

U.S. CONTRACT TOWER ASSOCIATION

N E W S L E W T T E R

FAA Federal Contract Tower Program

“The Government/Industry Partnership Dedicated to Air Traffic Safety”

Volume 10, Number 1

January-April 2006

AAAE, USCTA URGE FULL FUNDING FOR FAA CONTRACT TOWERS

AAAE and the U.S. Contract Tower Association (USCTA) are urging Congress to approve \$97.5 million in the fiscal year 2007 DOT/FAA appropriations bill for FAA’s fully funded contract tower program, as well as the authorized \$8 million for the cost-share program.

By approving these requested funding levels, Congress will provide the support to continue and enhance the existing program, as well as add contract towers at approximately 12 non-towered airports by the end of the fiscal year, the associations said.

In fiscal year 2006, Congress provided \$90.5 million for the base program plus \$7.5 million for the cost-share program.

In letters to members of Congress, AAAE and USCTA noted that, currently, 231 airports in 46 states participate in FAA’s Contract Tower Program, representing 45 percent of all control towers in the country. Further, federal contract towers handle nearly 25 percent of control tower aircraft operations for about 10 percent of FAA’s budget to operate all control towers in the U.S.

FAA’s contract towers for the past 24 years have enhanced aviation safety at airports that, in many cases, would not have a tower and also promote economic development, the associations said. Existence of the towers helps airports to retain and develop commercial air service and corporate aviation. The safety and efficiency record of these towers has been validated numerous times by the DOT Inspector General and FAA safety audits, as well as by the National Transportation Safety Board. The IG also has found that the FAA program results in \$173 million in savings to taxpayers annually.

AAAE and USCTA further pointed out that all federal contract controllers are FAA certified and meet the identical training and operating standards as FAA controllers. Contract controllers work together with FAA-staffed fa-

cilities throughout the country as part of a unified national air traffic control system, they noted.

COURT ISSUES RULING IN NATCA/FAA LAWSUIT

A court ruling issued in late February provided mixed results in an ongoing dispute between the National Air Traffic Controllers Association (NATCA) and FAA over the agency’s contract tower program.

NATCA filed a lawsuit in 1994 against FAA in an attempt to force the government to take back the operation of contract towers previously staffed by FAA.

In February 2005, the court ruled that language in the 2003 DOT reauthorization bill made clear that air traffic control at “Level I” or VFR towers is not an “inherently governmental” function and could be contracted out. After that ruling, three NATCA challenges to the contract tower program remained: (1) that FAA failed to perform a proper “national security analysis” (2) that FAA failed to perform a cost comparison study required by Circular A-76, and that (3) FAA’s determination with regard to whether air traffic control is inherently non-governmental is insufficient.

The latest court ruling, issued Feb. 23, 2006, found in favor of FAA on the first two challenges. However, the court directed FAA to complete a new A-76 analysis regarding the “inherently governmental” nature of ATC work at previously FAA-staffed towers in the contact

(continued on following page)

2006 CONTRACT TOWER WORKSHOP SET FOR JUNE 19-20

The 2006 FAA/AAAE/USCTA Contract Tower Workshop is scheduled for **June 19-20 in Washington, D.C.** A registration form for the workshop is on pages 7-8 of this newsletter.

tower program that were not “Level I” at the time of entering the program, or that are not “Level I” currently and are yet to be added to the program. The new A-76 analysis is also required before FAA can convert any of the remaining FAA-staffed 71 VFR towers to the contract tower program.

The court further said that, while engaging in this analysis, FAA does not need to resume control of towers already in the program, and may not add any existing FAA-staffed VFR towers to the program.

26 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST SHARING

Twenty-six facilities were participating in FAA’s contract tower cost-sharing program as of April 1, 2006.

They are: King Salmon (Alaska), Laughlin-Bullhead City (Ariz.), Fayetteville (Ark.), Springdale (Ark.), Hawthorne (Calif.), Waterbury/Oxford (Conn.), Bloomington (Ind.), Columbus Municipal (Ind.), Gary Regional (Ind.), Muncie/Delaware County (Ind.), Garden City (Kan.), Barkley Regional (Ky.), Sawyer (Mich.), Jefferson City (Mo.), Joplin Regional (Mo.), Lebanon Municipal (N.H.), Lea County/Hobbs (N.M.), Elko (Nev.), Winston-Salem (N.C.), Latrobe (Pa.), Williamsport/Lycoming Co. (Pa.), Donaldson Center (S.C.), Grand Strand/Myrtle Beach (S.C.), Walla Walla Regional (Wash.), Morgantown (W. Va.) and Rogers Municipal (Ark.)

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

HURRICANES IMPACT FAA CONTRACT CONTROL TOWERS

**A letter from Wil Mowdy
vice president, AT Services, RVA Inc.**

Houma, La.—After Hurricane Katrina, ATCS Cory Oubre tried to drive to the tower for a damage assessment but was unable to due to downed trees and telephone poles. He was able to get a helicopter to take him to the tower and found that the facility still had power, even though the power was out in virtually all directions around the airport. Oubre worked in the tower that day by himself and the next day two other team members were able to get to the tower.

Then Hurricane Rita brought her wrath upon the area. All seemed to be fine and then the wind and storm surge caused the levies to fail. When this occurred, a major part of the airport was flooded and partially surrounded the tower. Again, facility personnel went well above and be-

yond normal requirements when Jones Ortego waded through the flooded area to open the tower. Everyone in the facility went all out to provide excellent service to our customers while enduring very difficult personal hardships.

Then came the traffic, literally in mass. As the operators returned, the airport operations soared from a normal count of some 200+ a day to over a 1,000 and reached a peak of 1,200 operations in one 12-hour period. The airport operations for September totaled 15,903, which is almost three times the normal monthly average.

Chennault, La.—Hurricane Rita, a major hurricane, came on shore and proved to be extremely destructive and left the city virtually uninhabitable. Roads were left impassable, utilities were disabled, food and fuel were not available and telephone service was limited primarily to spotty cell phone coverage. Consequently, the city was placed under a continuous curfew for several days.

The Chennault tower team remained in contact with RVA officials, and as soon as they were allowed back into the area, they arranged to return to the Chennault tower to assess the damage. The tower sustained major damage, including blown-out windows and electronic equipment outages, which rendered the facility unusable.

FAA provided a mobile control tower to the airport to accommodate aircraft that brought in military support personnel and supplies for the area. The Chennault tower team responded as rapidly as possible to staff the temporary tower. Due to the lack of utilities, food and fuel they were not able to bring their families back to the area until

**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**

Editor **Barbara Cook**

Charles M. Barclay, A.A.E.
President, AAAE

J. Spencer Dickerson,
*Executive Director, USCTA
Senior Executive Vice President, AAAE
601 Madison Street, S. 400
Alexandria, VA 22314
(703) 824-0500, Ext. 130
sdickerson@aaae.org*

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approximately two weeks later. In order to fulfill the mission of providing air traffic service at Chennault, the tower personnel voluntarily lived in temporary housing on the airport, sleeping on cots, using portable toilets, eating MREs and drinking bottled water for a significant period to accomplish the mission. Chennault personnel are still working out of a mobile tower with no date for a return to a permanent tower building.

Key West, Opa Locka, Hollywood, Pampono Beach, Stuart, Boca Raton, Naples, Ft. Myers, Kissimmee and Titusville, Fla.; Galveston and Sugarland, Texas, and Hawkins, Miss., all had to evacuate their facilities for various periods. These personnel went through some really tough times and many had water and storm damage to their properties and had difficulty getting food, water and fuel. Additionally, they were without power for several days. These men and women endured difficult times and still provided the services by returning to work as soon as possible. We extend to each one our gratitude for their willingness to go the extra mile and then some!

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

New members of the U.S. Contract Tower Association (USCTA) are Dothan Airport (Ala.), Drake Field (Ark.), Texarkana Regional Airport (Ark.), Walker Field Airport (Colo.), Gwinnett County Airport (Ga.), Waukegan Regional Airport (Ill.), Gary/Chicago International Airport (Ind.), Monroe County Airport (Ind.), Houma-Terrebonne Airport (La.), Hagerstown Regional Airport (Md.), Kinston Regional Airport (N.C.), Lunken Field (Ohio), Rogue Valley International-Medford Airport (Ore.), San Angelo Regional Airport (Texas), ATIS, Raytheon Technical Services Co., and the South Carolina Division of Aeronautics.

Spencer Dickerson, senior executive vice president of AAAE, is executive director of USCTA.

Consultants to USCTA are Linda Hall Daschle and Bert Randall of Baker, Donelson Bearman Caldwell & Burkowitz; Patrick McCann of McCann Capitol Advocates, and Larry Barnett of AB Management Associates.

Members of the USCTA Policy Board for 2005-2006 are: Tim Rogers, A.A.E. (Salina, Kan.), chair; Richard Baird (Hailey, Idaho); Robert Bryant, A.A.E., (Salisbury, Md.); Scott Carr, C.M., (Titusville, Fla.); Russ Chandler (Jacksonville, Fla.); Michael Covalt (Flagstaff, Ariz.); Scott Driver (Tucson, Ariz.); Michael Feeley, C.M., (Fort Worth, Texas); Steve Harvey (Chennault, La.); Russ Johnson (Manhattan, Kan.); Lynn Kusy, C.M., (Mesa, Ariz.); Richard Lewis (Concord, N.C.); Cliff Nash, C.M., (Tunica, Miss.); Jerry O'Sullivan, C.M., (Greenbrier,

NEW A.A.E.

Congratulations to **USCTA Policy Board Member Walt Strong, A.A.E., Norman, Okla.**, who has successfully completed all three phases of the AAAE accreditation process. The accreditation process includes a 180-item written examination, a comprehensive management research paper, and a final interview with a panel of A.A.E.s to demonstrate knowledge of airport management, business administration and general transportation economics.

Strong's paper is entitled "Assessing Future Staffing Needs Of Contract Towers."

To view management papers, visit http://www.aaae.org/members/240_Information_Library/ and change the "Main library" option to "Accreditation Papers."

W. Va.); Jack Schelter, A.A.E. (Phoenix, Ariz.); Ted Soliday, C.M., (Naples, Fla.); Steve Stockam (Joplin, Mo.), and Walt Strong, C.M., (Norman, Okla.).

Ex officio members are Steve Christmas, Serco; Shane Cordes, Midwest ATC; Charles Dove, Robinson Aviation (RVA); Merv Fowler, Airservices Pacific, and Brian Lally, PBS&J.

Members of USCTA are: 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.) Pulliam Airport, Laughlin/Bullhead City International (Ariz.), Tucson (Ariz.) Airport Authority, Northwest Arkansas Regional Airport, Drake Field (Ark.), Texarkana Regional Airport (Ark.), San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Redding (Calif.)

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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 April 1, 2006)

231 TOWERS AS OF APRIL 1, 2006. TOWERS MARKED WITH AN ASTERISK ARE PART OF THE COST-SHARING PROGRAM)

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

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Hyannis	MA	McNary Field (Salem)	OR
Lawrence	MA	Medford	OR
Martha's Vineyard	MA	Pendleton	OR
New Bedford	MA	Redmond	OR
Norwood	MA	Troutdale (Portland)	OR
Worcester	MA	Capital City (Harrisburg)	PA
Martin State (Baltimore)	MD	Lancaster	PA
Washington Co. (Hagerstown)	MD	*Latrobe	PA
Salisbury-Wicomico	MD	*Williamsport/Lycoming Co.	PA
Battle Creek	MI	Isla Grande	Puerto Rico
Detroit City	MI	* Greenville Donaldson Center	SC
*Sawyer	MI	*Grand Strand/Myrtle Beach	SC
Jackson	MI	Greenville Downtown	SC
Anoka (Minneapolis)	MN	Hilton Head Airport	SC
St. Cloud Regional	MN	Rapid City Regional	SD
Columbia	MO	Millington	TN
*Jefferson City	MO	Smyrna	TN
*Joplin Regional	MO	McKeller-Sipes (Jackson)	TN
Rosecrans Mem'l (St. Joseph)	MO	Brownsville Int'l	TX
Saipan International	MP	Denton Municipal	TX
Golden Triangle Regional	MS	Easterwood	TX
Greenville Municipal	MS	Galveston	TX
Hawkins Field (Jackson)	MS	Grand Prairie	TX
Meridian/Key Field	MS	Laredo International	TX
Tupelo Regional	MS	McAllen	TX
Gallatin Field (Bozeman)	MT	McKinney Municipal	TX
Kalispell	MT	Redbird	TX
Missoula	MT	Rio Grande Valley (Harlingen)	TX
Concord	NC	San Angelo	TX
Kinston	NC	Stinson Municipal (San Antonio)	TX
New Bern	NC	Sugar Land	TX
*Smith Reynolds (Winston-Salem)	NC	Tyler	TX
Hickory Regional	NC	Waco TSTC	TX
Minot	ND	Ogden-Hinckley	UT
Central Neb. (Grand Island)	NE	Provo Muinicipal	UT
Boire Field (Nashua)	NH	Charlottesville-Albemarle	VA
*Lebanon Municipal	NH	Lynchburg	VA
Trenton	NJ	Henry E. Rohlsen (St. Croix)	Virgin Islands
Farmington Municipal	NM	Bellingham Int'l	WA
*Lea County/Hobbs	NM	Felts Field (Spokane)	WA
Santa Fe Co. Mun.	NM	Olympia	WA
*Elko	NV	Renton	WA
Henderson (Las Vegas)	NV	Tacoma Narrows	WA
Tompkins County	NY	*Walla Walla Regional	WA
Niagara Falls	NY	Yakima	WA
Oneida County	NY	Appleton	WI
Stewart	NY	Central Wisconsin	WI
Bolton Field (Columbus)	OH	Kenosha Municipal	WI
Burke Lakefront (Cleveland)	OH	Lacrosse	WI
Ohio State University	OH	Rock County (Janesville)	WI
Lunken Mun. (Cincinnati)	OH	Timmerman (Milwaukee)	WI
Cuyahoga County (Cleveland)	OH	Waukesha County Airport	WI
Ardmore Municipal	OK	Wittman Regional (Oshkosh)	WI
Enid Woodring Mun.	OK	Greenbrier Valley	WV
Lawton-Ft. Sill Regional	OK	*Morgantown	WV
Univ. of Oklahoma/Westheimer	OK	Parkersburg	WV
Stillwater	OK	Wheeling Ohio Co.	WV
Wiley Post	OK	Cheyenne	WY
Klamath Falls	OR	Jackson Hole	WY

(continued from page 3)

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.), Walker Field Airport (Colo.), Boca Raton Airport (Fla.), Gainesville Regional Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Panama City-Bay County International (Fla.), Lakeland (Fla.) Linder Regional Airport, St. Augustine Airport (Fla.), Ormond Beach Municipal (Fla.), Valdosta Regional Airport (Ga.), Barrow County 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.), 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.), Metro Topeka Airport Authority (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Alexandria International Airport (La.), Chennault International Airport (La.), Houma-Terrebonne Airport (La.), Easton Airport (Md.), Frederick Aviation (Md.), Hagerstown Regional Airport (Md.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), 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.), Tunica Municipal (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Lee's Summit Municipal Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park International (Mont.), Gallatin Field (Mont.), Central Nebraska Regional Airport, Elko Municipal Airport (Nev.), Henderson Executive Airport (Nev.), Nashua (N.H.) Airport Authority, Trenton-Mercer Airport (N.J.), Lea County Airports (N.M.),

NEW USCTA WEBSITE POSTING!

Go to the USCTA website at www.contracttower.org to view a newly updated version of the PBS&J document "Compilation of FAA Contract Towers Built at Non-Towered Airports."

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), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Lunken Field (Ohio), Ohio State University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Stillwater Municipal Airport (Okla.), Wiley Post Airport (Okla.), Eastern Oregon Regional Airport, Redmond Municipal Airport (Ore.), Rogue Valley International Airport (Ore.), 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.), 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), Grand Prairie Municipal Airport (Texas), Lone Star Executive Airport (Texas), Grayson County Airport (Texas), Collin County Regional (Texas), City of Ft. Worth (Texas), San Angelo Regional Airport (Texas), Stinson Municipal Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Olympia Airport (Wash.), Greenbrier Valley Airport (W.Va.), Wheeling-Ohio County Airport (W. Va), Chippewa Valley Regional Airport (Wis.), Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, La-Crosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), CI2 Aviation, Engineering & Installation Services (EIS), Northrup Grumman ES Denro Systems, Lockheed Martin TSS, Marsh USA, Midwest Air Traffic Control Services Inc., PBS&J, Quadrex Associates, Robinson Aviation (RVA), Serco Management Services, SolaCom Technologies, Washington Consulting Group, Infinite Computer Technologies, AJT& Associates, Sensis Corp., Dynamic Science, Inc., Joseph Sheairs Associates, Inc., Raytheon Technical Services Co., ATIS and AirServices Pacific.

The American Association of Airport Executives, U.S. Contract Tower Association
and Federal Aviation Administration

FAA Contract Tower Program Workshop

June 19-20, 2006 • Washington, D.C. • Mtg. #060608

The Federal Aviation Administration (FAA) Contract Tower Program has been in place since 1982 and currently provides for the contract operation of air traffic control (ATC) services at 231 airports. The program continues to receive high marks from the Department of Transportation (DOT) Inspector General (IG), Congress and the National Transportation Safety Board (NTSB). FAA also has implemented the cost-sharing program for some airports that fall below the eligibility criteria for contract towers.

To assist airports that currently are in the FAA Contract Tower Program and those that are interested in participating in the program, FAA headquarters, AAAE and AAAE's affiliated organization the U.S. Contract Tower Association (USCTA) are pleased to present the annual workshop on the FAA Contract Tower Program, June 19-20, 2006, in Washington, D.C.

Airport management at current FAA contract towers, non-federal control towers, non-towered airports, ATC companies, aviation users and other officials interested in the contract tower program should not miss this special opportunity to learn more about this program. Speakers will include airport directors from facilities that currently have contract towers, FAA, congressional staff, NTSB and DOT IG staff and officials from ATC companies.

Topics for the workshop will include procedures and plans for future FAA contract towers; review of the benefit/cost criteria used in the program; the contract tower cost-sharing program; implementation of the contract tower AIP construction/equipment provision; the role of the local airport operator and FAA in the contract tower program; contract tower liability insurance issues; contract tower maintenance, equipment, and terminal radar display issues; the perspectives of Congress, the DOT IG and the NTSB on the program; an update on how ATC companies operate, and future contract tower issues and trends. Airports and FAA representatives will have ample time to discuss and debate the challenges associated with the program. Past workshops have resulted in substantive changes and enhancements to the program from an airport operator perspective.

Time is also reserved after 2 p.m. on Monday, June 19, for individual airports to meet with staff of their House and Senate members about the contract tower program and other airport priorities. These meetings are encouraged and should be set up prior to coming to the workshop. Please call Spencer Dickerson, AAAE/USCTA, (703) 824-0500, Ext. 130, if you need any assistance

with these congressional meetings.

All sessions will take place at the Hamilton Crowne Plaza Hotel in downtown Washington, D.C. Registration will open at 7:30 a.m. on Monday, June 19. Workshop sessions will begin at 8:45 a.m. on Monday and end at 12:30 p.m. on Tuesday, June 20. On Monday, June 19, there will be a reception from 6:30-7:30 p.m. at the Hamilton Crowne Plaza Hotel. Airports are encouraged to invite staff from congressional offices to the June 19 reception. Congressional staff should RSVP via e-mail to AAAEMeetings@aaae.org.

Sponsorship and tabletop exhibits are available for companies. For further information, contact Spencer Dickerson, AAAE, at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@aaae.org.

The registration fee includes all handouts, coffee/refreshment breaks, one lunch and the reception on June 19. Confirmation of your registration will be faxed prior to the meeting. For additional registration information, please contact AAAE the meetings department at (703) 824-0504, or e-mail AAAEMeetings@aaae.org. For further program information, contact Spencer Dickerson, AAAE, at Ext. 130, or e-mail spencer.dickerson@aaae.org.

AGENDA

(subject to change)

SUNDAY, JUNE 18

3:30-5:30 p.m. USCTA Policy Board Meeting

MONDAY, JUNE 19

7:30-8:45 a.m. Registration

8:45-9 a.m. Welcome and Workshop Overview
9-9:30 a.m. Keynote Address

9:30-11:30 a.m. FAA Update of the Contract Tower
Program

11:30-11:45 a.m. Coffee Break

11:45 a.m.-12:15 p.m. Contract Tower Operations from
the Perspective of Congress

12:15-1:45 p.m. Luncheon

2-5 p.m. Individual Meetings with
Congressional Offices

6:30-7:30 p.m. Reception at the Hamilton Crowne Plaza Hotel

TUESDAY, JUNE 20

8:30-9 a.m. Contract Tower Program from the
Perspective of DOT Inspector General
9-9:45 a.m. Contract Tower Benefit/Cost Criteria
Update

9:45-10:15 a.m. Coffee Break

10:15 a.m.-12 p.m. Case Studies of Contract Tower
Operations, Tower Construction and
Customer Service Initiatives

12-12:30 p.m. Open Discussion and Adjournment

Tabletop displays and sponsorship opportunities also are available. For further information, contact Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@airportnet.org

The American Association of Airport Executives, U.S. Contract Tower Association
and Federal Aviation Administration

FAA Contract Tower Program Workshop

June 19-20, 2006 • Washington, D.C. • Mtg. #060608

Hotel reservations—Rooms are being held at the Hamilton Crowne Plaza Hotel, 14th and K Streets, NW, Washington, DC 20005; phone (202) 682-0111. All attendees will receive a special rate of \$189 for single or double occupancy. **Reservations must be made by Friday, May 26, 2006, in order to guarantee this rate.** Reservations made after this date only can be honored on a space and rate available basis. To make your hotel reservations, call the hotel directly at (202) 682-0111 and identify yourself as part of the AAAE group.

Airline reservations—American Airlines has been selected as the official air carrier for this meeting. Attendees can receive 10% off American's full coach fares or 5% off all other published fares. Rules and restrictions apply. To take advantage of American's special fares, call American Airlines directly at (800) 433-1790 from 6 a.m.-1 a.m. eastern time daily and refer to star file #7266AW.

Ground transportation—A taxi ride from Reagan Washington National Airport to the Crowne Plaza is approximately \$15 to \$20 one way and takes 15 minutes. The hotel is located two blocks away from a Metro stop on the Blue Line. From Reagan National Airport, take the Blue Line to McPherson Square. Avis-Rent-Car is the official rental car company for this meeting. To make reservations or for further information, please call Avis at (800) 331-1600 and reference J097316.

NOTE: AAAE reserves the right to cancel this program if the number of registrants is insufficient. In this event, we will notify all registrants and refund the registration fee in full. **However, any costs incurred by the registrant, such as hotel cancellation or airline penalties, are the responsibility of the registrant.** Confirmation letters will be faxed to attendees. If you have not received a confirmation letter via fax two business days prior to the meeting, and you enrolled at least 15 days prior to the meeting, please contact the AAAE Meetings Department at (703) 824-0504. Non-receipt of the confirmation letter before the meeting is not justification for seeking a refund.

I would like to be contacted about upcoming meetings/promotions by fax e-mail . Future correspondence will be sent to the below address, fax number and/or e-mail address.

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Please indicate any special needs to participate and attach a description of your needs.

*Registrations and cancellations must be submitted in writing. Refund requests by **June 2, 2006**, are subject to a \$125 processing fee. There will be no refunds after this date. Substitutions will be accepted without penalties and no-shows will be billed. For all inquiries regarding cancellations and refunds, please contact the AAAE Meetings Department at (703) 824-0504.*

REGISTRATION FEE (in U.S. funds drawn on a U.S. bank)
(includes all handouts, the reception, coffee breaks and one luncheon)

1. All attendees.....\$425
2. U.S. Contract Tower Association member.....\$345 (full dues-paying USCTA members)

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A
E This course is worth 9 credits in the AAAE Continuing Airport Management Education Unit (CEU) program.

PAYMENT METHOD

Enclosed is my check payable to AAAE Purchase Order # _____

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RETURN TO: AAAE • 601 Madison St., #400 • Alexandria, VA 22314 (USA) or Fax to (703) 820-1395. Photocopies of this form will be accepted. AAAE accepts registration regardless of race, religion, sex, physical disability and national or ethnic origin. This includes but is not limited to admissions, employment and educational services.

FAA CONTRACT TOWER PROGRAM
“THE GOVERNMENT/INDUSTRY PARTNERSHIP DEDICATED TO AIR TRAFFIC SAFETY”

FY '07 Congressional Appropriations Request

The American Association of Airport Executives (AAAE) and its affiliated organization, the U.S. Contract Tower Association, request \$97.5 million in the FY '07 DOT/FAA Appropriations bill for FAA's base line (fully funded) Contract Tower Program in addition to the authorized level of \$8 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 add contract towers at approximately 12 non-towered airports by the end of FY '07. In FY '06, Congress provided \$90.5 million for the base line program and \$7.5 million for the cost-share program.

Background

- The FAA Contract Tower Program has provided essential air traffic safety services since 1982. Currently, 231 airports in 46 states participate in the program (205 in the fully funded base line program and 26 in the cost-share program). This represents 45 percent of all control towers in the U.S. In addition, federal contract towers handle approximately 25 percent of control tower aircraft operations for about 10 percent of FAA's budget to operate all control towers in the U.S. Approximately 12 non-towered airports are expected to enter the program by the end of FY '07, subject to available funding.
- The safety and efficiency record of the FAA Contract Tower Program for the past two decades has been validated numerous times by the DOT Inspector General (IG) and FAA safety audits, as well as by the National Transportation Safety Board. The IG also has verified the cost-effectiveness of the program to taxpayers (\$173 million in annual savings per the 9/4/03 IG report).
- All federal contract controllers are FAA certified air traffic controllers who meet the identical training and operating standards as FAA 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 of contract controllers, security and facility evaluations.
- As a result of this 24-year government/industry partnership, the FAA Contract Tower Program: (1) enhances aviation safety at airports that in many cases would not have a tower; (2) promotes economic development and creates jobs locally; (3) consistently receives high marks for customer service from aviation users (pilots, airlines, FBOs, flights schools and corporate flight departments), and (4) helps airports with retaining and developing commercial air service and corporate aviation.
- Federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system. Additionally, federal contract controllers work closely with FAA and the Department of Homeland Security on in-flight aviation security and national emergency issues.
- In summary, without a federal program that provides financial assistance, sets safety and training standards, certifies operations and monitors all aspects of contract tower facilities, many of these towers would have to close.

For further information on FAA's Contract Tower Program, please contact Spencer Dickerson of the AAAE office at 703/824-0500, ext. 130 or email at sdickerson@airportnet.org or visit www.airportnet.org/cta.

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**FAA CONTRACT TOWER
REGIONAL POINTS OF CONTACT**

Central Service Area
O'Hare Lake Office Center
2300 East Devon Ave.
Des Plaines, IL 60018
Lea Bell, (POC) AGL-510.3
(847) 294-7556
(847) 294-8101 fax

Eastern Service Area
1701 Columbia Ave.
College Park, GA 30337-2745
Rhonda Phillips, (POC)
ASO-510
(404) 305-5530
(404) 305-5523 fax

Western Service Area
15000 Aviation Blvd.
Hawthorne, CA 90009
Jessie Shapiro, (POC) AWP-150
(310) 725-6511
(310) 725-6829 fax

FAA Headquarters
Contract Services Branch
600 Independence Ave. SW, 5th
Floor
Washington, DC 20591
(202) 493-4653 fax

Harold E. Thomas
Program Manager
(202) 385-8776

Ricky N. Atkins
(202) 385-8580
Art Warnack
(843) 821-0615

Dianne Reid
(202) 385-8638

Lisa Caudle
(202) 385-8656
James Yancey
(202) 385-8691

**GIVE US
A CALL!**

We're looking for news articles and press releases about your contract tower to publish in this newsletter.

Please forward them to Barbara Cook at (703) 824-0500, Ext. 133, or e-mail barbara.cook@aaae.org.