



LS

- Objective

- Identify & mitigate risks associated with operating PPG's at the City of Lee's Summit Airport
 - Safe Integration between PPG's and General Aviation traffic

- Membership

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- Process

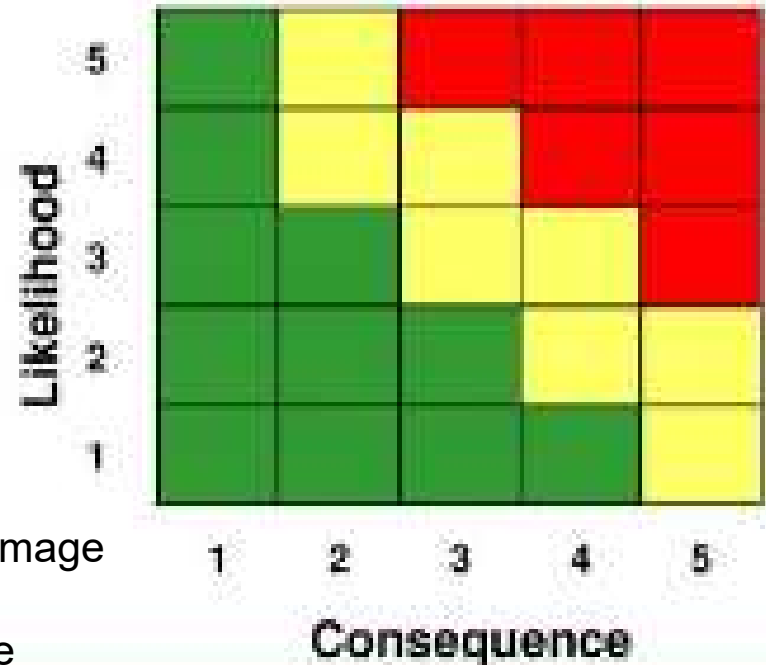
1. Identify and reach consensus on list of risks
2. Score level of risk based on Likelihood/Consequence of occurrence
3. Identify mitigation steps for each risk to lower severity of risk

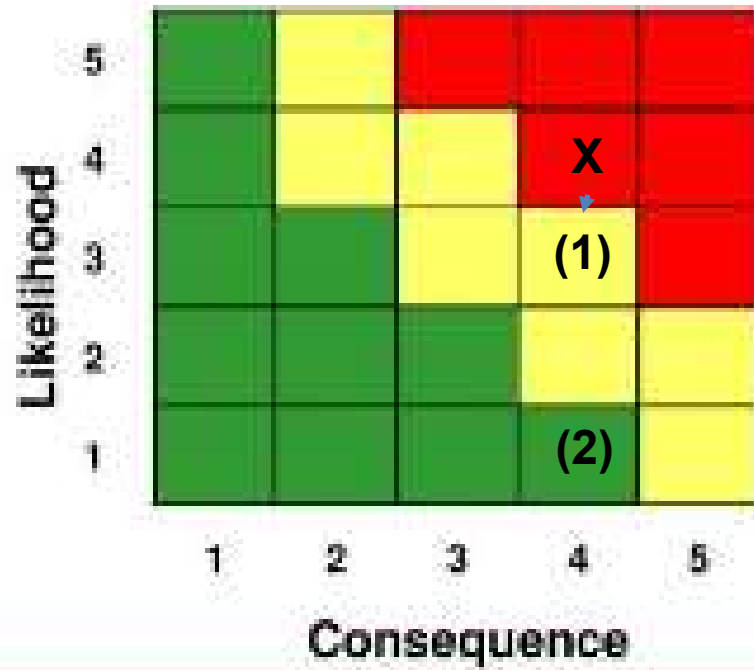
Likelihood

- 1- Rare; unlikely to / won't happen
- 2- Unlikely; possible to happen
- 3- Moderate; likely to happen
- 4- Likely; almost certain to happen
- 5- Almost certain; sure to happen

Consequence

- 1- Insignificant; won't cause serious injuries/property damage
- 2- Minor; can cause mild injuries/minor property damage
- 3- Significant; can cause injuries requiring med attention/moderate property damage
- 4- Major; can cause irreversable injuries constant med attention/major property damage
- 5- Severe; can result in fatality/total loss property damage



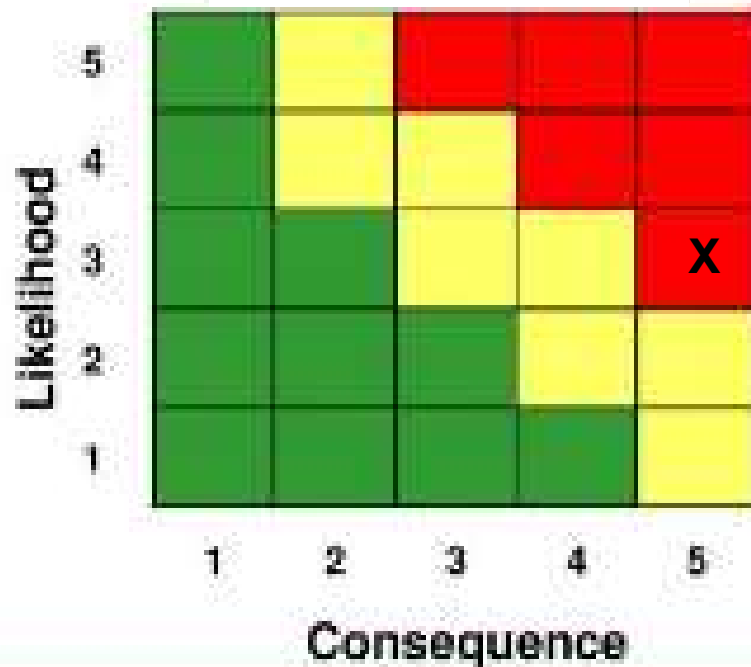


Mitigation Plan:

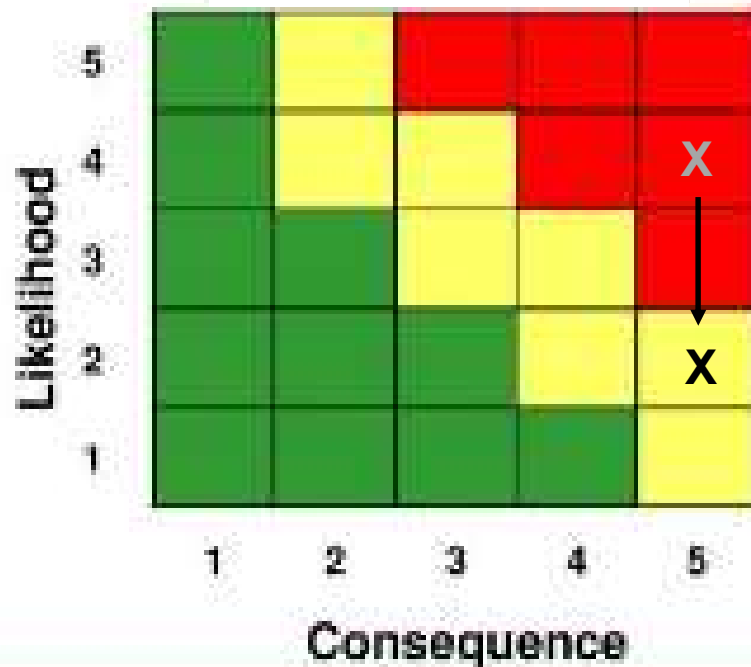
(1) Do X, Y, X

(2) Do A, B, C

Overall Risk. If operating procedures for Powered Paragliders (PPG) are not established at the Lee's Summit Airport, then conflicts between PPG's and General Aviation (GA) aircraft could result in unplanned avoidance maneuvers/midair collision.



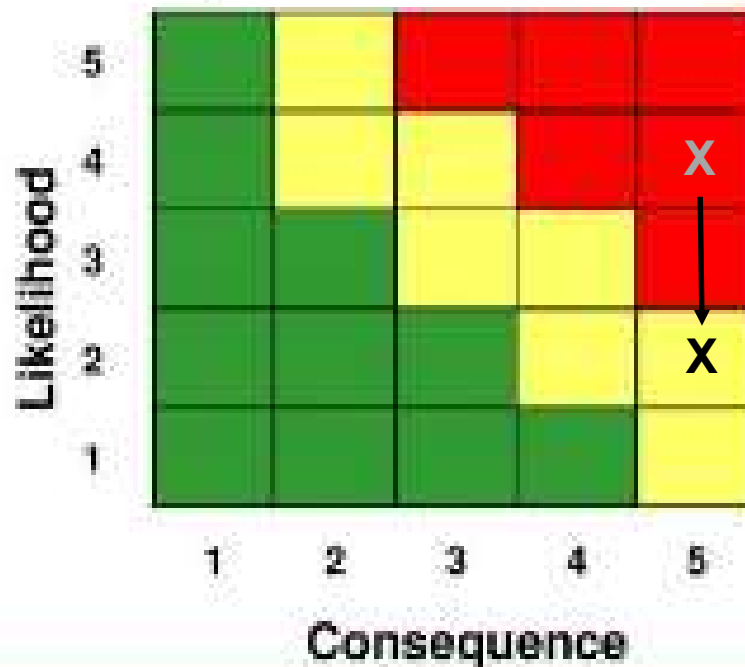
Hazard #1. If PPG's operate within GA traffic patterns, including approach/departure corridors, then reduced aircraft separation may result in unplanned avoidance maneuvers/midair collision.



Mitigation Plan:

- Establish a 500' AGL PPG traffic pattern to include departure/arrival corridors/routes, runway crossing points, etc for east/west bound traffic
- Establish a procedure to where east bound departures/arrivals require an aviation radio and PPG 2 (or equivalent) rating

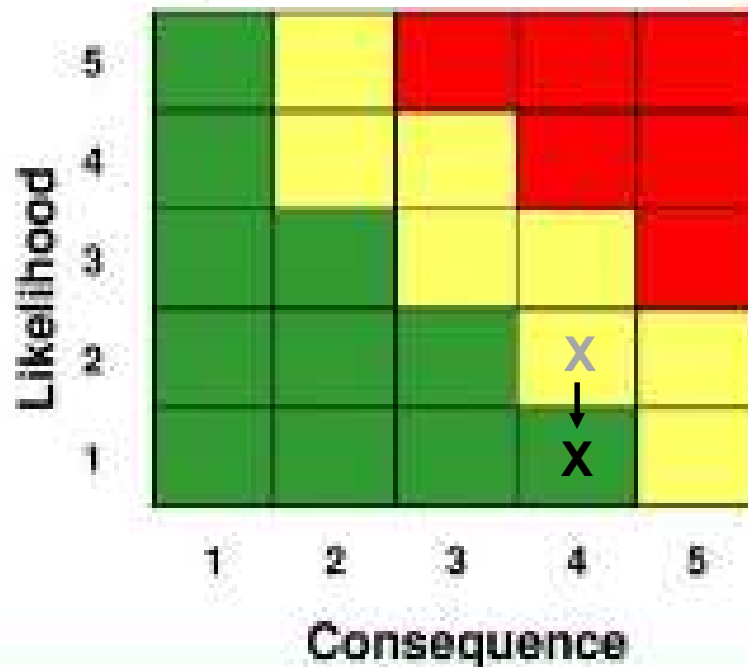
Hazard #2. If PPG's operate without an aviation radio where lateral and/or horizontal deconfliction with GA aircraft is not possible, then a loss of situational awareness could result in unplanned avoidance maneuvers/midair collision.



Mitigation Plan:

- Establish departure/arrival procedures based on com capability
 - No radio, west/NW departures/arrivals only up to 500' AGL
 - With radio, east departures allowed per PPG departure/arrival corridors. West/NW departures/arrivals up to 1000' AGL

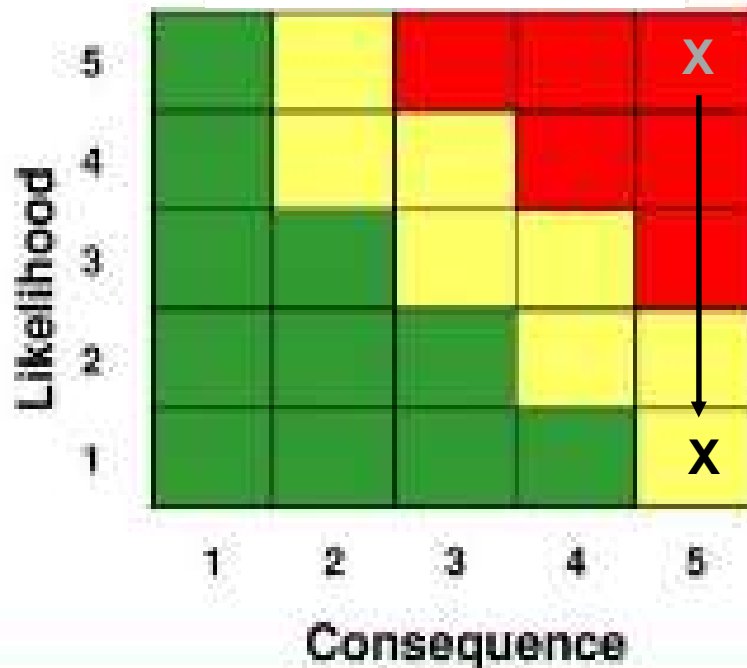
Hazard #3. If a PPG encounters an engine failure or similar emergency after takeoff or low altitude (below 200 feet) while operating in the vicinity of industrial facilities east of the Airport, then landing options may be limited; a forced landing could result in personal injury, loss of life, or property/equipment damage.



Mitigation Plan:

- Establish a 500' AGL PPG traffic pattern to include departure/arrival corridors/routes, runway crossing points, etc for east/west bound traffic that avoids as many ground obstructions as possible

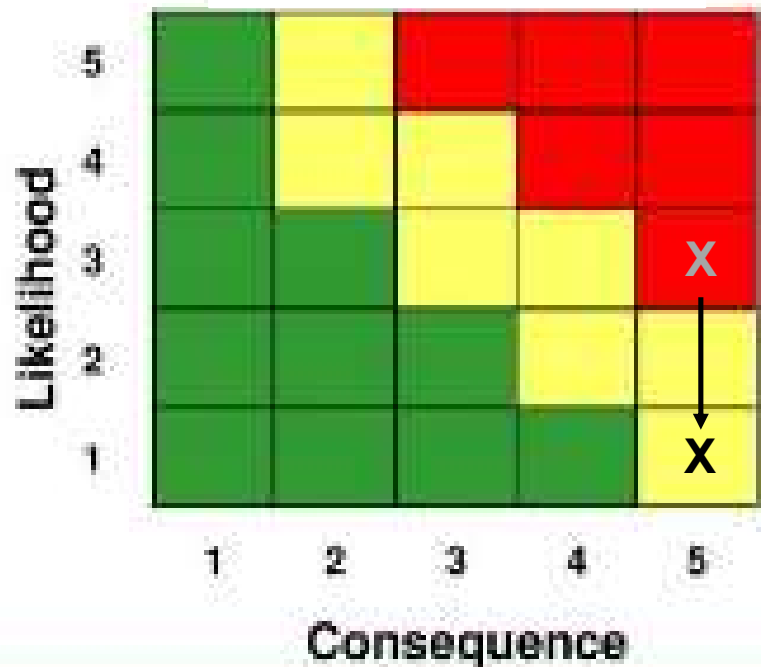
Hazard #4. If a PPG launches or lands from runways, taxiways or parking ramps, then conflicts with GA aircraft could result in personal injury, loss of life, or property/equipment damage.



Mitigation Plan:

- Designate the open field just west of the northside hangars as a dedicated PPG launch/land area.

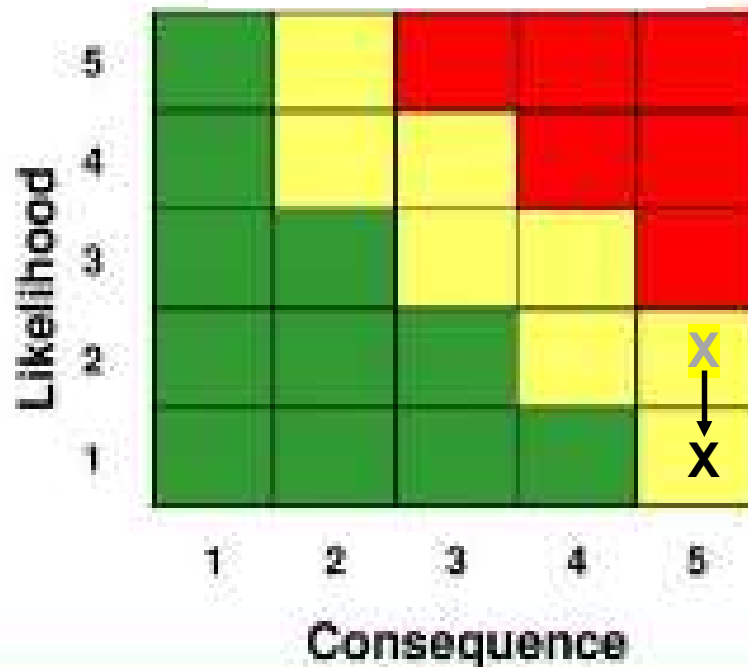
Hazard #5. If a PPG launches or lands from an uneven surface or tall grass, then the pilot may trip and fall which could result in personal injury or property/equipment damage.



Mitigation Plan:

- Establish a PPG operating field maintenance plan that includes mowing details ie. optimum grass length and periodicity.

Hazard #6. If a PPG launches or lands within areas of rotor or wake turbulence, then a wing could collapse which could result in personal injury or property/equipment damage.



Mitigation Plan:

- Designate the open field just west of the northside hangars as a dedicated PPG launch/land area.

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