

# U.S. CONTRACT TOWER ASSOCIATION

N E W S L E T T E R

FAA Federal Contract Tower Program

*"The Government/Industry Partnership Dedicated to Air Traffic Safety"*

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## **COURT DISMISSES SUIT AGAINST FAA CONTRACT TOWERS**

The U.S. Court of Appeals for the Sixth Circuit has affirmed a lower court opinion that dismissed a lawsuit from the National Air Traffic Controllers Association (NATCA) challenging FAA's 1993 privatization of 115 low-level activity air traffic control towers.

The ruling resolves the challenge to FAA being able to contract for air traffic services at relatively low activity towers. NATCA filed suit in 1994, and the case has been traveling back and forth between the district court and the appellate court ever since. The appellate court in August held both that NATCA lacks standing and that FAA has authority to contract for these services.

FAA now has 246 towers in its contract tower program.

The case has been in litigation for nearly 17 years, the appeals court noted.

## **FAA CONTRACT TOWER WORKSHOP DRAWS MORE THAN 120 DELEGATES**



More than 120 airport, FAA and industry delegates participated in the annual AAAE/USCTA/FAA Contract Tower Workshop, July 25-27 in Washington, D.C. (see photos on pages 8-9)

Rep. John Mica (R-Fla.), chairman of the House Transportation and Infrastructure Committee, and one of the strongest proponents of the FAA Contract Tower Program in Congress, gave the keynote address and updated the delegates on FAA reauthorization, the debt ceiling debate and the overall contract

tower program.

Walt Cochran, vice president for terminal services in FAA's Air Traffic Organization, also spoke to the group.

Key topics discussed at the workshop included future funding for the contract tower program, the benefit/cost ratios for towers, new contract tower starts, staffing, the cost-sharing program, tower building security issues, terminal radar displays, runway safety initiatives, and the contract tower minimum equipment list.

The Martha's Vineyard (Mass.) Airport, the FAA Contract Tower at Martha's Vineyard, and Midwest ATC were presented the annual Willie Card Contract Tower Service Award at the meeting.

AAAE and USCTA thank the following companies for sponsoring the workshop: Midwest ATC, Robinson Aviation (RVA), Serco Management, NAV-CANatm/Searidge Technologies, Berkley Aviation, Raytheon Air Traffic Management, Lockheed Martin ATTM, CTBXaviation, Quadrex Aviation, and Wolen, LLC.

## **MARTHA'S VINEYARD AIRPORT TOWER WINS 2011 WILLIE F. CARD AWARD**

Martha's Vineyard Airport's FAA Contract Tower, operated by Midwest ATC, was named the 2011 winner of the Willie F. Card Tower Service Award.

The evaluation committee, comprised of representatives from the Regional Airline Association, National Air Transport Association, Air Traffic Control Association, FAA and the National Association of State Aviation Officials, described this year's nominations as excellent overall.

The award was presented to **Martha's Vineyard**

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**Airport** and its tower on Tuesday morning, July 26, during the USCTA/AAAE/FAA Contract Tower Workshop in Washington, D.C.

Martha's Vineyard has intersecting runways and a dense population of assorted general aviation and business aircraft. The tower personnel have to handle a variety of activity, including two extended presidential visits to Martha's Vineyard over the past several years. The presidential visits required controllers to coordinate with multiple agencies during the extended TFRs.

The airport is in the final stages of an extremely complex multi-year construction project to add standard runway safety areas associated with the primary runway, Runway 6/24. The project, among other phases, required the relocation reconstruction of the parallel Taxiway A, as well as Taxiway D and the construction of an additional taxiway. In addition, the entire 6/24 light system was replaced, the approach lights were relocated, the glide slope and the runway visual range indicator were relocated, and a new shelter installed. This project was accomplished with a minimum number of runway closures and facility outages. In the fall 2010, the airport began the major reconstruction of the terminal ramp and adjacent GA aircraft parking aprons. Throughout these complex changes, the tower has had no operational errors in more than three years.

Other nominations were:

**Billard Airport (Kan.)** has three intersecting runways and a dense population of assorted GA aircraft. The airport recently completed runway overlay projects and the repair of taxiway pavements. The projects were coordinated with the control tower personnel and, due to their input and ability to work under changing conditions, all went smoothly. The most recent experience involving construction on the airport was the apron overlay. Due to a congested and often confusing intersection located near the apron project, controller management suggested a modification to the design of the project. This modification required the installation of centerline paint markings through the apron area. During certain operations the controller staff utilized the apron area to move aircraft to and from the active runway in a safe and efficient manner, avoiding an area identified as a Hot Spot. Tower personnel led the way in organizing the Runway Safety Action Team annual meeting, as well as participated in monthly airport safety meetings, airport construction meetings and the Kansas DOT airport sign project. Multiple special events are held annually, such as the EAA fly-in fundraisers and Kansas Civil

Air Patrol. The tower is operated by Midwest ATC.

**Branson (Mo.) Airport**, which opened May 11, 2009, is a privately funded airport. The control tower, operated by Midwest ATC, handles a mix of scheduled airlines, air taxi operations, military aircraft, life-line helicopters, business jets and GA aircraft. Traffic operations have increase between 20 percent-25 percent since the tower was incorporated into FAA's Contract Tower Program on Aug. 17, 2009. The controllers have not committed any operational errors since the opening of the airport, despite the mix of aircraft and opening ceremonies that included the U.S. Air Force Thunderbirds and a mix of vintage type aircraft. The tower team already has become involved in the local community as a guest speaker and is interacting with pilots at safety meetings. During 2010, the airport, in cooperation with its FBO, sponsored two fly-ins, and the tower staff was present to discuss safety-related concerns with the GA community.

**Capital City Airport (Pa.)** has intersecting runways and a population of corporate business jets, assorted GA aircraft, including light sport planes, and military aircraft. Banner tow operations are conducted from the airport and monthly military parachute drops take place over the airport. Additionally, it is located in close proximity to Harrisburg International Airport, which requires extensive coordination and teamwork

## U. S. C O N T R A C T T O W E R A S S O C I A T I O N

N E W S L E T T E R

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between the two facilities. The tower, which is operated by Midwest ATC, has had no operational errors or deviations in more than 10 years. The tower maintains a website for pilot information and publishes a pilot's guide to explain ATC procedures and what to expect when flying in and out of the airport.

**Central Illinois Regional Airport's** tower is operated by Midwest ATC and has an excellent safety record despite the airport's continued air carrier growth and airfield infrastructure enhancements. On a daily basis, air traffic presents a comprehensive mix to the controller team. State Farm Insurance and Country/Gowmark companies are headquartered in Bloomington/Normal, and both have their corporate fleets based at the airport. Further, the airport is heavily used for training flights and by recreational pilots. In 2010, a new ARFF staff was located adjacent to the main runway. Drainage improvement next to the safety area of the same runway was another major construction. Both projects were concluded without any incursions or vehicle/pedestrian deviations. There have not been any operational errors during the past 10 years.

**Cincinnati Municipal Lunken Airport's (Ohio)** tower team on multiple occasions has initiated procedures to improve and enhance the safety of airport operations. These efforts include the consistent use of hold short phraseology for runway crossings that went above and beyond FAA procedural requirements. Further, tower personnel worked with airport officials to address Hot Spots identified by FAA Runway Safety Action Team members. The tower staff developed the proper awareness notes and regulations concerning taxiing procedures and runway crossing advisories that were accepted by the local FSDO and published in Jeppesen aviation charts, bulletins and regulatory publications. The controllers work with airport administration to improve communication with field maintenance crews during grass cutting and snow removal operations and daily airfield inspections. Safety zones were mapped and established through collaboration between the ATC personnel and airport maintenance crew leaders. The tower manager and staff regularly work with the local FSDO on accident prevention by presenting at pilot training seminars and facilitate tower visits by student pilots. The tower is operated by Midwest ATC.

**Concord (N.C.) Regional Airport** is among the busiest airports in the state and is known as the base hub for the NASCAR race teams. Teams use their own small aircraft or fly together in a chartered B737. The controllers work with clearances and preferences

to get the teams on their way as quickly as possible and, if necessary, in working with airport management, stay open late until most aircraft have returned. In addition, on three weekends annually the staff handles the NASCAR and NHRA events at the Charlotte Motor Speedway, located three miles from the airport. This requires dealing with a wide mix of aircraft during these events, along with banner-towing operations, skydiving and fly-by aircraft. In addition to the NASCAR activity, the controllers have dealt with major construction activity, including a runway overlay of the airport's single 7,400-foot runway and an apron expansion in 2010. From the time the tower became a contract facility in 2001, there have been no operational errors. The tower is operated by Robinson Aviation (RVA).

**Cuyahoga County Airport (Ohio)** is a single runway facility that often requires maintenance and inspection during aircraft operations. Several situations have required the maintenance staff to make repairs with coordination provided by tower personnel. During the past year, the airport undertook its most aggressive construction project, which required a temporary aircraft tow road for tenants to have access to the runway. Construction necessitated multiple runway crossings with tow vehicles for aircraft staging at the FBOs. Also during the construction, the airport had limited parking available to visiting pilots. The controllers helped to safely direct aircraft to the designated parking areas. During the past year, there were no operational errors. The tower team actively participates in community outreach by hosting career days and tower tours, speaking at aviation meetings and providing assistance to aviation organizations.

**Eagle County (Colo.) Regional Airport**, operated by Serco Management Services, is a destination airport during the winter months, which brings a high level of air traffic on a single runway. The adverse weather conditions and mountainous terrain add to the complexity of controllers' work. In 2010, Serco awarded Eagle its Air Traffic Facility of the Year honor, recognizing controllers for their efforts and improvements to the overall operation of the facility. Also in 2010, Tom Jones, FAA contract tower and weather program manager, presented Eagle with a Best Customer Service Award for completing and changing various procedures that resulted in an improvement to the overall safety, service and efficiency of the operation. The improvement was so significant that Eagle was able to reduce departure delays by 82 percent during the 2009-2010 winter season. Further,  
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during the 2010-2011 winter season, delays were reduced even more. Among the delay causes were snow removal procedures, which since have been streamlined. Meetings also were held with the FBO management to set new procedures and programs to handle added traffic.

**Gallatin Field Airport (Mont.)** is located in a mountain valley with constantly changing weather conditions, all without benefit of National Weather Service Doppler Radar. The airport's weather observer-qualified controllers provide a tremendous safety benefit to the airport and pilots by accurately providing current weather conditions, as well as providing users with advance notice of impending storm fronts. Without the benefit of an approach control, all snow removal operations must be coordinated between individual aircraft operations. The controllers assist with coordinating snow removal operations and field conditions updates. Controllers also have been instrumental in assisting with the addition of technology at the airport. Gallatin Field was the first airport in the U.S. to partner with FAA on an Air Traffic Control Beacon Interrogator radar and also one of the first airports to purchase a STARSLITE tower radar display. The tower is operated by Serco Management Services.

**Gary/Chicago International Airport's** tower, operated by Midwest ATC, has received a Flight Safety Award from the FSDO and a Certificate of Recognition from FAA for support of the Flight Safety Program, plus a Letter of Recognition from the Indiana National Guard for exceptional service. Three of the tower controllers received FAA Flight Assist honors. Several construction projects on and near the airport have presented daily challenges to the tower personnel. The ongoing widening of the Indiana Toll Road and associated bridges, just 1,000 feet from the primary runway's threshold, warrants continual vigilance for crane operations. A two-month project for relocation of the runway approach light system equipment housing required heightened surveillance of the runway safety area, plus constant coordination with maintenance crews entering, departing and crossing the area. The tower manager's active role in convening meetings during all phases of the projects allowed activity to incursion and accident free.

**Ithaca Tompkins Regional Airport (N.Y.)** has worked to maintain its passenger base by improving customer service and convenience and raising its visibility within the community. Personnel of tower operator Midwest ATC have assisted in this initiative by going out of their way to host tours of their facility and by working to improve safety on the airfield.

Controllers were instrumental in lobbying for an automated weather sensing system and back-up stand-alone weather system. They secured a runway visual range aid as well. Further, they convene regular meetings for pilots and airport tenants to discuss safety issues that include runway incursions, communications, airport signage and general questions connected to the everyday use of the facility. The tower handled 45,537 operations in 2010, including more than 10,000 scheduled airline operations. Operationally, US Airways, United/Continental and Delta would have had many delayed or canceled flights without the help of controllers who volunteered numerous times to provide weather readings when the airline employees were unable to do their own weather observations.

**Kissimmee (Fla.) Gateway** tower, operated by Robinson Aviation (RVA), recently was recognized by FAA as the best of more than 120 contract towers administered by the company in 2010. The tower is approaching the milestone of 2 million operations without a controller error since the 1997 start of operations. The tower is the 17th busiest among all towers in Florida, and ATC safety and customer service are the controllers' top priority. Airport tenant companies endorse the value of the tower team, with the Airline Career Associates flight school praising the controllers for speaking to flight students during training and making extra efforts to work with student pilots. FBO Signature Flight Support added its endorsement to the value of the tower team, saying that controllers always meet the expectations of the aviation community by providing safe and professional service.

**Manhattan (Kan.) Regional Airport** was the fastest growing commercial airport in the state last year in terms of passenger enplanements, and among the top nationally. At the same time, operations on the airfield were made extremely complex due to simultaneous construction projects on Runways 3/21 and 13/31. Due to project requirements, almost every movement area was closed or impacted in some way, requiring diligent handling of both aircraft and contractor personnel. Additionally the ILS and ASOS were out of service for relocation. Even during the most challenging of periods, there were no incursions or operational errors. Although conditions were NOTAMed, the tower personnel provided thorough, real-time assistance to pilots and contractor personnel. Each year the tower personnel participate in the runway and winter ops safety meetings, as well as in other outreach activities. The tower is operated by Midwest ATC.

**Max Westheimer Airport (Okla.)** is one of two reliever facilities serving Oklahoma City's Will Rogers

World Airport. The tower is operated by Robinson Aviation (RVA) and handles traffic that includes student pilot training and military operations. There have been no operational errors, operational deviations or runway incursions/surface incidents in more than two years. An airport safety committee was created two years ago to improve safety. The air traffic manager (ATM) was a key player in the formation of the committee. Discussions are directly mainly at how to improve airfield safety and keep users aware of special interest items such as prevention of incursions and incidents. The ATM developed a safety reporting form that is in common use now and provides for standardized and increased reporting of safety issues that otherwise might go unreported.

**McKellar-Sipes Regional Airport (Tenn.)** has a mix of traffic, including corporate aircraft, an Army National Guard helicopter base, air taxi operations, flight training, police helicopters and others. Operated by Robinson Aviation (RVA), the tower last year received a 99 percent positive feedback through the user satisfaction survey and a 100 percent positive feedback on the airport sponsor survey. In almost 16 years of operation, the tower has not had an operational error or deviation. During the flooding and snow storms that occurred in the state last year, some controllers slept at the tower to ensure that flight operations would be uninterrupted and that the tower would open on time. Controllers are active participants in the local community, and the tower is now included in the agenda for the airport commission meetings. The tower manager presents a monthly report to the commission.

**Renton (Wash.) Municipal Airport**, located near downtown Seattle, operates on a single runway in conjunction with the Will Rogers-Wiley Post Memorial Seaplane Base located at the north end of the airport. In addition to seaplanes, Renton serves as the first flight airport for B737 aircraft. The air traffic manager organized and directed a safety risk management panel that allows Boeing's aircraft to perform their necessary procedures for first flights while allowing other aircraft to utilize the runway. Using this safety-first approach, the controllers have contributed to the error-free operations since coming into FAA's Contract Tower Program in 1999. Tower controllers were instrumental last year in a successful campaign by the Centennial of Licensed Women Pilots to introduce the most girls and women to flying in one day. Tower personnel host visits by student pilots, flight instructors and others. The tower is operated by Serco Management Services.

**Southern Wisconsin Regional Airport** has the historic potential to generate more than 80,000 annual operations. An increase in corporate jet traffic, as well as GA aircraft, is expected due to upcoming construction of the airport's new terminal building. While there was no construction on the airport proper last year, an ongoing project at the local water treatment plant has necessitated the placement of several cranes in the approach corridor for Runway 14 and the departure corridor for Runway 32. There were no operational errors in 2010. The air traffic manager was instrumental in securing funding for WIG-WAM lights, which are approved for installation in fiscal year 2011. These warning lights will be placed at the published Hot Spot that is located at Bravo Taxiway and Runways 32 and 36. Tower personnel participate in runway safety classes and work with special event promoters to ensure smooth and safe air shows, as well as participate in tenant/user luncheons to answer questions about tower operations. The tower is operated by Midwest ATC.

**Waukesha County Airport, Crites Field (Wis.)** is the third busiest airport in the state, and its control tower is operated by Midwest ATC. The airport has been reevaluating and revamping its marketing strategy over the past two years, part of which included tenant and airport user surveys. Midwest ATC's survey of service sheets revealed that participating pilots rated the service they received from the tower as an 8 out of a maximum 10 points, and many pilots scored the service as a 10. In 2010, the tower had no operational errors or deviations. The controllers are active leaders and participants in runway safety action team and airport commission meetings, and accommodated more than 80 facility tours for individuals and community groups last year. Airport Operations Manager Kurt Stanich said that the airport "remains a strong and vital link in the regional and national airport network, thanks in large part to the excellent service provided by Midwest ATC management and controllers."

The **Westfield-Barnes Airport (Mass.)** controllers combined have more than 140 years of experience, which has helped them to amass more than 1 million error-free operations during the past 16 years. This included a period that covered major runway projects, apron reconstruction and taxiway projects that required altered taxi routes with no runway incursions or incidents. The tower handles military fighters, corporate maintenance operations and one of the northeast's main air shows. The controllers are equal partners in the airport's environmental, safety, security,

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emergency plan and snow removal committees, and are committed to local area programs and events. Controllers conduct legislative visits to educate staff and aids on important aviation safety and funding issues. Tower Chief Art Lustenburger participates in monthly tenant meetings among other outreach initiatives. The tower is operated by Midwest ATC.

**Williamson County (Ill.) Regional Airport's** control tower, operated by Midwest ATC, has had no interruption in air traffic services since 1988, and its controllers are praised by airport management for a number of achievements, including providing coordination during airfield construction. The controllers assist with documenting and communicating to airport staff matters concerning the wildlife hazard management plan; attend airport meetings to review the security program, emergency plan and the snow/ice control and countermeasure plan. The controllers actively assist with numerous EAA fly-in events, as well as participate with the airport authority's Southern Illinois Airshow. Tower personnel have a number of safety accomplishments to their credit, including holding annual runway safety action plan meetings, and developing and distributing a student brochure with examples of common communication scenarios for training purposes.

#### **DIFFERENCES REMAIN BETWEEN HOUSE, SENATE VERSIONS OF FAA REAUTHORIZATION**

Although the House and Senate have passed separate bills reauthorizing FAA programs, the Senate Commerce and House Transportation and Infrastructure committees have not ironed out the differences in the two bills.

Specific provisions in the House bill that affect FAA Contract Towers are:

- DOT is required to extend the contract tower program to FAA-staffed, low-activity VFR towers, if requested by a qualified entity (as determined by the DOT secretary), a state, or a subdivision of the state.
- A local airport has a grace period of 18 months before paying its share of a new cost-share tower.
- FAA may use unspent cost-share tower funds for fully funded contract towers, if needed.
- The bill caps the cost-share payment by a local airport to 20 percent for FAR Part 139 airports with annual passenger enplanements of fewer than 50,000 (i.e., if a benefit/cost ratio for a contract tower is .75 at a qualifying airport, FAA would pay 80 percent of the tower operating costs and the local airport would pay 20 percent.) This 20 percent cap sunsets Sept. 30, 2014.

- The cost-share program is authorized at \$8.5 million annually.

- The federal share in a contract tower construction program is increased from \$1.5 million to \$2 million.
- Regular FAA safety audits of contract towers are required.

The Senate version of the FAA reauthorization bill contains the following provisions for FAA Contract Towers:

- A local airport has a grace period of 18 months before paying its share of a new cost-share tower.
- FAA may use unspent cost-share tower funds for fully funded contract towers, if needed.
- The bill caps the payment by a local airport to a maximum of 20 percent for all cost-share contract towers, including general aviation airports with cost-share towers.
- The cost-share program is authorized at \$9.5 million for fiscal year 2010 and \$10 million for fiscal year 2011.
- The federal share in a contract tower construction program is increased from \$1.5 million to \$2 million.
- Regular FAA safety audits of contract towers are required.

#### **U.S. CONTRACT TOWER ASSOCIATION 2011-2012 POLICY BOARD MEMBERS NAMED**

AAAE's Board of Directors has appointed the 2011-2012 U.S. Contract Tower Association (USCTA) Policy Board, naming Walt Strong, A.A.E., administrator, Max Westheimer Airport, University of Oklahoma, to lead the 26-member board.

"USCTA's focus is maximizing the benefits of FAA's Contract Tower Program for airports, the communities they serve, and the aviation industry as a whole," USCTA Executive Director Spencer Dickerson said. "The 2011-12 USCTA Policy Board features a cross-section of key stakeholders involved in this very successful public/private partnership, providing USCTA with strong leadership that will help ensure the FAA Contract Tower Program continues to deliver outstanding results."

USCTA's mission is to advance aviation safety and enhance the viability of the FAA Contract Tower Program, which has provided safe, cost-effective and essential air traffic services since 1982. Currently, 246 smaller airports in 46 states have contract towers. These towers handle approximately 27 percent of all control tower aircraft operations in the U.S. but accounted for just 9 percent of FAA's overall budget allotted air traffic control (ATC) tower operations. Ab-

sent this highly successful federal program, many local communities and smaller airports would not receive the significant safety benefits of ATC services.

In addition to Strong, the following executives will serve on the USCTA Policy Board in 2011-2012: Steve Stockam, manager, Joplin Regional Airport (Mo.); Russ Chandler, manager, Cecil Field (Fla.); Jerry O'Sullivan, A.A.E., manager, Greenbrier Valley Airport (W.Va.); Richard Baird, manager, Friedman Memorial Airport Authority (Idaho); Anthony Ware, director of operations, Chennault International Airport (La.); Richard Lewis, director, Concord Regional Airport (N.C.); Tim Whitman, general aviation manager, Oklahoma City Department of Airports; Scott Driver, C.M., director of Ryan Airfield and Flight Line Services (Ariz.); Vinicio Llerena, C.M., director, New Braunfels Municipal Airport (Texas); Gary Johnson, C.M., director, Stillwater Regional Airport (Okla.); Keith Kaspari, C.M., manager, Sawyer International Airport (Mich.); Doug Kimmel, manager, Williamson County Airport Authority (Ill.); Bryan Rodgers, director, University Park Airport (Pa.); Rex Tippetts, A.A.E., director of aviation, Grand Junction Regional Airport (Colo.); Richard Howell, A.A.E., general manager, San Luis Obispo County Regional Airport (Calif.); Scott Musser, general aviation airports manager, Okaloosa County (Fla.); Luis Elguezabal, A.A.E., director, San Angelo Regional Airport (Texas); Bill Mitchell, director of operations and maintenance, Phoenix-Mesa Gateway Airport; Shane Cordes, president, Midwest ATC; Steve Christmas, vice president, aviation, Serco; Charles Dove, president, RVA; Brian Lally, president, CTBX Aviation; Peter Deeks, president, AJT Engineering; John Root, program manager, Wolen; and Dave Byers, president, Quadrex.

### **FAA REMOVES CERTAIN PHYSICAL SECURITY MANDATES FOR CONTRACT TOWER AIRPORTS**

In a major positive development for airports with FAA contract towers, the agency no longer will require blast, setback, fences and other physical security requirements at sponsor-owned/leased contract tower facilities.

Airports, AAAE/USCTA and several engineering firms have been arguing to FAA for the past couple of years that these physical security requirements are unnecessary; not fair to local airports that would have been responsible for the extra costs; and outside the boundaries of FAA's responsibilities. This policy was not only impacting new contract tower facilities, but would have eventually been applied to all FAA con-



Opa-Locka (Fla.) Contract Tower

tract tower facilities.

Special thanks to officials from Collin County (Texas) Regional Airport, University Park Airport (Pa.), CTBX Aviation, AJT and Wolen for their efforts on this important issue for contract tower airports.

### **FAA ISSUES NEW ORDER UPDATING AIR TRAFFIC CONTROL TOWER SITING PROCESS**

FAA has issued a new order defining the methods used to complete the air traffic control tower siting process.

The USCTA Policy Board has worked extensively with FAA for the past two years to develop this order.

In issuing the order, which may be accessed at [www.contracttower.org](http://www.contracttower.org), FAA noted that, "An effective and efficient process to accurately site new and replacement airport traffic control towers is consistent with FAA's mission to foster a safe, secure, and efficient aviation system. The FAA must balance many

# AAAE/USCTA/FAA Contract Tower July 25-27, 2011



# Program Workshop

■ Washington, D.C.



## FAA Contract Tower List (as of Aug. 1, 2011)

246 TOWERS AS OF AUG. 1, 2011. 16 TOWERS MARKED WITH AN ASTERISK ARE IN THE COST-SHARING PROGRAM.

<b>AIRPORT NAME</b>	<b>STATE</b>	<b>AIRPORT NAME</b>	<b>STATE</b>
Bethel	AK	Gainesville	FL
Kenai Municipal	AK	Hollywood	FL
King Salmon	AK	Craig (Jacksonville)	FL
Kodiak	AK	Key West	FL
Brookley (Mobile)	AL	Kissimmee	FL
Dothan	AL	Lakeland Municipal	FL
Tuscaloosa Regional	AL	Leesburg International	FL
Fayetteville	AR	Melbourne	FL
Northwest Arkansas Regional	AR	Naples	FL
*Rogers Municipal-Carter Field	AR	New Smyrna Beach Mun.	FL
*Springdale	AR	Ocala	FL
Texarkana Mun./Webb Field	AR	OpaLocka (Miami)	FL
Chandler	AZ	Ormond Beach Mun.	FL
Flagstaff Pulliam	AZ	Page Field	FL
Glendale	AZ	Palm Coast/Flagler County	FL
Goodyear (Phoenix)	AZ	Panama City/Bay Co.	FL
Laughlin/Bullhead City	AZ	Pompano Beach	FL
Phoenix-Mesa Gateway	AZ	St. Augustine	FL
Ryan (Tucson)	AZ	Stuart/Witham	FL
Castle	CA	Titusville/Cocoa	FL
Chico	CA	Athens Municipal	GA
Fullerton	CA	Fulton County	GA
Hawthorne	CA	Gwinnett County	GA
Mather (Sacramento)	CA	Macon	GA
Modesto	CA	McCollum	GA
Oxnard	CA	SW Georgia/Albany-Dougherty	GA
Palmdale	CA	Agana	Guam
Ramona Airport	CA	Kalaeloa	HI
Redding Municipal	CA	Kona/Keahole	HI
Riverside	CA	Lihue	HI
Sacramento Executive	CA	Molokai	HI
Salinas Municipal	CA	Dubuque	IA
San Carlos	CA	Friedman Memorial (Hailey)	ID
Brown Field (San Diego)	CA	Idaho Falls	ID
San Luis Obispo	CA	Lewiston-Nez Perce Co.	ID
Santa Maria	CA	Pocatello Municipal	ID
Vandenberg Air Force Base	CA	Bloomington/Normal	IL
Victorville	CA	Decatur	IL
Whiteman (Los Angeles)	CA	So. Illinois/Carbondale	IL
William J. Fox (Lancaster)	CA	St. Louis Regional	IL
Eagle County	CO	Waukegan Regional	IL
Front Range	CO	*Williamson County (Marion)	IL
Grand Junction	CO	Columbus Municipal	IN
Bridgeport	CT	Gary Regional	IN
Danbury	CT	*Monroe County/Bloomington	IN
New London (Groton)	CT	*Muncie/Delaware County	IN
Brainard (Hartford)	CT	Forbes Field (Topeka)	KS
Tweed-New Haven	CT	*Garden City	KS
Waterbury/Oxford	CT	Hutchinson Mun.	KS
Albert Whitted (St. Petersburg)	FL	Johnson Co. Exec.	KS
Boca Raton	FL	Manhattan	KS
Cecil Field (Jacksonville)	FL	New Century Air Center (Olathe)	KS

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Philip Billard Mun. (Topeka)	KS	Double Eagle II	NM
Salina Municipal	KS	Farmington Municipal	NM
Barkley Regional (Paducah)	KY	*Lea County/Hobbs	NM
Owensboro/Daviess Co.	KY	Santa Fe Co. Mun.	NM
Acadiana Regional	LA	Henderson (Las Vegas)	NV
Alexandria	LA	Francis F. Gabreski	NY
Chennault	LA	Tompkins County	NY
Houma	LA	Niagara Falls	NY
Shreveport Downtown	LA	Rome-Griffiss	NY
Barnes Municipal	MA	Stewart	NY
Beverly	MA	Bolton Field (Columbus)	OH
Hyannis	MA	Burke Lakefront (Cleveland)	OH
Lawrence	MA	Cuyahoga County (Cleveland)	OH
Martha's Vineyard	MA	Lunken Mun. (Cincinnati)	OH
New Bedford	MA	Ohio State University	OH
Norwood	MA	*Ardmore Municipal	OK
Worcester	MA	Enid Woodring Mun.	OK
Easton	MD	Lawton-Ft. Sill Regional	OK
Martin State (Baltimore)	MD	Univ. of Oklahoma/Westheimer	OK
Salisbury-Wicomico	MD	Stillwater	OK
Washington Co. (Hagerstown)	MD	Wiley Post	OK
Battle Creek	MI	Klamath Falls	OR
Detroit City	MI	McNary Field (Salem)	OR
*Jackson	MI	Medford	OR
Sawyer	MI	North Bend	OR
Anoka (Minneapolis)	MN	Pendleton	OR
St. Cloud Regional	MN	Redmond	OR
Branson	MO	Troutdale (Portland)	OR
Columbia	MO	Capital City (Harrisburg)	PA
*Jefferson City	MO	Lancaster	PA
*Joplin Regional	MO	Latrobe	PA
Rosecrans Mem'l (St. Joseph)	MO	*Williamsport/Lycoming Co.	PA
Saipan International	MP	Isla Grande	Puerto Rico
Golden Triangle Regional	MS	Rafael Hernandez Airport	Puerto Rico
Greenville Municipal	MS	Greenville Donaldson Center	SC
Hawkins Field (Jackson)	MS	Grand Strand/Myrtle Beach	SC
Meridian/Key Field	MS	Greenville Downtown	SC
Olive Branch	MS	Hilton Head Airport	SC
Stennis International Airport	MS	Rapid City Regional	SD
Tupelo Regional	MS	Millington	TN
Gallatin Field (Bozeman)	MT	Smyrna	TN
Kalispell	MT	McKeller-Sipes (Jackson)	TN
Missoula	MT	Arlington Municipal	TX
Concord	NC	Brownsville Int'l	TX
Hickory Regional	NC	Denton Municipal	TX
Kinston	NC	Easterwood	TX
New Bern	NC	*Fort Worth-Spinks	TX
Smith Reynolds (Win.-Salem)	NC	Galveston	TX
Minot	ND	Georgetown	TX
*Central Neb. (Grand Island)	NE	*Grand Prairie	TX
Boire Field (Nashua)	NH	Laredo International	TX
Lebanon Municipal	NH	Lone Star Executive (Conroe)	TX
Trenton	NJ	McAllen	TX

**AIRPORT NAME STATE**

McKinney Municipal	TX
Redbird	TX
Rio Grande Valley (Harlingen)	TX
San Angelo	TX
Stinson Municipal (San Antonio)	TX
Sugar Land	TX
Tyler	TX
Victoria	TX
Waco TSTC	TX
Ogden-Hinckley	UT
Provo Municipal	UT
Charlottesville-Albemarle	VA
Lynchburg	VA
Henry E. Rohlsen (St. Croix)	Virgin Islands
Bellingham Int'l	WA
Felts Field (Spokane)	WA
Olympia	WA
Renton	WA

**AIRPORT NAME STATE**

Tacoma Narrows	WA
*Walla Walla Regional	WA
Yakima	WA
Appleton	WI
Central Wisconsin	WI
Chippewa Valley	WI
Kenosha Municipal	WI
Lacrosse	WI
Rock County (Janesville)	WI
Timmerman (Milwaukee)	WI
Waukesha County Airport	WI
Wittman Regional (Oshkosh)	WI
Greenbrier Valley	WV
Morgantown	WV
Parkersburg	WV
Wheeling Ohio Co.	WV
Cheyenne	WY
Jackson Hole	WY

requirements and considerations, both internal and external to the FAA, to determine the optimum height, cab size, and location of an ATCT.

“This order defines the methods used to complete the ATCT siting process in a consistent manner and establishes the criteria and procedures for evaluation and approval for the height and location of an ATCT to ensure safety within the National Airspace System (NAS). It prescribes policy, delegates authority, and assigns responsibility to achieve the ultimate goal of providing the shortest ATCT that meets all the siting criteria.”

#### **DOT INSPECTOR GENERAL ISSUES REPORT ON 2009 FAA-NATCA AGREEMENT**

The DOT Inspector General in June issued a report on cost issues related to the 2009 collective bargaining agreement (CBA) between FAA and the National Air Traffic Controllers Association (NATCA).

The IG noted that the 2009 CBA was the first successfully negotiated agreement since a five-year agreement ratified in 1998, “which was associated with significant cost overruns.”

The IG said, “FAA estimates that the 2009 agreement will cost \$669 million more than extending the controller work rules that were in place prior to the 2009 agreement. We found that while FAA’s methodology for developing this estimate appears to be reasonable, it includes several assumptions that may increase total costs, such as the rate at which veteran controllers retire. There also are some provisions in the 2009 CBA that could escalate costs beyond FAA’s

estimate, including negotiated memoranda of understanding (MOU). While FAA established controls in 2003 to prevent additional costs with MOUs, we found that those controls are insufficient and that agency personnel do not consistently adhere to them.”

The IG made four recommendations to help FAA ensure its internal control policies are sufficient to prevent cost escalations. “FAA concurred with or met the intent of our recommendations, and we consider them resolved pending completion of planned actions,” the IG said.

#### **FAA, NATCA ANNOUNCE AGREEMENT ON FATIGUE RECOMMENDATIONS**

FAA and the National Air Traffic Controllers Association (NATCA) on July 1 announced agreement on important fatigue recommendations that were developed by a joint FAA-NATCA working group that was established under the 2009 collective bargaining agreement.

The agreement reinforces existing FAA policy that prohibits air traffic controllers from sleeping while they are performing assigned duties. FAA will continue to provide air traffic controllers breaks on the mid-night shift based on staffing and workload. While on break, air traffic controllers are expected to conduct themselves professionally and be available for recall at all times.

FAA and NATCA also agreed that all air traffic controllers must report for work well-rested and mentally alert. It is the employee’s responsibility to notify their supervisor if they are too fatigued to perform

their air traffic control duties. As a result of this agreement, air traffic controllers can now request to take leave if they are too fatigued to work air traffic.

This agreement marks the completion of the tasks required by this joint FAA-NATCA fatigue working group. The FAA and NATCA will continue to collaborate to reduce the risk of fatigue in the workplace.

Air traffic controllers also now will be allowed to listen to the radio and read appropriate printed material while on duty during the hours of 10PM and 6AM as traffic permits.

FAA previously had adjusted work schedules to give air traffic controllers a minimum of nine hours off between shifts. The agency and NATCA will develop new watch schedule principles that incorporate fatigue science for schedules beginning no later than Sept. 1, 2012. FAA and NATCA already are beginning to work with local facilities on watch schedules that reduce the possibility of fatigue in the transition from the day shift to the midnight shift.

FAA also has agreed to develop policies that will encourage air traffic controllers to seek medical help for sleep apnea. Currently, air traffic controllers lose their medical qualification if they are diagnosed with sleep apnea. The agency will work to develop a process for most air traffic controllers with sleep apnea to regain their medical qualification once they receive proper medical treatment. FAA's Office of Aerospace Medicine also will develop educational material to raise awareness of the symptoms and the physical effects of sleep apnea.

As a result of this agreement, FAA will develop a Fatigue Risk Management System for air traffic operations by January 2012. This system will be designed to collect and analyze data associated with work schedules, including work intensity, to ensure that the schedules are not increasing the possibility of fatigue. Systems like these are commonly used in other areas of aviation to evaluate levels of risk. The agency also is designing a comprehensive fatigue awareness and education training program for employees.

#### **SIXTEEN AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING PROGRAM**

Sixteen facilities were participating in FAA's contract tower cost-sharing program as of Aug. 1, 2011.

They are: Rogers Municipal (Ark.), Springdale (Ark.), Williamson County (Ill.), Bloomington (Ind.), Muncie/Delaware County (Ind.), Garden City (Kan.), Jackson (Mich.), Jefferson City (Mo.), Joplin Regional (Mo.), Central Nebraska/Grand Island (Neb.), Lea

County/Hobbs (N.M.), Ardmore Municipal (Okla.), Williamsport/Lycoming Co. (Pa.), Fort Worth-Spinks (Texas), Grand Prairie (Texas) and Walla Walla Regional (Wash.).

#### **U.S. CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS**

The newest members of the U.S. Contract Tower Association (USCTA) are Martha's Vineyard Airport (Mass.), Hickory Regional Airport, (N.C.) and Lebanon Municipal Airport (N.H.).

Members of the USCTA Policy Board are: Walter Strong, Jr., A.A.E., Norman, Okla., chair; Steve Stockam, manager, Joplin Regional Airport (Mo.); Russ Chandler, manager, Cecil Field (Fla.); Jerry O'Sullivan, A.A.E., manager, Greenbrier Valley Airport (W.Va.); Richard Baird, manager, Friedman Memorial Airport Authority (Idaho); Anthony Ware, director of operations, Chennault International Airport (La.); Richard Lewis, director, Concord Regional Airport (N.C.); Tim Whitman, general aviation manager, Oklahoma City Department of Airports; Scott Driver, C.M., director of Ryan Airfield and Flight Line Services (Ariz.); Vinicio Llerena, C.M., director, New Braunfels Municipal Airport (Texas); Gary Johnson, C.M., director, Stillwater Regional Airport (Okla.); Keith Kaspari, C.M., manager, Sawyer International Airport (Mich.); Doug Kimmel, manager, Williamson County Airport Authority (Ill.); Bryan Rodgers, director, University Park Airport (Pa.); Rex Tippetts, A.A.E., director of aviation, Grand Junction Regional Airport (Colo.); Richard Howell, A.A.E., general manager, San Luis Obispo County Regional Airport (Calif.); Scott Musser, general aviation airports manager, Okaloosa County (Fla.); Luis Elguezabal, A.A.E., director, San Angelo Regional Airport (Texas); Bill Mitchell, director of operations and maintenance, Phoenix-Mesa Gateway Airport; Shane Cordes, president, Midwest ATC; Steve Christmas, vice president, aviation, Serco; Charles Dove, president, RVA; Brian Lally, president, CTBX Aviation; Peter Deeks, president, AJT Engineering; John Root, program manager, Wolen; and Dave Byers, president, Quadrex.

Members of USCTA are: the State of Maryland, Hawaii Department of Transportation, South Carolina Division of Aeronautics, Oklahoma Airport Operators Association, Dothan Airport (Ala.), Mobile Downtown Airport (Ala.), Tuscaloosa Regional Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Chandler Municipal Airport (Ariz.), Phoenix-Mesa Gateway (Ariz.),

*(continued on following page)*

Flagstaff (Ariz.) Laughlin/Bullhead International Airport (Ariz.), Pulliam Airport (Ariz.), Tucson (Ariz.) Airport Authority, Northwest Arkansas Regional Airport, Fayetteville Drake Field (Ark.), Texarkana Regional Airport (Ark.), Marana Regional Airport (Ariz.), Castle Airport (Calif.), San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Oxnard (Calif.), Ramona Airport-San Diego (Calif.), Redding (Calif.) Municipal Airport, Salinas Municipal Airport (Calif.), San Bernardino (Calif.), Santa Maria Public Airport District (Calif.), Ventura County Department of Airports (Calif.), Front Range Airport (Colo.), Grand Junction Walker Field Airport (Colo.), Tweed New Haven Airport (Conn.), Boca Raton Airport (Fla.), Gainesville Regional Airport (Fla.), Jacksonville/Craig (Fla.), Cecil Field (Fla.), Flagler County Airport (Fla.), Kissimmee (Fla.), Lakeland Linder Regional Airport (Fla.), Martin County Stuart/Whitham Airport (Fla.), Melbourne International Airport (Fla.), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Ocala Regional Airport (Fla.), Okaloosa County (Fla.), Destin (Fla.), Ormond Beach Municipal (Fla.), Panama City-Bay County International Airport (Fla.), Punta Gorda Charlotte County Airport (Fla.), Valdosta Regional Airport (Ga.), Cobb County McCollum Airport (Ga.), Gwinnett County Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Lewiston-Nez Perce County Regional Airport (Idaho), Decatur (Ill.), Joliet (Ill.), Southern Illinois Airport, St. Louis Regional Airport (Ill.), Waukegan Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Monroe County Airport (Ind.), Delaware County Airport (Muncie, Ind.), Columbus Municipal Airport (Ind.), Gary/Chicago International Airport (Ind.), Dubuque Regional Airport (Iowa), Manhattan Regional Airport (Kan.), Metro Topeka Airport Authority (Kan.), New Century (Kan.), Manhattan (Kan.), Salina Municipal Airport (Kan.), Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Alexandria International Airport (La.), Chennault International Airport (La.), Shreveport Airport Authority (La.), Easton Airport (Md.), Frederick Municipal Airport (Md.), Hagerstown Regional Airport (Md.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Martha's Vineyard Airport (Mass.); Westfield-Barnes Municipal (Mass.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Metropolitan Airports Commission (Minn.), St. Cloud Regional Airport (Minn.), Golden Triangle (Miss.), Jackson Municipal (Miss.), Meridian Regional Airport (Miss.), Olive Branch Municipal Airport

(Miss.), Stennis International Airport (Miss.), Branson Airport (Mo.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Glacier Park International (Mont.), Gallatin Field (Mont.), Central Nebraska Regional Airport, Nashua (N.H.) Airport Authority, Lebanon Municipal Airport (N.H.), Trenton-Mercer Airport (N.J.), Albuquerque Double Eagle II Airport (N.M.), Coastal Carolina Regional Airport (N.C.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Hickory Regional Airport (N.C.), Columbus Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cincinnati Lunken Field (Ohio), Ohio State University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Stillwater Municipal Airport (Okla.), Lawton-St. Sill Regional Airport (Okla.), Wiley Post Airport (Okla.), Eastern Oregon Regional Airport, Klamath Falls Airport (Ore.), Port of Portland (Ore.), Redmond, Ore., Southwest Oregon Regional Airport, Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), University Park Airport (Pa.), Donaldson Field (S.C.), Greenville Downtown Airport (S.C.), Millington Municipal Airport (Tenn.), Jackson Madison County Airport (Tenn.), Denton Municipal (Texas), Dennison (Texas), Galveston Municipal Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Lone Star Executive Airport (Texas), Grayson County Airport (Texas), Collin County Regional (Texas), San Angelo Regional Airport (Texas), San Antonio Stinson Municipal Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Renton Municipal Airport (Wash.), Spokane Felts Field (Wash.), Bellingham International Airport (Wash.), Olympia Airport (Wash.), Walla Walla Regional Airport (Wash.), Yakima Air Terminal (Wash.), Wheeling Ohio County Airport (W. Va.), Greenbrier Valley Airport (W.Va.), Raleigh County (W.Va.) Memorial Airport, Chippewa Valley Regional Airport (Wis.), Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), Oklahoma Airport Operators Association, South Central Chapter/AAAE, Southwest Chapter/AAAE, AJT& Associates, Berkley Aviation, CI2 Aviation, CTBXaviation, Dynamic Science, Inc., Leo A Daly, Lockheed Martin TSS, Marsh USA, Midwest Air Traffic Control Services Inc., Quadrex Associates, Robinson Aviation (RVA), Sensis Corp., Serco Management Services, Harris ATC Solutions, Air Traffic Control Association and Wolen LLC.

**FAA CONTRACT TOWER MINIMUM EQUIPMENT AS OF AUG. 1, 2011**

This list details the requirements for any new/future FAA Contract Tower facilities. It serves as a guide for items recommended in existing contract towers. Listed items should be projected for installation in existing towers in a reasonable time frame to be determined by the airport sponsor.

- a. Voice switch communication equipment capable of radio and telephone ATC communication as appropriate. This must include the capability of headset use and instructor/student override capabilities.
- b. One headset per controller and one handset per position with appropriate spares.
- c. Very High Frequency (VHF) radios for ground to air communication, as required, to support level of traffic; i.e., Local Control, Ground Control, Automated Terminal Information Service, Clearance Delivery, and Emergency; one transmitter and one receiver for each frequency. Handheld radios are not authorized as primary units.
- d. Ultra High Frequency (UHF) radios for ground to air communication, as required, to support military operations. Handheld radios are not authorized as primary units.
- e. Landline communication system with direct access line to controlling instrument flight rules facility.
- f. Tunable emergency backup transceiver with battery backup supply.
- g. A multi-channel, multi-line digital voice recorder system, for continuous unattended recording of each position used for receiving/transmitting ATC clearances, control instructions and coordination between internal/external control positions. Capabilities must include: remote alarm, synchronized recording of time, playback without recording interruption, re-recording in a digital format, and automatic archiving. The internal storage media must be configurable to preclude the retention of data older than 45 days. Appropriate storage media must be provided (one for each of 45 days, plus spares). Recorder must be capable of split (stereo) tracks to record voice on one track and a time source on the other channel.  
Note: Capability to upload digital voice files in .wav format to the FAA KSN site.
- h. Back up power source for essential equipment, i.e., radios, voice switch, cab HVAC, etc.
- i. Automatic Terminal Information Service (ATIS)
- j. An FAA-approved Automated Weather System with ATIS interface device. Must have an Operator Input Device (OID) located in the tower cab.
- k. Two altimeter-setting indicators. A certifiable Digital Altimeter Setting Indicator (DASI) is preferred and required if ASOS/AWOS or a "traceable pressure standard" is not available within 10 miles for precision approaches and 25 miles for non-precision approaches.  
Note: Must be independent from ASOS/AWOS  
Re: FAA Order 7210.3, Section 8 and FAA Notice 7210.477: aircraft altimeters are not acceptable.  
Note: DASI requires documentation to validate traceability to the National Institute of Standards (NIST). If manufacturer cannot provide it, DASI cannot be used at LAWRS sites.
- l. Temperature and Dew Point Equipment  
Note: must be independent from ASOS/AWOS
- m. Two direct reading wind information indicators  
Note: must be independent from ASOS/AWOS
- n. Two pairs of operable binoculars (7x50 or greater).
- o. Signal light gun with a back-up power source.

- p. At least one 24-hour clock with seconds display, i.e., digital LED.
- q. Alert system to notify airport emergency equipment operator.
- r. Airport lighting controls including on/off switch for rotating beacon.
- s. Window shading as prescribed in FAA regulations for all tower cab windows (adjustable). FAA specification E 2470.
- t. Mechanical or electronic traffic counting device.
- u. Position lighting (to support established operating positions with rheostat control).
- v. Electro Static Discharge (ESD) resistant controller chairs of appropriate height for the conduct of tower operational duties.
- w. Floor covering must be ESD resistant.

Note — U and V: other floor grounding apparatus may be necessary dependant upon specifications of the electronic equipment installed.

- x. Administrative telephone with handsets in the operating and administrative quarters.
- y. Appropriate non-operational space and equipment will also be provided. This must include:
  - Lockable Air Traffic Manager's office with appropriate furniture and locking file cabinet.
  - Restroom one floor below the tower cab
  - Appropriately equipped training room including table and chairs
  - Break room including full size refrigerator, microwave and sink with garbage disposal
  - Personal locker for each controller
  - Small refrigerator, microwave and drinking fountain in the tower cab
  - Storage room for supplies with installed shelves
- z. Telco requirements to sustain high speed internet communications, to include the following:
  - FTI Mission Support connection and Router
  - Local Area Network consisting of a network switch, a Uninterruptible Power Supply (UPS), a rack with patch panel, and network cabling to the wall jacks
  - This is the network infrastructure that needs to be installed inside the tower. The UPS provides uninterruptible temporary power source (model specified at time of planning by IT Operations) in the event of a power surge or loss to protect the equipment in the rack. The patch panel is located with the switch and is the termination point for all network wiring to and from the rack. Short patch cables are used to connect from the patch panel to the switch and router. The network Switch (model specified by IT Operations at the time the planning) is used to connect all wiring together within the tower and to the router. The FTI Router, Switch, UPS, and patch panel should all be mounted in a single rack.

Notes:

- \* Towers must comply with relevant security requirements.
- \*\* This list details the requirements for any new/future FAA Contract Tower facilities. It serves as a guide for items recommended in existing contract towers. Listed items should be projected for installation in existing towers in a reasonable time frame to be determined by the airport sponsor.

## FAA CONTRACT TOWER PROGRAM

### “THE GOVERNMENT/INDUSTRY PARTNERSHIP DEDICATED TO AIR TRAFFIC SAFETY”

#### **FY '12 Congressional Appropriations Request**

The American Association of Airport Executives (AAAE), its affiliated organization, the U.S. Contract Tower Association, request \$121.8 million in the FY '12 DOT/FAA Appropriations bill for FAA's base line (fully funded) Contract Tower Program, in addition to \$10 million for the continuation of the cost-share program supported by Congress last year. These requested funding levels will provide funding necessary to continue and enhance the existing program, as well as to add contract towers at approximately three non-towered airports during FY '12.

#### **Background**

- The FAA Contract Tower Program has provided cost-effective and essential air traffic safety services at smaller airports since 1982. Currently, 246 airports in 46 states participate in the program (230 in the fully funded base line program and 16 in the cost-share program).
- To illustrate the cost-effectiveness of the program to taxpayers, the 246 towers in the FAA Contract Tower Program in FY '10 handled 27 percent of all U.S. tower operations (14.8 million operations), but accounted for just 9 percent (approximately \$126 million) of the FAA's overall budget allotted to air traffic control tower operations. In contrast, the 264 FAA-staffed towers that handled the remaining 74 percent of total tower operations (40 million operations), consumed 91 percent (approximately \$1.25 billion) of the FAA's budget dedicated to that purpose.
- As a result of this 29-year highly successful government/industry partnership, the FAA Contract Tower Program: (1) provides significant cost savings to FAA and taxpayers; (2) enhances aviation safety at airports that in many cases would not have a tower; (3) helps smaller airports retain and develop commercial air service and general aviation; (4) promotes economic development and creates jobs locally; and (5) consistently receives high marks for customer service from aviation users (pilots, airlines, FBOs, flight schools and corporate flight departments).
- The safety, cost-effectiveness and ATC efficiency record of the FAA Contract Tower Program for the past two decades has been validated numerous times by the DOT Office of Inspector General (IG) and FAA safety audits, as well as by the National Transportation Safety Board.
- All federal contract controllers are FAA-certified air traffic controllers who meet the identical training and operating standards as FAA-employed controllers. The vast majority of federal contract controllers are retired military or FAA controllers. Approximately 99 percent have FAA or military air traffic control experience.
- FAA controls and oversees all aspects of the federal Contract Tower Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations.
- Federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.
- In summary, without a federal program that sets safety and training standards, certifies operations and monitors all aspects of contract tower facilities, many of these towers would be forced to close.

For further information on FAA's Contract Tower Program, contact Spencer Dickerson of the AAAE office at 703/824-0500, Ext. 130, or email [sdickerson@aaae.org](mailto:sdickerson@aaae.org), or visit [www.airportnet.org/cta](http://www.airportnet.org/cta).

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