

City of Lawrence
Aviation Advisory Board Meeting
October 4, 2017 Minutes

THE FOLLOWING MINUTES ARE ONLY A SUMMARY OF THE DISCUSSION/PRESENTATION AT THE OCTOBER 4, 2017 AIRPORT ADVISORY BOARD MEETING. THE CITY DOES NOT GUARANTEE THE ACCURACY. FOR SPECIFIC INFORMATION PLEASE VISIT THE FOLLOWING LINK TO VIEW THE VIDEO OF THE MEETING. <https://www.youtube.com/watch?v=ZYxEFEFTkI>

MEMBERS PRESENT: Bill Ackerly, Jonathan Becker, Dan Born, Richard Haig, Gary Knudsen, Jeff Long, and Cheri Thompson
MEMBERS ABSENT: None
STAFF PRESENT: Chuck Soules
PUBLIC PRESENT: Sign in sheet attached

I. Call to Order:

Chairman, Richard Haig called the meeting to order at 6:33 PM. He announced that the agenda would be changed to receive first, public comment on the Proposed Drafts Policies and Procedures for Parachute Operations, rather than making the public wait through board business.

II. Receive Public Comment on Draft Policies and Procedures for Parachute Operations:

Chuck Soules reviewed the history with the FAA letter in January 2017, which, after a desktop audit had identified 3 areas at the airport that could be used as landing zones for parachuting. He outlined the advisory board's decision to delegate the draft policies to a subcommittee, which Gary Knudsen chaired. The purpose of tonight's meeting was to receive public comment.

Gary Knudsen reviewed the committees charge and the subcommittee's meetings that resulted in the draft recommendations that were currently before the Board. Gary Knudsen noted for the record the members of the subcommittee were Jeff Long of Kansas University Aviation, Rick Bryant of Airport Development Group (ADG), Chuck Soules as City Staff liaison and Gary Knudsen as chair. The objective of the subcommittee was to come up with procedures to allow parachuting at the airport. The paramount issue for the committee was aviation safety, particularly given the different types of aeronautical users at the airport. Chuck Soules has forwarded the recommendations to the FAA, which has not commented on them.

Chairman Richard Haig then opened the meeting for public comment.

Matthew Faulk, 1003 Lawrence Ave., spoke first. He said he was a C Licensed (United States Parachute Association) parachutist. He had reviewed the parachute operations draft. He noted that #4 – no parachute operations at night – was different than the United States Parachute Association (USPA) standard and licensing. He also noted the draft policies did not permit an application or waiver from the FAA for a night drop zone. He recommended that the issue of night parachuting be reconsidered, particularly if a jump school for training was established on site.

Mr. Faulk expressed concerns about #5 – the two-nautical mile radius limit. He pointed out that #5 was vague as to whether it applied to jumpers or to jumpers and planes. He thought the language needed clarified.

He also noted the draft had a requirement of a log of jump operations. He asked to whom does the log get sent? And he noted the requirement of communications was vague? He also noted there were no deadlines as to when reports needed to be provided to City?

Mr. Faulk noted that loads are the unit of measure for jump operators. He concluded by noting that at safe fields with jump operations, there was a seamless operation with other aeronautical operations. At fields with less than seamless operations, he deemed those fields not safe and he personally avoided using those fields.

Jeff Long asked if Mr. Faulk would be open to additional dialogue about some of his concerns. Mr. Faulk said he would.

Rodney Mohr 3603 W. 10th, identified himself as someone who had directed flight operations at Lawrence Airport. He is now a corporate pilot flying out of Downtown Kansas City. He said he was against parachute operations at Lawrence Airport because of the many other uses at the field. He recommended that if a landing zone were to be established that it be as far away as possible from Runway 15/33 and as far away as possible from ramp. He related he has had aborted takeoff experience at Cape Fear, NC with jumpers appearing during takeoff with property damage from the abort. Corporate policy had been changed to prohibit landing at Cape Fear, which meant a longer drive for passengers to arrive at their final destination.

Ron Renz spoke next. He operates three businesses at Lawrence Airport. His businesses involve experimental aircraft. He said he was cognizant of the mix of operations at Lawrence Airport. He noted the airport was an important portal to city. He said he thought the current comments were premature while awaiting FAA reaction to the drafts. He said it appeared the City and FAA misunderstood their relative positions. In his opinion, parachuting was incompatible with multiple aeronautical operations at airport. The reasons for incompatibility were (1) the city would be assuming liability; 2) LifeStar response time will be longer, which will cost lives; 3) corporate flights will not fly into airport with parachute operations; and 4) the mix of corporate, private and training aircraft with the mix of different levels of experience would be incompatible with parachute operations. He noted that despite the best efforts, parachutists would land at places that are not the drop zone. If the city were to be forced into permitting parachuting, then Mr. Renz recommended the USPA guidelines be followed and automatic atmosphere devices required.

Lloyd Hetrick, 805 Diamond Head Drive, spoke as the operator of the fixed base operation (FBO) at Lawrence Airport. He does not want parachute operations because parachutes will drive off jet traffic, as noted by Mr. Renz and Mr. Mohr above. This would hurt his business operations and sales. He also noted that there was no insurance requirement protecting him as the FBO, in case of injury or property damage, other than his own insurance policy. He wondered if he could be covered as a third party by the city releases as outlined in #11 of the proposed policy. Mr. Hetrick noted the 60-day notification requirement in #3 would conflict with "day of"¹ operations. He explained that sometime the airport gets busy with

¹ Mr. Hetrick explained the phrase "day of." He said that sometimes events in the city, including KU sports events created considerable unplanned aeronautical activity airport. He noted that a recent

certain events like the recent basketball tourney and the FBO got less than 24 hours' notice to plan for parking, servicing, etc. of a number of planes. As to the requirements in #14, he asked if the permits were time limited, in case subsequent issues arose.² Mr. Hetrick said that the requirement to stay in the airport traffic area (2 NM limit³) would force jet operators to land elsewhere.

Greg Hildenbrand with LifeStar spoke and said while LifeStar has a past history with Skydive Kansas when it was active at Wamego airport, and had found that, in most cases, there had been no conflicts, he could, on the basis of that past history, anticipate two to three times annually, LifeStar would be delayed up to 15 minutes. He stated that LifeStar policy was that if there were jumpers in the air, no engine starts were permitted until the parachutists were confirmed as down. He concluded that the parachuting activities are incompatible with activities and the level of activities at Lawrence Airport.

Willaim McCauley identified himself as the requestor for parachute operations. He identified that he holds a "D" license from the United States Parachute Association (USPA). Mr. McCauley went through the draft policy item by item commenting on each. The primary issue being that both the FAA & USPA have established minimum standards and the policy/standards established by the City were unnecessary (for additional information presented by Mr. McCauley please use the following link <https://www.youtube.com/watch?v=ZYxEFEFTkI>).

There were no other public comments.

The board discussed various options regarding the draft policies and public comments. Gary Knudsen asked that the public comments come back to the subcommittee to refine the draft policies with some input from the City legal dept. After discussion of the options, Jonathan Becker moved and Jeff Long seconded that the public comments of the draft policies and the issue of parachute operations be referred to City Legal Dept. and to the Subcommittee on parachute operations for further refinement with an expectation of a report by December 31, 2017. After discussion, the motion passed unanimously.

III. Approval of Minutes of July 12, 2017 Meeting:

During review of the Minutes of the July 12, 2017, Jeff Long ask for clarification of amount of money for fence gates in Paragraph 4 as to whether price per gate was \$44,000. Rick Bryant confirmed that number. It was also recommended that the minutes be corrected in

Paragraph 6 regarding apron replacement that the last word was "funding" not dunding.

Jonathan Becker moved and Jeff Long seconded that the minutes of the July 12, 2017 meeting be approved with two amendments – 1) the addition of the phrase "per gate" after the number \$44,000 in Paragraph 4 and 2) the substitution of the word "funding" for

basketball tournament at Rock Chalk Park resulted in a number of jets arriving with national college coaches. The FBO did not have information about the increase in jet activity until a day before.

² Mr. Knudsen explained the purpose of #14 was focused on large jump operations.

³ The two-nautical mile limit was required by the FAA Air Traffic Control Division because of the location of JHAWK6 Standard Terminal Arrival Route (STAR) intersection located 4 nm south of the airport. (See FAA letter dated 2/8/2010).

dunding in Paragraph 6. The Motion passed unanimously.

IV. Approval of Minutes of June 8, 2017 Meeting:

After review with no corrections, Jeff Long moved and Cheri Thompson seconded approval of the June 8, 2017 minutes. The Motion passed unanimously.

V. Wildlife Fence Update:

Rick Bryant updated the fence progress. He noted that the costs of the western fence gate were built in as a manual and would be paid 90/10% by FAA and City. It would be easier to automate later for an estimated \$10-12,000 with that funding coming from stakeholders on the west side. He also reported that all contracts were signed, and performance bonds issued. Amerifence out of Lenexa would be doing the installation. Amerifence had a long history of airport fence installation. The Pre-Production Conference was held last Friday. October 12, 2017 would be the Production Conference with all stakeholders including nonaviation stakeholders like the utility companies. The project will start October 23 and last 100 days, weather permitting. There was an additional question as to whether the west gate can take an 18-wheeler? Rick Bryant and Ron Renz reported they had tested the layout and measured twice to make sure the West gate could accommodate an 18-wheeler and the current layout would work.

VI. Kansas Department of Transportation Update:

Chuck Soules reported on the KDOT Applications. Both projects – the taxiway extension and the West apron repair - are in the process and should be done in 2018. Rick Bryant said he would check to make sure Lawrence was a due paying member of KAA.

VII. Automated Notams:

Chairman Richard Haig reported that he and Lloyd Hetrick had gone through training for the new automated Notams that are now online and can be done with a computer or laptop (No ipad). This new system provided for greater detail on notams, such as information re snow on part of taxiway or runway.

VIII. Open House:

Chairman Richard Haig pointed out that 2018 is the 90th anniversary of the airport and we had tentatively planned on an Open House. He recommended that we get past board members involved. He also pointed out that if we wanted any military participation, we needed to get moving on this now. Cheri Thompson suggested that the Kansas Air Tour of the 99s would be in September or the first week of October and we could coordinate and get Lawrence on the Air Tour.

IX. Aviation Camp:

Chairman Richard Haig announced the Aviation Camp would be 1st weekend after KU graduation. He also said we need to get in the Spring/Summer Parks and Recreation announcement. There was a question of as to whether the modules need to be freshened. It was suggested the Johnny Rowland's be contacted and one of the weather news announcers from Kansas City TV stations.

X. New Business:

The City's Sales Tax Renewal pamphlets were distributed. Chuck Soules cautioned members of the board could not promote the proposals, but could educate.

There was a discussion of the recent changes in City Boards. There was discussion distinguishing the Transportation Commission from the Aviation Advisory Board. The technical nature of the Aviation Advisory Board and the content of its concerns would not fit well on the Transportation Commission with only one member of the Aviation Advisory Board among the nine members. The issue was not scheduled for any further discussion.

The next Meeting date will be December 13, 2017.

The Mayor had been approached by the Alliance for Aviation Safety on HR 2997 and the resolution's bid to privatize air traffic control. Gary Knudsen moved and Bill Ackerly seconded that the Aviation Advisory Board recommend the Mayor send a letter in opposition to HR 2997 to Congresswoman Lynn Jenkins and if there is not time for the Mayor to do so before HR 2997 comes up for a vote, then the Chairman of the Aviation Advisory Board be authorized to send such a letter in opposition to HR 2997. The motion passed unanimously.

It was announced that Mark Ewing from the University of Kansas Aeronautical Engineering Dept. will be sending a request to develop an area for drones. His request will focus on the taxiway along the west side of RWY 01/19.

XI. Adjourn

There being no further business, the meeting was adjourned at 8:50 pm on a motion by Gary Knudsen and seconded by Cheri Thompson.

Next Meeting time is 6:30 p.m. on Wednesday, December 13, 2017, in the Richardson Memorial Pilots' Lounge at the Lawrence Municipal Airport Terminal Building.