

**Lake Wales Municipal Airport
User Group Meeting
Saturday May 25, 2019 @ 10a.m.
Meeting Minutes**

Airport Authority Members Present: Barbara Pelisek, John Lodge

City Staff Present: Jared DeLong, Airport Manager

Others Present:

Bob Jex, Orlando FSDO Office
Ginger Adelstone, FAAST Representative
Jaime Beckett, AOPA Representative
C.Rudy Engholm
Eric Farewell
Emmett Griffin
Charles Hoover
Tim Jones
Charles Mclochlin
William Meehan
George O'Neill
Partha Peddi
Matt and Mary Shanley
Bruce and Debra Stobbe

I. WELCOME & INTRODUCTIONS

Jared DeLong, Airport Manager, introduced himself and encouraged everyone to come talk to him with any concerns they have.

Those present introduced themselves and gave some background and their aviation interest.

II. GOALS & EXPECTATIONS

a. Airport Stakeholder Flight/Ground Safety, Security, Operations Concerns

Bob Jex, FAA Orlando Flight Standards District Office (FSDO), encouraged registration and participation of Wings Credit Program. FAA discussed user diversity and working through solutions. Federal, State, and local regulations will be researched, interpreted, and followed. General aviation users discussed ground vehicle conflicts and ultralight vehicle/ppgs/paramotors flight conflicts from experience at the Airport. Jet users discussed need to use the Airport and flight operations priority conflicts. Skydivers discussed safety top priority, contact Tim Jones for any skydiving related safety concerns. Aviator PPG discussed safety priority and mitigation with other aeronautical

activities. Light Sport operators discussed safety top priority. Fast versus slow moving aircraft operations discussed. Need to address right of way priority and better communication between fast and slow moving aircraft and traffic patterns. Aviation radio communication discussed. AOPA representative offered support to help FAA and Airport. AWOS/ASOS flight activity messaging discussed. Mr. DeLong said he would research AWOS messaging capability for better communication.

Ultralight/ppgs/paramotors users discussed no radio requirements and better communication with other aircraft operators when mixed use operations occur at same times. Flying by applicable flight operations regulations and right of way priority were discussed. Mr. DeLong discussed dual benefit of the Airport User Meeting diverse inputs for future of Airport Development to satisfy all stakeholder operations. Mr. DeLong acknowledged shared interest of safety priority. Traffic Patterns, Ultralight Launch/Landing Area, Parachute Landing Area briefly introduced. FAA Advisory Circular 90-66B, *Non-Towered Airport Flight Operations* brought up as key document to learn from and operate by. Attendees discussed understanding of various aeronautical activities flight rules, operational needs, and airport regulations/obligations. Research and sharing of information needs participation from all stakeholders.

Attendees discussed ground and flight operations issues experienced at the Airport. Attendees discussed FAA Airport Chart, Supplements and Facility Directory remarks, NOTAMs, and better radio communication regarding ultralight/ppgs/paramotors and parachute operations. Federal, State, and sport industry dimensions for Ultralight Launch and Parachute Landing Areas were discussed. Mr. DeLong discussed development of airport familiarization for all users and airfield driving training for required users. Eric Farewell, Aviator PPG, discussed education of students and his opinion that Lake Wales Airport is the best weird aviation airport in the world. Mr. Farewell stated Lake Wales Airport is ideal for skydiving, ppgs/paramotors, and hot air balloons due to open airspace and low aircraft traffic operations. Mr. Farewell discussed distinction between ultralights and powered paragliding (ppgs)/paramotors and he has been working with FAA to develop new sport regulations. Mr. Farewell discussed his worldly ppgs/paramotor experience and his belief that more detailed regulation would benefit ppgs/paramotors and increase safety and understanding. Mr. Farewell discussed Paradigm Aerobatic Team creation to showcase ppgs/paramotors capabilities to other pilots due to a lack of fixed wing pilot understanding of ppgs/paramotors. Mr. Farewell discussed his experience at the airport with runway incursions and the increased potential between aircraft and ppgs/paramotors. Mr. Farewell expressed concerns of fear and lack of respect of some pilots and ppgs/paramotors. FAA lauded Aviator PPG and Mr. Farewell for ppgs/paramotors flight instruction program. Attendees discussed possible runway designation for different aircraft operations and runway occupancy lighting to inform pilots of operations on both runways. Jet users expressed concerns regarding landing and ppgs/paramotors launching/landing from same runway safety areas. Mr. Farewell cited FAA determination of runway occupancy and runway incursion regarding ppgs/paramotors operating on the runway and pilots landing. Mr. DeLong expressed contradiction and clarification regarding FAA runway use determination due to runway safety area standards versus runway operations/incursions. Mr. DeLong discussed various operators' right of way rules and developing local procedures for users to yield to the

priority operator. William Millette stated FAA powered parachute handbook doesn't have applicability to ppgs/paramotors/trikes. FAA stated they'll research powered parachute handbook for better understanding and applicability.

Mr. Millette discussed helicopter and ultralight/powerd parachute regulations regarding traffic patterns and the flow of fixed wing air traffic. Attendees discussed examples of airport with mixed use operations that developed standard operating procedures for successful safety and efficiency performance. Mr. Farewell discussed working with international organizations and the FAA to develop ppgs/paramotors launch and landing areas. AOPA stated misperception of public use non towered airports being uncontrolled and that there is general regulations that can be locally tailored for success. Attendees discussed various airports with mixed use operations. Mr. DeLong discussed United States Parachute Association (USPA) basic safety requirements and FAA National Aviation Event Program standards regarding parachute landing areas. Attendees discussed area development solutions relative to parachute landing areas and ppgs/paramotors launch and landing areas. RWY 6/24 and TWY A extension and TWY B information publication discussed. Gov't shutdown late 2018 influenced FAA task completion. Mr. DeLong will coordinate with FAA and airport consultant on progress. Attendees discussed RWY 6/24 PAPIs glideslope difference.

Attendees inquired about future airport facilities development. Mr. DeLong discussed previous Corporate Hangars project tabled by City Commission. Mr. DeLong discussed working Ground Leases and the project programming/funding process. Mr. DeLong encouraged airport stakeholder public participation in upcoming Airport Master Plan Update. Attendees discussed future airport events hosting. Mr. DeLong expressed safety and security concerns and willing to work with event hosts to better plan and operate events in accordance with federal, state, and local agencies. Attendees discussed personnel and resources to develop and host events. Tim Jones, Jump FL discussed ground lease and future City planned facilities development. Mr. Jex, FSDO, challenged attendees to develop presentations from various airport stakeholders to share in future AUG meetings:

What your operation/activity/business does on the airport?

What are the issues/hazards posed by non-participating users, meaning what issues/hazards do other airmen have on your operation/activity/business?

What do you want to see the Lake Wales Municipal Airport User Group accomplish?

What do you want other airport users to do to accommodate your operation/activity/business?

Research and brief Zephyrhills, FL, Boulder, CO, and Dillingham, HI airports mixed use operations policies and procedures.

The meeting was adjourned about 11:30 a.m. Next meeting will be announced at a later date.