

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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AAAE URGES OBAMA TRANSITION TEAM TO SUPPORT FAA CONTRACT TOWER PROGRAM

AAAE staff members met with the key leaders of President-elect Obama's DOT/FAA transition team in early December to highlight airport priorities, including FAA's Contract Tower Program.

The AAAE position paper that was provided to the transition officials included the following language on the contract tower program: “Currently, there are 240 FAA contract towers in the United States. This successful, 26-year government/industry partnership helps smaller airports retain and develop commercial air service and general aviation activity and enhances aviation safety in a cost-effective manner at airports that in many cases would not have a tower. The safety and efficiency record of the program has been validated by the DOT Inspector General, the FAA and the National Transportation Safety Board. AAAE urges the administration to preserve the program for the airports presently participating in the program and for non-towered airports eligible for the program.”

In related news, President Bush signed legislation that temporarily funds DOT/FAA and other federal agencies through March 6, 2009. AAAE and USCTA support funding of \$110 million in the fiscal year 2009 appropriations bill for the regular FAA Contract Tower Program, as well as an additional \$9 million to be used exclusively for the continuation of the contract tower cost-sharing program supported by Congress in fiscal year 2008.

2008 AAAE/USCTA/FAA CONTRACT TOWER WORKSHOP HIGHLIGHTS

More than 100 airport officials, FAA officials, ATC contractor representatives and other aviation officials attended the AAAE/USCTA/FAA Contract Tower Workshop



AAAE/USCTA awarded the 2008 Willie F. Card Contract Tower Service Award to Phoenix Goodyear Airport and the Goodyear contract tower during the July 28-30 USCTA annual conference in Washington, D.C. Pictured (left to right) are Bruce Johnson, FAA vice president for air traffic terminal services; Walt Strong, A.A.E., manager of Max Westheimer Airport in Norman, Okla., and chair of the USCTA Policy Board; Dave McCann, contract manager, Serco North America; Barry Helmick, manager, Goodyear Phoenix Airport; Bob May, Phoenix Goodyear air traffic control tower manager; and Spencer Dickerson of the AAAE/USCTA staff.

July 29-30 in Washington, D.C.

The Willie F. Card Contract Tower Service Award was presented to Phoenix Goodyear Airport, the Goodyear contract controllers and Serco Management.

Key presentations during the workshop were made by Bruce Johnson, vice president for terminal services of FAA's Air Traffic Organization; Raul Trevino, director of FAA's terminal services safety and operations support; Tom Jones, manager of FAA's contract and weather group; and David Dobbs, DOT's principal assistant inspector general for auditing.

Major topics discussed at the workshop included future staffing challenges at FAA contract towers, benefit/cost ratios for the program, contract tower cost-share pro-

gram update, and the terminal radar display deployment schedule.

Also included in the workshop program were case studies presented by airport directors with FAA contract towers.

The USCTA Policy Board, chaired by Walt Strong, A.A.E., of Norman, Okla., held a board meeting during the workshop.

AAAE and USCTA would like to thank the following companies for their financial support of the 2008 Contract Tower Workshop: Midwest ATC, RVA, Serco Management Services, Airservices Pacific, Lockheed Martin ATM, Raytheon Technical Services, Berkley Aviation, CTBXaviation, Wolen, LLC, Dynamic Science, Sola-Com Technologies and Quadrex Associates.

SIXTEEN AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Sixteen facilities were participating in FAA's contract tower cost-sharing program as of Dec. 1, 2008.

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.)

For information on the contract tower cost-sharing program, contact your FAA regional representative (listed on the back page of this newsletter).

SOLVING THE CONTROLLER STAFFING CRISIS: USCTA URGES PROACTIVE APPROACH

The following is a summary of the USCTA report, "Solving the Federal Contract Tower Staffing Crisis: A Proactive Approach." The report was submitted to FAA in September 2008.

Twenty-seven years after the 1981 controller strike, FAA is facing a retirement swell from the controllers hired post-1981.

One-third of FAA's new hires in recent years have come from the military and contract controller ranks. This has had a ripple effect on contract tower staffing.

The lack of qualified applicants to fill federal contract towers (FCT) vacancies and the high turnover of FCT controllers are compelling reasons for FAA to once again seek an innovative solution as it did in 1982.

Recent ideas regarding air traffic control training in FCTs have centered on the concept of operating a control tower operator (CTO) school and performing on-the-job training (OJT) in select FCTs. That concept stalled out due to complications related to insurance coverage, conflict of interest and security.

FAA must address these issues and take action now to protect the FCT program and, ultimately, the national airspace system. The prudent approach would be a simple one that allows timely implementation of an FCT Controller Development Program with a reasonable assurance of success.

There is also a large pool of individuals with an ATC aptitude who do not have a CTO, or have a CTO without the requisite six months of practical experience with a facility rating. Hiring from these groups would keep the candidate success rate high.

Simply put, the FCT Controller Development Program would require designating training facilities. Each training facility would receive additional staffing of instructors to support a prolonged OJT program. Developmental controllers would be hired from a group identified as having demonstrated ATC aptitude and skills. Developmental controllers would be expected to transfer to fill vacancies where needed after completing approximately

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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six months of training and six months of practical experience. New developmentals would be hired, completing the cycle. FAA would not hire persons in the FCT Controller Development Program until their obligation to the program is complete.

To view the complete report, go to the USCTA Web site at www.contracttower.org.

FAA SELECTS EIGHT COLLEGES TO OFFER AIR TRAFFIC CONTROLLER TRAINING

FAA has selected eight additional colleges to participate in the Air Traffic Collegiate Training Initiative (CTI) program. Approved colleges and universities in the program prepare and train students interested in a career as an air traffic controller.

The addition of new schools in the program increases the number of CTI schools from 23 to 31. The schools are accredited and offer an aviation degree.

To view the entire list of colleges in the program, go to http://www.faa.gov/news/press_releases/news_story.cfm?newsId=10298.

NEW TOWER IN OPERATION AT WITTMAN REGIONAL AIRPORT

Wittman (Wis.) Regional Airport has a new 116-foot-tall FAA contract tower that will better accommodate the four-person controller teams used during the Experimental Aircraft Association's AirVenture show.

The new tower began operations July 1, and controllers have twice as much space as they did in the old tower. The additional space will allow sufficient room for the teams that handle the two local control positions and the controllers who work the flight data clearance delivery and ground control positions.

TOWERS IN THE NEWS...

Changes to FAA Error Measurements Spark Questions

Government Executive, Nov. 19, 2008

In the wake of an Office of Special Counsel report that revealed Federal Aviation Administration managers covered up significant errors at Dallas-Fort Worth International Airport, FAA and the air traffic controllers union disagree about whether a new tracking system accurately conveys the number of serious mistakes controllers make.

The union argues that the new system under-reports serious errors, giving a misleading impression that avia-

tion is getting safer even as the workload increases and controllers retire. But the FAA says the changes were intended to make reporting more fair to controllers and to avoid recording minor deviations as major mistakes.

In a Nov. 13 letter to President Bush, Acting Special Counsel William Reukauf said OSC had confirmed whistleblowers' allegations that FAA managers at the Dallas-Fort Worth terminal radar approach control (Tracon) facility were under-reporting errors by misclassifying them as mistakes by pilots or as less serious incidents. A report by the Transportation Department inspector general found that between November 2005 and July 2007, 62 errors were misidentified in this fashion.

FAA says the incidents in Dallas appear to be an aberration, but the National Air Traffic Controllers Association says it has questions about an agencywide change in procedures for measuring and reporting errors.

"They changed the way they classify errors," said Doug Church, a spokesman for the National Air Traffic Controllers Association. "They wanted to be able to change the field and get people to think errors were going down when they just stopped counting them the same way."

FAA moved to the new error tracking system in fiscal 2008. Previously, mistakes that allowed planes to fly too close together were ranked on an A-to-D scale, with A being the most serious. Those rankings were determined by filling out a worksheet, a process FAA spokeswoman Laura Brown said left room for subjectivity.

The new system determines the degree of errors on an A-to-C scale by measuring how close planes came to one

(continued on page 6)

CONTRACT TOWER CONSTRUCTION/ EQUIPMENT AIP ELIGIBLE

FAA in August 2003 finalized the Airport Improvement Program (AIP) Program Guidance Letter regarding funding of contract tower construction and equipment.

If your airport is interested in using AIP funds for (1) equipment for a contract tower; (2) construction of a new or replacement contract tower, or (3) reimbursement of construction and/or equipment of a contract tower built or equipped since Oct. 1, 1996, you should carefully review this document. It is available on the CTA website at www.contracttower.org.

FAA Contract Tower List (as of December 1, 2008)

242 TOWERS AS OF DECEMBER 1, 2008. TOWERS MARKED WITH AN ASTERISK ARE PART OF THE COST-SHARING PROGRAM

AIRPORT NAME	STATE	AIRPORT NAME	STATE
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	Opa Locka (Miami)	FL
Texarkana Mun./Webb Field	AR	Ormond Beach Mun.	FL
Chandler	AZ	Page Field	FL
Flagstaff Pulliam	AZ	Panama City/Bay Co.	FL
Glendale	AZ	Pompano Beach	FL
Goodyear (Phoenix)	AZ	St. Augustine	FL
Laughlin/Bullhead City	AZ	Stuart/Witham	FL
Mesa/Williams Gateway	AZ	Titusville/Cocoa	FL
Ryan (Tucson)	AZ	Athens Municipal	GA
Castle	CA	Fulton County	GA
Chico	CA	Gwinnett County	GA
Fullerton	CA	Macon	GA
Hawthorne	CA	McCollum	GA
Mather (Sacramento)	CA	SW Georgia/Albany-Dougherty	GA
Modesto	CA	Valdosta Regional	GA
Oxnard	CA	Agana	Guam
Palmdale	CA	Kalaeloa	HI
Ramona Airport	CA	Kona/Keahole	HI
Redding Municipal	CA	Lihue	HI
Riverside	CA	Molokai	HI
Sacramento Executive	CA	Dubuque	IA
Salinas Municipal	CA	Friedman Memorial (Hailey)	ID
San Carlos	CA	Idaho Falls	ID
Brown Field (San Diego)	CA	Lewiston-Nez Perce Co.	ID
San Luis Obispo	CA	Pocatello Municipal	ID
Santa Maria	CA	Bloomington/Normal	IL
Vandenberg Air Force Base	CA	Decatur	IL
Victorville	CA	So. Illinois/Carbondale	IL
Whiteman (Los Angeles)	CA	St. Louis Regional	IL
William J. Fox (Lancaster)	CA	Waukegan Regional	IL
Eagle County	CO	*Williamson County (Marion)	IL
Front Range	CO	Columbus Municipal	IN
Grand Junction	CO	Gary Regional	IN
Bridgeport	CT	*Monroe County/Bloomington	IN
Danbury	CT	*Muncie/Delaware County	IN
New London (Groton)	CT	Forbes Field (Topeka)	KS
Brainard (Hartford)	CT	*Garden City	KS
Tweed-New Haven	CT	Hutchinson Mun.	KS
Waterbury/Oxford	CT	Johnson Co. Exec.	KS
Albert Whitted (St. Petersburg)	FL	Manhattan	KS
Boca Raton	FL	New Century Air Center (Olathe)	KS
Cecil Field (Jacksonville)	FL	Philip Billard Mun. (Topeka)	KS

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

AIRPORT NAME	STATE
Stinson Municipal (San Antonio)	TX
Sugar Land	TX
Tyler	TX
Victoria	TX
Waco TSTC	TX
Ogden-Hinckley	UT
Provo Muinicipal	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
Tacoma Narrows	WA
*Walla Walla Regional	WA

AIRPORT NAME	STATE
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

another in the air. FAA created a fourth category, “proximity events,” in which planes fly closer than allowed, but by such small distances that strong winds or measurements on radar screens could be the cause.

“We were trying to set a similar margin for the controllers as the one we have for pilots, recognizing that humans aren’t perfect, and it’s difficult for a human eye on a radar screen,” Brown said. “We count them, and we still record them, and we still study them, but it doesn’t count as operational error.”

Under the old system in fiscal 2007, FAA recorded 624 A and B operational errors, the two most serious categories. That came in below the limit of 655 operational errors in those categories the agency had set for the year, meeting the performance goal. In fiscal 2008, the agency recorded 342 operational errors in the redesigned A and B categories, 14 more than the cap of 328 FAA had set, but still far below the number of serious errors reported under the old categories.

NATCA’s Church said the agency’s pay-for-performance system created institutional and individual incentives to underreport errors, something Brown vigorously disputed.

“We have looked at other Tracons around the country to see if we found issues similar to what they found at the Dallas-Forth Worth Tracon, and we have not found any similar patterns,” she said. Brown also said FAA adopted all of OSC’s recommendations and the entire management team at the facility was replaced in January, though she could not discuss personnel actions against certain managers.

“It’s vindication,” Church said. “But once it came out, it was pretty clear that they determined that our members properly reported the errors and operational devi-

ations ... But this is obviously a very damning report for management, and they’ve been properly disciplined, it appears.”

On The Radar

Salina (Kan.) Journal, Nov. 21, 2008

It’s nice having one of the best small-airport control towers in the nation, manager Bruce Boyle said, but in several months, there will be a huge improvement, courtesy of the United States Army.

A new radar planned for Fort Riley will make a dramatic difference for air traffic controllers at Salina Municipal Airport, and for pilots waiting to take off and land, Boyle said. (*Salina is an FAA contract tower.*)

Airport Manager Tim Rogers said the radar, which will cost in excess of \$15 million, is tentatively set to be commissioned in October.

“Just a year from now, we’ll have better radar coverage,” Rogers told the Salina Airport Authority board at a meeting Thursday morning.

Air traffic controllers in Salina monitor activity with state-of-the-art technology, but “the equipment’s only as good as the radar signal,” Boyle said. As aircraft approach to land at Salina Municipal Airport, there is a period when the tower’s instruments cannot detect them.

“We have to start looking for them with binoculars,” Boyle said. “The current radar doesn’t do well for low-altitude coverage in this area.”

Using radar from an antenna in Hutchinson, controllers in Salina lose radar contact with aircraft when they drop below 1,000 feet above ground in areas south of the Salina airport, Boyle said, and that’s on a good day.

“The farther away you get, the worse it gets. If you

get north of I-70, airplanes have to be almost 3,000 feet (high) for the Salina tower to see them on radar," he said.

The controllers have to rely on position reports from pilots as they approach for landing or as they're taking off and climbing into radar range.

"We don't know where you're at anymore. The pilots have to do their own navigation. They will say, 'Where am I at reference the airport?' or they will ask for traffic information. If they're not up on the radar, we can't do that," Boyle said.

With the new radar, controllers will be able to track aircraft down to a minimum of 200 feet above ground, Boyle said. "It's possible we could see aircraft just before they touch down."

The new coverage will make air traffic control easier and using the airport safer, he said. "It's going to clear up the skies for pilots and controllers."

One common example was this past weekend.

"We had a pilot in a small aircraft flying below our radar. He couldn't find his way into the airport through the clouds," Boyle said. "With this new radar, we can help him."

The current lack of radar coverage slows traffic, he said, and requires aircraft waiting to land to circle the airport in Salina.

At Kansas City International Airport and Mid-Continent Airport in Wichita, the required separation is three miles between aircraft landing. Generally, aircraft can land 90 seconds apart in Wichita. In Salina, an airplane must be on the ground before another in the air is cleared to land, which could add up to 10 minutes to the time for a second aircraft to land. It's called "nonradar procedures," Boyle said, using technology from the 1950s and 1960s.

"We can't have two airplanes approach at the same time. Here, it's just one in and one out," he said. "We've had a good radar system, but you've got to have a good radar site close to the airport or you're not going to have good coverage."

But better radar doesn't mean the binoculars will be shelved. They will continue to be standard equipment in the tower.

About a month ago, Boyle said a controller noticed that an airplane's wheels were not down as it neared landing at the airport and alerted the pilot. The pilot had forgotten to put the landing gear down.

"The pilot pulled up and went around," Boyle said. "That's part of what our job is, to watch airplanes."

The new radar site is under construction at Fort Riley, he said, along with a radar control room.

"They're gearing up to work with these helicopters coming back and forth. We're going to see a lot of traffic between Fort Riley and Salina. We're going to be using this new radar to do it," Boyle said. "We'll be able to see everyone on radar. For the pilots and everybody using the airport, it's going to work great."

The Army is building the radar to support Fort Riley, said Ralph Millard, air traffic control chief at Marshall Field, but it will benefit others, such as Manhattan Regional Airport and Salina Municipal Airport.

"We're looking out for the Army aviation to safely get them in and out of training from Fort Riley to Salina and the weapons range," he said. "The Smoky Hill range is a key partner in our training."

The new radar has been promoted for years by the Salina Airport Authority, the cities of Salina and Manhattan, the Kansas congressional contingent, Kansas Adjutant General's office, the Governor's Military Council and Fort Riley officials.

"We have needed this radar coverage for a long time," Boyle said.

NEW CONTROL TOWER OPENS AT JOPLIN (MO.) AIRPORT

Joplin (Mo.) Airport has finished construction of a new \$3.5 million, 90-foot-tall tower, putting state-of-the-art equipment in the hands of local air traffic controllers. Joplin is an FAA contract tower airport.

The tower was designed to withstand tornados, and construction included 16 steel reinforced piers, 30 inches in diameter that were sunk 20 inches in the bedrock.

WALLA WALLA REGIONAL AIRPORT JOINS CONTRACT TOWER ASSOCIATION

USCTA membership has reached 184 airports and companies with the addition of Walla Walla (Wash.) Regional Airport.

Members of USCTA are: the State of Maryland, Hawaii Department of Transportation, South Carolina Division of Aeronautics, Dothan Airport (Ala.), Mobile Downtown Airport (Ala.), Tuscaloosa Regional Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Chandler Municipal Airport (Ariz.), Mesa/Williams Gateway (Ariz.), Flagstaff (Ariz.) Laughlin/Bullhead International Airport (Ariz.), Marana (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 (Ca-

lif.), San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Redding (Calif.) Municipal Airport, Salinas Municipal Airport (Calif.), Santa Maria Public Airport District (Calif.), Southern California Logistics Airport; Ventura County Department of Airports (Calif.); Front Range Airport (Colo.), Greeley-Weld County Airport (Colo.), Grand Junction Walker Field Airport (Colo.), Boca Raton Airport (Fla.), Gainesville Regional Airport (Fla.), Jacksonville/Craig and Cecil Field (Fla.) Airports, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Opa Locka (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, St. Augustine 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), Johnson County Municipal Airport (Kan.), 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.), Beverly Municipal Airport (Mass.); Martha's Vineyard Airport (Mass.); Westfield-Barnes Municipal (Mass.), Worcester Regional Airport (Mass.), Metropolitan Airports Commission (Minn.), St. Cloud Regional Airport (Minn.), Coleman A. Young International Airport (Mich.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Golden Triangle (Miss.), Jackson Municipal (Miss.), Meridian Regional Airport (Miss.), Olive Branch Municipal Airport (Miss.), Stennis International Airport (Miss.), Tupelo Regional Airport (Miss.), Branson Airport (Mo.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier

Park International (Mont.), Gallatin Field (Mont.), Central Nebraska Regional Airport, Henderson Executive Airport (Nev.), Nashua (N.H.) Airport Authority, Trenton-Mercer Airport (N.J.), Lea County Airports (N.M.), Albuquerque Double Eagle II Airport (N.M.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Hickory Regional Airport (N.C.), Kinston Regional Airport (North Carolina), Winston-Salem Smith Reynolds 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.), Redmond Municipal Airport (Ore.), Rogue Valley-Medford International Airport (Ore.), Southwest Oregon Regional Airport, Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), University Park Airport (Pa.), Donaldson Center (S.C.), Greenville Downtown Airport (S.C.), Rapid City Regional Airport (S.D.), Millington Municipal Airport (Tenn.), Jackson Madison County Airport (Tenn.), Smyrna Municipal Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal (Texas), Galveston Municipal Airport (Texas), Laredo International 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), City of Ft. Worth (Texas), San Angelo Regional Airport (Texas), San Antonio Stinson Municipal Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane Felts Field (Wash.), Bellingham International Airport (Wash.), Olympia Airport (Wash.), Walla Walla Regional Airport (Wash.), Greenbrier Valley Airport (W.Va.), Chippewa Valley Regional Airport (Wis.), Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, La-Crosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), Oklahoma Airport Operators Association, Lockheed Martin TSS, Marsh USA, Midwest Air Traffic Control Services Inc., Quadrex Associates, Robinson Aviation (RVA), Serco Management Services, SolaCom Technologies, Washington Consulting Group, AJT& Associates, Sensis Corp., Dynamic Science, Inc., CTBXaviation, Wolen LLC, Berkley Aviation and AirServices Pacific.

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