Re: Docket No.: FAA–2024–0189; Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs.

Mike DiPilato,

Kansas State University appreciates the opportunity to provide comments related to on-going and future research efforts to support the inclusion and infrastructure for UAS operations. KSU has been selected to contribute to numerous research projects that set the standard in rules and regulations, applications, and technology within the industry and has participated in numerous on airport UAS operations.

The need for a formal definition for "droneport" is critical as more airports are looking to make UAS operations routine both on and around airport property. At this time, KSU would recommend the addition of electric vehicle experts to the stakeholder interviews, as these larger UAS are incorporated into existing airport infrastructure or separated into a "droneport," most of the infrastructure changes will center around charging and electric grid expansion. Thus, incorporating experts who have built these larger charging stations will benefit the FAA's understanding of the electric grid capacity needs to reduce the impact on the existing airport operations and the surrounding community's electric grid.

KSU would also suggest not narrowing the focus to only aircraft under 55 pounds, instead, look at the types of operations that airports are most interested in utilizing at their location. These "droneports" may be essential for various operations regardless of UAS size or weight and thus should be included in this effort.

KSU would gladly support the FAA in this data collection effort from an academic and operator standpoint. My contact information for this is Katie Silas, Research Associate, she can be reached at ksilas@ksu.edu.

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