

ANNUAL REPORT

FISCAL YEAR 2007



WORKPLAN OBJECTIVES

FISCAL YEAR 2008

FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN 2007-2011

OUR VISION

- We continue to improve the safety and efficiency of flight.
- We are responsive to our customers.
- We are accountable to the public

OUR VALUES

- Safety Is Our Passion.** We're the world leaders in aerospace safety.
- Quality Is Our Trademark.** We serve our country, our customers, and each other.
- Integrity Is Our Character.** We do the right thing, even when no one is looking.
- People Are Our Strength.** We treat people as we want to be treated.



A PERSONAL NOTE

Not included in my message on Page 3 is reference to something humbling yet gratifying when I was honored this past year by the Kansas City Federal Executive Board with the “Distinguished Lifetime Achievement Award.” Faced with the prospect of attempting to live up to that, I recently announced my plan to retire on May 2, after twenty years as the division manager. I have genuine mixed feelings about this because I’ve enjoyed every one of my many assignments in our Washington headquarters and in three of our regional headquarters offices during my 42+ years with the FAA. Responsible for that are the rich relationships that I have had over the years with so many of you and with the consummate professionals who make up our staff here in Kansas City. As I often say proudly, this division could easily run on “auto-pilot.” Our managers and supervisors provide all of the necessary professional guidance and, even more important, they have helped me enable our people to take ownership and professional responsibility for their jobs. In effect, our people manage themselves and, as a result, you, our customers, have learned to value their credibility and to view them as experts who truly represent the FAA. In all of this, I have been truly blessed. I will miss most of all the warm collegiality we have enjoyed over the years.

MESSAGE FROM CENTRAL REGION'S AIRPORTS DIVISION

We're happy to report that, with your help, we were able once again to meet or exceed every one of our goals for Fiscal Year 2007! You'll find the 2007 details along with our goals and targets for 2008 in this Annual Report.

AIP funding is always a subject of intense interest to you and, naturally, to us as well. So, for the record, we issued 184 grants for a total of \$174 M in 2007. Now, given the fact that our authorizing legislation expired last September 30th, we've all been waiting for the other shoe to drop. As we went to press with this report, the President signed legislation providing for a nine-month extension of the AIP authorization including continuation of the taxes which feed the Aviation Trust Fund. Suffice it to say, our planners and engineers will be working with you to make it as workable and effective as possible for you and us. And, of course, for the airport system in Central Region of which we are justly proud. I hesitate to speculate about what will happen when the extension expires on June 30th. As I said last year, stay tuned since a lot can happen between now and then.

In the meantime, I urge you to continue building on the very productive relationships that you and members of this division have established over the years. Our 25th Annual Airports Conference at a new and exciting location here in Kansas City is scheduled for the third week of September, so make sure that you attend!



Manager, Airports Division

CENTRAL REGION AIRPORTS DIVISION

SYSTEM EFFICIENCY

The commercial aviation sector is well served in Central Region with no major delays at any of our airports at the present time. Near term forecasts do not anticipate significant capacity issues. We have been working with our larger airports to improve system efficiency for a number of years. For example, an upgraded runway at Omaha and a new runway at St. Louis have added significant capacity improvements to both of these medium hub airports.

Over the last five years runway extension projects at Springfield, MO, Des Moines, IA, Cedar Rapids, IA, Ft. Dodge, IA and Dubuque, IA have all improved flexibility and capacity in the regional airport system and we are currently working on a new runway project at Des Moines to provide a significant capacity increase and allow the separation of commercial and business aviation aircraft. In addition, we have assisted our airport sponsors in completing substantial improvements to reliever airports including Council Bluffs, IA, Clay County Regional, MO, Blair, NE, Kansas City Wheeler-Downtown, MO and Ankeny, IA.

The region has funded significant taxiway improvements at Wichita, KS to serve the existing business jet manufacturers at the airport including the new one million square foot Cessna International Service Center. Several new terminal buildings are being constructed in the region including terminals at Joplin, MO, Springfield, MO and Wichita, Kansas. Kansas City, Missouri has just completed a major renovation of its three terminal buildings.

ENVIRONMENT

Worked with Lambert-St. Louis International Airport (STL) in providing noise mitigation measures for residences, acquiring land for noise compatibility and starting the process of updating its 14 CFR 150 Noise Compatibility Program. In support of these initiatives, we issued grants to STL totaling \$12.8 M.

Monitored the ongoing FAR Part 150 Noise Compatibility Study at the Kansas City International Airport, issued a Record of Approval for the Part 150 Noise Compatibility Program at the Spirit of St. Louis Airport, accepted the updated Part 150 Noise Exposure Maps for the Des Moines International Airport and assisted Manhattan Regional Airport in starting a Part 150 Noise Compatibility Study.

In addition, we worked with airport sponsors on 26 Environmental Assessments for future airport development projects, and assisted in developing a Memorandum of Agreement regarding the disposition of a World War II B-29 aircraft hangar at the Pratt (KS) Airport.

FY 2007 ACCOMPLISHMENTS

SAFETY

Central Region completed 7 RSA projects in FY-07. Those completed included Manhattan, KS (3-21), Kirksville, MO (18), Chadron, NE (2), Omaha, NE (18-36), Mason City, IA (12-30), Wichita, KS (19L), and Lincoln NE (36).

Completed all required Part 139 inspections and conducted follow-up meetings to assure timely resolution of open discrepancies.

Prepared additional new power-point (ppt) training presentations for use by airport operators to improve Part 139 required training for airport personnel with responsibilities in the airport certification program. Updated existing ppt training presentations to account for changes related to new Advisory Circulars and the 2007 Edition of NFPA 407, Aircraft Fuel Servicing.

ORGANIZATIONAL EXCELLENCE

By year-end, 100% of our grants that had been inactive for 18 months or longer were either closed or reactivated. In addition, 94% of all grants issued prior to 2004 had been closed out. 93.4% of all construction, equipment and land grants issued were based on bids. Met 100% of national targets for timely grant issuance and for identification of carryover funds.

We continued to emphasize customer service by meeting with sponsors and consultants whenever possible, and by:

- Conducting another successful Airports Conference for over 400 participants where FAA's Associate Administrator for Airports, Kirk Shaffer, delivered the keynote.
- Enhancing customer access to Airports guidance and information by reviewing and validating content posted on our website, considered by many to be one of the most user-friendly currently available.

Supported national initiatives to improve the way the Airports Program of FAA is administered by enabling a number of our key people to participate in or lead a variety of national study teams for the development of national policy as well as for tackling such subjects as workload analysis, cost reduction, risk-based oversight analysis, grant administration efficiency, and regional construction cost evaluation.

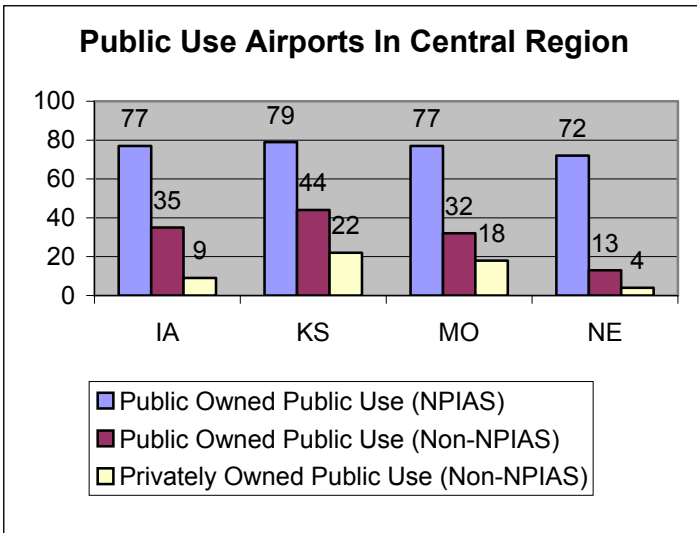
Continued to facilitate the maintenance of a work culture that encourages and rewards members of our staff for enjoying and taking pride in their ability to help and to provide top quality advice and guidance to our customers. We continued our efforts to attract diverse candidates for job and promotion opportunities and were able to attract outstanding professionals to fill the vacancies left by the departure of two of our key people.

AIRPORTS BY TYPE AND STATE

There are nearly 20,000 landing areas in the United States, of which 13,822 are airports. The remainder are heliports, stolports, seaplane bases, glider ports, balloon ports, and ultralight flight parks. Of the airports, 8,695 are private use and 5,221 are open to the public. About 3,364 are included in the National Plan of Integrated Airport Systems (NPIAS), a prerequisite for federal grant-in-aid eligibility through the Airport Improvement Program (AIP).

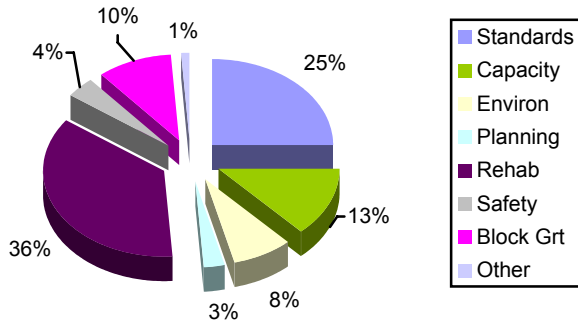
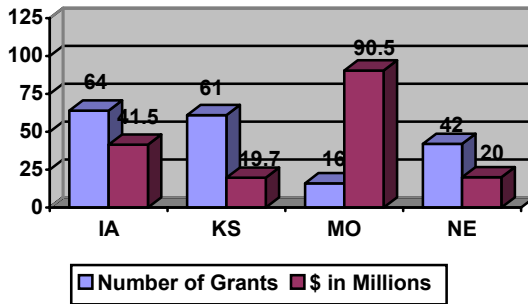
In the Central Region there are about 1,211 airports. By way of comparison, that's roughly 9% of the national total. Of these, 388 are in Missouri; 366 are in Kansas; 217 are in Iowa, and 240 are in Nebraska. Of these 1,211, slightly over 300 (25%) are NPIAS airports and therefore eligible for AIP funding.

The following table represents the number of public use airports existing in each state; the number included in the NPIAS; the number publicly owned but not included in the NPIAS; and the number privately owned (by definition not eligible for the NPIAS) that are available for public use. [Because of liability issues, a very small percentage of the privately owned airports are available for public use.] Note that all of the NPIAS airports are open to the public.



AIRPORT IMPROVEMENT PROGRAM

The region issued 184 grants in FY 2007 for a total of slightly under \$174 million made up of \$32 million in primary and cargo entitlements, \$33.7 million in non-primary entitlements, \$15.9 million of state general aviation apportionment and \$92.4 million discretionary. Shown below are the numbers of grants and total dollars, by state.



The pie chart, above, shows the percentage of how the \$174 M was spent for various categories. The 4% for “Safety” is but a fraction of total safety expenditures, however. Most of the expenditures for “Standards” (25%) and a substantial portion of “Rehabilitation” costs (36%) are for bringing airfields up to our design standards or for preserving pavement in a safe condition, both of which also contribute to safety.

CENTRAL REGION AIRPORTS DIVISION ROSTER

OFFICE OF THE MANAGER, ACE-600

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Patricia Alexander	Management Staff Assistant	816-329-2600
Wendy McKeever	Administrative Officer	816-329-2602
Larry Bowles	Computer Specialist	816-329-2604
Lafaye Daniels	Mgmt. and Program Analyst	816-329-2628

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PLANNING AND PROGRAMMING BRANCH, ACE-610

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Lorna Sandridge	AIP & PFC Program Mgr.	816-329-2641	ACE-610B
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Sheila Bridges	Airports Program Specialist	816-329-2639	ACE-610E

SAFETY AND STANDARDS BRANCH, ACE-620

Jim Johnson, P.E.	Manager	816-329-2624	ACE-620
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Patrice Haynes	Certification Inspector	816-329-2621	ACE-620D
Cheryl Dobson	Mgmt. and Program Analyst	816-329-2622	ACE-620E
Angela Muder	Airspace Specialist	816-329-2620	ACE-620F
Gayla Rich	Land Specialist	816-329-2603	ACE-620G

PLANNING SECTION, ACE-611

Jan Monroe	Supervisor	816-329-2635	ACE-611
Mark Schenkelberg, P.E.	Missouri/Capacity Program Mgr.	816-329-2645	ACE-611B
Scott Tener, P.E.	Iowa	816-329-2639	ACE-611C
Nardos Wills	Nebraska	816-329-2636	ACE-611D
Jeffrey Deitering, P.E.	Kansas	816-329-2637	ACE-611E
Todd Madison, P.E.	Environmental Program Manager	816-329-2640	ACE-611F

STANDARDS AND ENGINEERING SECTION, ACE-621

Wayne Halter, P.E.	Supervisor and Missouri Airports	816-329-2623	ACE-621
Donald Harper	Iowa	816-329-2629	ACE-621C
Mike Rottinghaus, P.E.	Kansas and Webmaster	816-329-2627	ACE-621D
Steve Whitton, P.E.	Nebraska	816-329-2630	ACE-621E
Douglas Johnson, P.E.	Regional Paving Engineer	816-329-2616	ACE-621F
Rodney Joel, P.E.	HQ Paving Engineer, AAS-100	816-329-2631	ACE-624

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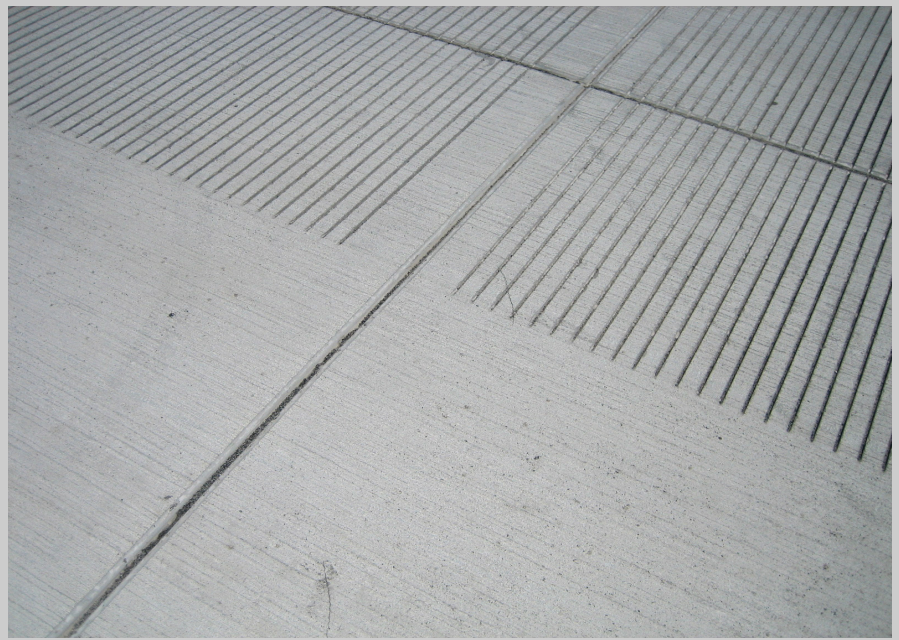
PROTECTING OUR INVESTMENT IN SAFE RUNWAY PAVEMENT

One of the most significant objectives shared by all of us in the airports sector of the larger aviation community is assuring that the pavements at our airports continue to be safe and serviceable. Often overshadowed by more visible expenditures for new or expanded facilities, the dollars we allocate for preserving existing pavement are just as important and serve two very essential goals: safety and protecting the federal and local investment.

To accomplish our objectives in this important area, we do two things:

1. Assess the condition of runway pavement, and
2. Direct AIP funds to sustain those pavements at appropriate levels.

To accomplish these directives, we developed and implemented a system for tracking pavement conditions of our NPIAS airport runways. We found that 98% of our region's airports' runways are in acceptable condition, exceeding the national goal of 93%. Nevertheless, taking the next step in this process, we identified, programmed and funded 136 projects in 2007 that were needed to preserve and improve existing pavement.



AIRPORT AND RUNWAY SAFETY



We conducted certification inspections at our thirty-seven Part 139 airports and visited several GA airports to inspect on-going construction projects.

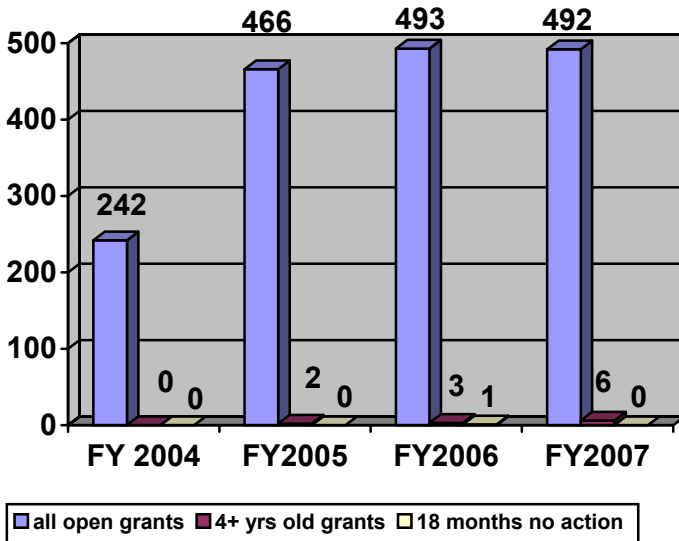
We continued to pursue the national Runway Safety Area (RSA) initiative by physically completing seven high priority runway safety area including: Manhattan, KS (3-21), Kirksville, MO (18), Chadron, NE (2), Omaha, NE (18-36), Mason City, IA (12-30), Wichita, KS (19L) and Lincoln, NE (36). When this national initiative started in 2000, Central Region had 37 projects listed and we now have only 8 high priority RSA projects remaining to be completed in the next three years.

Other airport safety initiatives this year have included:

- Issued seven regional Airport Certification Bulletins that disseminated critical safety information to certificated airports.
- Prepared and distributed the following new power-point training presentations to Part 139 airports:
 - 1) Inspecting the Movement Area
 - 2) Conducting the Night Inspection
 - 3) Part 139 Self Inspection Requirements
 - 4) Examples of Part 139 Discrepancies Found During FAA Inspections
 - 5) V/PD Briefing, aimed at reducing the potential for V/PDs and runway incursions
- The V/PD Briefing ppt was also installed on the national ARP website with CertAlert 07-10.

GRANT MANAGEMENT

Sponsors are to be congratulated for their efforts in completing projects and closing out grants in a timely manner. At the beginning of the fiscal year, there were 493 open grants. During the year, 184 new grants were issued and 185 grants were closed out. Of the grants closed out, 54 were issued prior to fiscal year 2004. This resulted in closing all but six grants that were four or more years old. Also, sponsors either closed or reactivated 100% of grants that were inactive (no drawdowns for 18 months). We are proud of the efforts the Central Region sponsors have made in being good stewards of the AIP funds. Below is a chart depicting the number of grants open, the number of grants four or more years old, and the number of grants for which there have been no financial drawdowns for 18 months or more at the end of fiscal years 2004 through 2007. With your help, we can continue this trend of timely closeouts.



OUTREACH ACTIVITIES



Breakout Session held during our Annual Airports Conference

- **24th Annual Airports Conference.** We hosted our Annual Conference on October 3 and 4. Again, over 400 registered for the conference, and a majority of the evaluations ranged between “good” and “excellent”. This year’s Conference is set for September 16 and 17, 2008.
- **Industry Outreach.** Throughout the year, our managers and professional members of the staff attended and made presentations at one or more meetings of the airport managers’ associations in each of our four states.
- **Airports Website.** We continue to maintain and enhance our website for the purpose of providing useful and timely information to our customers. (see back cover)

CENTRAL REGION AIRPORTS DIVISION

INCREASED SAFETY

- Conduct certification inspections of 37 Part 139 airports, and construction inspections following completion of major AIP projects.
- Monitor and enforce all Federal regulation requirements and direct AIP funding to projects needed to meet those requirements.
- Track progress for installation of enhanced taxiway centerlines at Part 139 airports.
- Physically complete Runway Safety Area improvements at four airports.
- Participate in all scheduled Runway Safety Action Team (RSAT) inspections, support AIP funding for eligible RSAT recommendations, and provide subject matter expertise in support of RSAT activities.
- Place special emphasis on preventing runway incursions resulting from pedestrian/vehicle driver actions.
- Coordinate implementation of Part 139 requirements at the new Branson Airport opening in 2009.

SYSTEM EFFICIENCY

Central Region, in cooperation with our four state aviation directors, has identified 11 runways for future LPV instrument approach procedures and in 2007 issued four state system plan grants to prepare surveys for each of these proposed LPV approaches during 2008.

The region has evaluated data for all NPIAS airports and determined that pavement conditions exceed the national goal of having at least 93% of these runway pavements rated as fair or better with the vast majority rated good or very good. No special action for 2008 is planned.

ENVIRONMENT

Environmental projects within Central Region have been aimed at reducing the number of people exposed to aircraft noise of 65 DNL. These programs have been so successful that very little work will remain after the completion of current ongoing sound insulation programs. Accordingly, we do not anticipate that any 2008 grants for noise attenuation will be needed.

We are currently working with Kansas City and St. Louis to update Part 150 studies and to determine what if any mitigation measures are needed for current noise impacts. The results of these studies will be considered for projects to begin in 2009.

WORKPLAN OBJECTIVES FOR FY 2008

SECURITY

Continue to support funding of those security projects required by TSA that are eligible for AIP or PFC.

ORGANIZATIONAL EXCELLENCE

CLOSEOUT OF GRANTS

- Assure that no more than 1% of grants outstanding as of 6/30/07 are inactive for more than 18 months.
- Close out 95% of all grants issued prior to FY-2005.

TIMELY AIP PROGRAMMING

- Obligate 100% of all funds that have been released by the Secretary of Transportation by September 30, 2008.
- Program 90% of AIP discretionary funds within 60 calendar days after the funds have been assigned to the region.
- Issue 90% of all grants (for construction or equipment) based on bids or a negotiated purchase agreement.
- Close 50% of PFC applications where construction is complete and collection authority expired two or more years ago.

AUTOMATION

- In support of the egovernment initiative, implement functionality for on-line access to the "IOE/AAA" airspace system by sponsors and their consultants.
- Continue refinement and updating of our regional website.

CUSTOMER SATISFACTION AND OUR MODEL WORK ENVIRONMENT

- Continue initiatives to assess more accurately the levels of our customers' satisfaction with our service thereby enabling us to improve our response to customer needs.
- Maintain and build on the Division's supportive culture to better sustain our model work environment.
- Maintain a good labor/management working relationship.

AIRPORTS DIVISION HOMEPAGE

Below is a depiction of our homepage. We're proud that Central Region's Airports Division was one of the first offices in FAA to take advantage of the emerging web technology a number of years ago. Airport sponsors, their consultants and many others across the country have found it to be a valuable resource and we're committed to continuous improvement.

Find this homepage via the FAA home page at www.faa.gov or directly at: www.faa.gov/airports_airtraffic/airports/regional_guidance/central/



Central Topics
Airport Improvement Program (AIP)
Airports News & Events
Airport Obligations
Airports Resources
Airport Safety
Construction On or Near Airports
Environmental Program
Passenger Facility Charge (PFC)
Planning & Capacity
About Airports

Airports - Central Region

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The Central Region includes the following states:

- Iowa
- Missouri
- Kansas
- Nebraska

About Airports - Central Region

- [Contact FAA Central Region Personnel](#)
 - [Public Use Airports in Central Region](#) - Listing of Public Use Airports in Iowa, Kansas, Missouri and Nebraska
- [More »](#)

Airport Improvement Program

- [AIP Sponsor Guide](#) - Supplemental Guide for Sponsor and Consultants
 - [Benefit Cost Analysis](#)
 - [Overview of AIP Grant Program](#)
- [More »](#)

Airports News & Events

- [AirportNews](#) - Newsletter of the FAA Central Region Airports Division
 - [2006 Airports Conference](#)
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Airport Obligations

- [Overview of Airport Obligations](#)
 - [Financial Reports](#) - Requirements for filing airport financial reports
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Airport Resources

- [Advisory Circulars](#)
 - [Forms](#)
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Airport Safety

- [Part 139](#) - Airport Certification
 - [Runway Safety Program](#)
- [More »](#)

Construction On or Near Airports

- [Engineering & Design: AIP Development Projects](#)
 - [Notification for Airspace Obstruction \(14 Part 77\)](#)
 - [Notification for New Airport or Runway Construction \(14 Part 157\)](#)
- [More »](#)

Environmental Program

- [NEPA Environmental Review](#)
 - [Property Transaction Assessments](#) - Environmental Site Assessments
 - [Noise](#)
- [More »](#)