time periods evaluated include the peak month, design day and design hour characteristics for airport operations. Peak activity is important when planning the size of facilities with fixed capacities including the terminal, apron area and itinerant hangar space. It is important to note that the peak activity depicted in this section is based only on the aircraft operations that could be verified via TFMS data and does not fully capture total operations at Dubois Municipal Airport, specifically local operations, for which a flight plan was not filed.

- **Peak Month:** The calendar month when peak operations occur
- **Design Day:** The average day in a peak month (peak month / 31)
- **Busy Day:** The busy day of a typical week in a peak month (Design Day + 15 percent)
- **Design Hour:** The peak hour within the design day (20 percent of Busy Day)

PEAK MONTH

The peak month of general aviation operations was determined based on the majority of the activity occurring in the Spring, Summer and Fall. Based on this the peak month was determined to account for 25 percent of the annual operations. See **Table 1-22** for a depiction of how this trend will impact operations over the planning period.

Table 1-22 – Peak Month Operations Forecast

Metric	2025	2030	2035	2040	2045	CAGR
Annual Operations	2,990	3,086	3,186	3,292	3,404	0.68%
Peak Month (25%)	748	772	798	824	852	0.68%

Source: KLJ Analysis, CAGR = Compounded Annual Growth Rate

BUSY DAY AND DESIGN HOUR

The busy day represents the average day in the peak month. The busy day accounts for a peaking activity during a time of concentrated activity such as weekends for airports with recreational traffic. The busy day is calculated as an average day plus 15 percent. The design hour is reflective of the peak needs on the busy day which is determined to be 20 percent of the busy day for parking purposes.

Table 1-23 – Design Day Operations Forecast

Metric	2025	2030	2035	2040	2045
Peak Month	748	772	798	824	852
Design Day	24.9	25.7	26.6	27.4	28.4
Busy Day (Design Day + 15%)	28.6	29.6	30.5	31.5	32.6
Design Hour Total	5.7	5.9	6.1	6.3	6.5

Source: KLJ Analysis, CAGR = Compounded Annual Growth Rate

FAA Approval

The FAA approved the Critical Design Aircraft on **FUTURE DATE**.