

CASE STUDY: Comprehensive Growth Strategy for Cheyenne Regional Airport - A Model for Adaptive Development in the Era of Artificial Intelligence

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Introduction

In an era marked by rapid technological advancements, including the integration of artificial intelligence (AI), electrification of transportation, and shifts toward national priorities in energy independence and supply chain resilience, airports like Cheyenne Regional Airport (CYS) face a critical juncture: pursue proactive growth or risk stagnation and obsolescence. This comprehensive strategy outlines a pathway for CYS, a non-hub primary airport in Cheyenne, Wyoming, to evolve from an underutilized facility into a multifaceted hub that drives regional economic vitality. Growth is essential here because stagnation could exacerbate existing challenges, such as high passenger leakage where 97% of local travelers opt for Denver International Airport (DEN) due to limited-service options, and infrastructure deficiencies that hinder competitiveness. By contrast, strategic investments could recapture this leakage, create thousands of jobs, and diversify revenue streams beyond traditional aviation, aligning with Cheyenne's economic pillars like logistics, tourism, health care, manufacturing, and military operations.

The timing for this strategy is particularly opportune. National priorities, as articulated in recent federal initiatives such as the Advanced Air Mobility (AAM) National Strategy (which promotes innovative air transportation technologies like electric vertical take-off and landing [eVTOL] aircraft), the FAA Reauthorization Act of 2024 (emphasizing AI and infrastructure modernization), and Executive Order on Ensuring American Space Superiority (focusing on energy security and technological superiority), provide a supportive framework. These policies, combined with funding from the Bipartisan Infrastructure Law (BIL) and Public Law 119-21 (rural development allocations), enable access to grants and partnerships that were previously limited. Recent developments further accelerate this momentum: the January 2026 announcement by U.S. Transportation Secretary Sean P. Duffy and FAA Administrator Bryan Bedford to expedite AAM initiatives, alongside the proposed \$22.2 billion FAA budget under H.R. 7148 for Fiscal Year 2026, signal robust federal commitment to integrating AI and AAM into the National Plan of Integrated Airport Systems (NPIAS), a network of 3,287 airports facing \$67.5 billion in development needs over 2025-2029 due to aging infrastructure and emerging technologies.

Moreover, profound generational shifts underscore the urgency: While the Silent Generation (born 1928-1945) and Baby Boomers (born 1946-1964) shaped NPIAS's legacy hub-and-spoke model for scale and reliability (rooted in the Airport and Airway Development Act of 1970, Public Law 91-258, which set funding thresholds for expansion), Generation Z (born 1997-2012) and Generation Alpha (born 2013 onward) demand seamless, on-demand, sustainable experiences such as app-driven blends of autonomous vehicles (AVs) and eVTOL. AI emerges as the bridge, enabling predictive maintenance, real-time personalization, and energy-optimized systems to align these expectations. In a multipolar global landscape emphasizing domestic resilience, implementing this plan now positions CYS to capitalize on disruptions like AVs potentially reducing short-haul flights by 10-31%, while fostering synergies with local assets like Francis E. Warren Air Force Base (FEW AFB) and the Ground Based Strategic Deterrent (GBSD) program. This not only ensures CYS's sustainability but also contributes to broader U.S. goals in

mobility, energy security, and economic competitiveness, as outlined in the 2025 National Security Strategy.

This document builds upon prior analyses, including opportunities identified for CYS in alignment with national AAM documents, and integrates insights from the airport's Master Plan. It addresses inherent deficiencies, supports legacy airlines like United Airlines (operated by SkyWest) for growth and leakage recapture, and charts an adaptive course amid technological disruptions. Total estimated capital expenditures (CapEx) are \$150 million over 10 years, phased from 2026 to 2036, with a focus on return on investment (ROI), workforce evolution, and public-private partnerships (PPPs). All elements harmonize with Cheyenne's Comprehensive Economic Development Strategy (CEDS), which prioritizes resilient economies, housing, and infrastructure, and the sponsor's (City of Cheyenne) objectives for job creation and diversification.

The Changing State of the Airline Industry and Opportunities for CYS

The airline industry in 2025 is undergoing significant transformation, driven by persistent headwinds such as supply chain constraints, fluctuating demand, rising labor and fuel costs, and external disruptions like weather, technology outages, and economic pressures. According to the International Air Transport Association (IATA), airline profitability is expected to strengthen modestly in 2025, with net profits reaching \$36.6 billion (a 3.6% margin) despite challenges, as passenger traffic hits a record 4.99 billion (4% growth over 2024). This resilience stems from strategic revisions: airlines are investing in operational efficiency, system integration, and data-driven decisions to meet evolving passenger expectations for speed and personalization. For instance, Symphony Solutions highlights that in 2025, airlines are reckoning with deeper operational changes, including AI adoption for predictive analytics and seamless integrations. SIA Partners notes a "resetting of the flight path," with airlines reshaping demand through resilience investments amid new risks. BCG forecasts steady 6.5% air travel growth, but capacity limits from supply delays prompt strategies like fleet optimization and partnerships. Skift identifies top trends including surprising partnerships and profitable endeavors in evolving travel demands. J.P. Morgan Research predicts revenue and passenger numbers surpassing pre-pandemic levels, with a focus on premium services and sustainability. Even amid faltering demand, CNBC reports U.S. airlines cutting 2025 outlooks while adapting through cost controls and revenue diversification. United Airlines exemplifies this, navigating 2025 with resilience via strategic adaptability, including investments in advanced technologies.

The Wall Street Journal's 2025 airline rankings further illustrate these shifts: Southwest Airlines topped the list by investing billions in operations post-meltdown, implementing workforce reductions (15%), introducing red-eye flights, and adding checked bag fees to boost revenue and efficiency. Allegiant Air prioritized low cancellations (0.55%) over frequent service, while Delta Air Lines focused on continuous improvement despite increased complaints from outages. Bottom performers like American Airlines (highest cancellations at 2.2%) and Frontier blamed weather and mergers but invested in baggage handling and block times. Overall, industry performance stagnated (e.g., on-time arrivals at 76.45%), prompting adaptations like bag-tracking technologies and bankruptcy restructurings (e.g., Spirit improved to fifth in the rankings).

This evolving landscape fits seamlessly into CYS's narrative by emphasizing partnerships with legacy carriers to integrate AAM and AI, recapturing leakage through innovative feeders. Airlines are

increasingly partnering with AAM eVTOL original equipment manufacturers (OEMs) to extend networks: United Airlines has invested in Archer Aviation and Eve Air Mobility for urban routes like Chicago O'Hare to downtown; Delta Air Lines partnered with Joby Aviation in 2022 for home-to-airport eVTOL services in New York and Los Angeles; American Airlines invested in Vertical Aerospace; and Joby has alliances with JetBlue, All Nippon Airways (ANA), and Uber. These partnerships address congestion, enhance community access, and provide cost-effective extensions to hubs, as noted by DroneLife: major airlines back AAM for solutions to urban/rural connectivity.

The business use case for legacy carrier involvement with CYS's plan is compelling: It allows carriers to test AAM in low-density rural settings like Wyoming, reducing risks while expanding feeder networks to recapture leakage (e.g., eVTOL shuttles to DEN). For CYS, this generates revenue from vertiport ops, jobs, and diversified traffic; for airlines, it offers sustainable, on-demand connectivity aligning with generational demands and profitability goals (e.g., IATA's 4% traffic growth). Capitalizing opportunities include co-developing AAM infrastructure via PPPs, leveraging carriers' investments for matching funds, and positioning CYS as a regional AAM testbed.

Best-Suited Airlines for Partnership and Pursuit Strategy

Airline	Suitability for CYS Initiative	How CYS Will Pursue Partnership
United Airlines	High: DEN hub proximity; existing Archer/Eve partnerships for eVTOL feeders; focus on adaptability and AAM for congestion relief. Fits rural Wyoming for low-risk testing.	Engage via Cheyenne LEADS/Chamber; propose joint vertiport demos under AAM Pilot Program; leverage SkyWest ops for integration; target 2027 RFP with ROI data (e.g., 10% leakage recapture).
Delta Air Lines	Medium-High: Joby partnership for home-to-airport eVTOL; emphasis on improvement and premium services; potential for regional expansion beyond NYC/LA.	Initiate through FAA channels; highlight CYS's excess land and military synergies; seek co-investment in AI operations; aim for 2028 pilot via Delta's continuous improvement vow.
Southwest Airlines	Medium: Regional focus, operational investments (e.g., red-eyes, fees); no direct AAM ties but adaptability post-meltdown; low cancellations suit rural reliability.	Approach via direct outreach; emphasize cost efficiencies and tourism (CFD) boosts; propose AV/AAM intermodal for feeders; pursue via 2029 collaboration agreement.

Source: a3i global aeronautics advisors, LLC

Analysis of Current Situation

Grant History and FAA Form 5010 Data Summary and Analysis

Cheyenne Regional Airport's historical funding and operational data reveal a pattern of reactive maintenance that underscores the need for a transformative approach. Based on grant records from the Airport Improvement Program (AIP), a federal program administered by the Federal Aviation Administration (FAA) to support airport development, CYS has received approximately \$45 million in AIP grants since 2000. Of this, 68% (\$30.6 million) has been directed toward pavement rehabilitation, maintenance, or enhancements to operational movement areas, such as runways and taxiways. For instance, in 2023, \$5.2 million funded rehabilitation of Runway 13/31, while 2018 saw \$3.8 million for taxiway reconstruction. This focus is corroborated by FAA Form 5010 data, which details airport facilities and conditions: Runway 9/27 (asphalt, in fair condition) and Runway 13/31 (concrete, in good condition)

require frequent interventions due to environmental factors like high altitude and wind stress, with an average pavement age of 25 years.

The remaining allocations include 20% (\$9 million) for safety improvements (e.g., fencing and lighting) and 12% (\$5.4 million) for planning and environmental studies (e.g., Master Plan updates). This distribution highlights a "legacy" operational model: low annual enplanements (approximately 5,000 passengers boarding flights) limit revenue for proactive investments, perpetuating a cycle of deferred upgrades. In the context of AI-driven advancements and generational shifts, this approach is unsustainable; for example, integrating AI for predictive maintenance could reduce rehabilitation frequency by 30%, freeing resources for growth. FAA Form 5010 also notes underutilized general aviation (GA) facilities, with about 50 based aircraft and excess land (approximately 1,000 acres), presenting opportunities for diversification into non-aeronautical uses like energy infrastructure, subject to FAA approval. As NPIAS evolves to incorporate AI for resilience (per the AAM National Strategy's emphasis on airspace integration and community benefits), CYS can leverage these insights to transition from maintenance-focused to innovation-driven development, including airline partnerships for AAM.

Alignment of Proposed Projects with CYS Master Plan

The CYS Master Plan, a long-term blueprint for airport development, provides guiding principles (emphasizing safety, sustainability, and economic impact), an inventory of existing conditions (highlighting underutilized land, pavement deficiencies, and capacity constraints), and aviation demand forecasts (projecting modest growth to 10,000 enplanements by 2040, focused on GA and limited commercial service). The following table summarizes how proposed projects align with these elements, ensuring the strategy builds on established planning:

Proposed Project	Alignment with Guiding Principles (Safety, Sustainability, Economic Impact)	Alignment with Inventory of Existing Conditions (Underutilized Land, Pavement Deficiencies, Capacity Constraints)	Alignment with Aviation Demand Forecast (Modest Growth to 10,000 Enplanements by 2040; Focus on GA/Commercial)
Advanced Air Mobility (AAM) Vertiport Development	High: Promotes safety through low-altitude operations; enhances sustainability via eVTOL aircraft; drives economic impact via job creation and tourism.	High: Utilizes 50+ acres of excess land; addresses capacity by enabling vertical operations without extensive pavement expansion.	Medium-High: Accelerates growth to 20,000+ enplanements through Regional Air Mobility (RAM); adapts forecasts to include AAM disruptions.
Autonomous Vehicles (AV) Charging and Logistics Hub	Medium-High: Improves safety with AI-managed traffic; supports sustainability through electrification; boosts economic impact via logistics integration.	High: Repurposes non-aeronautical land; mitigates pavement strain by shifting short-haul demand to ground transport.	Medium: Counters AV-induced reductions in short-haul flights; enhances cargo projections (from 1% to 15% annual growth).
Fusion Power and Battery Energy Storage System (BESS) Energy Microgrid	High: Advances sustainability with clean energy; ensures economic impact through energy independence and attraction of AI data centers.	High: Allocates 20+ acres for siting; resolves current grid power limitations noted in inventory.	Low-Medium: Indirect support for demand growth by providing reliable power for expanded operations.
AI-Enhanced Terminal and Airfield Operations	High: Enhances safety via predictive analytics; promotes sustainability through operational efficiency; generates economic impact by recapturing passenger leakage.	Medium: Modernizes dated terminal facilities; integrates sensors for pavement monitoring.	High: Enables scaling to 50,000 enplanements by optimizing legacy airline schedules.
Pavement and Safety Upgrades	High: Directly supports safety and sustainability; contributes to economic impact by maintaining operational reliability.	High: Targets identified pavement deficiencies and capacity issues.	High: Underpins forecast growth by ensuring infrastructure readiness.

Source: a3i global aeronautics advisors, LLC

Key Projects and Implementation Details

To resolve deficiencies and adapt to disruptions, the strategy proposes five interconnected projects, phased across three stages: Phase 1 (2026-2028: Deficiency Resolution, \$50 million CapEx); Phase 2 (2029-2032: Legacy Airline Adaptation and Disruption Mitigation, \$60 million); and Phase 3 (2033-2036: AI Scaling and Growth Optimization, \$40 million). These projects accommodate legacy carriers like United Airlines (via SkyWest) by enhancing schedules and facilities to recapture DEN leakage, while

diversifying into AAM and AV to hedge against short-haul flight declines. Drawing from the *"Integrating Vertidrome Management Tasks into U-space"* whitepaper, projects incorporate automated vertiport operations for efficiency and emulate state-level models like the Florida Department of Transportation's (FDOT) AAM Business Plan for implementation. Airline partnerships (e.g., United/Archer) are integrated into AAM vertiports for feeder services.

1. AAM Vertiport Development (\$30 million CapEx): Construct vertiports on 50 acres for eVTOL and RAM operations, integrating with existing runways for hybrid use. This recaptures leakage by offering rapid regional connections and adapts to AV disruptions by providing aerial alternatives for time-sensitive travel, with AI-driven airspace management for generational on-demand preferences. Partner with airlines like United for Archer eVTOL feeders.
2. AV Charging and Logistics Hub (\$25 million CapEx): Develop a 30-acre facility with charging stations and robotaxi staging, using AI for air-ground multimodal integration. This positions CYS as a node in emerging AV networks, countering potential 10-31% short-haul demand reductions, and supports airline cargo diversification.
3. Fusion Power and BESS Energy Microgrid (\$40 million CapEx): Install a scalable 50 megawatt-electric (MWe) fusion reactor with battery storage for self-sustaining power, supporting AI applications and electrification, aligned with national energy security goals and airline sustainability mandates.
4. AI-Enhanced Terminal and Airfield Operations (\$30 million CapEx): Upgrade facilities with AI tools for scheduling, predictive maintenance, and passenger flow, optimizing United/SkyWest operations to boost enplanements and bridging generational divides through intuitive, personalized interfaces.
5. Pavement and Safety Upgrades (\$25 million CapEx): Embed AI sensors in pavement for real-time monitoring, addressing deficiencies while reducing long-term costs, enabling reliable operations for airline partners.

Funding Sources

Funding leverages federal programs with specific eligibilities, bolstered by the proposed FY2026 FAA budget:

- AIP Grants: Authorized under FAA Reauthorization Act of 2024 (Public Law 118-63, Sec. 101: \$12.4 billion for FY2024-2028; up to 90% federal share for non-hub primaries, 10% sponsor match via local bonds; eligible for "airport development" including AAM per 49 U.S.C. 47102).
- BIL Competitive Grants: Bipartisan Infrastructure Law (Public Law 117-58, Sec. 71002: \$1 billion for Airport Terminal Program; no match required for electrification projects).
- DOT SMART Grants: Public Law 117-58, Sec. 25005: \$500 million for AI/multimodal tech; 80% federal, 20% sponsor match.
- DOE Fusion Grants: Ensuring American Space Superiority Executive Order (Sec. 2(b): Allocates for next-generation energy; 50% federal share).
- Rural Development Allocations: Public Law 119-21 (Pages 131-132: Up to \$50 million for energy/transport pilots, no match for rural areas; Pages 61-67: Farm Security Act programs, 25% sponsor match).

- Additional: H.R. 7148 (Proposed \$22.2 billion FAA FY2026 budget: Supports AAM acceleration per Duffy/Bedford announcement). Airline co-investments (e.g., Delta/Joby) can supplement via PPPs.

Public-Private Partnership Mechanics

PPPs are structured as long-term leases or revenue-sharing agreements, with private entities providing expertise and partial funding in exchange for operational rights. Airline involvement enhances AAM projects. The following table details responsibilities and costs for each project:

Project	Public Partners (Responsibilities/Costs)	Private Partners (Preferred Entity/Why; Responsibilities/Costs)	Shared Mechanisms
AAM Vertiport Development	FAA (Regulatory approval, grants: \$20M); City of Cheyenne (Sponsor: Land provision, 10% match: \$3M).	Joby Aviation (Preferred: Rural eVTOL expertise, FAA certifications; why: Aligns with Wyoming's access needs and Delta partnership. Responsibilities: Tech deployment, operations; Costs: \$7M investment for 20-year lease with 10% revenue share). United/Archer as sub-partner for feeders.	Joint demos with airlines; revenue from fares/jobs split 60/40 public/private.
AV Charging and Logistics Hub	DOT (Grant oversight: \$15M); Wyoming DOT (Road integration: \$2M match).	Tesla (Preferred: Supercharger network expansion (3,500+ in 2025), FSD AI; why: Proven scalability for AV integration. Responsibilities: Infrastructure build, ops; Costs: \$8M for hub branding).	AI traffic management; 20-year lease, 15% charge revenue to public. Airline cargo integration.
Fusion Power and BESS Microgrid	DOE (Funding/tech: \$25M); FEW AFB (Security input: No direct cost).	TAE Technologies (Preferred: Fusion pioneer, TMTG partnership; why: Meets site criteria (20 acres, grid access). Responsibilities: Build/ops; Costs: \$15M for prototype).	Energy sales agreement; 25-year lease, public retains 50% surplus power revenue.
AI-Enhanced Terminal and Airfield Operations	FAA (Certification: \$20M grants); City of Cheyenne (Ops management: \$3M match).	xAI (Preferred: AI optimization tools; why: Expertise in neural networks for efficiency. Responsibilities: Custom model deployment; Costs: \$7M).	Data-sharing protocol; 15-year contract, 20% efficiency savings shared.
Pavement and Safety Upgrades	FAA (AIP funding: \$20M); City of Cheyenne (Permitting: \$2.5M match).	No primary PPP; consult xAI for AI integration (\$2.5M add-on).	N/A; bundled with AI project for cost efficiencies.

Source: a3i global aeronautics advisors, LLC

Return on Investment Analysis

The following table projects ROI, assuming 5% annual inflation and a 10-year horizon:

Project	CapEx (\$M)	Annual Revenue (\$M)	Annual Costs (\$M)	Payback Period (Years)	ROI (%)	Key Assumptions
AAM Vertiport	30	5 (Fares/jobs)	2	6	10	100 jobs at \$50,000 average salary; 10% leakage recapture via airline feeders.
AV Hub	25	4 (Leases/charges)	1.5	5.8	10	Revenue share with Tesla; offsets 13% vehicle miles traveled increase.
Fusion Microgrid	40	8 (Energy sales)	3	7	12.5	50% reduction in energy bills; attracts AI firms (100 jobs).
AI Terminal	30	6 (Efficiency/leakage)	2	5	13	Scales to 50,000 enplanements; 30% maintenance savings.
Pavement Upgrades	25	3 (Ops reliability)	1	8	8	Reduced rehab frequency via AI monitoring.
Total	150	26	9.5	6.5 Average	11 Average	Phased implementation; synergies across projects, including airline revenue.

Source: a3i global aeronautics advisors, LLC

Workforce Analysis and Reshaping

CYS currently employs about 50 staff: 20 in operations and maintenance, 15 in administration, and 15 contractors. Challenges include limited technical skills and an aging workforce (average age: 45 years), reflecting Boomer-era structures. Over 10 years, the strategy reshapes this to 100 employees, emphasizing AI and tech competencies to meet Gen Z/Alpha expectations for digital roles:

- Short-Term (2026-2028): Train 20 existing staff in AI basics via the FAA's Civil Aeronautical Institute (FAA Reauthorization Act Sec. 210); add 10 AAM technicians.
- Medium-Term (2029-2032): Transition 15 maintenance roles to AI-predictive positions; partner with the Small Business Administration (SBA) for apprenticeships (Public Law 119-21, Sec. 5: Rural workforce grants).
- Long-Term (2033-2036): Automate 20% of routine tasks, reskilling via PPPs (e.g., xAI programs); net addition of 50 jobs, aligned with GBSD's projected 2,000 indirect regional positions and airline-driven growth.

Integration with Regional Economic Objectives

This strategy enhances Cheyenne's CEDS by integrating with initiatives like Swan Ranch logistics (via AAM/AV freight) and Cheyenne Frontier Days (CFD) tourism (vertiport access for 10% attendance boost). It parallels health care hubs (AAM for medical evacuations) and manufacturing growth (reliable energy from microgrid). Potentially counter projects, such as the fusion microgrid (due to high initial risks), ultimately benefit the region by lowering energy costs 50% and attracting AI/manufacturing firms, offsetting globalization vulnerabilities in a multipolar world. Airline partnerships amplify these via extended connectivity.

Role of Francis E. Warren Air Force Base (FEW)

FEW AFB, home to the GBSD missile program, plays a supportive role in CYS's growth by providing security expertise for critical infrastructure like the microgrid (Ensuring American Space Superiority EO, Sec. 2(b)(ii): Countering space threats). CYS can expand support for FEW through joint AAM training (AAM National Strategy, Pages 47-49: Military synergies) and AV shuttles for personnel. Conversely, FEW can fund shared facilities (Public Law 119-21, Pages 3: Military-rural collaborations), boosting regional jobs and aligning with national security priorities.

Implementation Timeline (Commencing 2027)

- 2027: Secure initial AIP/BIL grants (\$20 million); initiate PPP negotiations (e.g., Joby, Tesla, United); complete Phase 1 planning and pavement upgrades with AI integration.
- 2028: Construct AAM vertiport and AV hub foundations; begin workforce training; achieve first leakage recapture milestone (10% increase in enplanements via airline pilot programs).
- 2029-2030: Launch Phase 2; deploy AI terminal enhancements; integrate with legacy airlines for expanded DEN feeders; start fusion site preparation.
- 2031-2032: Operationalize microgrid and AV hub; evaluate ROI mid-point; reskill 30% workforce.
- 2033-2034: Scale Phase 3; achieve 30,000 enplanements; expand military synergies with FEW.
- 2035-2036: Full integration; reach 50,000 enplanements and 100 jobs; conduct sustainability audit aligned with national strategies.

This timeline assumes timely approvals and partnerships, with annual reviews to adapt to technological shifts and airline strategies.

Conclusion

This comprehensive growth strategy positions Cheyenne Regional Airport (CYS) as a forward-thinking exemplar of airport evolution in the AI era, leveraging AAM, AV integration, energy innovation, and strategic partnerships to resolve deficiencies, recapture passenger leakage, and foster sustainable economic expansion. If this plan is implemented in its entirety, CYS can expect transformative outcomes: enplanements scaling to over 50,000 annually by 2036, the creation of 150-200 direct jobs in operations, maintenance, and tech sectors (plus 2,000 indirect via GBSD synergies), diversified revenue streams yielding an average 11% ROI, enhanced regional connectivity boosting tourism (e.g., 10% CFD attendance increase) and logistics (1.23-2.15% annual warehousing growth), and alignment with national priorities for mobility, energy security, and competitiveness. This would not only resolve pavement and capacity constraints but also position CYS as a resilient multimodal hub, attracting airline investments and adapting to generational demands for on-demand, sustainable travel.

Should the plan be rejected and CYS continue the course it has set upon, focusing primarily on reactive pavement rehabilitation and minimal commercial service, it may expect continued stagnation: persistent 97% passenger leakage to DEN eroding viability, modest enplanements capped at 10,000 by 2040 per Master Plan forecasts, escalating maintenance costs without AI efficiencies (potentially 30% higher rehabilitation frequency), missed opportunities in AAM and AV amid industry disruptions (e.g., 10-31% short-haul demand loss), and diminished regional impact, failing to capitalize on GBSD-related growth or

national initiatives like the AAM National Strategy. This path risks obsolescence in a multipolar world prioritizing innovation, ultimately isolating Cheyenne from broader economic vitality. Embracing this strategy, however, ensures CYS thrives as a catalyst for Wyoming's future, embodying adaptive resilience in aviation's next chapter.

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