



WYDOT Aeronautics Newsletter | Vol. 1, No. 4 | August 2017



Looking up

By Amy Surdam,
Aeronautics Administrator

Wyoming is in for a treat with the total solar eclipse passing directly over our state. Campsites and hotels along its path have been booked for years. An influx of visitors are expected. Stickers, stamps, and even Pendleton blankets are all being sold to mark the event.

Logistically, there is much to consider. Along with the influx of visitors will be an inflow of cars, more people needing gas, food and using cell phones to post photos on social media and text their loved ones. Questions being pondered include: What if everyone uploads pictures at one time? Will we lose cell service? What if it is cloudy in one part of the state? Will everyone rush to another town? Will we run out of food, fuel and water? With our state's population estimated to double for a short period of time, anything is possible.

Aeronautics is no exception. We have our questions and

scenarios. What if pilots try to chase the eclipse? What if they all want to land in the same place and there isn't enough runway for them? Or fuel?

The most complicated aspect of the eclipse is the unknown. We are all left a little in the dark (excuse the pun) about the upcoming event and the potential effects of the visitors.

In preparation, we have reached out to our local airports to try to establish what they are anticipating and what preparations are being made. There will be full fuel tanks, camp sites have been identified at the airports allowing camping, and extra aircraft parking areas have also been designated. In some cases like Jackson and Casper, extra security will be in place. Once again, the airports have impressed me with not only their excellent preparation but also exceptional communication. I appreciate all they are doing

to help prepare for the eclipse so that Wyoming can have a huge win.

The consistent advice: Make sure you have plenty of gas, food and water. Expect delays if traveling, and be prepared for little to no cell phone service. Finally, please do not look directly at the sun. Solar retinopathy (<https://www.aaao.org/eye-health/tips-prevention/solar-eclipse-eye-safety>) is a real diagnosis that occurs when you look at the sun for too long and can cause permanent damage (<https://www.livescience.com/20433-solar-eclipse-blind.html>). Please wear your dorky solar filters with the rest of us, and let's see each other on the flip side!





Check us out
on FB Wyoming
Aeronautics
Division and
Twitter @flywyo!

What's next:

Spot Landing Competition

Aug. 19
Cheyenne

Powell Wings & Wheels

Aug. 19
Powell

Eclipse

Aug. 21

Fly In & Pancake Breakfast

Aug. 26
Pinedale

Jackson Hole Rendezvous

Sept. 5-7
Jackson

Fly In & BBQ

Sept. 10
Glendo

Aeronautics commission meeting & WAOA Annual Conference

Afton, WY
Details to come
Sept. 20-22
Time to be announced

Aeronautics commission meeting, annual budget & WACIP workshop

5300 Bishop Blvd.
Cheyenne, WY
Auditorium
Dec. 4-5
Time to be announced

What's up?

WYDOT official nominated for 'influential' award

One of the Wyoming Department of Transportation's top officials was recently named as a nominee for a Women of Influence award. Airports Planning and Programming Manager Christy Yaffa was nominated under the Government, Military and Law category, which also includes Wyoming Deputy State Treasurer Patricia Arp; District 8 Sen. Affie Ellis, R-Laramie County; and Wyoming Army National Guard Brigadier General Tammy Maas.

"Christy has been instrumental in the development of the Wyoming airport classification system, the Priority Rating Model for Wyoming airports, the original and ongoing development of the Wyoming Aviation Capital Improvement Program as well as many statewide system planning efforts for Wyoming," Aeronautics Administrator Amy Surdam said. "She has been a strong advocate and supporter of the WYDOT Aeronautics intern program. This program has helped many young aviation professionals develop a career in the aviation industry. Many of these interns have gone on to work in both the public and private sectors and some have become recognized leaders themselves."

Yaffa, who also served as the department's interim Aeronautics Division administrator during 2016 and 2017, has been with the department since June 1994. She began as an assistant airports planner after graduating from Embry Riddle Aeronautical University with a degree in aviation business administration.

The awards, given by the

Wyoming Business Report and Connect to Women, will be announced Aug. 24-25 at the Cheyenne Radisson Hotel.

The Women of Influence awards are given in several categories including Lifetime Achievement; Banking and Finance; Business and Business Services; Education; Energy and Utilities; Government, Military and Law; Health Care; Hospitality; Manufacturing and Technology; and Nonprofit. Two new categories were added this year: Best Mentor and Best Company to Work for. Eighty-five people were nominated this year, the fifth year of the event.

Previous year's events have been featured on Wyoming PBS's Wyoming Chronicle.

Yaffa's 2017 nomination is not her first. She was nominated in 2016 as well.

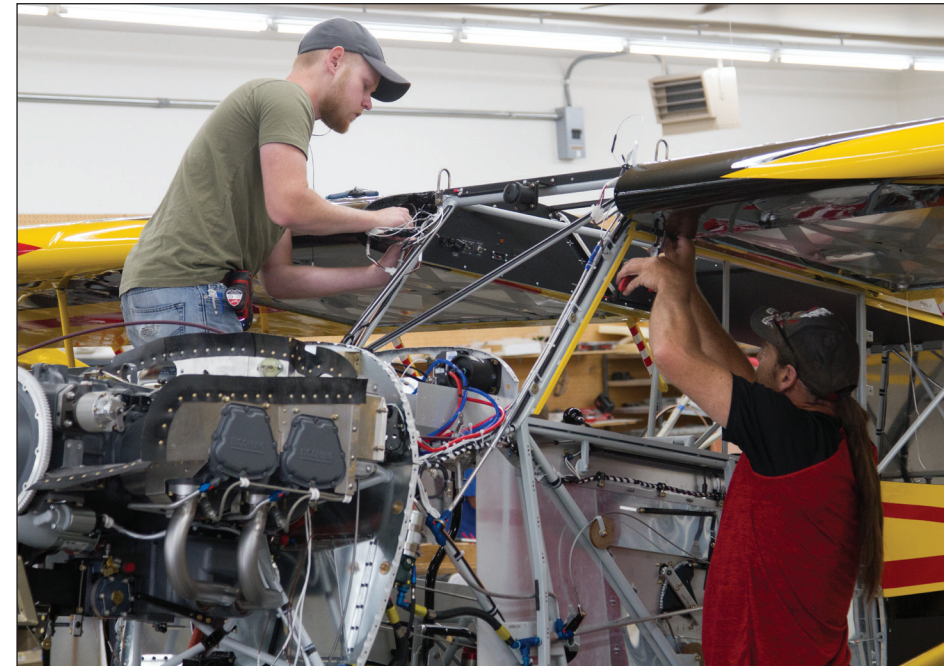
Surdam was also nominated for the Women of Influence award under nonprofits for her work on the Children's Museum of Cheyenne in 2016 and 2014.

Casper enplanements up 12.7 percent

Casper/Natrona County International Airport enplaned 12.7 percent more passengers (passengers getting on aircraft) in July and 9.3 percent more June than it did at the same time in 2016. This is the fifth consecutive monthly increase in enplaned passengers. To date, the airport is showing a 5.2 percent increase compared to the same period in 2016.

Casper/Natrona County airport gets new screening equipment

Casper/Natrona County International Airport has recently received new passenger and



Two employees from Aviat Aviation work on a build of a Husky on July 19. Aviat employs 40 people in Afton.

baggage screening equipment. TSA installed the new X-ray equipment for both screening lanes, new Explosive Trace Detection (ETD) equipment and an Automatic Target Detection (ATD) body scanner. "Passengers may remember that the Airport received advanced imaging technology (AIT) back in 2011, but that unit was later relocated to the Spokane International Airport," said Glenn Januska, airport director. "Passengers, particularly those with artificial joints, really seemed to miss the AIT technology because for a number of passengers, it prevented a pat down. We're glad, and I'm sure they will be glad to have that technology back."

Sugden to be inducted into Hall of Fame

Rich Sugden is the 2017 inductee into the Wyoming Aviation Hall of Fame. The ceremony will be held Sept. 19, at the Teton Aviation/Warbirds

Restaurant at the Driggs, Idaho, airport (KDIJ).

For more information contact John Waggener at 307-766-2563 or waggener@uwyo.edu.

WAOA to honor retired WYDOT public affairs writer

The Wyoming Airport Operators will honor retired WYDOT senior public affairs specialist David Kingham with its Quill and Ink Award.

The award will be presented Sept. 21 in Afton, Wyoming. Kingham was nominated for the award by Kent Nelson for Kingham's work writing about Wyoming Aviation Hall of Fame inductees during his time at WYDOT.

Wanted:

Dubois Municipal Airport ISO a surplus broom. Please contact Tim Schell for more information or to help at: tschell@wyoming.com.

Save the date: The State of Aviation

– 9-noon,
Nov. 14

We will discuss aviation issues that pertain to Wyoming including air service, the airport system and economic development.

Participation in this public event is limited to 100 stakeholders.

National Air Space System and NAVAIDS Seminar – starting 1 p.m., Nov. 14 and continuing

Nov. 15-16

This event is a technical seminar for professionals in the aviation field. Certificates and hours will be mailed to the attendees after the conference if requested. Participation is limited to 40.

Where:

WYDOT Auditorium,
WYDOT Headquarters, 5300
Bishop Blvd, Cheyenne,
Wyoming 82009.

To Register:

Please email name, organization, email, phone number, mailing address, profession/title to greg.hampshire@wyo.gov or call 307-777-3970.

There is no cost for attendance.

Indicate desired sessions:

- The State of Aviation (max 100 people)
- National Air Space System and NAVAIDS Seminar (max 40 people)
- Or both sessions

Small Community Air Service Working Group pushes for help with 1,500-hour rule

Addressing the pilot shortage, partially a result of the “1,500-hour rule,” was one of the top priorities given by the Small Community Air Service Working Group, when it submitted its report to the U.S. Department of Transportation June 30.

Wyoming Department of Transportation Air Service Program Manager Sheri Taylor said reevaluating how the Federal Aviation Administration recognizes pathways to Restricted Air Transport Air Pilot certificates is key to maintaining and improving air services in rural states like Wyoming.

Taylor was one of 25 people appointed by Secretary Elaine Chao to serve on the working group, charged with addressing and finding solutions to the challenges of small community air service.

“One of the biggest issues with the pilot shortage is the new (FAA) regulations that came into effect in 2013,” Taylor said. The number of hours required for a Restricted Air Transport Pilot (ATP) certificate was increased from 250 to 1,500. This, coupled with impending pilot retirements, has made it difficult for small regional airlines to find pilots, she added.

While the group had 21 recommendations, the two primary recommendations to Congress to address the pilot shortage were to direct the FAA to:

- Reevaluate and increase the number of hours of credit awarded to academic pathways for the issuance of an ATP certificate. Congress should affirm that qualifying “academic” training should not be limited to military and aviation degree programs.
- Award substantial hours of credit toward a carrier-specific and type-specific Restricted ATP based on carrier-specific and type-specific training and testing. Effective implementation of both of these recommendations would re-open the pathway for aspiring aviators to become competent professional airline pilots.

Currently, if a student obtains a two-year degree at an accredited aviation school, they will have 250 hours credited toward their ATP. A four-year degree will get a student to 500 credit hours, while a military pilot receives 750.

“What we’re doing is asking Congress to reiterate to the FAA that it can create other pathways toward the 1,500,” Taylor said. “Those pathways need to

“We want to create more pathways to encourage more potential pilots to take up a career in commercial aviation. We’re working hard to make it financially feasible for people to become pilots.”

Sheri Taylor
Air Service Program Manager

be deemed by the FAA as safe or safer than existing pathways.”

For instance, when an airline hires a pilot, the pilot is put through rigorous training. These instructional programs could be approved by the FAA as an alternative pathway to the required 1,500 hours.

“We want to create more pathways to encourage more potential pilots to take up a career in commercial aviation,” Taylor said. “We’re working hard to make it financially feasible for people to become pilots.”

WYDOT Aeronautics administrator Amy Surdam said the group also recommended that Congress act to preserve the Essential Air Service (EAS) program and increase funding for the Airport Improvement Program.

Taylor said the group concluded that the current rules governing EAS are overly restrictive and prevent communities with legitimate air service needs from accessing air service.

The mandate of the working group was to consider three subject areas:

- Current or potential new air service programs, including the EAS program and the Small Community Air Service Development program;
- Initiatives to help support pilot training and aviation safety;
- Whether federal funding for airports serving small communities is adequate.



A plane flown by Choice Aviation pilot and instructor Sheena Cichosz flies over the North Fork near Cody on July 18.



ABOVE: B. Todd Simmons, Choice Aviation's owner and manager, taxied in preparation for takeoff at Yellowstone Regional Airport. Choice Aviation is Cody's fixed base operator. RIGHT: The crew for Reach Air Medical Service, which has provided medical patient transportation in Cody since January 2016, pushes its helicopter into position for takeoff.



Cichosz, right, works with a student on the pre-flight checklist. Choice Aviation offers a two-year degree through Northwest College.





A Park County Search and Rescue plane, an Aviat Husky, flies out of Yellowstone Regional Airport on July 18.

Future of Wyoming aviation

A group of Wyoming leaders met in Casper Tuesday, June 20, to discuss the future of commercial air service and its importance in the state's economy.

The meeting was a brainstorming session to examine current and future needs in aviation and develop a task force to identify additional alternative funding sources for aviation in Wyoming.

WYDOT Aeronautics Division administrator Amy Surdam said WYDOT is working on an analysis of what consistent, reliable, affordable air service in Wyoming would involve. This analysis will be available when the group meets again in late summer.

Air service generates \$1.4 billion in economic activity in the state annually and supports more than 12,000 jobs, according to the 2013 Economic Impact Study for Wyoming Airports prepared by ICF International, Kramer Aerotek and Aviation.

"Wyoming's airports and air service are a critical part of our state's economic development strategy," WYDOT Director Bill Panos said. "Our goal is to restore and expand rural air service in Wyoming."

The group discussed existing and future state and federal programs that fund air service. Currently the state receives funding from two federal programs including the Essential Air Service (EAS) program

and the Small Community Air Service Development (SCASD) program. However, only two airports get EAS funding – Cody and Laramie. The EAS program may also be cut at the federal level.

The SCASD program is a competitive, one-time funding grant program. Cheyenne, Riverton and Sheridan have recently received grant funding through the program that awards only 20 communities from 200-300 applications each year.

"Air service is essential in the recruitment and retention of business in Wyoming," said Wyoming Business Council (WBC) CEO Shawn Reese. "Not having consistent, reliable air service throughout the state is one of the biggest issues when trying to recruit new business or expand existing business."

The 2013 study indicated 90 percent of businesses rely on commercial airline service, and many businesses factor in air service when determining where to locate. The study found that 38,000 non-aviation jobs in the state had improved efficiency through the use of air service.

"Reliability and consistency are key and having a longterm vision is critical for the economic future of Wyoming," said Jeremiah Rieman, director of Economic Diversification Strategy and Initiatives and coordinator of the Economically Needed Diversity Options for Wyoming (ENDOW) initiative.