

Lee's Summit Powered Paragliders Operating Guidelines

1. **Purpose.** This document establishes guidelines for the safe operation of Powered Paragliders (PPG) at the Lee's Summit Municipal Airport (KLXT).
2. **Lee's Summit Airport PPG Operating Requirements**
 - a) All pilots desiring to conduct PPG operations at KLXT shall register with the airport manager or designee before their first flight.
 - b) The airport manager or designee will conduct a safety and local area orientation briefing to familiarize the pilot with the hazards associated with operating at KLXT.
 - c) PPG pilots are expected to pay a PPG pilot registration fee (\$125 annual fee or \$25 15-day visitor fee). These fees will contribute to the maintenance and upkeep of the PPG Landing Zone (LZ).
 - d) PPG pilots will attest they are familiar with and operate within the parameters of the FAA documents listed in section 3.
 - e) PPG pilots will follow procedures listed in section 4.
 - f) Once the airport manager or designee has briefed the PPG pilot, and the PPG pilot has paid their registration fee; then the airport manager or designee will issue the pilot a KLXT PPG pilot identification card (must be carried while operating at KLXT), will assign the pilot a KLXT specific callsign (to aid in communications and identification in the pattern), will grant the pilot access to the airside of KLXT and will issue the pilot the current gate access code.
3. **FAA Regulations (FAR) and Advisory Circulars (AC)**
 - a) PPG pilots shall operate in accordance with FAR Part 103, "Ultralight Vehicles."
 - b) PPG pilots should be familiar with guidelines listed in the following Advisory Circulars (AC):
 - AC 103-6, "Ultralight Vehicle Operations-Airport, Air Traffic Control, and Weather";
 - AC 103-7, "The Ultralight Vehicle"
 - AC 90-66C, "Non-Towered Airport Flight Operations".
 - c) The above FAA documents are incorporated into this document by reference. Any future FARs and ACs related to PPGs are automatically incorporated by reference as they are published.

4. PPG Operating Procedures.

The following procedures are designed to promote safe PPG operations at KLXT. Due to the high frequency of general aviation (GA) traffic, there is an elevated potential for midair collision between PPGs and other aircraft while operating in the vicinity of KLXT. Based on distinct flight patterns and altitudes, these procedures promote the safe separation of GA aircraft and PPGs that are transiting to and from uncongested areas west and east of the airport. PPG patterns are located west of Runway 18/36 and north of Runway 11/29, while GA patterns are located east of Runway 18/36 and south of Runway 11/29. PPG patterns are at 500' above ground level (AGL), while GA patterns are 1000' AGL or 1500' AGL for jet traffic. PPG take-offs and landings are deconflicted from active GA runways through the use of the PPG-only LZ. PPG operations at KLXT are limited to operations overhead the PPG LZ, within the northwest quadrant, and within the east departure/arrival corridor.

- a) **PPG LZ:** PPG take-offs and landing will only be conducted at the PPG LZ on the airport's northwest side. This area is open, free from obstructions, and is centered on the coordinates N38°57.83', W094°22.70. It is dedicated for PPG use and is regularly maintained to a grass height that enhances the safety of PPG take-off and landings.
- b) **West Operating Area:** This area offers uncongested areas within the Little Blue Valley. It extends approximately two miles north and toward Longview Lake and areas further south. Hazards in this area include powerlines, GA traffic landing Runway 11 and helicopter traffic at the University Health Lakewood Medical Center. This is the only accessible area for PPG pilots operating without an aviation radio*.
 - Departure: PPG pilots will take off and depart to the northwest (see fig 1). Climb no higher than 500' AGL until west of Lee's Summit Rd.
 - Arrival: Approach the airport from the northwest quadrant. Descend to be no higher than 500' AGL before crossing Lee's Summit Rd.

* If utilizing an aviation radio, PPG pilots may depart or approach the LZ at altitudes higher than 500'AGL in the northwest quadrant. This is the only area that allows PPG pilots to practice engine-out energy management to a landing at the PPG LZ. Ensure no GA aircraft are approaching the airport from the west, transmit position reports and intentions (see section 5 below).

- c) **East Operating Area:** This area offers uncongested areas around Lake Jacomo and further east. Due to the complexity of the runway crossing and pattern deconfliction procedures, it shall only be accessed by USPPA PPG 2 (or equivalent) rated pilots* and only with the use of an aviation radio. Hazards

in the east operating area include aircraft in the GA traffic patterns at 1000'/1500' AGL, a remote-controlled aircraft airfield, powerlines, heavily wooded areas and the lake.

- Departure Corridor: PPG pilots will take off and climb to 500' AGL. Depart the LZ north to follow the corridor that crosses Runway 18/36 at the Runway 18 threshold. Continue due east to the airport perimeter (Hagen Rd.) then follow a course along Strother Rd. Maintain a maximum altitude of 500' AGL until east of Todd George Pkwy and clear of all GA traffic patterns.
- Arrival Corridor: Descend to 500' AGL approaching Todd George Pkwy and avoid all GA traffic patterns. Join the PPG corridor and maintain a maximum altitude of 500' AGL until arriving at the LZ.
- Deconfliction and Radio Usage: The east PPG corridor presents the highest midair collision potential between PPGs and GA aircraft. Before crossing Runway 18/36, ensure there is no departure or arrival traffic. If there is a conflict, GA aircraft have the right of way; orbit at 500' AGL west of the north hangars, or above the east perimeter until the conflict is clear. Consider the effects of wake turbulence before crossing the runway if a GA aircraft has just departed. PPG pilots must make a radio call before crossing the runway and call when clear of the runway (see section 5 below).

* For east departures/arrivals, radio-equipped PPG 2 rated pilots may escort PPG 1 pilots through the east corridor only when supervised and in close formation.

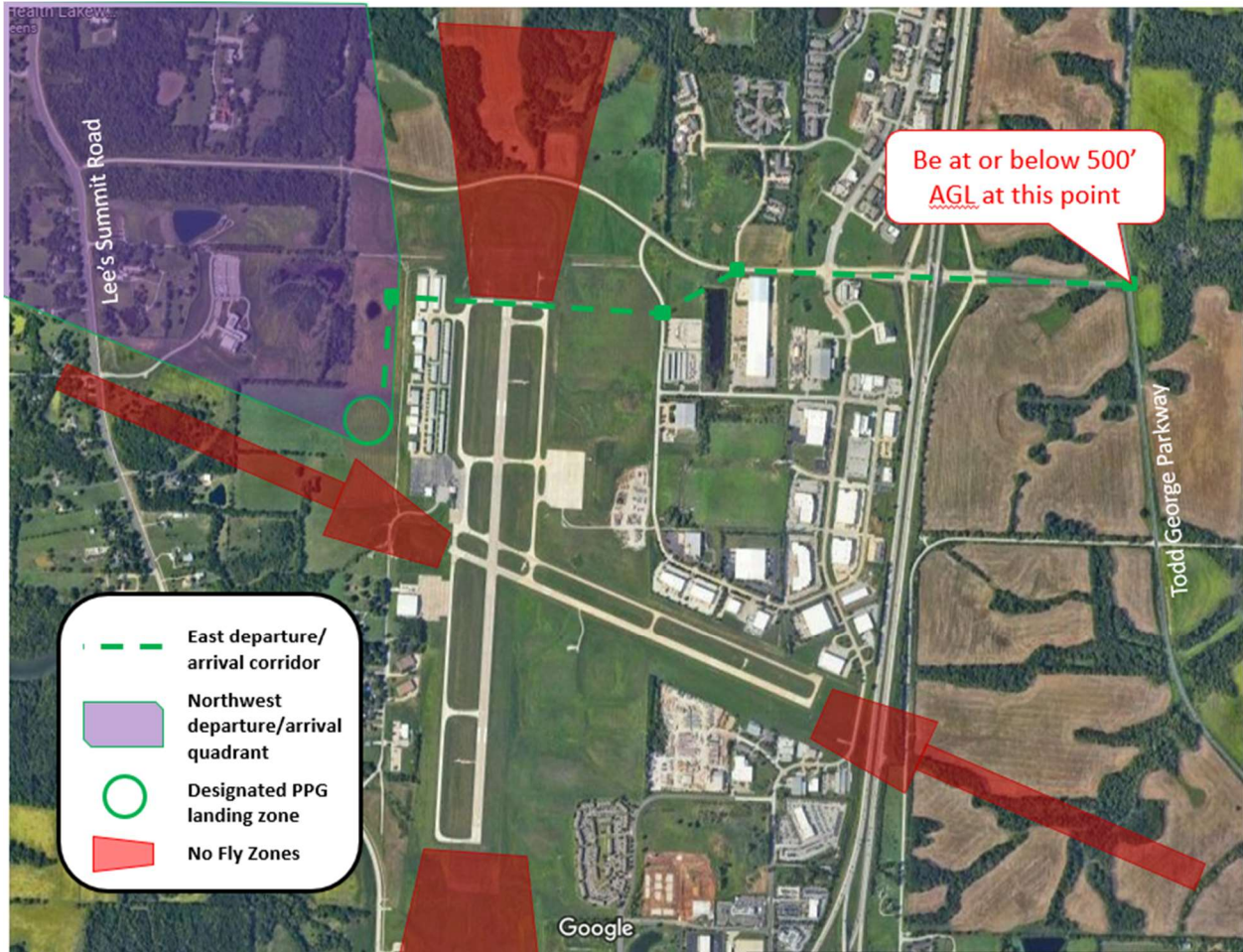
5. Aviation Radio Usage: (CTAF 122.800)

In addition to ADSB-in style apps like Gaggles and Flightradar24, one of the best means for a PPG pilot to increase situational awareness is to fly with an aviation band two-way radio. A radio will allow PPG pilots to hear other aircraft radio transmissions and allows their communications to be heard by other aircraft. It is recommended that all PPG flights at KLXT include a radio. However, if a PPG pilot does not have an operating aviation radio they may take off, climb no higher than 500' AGL and depart to the west operating area only. When utilizing a radio, use the following example radio calls:

- **ARRIVAL:** "Lee's Summit Traffic, Powered Paraglider (assigned callsign), two miles to the (east/north west) inbound to land on westside landing area." The radio call will be repeated when one mile out. Additionally for arrivals from the east, announce just prior to crossing Runway 18/36 with the phrase, "Lee's Summit Traffic, Powered Paraglider (assigned callsign) crossing Runway 18

threshold at 500 ft westbound” then announce when clear of the Runway with the phrase, “Lee’s Summit Traffic, Powered Paraglider (assigned callsign) is clear to the west.”

- **DEPARTURE:** “Lee’s Summit Traffic, Powered Paraglider (assigned callsign) departing from the westside landing area, departing northwest; will remain clear of all Runways.” For east departures, announce just prior to crossing Runway 18/36 with the phrase, “Lee’s Summit Traffic, Power Paraglider (assigned callsign), crossing Runway 18 threshold at 500 feet eastbound” and announce when clear of all patterns with the phase, “Lee’s Summit Traffic, Powered Paraglider (assigned callsign) is clear to the east.”
- **KLXT Assigned Callsign Format:** “Powered Paraglider ### A/T”
 - Powered Paraglider = Type Aircraft
 - ### = Roster/Registration Number
 - Alpha = Annual registration
 - Tango = Temporary Registration



PPG Pilot Name _____ Phone # _____

Emergency Contact _____ Phone # _____

Assigned Registration Number _____

Airport Manager or Designee _____ Date _____