

12 February 2026

To: House Committee on Federal and State Affairs – Representative Tom Kessler, Chair

Re: Written Proponent Testimony for HB 2687

Chairman Kessler and members of the Committee — My name is Grant Boyd. I am an FAA licensed private pilot, aviation journalist, and business aviation industry professional living in Wichita. Thank you for the opportunity to provide testimony in support of House Bill 2687.

Kansas has a deep aviation heritage, yet current state statute does not clearly address aircraft designed to operate on water. That lack of clarity has practical consequences. As a pilot who intends to pursue seaplane training, I have learned that many meaningful seaplane training opportunities exist, but exclusively outside our state. This is not due to a lack of demand or capability, but rather uncertainty surrounding what is permitted under state law.

Through my professional work covering aviation training, safety, and operations, I regularly see how unclear regulations discourage otherwise responsible activity. When the legal status of seaplane operations depends on fragmented interpretations across agencies and local jurisdictions, pilots are left without a reliable framework to operate within. That uncertainty does not enhance safety; instead, it discourages participation altogether.

HB 2687 addresses this problem by establishing statutory recognition, not by weakening oversight. Seaplane pilots are already required to meet specialized federal training standards, and seaplane aircraft must comply with strict certification and maintenance requirements. While operating on water, pilots must also adhere to applicable navigation and water-use rules, alongside existing aviation regulations governing safe operation. These layered requirements already provide robust safeguards for both aviation and public safety.

There is also a broader economic and educational consideration. Seaplane training, maintenance, and support activity represent real opportunities for Kansas communities. Fuel sales, instruction, maintenance work, and transient traffic all contribute to the local and state economies.

As both a pilot seeking to continue training in Kansas and a professional who observes these impacts across the industry, I respectfully urge favorable consideration of HB 2687. Thank you for your time and consideration.

Sincerely,

Grant Boyd, Ed.D., MBA
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Wichita, Kansas