

City of Lawrence

Aviation Advisory Board Meeting

February 23, 2017 Minutes

MEMBERS PRESENT: Jonathan Becker, Dan Born, Richard Haig, Gary Knudsen,
Jeff Long, Cheri Thompson, and Stan Sneegas

MEMBERS ABSENT:

STAFF PRESENT: Chuck Soules

PUBLIC PRESENT: Sign in sheet attached

- I. Call to Order:
Richard Haig called the meeting to order at 6:37 PM.
- II. Approval of Previous Meeting Minutes:
Jeff Long moved and Gary Knudsen seconded the approval of the amended minutes. The motion passed unanimously.
- III. Officers:
Because the January meeting had a full agenda, no officers have been elected for the Aviation Advisory Board. After discussion of length of terms of the whole board Jonathan Becker moved and Jeff Long seconded that Richard Haig be elected Chair of the Board. The motion passed unanimously. Jeff Long moved and Richard Haig seconded that Gary Knudsen be elected Vice Chair of the Board. The motion passed unanimously. Richard Haig moved and Jeff Long seconded that Jonathan Becker be elected Secretary. The motion passed unanimously.
- IV. Aviation Camp – May 20, 2017:
Richard Haig reported that Master Modelers would have small aircraft for campers to fly. He also noted the need to contact the 99s. It was suggested that a module of camp focus on drones. Richard Haig and Cheri Thomson are leading the camp.
- V. Fence Update:
Rick Bryant presented a 95% map and discussed the concerns about approaches. There was a discussion of the cost of gates. It was reported that the range of cost between \$750-\$58,000 left a broad range, depending on what you wanted the gates to do and the questions regarding placement also dictated some of the range of cost. Rick Bryant reviewed the timing for the fence final approved design and constructions. Rick Bryant also reported that there was a question for FEMA and its approval of the fence in the area near the west oxbow.
- VI. Parachute Landing Area – Discussion
Richard Haig summarized the history to date. He said the challenge to the Board was to come up with operational plan or plans for skydiving operations at the airport. There was a general review of the three studies with various conclusions. The board noted there was a distinguishing difference between the FAA standards and Mike Millard's opinion regarding landing zones. In review of FAA Advisory Circular 105-2E, there was little support for Mike

Millard's opinion.

The board then reviewed the amended FAA memo of 1/25/17, noting it was not addressed to City. The board also noted the first FAA memo of 12/28/16 was not addressed to the City. The board then went back and review the 2010 FAA memo is similarly not addressed to the City or to anyone in an official capacity as Mayor or Manager.

The board then had a general discussion of the air traffic control regulations of traffic into Kansas City International. It was noted that the Standard Terminal Arrival Route (STAR) commonly known as STAR – JHAAWK6 was 2 NM SSW of airport center (over 50-yard line at KU Memorial Stadium.) STAR – JHAAWK6 required aircraft inbound to MCI pass over JHAAK6 at or about 6,000' MSL and at or below 14,000' MSL. Even with 2 NM separation, the inbound planes after passing JHAAWK6 would either have to divert from a direct flight to MCI with active skydiving operations at LWC or divert to another airport other than Kansas City International. The Board concluded that any active skydiving plane would have to be in contact with Kansas City Center and the words "in contact" would have to mean more than just monitoring the Center. It would mean the flight would have to be, at a minimum in Flight following with a discrete transponder code.

The board discussed the Temporary Flight Restrictions (that are implemented by the FAA and TSA for Jayhawk home football games. Given that the TFR is extended to 3 NM from the 50-yard line, the airport would be inside that TFR and skydiving operations would be prohibited during the TFR existence. This would make 6-8 Saturday afternoons in the fall off limits for any skydiving operations.

The board discussed 14 CFR 105, noting it does not govern landing areas. After discussion the board concluded the CFRs do not create regulation(s) for types of skydiving airport at an airport. The board found that only 202 out of 2700 public airports had skydiving operations and only 109 of the 202 had on-site skydiving operations.

Two board members reported that insurance is available for skydiving operations, provided the skydiving landing area was not an airport (in other words, off site landing areas) or the insurance covered the pilot and aircraft. The Board discussed whether the City could require that the pilot have insurance and that the City be named as an additional insured.

The board then discussed what kind of proposal do we send back to the Commission? The broad discussion amongst the board showed no consensus. The McCauley 2009 proposal was not rejected on safety. It was rejected as unrealistic and not feasible economically. But the city direction is to come back with an operational recommendation.

The board discussed the nature of Special use permit. In such a case, the pilot and jumpers would have to be named. Staff suggested some kind of application fee to cover the City's handling. The Board asked what would be the City's cost to hire a full time airport manager to supervise the coordination of airport activities. There was little support for additional staff, given the tight City budget, but an application fee at a minimum of \$250/hr. would cover the City's costs.

There was a discussion about requiring insurance the availability of insurance and the need for there to be rules in writing with an understanding that violating the rules would lead to

suspension of privileges to apply to the City for a permit.

The board agreed that given the number of issues it would be best if a subcommittee were formed to work through the issues and come back with a recommendation back to board, Richard Haig appointed with board agreement the following to that subcommittee: Greg Hildebrand (785/640-0592; 862-5433 (Office), Jen Sharp 785/840-5867, Rick Bryant, Gary Knudsen as Chair of the subcommittee and Jeff Long. Richard Haig directed the subcommittee would meet and report on its progress at the April 5, 2017 meeting of the board.

The board reminded the subcommittee safety must be the paramount issue. The board noted the desk-audit study of the FAA memo of 1/25/17 does not contain a safety study. There was some question as to whether to request safety study from the FAA would be appropriate. However there was no consensus other than to permit the subcommittee to meet and report back to the full board.

VI. FBO Report:

Lloyd suggested Jeff Long get a form letter/Application for drones. Rick Bryant suggested contacting KDOT/Aviation Dept. There is a new ret. Colonel running the KDOT drone program.

KU Basketball games have drawn some planes. Only 3 this past Wednesday, but nearly a dozen for the West Virginia game were on the ramp. Three planes have already reserved space for the next game against Oklahoma, including David Booth's Falcon 900 for the next game.

VII. Other Business:

There being no other business discussed or decided at the meeting.

VIII. Future Meeting Dates:

- April 5, 2017
- July 12, 2017
- October 4, 2017

IV. Next Meeting Date and Time:

April 5, 2017 at 6:30 p.m. – Richardson Lounge

V. Adjournment:

There being no further business, the meeting adjourned at 8:52 p.m.

Next Meeting time is 6:30 p.m. on Wednesday, April 5, 2017, in the Richardson Memorial Pilots' Lounge at the Lawrence Municipal Airport Terminal Building.