



WYDOT Aeronautics Newsletter | Vol. 3, No. 1 | Winter 2018

## State, N.D. partner on UAS issues

Wyoming Aeronautics is getting a jump start on developing unmanned aircraft system (UAS) standards by partnering with North Dakota thanks to a memorandum of understanding between the states' governors.

The Laramie Regional Airport Board is entering into an agreement with Texas based, Infinity Development Partners LLC. Infinity Development Partners and its affiliates (IDP) and North Dakota. The airport board and IDP have entered into an agreement aimed at developing UAS operations, facilities and infrastructure needed to support UAS at the Laramie airport.

IDP, the developers of the Grand Sky facility in Grand Forks, have 7 years of experience developing in the UAS industry and are willing to share this knowledge and experience with the State of Wyoming, allowing the state to move the industry forward.

"North Dakota is a leader in the UAS industry, and working with them moves us forward very quickly to be a participating leader in this global industry," said Tom Swoyer, president of IDP.

The next step for Wyoming is finalizing letters of intent with companies and state agencies that want to explore how drones can help grow



A UAS hub will be developed in Laramie.

and increase the efficiency of their operations. Officials also will develop plans and cost estimates for developing the infrastructure and procedures necessary for UAS operations at the airport. Expansion at other areas around the state may develop in the future. Planning and development is needed so the team can submit plans to the Federal Aviation Administration to ensure safe UAS operation from the airport.

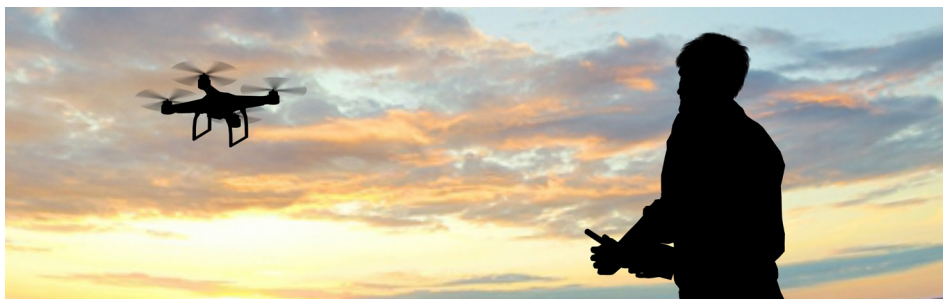
One key issue is how to deal with the data collected from UAS operations. The University of Wyoming and local companies will partner to work on the

data analysis.

Additional advantages of the MOU include:

- Wyoming and North Dakota can share resources and support each other with operations. UAS can accelerate the growth of technology-oriented industries.
- The Infinity Development team along with the Northern Plains UAS Test Site Authority, a North Dakota state entity and partner of IDP, has experience and knowledge in working with the FAA to put flight certificates and mission control information through the process to remove beyond the line of sight restrictions currently in place.

Swoyer said North Dakota and Wyoming have a unique opportunity to share in the economic growth accompanying the rapidly growing UAS industry. "The economies of



**Read UAS inside**

# Division completes rates, charges survey

Airports charge tenants and users for a variety of services. The revenue generated plays a crucial role in supporting the financial health of our nation's aviation system. However, it can be a challenge for smaller airports to set competitive and fair rates.

The goal of the Rates and Charges Guide is to assist airport operators, promote a robust aviation system and help operators to maintain compliance with federal grant assurances.

To accomplish this, WYDOT Aeronautics created a survey targeting airport operators within Wyoming and surrounding states to collect data.

Participation in the survey was not compulsory, but 84 airports across the region contributed data. The participating airports ranged from small- to medium-sized with widely varying levels of yearly operations and based aircraft. The variety of respondents has provided for a final product which should prove to be beneficial for operators of varying sized airports across the region.

## Some highlights of the collected data include:

- 28 Airports with Commercial Service and 56 General Aviation Airports responded
- Average Landing Fees for Air Carriers:
  - Affiliate of Signatory Airline: \$1.88/1,000 Lbs Landed Weight



- Signatory Airline: \$1.22/1,000 Lbs Landed Weight
- Non-Signatory Airline: \$2.04/1,000 Lbs Landed Weight
- Average Car Rental Customer Facility Charge: \$3.47/Day
- Average Uber/Lyft Surcharge: \$1.65/Pickup or Dropoff
- One Airport reported a rate of \$60 for an annual permit
- Average Annual Airport Marketing Expenditure: \$28,755.58
- Average Airport General Liability Insurance:
  - Limit Per Person: \$3,500,000
  - Limit Per Occurrence:



## Rate survey highlights:

### Average Tie-Down Fees:

- ① Overnight: Single Engine \$7.53, Multi \$11.38
- ① Monthly: Single Engine \$48.93, Multi \$70.79

### Average Fuel Flowage Fees:

- ① Average Fuel Flowage/Storage Fee: \$0.05/Gallon
- ① Average Fire Fighting Operations Fuel Flowage Fee: \$.10/Gallon

### Average Hangar Rental Fees:

- ① T-Hangars: \$1.46/Sq. Ft.
- ① Box Hangars: \$2.12/Sq. Ft.

\$14,260,000

- Deductible: \$5,178
- Premium: \$26,590

The full results from the 2018 Rates and Charges update survey are available in a Microsoft Excel spreadsheet format, which will allow interested parties to manipulate and analyze the collected data. A printable PDF version is also available.

# Division offers airfield marking training



Thirty-five people attended the training offered in Casper.

The Aeronautics Division hosted an airfield marking training at Casper/Natrona County International Airport on Jan. 8-9, 2019.

The two-day course was presented by Sightline, Inc., a specialty consultant that focuses on improving the effectiveness of airfield markings. Sightline played a major role in producing the Airfield Marking Handbook for the Innovative Pavement Research Foundation in a cooperative agreement with the Federal Aviation Administration.

The class was taught by Donna Speidel, founder of Sightline, who has more than 35 years of highway and airfield marking experience.

The training was attended by 35 people, including Wyoming Department of Transportation Aeronautics employees, various consultants who work with public-use airports around the state and operations personnel from commercial service airports in Wyoming.

The goal was to educate individuals involved in the annual seal coat and mark project and those who either currently are, or may in the future be, responsible for maintaining markings at their airports in an effort to get a better, longer-lasting product. For information on the training or resources, contact Melissa Palka at 307-777-3971.



# What's up?

## State moves forward on CPA

Progress on improving air service in Wyoming as laid out by the Commercial Air Service Improvement Act continues to be on-track heading into the 2019 legislative session. The Air Service Improvement Council, created by the Act, which was passed during the 2018 session, met four times from May through November. During their first two meetings, the Council generated a plan to improve commercial air service in the state which included recommending a Capacity Purchase Agreement (CPA) approach to address air service shortfalls in several communities across the state. The CPA will provide at-risk communities with the stability to be able to grow and improve their markets and keep more passengers using local Wyoming airports. Their plan also recommended keeping the current Air Service Enhancement Program (ASEP) intact, providing an opportunity for other airports in the state, not participating in the CPA, to grow and enhance their air service. The Council also drafted a framework for communities participating in the CPA to utilize a Memorandum of Understanding (MOU) with the state, which will include provisions for marketing, performance benchmarks and general responsibilities. An airline



is expected to be selected in the first quarter of 2019 with service likely to begin in the fall of 2019.

## WYDOT implements new database

The Wyoming Aeronautics Commission voted to approve a three-year subscription beginning in fiscal year 2018 with Panther International, LLC for the new Wyoming Aviation Data Management system, also known as BlackCat Aviation (BCA). The Aeronautics Division and other stakeholders are currently testing the system which is projected for production in March.

BCA will merge information from many applications, including:

- Facility inventory

- Airport directory
- Capital Improvement Program, projects and grant management
- FAA's Airport Master Records Safety Inspection (5010)
- Contact management
- Reporting
- eSignature
- Air service
- Balanced scorecard monitoring and reporting

Development of the new database will take nine to 12 months. When complete, airport sponsors will be able to submit their proposed capital improvement projects directly into the system for review and consideration. Reimbursement will be managed digitally, and airports will be able to track the payment process. Cheryl Porter, project manager, said "We are excited about how this database will eliminate duplications as well as streamline access and dissemination of information for staff, customers and decision makers."



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

# What's next:

## Aeronautics Commission Meeting

WYDOT Headquarters  
Auditorium  
Cheyenne  
Time TBD, March 12

## Aeronautics Commission Meeting

WYDOT Headquarters  
Auditorium  
Cheyenne  
Time TBD, April 30

## Aeronautics Commission Meeting

WYDOT Headquarters  
Auditorium  
Cheyenne  
Time TBD, July 16

## Aeronautics Commission Meeting and WAOA Conference

WYDOT Headquarters  
Auditorium  
Casper  
Time TBD, Sept. 11-13

## UAS from inside

North Dakota and Wyoming are similar and can benefit from UAS because of their energy sector, agricultural and infrastructure needs." He added the states are home to people that live by a "can-do" attitude and will get their hands dirty to make systems work. Swoyer said, "Our approach is to solve real problems, not create fancy alliances and partnerships that are bought and paid for. That being said, we do need to make some investments in airspace management infrastructure, and we need to make sure we collaborate. Collaboration, innovation and creating an environment where UAS companies can see customers that want their services, supporting infrastructure and cooperative governments that support their development is what will win."

## Passenger levels continue to increase in Wyoming

The number of people flying in and out of the state has risen steadily from 2015. Passenger numbers in 2018 were up more than 15 percent from 2015, an increase of 79,433 passengers.



Source: WYDOT Aeronautics Division

## Why airport family assistance?

On Feb. 12, 2009, a Continental Airlines passenger flight crashed into a house in Clarence Center, New York, leading to 50 fatalities. The aftermath was chaotic. Only five employees at the airport had disaster training, and the employees were not prepared for the situation. Worried family members were told to wait for the airline's representatives to provide information regarding the incident, and no one at the airport accepted immediate responsibility. It took three hours for a Continental Airlines representative to arrive on the scene, and the "go-team" did not arrive until the next morning. Tragedies like the Continental Airlines crash emphasized the need for airports to have a strategic and comprehensive assistance program to ensure victims and families are not left in the dark in their moment of need.

Aviation disasters, however rare, introduce unique, time-sensitive issues and variables that airports must deal with under the highest level of public scrutiny. These events have ramifications for the airport as it works to meet the needs of the survivors and the families of victims while disseminating information and continuing to manage the airport. There is no one-size-fits-all solution for providing family assistance, but providing coordinated, compassionate response to survivors and victims during a tragedy is imperative.

To equip airports with the necessary tools to write, train and implement a coordinated family assistance program, ACRP Report 171: Establishing a Coordinated Local Family Assistance Program for Airports compiles information from case studies; document reviews; and interviews with airports, first responders, survivors and family members of victims of aviation disasters to create a guidebook.



A Bombardier Q400, similar to the plane that crashed in 2009, taxis at Baltimore-Washington International Airport. Courtesy of Rudi Riet licensed under Creative Commons. It defines terminology, explains federal regulatory and statutory requirements, and provides background on the Aviation Disaster Family Assistance Act. It also includes sample checklists, guidance on how to conduct briefings, a crisis communications training module and materials to support an airport family assistance exercise.

ACRP Report 171 concludes with several guiding principles that form the foundation of an effective family assistance program:

- Family assistance is a coordinated effort that requires advanced preparation and coordination among various agencies.
- Family assistance is not a one-time effort: building trust, establishing rapport and providing information in a compassionate manner are imperative to recovery for families. A successful plan requires ongoing commitment, maintenance, training and revisions.
- When properly implemented, a strong family assistance program not only aids survivors and family members, it also benefits airport staff, customers and first responders. It helps airport staff return to normal operations and instills confidence in first responders.