



Federal Aviation Administration

Memorandum

Date: January 25, 2017

To: Mr. Kevin Willis, Manager, Office of Airport Compliance (ACO-100)

From: Kieran Katlin O'Farrell, Manager-General Aviation Operations Branch AFS-830

Prepared by: Mike Millard (AFS-830)

Subject: **Revised** Lawrence Airport (LWC), Lawrence, KS. Parachute Landing Area Assessment

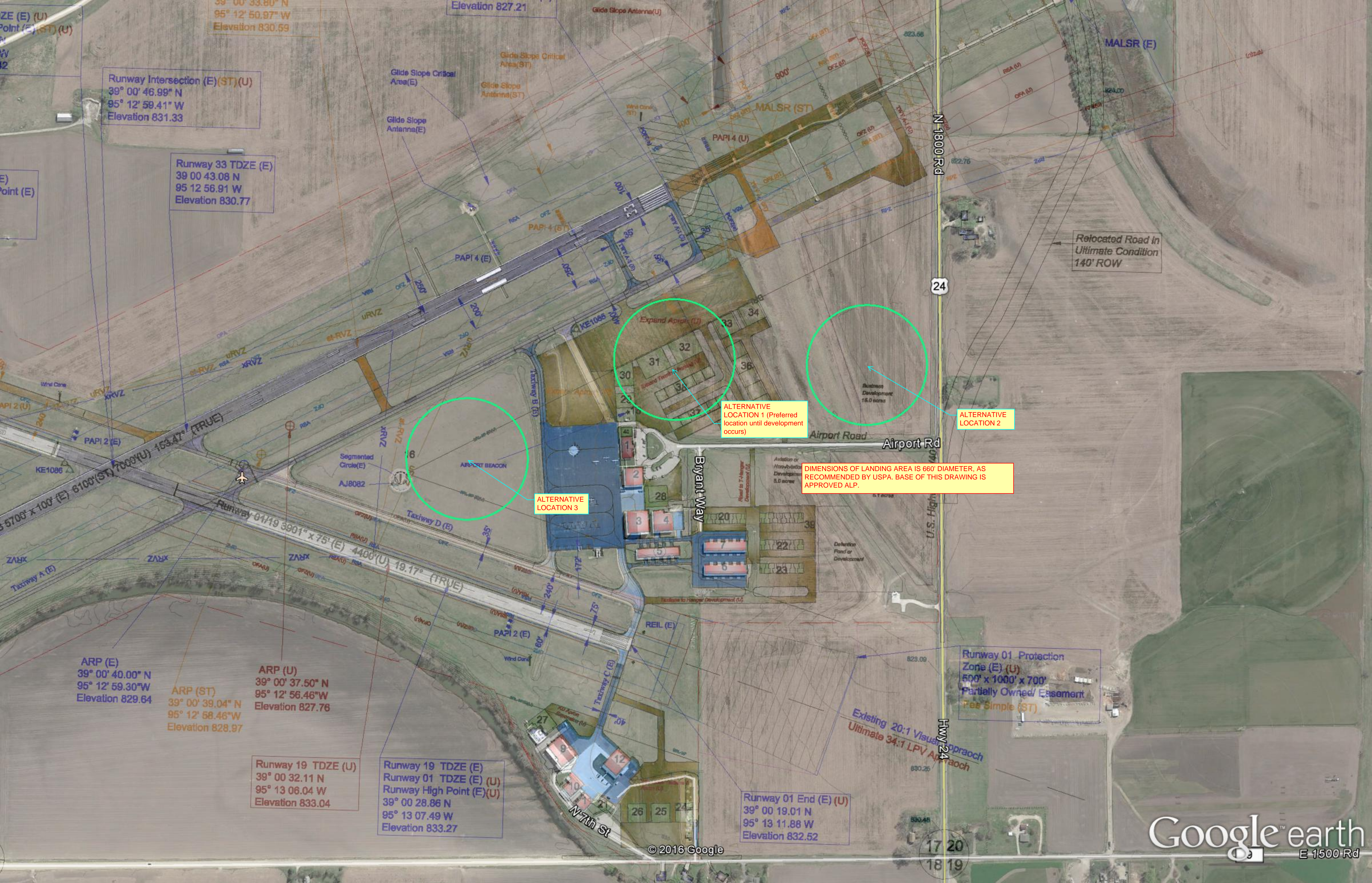
This is a revision to the previous Memorandum for Lawrence Airport dated December 28, 2016 as a result of updated parachute landing area information.

As requested by the FAA Office of Airports Division (ACO-100, Gabriel Mahns) and the General Aviation and Commercial Division (AFS-800), a desk audit (an examination of documents that is done off site) of proposed parachute landing areas on Lawrence Airport (LWC) was conducted by Mike Millard (AFS-830). Using the Airport Layout Plan (attached) with 660' diameter circles (added by Airport Planner Jason Knipp) identifying three proposed parachuting landing areas (Location 1 - 3) showing adequate space to accommodate the parachute operations.

Upon review of the information gathered during the desk audit assessment, it is determined that all three (3) of the proposed parachute landing areas will accommodate US Parachute Association student, A, B, C, and D license holders, and Tandem parachute operations.

As previously identified during the Wichita Flight Standards District Office (FSDO) safety review on February 3, 2010, skydive operations can be supported on the airport provided certain provisions are met (see attached). A plan needs to be developed to implement the identified provisions before operations begin.

Utilizing any of the three proposed parachute landing area's provides risk mitigation by placing approximately four tenths (.4) of a mile between the parachute landing area and the airports life flight helicopter operation based on the airport. The size of the proposed landing areas can accommodate US Parachute Association student through D license holders, and Tandem parachute operations, with additional space beyond the 660' diameter in some areas. Additional risk mitigation will be established by developing a plan to incorporate the provision established by the Wichita FSDO safety review.



Runway Intersection (E)(ST)(U)
39° 00' 46.99" N
95° 12' 59.41" W
Elevation 831.33

Runway 33 TDZE (E)
39 00 43.08 N
95 12 56.91 W
Elevation 830.77

Elevation 827.21

Glide Slope Critical Area(ST)
Glide Slope Antenna(ST)
Glide Slope Antenna(E)

ALTERNATIVE LOCATION 1 (Preferred location until development occurs)

ALTERNATIVE LOCATION 2

ALTERNATIVE LOCATION 3

DIMENSIONS OF LANDING AREA IS 660' DIAMETER, AS RECOMMENDED BY USPA. BASE OF THIS DRAWING IS APPROVED ALP.

ARP (E)
39° 00' 40.00" N
95° 12' 59.30" W
Elevation 829.64

ARP (ST)
39° 00' 39.04" N
95° 12' 58.46" W
Elevation 828.97

ARP (U)
39° 00' 37.50" N
95° 12' 56.46" W
Elevation 827.76

Runway 19 TDZE (U)
39° 00' 32.11 N
95° 13 06.04 W
Elevation 833.04

Runway 19 TDZE (E)
Runway 01 TDZE (E) (U)
Runway High Point (E)(U)
39° 00' 28.86 N
95° 13 07.49 W
Elevation 833.27

Runway 01 End (E) (U)
39° 00' 19.01 N
95° 13 11.88 W
Elevation 832.52

Runway 01 Protection Zone (E) (U)
500' x 1000' x 700'
Partially Owned/ Easement
Fee Simple (ST)

Existing 20:1 Visual Approach
Ultimate 34:1 LPV Approach



Federal Aviation Administration

Memorandum

Date: February 3, 2010

To: Nicoletta Oliver, Airports Division, ACE-600

From: Manager, Flight Standards District Office, ACE-FSDO-07

Prepared by: Joseph D. Behrends, (316)-941-1224

Subject: Request for Safety Determination, Informal Complaint, Mr. William
McCauley

This memo is in response to an Airports Division request for a safety determination of a proposed parachute operation at the Lawrence Municipal Airport (LWC). The City of Lawrence denied Mr. McCauley access to LWC for his commercial aeronautical skydiving business, on the grounds that such operations are unsafe. This office was tasked to complete a safety review of the proposed parachute operation at LWC to substantiate this claim. Based upon the results of the safety review, it has been determined that the proposed parachute operation on the LWC airport can be supported from a safety standpoint provided the following provisions are met.

Airport Considerations:

- a. Weather conditions must be VFR and present no hazard for the jumpers or present visibility conditions which preclude pilots from maintaining visual contact with jump participants.
- b. United States Parachute Association's (USPA) Basic Safety Requirements must be followed.
- c. Numerous areas on the field comply with USPA Basic Safety Requirements regarding Drop Zone Requirements, however, an agreement between the parachute business and airport management must be reached regarding a location on the airfield for a drop zone. Alternate Landing Areas must be established prior to parachute operations.
- d. A NOTAM must be established to advise all users of the LWC airport of the parachute jump activities.

- e. The jump aircraft pilot will establish and maintain communication with Kansas City Center, and visually scan the area to ensure aircraft are not entering or maneuvering within the traffic pattern prior to authorizing jumpers to depart the aircraft.
- f. Radio transmissions will be conducted by the jump aircraft on the LWC CTAF frequency to alert anyone in the area that jump activities are in progress.
- g. Jumpers will be briefed of the requirements and recommended procedures in AC 90-66A Paragraph 9(e), to maintain directional control at all times and remain clear of the runways, taxiways, aprons, and their associated safety areas.
- h. Runway Safety Areas (RSA) should be defined and clearly marked prior to the commencement of a parachute operation.
- i. Airport management will ensure the Airport Facility Directory and the Kansas City Sectional are updated to reflect a designated Parachute Drop Zone has been established at LWC.
- j. Airport management will ensure the advisory information is updated to advise all who utilize LWC airport that a Parachute Drop Zone has been established and its location on the airport.
- k. Airport management will advise all operators based at LWC airport of the establishment and location of a Parachute Drop Zone at the airport.

Air Traffic Control Considerations:

- a. A report from Kansas City ARTCC states that there exists a considerable volume of IFR and VFR air traffic in the area especially on the Jayhawk STAR Arrival. The center of the arrival is located 4 NM Southeast of LWC. The parachute activity must be restricted to a 2 NM radius of the airport center to minimize conflicts. Traffic advisories should be provided to participating aircraft during parachute operations.
- b. A complicating factor is that a recurring TFR exists over Kansas University sports stadium during sports activities. The TFR encompasses a 3 NM radius which intersects with LWC airport. Flight operations are allowed into the airport with coordination with ATC. However, parachute operations require coordination and a waiver with the TSA if the jumps are conducted during the active TFR time. The responsible person must receive prior approval from TSA before beginning the parachute operations.

If you have any questions, please feel free to contact this office at your convenience.