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IMPROVING SURFACE SAFETY.

Central Region (ACE) Runway Safety Plan FY20

2019-2020

RUNWAY SAFETY COUNCIL (RSC) #47



**Federal Aviation
Administration**

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Executive Summary

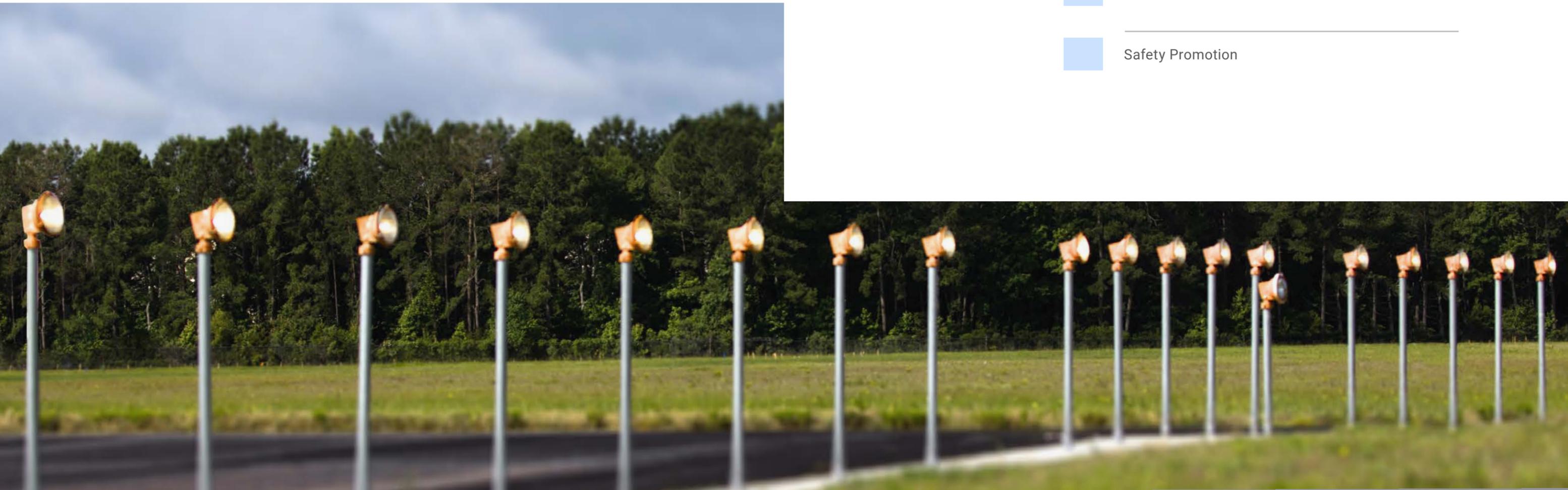
The Federal Aviation Administration's (FAA) top priority is maintaining safety in the National Airspace System (NAS). The Runway Safety Program's goal is to improve safety by decreasing the number and severity of Runway Incursions (RI's), Runway Excursions (RE) and serious Surface Incidents (SI). The FAA's National Runway Safety Plan (NRSP) outlines the FAA's strategy to adapt its runway safety efforts through enhanced collection and integrated analysis of data, development of new safety metrics, and leveraged organizational capabilities in support of meeting this goal.

In concert with the agency's stated runway safety goals, the Central Region (ACE) has developed this Regional Runway Safety Plan (RRSP) to provide a roadmap with regional emphasis for FY2020.

The objective of the NRSP is to reduce serious runway safety events by identifying, mitigating and monitoring factors that combine to create risk before serious events occur. This proactive process is defined under the FAA's Safety Management System (SMS). The ACE RRSP endeavors to align its activities with the principles and components of the SMS to the greatest extent possible.

TABLE OF CONTENTS

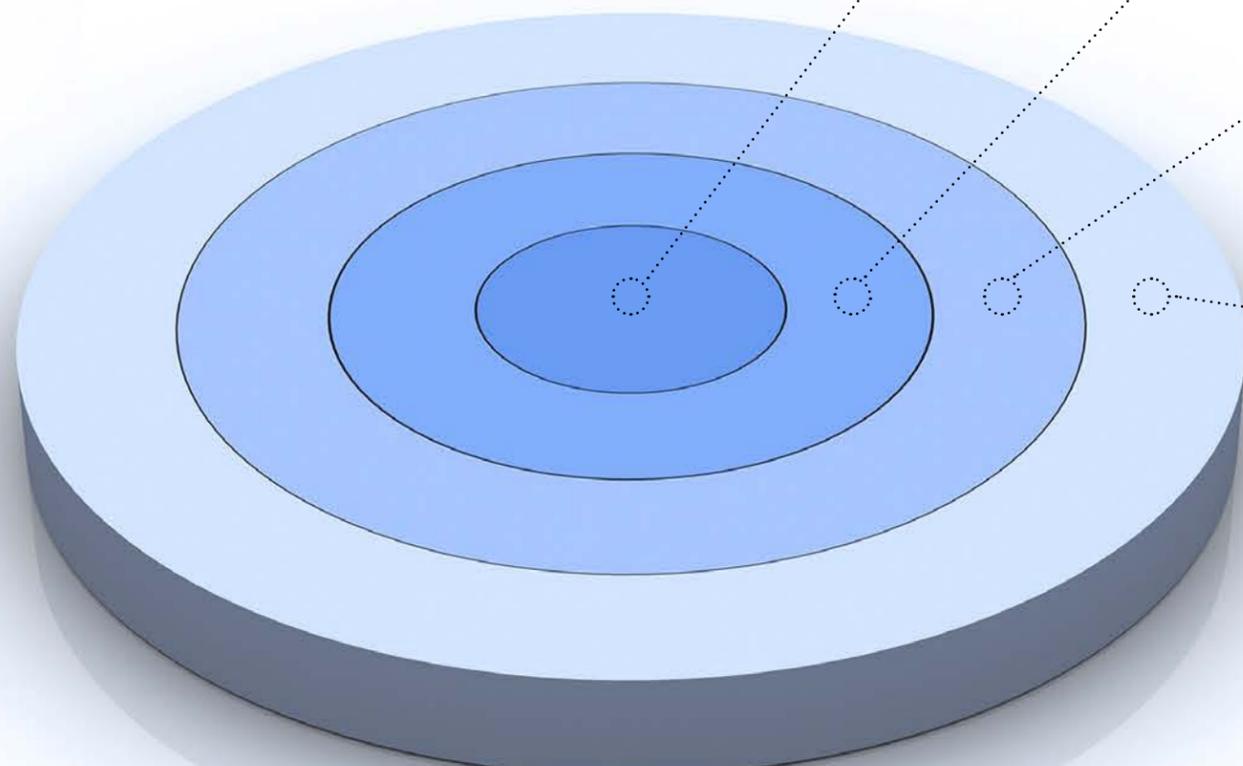
4	FAA Safety Management System (SMS)
6	Regional Runway Safety Plan (RRSP) Methodology
7	FY20 RRSP Initiatives
8	Safety Assurance
9	Safety Risk Management (SRM)
	Safety Policy
	Safety Promotion



FAA Safety Management System (SMS)

The FAA Safety Management System (SMS) advances safety management by moving to ward a process-oriented safety system approach with an emphasis on risk management and safety assurance. A main function of the SMS is to collect and analyze relevant data that identifies the factors that constitute acceptable risk. Through the NRSP, Runway Safety is continues to assimilate

runway safety activities into FAA's SMS. Therefore, the ACE Regional Runway Safety Initiatives are grouped according to the FAA's Four Pillars of SMS: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Review [FAA ORDER 8000.369C](#) for more information on the FAA Safety Management System.



FY18-FY20 NRSP Objectives

SAFETY ASSURANCE

Remain the global leader in assuring runway safety enhancement initiatives are effective in maintaining an acceptable level of safety at U.S. airports with an air traffic control tower.

- Identify Operating Hazards Program Data
- Voluntary Safety Reporting Investigations
- Safety Risk Monitoring Data Analysis
- Partnership for Safety Audits and Evaluations

SAFETY RISK MANAGEMENT

Implement Runway Safety Enhancement Initiatives that manage or reduce the risk of airport operations.

- Analyze, Assess, Mitigate, and Accept Risk
- Develop Monitoring Plan
- Safety Risk Management Documents

SAFETY POLICY

Establish and maintain policies and procedures to ensure adequate resources are available to accomplish the FAA's near-term and strategic objectives.

- SMS Orders
- Safety Guidance
- FAA/ATO Safety Orders
- SMS Manual

SAFETY PROMOTION

Relentlessly promote best practices, lessons learned, and actionable information obtained from data analysis to our global runway safety stakeholders.

- Outreach and Education Products
- Lessons Learned Workshops
- Safety Communication

Regional Runway Safety Plan (RRSP) Methodology

To determine the FY2020 ACE priority airports the Regional Runway Safety Team (RRST) evaluated surface event data for FY19 along with trends from the previous years for each of the airports containing an FAA or Federal Contract Airport Traffic Control Tower (ATCT). In addition, other criteria such as upcoming construction, poor inspection records, and other factors that may contribute to additional surface risk were also considered in decision-making. Each of the ACE Priority Airports has a unique driver behind the number and type of surface events at that location that may indicate an increased “exposure” to surface risk.

Each RRST Line of Business (LOB) or Organization (Org) is referenced as follows in this plan:

ACRONYM	LINE OF BUSINESS/ORGANIZATION
RS	Runway Safety
AFX	Flight Standards Service
ATO	Air Traffic
ARP	Airports Division
NATCA	National Air Traffic Controller Association
SUPCOM	FAA Supervisory Committee
ACE-1	Central Regional Administrator’s Office
ALL	All LOBs Listed Above

ACE Priority Airports (Tier 1)

Runway Safety requests support and attendance from each RRST representative or management designee physically to the greatest extent practical, or remotely if unable, at the RSAT meetings at the ACE Priority Airports listed below. More detail regarding the data and selection of priority airports is located in [APPENDIX A](#).

- Charles B. Wheeler Downtown Airport, Kansas City, MO (MKC)
- Sioux Gateway Airport, Sioux City, IA (SUX)
- Lambert-St.Louis International Airport, St. Louis, MO (STL)

ACE Airports of Interest (Tier 2)

The Regional Runway Safety Team also identified airports that may warrant additional attention due to upcoming construction, changes to airfield operations, or other activities that may lead to Runway Incursions. The RRST intends to monitor these airports, participate in RSATs, SRM panels, planning meetings and other activities to the extent practical. If runway safety related issues arise during FY20, the RRST may determine that other measures or on-site activities may be warranted at the Airports of Interest listed below. More detail regarding the data and selection of monitored airports is located in [APPENDIX B](#).

- Joplin Regional Airport, Joplin, MO (JLN)
- Kansas City International, Kansas City, MO (MCI)
- Johnson County Executive Airport, Olathe, KS (OJC)
- Dwight D. Eisenhower National Airport, Wichita, KS (ICT)

FY20 Regional Runway Safety Plan Initiatives

To support the National Runway Safety Plan (NRSP) objectives, the ACE RRST has developed Regional Runway Safety Plan (RRSP) initiatives as outlined in the following sections. The RSPM will work with the Runway Safety Group within ATO Safety and Technical Training to identify the resources necessary to accomplish these initiatives within the framework of the national program budget and available personnel. The RRST will monitor runway safety events at all airports within the Central Region and recommend adjustments to the plan when warranted.

ACE RRSP UPDATES:

This plan covers Central Region runway safety related activities within the current fiscal year. The activities in this plan are dependent upon having the necessary personnel resources and funding available to accomplish these items in a timely manner. This is a living document and the Runway Safety Program Manager will update the plan as necessary with concurrence from the Regional Runway Safety Governance Council (RGC).



1. Safety Assurance

FY18-FY20 NRSP Safety Assurance Objective: Remain the global leader in assuring Runway Safety enhancement initiatives are effective in maintaining an acceptable level of safety at U.S Airports with an air traffic control tower.

Activity 1.1 – Increase Awareness of Surface Event Trends

The RSPM will analyze surface events, evaluate performance, identify trends and present findings quarterly to the RGC. Runway Safety will monitor and analyze current performance metrics including severity, number and rate of runway incursions. This data will provide management with information to make informed decisions aimed at reducing risk to the NAS and also provide feedback regarding risk mitigations already in place.

Action Items:

1.1a Runway Safety will process Central Region surface events for evaluation by the HQ Runway Incursion Assessment Team (RIAT). The RSPM will participate in RIAT meetings as necessary to provide more detailed information on Central Region events for the RIAT team's evaluation.

1.1b The RSPM will track the effectiveness of past runway safety related mitigations during LRSAT participation and/ or the review of resulting RSAPs. An increase in runway incursion activity or "unintended consequences" from a recent change to the NAS will be forwarded to the RRST for consideration of additional mitigations.

Activity 1.2 – Incorporation of Surface Trends into the Regional Runway Safety Plan (RRSP)

Using Runway Safety Tool (RST) data and input from subject matter experts, the RRST will recommend and implement adjustments to the ACE RRSP as warranted.

Action Item:

1.2a The RRST will review the RRSP throughout FY2020 and provide recommendations for updates as needed.

Activity 1.3 – RSAT Scheduling and Coordination

Runway Safety will ensure RRST awareness of upcoming RSAT meetings and encourage participation by team members.

Action Item:

1.3a The RSPM will provide a list of upcoming RSAT meetings at the quarterly RGC meetings.

Activity 1.4 - Hot Spot Validation

An airport surface "Hot Spot" is a location on an airport movement area with a history or potential risk of collision or runway incursions, and where heightened attention by pilots/drivers is necessary.

Using data and risk based decision making, the Runway Safety Group is the focal point for establishing and deleting designated airport Hot Spots and monitoring their effectiveness.

Action Items:

1.4a The RSPM will process the addition or deletion of Hot Spots at Central Region airports and forward them to the Service Area Manager for approval.

1.4b The RRST will monitor Hot Spots (and recently removed Hot Spots) for runway incursion trends and make recommendations for any warranted Hot Spot changes and/or mitigations.

Activity 1.5 – New Technology

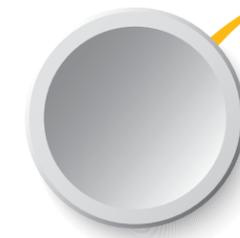
Technology is constantly evolving in the cockpit, in the control tower and on the airfield. Many of these systems are aimed at improving surface safety in the NAS. As such, the Runway Safety Group is often involved in providing data, evaluating performance, and assisting in the implementation of these new systems.

The ACE RSPM serves as the Runway Safety Group field liaison on the Surface Safety Initiatives Team that leads new surface safety technology efforts for the Runway Safety Group.

Action Items:

1.5a The RSPM will continue to participate in activities as required including telcons, document reviews and site visits as warranted. The RSPM will provide assistance as a subject matter expert on new technology initiatives as assigned and update the RGC on national runway safety technology initiatives.

MILESTONES



Add a Hot Spot to Des Moines International Airport (DSM) at Runway 5 and Taxiway P7. Completed on January 30, 2020.



Provide quarterly Runway Safety Data Reports to Regional Stakeholders. Quarters 1, 2 and 3 were completed.

2. Safety Risk Management (SRM)

FY18-FY20 NRSP Safety Risk Management Objective: Implement Runway Safety Enhancement Initiatives (RSEI) that manage or reduce the risk of airport operations.

Within the FY2020 ACE RRSP, the Regional Runway Safety Team (RRST) utilized a methodology and process to objectively determine and agree upon the priorities with which its collective efforts would have the most potential for runway safety improvement and severity reduction at ACE airports. The FY2020 ACE RRSP, in accordance with the NRSP, leverages and combines the expertise of Airports, Flight Standards, Runway Safety, and Air Traffic Organization's Technical Operations and Terminal Services toward the mutual goal of runway incursion reduction.

Activity 2.1 - Local Runway Safety Team (LRSAT) Support at ACE Priority Airports

Local Runway Safety Action Team (LRSAT) meetings provide the foundation for the Runway Safety Program at FAA and Federal Contract Towered airports. The LRSAT is the primary means to identify and address site-specific surface risk at the local level. Runway Safety Action Plans (RSAP) are developed during these meetings and updated annually as a minimum. ATO Terminal Services is responsible for conducting these meetings with support of the local airport. Other

FAA Lines of Business (LOB) are encouraged to participate in all LRSAT meetings but will give emphasis to Priority Airports and Airports of Interest.

Action Item:

A Central Service Area RSPM will attend LRSAT meetings at ACE Priority Airports in person or telephonically if unable. The RRST lines of business will participate in the LRSAT of ACE Priority Airports to provide advanced indepth technical knowledge and experience of the NAS to support the reduction of risk at the airport. The RRST member will be the Subject Matter Expert (SME) for runway safety related issues pertaining to their respective LOB and will proactively solicit input from field managers to obtain locally possible solutions to mitigation efforts. Attendance will be in person to the extent practicable or telephonically if unable.

The ACE RSPM and RGC lines of business will also attend the LRSAT meetings at Airports of Interest in person (preferably) or telephonically (if necessary).

The ACE RSPM will provide data and presentation materials for all RSAT meetings. Ideally, these items along with a pre-RSAT meeting conversation with the local Air Traffic Manager will be completed at least 30 days prior to the RSAT meeting.

As part of the RSAT/RSAP process the RSPM will review each airport's Runway Safety Area (RSA) Letter of Agreement and insure that it is in accordance with FAA guidance and is signed by the appropriate parties. If changes are required, an action item will be included in the annual RSAP.

Activity 2.2 – Runway Safety Action Item Tracking and Prioritization

The Regional Runway Safety Team will work together to monitor existing and future action items that are developed during RSAT meetings to ensure that all action items are addressed appropriately. These action items are voluntary, consensus driven and are not regulatory. Action items must have agreement from the party who will be responsible for implementation. If the responsible party is not present at the meeting, coordination must be established prior to finalizing the action plan.

- The RSPM will work with any LOB needing assistance with the coordination of action items.
- Action items are updated, closed or extended based on direct communication and concurrence with the responsible party.

Action Item:

Overdue and Soon Due Action Items will be addressed quarterly prior to the RGC meetings to ensure status updates are entered and estimated completion dates reflect current estimates. The RSPM will provide a list of open action items quarterly to the RGC members.

Activity 2.3 – Participate in Safety Risk Management Activities

Runway Safety, Airports Division, Flight Standards and Terminal Services will work together to raise awareness of changes to airport surface operations and to ensure thorough review of Safety Risk Management documents related to airport geometry, air traffic procedures, and other NAS changes as it relates to runway safety.

Action Item:

Runway Safety will review and offer comments and exchange information with Airports Division and Terminal Services on airport geometry and operational changes and participate as requested in SRM panels and SRM document reviews on issues relating to surface safety initiatives.

Activity 2.4 – Runway Incursion Mitigation (RIM)

The FAA Airports Division has developed an inventory of airport locations where runway incursions (RI) have occurred in areas of non-standard geometry and is now working with airport sponsors on mitigation strategies. The RIM inventory indicates airport locations where three or more peak annual runway incursions have occurred in a given year or one or more RI has happened in three consecutive years.

This information is subject to change as the FAA works with the airport sponsors. As projects proceed and additional data is collected on RIs,

the FAA will update this inventory.

For FY2020, ACE has the following airports included in the RIM Program:

- Des Moines International Airport, IA (DSM)
- Joplin Regional Airport, MO (JLN)

Action Item:

Runway Safety will work with the ACE-600 RIM program manager to track the status of RIM projects and monitor the effectiveness of improvements once they are implemented.

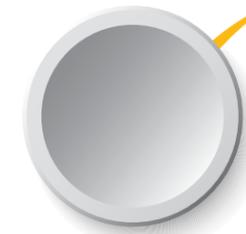
Activity 2.5 – Flight Standards Pilot Deviation Trend Analysis

As an organization, Runway Safety is aware of what happened during an incursion, but there is often times a missing link as to why it happened. ACE Flight Standards has committed to provide runway safety with an analysis report on pilot deviation runway incursions upon request. This analysis will be used by the RRST to better understand possible causal factors related to incursions, and to potentially help in identifying mitigations.

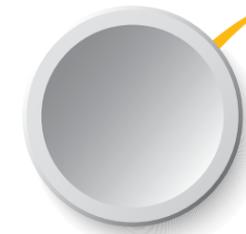
Action Item:

Flight Standards will provide a trend report on regional or airport-specific pilot deviations upon request of the RSPM.

MILESTONES



- Attend RSATs at ACE Priority Airports:**
- MKC**
Completed on April 23, 2020
 - STL**
Completed on May 28, 2020
 - SUX**
Completed on June 16, 2020



- Support RSATs at ACE Airports of Interest:**
- OJC**
Completed on March 12, 2020
 - JLN**
Completed on June 24, 2020
 - ICT**
Completed on July 28, 2020
 - MCI**
Completed on June 30, 2020



3. Safety Policy

FY18-FY20 NRSP Safety Policy Objective: Establish and maintain policies and procedures to ensure adequate resources are available to accomplish the FAA’s near-term and strategic objectives.

Activity 3.1 – FAA Directives and Planning Documents

Runway Safety Program [ORDER 7050.1B](#) prescribes the FAA Runway Safety Program (RSP). This directive establishes policy, assigns responsibility, and delegates authority for ensuring compliance with this order within each FAA organization.

Runway Safety activities are governed by and/or have connectivity to several orders and documents, including but not limited to:

- FAA Order 7050.1B
- JO 7110.65
- JO 7210.632, .633 and .634
- JO 1030.1
- 14 CFR Part 139, and applicable Advisory Circulars
- National Runway Safety Plan (NRSP)
- ATO Safety and Technical Training Business Plan

The Central Service Area (CSA) Runway Safety Program Managers and Runway Safety Group management provide recommendations and updates for periodic incorporation into the CSA Standard Operating Procedures (SOP).

Action Item:

3.1a Update the CSA Runway Safety SOP annually as a minimum.

Activity 3.2 – Regional Governance Council (RGC)

The Runway Safety Regional Governance Council (RGC) is chaired by the Regional Administrator and composed of the Regional Runway Safety

Program Manager (RSPM) and executives from the Regional Airports Division, Flight Standards Division, and the Air Traffic Organization. The RGC meets quarterly to discuss current runway safety trends, regional activities and the status of pending action items. Each council member identifies the Regional Runway Safety Team (RRST) representatives from their line of business. [APPENDIX C](#) lists the current members of the Central Region RRST.

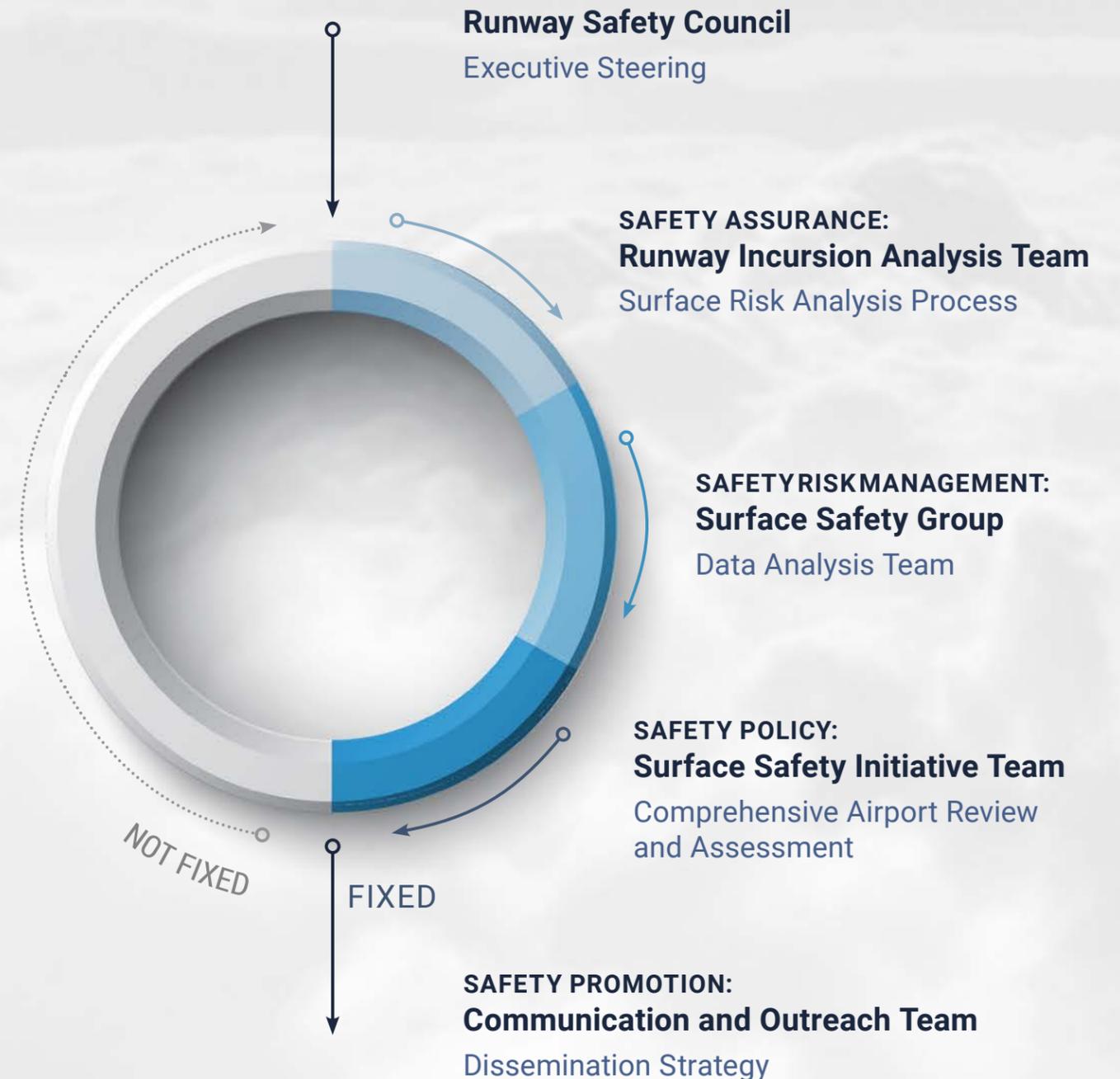
In FY2020, the ACE RGC will carry over the format of focusing on airports from one Central Region state during each meeting in addition to discussing pertinent runway safety initiatives.

Activity 3.3 – Regional Runway Safety Team (RRST)

The RRST functions as a working level team in support of the RGC. The RSPM and line of business subject matter experts will brief the RRST on current safety data, trends and issues and solicit input from the other RRST members. The RRST will identify and address specific issues as well as systemic problems to reduce surface risk at regional airports and elevate critical issues to the RGC. The RRST is tasked with identifying regional priorities and working through their executive representative to ensure that issues are properly vetted through their respective Lines of Business (LOB) for prior coordination before each RGC quarterly meeting.

The ACE RRST agreed to meet as warranted and conducts an annual regional Runway Safety planning meeting as a minimum. During the FY2020 planning meeting the RRST outlined the initiatives contained within this Regional Runway Safety Plan and also identified the ACE Priority Airports and Airports of Interest as explained in [APPENDIX A](#) and [B](#) respectively. A current list of RRST members is included in [APPENDIX C](#).

How We Are Collaborating





FY18-FY20 NRSP Safety Promotion Objective: Promote best practices, lessons learned, and actionable information obtained from data analysis to our global runway safety stakeholders.

Activity 4.1 – Internal Executive Communication

Improving the level of safety on the airport surface is an FAA cross-organizational priority. Executive attendance at quarterly Runway Safety Regional Governance Council meetings and other Regional Management Team functions is one of the keys to fostering a proactive runway safety culture within the Agency. Having all key members present for RGC meetings ensures the LOB executives within ACE are aware of runway safety related information and initiatives and effectively relay pertinent details to their points of service delivery in the field.

Action Items:

4.1a The ACE Regional Administrator will host quarterly Regional Governance Council meetings and will work to obtain continued executive support and engagement from director level management from each LOB represented.

4.1b The ACE Regional Management Team (RMT) conducts public listening sessions, congressional outreach, and other public service events. The RSPM will support these activities whenever possible and will participate in these RMT-sponsored events at the request of the RA in FY2020.

Activity 4.2 – Pilot/Controller Forums

General Aviation (GA) pilot deviations are the leading cause of runway incursions in the Central Region. Pilot/Controller forums offer an excellent opportunity to reach out to local pilots and discuss operations at towered airports with the GA community.

Action Item:

4.2a The FAA Team will host one pilot/controller forum in each Central Region Flight Standards District Office (FSDO) area in conjunction with local Air Traffic Management. Runway Safety will participate in these events to the extent possible and will provide runway safety data and pilot information for the events they are not able to attend.

Activity 4.3 – Flight School Outreach

To reduce pilot and vehicle deviations in the NAS, it is imperative to reach out to new pilots, controllers, and airport operators as they first enter the system to provide runway safety awareness education.

Action Items:

4.3a The RSPM will conduct runway safety educational presentations on current trends and runway incursion or excursion avoidance to flight school students, instructors and faculty.

Activity 4.4 – Outreach to Aviation Stakeholders

Education and awareness are the keys to long term success in reducing surface events in the NAS. Collaborating with industry fosters the exchange of information and increases public participation. ACE Runway Safety will work with Air Traffic Services, Flight Standards, and Airports Division in the region to determine appropriate venues in which to participate. Event selection will be determined by the Runway Safety Group, considering recommendations from Regional Runway Safety Team members. Such events and educational opportunities may include: trade shows, flight instructor refresher courses, Designated Pilot Examiner briefings, pilot/controller forums, and outreach to pilot and mechanic schools. Runway Safety will work with ATS, AFS, and ARP to assist in the review of training materials, and provide support where able.

Action Items:

4.4a ACE Runway Safety will make contact with

regional representatives from organizations such as AOPA, NBAA, AAAE and NASAO. ACE Runway Safety will work with these organizations to find opportunities to assist and/or collaborate on industry activities within the region.

4.4b The ACE RSPM will serve as the Runway Safety focal point for the Central Service Area Federal Contract Tower (FCT) vendors. The RSPM will participate in all-manager’s meetings and support FCT Runway Safety activities in the CSA.

4.4c The CSA Tech Ops organization provides new employee orientation and safety stand down activities on a periodic basis. The RSPM will conduct runway safety educational presentations as part of these activities upon request.

MILESTONES



Provide Runway Excursion Workshop at Bombardier Safety Shutdown. Completed on November 14, 2019.



Develop Winter Operations best practices package for Airport Operators.

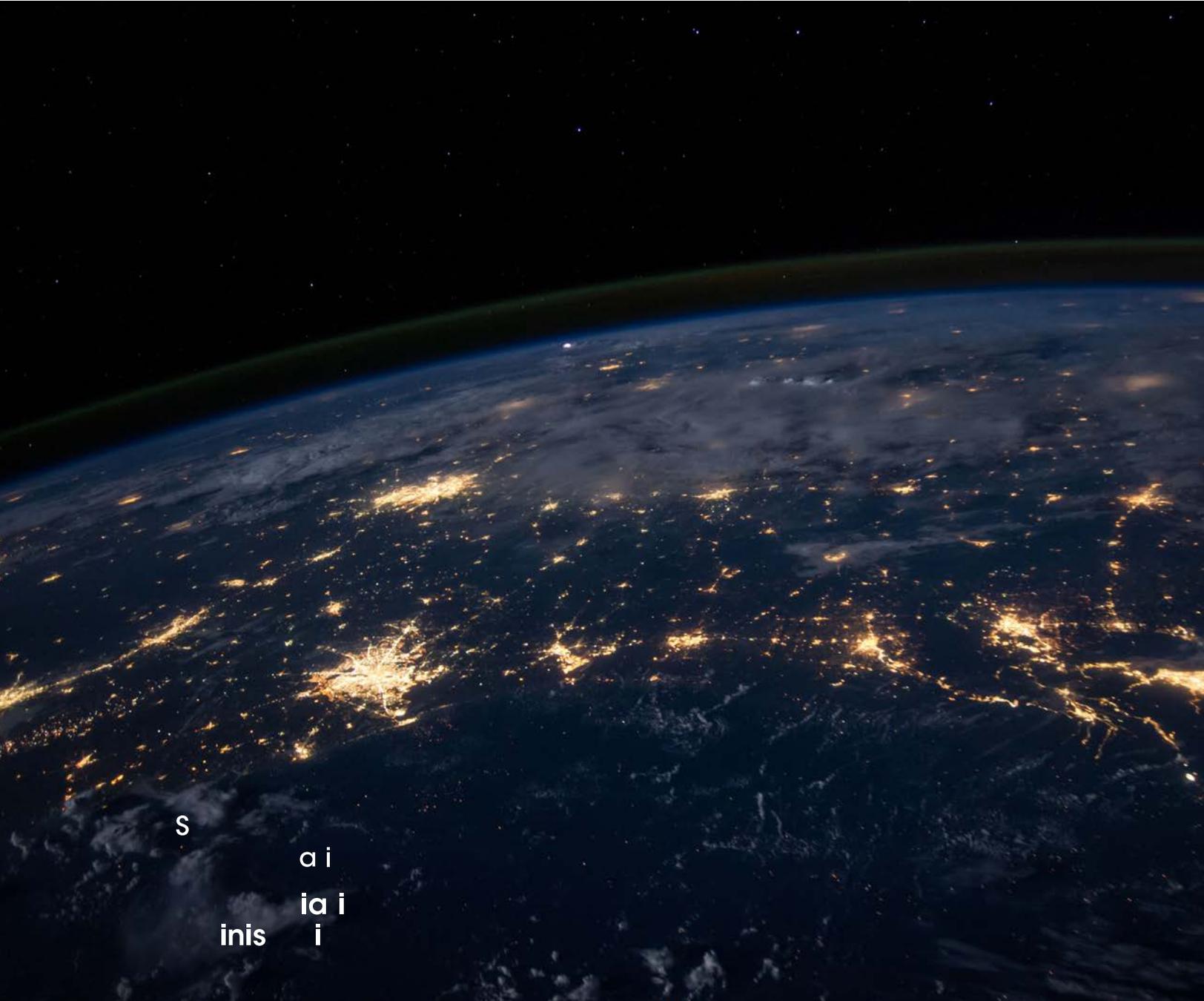


Support ‘From the Flight Deck’ pilot education videos for Lincoln (LNK) and Kansas City International (MKC) airports. Both videos were completed on December 16, 2019.

For More Information:

FAA Central Region
901 Locust St.
Kansas City, MO 64106

Published by ACE Regional Runway Safety Team



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APPENDIX A.

ACE PRIORITY AIRPORTS

All runway incursion figures are based on information current as of September 2019.

Kansas City, MO - Charles B. Wheeler Downtown Airport (MKC)

MKC ranked second in the Central Region with 7 runway incursions in FY2019 and is in the top 20 nationally in RI rate for airports with more than 5 runway incursions. MKC also has recently completed significant geometry changes to the airfield and has additional taxiway changes in their current plans. The airport has requested FAA Safety Team involvement in conducting pilot forums for their community. For these reasons, MKC is an ACE Priority Airport.

Sioux City, IA – Sioux Gateway Airport (SUX)

SUX had 4 Runway Incursions in FY19. With 17,000 operations to date in FY2019, the RI Rate at SUX is very high. SUX leads the Central Region in Part 139 inspection discrepancies, an issue that has been a persistent problem but deteriorated further in FY2019. SUX also has major construction underway to shift Runway 17-35 to the south (to become Rwy 18-36) and create a new Rwy 13-31 crossing for Runway 18. These projects have contributed to VPD events and construction will continue well into FY2020. For these reasons, SUX is an ACE Priority Airport.

St. Louis, MO – Lambert-St. Louis International Airport (STL)

STL had 4 runway incursions in FY2019 to date which is a significant improvement from FY2018. However, issues persist with airport operations and ARFF crews operating on the airfield. Numerous construction projects are underway or planned in the airport movement area in FY2020. Communication issues between the airport and air traffic personnel along with LOA development have also been an issue. While traffic counts have declined from their peak, STL continues to be the busiest airport in the Central Region. For these reasons, STL is an ACE Priority Airport.

APPENDIX B.

AIRPORT OF INTEREST

All runway incursion figures are based on information current as of September 2019

Joplin, MO - Joplin Regional Airport (JLN)

JLN had a total of 8 Runway Incursions in FY2019 leading the Central Region. With 20,355 operations to date, the RI Rate at Joplin is the highest in the nation. Some of these incursions were directly related to pilot confusion during the reconstruction of Twy D in FY2019. This along with our recent activities at JLN prompted the RRST to consider JLN an Airport of Interest rather than a Priority Airport. Additional construction activities are also planned for Rwy 18-36 in the near future. The RRST agrees that tracking the impact of these recent changes along with pending construction makes it prudent to consider JLN an Airport of Interest again in FY2020.

Wichita, KS – Dwight D. Eisenhower Airport (ICT)

While RI numbers are low at Eisenhower Airport, there are plans for a significant amount of construction in FY20. Work is planned on both parallel runways including renumbering all signs and markings due to a magnetic variation change. The construction takes place in numerous phases and has the potential to create ground movement confusion. At one time, the plan was to use the crosswind runway as a taxiway although it appears that phasing may be altered to address that issue. The RRST deemed that for these reason, ICT should be an Airport of Interest for FY2020.

Kansas City, MO – Kansas City Int'l (MCI)

While MCI only had 2 runway incursions in FY2019, there have been instances where departures have occurred or been attempted on the parallel taxiways. Several mitigations have been proposed and are in the process of being implemented. In addition, a new terminal complex is being constructed that will significantly alter surface operations. Monitoring the impact of these measures and continuing to be engaged with the terminal design and operation warrant making MCI an ACE Airport of Interest.

Olathe, KS – Johnson County Executive Airport (OJC)

OJC is in the process of using a parallel taxiway as a temporary runway while Runway 18-36 is being reconstructed. This project is scheduled for completion in FY2020. The conversion back to the original runway along with several changes to existing signs, markings, and taxiway connections warrants keeping OJC as an Airport of Interest in FY2020.

APPENDIX C.**REGIONAL RUNWAY SAFETY TEAM ROSTER**

NAME	POSITION/ ORGANIZATION REPRESENTING	TEAM ROLE	PHONE
Tom Frakes	Runway Safety Program Manager, Runway Safety CSA Team AJI-143	Core	816-329-3044
Gordon Evans	Regions and Property Operations (ARO), ACE-1 Staff	Core	816-329-3011
James Ipsen	Support Manager, QC Minneapolis District	Core	612-713-4036
Daniel Needham	Deputy General Manager Ops, Kansas City District, CSD-ZKC	Core	913-254-8402
Jerry Eichelberger	Manager, Flight Standard District Office, Wichita, KS AFG-ICT-FSDO-07	Core	316-941-1201
Chris Hugunin	Manager, Kansas City Tech Ops District, AJW-CR	Core	913-254-8842
Marvin Moore	FAASTeam Program Manager (Operations), Kansas City FSDO, AFG- MCI-FSDO-05	Core	816-329-4013
James Lamb	Aviation Safety, FAASTeam – Safety Liaison Team (SLT), AFS-850	Core	316-941-1247
John Fotiadis	Airport Certification Inspector , Airports Division, Safety and Standards Branch, ACE-620	Core	816-329-2633
Mark Cozad	Lead Airport Certification Inspector , Airports Division, Safety and Standards Branch, ACE-620	Core	816-329-2621
Mark Schenkelberg	Planning Team Lead, Airports Division, Planning and Engineering Branch, ACE-630	Core	816-329-2645