SUMMARY STATEMENT

Effective use of existing infrastructure and development of new airfields with specific or secondary application for the unmanned systems industry needs focused consideration in order for unmanned systems to be effectively integrated into an expanding civil market place and the National Airspace System (NAS). Location, utilization and integration of dual use or specialized airfields will increasingly challenge the introduction of unmanned systems, most likely at a pace that will far exceed current policy and regulatory considerations. Three examples of current and future infrastructure within the state of Kansas include locations such as the Salina Regional Airport, also known as “America’s Fuel Stop,” the Herington UAS Flight Facility, and a new airfield under construction at Greensburg, Kansas.

Key Terminology- Infrastructure, Airfield Construction, Infrastructure use and reuse, existing infrastructure, new airfield construction.

PROPOSAL

According to a recent AUVSI economic impact report on unmanned systems http://www.auvsi.org/econreport the report identifies the potentials for an exploding market that will unfold as systems begin to be introduced into the civil market place. Under the FAA Modernization and Reform Act of 2012, P.L. 112-95, Congress has tasked the Federal Aviation Administration (FAA) with integrating unmanned aircraft systems (UAS) into the national airspace system by September 2015.

In looking at examples of current and future airfield infrastructure within the state of Kansas that are being influenced by the unmanned systems industry locations such as the Salina Regional Airport, also known as “America’s Fuel Stop,” the Herington UAS Flight Facility, and a new airfield under construction at Greensburg, Kansas serve as examples of opportunities for local communities found within the state of Kansas. Other existing and/or potential infrastructure being influenced by unmanned systems includes Marshall Army Airfield, Manhattan Regional Airport, and the Lawrence Regional Airfield, with numerous other airfields across the state poised to benefit from unmanned systems use and operations as this industry takes off.

Salina Regional Airport http://www.salinaairport.com/ Salina Airport Authority: The Salina Regional Airport has four runways and is the home base for a wide variety of businesses and operations. The Salina Airport Industrial Center offers a diverse industrial base, which makes it an attractive location for a variety of businesses. The KSLN Aviation Service Center has a winning combination of elements that makes it the best location for aviation business. These include Kansas State University Salina’s Aviation Department, Foreign Trade Zone designation, state and local incentives, workforce recruiting and training assistance, turnkey building design and construction services, 100 percent project financing, and over 100 acres of available sites and hangar, shop and warehouse space immediately available for lease for UAS operations. KSLN has established operating procedures for COA operations in Class D airspace.
The Herington UAS Flight Facility (HUFF) located in rural Kansas on an old WWII airbase that has been updated with new runway, taxiway, infrastructure and a new hangar. This updated airport project of the old becoming the new along with the acquisition of a FAA approved COA with a 5 mile radius of clean airspace makes the HUFF an ideal place to test, support, build and manage a UAS operation. The HUFF is located east of Herington, Kans. in the middle of the farming community with low risk to the civilian population, making this area ideal for flight operations.

Greensburg, on the other hand, reflects the needs of a community rebuilding after a catastrophic EF-5 tornado on May 4, 2007. Prior to the tornado, Greensburg had a short grass runway airport. A new airport was identified in the long term recovery plan for Greensburg as a tool for Economic Development and Air Ambulance needs. The City of Greensburg is in the design phase of a paved 4,500-foot runway airport. The requirements for unmanned systems are being implemented in the design phase.

Introduction and use of unmanned systems within the state of Kansas is experiencing rapid growth across multiple constituencies and system requirements are being driven by a rapidly evolving end-user community for applications as far reaching as agriculture, environment, energy, emergency management and incident response to name a few.

This poster session will serve as an orientation to the challenges and opportunities that these local communities are experiencing as they try to fuel economic growth and job creation through relevant services, facilities and infrastructure.

In partnership with government, industry, academia, and individual entities that currently use or operate unmanned systems within the state of Kansas, we will formulate a logical foundation to develop, and execute unmanned systems operations through existing infrastructure found within Kansas.

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1The FAA Modernization and Reform Act, H.R. 658. 2nd Session 112 Congress; signed Feb. 14th 2012