

Montana and the Sky



Montana Department of Transportation

Aeronautics Division

Vol. 70, No. 09

September 2019

MANDATORY ICAO FLIGHT PLAN FILING BACK ON TRACK

Attention pilots: Two years after the FAA placed a hold on plans to require all domestic and international flight plan filers to use the international flight plan form, the policy has been revived with a start date of Aug. 27.

The resumption of the long-delayed mandate to adopt the flight plan form, which uses the International Civil Aviation Organization (ICAO) format, comes after the FAA conducted extensive compatibility testing, said Rune Duke, AOPA's senior director of airspace, air traffic, and security.

Difficulties coordinating the implementation internationally caused the FAA in fall 2017 to set aside the ICAO format indefinitely after numerous target dates lapsed. The agency has continued to encourage pilots in the United States to use the international form voluntarily.

Many flights must already use the ICAO format flight plan, which according to the FAA is required now in the following circumstances:

- When the flight will enter international airspace, including oceanic airspace controlled by FAA facilities.
- When the flight expects routing or separation based on Performance-Based Navigation (PBN), for example, RNAV 1.
- When the flight will enter Reduced Vertical Separation Minimum (RVSM) airspace.
- When the flight expects services based on Automatic Dependent Surveillance-Broadcast.

Guidance on using the ICAO flight plan form eventually will be published in the *Aeronautical Information Manual*. In the interim, the FAA has posted guidance on its website including a "What's different?" summary comparing the domestic flight plan form that's familiar to most U.S. pilots, and the ICAO form (FAA Form 7233-4). Aircraft Owners and Pilot Association (AOPA) also has produced a video that reviews the ICAO flight plan form, and AOPA's Pilot Information Center can answer your questions about it.

Leidos Flight Service has made several enhancements to its pilot website including a new mobile website designed with the ICAO format in mind. The FAA has provided additional web-based guidance.

Changing the flight plan format is expected to help Flight Service keep one of its most basic functions operating efficiently as the airspace system undergoes its satellite-based-navigation technological transition, and equipment aboard aircraft follows suit.

"Flight Service has been working with our vendors over the last two years to ensure that the transition to the international format for civil flight planning is seamless and provides the necessary tools for the pilot community to leverage the features available with NextGen technologies," Flight Service Director Steven Villanueva told AOPA.

In an article in its July/August publication *FAA Safety Briefing*, the agency said improvements over the domestic form include increasing the size of the departure and destination fields to accommodate a greater variety of entry types, including Special Flight Rules Area flight plans; wake turbulence categories for aircraft; and transmitting the information in the form's supplemental pilot data field—pilot contact information and VFR flight plan information—to the destination "to reduce search and rescue response times."

"Don't wait until use is mandatory; you can use the international format now," it added.

Welcome Karen Speeg Airport & Airways Support Officer

Karen joined MDT Aeronautics Division as the Aviation Support Officer on August 5, 2019. Karen caught the aviation bug at a young age when her father took her brother and her on a floatplane scenic tour of Upstate New York. The aviation bug had bitten her, and upon graduation from high school she realized her dream of a career in Aviation.

Karen Speeg
Photo Credit: Karen Speeg

Karen attended a community college in Texas where she attained her pilot certification. She began her first job as a line person at the flight school where she studied, eventually becoming the Line/Parts Manager while continuing to work toward her commercial pilot and flight instructor certification.

In the Fall of 2001, Karen moved to Billings, Montana, transferred the credits she had previously earned, and began steps to complete a bachelors in Aeronautical Science degree while working line service and flight instructing. She has flight instructed under 14 CFR 61 and 141 in the private sector and at the collegiate level. Karen also worked as Assistant Chief Instructor at a 14 CFR 141 flight school near Indianapolis, Indiana.

After a long hiatus and raising three children, Karen re-entered the workforce at Montana Fish, Wildlife & Parks in 2015 and was most recently providing administrative assistance to several programs for the wildlife division, continuing to fly and instruct in her spare time. Karen brings excitement, passion, knowledge, and experience to the Aeronautics Division and is anxious to begin contributing to Montana's aviation infrastructure and community.

Dickson Sworn in as FAA Administrator



FAA Administrator Steve Dickson
Photo Credit: AOPA

On July 24, the Senate voted 52-40 to confirm Steve Dickson as the new FAA Administrator for a five-year term. Dickson graduated from the U.S. Air Force Academy and became an F-15 fighter pilot before he retired from Delta Airlines late last year as Senior Vice President of flight operations where, among other things, he managed pilot training and pilot operations.

Dickson will take over the FAA during a challenging period following two fatal crashes of Boeing 737 Max airliners. Dan Elwell, Acting FAA administrator, will be allowed to serve as Deputy Director under Dickson via a congressional waiver. Signature from the President was needed since both men are former U.S. military officers. Dickson was sworn in on August 12, 2019.



Tim Conway, Administrator

Montana and the Sky
Department of Transportation

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Official monthly publication of the
Aeronautics Division
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Fax - (406) 444-2519
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Work Sessions Accomplish Much Needed Work

Schafer Meadows Work Session

Good weather on July 20, 2019, made for a fantastic turn out at the Schafer Meadows work session. 26 airplanes and 40 plus workers, not counting the ten or so Forest Service employees, completed the work.

One of the old picnic tables was dismantled due to rot and replaced with a new treated picnic table acquired from Prairie Kraft Specialties in Great Falls, Montana and flown in by Scott Newpower. The restrooms received a thorough cleaning, the airfield was raked free of vole trails, and some exposed rocks were dug up and removed.

A great peel and eat shrimp dinner with all the fixings was provided by Loren Smith. Rob Buckles from Bozeman was gracious to fly the meal in to the work session. [Thanks to all who attended!](#)



Volunteers removing exposed rocks. Photo Credit: Aeronautics Staff

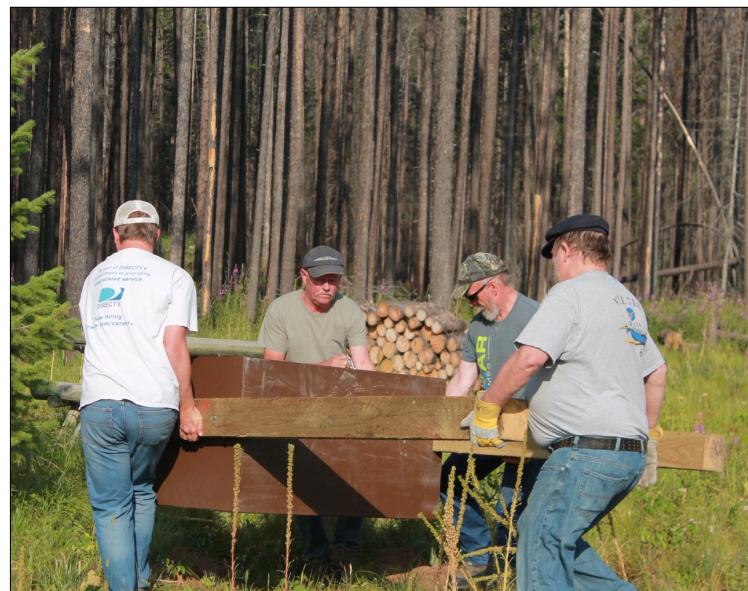
Meadow Creek Work Session

The Meadow Creek work session was held this year on July 27. If you're thinking that's late, you're right! The work session was scheduled for June 22 but the date was moved due to inclement weather. The weather on July 27 was perfect for working although afternoon winds kept one's attention for the departure.

"Many hands make light work" was the theme for the work session this year. With nine aircraft and 19 willing participants, a lot was accomplished. Meadow Creek received two new bear boxes (courtesy of a Montana Pilot's Association (MPA) donation and flown in by Montana Aeronautics and MPA).

The grass at Meadow Creek grows sufficiently to justify mowing a large portion of the runway, so many of the volunteers took a lap or two with the mower while others shared time on the weed whacker.

Cleaning the outhouse, replacing the windsocks, and digging rocks from the runway rounded out the work. A big "Thank You" to those who volunteered, and MPA for organizing the event.



Volunteers clean the restroom and move new bear box into place. Photo Credit: Aeronautics Division

42nd Annual Three Forks Fly-In Draws a Crowd

Contributed by Pat Green

The 42nd annual Three Forks Fly-In took place on August 2 and 3. Airplanes started arriving on Friday and by Saturday afternoon there were multitudes of aircraft of all kinds and vintages. Aeromark's Twin Beech and Staggerwing were featured this year. Father and son came in as a flight of two to the delight of everyone on the ground. Bob Hoff was flying the Staggerwing and James was in the Twin Beech.

Scott Bell and Morris and Maierle hosted Friday night's all-you-can-eat taco dinner. Saturday the Boy Scouts served breakfast and lunch at the airport. Several of the pilots flew to Butte for the traditional "Dawn Patrol" breakfast. Rick Griffin and Scott Bell prepared the food and hosted the fly-out event. Bob Green served up a mouthwatering prime rib dinner to top off the day and the weekend.

At 1:30 p.m. on Saturday kids from three to 12 years old participated in the ping pong ball drop. Tracy Salmi and Jeannie Ferguson flew in Tracy's Rans S-7TC and dropped 200 ping pong balls to 40 waiting youngsters below. Flour bombing was next with 12 airplanes making two attempts to hit the target. Evert Wierda in his Super Cub came the closest by hitting 23 feet from the barrel. Next was the spot landing contest with Jim Booth and the Foust taking the prize by landing within a foot of the line!

The weather was beautiful both days with the exception of a lightening show, rain and wind on Friday night after everyone had gone to bed. Mark August 7 and 8, 2020, on your calendars for next year's Fly-In. We'd love to see you there!

Awards were presented for six categories of airplanes. Flour bombing and spot landing winners received awards, as did the oldest and youngest pilots to fly to Three Forks and the pilot who flew the farthest to get there. Photographs below courtesy of Jake Peterson and Matt Nelson.



Best Antique 1941 Stinson —
Travis Buck



Best Classic 1948 Twin
Beech — James Hoff



Best Warbird
1939 Beech
Staggerwing —
Robert Hoff



Best Contemporary 1958 Cessna 182 — Mike Lindemer



Best Homebuilt 2012 Rans — Neil Salmi

Powder River Large Force Exercise

September 10-12, 2019

The next Powder River Large Force Exercise is September 10-12, 2019.

During this period, PRTC military operations areas will be active simultaneously:

- Powder River One
- Powder River Two
- Powder River Three
- Powder River Four
- Gaps A, B, and C



The exercise will also use the Temporary Rushmore Air Traffic Control Assigned Airspace. The Rushmore ATCAA is the same geographic airspace as the PRTC, yet extended vertically up to FL510 (approximately 51,000 feet). The RUSHMORE ATCAA is only authorized to be scheduled between 0630-0830 MDT (1230-1430Z) and 2100-2300 MDT (0300-0500Z) daily on September 10, 11, 12, 2019.

For More Information, contact: 28th Bomb Wing Public Affairs 1958 Scott Dr., Suite 4 Ellsworth AFB, SD 57706 (605) 385-5056, PRTC scheduling information: <https://sua.faa.gov> or PRTC General Information Website <http://www.ellsworth.af.mil/prtc.asp>.

Aeronautics Board Loan & Grant Application Reminder

As a reminder to loan and grant applicants, the Loan and Grant online portal (<http://www.mdt.mt.gov/aviation/loans-grants.shtml>) will accept FY 2021 applications starting July 1, 2019, through November 15, 2019. If you cannot enter the website, you may have a previous award that needs a closeout form or a status report filed.

Additionally, make sure projects are broken down as required. As an example, asphalt projects should be broken down by runway, apron and taxiway and not as one project lumped together. If you have any questions or need assistance, please contact Wade Cebulski at (406) 444-9581 or wcebulski@mt.gov.



New Designated Pilot Examiner in Montana

Newlan Parker of Helena is Montana's newest Designated Pilot Examiner. He was recently signed off by the FAA to give new pilots their wings and current pilots advanced certificates.

Newlan started his aviation career in the Navy where he was an aircrewman on the P-3 Orion for 5 years. After getting out of the Navy, he attended Rocky Mountain College in Billings, earning all his flight ratings and a bachelor's degree in Aviation Management. To finish his education, he obtained a master's degree in Commercial Aviation from Delta State University.

Newlan has been flying for a decade accumulating more than 5,000 flight hours in all 50 states and 27 countries and is a Master Flight Instructor. He holds CFI, CFI, MEI, and ATP ratings and is type rated in the Dash 8 and Citation Mustang. He is a former airline captain for Horizon Air, a long haul light aircraft ferry pilot, and is currently a captain in a Citation air ambulance for a Montana hospital. He is most passionate about flying tailwheel airplanes in Montana.

Newlan is excited and humbled to serve the aviation community in his new role as an examiner. Congratulation, Newlan, on this achievement! Newlan can be reached at latitude46aviation@yahoo.com

Newlan Parker

Photo Credit: Newlan Parker

Department of Homeland Security Issues Warning to Small Plane Owners

According to a cybersecurity firm, Rapid7, small planes are at risk of having their systems hacked if they are equipped with modern flight systems referred to as a CAN (controller area network) bus. Rapid7 alerted the Department of Homeland Security's (DHS) Cybersecurity and Infrastructure Security Agency of the flaw in the system, which can be hacked if the aircraft is physically accessed; one more reason to be vigilant and restrict physical access to airplanes. Hackers can attach a small device to the wiring which would provide false indications of engine readings, compass data, altitude, airspeed, and angle of attack, all of which are critical when flying IFR. The pilot would not be able to detect the error if relying completely on instruments. There is no known



exploitation of this vulnerability to date, but the DHS felt it was necessary to issue a warning of the potential threat and recommended aircraft manufacturers create and implement safeguards to hinder such attacks.

Automotive manufacturers have already added layers of security to prevent external access to cars with similar CAN bus systems. If you do not own an aircraft with these sophisticated systems, you can rest easy knowing that this is not applicable to older small aircraft with mechanical control systems. The warning also does not apply to larger aircraft with more complex systems that must meet additional security requirements.

Winter Survival Clinic?

Do you want to see a winter survival clinic this January?

Please contact the Aeronautics Division by calling (406) 444-2506 or email mdtaerosafetyed@mt.gov to let us know!

FAA's New B4UFLY App Makes it Easier to Know Where Drones are Allowed

The FAA's free app that kept drone pilots aware of "no fly zones" performed a much-needed service, but had few fans. The revamped app makes use of Kittyhawk's airspace controller, Dynamic Airspace, to manage real-time flight restrictions, authorizations and guidance.

Currently, most hobby drone pilots are forbidden from flying drones near special use airspace, controlled airspace (few exceptions), critical infrastructure, airports, national parks and military training routes. Temporary flight restrictions can also apply in certain situations. The sheer number of restrictions makes regularly checking the FAA website a necessary, though inconvenient, part of being a UAV operator.

Simply opening the B4UFLY app detects the user's location on a phone or cellular-enabled iPad and informs of any nearby areas with flight restrictions. There's also a new alert system that consists of "Good to Go", "Warning" and "Do Not Fly." As the skies become more crowded and UAS operations become more complex, basic airspace situational awareness, especially for the newest of fliers, will be essential," said Jay Merkle, Executive Director of FAA's UAS Integration Office in a statement.

You'll still need to check the weather before heading outside to fly your drone. Tracking the weather and integrating a pilot's Remote ID are all in store for future versions of the B4UFLY app. Kittyhawk is also working on additional layers for use in public safety, natural disasters and emergency response.



On June 23, 2019, Jeff Heaney, a seasoned Airport Operations and Maintenance Specialist, retired after 38 years of working at Yellowstone Airport. Jeff started working at Yellowstone Airport early in his life and has shown so much dedication and great work ethic to his community and the rest of the Montana Department of



Transportation (MDT). Jeff is skilled in all aspects of airport operations and maintenance and could fix just about anything at Yellowstone Airport. During the winter months, Jeff worked for the Highway Maintenance Department at MDT. A retirement party was held for Jeff at the Yellowstone Airport on August 5, 2019, to recognize his years of service and wish him the best on this next step in his life.

Calendar of Events

September 7, 2019 — Annual EAA Chapter 1122 Fly-In Breakfast. This year's event at Polson Airport is themed "Thanking Our Veterans." Warbirds will be on display to commemorate the 75th anniversary of D-Day. For information contact Joe Kuberka at (719) 393-5550.

September 7, 2019 — Rocky Mountain College Fly-In. Hosted by Rocky Mountain College Flight Team at Columbus Airport (6S3). Breakfast starts at 8:00 a.m. All pilots are invited to compete in the Power-Off 180 spot landing and Flour Bombing competitions. For more information contact Coach Sam at (406) 861-1170.

September 7, 2019 — Helena Open House & Fly-In. EAA Chapter 344 will be holding an Open House, Young Eagles Rally & free Pancake Breakfast at Montana Aeronautics, 2630 Airport Road in Helena from 9:00 a.m. to 11:00 a.m. Families are welcome to enjoy a pancake breakfast and see homebuilt and manufactured aircraft on display while youngsters 8 to 17 years of age may register for free airplane rides by volunteer EAA pilots. Young Eagles must be accompanied by a parent or guardian. EAA-qualified pilots willing to volunteer to fly Young Eagles, and for more information, contact Lance Seaman at (406) 442-8459.

September 28, 2019 — Missoula General Aviation Barbeque. The annual Missoula General Aviation Barbeque will be 11:00 a.m. to 3:00 p.m. at the EAA Chapter 517 hangar located in the "East LZ" hangar complex at MSO. Fly-Ins are welcome! Tell controllers you want to taxi to the East LZ hangars. The Missoula International Airport hosts this event every year as an expression of appreciation for the role of general aviation in our flying tradition. Highlights include highly skilled chefs from airport administration, a visit from an ARFF vehicle, and a laid-back friendly atmosphere for the enjoyment of all. Don't miss it! For more information contact Gary Matson at (406) 370-6584 or email gjmatson@montana.com.

October 25–26, 2019 — Teacher Workshop. Middle and high school math and science teachers will gather at the Montana Learning Center at Canyon Ferry Lake for a teacher's aeronautics STEM workshop sponsored by the MDT Aeronautics.

Visit <https://www.mdt.mt.gov/aviation/events.shtml> for a current listing of events

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Vision Zero: A Goal for Everyone

In 2018, there were 181 fatalities on Montana roads.

What does that mean? 181 parents, children, grandparents, friends, siblings, spouses, and other loved ones had lives that were cut short. It also means countless tears and shattered lives for those left with the aftermath of unsafe driving behaviors. Which loved one are you prepared to lose? If your answer is none, then Vision Zero is also YOUR goal.

It will take every one of us to work towards the day that Vision Zero is met, and the fatality total reads "ZERO." Two of the highest contributing factors to traffic fatalities in 2018 were alcohol and no seat belt.

These are behaviors that can be changed! Start by always wearing your seatbelt and planning for sober transportation. Remind your loved ones and those around you to do the same.

-Director Mike Tooley, MDT

Visit www.mdt.mt.gov/visionzero for more information.

VISION ZERO
zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

This document printed at state expense. Information on the cost of publication may be obtained by contacting the Department of Administration.