

# U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

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## FEDERAL OFFICIALS VISIT TOWERED, NON-TOWERED AIRPORTS

The U.S. Contract Tower Association (USCTA) on Nov. 29 hosted staff members from congressional offices, FAA, the National Transportation Safety Board, DOT's Office of the Inspector General and the State of Virginia at the Charlottesville Albemarle (Va.) Airport, a contract tower facility.

The group also toured Shenandoah Regional Airport in Weyers Cave, Va., which is a non-towered field, and discussed the need for a contract tower.

## DOT IG POINTS TO BIG INCREASE IN ATC OPERATIONAL ERRORS

Air traffic control operational errors have increased sharply in the past five years, rising from 764 in 1996 to 1,154 in 2000, according to a report by DOT's Inspector General (IG) that recommended FAA move swiftly to correct the problem. No contract towers were listed in the IG's report.

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## U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

Editor ..... **Barbara Cook**

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THE U.S. CONTRACT TOWER ASSOCIATION NEWSLETTER is published by the American Association of Airport Executives, the largest professional organization for airport executives in the world.

## USCTA MEMBERSHIP SURVEY

The USCTA Policy Board in December electronically distributed a survey to members on their perceptions of the value of USCTA services and membership. Here are the results so far:

- 95 percent of members rated as "excellent or very good" the association's legislative representation on Capitol Hill to promote programs of importance to contract tower airports (such as full funding of contract towers and cost sharing).
- 85 percent rated as "excellent or very good" the printed bi-monthly USCTA newsletter.
- 94 percent rated as "excellent or very good" the association's e-mail alerts concerning contract tower developments in Washington, D.C.
- 80 percent rated as "excellent or very good" the USCTA annual report.
- 70 percent rated as "excellent or very good" the USCTA/FAA annual Contract Tower Workshop.
- 60 percent rated as "excellent or very good" the contract tower session at AAAE's annual conference.

• 89 percent rated as "excellent or very good" USCTA's liaison and coordination with FAA's Contract Tower Office.

• 71 percent rated as "excellent or very good" USCTA's liaison and coordination with NTSB and DOT's Inspector General.

• 59 percent rated as "excellent or very good" the association's interviews of key Washington policy makers on contract tower developments on AAAE's ANTN Digicast and *Aviation News Today*.

If you need additional information about the survey, or haven't yet completed it, contact Spencer Dickerson at (703) 824-0500, Ext. 130.

*To better publicize the positive contribution to the nation's aviation system provided by FAA's Contract Tower Program, the USCTA Policy Board has drafted the following op-ed article. So that we can maintain the positive momentum for contract towers, please take time to get this article published in your local newspapers. Our goal is to have this article published in 100 newspapers across the country. If you do get it published, please send a copy to Spencer Dickerson at the AAAE/USCTA office.*

FAA's Contract Tower Program  
Provides Safety Benefits For **(Name of Community)**  
By **(your name, title, airport name)**

The Federal Aviation Administration (FAA) is predicting that the number of passengers flying on commercial airlines in the U.S will grow from a record 664.5 million in 1999 to more than one billion in 2011. During the same period, the number of aircraft operations at towered airports is expected to increase from 68 million to 86 million. This forecast will require the nation's airspace system to perform at maximum efficiency to prevent hopeless gridlock in the skies and to maintain the safety level expected by the flying public.

Among the many initiatives that the FAA is employing to maximize U.S. air traffic control (ATC) resources to meet this challenge is the FAA Contract Tower Program, which began in 1982 with a handful of towers and now has grown to 198 facilities nationwide. The FAA initiated the program as a way to reopen low activity towers that were closed during the 1981 national air traffic controllers' strike. It is important to recognize that, without the contract tower program, many of these 198 facilities could be closed, resulting in diminished aviation safety at the same time aviation activity is rapidly increasing.

**(name of local airport)** is able to offer our community the added safety and efficiency benefits of an ATC facility by participating in this federally funded program. The U.S. Congress, including **(insert the name(s) of your local congressman/senator(s) if they have supported the program)**, have/has expressed bipartisan support for the program, endorsing it as a vital safety link in the nation's aviation system. Further, the National Transportation Safety Board has expressed support for FAA contract towers.

**(Add a brief description of your local airport ATC facility, hours of tower operation, description of economic and safety value to the community of a towered airport, and endorsement by local aviation users).**

**(name of local airport)** is working with the U.S. Contract Tower Association (USCTA), an affiliate of the American Association of Airport Executives, to promote the common goals of contract tower airports. Through the USCTA, **(name of local airport)** is able to maintain close liaison with the FAA and ATC companies to advance the aviation safety needs of our community.

Air traffic controllers at FAA contract facilities are highly professional, held to the same standards as FAA controllers and are FAA certified before they begin controlling air traffic. The vast majority of controllers at contract facilities are former military or FAA controllers with an average of 18 years of experience. The ATC companies comply with the same safety regulations as those followed by FAA facilities, with continuous FAA oversight and inspections.

Comprehensive audits in 1998 and 2000 by the Department of Transportation's Inspector General found that the FAA Contract Tower Program provides comparable service to FAA-operated towers and is an important contributor to air traffic safety. The program also provides the FAA with about \$40 million in annual air traffic savings.

The FAA Contract Tower Program is widely recognized as one of the most successful aviation public-private partnerships in existence today. FAA Administrator Jane Garvey and agency officials are to be commended for their advocacy of this valuable program. **(name of local airport)**, through its FAA contract tower, is proud of its role in the growth of American aviation and will continue to link **(name of local community)** to the rest of the nation by providing needed transportation services to move its people and goods safely and efficiently.

## IG REPORT

(continued from page 1)

The biggest increase in operational errors was reported in the Washington Air Route Traffic Control Center in Leesburg, Va., where errors rose from 24 to 102 during the period. The five centers with high numbers of operational errors, in addition to the Washington center, are Cleveland, New York, Chicago and Indianapolis, the IG said. Operational errors occur when a controller does not ensure that FAA separation standards are maintained between airplanes.

“FAA must approach reducing operational errors with a sense of urgency,” the report stated. “FAA has been ineffective in reducing operational errors, which have increased by 51 percent” since 1996.

An FAA spokesperson said the agency is working to correct the problem in line with the recommendations in the IG’s report. Further, FAA in March will complete a system to grade the severity of reported errors, the spokesperson added. One of the IG’s complaints was that FAA cannot conclude the extent of the operational error problem because statistics aren’t kept on the relative severity of each incident.

“While operational errors, which occur mostly in midair, can pose a serious safety risk, the true extent of the safety risk remains unknown because FAA does not determine the severity of every incident,” The IG explained. “For example, the severity of operational errors can vary from an incident that does not pose an immediate safety threat, such as when two airplanes are headed in the same direction with four miles of separation, to an incident that is only seconds away from a head-on collision.”

The IG also pointed to an ongoing dispute between the National Air Traffic Controllers Association (NATCA) and FAA over just how controllers should be disciplined for operational errors. Further, FAA’s regions should prepare and keep current regional error prevention plans and FAA should review these plans on a national level, the IG said.

## CONTRACT TOWER COST-SHARING ATTRACTS NUMBER OF AIRPORTS

Congress approved \$5 million in fiscal year 2001 for

the cost-sharing element of FAA’s Contract Tower Program.

Facilities already participating in the cost-sharing program are: New Century Air Center (Kan.); Central Nebraska/Grand Island (Neb.); Bolton Field (Ohio); Olympia (Wash.); McKellar-Sipes Regional (Tenn.); Hickory Regional (N.C.); Grand Strand/Myrtle Beach (S.C.); Springdale Municipal (Ark.); Salinas Municipal (Calif.); Shreveport Downtown (La.); Muncie (Ind.), and Garden City (Kan.).

Other towers expected in the near future to participate in the cost-sharing program are: Latrobe, Pa.; Beaver County, Pa.; Bloomington, Ind.; Olive Branch, Miss.; Chennault (La.) International; Stillwater, Okla.; Henderson, Nev.; Concord, N.C.; Victorville, Calif.; Columbus, Ind.; Sawyer Airport (Mich.); Kalispell, Mont., and Knoxville Downtown (Tenn.).

For more information on contract tower cost-sharing, contact your FAA regional representative (*listed on page 9 in this issue*), or Willie Card, FAA Contract Tower Program manager, at (202) 267-9336, or fax (202) 493-5016.

## USCTA SUPPORTS AIP ELIGIBILITY FOR CONSTRUCTION, EQUIPMENT

A legislative initiative for the U.S. Contract Tower Association and AAEA in 2001 will be to support making tower construction and the purchase of ATC equipment eligible for Airport Improvement Program (AIP) entitlements. This would include airports that do not currently have a tower but are interested in gaining admission to the FAA’s Contract Tower Program.

USCTA members are requested to e-mail answers to the following questions to Spencer Dickerson at [sdickerson@airportnet.org](mailto:sdickerson@airportnet.org).

- Would your airport be interested in using AIP entitlements for the construction of a contract tower at your facility? If yes, please state approximately when you plan to build a tower.

- If your airport has already built a contract tower, would you be interested in receiving reimbursement for some of the cost from AIP entitlements? If yes, what year did you build your contract tower?

- Would your airport be interested in using AIP entitlements to purchase ATC equipment (radios, tower displays, voice switches, etc.) for your con-

tract tower? If yes, what type of equipment would you purchase?

## LITTON DENRO WINS CONTRACT FOR EQUIPMENT AT ACADIANA REGIONAL

The Denro Strategic Business Unit of Litton Advanced Systems, a subsidiary of Litton Industries, has been awarded a contract from the Iberia Parish Airport Authority to provide a Model Small Tower Voice Switch to the Acadiana Regional Airport air traffic control tower, located in New Iberia, La.

Funding for the project has come from the Louisiana DOT. A total of \$160,000 will be available for the complete project, which includes eight new FAA-approved ATC radios.

The Acadiana Regional Airport tower runs 100,000 annual operations and has 43 based aircraft at the field. RVA Inc., with a staff of five controllers and one tower chief, operate the Acadiana tower under FAA contract.

## FAA LAUNCHES TEST FUNDING PROGRAM FOR ATC PROJECTS

FAA is inviting airports and airlines to participate in a pilot funding program designed to speed up key airport facility and equipment upgrades.

Under the Pilot Program to Permit Cost Sharing of Air Traffic Modernization Projects, which was authorized in the AIR-21 legislation, the agency will select a maximum of 10 projects designed to improve airport capacity and enhance airspace control procedures. The law permits airports and airport/airline joint ventures in partnership with FAA to procure and install facilities and equipment. Each approved project is limited to receive maximum FAA cost sharing of 33 percent, with no project to exceed \$15 million in federal funds.

Those wishing to participate in the pilot program may submit applications to FAA by Jan. 19, 2001. A special FAA technical panel will evaluate applications and select eligible projects by July 13, 2001.

If 10 projects are not selected, the application procedure will be repeated during 2002 and 2003. Each project must be a validated FAA program and serve the general welfare of the flying public. Specific guidelines for the program were published in the Dec.

6 issue of the *Federal Register* and can be accessed on the Internet at [http://www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html).

## WISCONSIN DOT AWARDS CONTRACT FOR DESIGN OF WITTMAN TOWER

The contract for design of a control tower for Wittman Regional Airport in Oshkosh, Wis., a contract tower facility, has been awarded by the Wisconsin DOT to Omni Associates Inc. of Appleton, Wis., and AJT & Associates Inc. of Cape Canaveral, Fla.

AJT will conduct a preliminary engineering report and siting study, in addition to being responsible for the functional design and special details of the ATCT. Omni Associates is responsible for project management and coordination, and will also be involved with some responsibilities of the control tower design.

## FOES OF 'PRIVATIZING' ATC GRAB HOLD OF WHITE HOUSE PLAN

*Reprinted from Airline Financial News  
December 20, 2000*

A plan unveiled Dec. 7 by the White House to make air traffic control more efficient is likely to serve as a rallying cry for those opposing a drive by airlines to substantially alter the current system in order to reduce costs and boost efficiency.

Just a day after the White House issued an executive order directing the Federal Aviation Administration (FAA) to tighten its air traffic operations, the union representing 15,000 air traffic controllers came down squarely in favor of the move.

And much of the enthusiasm for the White House effort is generated by the realization that major carriers are likely to make a strong push in Congress next year to "commercialize," if not privatize, air traffic control.

According to the union, the National Air Traffic Controllers Association (NATCA), the White House is right on target by saying increased efficiency in the nation's aviation system can be achieved by keeping air traffic control within the federal government. The strong support for the government plan reveals the underlying strong opposition to any form of air traffic control privatization.

"We want to voice our opposition to privatization," said Doug Church, a spokesman for the union. Air traffic control, he said, is an "inherent government

function” that preserves safety. Air traffic control is now seamless, and Church stressed that the union wants to keep it that way. If private companies take over air traffic control, there could be a “fragmentation” of the system since the entities could compete against each other. Such a development, he said, would pose safety concerns.

Instead of operating air traffic control like a business, it would make more sense to concentrate on expanding capacity at airports, according to Church. He said that pouring more concrete would reduce congestion and streamline operations without jeopardizing the integrity of the entire air traffic control system.

The White House plan has many aspects, including a review of regulatory impediments so that airlines might be charged more to land at airports during peak hours. But the part pertaining to the union centers on an executive order directing the FAA to create a performance-based organization (PBO) focusing strictly on the efficient operation of air traffic control. Dubbed the Air Traffic Organization, the PBO will be located within the FAA and will be overseen by the agency’s safety, regulatory and enforcement arm.

The bottom line for NATCA is that the FAA would continue to regulate the air traffic system. But this would not be the case if the airline industry convinces lawmakers to adopt a system similar to one used in Canada. In fact, the head of NavCanada has no qualms about using the word “privatization” to describe that country’s air traffic control operations.

That word has become taboo in the United States, with the preferred alternative being “commercialization.”

Interestingly, user fees figure prominently in both the White House plan and the air traffic control system used in Canada. The White House is asking Congress to replace the excise tax on passengers with cost-based charges on commercial users of the air traffic control system. Canada already has replaced the old transportation excise tax with user fees, and airlines and passengers are said to be savings about \$225 million a year. It is likely that major commercial carriers in the United States also will press for user fees.

Despite the agreement over user fees, the White House plan is very different from NavCanada and the thinking of major U.S. carriers. For example, the head of Delta Air Lines is advocating a government-sponsored corporation separate from the FAA.

In response to the Dec. 7 White House announce-

ment, NATCA released a statement the next day lauding the plan but also emphasizing its adamant opposition to privatization. The union said it is in “complete agreement” with President Clinton’s assertion that increased efficiency in the nation’s aviation system, as well as safety, can be achieved by keeping air traffic control within the federal government.

“We support continuing efforts to proactively improve the nation’s air traffic control system from within the Federal Aviation Administration,” NATCA President John S. Carr said. “The U.S. airspace is a national treasure and demands thoughtful and prudent decisions. The administration believes the FAA has the latitude to achieve efficiencies needed in the air traffic control system without the shortsighted and ill-conceived notion of privatization.”

Carr went on to say that privatization “puts profits before safety, benefiting only the corporate machine.” This, he said, would jeopardize safety and the standardization of the country’s complex airspace.

## CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

Spinks Airport in Texas, Cincinnati Municipal-Lunken Airport in Ohio, and Michigan’s W.K. Kellogg Airport are the newest members of the U.S. Contract Tower Association.

USCTA’s Policy Board for this year is comprised of James Hansford, A.A.E., manager of the Central Wisconsin Airport, as chairman, and Jack Schelter, A.A.E., deputy director of aviation at Phoenix Sky Harbor International Airport, as vice chairman.

Other USCTA policy board members for 2000 are: Bryan Elliott, A.A.E., executive director of the Charlottesville, Va., Albemarle Airport Authority; Tim Rogers, A.A.E., executive director of

*(continued on page 6)*

### GIVE US A CALL!

We’re looking for news about your contract tower to publish in this newsletter. Do you have anecdotal information about safety or economic development issues relating to your contract tower, or newspaper stories about your contract tower? Please forward them to Barbara Cook at (703) 824-0500, Ext. 133, or e-mail [barbara.cook@airportnet.org](mailto:barbara.cook@airportnet.org).

Salina, Kan., Airport Authority; Ted Soliday, executive director of the Naples, Fla., Airport Authority; Rick Baird, manager of Freidman Memorial Airport in Hailey, Idaho; Steve Stockam, manager of Joplin, Mo., Regional Airport; Glenn Januska, A.A.E., manager of Waukesha, Wisc., County Airport; Shane Cordes, executive vice president of Midwest ATC; Jim McCue, A.A.E., manager of Glendale, Ariz., Municipal Airport; Richard Howell, A.A.E., director of S.W. Georgia Regional Airport in Albany, Ga.; Bill Gatchell, C.M., airports supervisor, Lea County Airports, N.M., and Jerry O'Sullivan, manager, Greenbrier Valley Airport, W. Va.

Spencer Dickerson, executive vice president of AAAE, is executive director of the USCTA. Consultants to USCTA are Linda Hall Daschle and Bert Randall of Baker Donelson Bearman & Caldwell; Patrick McCann of the Wexler Group, and Larry Barnett of AB Management Associates.

The following are the members of the association: state of Alaska, Hawaii Department of Transportation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Glendale Municipal Airport (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Sacramento (Calif.) County Department of Airports, San Carlos Airport (Calif.), San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Ramona Airport-County of San Diego (Calif.), San Diego (Calif.) Brown Field, Redding (Calif.) Municipal Airport, Salinas (Calif.) Municipal Airport, Santa Maria Public Airport District (Calif.), Eagle County (Colo.) Regional, Waterbury-Oxford Airport (Conn.), Boca Raton Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, Vandenberg Airport (Tampa, Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Friedman Memorial Airport (Idaho), Pocatello (Idaho) Regional Airport, Waukegan Regional Airport (Ill.), Meigs Field (Ill.), Quincy (Ill.) Municipal Airport, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County

Regional Airport (Ill.), Columbus (Ind.), Municipal Airport, Delaware County Airport (Muncie, Ind.), Johnson County Municipal Airport (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Westfield Barnes Airport (Mass.), Worcester (Mass.) Regional Airport, Minneapolis-St. Paul Metropolitan Airports Commission (Anoka County Airport), W.K. Kellogg Airport (Mich.), Jackson Municipal (Miss.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Henderson (Nev.) Executive Airport, Lebanon (N.H.) Municipal, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), Bolton Field (Columbus, Ohio), Cleveland Burke Lakefront Airport (Ohio), Cuyahoga County Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Max Westheimer Field (Okla.), Redmond Municipal Airport (Ore.), Rogue Valley (Ore.) International, Arnold Palmer Regional Airport (Latrobe, Pa.), Greenville Downtown Airport (S.C.), Hilton Head (S.C.), Horry County Department of Airports (Myrtle Beach, S.C.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Stinson Municipal Airport (San Antonio, Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Spinks Airport (Texas), Charlottesville-Albemarle Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Wheeling-Ohio County Airport (W.Va.), Greenbrier Valley Airport (W.Va.), Chippewa Valley (Wis.) Regional Airport, Milwaukee Timmerman (Wis.) Airport, LaCrosse (Wis.) Municipal, Central Wisconsin Airport (Wis.), Outagamie County (Wis.) Regional Airport, Waukesha County Airport (Wis.), Cheyenne (Wyo.) Airport, Jackson Hole (Wyo.) Airport, Midwest Air Traffic Control Services Inc., COMARCO Airport Services, Serco Management Services, RVA Inc., Unitech, AJT & Associates Inc. and Litton Denro.

**FOLLOWING IS THE CURRENT LIST OF  
FAA CONTRACT TOWERS**

*(199 towers as of January 1, 2001)*

<b>AIRPORT NAME</b>	<b>FAA REGION</b>	<b>STATE</b>	<b>AIRPORT NAME</b>	<b>FAA REGION</b>	<b>STATE</b>
Bethel	AAL	AK	Jackson	AGL	MI
Kenai Municipal	AAL	AK	Anoka (Minneapolis)	AGL	MN
King Salmon	AAL	AK	Minot	AGL	ND
Kodiak	AAL	AK	Bolton Field	AGL	OH
Dubuque	ACE	IA	Burke Lakefront	AGL	OH
Forbes Field	ACE	KS	Ohio State University	AGL	OH
Garden City	ACE	KS	Cincinnati Mun./Lunken	AGL	OH
Hutchinson Mun.	ACE	KS	Cuyahoga County	AGL	OH
Johnson Co. Exec.	ACE	KS	Rapid City Regional	AGL	SD
Philip Billard Mun.	ACE	KS	Appleton	AGL	WI
New Century Air Center	ACE	KS	Central Wisconsin	AGL	WI
Salina Municipal	ACE	KS	Kenosha Municipal	AGL	WI
Columbia	ACE	MO	Lacrosse	AGL	WI
Joplin Regional	ACE	MO	Rock County	AGL	WI
Rosecrans Mem'l/St. Joseph	ACE	MO	Timmerman (Milwaukee)	AGL	WI
Central Neb./Grand Island	ACE	NE	Waukesha County Airport	AGL	WI
Martin State	AEA	MD	Wittman Regional	AGL	WI
Washington Co. Reg'l/Hagerstown	AEA	MD	Bridgeport	ANE	CT
Salisbury-Wicomico	AEA	MD	Danbury	ANE	CT
Trenton	AEA	NJ	Groton-New London	ANE	CT
Tompkins County	AEA	NY	Hartford-Brainard	ANE	CT
Niagara Falls	AEA	NY	Tweed-New Haven	ANE	CT
Oneida County	AEA	NY	Barnes Municipal	ANE	MA
Stewart	AEA	NY	Beverly	ANE	MA
Capital City	AEA	PA	Hyannis	ANE	MA
Lancaster	AEA	PA	Lawrence	ANE	MA
Williamsport/Lycoming Co.	AEA	PA	Martha's Vineyard	ANE	MA
Charlottesville-Albemarle	AEA	VA	New Bedford	ANE	MA
Lynchburg	AEA	VA	Norwood	ANE	MA
Greenbrier Valley	AEA	WV	Worcester	ANE	MA
Morgantown	AEA	WV	Boire Field/Nashua	ANE	NH
Parkersburg	AEA	WV	Lebanon Municipal	ANE	NH
Wheeling Ohio Co.	AEA	WV	Eagle County	ANM	CO
Bloomington/Normal	AGL	IL	Grand Junction	ANM	CO
Decatur	AGL	IL	Friedman Memorial	ANM	ID
Meigs Field (Chicago)	AGL	IL	Idaho Falls	ANM	ID
St. Louis Regional	AGL	IL	Lewiston-Nez Perce Co.	ANM	ID
So. Illinois/Carbondale	AGL	IL	Pocatello Municipal	ANM	ID
Waukegan Regional	AGL	IL	Gallatin Field/Bozeman	ANM	MT
Williamson County	AGL	IL	Missoula International	ANM	MT
Gary Regional	AGL	IN	Klamath Falls	ANM	OR
Muncie/Delaware County	AGL	IN	McNary Field	ANM	OR
Battle Creek	AGL	MI	Medford	ANM	OR
Detroit City	AGL	MI	Pendleton Municipal	ANM	OR
			Redmond	ANM	OR
			Troutdale (Portland)	ANM	OR
			Ogden-Hinckley Mun.	ANM	UT
			Bellingham Int'l	ANM	WA

*(continued on following page)*

AIRPORT NAME	FAA REGION	STATE
Felts Field	ANM	WA
Olympia	ANM	WA
Renton	ANM	WA
Tacoma Narrows	ANM	WA
Walla Walla Regional	ANM	WA
Yakima	ANM	WA
Cheyenne	ANM	WY
Jackson Hole	ANM	WY
Dothan	ASO	AL
Brookley (Mobile)	ASO	AL
Tuscaloosa Municipal	ASO	AL
Albert Whitted	ASO	FL
Boca Raton	ASO	FL
Gainesville	ASO	FL
Hollywood	ASO	FL
Jacksonville/Craig	ASO	FL
Key West	ASO	FL
Kissimmee	ASO	FL
Lakeland Municipal	ASO	FL
Melbourne	ASO	FL
Naples	ASO	FL
Opa Locka	ASO	FL
Page Field	ASO	FL
Panama City/Bay Co.	ASO	FL
Pompano Beach	ASO	FL
Stuart/Whitham	ASO	FL
Titusville/Cocoa	ASO	FL
Athens Municipal	ASO	GA
Fulton County	ASO	GA
Gwinnett County	ASO	GA
Macon	ASO	GA
McCollum	ASO	GA
SW Georgia/Albany-Dougherty	ASO	GA
Valdosta Municipal	ASO	GA
Barkley Regional	ASO	KY
Owensboro/Daviess Co.	ASO	KY
Greenville Municipal	ASO	MS
Hawkins Field	ASO	MS
Meridian/Key Field	ASO	MS
Tupelo Regional	ASO	MS
Kingston	ASO	NC
New Bern	ASO	NC
Smith Reynolds	ASO	NC
Hickory Regional	ASO	NC
Isla Grande	ASO	Puerto Rico
Grand Strand/Myrtle Beach	ASO	SC
Greenville Downtown	ASO	SC
Smyrna	ASO	TN
McKeller-Sipes	ASO	TN
Alexander Hamilton (St. Croix)	ASO	Virgin Islands
Fayetteville	ASW	AR
Northwest Arkansas Regional	ASW	AR
Springdale	ASW	AR

AIRPORT NAME	FAA REGION	STATE
Texarkana Mun./Webb Field	ASW	AR
Acadiana Regional	ASW	LA
Houma	ASW	LA
Alexandria	ASW	LA
Shreveport Downtown	ASW	LA
Farmington Municipal	ASW	NM
Lea County/Hobbs	ASW	NM
Santa Fe Co. Mun.	ASW	NM
Ardmore Municipal	ASW	OK
Enid Woodring Mun.	ASW	OK
Lawton Municipal	ASW	OK
Univ. of Oklahoma/Westheimer	ASW	OK
Wiley Post	ASW	OK
Brownsville Int'l	ASW	TX
Easterwood	ASW	TX
Grand Prairie	ASW	TX
Laredo International	ASW	TX
McAllen	ASW	TX
McKinney Municipal	ASW	TX
Redbird	ASW	TX
Rio Grande Valley International	ASW	TX
San Angelo	ASW	TX
Stinson Municipal (San Antonio)	ASW	TX
Tyler	ASW	TX
Chandler	AWP	AZ
Flagstaff Pulliam	AWP	AZ
Glendale	AWP	AZ
Goodyear (Phoenix)	AWP	AZ
Laughlin/Bullhead City	AWP	AZ
Mesa/Williams Gateway	AWP	AZ
Ryan	AWP	AZ
Chico	AWP	CA
Fullerton	AWP	CA
Hawthorne	AWP	CA
Mather	AWP	CA
Modesto	AWP	CA
Oxnard	AWP	CA
Palmdale	AWP	CA
Redding Municipal	AWP	CA
Riverside	AWP	CA
Sacramento Executive	AWP	CA
Salinas Municipal	AWP	CA
San Carlos	AWP	CA
San Diego/Brown Field	AWP	CA
San Luis Obispo	AWP	CA
Santa Maria	AWP	CA
Whiteman	AWP	CA
William J. Fox	AWP	CA
Agana	AWP	Guam
Kona/Keahole	AWP	HI
Lihue	AWP	HI
Molokai	AWP	HI
Elko	AWP	NV
Saipan International	AWP	MP

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