

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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DOT SPENDING BILLS FULLY FUND CONTRACT TOWER PROGRAM

The DOT/FAA fiscal year 2008 appropriations bills now pending before Congress fully fund FAA's Contract Tower Program.

The House version of the bill includes \$103 million for the fully funded contract tower program, plus \$8.5 million for the cost-share program, for a total of \$111.5 million, which is the funding level requested by AAAE and the U.S. Contract Tower Association (USCTA). The House is likely to begin floor debate on its version of the measure the week of July 23.

The Senate is considered unlikely to take up its version of the bill prior to the month-long August recess. The Senate bill also contains funding for the regular contract tower program and \$8.5 million for the cost-share program.

USCTA Policy Board Chair Tim Rogers, A.A.E., expressed appreciation to the appropriations committees for their continued support of FAA's Contract Tower Program. He stated that, "The program enhances aviation safety at smaller airports that in many cases would not enjoy the safety and efficiency benefits that a tower provides."

FAA's Contract Tower Program now has 235 participating towers. The two new additions to the program are Stennis International Airport (Miss.), and Rafael Hernandez Airport (Puerto Rico).

FAA REAUTHORIZATION BILLS PROVIDE FOR CONTRACT TOWERS

The FAA reauthorization bills now pending in Congress include several key contract tower provisions supported by AAAE and USCTA.

Provisions that are in both the House and Senate ver-

sions of the legislation would:

- Increase the authorization for FAA's Contract Tower Cost-Sharing Program to \$8.5 million in fiscal year 2008, with \$500,000 annual increases in subsequent fiscal years;
- Provide FAA the flexibility to use fully funded contract tower program funds, if needed, for funding cost-share towers and vice versa;
- Increase the maximum federal participation in a contract tower construction project from \$1.5 million to \$2 million;
- Provide new contract tower cost-share airports a grace period of 18 months before the first cost-share payments are required, and
- Mandate uniform standards and requirements for safety assessments of FAA contract towers.

USCTA Policy Board Chair Tim Rogers, A.A.E., expressed appreciation to transportation and aviation leaders in the House and Senate for including these provisions in the legislation.

Rogers stated that, "We greatly appreciate the support of the respective House and Senate committees for the contract tower program in the FAA reauthorization bill. These provisions will enhance an important safety program for smaller airports."

BRIAN LALLY OPENS NEW AVIATION CONSULTING FIRM

Brian Lally, P.C., formerly with PBS&J, has started a new business, CTBXaviation, located in Cocoa Beach, Fla. The company provides aviation consulting in the areas of airport planning, airport buildings, navaids and landing aids and airspace issue. Lally will continue to specialize in the planning, programming, siting and design of control towers. He may be reached at ctbxaviation@aol.com.

AAAE/USCTA/FAA CONTRACT TOWER WORKSHOP HELD

FAA's Contract Tower Program now has 235 participating locations, with the recent additions of Stennis International Airport (Miss.), and Rafael Hernandez Airport (Puerto Rico), Acting Program Manager Ricky Atkins told delegates at the July 17-18 AA AE/U.S. Contract Tower Association/FAA Contract Tower Program Workshop in Washington, D.C.

In an update on the program, Atkins said FAA contract towers in fiscal year 2006 handled more than 16.6 million aircraft operations. The rate of operational errors/deviations (OED) at contract towers during that period was one OED for every 830,000 operations. This compares with one OED for every 280,000 operations at FAA-staffed visual flight rule towers, he said.

The program budget includes funding for five additional new starts in fiscal year 2007 and six to seven new starts in fiscal year 2008, Atkins said. Currently, FAA has 27 airports applying for entry into the program and that number "is growing every week," he added.

In a question and answer dialogue with delegates, Atkins said that FAA wants to bring sole source towers into the national program. In other news, he said FAA is considering consolidating the contract tower program and the contract weather program into one branch because the two units share resources. He also said that FAA wants all contract towers eventually to comply with the minimum equipment list. However, there is no firm date for towers currently in the program to achieve compliance.

Erskine Wells, legislative assistant to Rep. Roger Wicker (R-Miss.), told delegates that support in Congress for the contract tower program and airport funding in general remains strong. He outlined issues in the current debate in Congress over the DOT/FAA spending bill and the legislation to reauthorize FAA. He urged delegates to keep members of their congressional delegation "in the loop" about airport issues. "Keep up the communication and let us know when problems occur," he stated.

DOT Deputy Inspector General Todd Zinzer emphasized the IG's strong support for the contract tower program and discussed the importance of ensuring that all operational errors are reported and documented.

Chris Rozansky, C.M., McKinney, Texas; William Cotter, Bay St. Louis, Miss., and Carolyn Motz, Hagerstown, Md., detailed case studies of their contract towers. A panel on the ATC contractor's perspective and customer service initiatives was moderated by former DOT IG Ken Mead, currently special counsel for Baker Botts. Participating on the panel were Shane Cordes, Midwest Air Traffic Control Service; Steve Christmas,

Serco Management Services; Charles Taylor, RVA, and Timothy Abberton, AirServices Pacific Inc.

Roger Stern from Lockheed Martin TSS, Peter Cerniglia from Raytheon, and Solomon Isaac from FAA updated delegates on terminal radar display issues.

During the workshop, USCTA Policy Board Chair Tim Rogers, A.A.E., presented the 2007 Willie Card Award to the Trenton-Mercer (N.J.) tower.

Workshop sponsors were: AirServices Pacific Inc.; AJT & Associates Inc.; Berkley Aviation LLC; CTBXaviation; L-3 Communications ILEX Systems Inc.; Lockheed Martin TSS; Midwest Air Traffic Control Service Inc.; Quadrex Associates Inc.; Raytheon Co.; Robinson Aviation (RVA) Inc.; Serco Management Services, and SolaCom Technologies Inc.

TRENTON-MERCER TOWER WINS WILLIE CARD AWARD

Trenton-Mercer (N.J.) Airport's tower is the winner of the 2007 Willie F. Card Service Award, which is presented annually to the FAA contract tower that best demonstrates a commitment to excellence in customer service and safety in the contract tower industry.

The award is made in memory of Willie Card, former manager of the FAA Contract Tower Program Office, who died in June 2002.

The Trenton-Mercer Airport tower is operated by Midwest ATC Service.

In April 2006, the Trenton tower was honored by Mid-

**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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west with an Outstanding Achievement plaque for its perfect score on the October 2005 full facility evaluation. Trenton also was honored as the Midwest ATC facility of the year.

Recipient of FAA's None in a Million Award in 2002 for one million error-free operations, the Trenton tower has continued to experience no operational errors or deviations. Further, all tower personnel were rated as excellent on customer surveys.

Among his other activities in support of aviation safety, Trenton Tower Manager Jim Pate supports FAA's local Flight Standards District Office accident prevention program by appearing as a featured speaker at flight safety seminars.

Letters of support for Trenton's nomination for the award came from the manager of the ATC facility at Philadelphia International Airport, the Mercer County (N.J.) Department of Transportation & Infrastructure, the New Jersey Army National Guard, airport tenants and others.

Trenton-Mercer has participated in FAA's Contract Tower Program since 1999.

Other nominees for the 2007 award were:

- **Bozeman Gallatin Field (Mont.) Airport:** Managed by Serco Management Services, Inc., Bozeman is the second busiest airport in the state and the number one for passengers enplaned and deplaned. The airport continued to grow with an increase of more than 15 percent in total operations in 2006.

Bozeman controllers are active in the community and voluntarily conduct ATC phraseology classes for local flight schools to improve pilot/controller communication procedures. Further, the tower has developed a system of coordination with the airport's safety and operations staff after each snow storm in an effort to improve the efficiency and safety of the operation. Tower personnel are key participants in the planning and implementation of the airport's annual disaster exercise. When Delta last year began operating B-753s out of Bozeman, the controllers provided briefings to flight schools and pilot organizations regarding effects of wake turbulence. The tower has implemented an International Civil Aviation Organization-compliant aviation safety management system.

Bozeman has participated in FAA's Contract Tower Program since 1999.

- **Cincinnati Municipal Airport-Lunken Field:** Operating as the primary reliever to Cincinnati/Northern Kentucky International Airport, the Lunken tower accommodates a high volume of traffic. Because the airport's airfield layout is confusing and dates from the 1920s, tower personnel voluntarily developed extra safe-

ty procedures to eliminate confusion, such as adding extra "hold short" instructions at hot spots. A "safety light" also was created by a controller that could be switched on whenever the active runway is closed for vehicle crossings or runway inspections. These two added procedures have greatly contributed to a less than 1 percent runway incursion rate and is an important tool in providing error-free ATC service. Further, Lunken controllers partner with Northern Kentucky University's aviation program, as well as host tower visits for numerous groups.

The Lunken tower, which is operated by Midwest ATC Service, received numerous letters of support from tenants for its nomination for the Willie Card award.

- **Craig Field (Fla.):** As the closest airport to downtown Jacksonville, Craig tower handles a mix of light civil and corporate jet traffic. The airport has an average of 161,000 operations annually and is one of the top 10 busiest towers in FAA's program.

Tower personnel are annual guest speakers at the Aeronautics Department at Jacksonville University, and the tower manager often speaks at area aviation safety meetings.

In the past two years, the tower has had no pilot deviations, no runway incursions, no operational deviations and no operational errors. Local pilots have given the tower an excellent rating for each of the last three years.

Craig Field's tower is managed by Robinson Aviation (RVA) and has participated in FAA's Contract Tower Program since August 1996.

- **Gary/Chicago International Airport:** Tower Manager Scott Embury conducts a multiple award winning aviation safety program called Flying Safety Seminars and is an FAA WINGS aviation safety counselor. The Flying Safety Seminars combine humor and prizes with an oral flying/airport safety quiz. The airport hosts two air shows annually. Further, Boeing's executive flight operations are

(continued on page 8)

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 contact 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 Aug. 1, 2007)

235 TOWERS AS OF AUG. 1, 2007. 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	Leesburg Regional	FL
*King Salmon	AK	Melbourne	FL
Kodiak	AK	Naples	FL
Dothan	AL	New Smyrna Beach Mun.	FL
Brookley (Mobile)	AL	Opa Locka (Miami)	FL
Tuscaloosa Regional	AL	Ormond Beach Mun.	FL
*Fayetteville	AR	Page Field	FL
Northwest Arkansas Regional	AR	Panama City/Bay Co.	FL
*Rogers Municipal-Carter Field	AR	Pompano Beach	FL
*Springdale	AR	St. Augustine	FL
Texarkana Mun./Webb Field	AR	Stuart/Witham	FL
Chandler	AZ	Titusville/Cocoa	FL
Flagstaff Pulliam	AZ	Athens Municipal	GA
Glendale	AZ	Fulton County	GA
Goodyear (Phoenix)	AZ	Gwinnett County	GA
*Laughlin/Bullhead City	AZ	Macon	GA
Mesa/Williams Gateway	AZ	McCollum	GA
Ryan (Tucson)	AZ	SW Georgia/Albany-Dougherty	GA
Chico	CA	Valdosta Regional	GA
Fullerton	CA	Agana	Guam
*Hawthorne	CA	Kalaeloa	HI
Mather (Sacramento)	CA	Kona/Keahole	HI
Modesto	CA	Lihue	HI
Oxnard	CA	Molokai	HI
Palmdale	CA	Dubuque	IA
Ramona Airport	CA	Friedman Memorial (Hailey)	ID
Redding Municipal	CA	Idaho Falls	ID
Riverside	CA	Lewiston-Nez Perce Co.	ID
Sacramento Executive	CA	Pocatello Municipal	ID
Salinas Municipal	CA	Bloomington/Normal	IL
San Carlos	CA	Decatur	IL
Brown Field (San Diego)	CA	St. Louis Regional	IL
San Luis Obispo	CA	So. Illinois/Carbondale	IL
Santa Maria	CA	Waukegan Regional	IL
Vandenberg Air Force Base	CA	*Williamson County (Marion)	IL
Victorville	CA	*Bloomington	IN
Whiteman (Los Angeles)	CA	*Columbus Municipal	IN
William J. Fox (Lancaster)	CA	*Gary Regional	IN
Eagle County	CO	*Muncie/Delaware County	IN
Front Range	CO	Forbes Field (Topeka)	KS
Grand Junction	CO	*Garden City	KS
Bridgeport	CT	Hutchinson Mun.	KS
Danbury	CT	Johnson Co. Exec.	KS
New London (Groton)	CT	Philip Billard Mun. (Topeka)	KS
Brainard (Hartford)	CT	Manhattan	KS
Tweed-New Haven	CT	New Century Air Center (Olathe)	KS
*Waterbury/Oxford	CT	Salina Municipal	KS
Albert Whitted (St. Petersburg)	FL	*Barkley Regional (Paducah)	KY
Boca Raton	FL	Owensboro/Daviess Co.	KY
Cecil Field (Jacksonville)	FL	Acadiana Regional	LA
Gainesville	FL	Alexandria	LA
Hollywood	FL	Chennault	LA
Craig (Jacksonville)	FL	Houma	LA
Key West	FL	Shreveport Downtown	LA
Kissimmee	FL	Barnes Municipal	MA
		Beverly	MA

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Hyannis	MA	Medford	OR
Lawrence	MA	Pendleton	OR
Martha's Vineyard	MA	Redmond	OR
New Bedford	MA	Troutdale (Portland)	OR
Norwood	MA	Capital City (Harrisburg)	PA
Worcester	MA	Lancaster	PA
Martin State (Baltimore)	MD	*Latrobe	PA
Washington Co. (Hagerstown)	MD	*Williamsport/Lycoming Co.	PA
Salisbury-Wicomico	MD	Isla Grande	Puerto Rico
Battle Creek	MI	Rafael Hernandez Airport	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	Arlington Municipal	TX
Saipan International	MP	Brownsville Int'l	TX
Golden Triangle Regional	MS	Denton Municipal	TX
Greenville Municipal	MS	Easterwood	TX
Hawkins Field (Jackson)	MS	Galveston	TX
Meridian/Key Field	MS	*Grand Prairie	TX
Olive Branch	MS	Laredo International	TX
Stennis International Airport	MS	McAllen	TX
Tupelo Regional	MS	McKinney Municipal	TX
Gallatin Field (Bozeman)	MT	Redbird	TX
Kalispell	MT	Rio Grande Valley (Harlingen)	TX
Missoula	MT	San Angelo	TX
Concord	NC	Stinson Municipal (San Antonio)	TX
Kinston	NC	Sugar Land	TX
New Bern	NC	Tyler	TX
*Smith Reynolds (Win.-Salem)	NC	Waco TSTC	TX
Hickory Regional	NC	Ogden-Hinckley	UT
Minot	ND	Provo Muinicipal	UT
Central Neb. (Grand Island)	NE	Charlottesville-Albemarle	VA
Boire Field (Nashua)	NH	Lynchburg	VA
*Lebanon Municipal	NH	Henry E. Rohlsen (St. Croix)	Virgin Islands
Trenton	NJ	Bellingham Int'l	WA
Farmington Municipal	NM	Felts Field (Spokane)	WA
*Lea County/Hobbs	NM	Olympia	WA
Santa Fe Co. Mun.	NM	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	*Chippewa Valley	WI
Burke Lakefront (Cleveland)	OH	Kenosha Municipal	WI
Cuyahoga County (Cleveland)	OH	Lacrosse	WI
Lunken Mun. (Cincinnati)	OH	Rock County (Janesville)	WI
Ohio State University	OH	Timmerman (Milwaukee)	WI
*Ardmore Municipal	OK	Waukesha County Airport	WI
Enid Woodring Mun.	OK	Wittman Regional (Oshkosh)	WI
Lawton-Ft. Sill Regional	OK	Greenbrier Valley	WV
Univ. of Oklahoma/Westheimer	OK	*Morgantown	WV
Stillwater	OK	Parkersburg	WV
Wiley Post	OK	Wheeling Ohio Co.	WV
Klamath Falls	OR	Cheyenne	WY
McNary Field (Salem)	OR	Jackson Hole	WY

SCENES FROM THE JULY 17-18, 2007



AAAE/USCTA/FAA CONTRACT TOWER WORKSHOP



CONTROL TOWER HELPED GATEWAY AIRPORT TAKE OFF

Orlando Sentinel, July 22, 2007

(Editor's Note: Kissimmee Gateway is an FAA contract tower airport)

KISSIMMEE—On a stormy day about 15 years ago, Frank Attkisson and a colleague were making a landing approach at Kissimmee Gateway Airport when a plane “came out of nowhere.”

“There was no control tower to tell me that another plane was in the storm,” said Attkisson, a private pilot who was also a city commissioner at the time.

That moment in 1992 helped shape the future of the airport, which has since become a major gateway to the city and the surrounding area. A few years later, Attkisson, who had become a state representative, and other officials pushed for the control tower to be built. This summer, the tower is celebrating 10 years of operation.

In its first year, the tower handled about 78,000 flight operations. It has since grown to handle more than 170,000 annually. Residents and visitors, who fly to the area’s theme parks and to meetings at the Orange County Convention Center, have kept the airport growing.

“We’re actually, in the overall picture of things, a regional transportation asset,” said Terry Lloyd, the airport’s director of aviation.

Up to three air-traffic controllers can work in the 50-foot tower, which has a radar display and a weather-observation system. The tower is open daily from 7 a.m. to 10 p.m. Once it closes, traffic tends to drop off, and pilots use common radio to announce their position and intention to land. Thanks to the tower, the airport has been able to attract more corporate fliers—a goal officials set in the mid-1990s. Last year, Lloyd said, more than 4,500 corporate aircraft, including those from Lowe’s and Anheuser-Busch, used the airport; that’s an increase from

fewer than 3,000 in 2000.

Air Traffic Manager Shannon Thomas has seen the numbers increase. “The first day we were over 200 planes, we thought it was a big day,” Thomas said. “Now we get 600 or 700 a day. We never had jets, and now that’s very routine.” Thomas was in the tower from the first day it was staffed—April 1, 1997. A month later the tower formally opened. Thomas, who retired after 20 years in the Navy, said it’s likely he will move on to his home state of Texas later this year to open a tower there.

But he is proud to be part of Kissimmee’s success. “I’ve seen it grow from a seed to a giant tree,” he said. He credited former airport director Tim Shea with the original vision and Lloyd for the job in recent years. “Terry Lloyd has done a fabulous job of marketing this place; it’s on everybody’s map I think,” he said.

In the end, the job of the tower staff—six full-time and two part-time—is customer service.

“You know when you give good service. The pilots respond. They know when you work hard to run an efficient pattern,” Thomas said. “When you hustle a bunch of airplanes, it’s like working a big puzzle. When it’s all over, it just means the world to you. It’s instant gratification. It’s a lot of fun and very rewarding.”

In all, the airport has come a long way since 1992 when that plane pulled out about a quarter of a mile in front of Attkisson’s plane.

The next thing on the airport’s list: getting a U.S. Customs and Border Protection office, so fliers can come straight to Kissimmee from overseas.

“For many years, it was considered a diamond in the rough, but the airport is just a flat [out] diamond right now,” Attkisson said.

located at the airport. Boeing's safety officer requested a special disaster exercise on the ramp, involving a simulate engine explosion with numerous casualties. The tower manager wrote the scenario and coordinated the exercise with associated airport agencies. The exercise was very successful and will become an annual event. The tower's last two FAA full facility inspections were rated 100 percent and included extra commendable comments.

The tower is operated by Midwest ATC Service.

• **Idaho Falls Regional Airport:** The Idaho Falls tower has an excellent safety record with no OEs/ODs since joining the contract tower program in 1996. In addition, the tower has implemented an ICAO-compliant Aviation Safety Management System, which is designed to audit the tower and document and implement procedures that mitigate or reduce risks. The tower has a runway safety program that includes all tenants and airport officials and provides assistance to the city fire department and airport police with initial/recurrent training and certification. Controllers participate in pilot safety meetings held in conjunction with the FSDO each year to educate local and transient pilots on safety issues and trends. Due to the unusual runway configuration at Idaho Falls and the rural nature of the surrounding area, pilots often have difficulty finding the airfield. Controllers earn many compliments for their assistance to lost pilots.

The Idaho Falls tower is operated by Serco Management Services, Inc.

• **Lancaster (Pa.) Airport:** The tower handles more than 100,000 operations annually, including commercial, general aviation, student pilots, military and business jets. The tower has not had any operational errors or deviations since joining FAA's Contract Tower Program in 1999. Controllers have created a comprehensive and user-friendly guide to assist visiting pilots and student pilots with operating safely. Further, controllers have a runway safety program and designed an effective surface error and runway incursion prevention plan. Tower personnel are regular participants in FAA and AOPA safety seminars. During the airport's recent runway extension construction project, controllers were instrumental in keeping the disruption of flights to a minimum. Lancaster's tower is operated by Midwest ATC Service.

• **Middle Georgia Regional Airport:** The airport's controllers assisted in the establishment of a runway safety committee and program, which has resulted in no runway incursions for the previous seven years. Further, the tower has had two consecutive full facility evaluations with 100 percent scores, and one facility safety assessment system audit with no discrepancies. Further, inspectors identified two commendable items. Tower personnel visit local flying schools to provide instructional guidance on radio

USCTA WEBSITE POSTING

Go to the USCTA website at www.contracttower.org to view an updated version of the CTBXaviation document "Compilation of FAA Contract Towers Built at Non-Towered Airports."

communication, Terminal Radar Service Area procedures, and basic conversation to students new to flying. Letters testifying to the customer service skills of the controllers were received from Atlantic Southeast Airlines, transient, military and local pilots. Middle Georgia became part of FAA's Contract Tower Program in 1999 and is managed by Robinson Aviation (RVA).

• **Naples (Fla.) Municipal Airport:** Naples is one of the top 10 airports in the nation for corporate business aircraft, a factor that requires controllers to continually work on control procedures and noise abatement. In addition, the Naples Senior Squadron Civil Air Patrol operates out of Naples Airport. The airport is home to four flight schools and 409 based aircraft. Airport traffic has increased at an annual rate of 4 percent over the last five to seven years, yet the airport continues to have an outstanding safety record. The tower had no operational errors in 2006. Tower personnel frequently participate in outreach programs within the local aviation community, including FAA safety seminars, pilot/controller forums, Civil Air Patrol briefings, pilot association meetings and career days with local high schools and colleges. In 2006-2007, the Naples tower earned a Customer Service Survey Index score of 951 out of a possible 1,000.

The Naples tower is operated by Robinson Aviation (RVA) and has been in FAA's Contract Tower Program since 1985.

• **Ormond Beach (Fla.) Municipal Airport:** Ormond Beach tower handled 148,987 takeoffs and landings in 2006, a 9 percent increase in traffic over the preceding year. The airport experiences a seasonal influx of traffic associated with two separate Bike Week events and with several NASCAR racing activities, including the Daytona 500. Most traffic is instructional in nature, with several flight schools utilizing the airport. Tower personnel are active participants in developing noise mitigation procedures for the surrounding neighborhoods. Members of the area homeowner's associations have visited the tower to gain a better understanding of airport operations as they relate to safety, noise and quality of life issues. In addition, controllers host user group meetings and supply controllers to speak at aviation seminars. One area flight training facility has included visits to the Ormond Beach tower as part of its ground school curriculum. Ormond Beach's tower is operated by Robinson Aviation (RVA) and was commis-

sioned into the contract tower program in 2004.

• **Sacramento Mather Airport:** Mather's tower has been operationally error-free for five years and employs an ICAO-compliant Aviation Safety Management System. Further, in 2006, Mather had no departure delays in accordance with FAA Order 7110.55. Tower personnel routinely assume additional tasks to benefit the airport and the local community. This includes assisting the Sacramento County Noise Office with studies and solutions to optimize safety and noise abatement. Since the airport is 35 nautical miles south-southeast of Beale AFB, Mather is used as a reliever airport for Beale's 1st and 99th Reconnaissance Squadrons. Mather tower's commitment to support military flight training has grown to accommodate more than 60 percent of the two squadrons' T-38 training. The tower's proactive safety plan calls for controllers to conduct safety awareness training classes for all student pilots of the American Academy Flight School. Mather's tower is operated by Serco Management Services and has participated in the contract tower program since 2000.

31 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST SHARING

Thirty-one facilities are participating in FAA's contract tower cost-sharing program as of Aug. 1, 2007.

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

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

CONTRACT TOWER ASSOCIATION REACHES 175 MEMBERS

By July 2007, USCTA membership had reached 175 airports and companies.

Spencer Dickerson, senior executive vice president of

AAAE, is executive director of USCTA.

Members of the USCTA Policy Board for 2007-2008 are: Tim Rogers, A.A.E. (Salina, Kan.), **Chair**; Richard Baird (Hailey, Idaho); Robert Bryant, A.A.E. (Salisbury, Md.); David Byers, C.M. (Daytona Beach, Fla.); Russell Chandler (Jacksonville, Fla.); Scott Driver (Tucson, Ariz.); Steven Harvey (Lake Charles, La.); Gary Johnson, C.M. (Stillwater, Okla.); Keith Kaspari, C.M. (Gwinn, Mich.); Douglas Kimmel (Marion, Ill.); Richard Lewis (Concord, N.C.); Charles Mangum, A.A.E. (Marana, Ariz.); Jeremy O'Sullivan, A.A.E. (Lewisburg, W.Va.); Bryan Rodgers (State College, Pa.); Christopher Rozansky, C.M. (McKinney, Texas); Ted Soliday, C.M. (Naples, Fla.); Steve Stockam (Joplin, Mo.); Walt Strong, A.A.E. (Norman, Okla.); Tim Whitman (Denton, Texas), and Tracy Williams, A.A.E. (Millington, Tenn.). Ex Officio Policy Board members are: Tim Abberton, AirServices Pacific Inc.; Steve Christmas, Serco North America; Shane Cordes, Midwest ATC; Charles Dove, Robinson Aviation (RVA), Chris Toale, Dynamic Sciences, and Brian Lally, CTBXaviation.

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, 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.), 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, Key West Airport (Fla.), 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.), 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.), Southern Illinois Airport, St. Louis

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MUNCIE CONTROLLER AIDS PILOT, PASSENGER

Tim Pierce, a Midwest ATC terminal service area manager, wrote the following article on behalf of the company's team in Muncie, Ind.

Air traffic controllers save lives. Despite unfortunate events that would breed sensationalist stories to the contrary, FAA archives are filled with countless reports where the efforts of an alert, conscientious controller, or several controllers, proved pivotal in avoiding an aviation tragedy.

One such incident occurred at the Delaware County Airport near Muncie, Ind., on a late December afternoon in 2006 as the day's flying activity was on the wane. The pilot of a Beech Musketeer, continuing on VFR flight after a stopover for fuel, called the tower for taxi instructions and was given clearance to the active runway.

A few moments later, a Mitsubishi requested and received taxi instructions to the same runway. As he eyed both aircraft, the controller noticed that the Musketeer had oddly drifted into the grass off the side of the taxiway, its engine still running. He made several radio calls to the pilot to ascertain if he was having a problem, but got no response. Concerned that something was dangerously wrong, the controller called for emergency equipment, which had to come from off the airport. Immediately following, he called the airport's fixed base operator (FBO) to elicit their help in checking on the occupants of the aircraft.

By this time, the taxiing Mitsubishi was nearing the wayward Musketeer. Noting this, the controller informed the Mitsubishi's pilot of the situation and asked for his assistance in determining the status of the Musketeer's passengers. The pilot reported no occupants were visible in the aircraft from his vantage point. Increasingly concerned, the controller asked the Mitsubishi pilot if he could shut down his aircraft and proceed to the Musketeer to determine what the problem was. The pilot agreed to lend his assistance, but decided to stand by when the controller informed him that ground personnel were rushing to the scene.

Upon reaching the Musketeer, ground personnel discovered the two occupants slumped unconscious in their seats and the cabin filled with engine fumes. They radioed the controller to call 911, but found that he had already summoned emergency help. Ground personnel then radioed that they were having difficulty determining how to switch off the Musketeer's idling engine. Once again, the controller asked the pilot of the Mitsubishi for assistance. The pilot agreed and, after securing his own aircraft, managed to shut down the Musketeer's engine just as emergency crew arrived on the scene.

After a quick assessment, a MedEvac helicopter was summoned and the occupants of the Musketeer were flown to a hospital, reportedly in critical condition due to carbon monoxide poisoning. Both individuals fully recovered, thanks in great part to the air traffic controller's urgent assessment of the situation and his timely summoning of emergency personnel. This ATC professional illuminated the need for controllers to maintain vigilance in periods of slow traffic and his actions reflect positively upon Midwest ATC, the FAA Contract Tower Program and the air traffic control industry as a whole.

EDITORIAL: OVERVIEW OF THE FAA CONTRACT TOWER (FCT) PROGRAM

Reprinted from the NATA Arrival Times, June 2007

By Mike Feeley, Robinson Aviation (RVA) Inc.
Vice President of Strategic Planning

Whether you're piloting a Cessna 172 or a Gulfstream, if you are landing at a general aviation airport with an operational air traffic control tower, odds are it is being operated under contract with the Federal Aviation Administration (FAA) in the Contract Tower Program. In existence since 1982, the FCT currently has 233 airport traffic control towers operating in 46 states and two territories, with several more slated to enter the program this year. This equates to approximately 45% of the nation's air traffic control towers. Please visit this link <http://www.contracttower.org/> for an up-to-date list of all air-

ports that are currently in the FCT Program.

The FAA contracts air traffic control services through private sector companies at airports that are being provided visual flight rule (VFR) services. Since its inception, the program has been continuously lauded by the Congress, Department of Transportation (DOT), Office of Inspector General (OIG), National Transportation Safety Board (NTSB), FAA, airport management and, most importantly, users of the national airspace system. The primary advantage of contracting these services to the private sector is the significant cost savings when comparing a contract tower to an FAA-staffed facility. In addition, the FCT program helps smaller airports retain and develop commercial and general aviation services, enhance aviation safety, promote economic development and create jobs. A frequently asked question is, "What's the difference between FAA air traffic controllers and private sector air traffic controllers?" The answer is, there is no difference, since the private sector controllers are trained and certified under FAA guidelines and the FAA has regulatory oversight of the FCT Program. The safety and efficiency record of the FCT for the last two decades has been validated numerous times by the DOT, OIG, NTSB and recurring FAA audits. The OIG not only evaluates operational procedures, it also verifies on a recurring basis that the FCT program is viable and continues to provide cost-efficient services.

The current FCT Program is served by five contractors who provide air traffic control services in their respective areas. Those companies are: Robinson Aviation Inc. (RVA), Midwest ATC, Serco Management Services, Air Services Australia and Dynamic Science Inc. The air traffic controllers, regardless of the service provider, are qualified in all respects to provide air traffic control services that are subject to continuous audit and review by the FAA.

In an effort to promote the FCT Program, the American Association of Airport Executives (AAAE) created the United States Contract Tower Association (USCTA) in 1996. USCTA coordinates contract tower issues on a regular basis with elected officials and governmental entities. For further information on USCTA, contact Spencer Dickerson at (703) 824-0500 Ext. 130, or e-mail spencer.dickerson@aaae.org.

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.

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