FY 2022

# CENTRAL (ACE) REGIONAL
# RUNWAY SAFETY PLAN

**COMMITTED TO CONTINUOUSLY IMPROVING SURFACE SAFETY.**

# TABLE OF CONTENTS

# EXECUTIVE SUMMARY

Surface safety in the U.S. national airspace system remains as one of the FAA's top priorities. In response to the agency goal and as a follow-up to the Runway Safety Program's fiscal year (FY) 2021-23 National Runway Safety Plan (NRSP), the FY 2022 Central (ACE) Regional Runway Safety Plan (RRSP) serves as a road map with regional runway safety emphasis for the fiscal year.

Runway Safety's overarching objective is to reduce serious runway safety events by identifying, mitigating, and monitoring factors that combine to create risk before serious events occur. This proactive decision-making process is defined under the FAA's Safety Management System (SMS). This regional plan aligns its initiatives with the four SMS Functional Components: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

In its mission to lead planning, development, operation, and maintenance of a safe and efficient system of airports within the region, the members of the Regional Runway Safety Governance Council (RRSGC) and the Regional Runway Safety Program Manager(s) (RRSPM) will determine the impact and resources of the initiatives described in this plan. This is a fluid and dynamic document which will be evaluated and modified as events warrant.

Runway Safety Program FAA Order 7050.1B prescribes the FAA Runway Safety Program and establishes policy, assigns responsibility, and delegates authority for ensuring compliance with this order within each organization.

**Executive Roster**

**Joe Miniace**
ACE Regional Administrator

**Jim Johnson**
Director, ACE Airports Division

**Matthew Porter**
Office of Safety Standards

**Doug Lockwood (A)**
Director, CSA Technical Operations Service

**Signatures**

*Joseph N Miniace*

**Joe Miniace**
ACE Regional Administrator

THOMAS J FRAKES    Digitally signed by THOMAS J FRAKES
Date: 2022.04.26 10:48:49 -05'00'

**Tom Frakes**
ACE Regional Runway Safety Program Manager

# OVERVIEW



## FAA Safety Management System

The FAA employs an SMS, which provides a formalized and proactive approach to find, analyze, and address risk in the national airspace system. A main function of the SMS is to collect and analyze relevant data that identifies the factors that constitute acceptable risk.

A fundamental impact of the Runway Safety Program's NRSP has been the successful integration of SMS principles into surface safety strategy. The NSRP focuses on the development of interagency strategic processes in the transition from event-based to risk-based analysis in the assessment of current risk and in the prediction of future risk.

The goal for the NRSP is to leverage new processes, sources of safety data, and integrated safety analysis to reduce serious runway safety events, and to identify, mitigate, and monitor the

conditions and factors that combine to create risk before serious events occur.

To that end, and while formal directives and agreements are developing, this RRSP will align its activities with the principles and components of the FAA's SMS to the greatest extent possible: Safety Assurance, Safety Risk Management, Safety Policy, and Safety Promotion.

## Regional Surface Safety Focus

In addition to the Runway Safety Action Team (RSAT) activities, event tracking, and trend analysis, the regional surface safety focus for FY 2022 is pilot outreach and awareness. Two of every three surface events in the Central Region are pilot deviations. As a member of the National Runway Safety Video Focal Team, the ACE RRSPM works with the FAA Office of Communications and local stakeholders to develop From the Flight Deck videos for season 4 and season 5. Eleven of these videos will feature Central Region airports. In addition, pilot/controller forums and outreach to flight schools will be emphasized to include surface safety initiatives.



### Priority Airports

To determine the Priority Airports, the RRST evaluates surface event data 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 region's 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.

Runway Safety requests support and attendance from each RRST representative or management designee to the greatest extent practical at the Local Runway Safety Action Team (LRSAT) meetings at the Priority Airports listed below.

More detail regarding the data and selection of priority airports is located in **APPENDIX B**.

- Kansas City International Airport, MO (MCI)
- Charles B. Wheeler Downtown Airport, MO (MKC)
- Lambert-St. Louis International Airport, MO (STL)
- Eppley Airfield, NE (OMA)

### Airports of Interest

The RRST also identifies airports that may warrant additional attention due to upcoming

construction, changes to airfield operations, or other activities that may lead to surface events. The RRST members monitor these airports, participate in LRSAT meetings, attend Safety Risk Management Panels (SRMP), and conduct other activities to the extent practical. If runway safety related issues arise during the fiscal year, 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 Airports of Interest is located in **APPENDIX C**.

- Dwight D. Eisenhower National Airport, KS (ICT)
- Columbia Regional, MO (COU)
- Des Moines International, IA (DSM)
- Lincoln Airport, Lincoln, NE (LNK)

### All Other Airports

Airports not identified as Priority Airports or Airports of Interest will be monitored by the RRSPM. The RRSPM will identify airports that develop surface safety event trending that merit additional attention. The RRSPM may bring an airport to the attention of
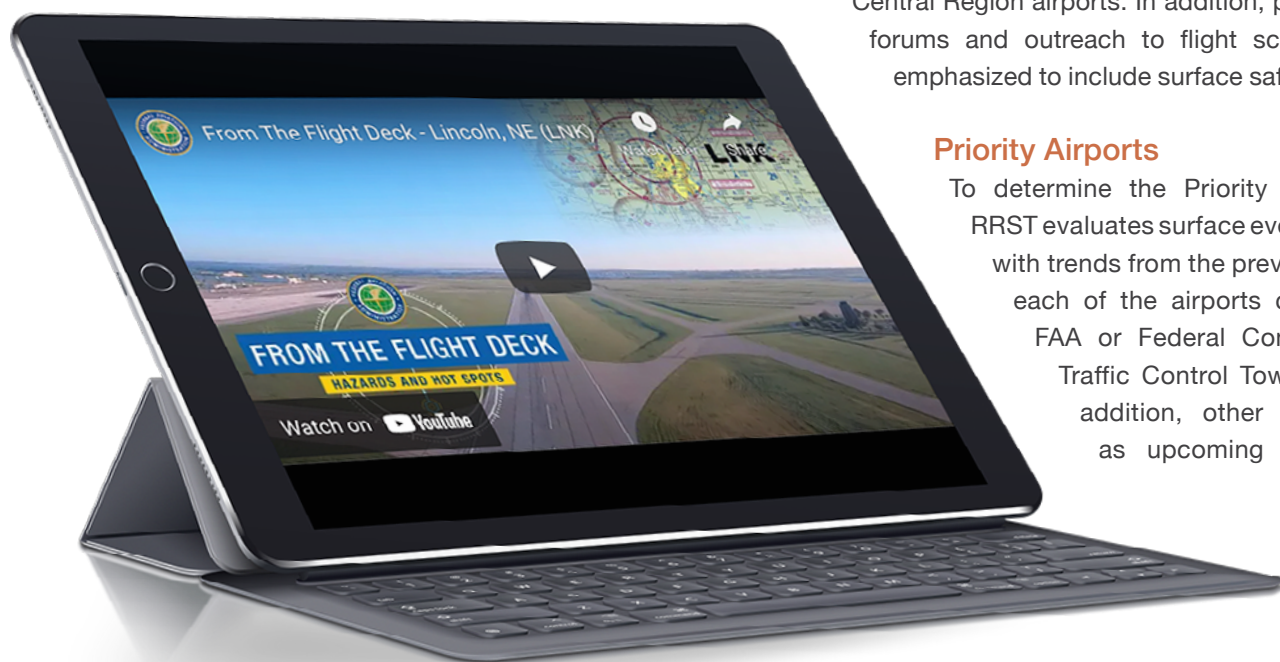
the RRST/RRSGC if there is any significant change in trending that may include but not limited to types of surface events, severity, and frequency. This may then elevate the airport to Airport of Interest or Priority Airport.

### Regional Runway Safety Plan Updates

The RRST will undertake the initiatives listed in this plan. No specific completion dates are provided for each action item, but all are expected to be completed.

The RRST will provide the RRSGC with information to determine impact and necessary resources for assignment to these initiatives. This document is fluid and will be evaluated on a continuing basis and modified as events warrant.

All RRST members will collaborate in the development of this plan annually, with concurrence from the RRSGC.
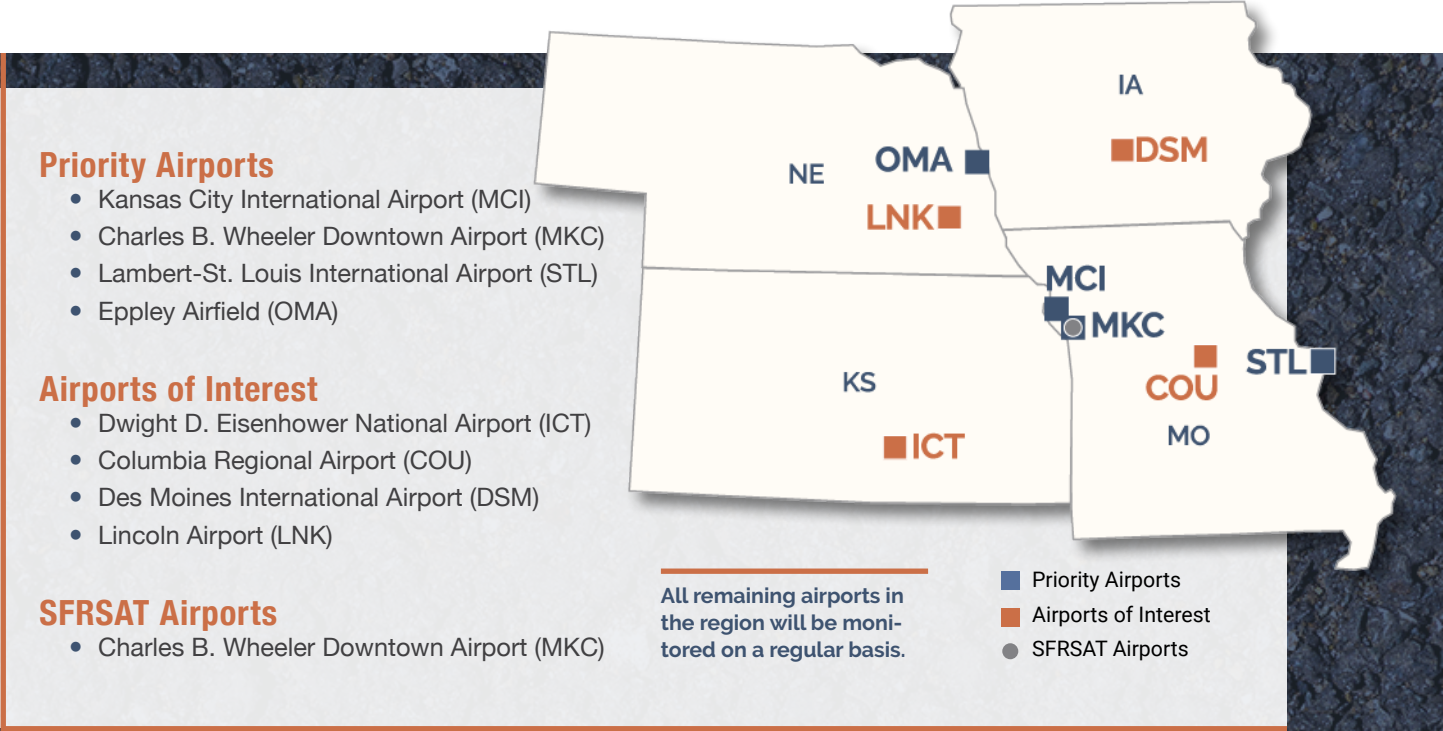
## AIRPORT MONITORING CHART

| FY 2021 ACE Runway Incursions | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRPORT CODE | AIRPORT NAME | STATE | RIs | AIRPORT OPS | RL RATE/100K | FAA | FCT | CORE 30 | OI | PD | VPD | OTHER | A | B | C | D |
| MKC | Charles B. Wheeler Downtown Airport | MO | 10 | 90591 | 11.03862415 | ● | | | 2 | 5 | 3 | | | | 3 | 7 |
| STL | Lambert-St Louis Intl | MO | 8 | 127026 | 6.29792326 | ● | | | 1 | 4 | 3 | | | | 2 | 6 |
| OMA | Eppley Airfield | NE | 7 | 88059 | 7.949215867 | ● | | | 2 | 3 | 2 | | | | 3 | 4 |
| GRI | Central Nebraska Regional | NE | 5 | 13521 | 36.97951335 | | ● | | | 5 | | | | | | 5 |
| ICT | Wichita Mid-Continent Airport | KS | 4 | 91223 | 4.384859082 | ● | | | 1 | 2 | | 1 | | | | 4 |
| JEF | Jefferson City Memorial Airport | MO | 4 | 32663 | 12.24627254 | | ● | | | 4 | | | | | | 4 |
| IXD | New Century Aircenter Airport | KS | 3 | 72421 | 4.142444871 | | ● | | | 3 | | | | | 1 | 2 |
| SGF | Springfield-Branson National Airport | MO | 3 | 56342 | 5.324624614 | ● | | | | 3 | | | | | | 3 |
| DSM | Des Moines Intl | IA | 2 | 61940 | 3.228931224 | ● | | | | 1 | 1 | | | | | 2 |
| MCI | Kansas City Intl | MO | 2 | 79370 | 2.51984377 | ● | | | | 1 | 1 | | | | | 2 |
| SLN | Salina Muni | KS | 2 | 78051 | 2.562427131 | | ● | | | 2 | | | | | | 2 |
| SUX | Sioux Gateway/Col Bud Day Field | IA | 2 | 17045 | 11.73364623 | ● | | | | 2 | | | | | | 2 |
| ALO | Waterloo Muni | IA | 1 | 22185 | 4.507550146 | ● | | | | | 1 | | | | | 1 |
| BBG | Branson | MO | 1 | 7487 | 13.35648457 | | ● | | | 1 | | | | | | 1 |
| CID | The Eastern Iowa Airport | IA | 1 | 43194 | 2.315136362 | ● | | | | 1 | | | | | | 1 |
| FOE | Forbes Field | KS | 1 | 25208 | 3.966994605 | | ● | | 1 | | | | | | 1 | |
| HUT | Hutchinson Muni | KS | 1 | 26581 | 3.7620857 | | ● | | | | 1 | | | | | 1 |
| JLN | Joplin Regional | MO | 1 | 18488 | 5.40891389 | | ● | | | 1 | | | | | | 1 |
| LNK | Lincoln Airport | NE | 1 | 68247 | 1.465265872 | ● | | | | 1 | | | | | 1 | |
| MHK | Manhattan Regional | KS | 1 | 29683 | 3.368931712 | | ● | | | 1 | | | | | 1 | |

# AIRPORT MONITORING

The RRSPM takes appropriate action to monitor the tiered airport support structure and address increasing surface error trends with the RRST. The RRSGC may elevate systemic issues as appropriate to their respective lines of business or to the National Runway Safety Council (RSC) through the Runway Safety Group Manager (RSGM). In addition, Priority Airports may also be candidates for national consideration for a Special Focus RSAT as determined by the RSGM.

The RRST established a tiered support structure for the level of Runway Safety Action Team (RSAT) support to be provided at towered airports within the region:

- Priority Airports
- Airports of Interest
- All Other Airports
- Special Focus RSAT (SFRSAT) and Regional RSAT Airports (if applicable)

### Priority Airports
- Kansas City International Airport (MCI)
- Charles B. Wheeler Downtown Airport (MKC)
- Lambert-St. Louis International Airport (STL)
- Eppley Airfield (OMA)

### Airports of Interest
- Dwight D. Eisenhower National Airport (ICT)
- Columbia Regional Airport (COU)
- Des Moines International Airport (DSM)
- Lincoln Airport (LNK)

### SFRSAT Airports
- Charles B. Wheeler Downtown Airport (MKC)

All remaining airports in the region will be monitored on a regular basis.



Legend:
- ■ Priority Airports
- ■ Airports of Interest
- ● SFRSAT Airports

# 1. SAFETY ASSURANCE



Runway Safety will support safety mitigations by proactively identifying hazards and risks based on continuous analysis of data. This plan supports the FAA's commitment to build on safety management principles to proactively address emerging safety risk by using consistent data-informed approaches to make smarter, system-level, and risk-based decisions.

### Initiative 1.1
**Increase Awareness of Surface Event Trends**

The RRSPM will analyze surface events, evaluate performance, identify trends, and present findings quarterly to the RRSGC. Runway Safety will monitor and analyze current performance metrics including severity, number and rate of surface events. 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.

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

**1.1.2** Runway Safety will provide current runway incursion and surface incident data to RRST and RRSGC members quarterly as a minimum.

**1.1.3** The RRSPM will track the effectiveness of past runway safety related mitigations during LRSAT participation and/or the review of resulting Runway Safety Action Plans (RSAP).

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.

### Initiative 1.2
**Incorporation of Surface Trends into the RRSP**

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

**1.2.1** The RRST will review the RRSP throughout FY 2022 and provide recommendations for updates as needed.

### Initiative 1.3
**RSAT Scheduling and Coordination**

Runway Safety will ensure RRST and stakeholder awareness of upcoming RSAT meetings and encourage participation by team members.
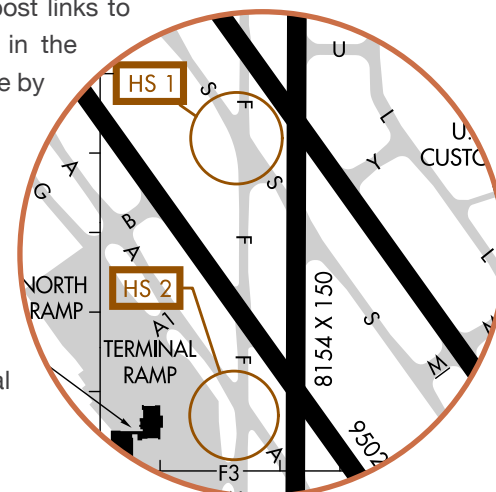
**1.3.1** The RRSPM will provide a list of upcoming RSAT meetings at the quarterly RRSGC meetings.

**1.3.2** The RRSPM will post links to all virtual RSAT meetings in the KSN RSAT Calendar for use by FAA stakeholders.

### Initiative 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 (RSG) is the focal point for establishing and deleting designated airport hot spots and monitoring their effectiveness.

**1.4.1** The RRSPM will process the addition or deletion of hot spots at Central Region airports and serve as the Central Service Area (CSA) Hot Spot Focal Point for approval of hot spot changes within the CSA.

**1.4.2** The RRSPM 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.

### Initiative 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 RSG is often involved in providing data, evaluating performance, and assisting in the implementation of these new systems. The RRSPM serves as the RSG field liaison on the Surface Safety Initiatives Team that leads new surface safety technology efforts for the RSG.

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

**1.5.2** The RRSPM will monitor the installation of the Arrival Runway Verification (ARV) system at the Omaha TRACON (R90) and LNK ATCT. These will act as the key testing sites for this new wrong surface alerting tool technology for controllers.

## MILESTONES FY 2022:

• **Complete** all FY22 RSATs prior to Sept. 30, 2022

• **Support** installation and testing of ARV at R90 and LNK

# 2. SAFETY RISK MANAGEMENT

LRSAT meetings provide the foundation of the Runway Safety Program and are the primary means to identify and address site-specific surface risk at the local level. Runway Safety will work with Air Traffic Managers (ATM) and others as necessary to explore ways to enhance the RSAT process.

Within the FY 2022 ACE RRSP, the 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. This plan, in accordance with the NRSP, leverages and combines expertise of Airport Division (ARP), Flight Standards (AFS), Runway Safety, and the Air Traffic Organization's (ATO) Technical Operations and Terminal Services toward the mutual goal of runway incursion reduction.

## Initiative 2.1
### LRSAT Support and ACE Priority Airports

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. RSAPs 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.

**2.1.1** A CSA RRSPM will participate in LRSATmeetings at ACE Priority Airports. The RRST LOBs will participate in the LRSAT of ACE Priority Airports to provide advanced in-depth 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 for runway safety related issues pertaining to their respective LOB and will proactively solicit input from the 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 RRSPM and RRSGC LOBs will also participate in LRSAT meetings at Airports of Interest.

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

## Initiative 2.2
### Runway Safety Action Item Tracking and Prioritization

The RRST 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 RRSPM 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.

**2.2.1** Overdue and Soon Due Action Items will be addressed quarterly prior to the RRSGC meetings to ensure status updates are entered and estimated completion dates reflect current estimates.

## Initiative 2.3
### Participate in Safety Risk Management (SRM) Activities

Runway Safety, ATS, AFS, and Terminal Services will work together to raise awareness of changes to airport surface operations and to ensure thorough review of SRM documents related to airport geometry, air traffic procedures, and other NAS changes as it relates to runway safety.

ATMs will continue to work with the Airport Construction Advisory Council (ACAC) to maintain surface safety during airfield construction projects. This may include Safety Risk Management activities, publication of Construction Notices and local stakeholder communication efforts. The Construction Notices will be posted along with the airport NOTAMs for access by pilots and drivers.

**2.3.1** 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.

## Initiative 2.4
### Runway Incursion Mitigation (RIM) Program

The FAA Airports Division has developed an inventory of airport locations where runway incursions 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 runway incursions 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 runway incursions, the FAA will update this inventory.

**2.4.1** Runway Safety will work with the ACE-600 RIM program manager to track the status of RIM projects within the region (if any) and monitor the effectiveness of improvements once they are implemented.

## Initiative 2.5
### Flight Standards (AFS) Pilot Deviation Trend Analysis

As an organization, Runway Safety is aware of what happened during an incursion, but there is often a missing link as to why it occurred. ACE AFS 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.

**2.5.1** AFS will provide a trend report on regional or airport specific pilot deviations upon request of the RRSPM.

# 3. SAFETY POLICY

Policy, responsibility, and accountability that bear on surface safety, and the organizations charged with risk mitigation and safety improvement, are put forth in FAA Order 7050.1B Runway Safety Program and the NRSP.

### Initiative 3.1
### FAA Directives and Planning Documents

Runway Safety Program FAA Order 7050.1B prescribes the FAA Runway Safety Program. This directive establishes policy, assigns responsibility, and delegates authority for ensuring compliance with this order within each FAA organization.

**3.1.1** The ACE RSPM is leading a group to update FAA Order 7050.1B, Runway Safety Program, complete the draft update FAA Order 7050.1C and route it for comments/concurrence to impacted FAA LOB stakeholders.

### Initiative 3.2
### Regional Runway Safety Governance Council

**3.2.1** The RRSGC is chaired by the Regional Administrator and composed of the RRSPM and executives from the Regional ARP, AFS, and the ATO. The RRSGC meets quarterly to discuss current runway safety trends, regional activities, and the status of pending action items. Each council member identifies the RRST representatives from their LOBs. In FY 2022, the ACE RRSGC 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.

### Initiative 3.3
### Regional Runway Safety Team (RRST)

**3.3.1** The RRST functions as a working level team in support of the RRSGC. The RRSPM and LOB 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 RRSGC. The RRST is tasked with identifying regional priorities and working through their executive representative to ensure that issues are properly vetted through their respective LOBs for prior coordination before each RRSGC quarterly meeting.

**3.3.2** The ACE RRST agreed to meet as warranted and conducts an annual regional Runway Safety planning meeting as a minimum. During the FY 2022 planning meeting, the RRST outlined the initiatives contained within this RRSP and identified the ACE Priority Airports and Airports of Interest.

**MILESTONES
FY 2022:**

**Conduct** Quarterly RRSGC meetings

**Note:** FAA Order 7050.1B is undergoing a rewrite effort. All attempts will be made to accommodate the enclosed goals and policies or some improved version thereof, however, any deviations will be addressed as needed to maintain the intent of the current document.

# 4. SAFETY PROMOTION

Communication and engagement are essential to the success of this RRSP. Engaging with key stakeholders and customers enables Runway Safety to advance towards the goal of reducing surface safety risk.

### Initiative 4.1
### Internal Executive Communication

Improving the level of safety on the airport surface is an FAA cross-organizational priority. Executive attendance at quarterly RRSGC meetings and other Regional Management Team (RMT) functions is one of the keys to fostering a proactive runway safety culture within the agency. Having all key members present for RRSGC 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.
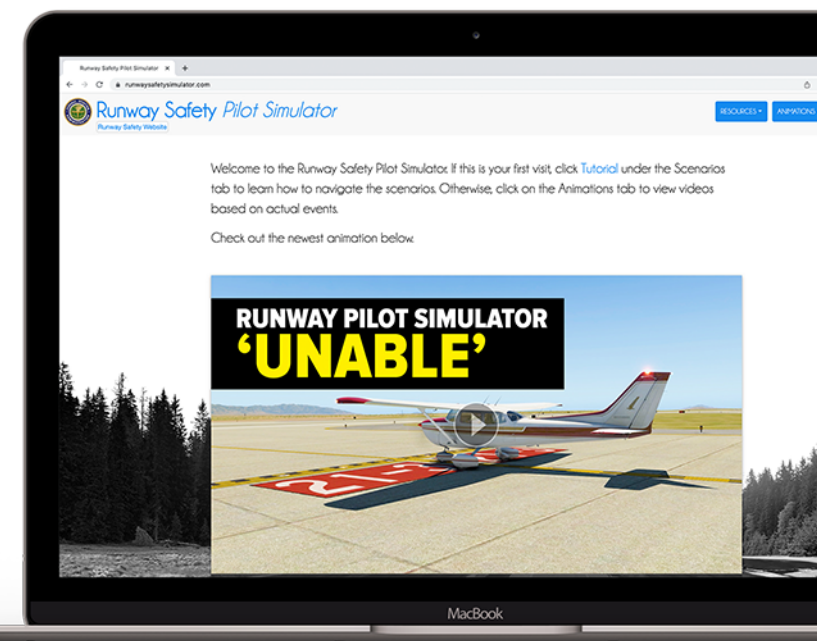
**4.1.1** The ACE Regional Administrator will host quarterly RRSGC meetings and will work to obtain continued executive support and engagement from director level management from each LOB represented.

**4.1.2** The ACE RMT conducts public listening sessions, congressional outreach, and other public service events. The RRSPM will support these activities whenever possible and will participate in these RMT sponsored events at the request of the Regional Administrator in FY 2022.

### Initiative 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.

**4.2.1** The FAASTeam will support pilot/ controller forums in each Central Region AFS District Offices 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 surface safety information.

### Initiative 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.

**4.3.1** The RRSPM will conduct runway safety educational presentations on current trends and runway incursion or excursion avoidance to flight school students, instructors, and faculty.

### Initiative 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 ATS, AFS, and ARP in the region to determine appropriate venues in which to participate. Event selection will be determined by the RSG, 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.

**4.4.1** ACE Runway Safety will work with industry organizations to find opportunities to assist and/or collaborate on industry activities within the region. Will also work to find opportunities to participate in virtual events and provide online educational material when possible.

**4.4.2** ACE RRST will support FAA From the Flight Deck video production efforts at ACE airports. In FY 2022, this includes video season 4 and season 5 airports. Once released to the public the regional LOBs will work with the FAA Office of Communications (AOC) to promote the videos to local stakeholders.

Season 4 Airports:
- New Century AirCenter Airport, KS (IXD)
- Dwight D. Eisenhower Airport, KS (ICT)
- Des Moines International Airport, IA (DSM)
- Eppley Airfield, NE (OMA)

Season 5 Airports:
- Springfield-Branson National Airport, MO (SGF)
- Joplin Regional Airport, MO (JLN)
- Dubuque Regional Airport, IA (DBQ)
- Eastern Iowa Airport, IA (CID)
- Kansas City International Airport, KS (MCI)
- St. Louis Lambert International Airport, MO (STL)
- Spirit of St. Louis Airport, MO (SUS)

## MILESTONES FY 2022:

- **Communicate** Runway Safety products virtually with ACE Runway Safety Stakeholders

- **Support** the HQ Office of Airports in developing a Winter Operations Best Practices Video

- **Support** the From the Flight Deck video initiatives at airports within the Central Region

# COMPLETED MILESTONES

## SAFETY RISK MANAGEMENT

DSM Airport of Interest RSAT

**COMPLETED** 11-18-21

MCI Priority Airport RSAT

**COMPLETED** 2-17-22

## SAFETY POLICY

Q1 RRSGC Meeting

**COMPLETED** 1-5-22

## SAFETY PROMOTION

Airport Winter Operations video

**RELEASED** 11-9-21

IXD From the Flight Deck video

**RELEASED** 11-23-21

OMA From the Flight Deck video

**RELEASED** 10-6-21

ICT From the Flight Deck video

**RELEASED** 11-23-21

# APPENDIX A: Regional Runway Safety Team (RRST) Roster

| Name | Position/Org Representing | Team Role | Phone |
|------|--------------------------|-----------|-------|
| Tom Frakes | Regional Runway Safety Program Manager, Runway Safety CSA Team AJI-143 | Core | 816-329-3044 |
| Gordon Evans | Office of Policy & International Affairs, ACE-2 | Core | 816-329-3011 |
| Heidi Wulf | Support Manager, QC Minneapolis District | Core | 612-713-4021 |
| Daniel Needham | General Manager, Kansas City District, CSD-ZKC | Core | 913-254-8402 |
| Joseph Behrends | Flight Standard District Office, Wichita. KS, AFG-ICT-FSDO-07 | Core | 316-941-1224 |
| 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 | 816-329-4007 |
| Gerald Hayes | Airport Certification Inspector, Airports Division, Safety and Standards Branch, ACE-620 | Core | 816-329-2632 |
| Mark Cozad | Lead Airport Certification Inspector, Airports Division, Safety and Standards Branch, ACE-620 | Core | 816-329-2621 |
| Alva Edgar | Airport Certification Safety Inspector | Core | 816-329-2618 |
| Mark Schenkelberg | Planning Team Lead, Airports Division, Planning and Engineering Branch, ACE-630 | Core | 816-329-2645 |

# APPENDIX B: ACE Priority Airports FY 2022

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

MKC again led the Central Region with 10 runway incursions in FY 2021 with several occurrences at Hot Spot 1. MKC also has recently completed significant geometry changes to the airfield and has additional taxiway changes in their current plans. The airport plans to renumber Runway 3/21 to 4/22 in the near future. This change will require a number of changes to publications and to the MKC From the Flight Deck video that was released and will require significant coordination among LOBs For these reasons, MKC is an ACE Priority Airport.
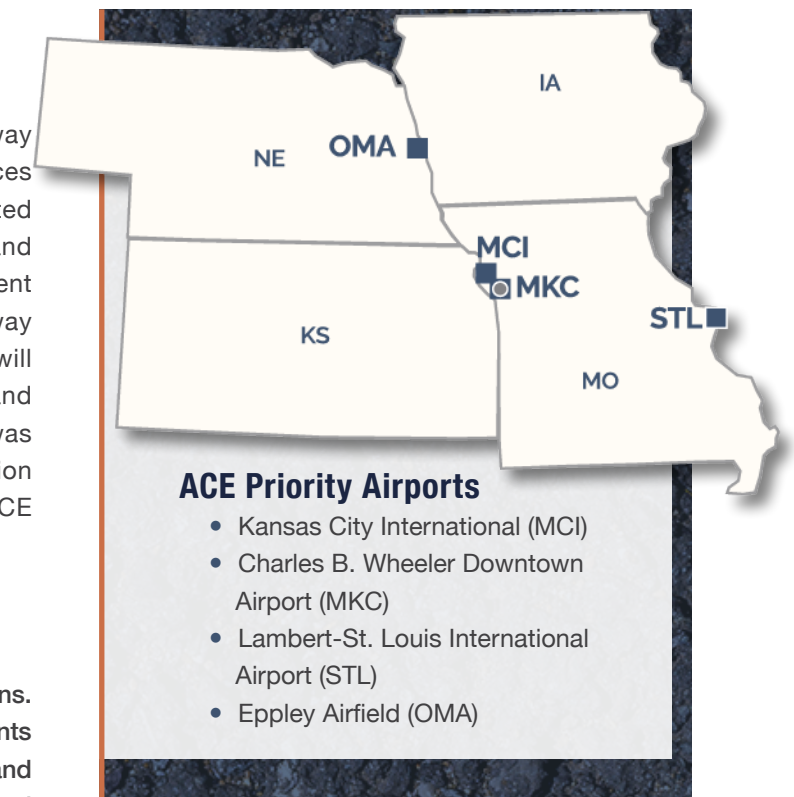
## Eppley Airfield (OMA)
### Omaha, NE

OMA was third in the region with 7 runway incursions. In addition, OMA has had several surface incidents involving snow removal procedures with aircraft and controllers using surfaces that have been closed as part of a snow removal plan. For these reasons, OMA is an ACE Priority Airport.

## Kansas City International (MCI)
### Kansas City, MO

While MCI only had 2 runway incursions in FY 2021, there have been instances where departures have occurred or been attempted on the parallel taxiways. Several mitigations have been recently implemented with positive results. In addition, a new terminal complex is being constructed that will significantly alter surface operations during construction and upon opening in 2023. Significant runway and taxiway construction will continue on Runway 1L/19R in FY 2022. Monitoring the impact of these



**ACE Priority Airports**
- Kansas City International (MCI)
- Charles B. Wheeler Downtown Airport (MKC)
- Lambert-St. Louis International Airport (STL)
- Eppley Airfield (OMA)

projects and continuing to be engaged with the terminal design and operations warrant making MCI an ACE Priority Airport.

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

STL doubled their runway incursion count from 4 to 8 in FY 2021, second highest in the region. A significant runway construction project is planned on Runway 12R/30L in FY 2022. In addition, the city is working with the FAA and local stakeholders to update the current airport layout plan (ALP) involving many changes to the taxiway layout. As the busiest airport in the region with numerous construction projects underway or planned in the airport movement area in FY 2022, the RRST determined that STL should be an ACE Priority Airport.

**Notes**: Content for Appendices provided and updated by the Region. All runway incursion figures are based on information current as of December 2021.

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

ICT had 4 runway incursions in FY21. Wichita is completing several construction activities on the parallel runways in FY 2022 and will begin a multi-phased ramp and taxiway project in the general aviation area of the airfield. The RRST also plans to monitor the outcomes from the FY 2021 Special Focus RSAT as it relates to wrong airport approaches to ICT satellite airports. The ICT Local Safety Council ( L S C ) is to discuss potential mitigations to address these issues. For these reasons ICT is an FY 2022 Airport of Interest.

## Columbia Regional Airport (COU)
### Columbia, MO

The City of Columbia has efforts underway in FY 2022 to extend Runway 20. This will require a temporary relocation of the Runway 20 threshold impacting taxi procedures for both runways. During FY 2022 portions of Taxiway A will be reconstructed requiring back taxi operations on the primary Runway 2/20. The RRST feels that these changes to COU's operation should be monitored, and the appropriate FAA lines of business should be engaged in coordinating efforts for these future projects. This makes COU an ACE Airport of Interest.

## Des Moines International Airport (DSM)
### Des Moines, IA

DSM had 2 runway incursions in FY 2021. In addition, the city is relocating a major FBO facility from the east side of the airport to the south side in the summer of 2022. Construction is also planned on Runway 5/23 that will involve runway closures. Siting efforts for a new ATCT location are also underway. The RRST needs to remain engaged in coordination for these activities and believes that DSM should be considered an ACE Airport of Interest.

### ACE Airports of Interest
- Dwight D. Eisenhower National Airport (ICT)
- Columbia Regional (COU)
- Des Moines International (DSM)
- Lincoln Airport (LNK)

## Lincoln Airport (LNK)
### Lincoln, NE

During FY 2022, Offutt AFB will be relocating much of its aircraft operations to LNK. In addition to an increase in air traffic and 24/7 ATC operations, there will be additional ground service, maintenance, and fueling vehicles operating on the field that are not used to operating on a commercial airport. While LNK only had 1 runway incursion in FY 2021, there continues to be a number of aircraft on approach that are aligning to Runway 18/36 when their intended destination is Runway 17/35. Several interim measures are in place to help alleviate the problem. A new STARS software adaptation (ARV) is to be tested at LNK that will provide alerts to controllers if aircraft are misaligned to the wrong runway. Monitoring the misalignment issues, ARV system testing, and Offutt operations warrant making LNK an ACE Priority Airport.

# FOR MORE INFORMATION

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

**U.S. Department of Transportation**

**Federal Aviation Administration**