

KANSAS CITY
Aviation

Airport Master Plan

KANSAS CITY DOWNTOWN AIRPORT – WHEELER FIELD

Appendix I

FAA SRMD for Taxiway L Hangar Development

Kansas City Downtown Airport- Wheeler Field Taxiway L Development

Safety Risk Management Document with Hazards

August 17, 2026

Version 1.0

SRM Document Change Page

Date	Change Summary	Version No.
July 29, 2026	DRAFT	0.1
August 17, 2026	SRMD	1.0

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EXECUTIVE SUMMARY

Title: Kansas City Downtown Airport- Wheeler Field Taxiway L Development
Change Proponent Organization: MKC
Safety Analysis Type: Operations

Kansas City Downtown Airport- Wheeler Field (MKC) is a general aviation airport located in Kansas City, MO. MKC has two intersecting runways (RWYs); RWY 1/19 and RWY 4/22. Taxiway (TWY) L runs parallel to RWY 4/22 with unobstructed line-of-sight (LOS) for its entire length from the Airport Traffic Control Tower (ATCT). The ATCT is open continuously and had approximately 81,000 aircraft operations in 2025.
A new Fixed Base Operator (FBO) facility, Apex Aero Center, is planned for construction between TWY L and TWY F south of TWY D. Development includes construction of various sized box hangars, FBO terminal, and ramp including a fuel farm and parking for offices and hangars. With the anticipated height of the new hangars, Air Traffic Control (ATC) will have reduced visibility of aircraft and portions of the TWY L pavement in the affected area. This obstruction will prevent ATC from continuous visual monitoring of small aircraft or vehicles operating on those portions of the TWY.
The LOS issue on TWY L from the shadowing of the new hangars causes a loss of situational awareness for ATC. This loss of situational awareness was discussed during the Safety Risk Management (SRM) panel and one hazard resulted from the discussion.

Table ES.1: Hazard Summary

Table ES.1: Hazard Summary Hazard ID	Hazard Description	Initial Risk	Predicted Residual Risk
MKC-001	ATC Loss of situational awareness	5C	5C

Table ES.2 Safety Requirement Summary

Table ES.2 Safety Requirement Summary Safety Requirement	Associated Hazard(s) ID	Organization Responsible	POC Signature
Reporting points to be added to SOP	MKC-001	MKC ATM	
Dry run testing (Simulator Training)	MKC-001	MKC ATM	

Table ES.3 Monitoring Plan Summary

Safety Performance Target	Associated Hazard(s) ID
2 or less nose to nose situations on TWY L between TWY D and TWY B per year	MKC-001

SRM DOCUMENT SIGNATURES

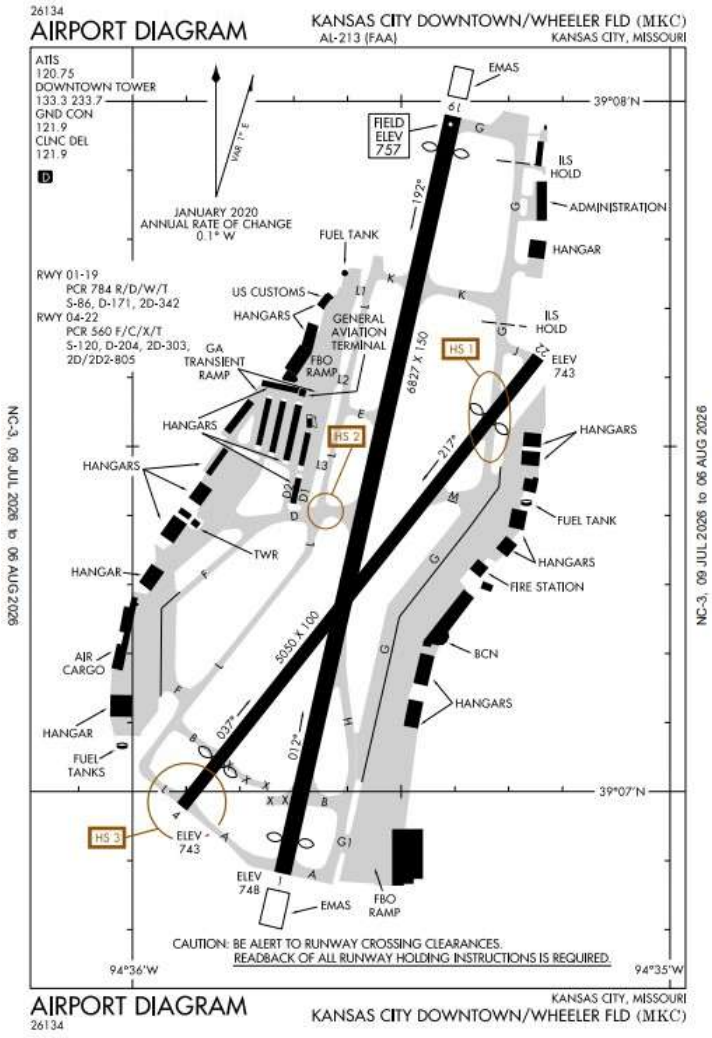
Title: Kansas City Downtown Airport- Wheeler Field Taxiway L Development
Version No: 0.1

Concurrence by:	Signed Electronically in SMTS Bernard Fleming, SMS Specialist, AJV-C120	Date
Approved by:	Signed Electronically in SMTS Daniel Needham, General Manager, TCKC	Date
Risk Accepted by:	Signed Electronically in SMTS Paul Apel, Air Traffic Manager, TCKC1-MKC	Date

SECTION 1 – CURRENT SYSTEM

MKC is a general aviation airport located in Kansas City, MO. MKC has two intersecting RWYs; RWY 1/19 and RWY 4/22. TWY L runs parallel to RWY 4/22 with unobstructed LOS for its entire length from the ATCT. The ATCT is open continuously and had approximately 81,000 aircraft operations in 2025.

Figure 1: Airport Diagram



SECTION 2 – DESCRIPTION OF CHANGE/EXISTING SAFETY ISSUE

A new FBO facility, Apex Aero Center, is planned for construction between TWY L and TWY F south of TWY D. Development includes construction of various sized box hangars, FBO terminal, and ramp including a fuel farm and parking for offices and hangars.

MKC is a land locked airport with limited resources for land. The TWY L Development is one of the only places on the airport that can support growth. This development will bring more competition to the airport for fuel as well as much needed hangar space, thus more users to the airport.

The planned start date is as soon as possible with an expected completion date 18 months after the start. The airport will be impacted by construction when work begins connecting the new FBO non-movement area to the movement area. MKC will have to shut down TWY L in sections during this process.

As part of the TWY L Development, Apex Aero Center, is planned for construction between TWY L and TWY F. The proposed building height will directly impact the LOS from the ATCT to TWY L. With the anticipated height of the new hangars, ATC will have reduced visibility of aircraft and portions of the TWY L pavement in the affected area. This obstruction will prevent ATC from continuous visual monitoring of small aircraft or vehicles operating on those portions of the TWY.

The L Development Area Proposal submitted to the airport addressed the LOS issue, and the developer affirmed their familiarity with Federal Aviation Administration (FAA) regulations and commitment to compliance.

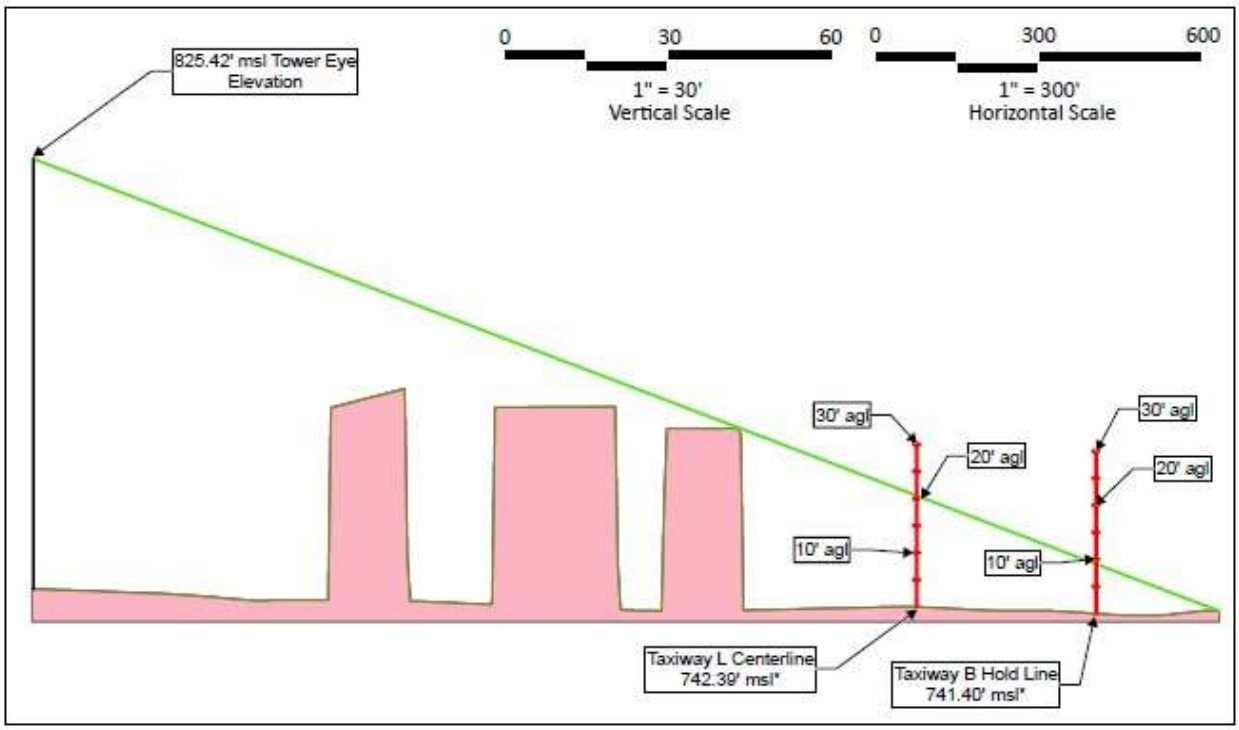
The proposed hangar height is necessary to support the operational requirements of the new FBO and to ensure the financial viability of the lease agreement.

Figure 2: LOS Depictions



Current ATCT
Tower Sight Line
ADG-III TOFA
Terrain & Proposed Building Profile View
WSKF Building Layout
Scratch Poly
WSKF Referenced CAD Linework
Obscured Visibility

General Notes:
1. A 10x scale factor was applied to the vertical scale of the profile view.
2. Terrain in the area of Taxiway L & B was derived from survey data prior to the construction of Taxiway L &B. Actual ground elevation at the referenced point may differ.



SECTION 3 – HAZARD AND RISK ANALYSIS

The Safety Risk Management Panel (SRMP) conducted a safety analysis associated with TWY L Development at MKC on July 28-29, 2026, to determine what hazards could be associated with this change upon implementation. During the course of the SRMP, panel members evaluated the change in accordance with the SMS Manual to determine what, if any, safety impacts could result.

During the course of discussions, it was determined this change could introduce 1 hazard into the NAS. This hazards and associated safety data are:

Table 3.1 Hazard MKC-001

1. Hazard ID	MKC-001
2. Hazard Description	ATC Loss of situational awareness
3. Cause	LOS Obstruction/ Shadow on TWY L between TWY D and TWY B
4. System State	24/7, all weather conditions, all aircraft and vehicles
5. Controls	Refer to Table 3.2, below
6. Controls Justification	Refer to Table 3.2, below
7 Effect	Nose to nose on TWY L between TWY D and TWY B
8. Severity	5
9. Severity Rationale	ATC determined a one in/one out approach to the LOS issue on TWY L where shadowing occurs. While their approach will ensure positive control of aircraft on TWY L, aircraft from the ramp are still not visible and a nose-to-nose scenario on the TWY is possible. The pilot's responsibility to see and avoid would not make any more severe scenarios credible.
10. Likelihood	C
11. Likelihood Rationale	Likelihood is based on a formula with number of operations, pilot error rate, controller error rate, and other factors specific to this airport.
12. Initial Risk	5C

13a. Safety Requirement Description	Reporting points to be added to SOP, Dry run testing (Simulator Training)
13b. Planned for Implementation	Yes
14a. Organization responsible for implementing	MKC ATM
14b. Point of Contact	MKC ATM- Paul Apel
15a. Predicted Residual Risk	5C
15b. Predicted Residual Risk Rationale	Although adding the reporting points and the shadowing to the simulator for dry run testing for familiarity training prior to implementation will increase ATC safety, the inability to see the ramp still remains and the SRMP did not feel the issue was mitigated enough to change the severity or the likelihood.
16. Safety Performance Target	2 or less nose to nose situations on TWY L between TWY D and TWY B per year

Table 3.2: Controls

Control	Reason
FAA JO 7110.65 - *Air Traffic Control*	3-1-7 Position Determination
JO 7210.3 - Facility Operation and Administration	2-1-2 Facility SOP: outlines GC procedures
JO 6000.15 - General Maintenance Handbook for NAS Facilities	Communications
FAR Part 91	Rules governing general aviation, private aircraft operations, and flight safety
FAR Part 139	Markings- 139.311 AC150-5340-1M
AIM - https://www.faa.gov/air_traffic/publications/atpubs/aim_html/index.html	Official FAA guide to basic flight information and ATC procedures

Design Standard AC/150-5300-13	Contains the FAA standards and recommendations for the geometric layout and engineering design o f runways, taxiways, aprons, and other facilities at civil airports.
Markings AC/150-5340-1M	Contains FAA guidance for markings used on airport runways, taxiways, and aprons.
Master Plans AC/150-5070-6B	Contains FAA guidance for preparation of airport master plans ranging in size and function from small general aviation to large commercial service facilities.
Signs AC/150-5340-18G	Contains FAA guidance for siting and installation of signs on airport runways and taxiways.
Ground Vehicle Operations Guide	Contains FAA guidance for operation of ground vehicles on airport property
Airport Certification Manual (ACM) 150/5210-22	Contains FAA guidance for meeting the certification requirements specified in Title 14, Code of Federal Regulations, Part 139, Certification of Airports.

Vehicle operators' situational awareness	Vehicle operators are aware of their location on the airfield and the rules and regulations for driving around aircraft and movement areas.
Airfield operations monitoring	Airport authority monitors the location and actions of vehicles on the airfield.
Contractor/Driver Training	Contractors and airport personnel are trained to operate vehicles on the airfield.
Access Control Training	Personnel are trained in access to aviation facilities and where they are allowed to go.
Pilot intervention	A pilot can "not comply" when a controller provides instructions or can maneuver the aircraft to avoid hazardous situations.
Operational supervision	Management supervises controllers and intervenes when the controller is in situation where he or she requires additional assistance.
ATC intervention	ATC is able to anticipate when conflicts and hazards might occur, they can intervene to prevent losses of separation.

Frequency Monitoring	Controllers and managers monitor transmissions between ATC and vehicles in the air and on the ground
Scanning	Controllers visually scan radar scopes and/or the airfield to ensure aircraft maintain separation.
Daily Briefings	Controllers are advised of changes, hazards or existing conditions during daily briefings.
Coordination	Personnel communicate with one another to ensure NAS safety is maintained. Coordination is spelled out in managing documents.
ATC training	Training prepares controllers for changes and/or standard operating procedures
Periodic briefings	Periodic briefings act as reminders to personnel, advising them of changes and/or potential hazards
Crew Resource Management (CRM)	Pilots have to follow protocol for events. This is part of their training.
Airport Terminal Information System (ATIS)	ATIS is a continuous broadcast of recorded information in the terminal

	environment. Its broadcasts contain information, such as weather, active runways, available approaches, and any other information required by the pilots.
Radios	Radios are used to communicate instructions and information between ATC and aircraft, airport vehicles, etc.
Binoculars	Helps controllers see approaching aircraft, aircraft on the ground and other vehicles on the airfield

SECTION 4 – MONITORING PLAN

Table 4.1: Monitoring Plans

Monitoring Plan for Hazard MKC-001	
1. Safety Performance Target	2 or less nose to nose situations on TWY L between TWY D and TWY B per year
2. Hazard Description	ATC Loss of situational awareness
3. Initial Risk	5C
4. Safety Requirements	Reporting points to be added to SOP Dry run testing (simulator training)
5. Organization Responsible for Implementing Safety Requirements	MKC ATM
6. Predicted Residual Risk	5C
7. Monitoring POC(s)	MKC ATM
8. Monitoring Activities	Daily Log
9. Monitoring Start Date	Upon Completion of TWY L Development
10. Reporting Frequency	Every 6 months
11. Reporting Duration	2 years

SECTION 5 – DISSENTION/OPPOSING OPINION (WHEN APPLICABLE)

None

SECTION 6 – SRMP ATTENDEES

Table 6.1 lists the panel participants by their organizations.

Table 6.1: SRM Panel Members, SMEs, Observers, and Facilitation Team

Name	Organization / Routing Code	Position	Email address	Phone Number
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