

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 2, Number 3

May-June 1998

DOT IG REPORT AFFIRMS VALUE OF CONTRACT TOWER PROGRAM

In an audit of FAA's contract tower program, DOT's inspector general (IG) has concluded that contract towers provide a quality of service comparable to FAA-operated towers and are staffed by controllers who meet the agency's training requirements. FAA currently has 158 towers in the contract tower program.

U.S. Contract Tower Association (USCTA) Executive Director Spencer Dickerson stated that the IG report "reaffirms our position that the contract tower program provides safe, high-quality air traffic control services that enhance aviation safety overall. The contract tower program enables small communities to enjoy the benefits of a control tower when they would otherwise be forced to operate without this important



DOT Inspector General Kenneth Mead (left) talks to Spencer Dickerson of AAAE/USCTA during a recent interview on Aviation News Today.

safety feature. We commend the IG for this comprehensive report that verified that contract tower employees are well-trained and that the program is a significant contributor to aviation safety."

In the report, IG officials said they found "little difference in the quality of service at Level I VFR towers, whether they were operated by FAA or by contractors.

"Interviews with airport operators and other users of contract towers indicated overall satisfaction with

U.S. CONTRACT TOWER
ASSOCIATION
NEWSLETTER

Editor **Barbara Cook**

Charles M. Barclay, A.A.E.

President, AAAE

J. Spencer Dickerson,

Executive Director, USCTA

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

GIVE US A CALL!

We're looking for feature news about your contract tower to publish in this newsletter. Do you have anecdotal information about safety or economic development issues relating to your contract tower, or stories about individual air traffic controllers at your airport? Please contact Barbara Cook at (703) 824-0500, Ext. 133, or e-mail barbara.cook@airportnet.org.

the service provide by contract tower controllers," the report said. "We also reviewed data maintained by FAA's National Aviation Safety Data Analysis Center for 84 towers converted to contractor operations in FYs (fiscal years) 1994 through 1996. For contract towers converted in FYs 1994 and 1995, we compared data for two years before and two years after conversion. For contract towers converted in fiscal year 1996, we compared data for one year before and one year after conversion. Accordingly, we reviewed incidents that occurred between FY 1992 and FY 1997 for these 84 towers. We identified only 14 incident reports when the towers were operated by FAA and only 16 incident reports when the towers were operated by contractors."

Further, the IG report found that contract tower controllers met FAA's qualification and certification requirements. Federal regulations require that anyone working as a controller hold an FAA-issued Control Tower Operator certificate. In addition, controllers must hold an FAA-issued facility rating, which is an endorsement that the individual has demonstrated the competence, qualifications and skills required to control air traffic at the tower to which they are assigned. The IG's report said auditors selected 36 contract controllers and determined all 36 possessed the required certifications. Additionally, 35 of the 36 controllers reviewed possessed a facility rating for their respective contract tower, the report said. Auditors added that the remaining controller was a recent hire and was in the process of obtaining a facility rating.

The IG report also found that training requirements for control controllers and FAA controllers are the same. "We reviewed Air Traffic Service comprehensive facility evaluation reports for 19 contract towers and 10 FAA-operated Level I towers and found evaluators identified only minor problems that were similar at both contract towers and FAA-operated towers. All training problems identified during facility evaluations were corrected according to the follow-up evaluation reports, indicating all required training had been received," the auditors said. "Consequently, we concluded FAA provided adequate oversight to ensure contract tower controllers received required training."

USCTA 1997 REPORT NOW AVAILABLE

The first annual report of the U.S. Contract Tower Association is now available. Call (703) 824-0504 for a copy, or visit the USCTA home page on the Internet at <http://www.airportnet.org/cta/>

The IG's report did identify one area—appropriate levels of staffing at ATC facilities—where it recommended further FAA review. FAA officials pledged to conduct a follow-up review on staffing requirements. According to the report, although FAA has staffing standards for estimating the need for controllers, the agency has acknowledged that these standards are limited in their ability to make precise estimates of employee needs at individual facilities. The IG report also underscored that it is important for FAA to monitor staffing levels at contract towers because the agency is anticipating significant increases in air traffic in the future.

The report noted that the contract tower program allows the operation of these facilities at a lower cost than when they were previously operated by FAA. In FY 1993, FAA estimated that contracting Level I towers would result in annual savings of about \$200,000 per tower, or about \$20 million annually when all Level I towers were converted to contract towers.

The IG report found, though, that at certain towers, the contractor had not provided the number of hours specified in the contracts. Consequently, the IG recommended that FAA initiate action to recover \$2.4 million in overpayments to one contractor during 1994-1996.

In a recent interview on AAAE's *Aviation News Today* show, DOT Inspector General Kenneth Mead described the contract tower program as "a good program and in the best interests of safety." Referring to the IG's contract tower study, Mead said, "When we did our work, there were about 160 towers (and) 110 of them were formerly operated by FAA but were quite expensive to operate. The other 50 went to communities that would not otherwise get air traffic services. Those are two safety pluses. We found that the contract controllers were well trained and they were qualified. We also found there was more flexibility in staffing at these low level towers than you would get if the FAA were running them. We found on the negative side that these contractors have to make sure that they are providing sufficient staff in accordance with the terms of their contract and FAA needs to recover some money in that regard. But this is a good program. It's in the best interests of safety and it's cost effective to the taxpayer."

HOUSE PANEL INCLUDES CONTRACT TOWER LANGUAGE IN TWO BILLS

The House aviation subcommittee on June 18 by voice vote reported out H.R.4057, the Airport Improvement Program Reauthorization Act, and H.R.2748, the Airline Service Improvement Act.



House aviation subcommittee Chairman John Duncan (R-Tenn.).

Both bills contain language to create a pilot cost-sharing program funded at \$6 million for up to 20 Level I contract control towers that do not meet FAA eligibility criteria.

In describing the cost-sharing pilot plan for contract towers, House aviation subcommittee Chairman John Duncan (R-Tenn.) said, "This will provide an important safety enhancement to airline passengers and general aviation pilots. There are many communities that have levels of air traffic that fall just below the levels the FAA demands in order to fully fund an air traffic control tower. This amendment would make some money available to help those communities attain air traffic control services. However, this amendment does demand that those communities that wish to take advantage of this provision offer some local money, some local support to help defray the cost."

The bill states that in selecting facilities to participate in the pilot program, FAA must give priority to: towers already participating in the contract tower program that have been notified that they will be terminated due to their failure to meet the benefit/cost ratio; Levels I towers that are closed as a result of the controllers strike in 1981; towers that are located at airports that receive service from an airline that receives benefits from the Essential Air Service program; towers located at airports that are prepared to assume responsibility for tower construction and maintenance costs, and towers that are located at airports with safety or operational problems related to topography,

weather, runway configuration or a mix of aircraft.

NATCA SEEKS COURT ORDER TO ROLL BACK CONTRACT PROGRAM

The National Air Traffic Controllers Association (NATCA) has filed a motion with the U.S. District Court for the Northern District of Ohio requesting an order to force FAA to take back operation of the air traffic control towers currently in its contract tower program. (See *March-April issue of this newsletter.*)

NATCA argued that the court, in a March 2 decision on the contract tower program, vacated FAA's decision to privatize Level I towers and remanded the case to the agency for further proceedings.

Federal attorneys, in a filing on behalf of FAA, told the court that the March 2 ruling "did not enter a mandatory injunction ordering defendants to dismantle the privatization program but, instead, vacated defendants' previous privatization decision and remanded the issue to the agency for compliance with the procedures set forth in Circular A-76." If the court had intended FAA to dismantle the contract tower program, that intention would have been made clear in the March 2 decision, they said. The government also noted that retaking federal control of the towers already contracted out would be "exceedingly costly and injurious to public safety."

The federal attorneys told Judge Ann Aldrich that FAA is holding further implementation of the contract tower program in abeyance while it studies the remanded issues and performs a new cost/benefit analysis as required by A-76.

The government submitted a number of affidavits, including one from AAAE/USCTA, detailing the difficulties that would occur if FAA is forced to suspend operations at the privatized Level I towers. USCTA supplied information that explained the safety implications of an interruption of ATC services at Level I towers, as well as the economic disruption that such an action could cause.

USCTA pointed out that FAA figures show there are more than 11.5 million aircraft operations annually at the airports serviced by FAA contract towers. If these towers are forced to cease operations, millions of pilots and passengers, both general aviation and commercial, would be adversely affected by this reduction in safety. The association also provided a number of testimonials from airport managers at contract tower facilities underscoring the safety benefits that these ATC services provide. Further, they said, corporations that operate their own jets may be prohibited from utilizing airports without towers.

**FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS
(AS OF JUNE 1998)**

AIRPORTNAME	FAA REGION	STATE	AIRPORTNAME	FAA REGION	STATE
Bethel	AAL	AK	Lacrosse	AGL	WI
King Salmon	AAL	AK	Rock County	AGL	WI
Kodiak	AAL	AK	Timmerman (Milwaukee)	AGL	WI
Dubuque Iowa	ACE	IA	Wittman Regional	AGL	WI
Forbes Field	ACE	KS	Bridgeport	ANE	CT
Hutchinson Mun.	ACE	KS	Groton-New London	ANE	CT
Johnson Co. Exec.	ACE	KS	Hartford-Brainard	ANE	CT
Philip Billard Mun.	ACE	KS	Tweed-New Haven	ANE	CT
Salina Municipal	ACE	KS	Barnes Municipal	ANE	MA
Columbia	ACE	MO	Beverly	ANE	MA
Joplin Regional	ACE	MO	Hyannis	ANE	MA
Rosecrans Mem'l/St. Joseph	ACE	MO	Lawrence	ANE	MA
Central Neb./Grand Island	ACE	NE	Martha's Vineyard	ANE	MA
Martin State	AEA	MD	New Bedford	ANE	MA
Washington Co. Reg'l/Hagerstown	AEA	MD	Norwood	ANE	MA
Ithaca	AEA	NY	Worcester	ANE	MA
Niagara Falls	AEA	NY	Boire Field/Nashua	ANE	NH
Oneida County	AEA	NY	Eagle County	ANM	CO
Stewart	AEA	NY	Friedman Memorial	ANM	ID
Williamsport/Lycoming Co.	AEA	PA	Idaho Falls	ANM	ID
Charlottesville-Albemarle	AEA	VA	Lewiston-Nez Perce Co.	ANM	ID
Lynchburg	AEA	VA	Pocatello Municipal	ANM	ID
Greenbrier Valley	AEA	WV	Klamath Falls	ANM	OR
Morgantown	AEA	WV	McNary Field	ANM	OR
Parkersburg	AEA	WV	Pendleton Municipal	ANM	OR
Wheeling Ohio Co.	AEA	WV	Redmond	ANM	OR
Decatur	AGL	IL	Troutdale (Portland)	ANM	OR
Meigs Field (Chicago)	AGL	IL	Ogden-Hinckley Mun.	ANM	UT
St. Louis Regional	AGL	IL	Bellingham Int'l	ANM	WA
So. Illinois/Carbondale	AGL	IL	Olympia	ANM	WA
Waukegan Regional	AGL	IL	Tacoma Narrows	ANM	WA
Williamson County	AGL	IL	Walla Walla Regional	ANM	WA
Gary Regional	AGL	IN	Yakima	ANM	WA
Battle Creek	AGL	MI	Cheyenne	ANM	WY
Detroit City	AGL	MI	Dothan	ASO	AL
Jackson	AGL	MI	Brookley (Mobile)	ASO	AL
Anoka (Minneapolis)	AGL	MN	Tuscaloosa Municipal	ASO	AL
Minot	AGL	ND	Athens Municipal	ASO	GA
Burke Lakefront	AGL	OH	Fulton County	ASO	GA
Ohio State University	AGL	OH	Gwinnett County	ASO	GA
Cincinnati Mun./Lunken	AGL	OH	McCullum	ASO	GA
Cuyahoga County	AGL	OH	SW Georgia/Albany-Dougherty	ASO	GA
Rapid City Regional	AGL	SD	Valdosta Municipal	ASO	GA
Appleton	AGL	WI	Albert Whitted	ASO	FL
Central Wisconsin	AGL	WI	Gainesville	ASO	FL
Kenosha Municipal	AGL	WI	Hollywood	ASO	FL

AIRPORTNAME	FAA REGION	STATE
Jacksonville/Craig	ASO	FL
Key West	ASO	FL
Kissimmee	ASO	FL
Lakeland Municipal	ASO	FL
Naples	ASO	FL
Page Field	ASO	FL
Panama City/Bay Co.	ASO	FL
Pompano Beach	ASO	FL
Stuart/Whitham	ASO	FL
Titusville/Cocoa	ASO	FL
Barkley Regional	ASO	KY
Owensboro/Daviess Co.	ASO	KY
Greenville Municipal	ASO	MS
Hawkins Field	ASO	MS
Meridian/Key Field	ASO	MS
Kingston	ASO	NC
Isla Grande	ASO	Puerto Rico
Grand Strand/Myrtle Beach	ASO	SC
Greenville Downtown	ASO	SC
Smyrna	ASO	TN
Alexander Hamilton (St. Croix)	ASO	Virgin Islands
Fayetteville	ASW	AR
Texarkana Mun./Webb Field	ASW	AR
Riverside	ASW	CA
Acadiana Regional	ASW	LA
Esler Regional Reg'l	ASW	LA
Houma	ASW	LA
Farmington Municipal	ASW	NM
Lea County/Hobbs	ASW	NM
Santa Fe Co. Mun.	ASW	NM
Ardmore Municipal	ASW	OK
Enid Woodring Mun.	ASW	OK
Univ. of Oklahoma/Westheimer	ASW	OK

AIRPORTNAME	FAA REGION	STATE
Wiley Post	ASW	OK
Brownsville Int'l	ASW	TX
Easterwood	ASW	TX
Grand Prairie	ASW	TX
Laredo International	ASW	TX
McAllen	ASW	TX
Mesquite	ASW	TX
Redbird	ASW	TX
San Angelo	ASW	TX
Stinson Municipal (San Antonio)	ASW	TX
Tyler	ASW	TX
Chandler	AWP	AZ
Flagstaff Pulliam	AWP	AZ
Glendale	AWP	AZ
Goodyear (Phoenix)	AWP	AZ
Mesa/Williams Gateway	AWP	AZ
Ryan	AWP	AZ
Fullerton	AWP	CA
Hawthorne	AWP	CA
Modesto	AWP	CA
Oxnard	AWP	CA
Palmdale	AWP	CA
Sacramento Executive	AWP	CA
Salinas Municipal	AWP	CA
San Carlos	AWP	CA
San Louis Obispo	AWP	CA
Santa Maria	AWP	CA
Whiteman	AWP	CA
William J. Fox	AWP	CA
Agana	AWP	Guam
Lihue	AWP	HI
Molokai	AWP	HI
Elko	AWP	NV

Other affidavits in support of FAA's position were submitted by Robinson Van Vuren Associates Inc., a contract tower operator; the National Business Aviation Association, and the Regional Airline Association.

USCTA REACHES 65 AIRPORTS, SIX COMPANIES, ALASKA

A total of 65 airports, six companies and the state of Alaska are now members of the U.S. Contract Tower Association.

USCTA receives oversight from a Policy Board comprised of the following members: Roger Engstrom, A.A.E., (Mobile, Ala.), Jack Schelter, A.A.E., (Phoenix, Ariz.), Ted Soliday (Naples, Fla.), Richard Baird (Hailey, Idaho), Tim Rogers, A.A.E., (Salina, Kan.), Ron Craft (Jefferson City, Mo.), Steve Stockam (Joplin, Mo.), Steve Brian (Brunswick, Ga.), Bryan

Elliott, A.A.E., (Charlottesville, Va.), Glenn Januska, A.A.E., (Waukesha, Wis.) and James Hansford, A.A.E., (Mosinee, Wis.). Shane Cordes of Midwest ATC serves as an ex-officio member of the Policy Board. Spencer Dickerson, executive vice president of AAAE, serves as executive director of the USCTA. Consultants to the association are Linda Hall Daschle and Bert Randall of Baker, Donelson; Patrick McCann of the Wexler, Group and Larry Barnett of AB Management Associates.

The following are the members of the association: state of Alaska; Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Glendale Municipal Airport (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Texarkana

(continued on page 7)

FAA CONTRACT TOWER REGIONAL POINTS OF CONTACT:**Alaskan Region**

222 W. 7th Ave., Number 14
Anchorage, AK 99513

Hank Williams, AAL-510
(907) 271-5828
(907) 271-2850 fax

Norman Gommoll, AAL-540J
(907) 271-5887
(907) 271-5850 fax

Patricia Norsworthy, AAL-422J
(907) 271-5834

Great Lakes Region

O'Hare Lake Office Center
2300 East Devon Ave.
Des Plaines, IL 60018

Pati Graham, AGL-510
(847) 294-7482
(847) 294-8101 fax

Denise Mason, AGL-540.2
(847) 294-7549
(847) 294-7230 fax

Jim Soper, AGL-470
(847) 294-8480
(847) 294-7417 fax

Southern Region

1701 Columbia Ave.
College Park, GA 30337-2745

Sandy Byrom, ASO-510
(404) 305-5546
(404) 305-5523 fax

Darrell Dudley, ASO-540.15
(404) 305-5611
(404) 305-5631 fax

Teresa Burkett, ASO-423.2
(404) 305-6589
(404) 305-6553 fax

Central Region

601 E. 12th St.
Kansas City, MO 64106

John Mayorga, ACE-510D
(816) 426-3400
(816) 426-2302 fax

Charles Raymond, ACE-541B
(816) 426-3048
(816) 426-2187 fax

Scott Luechert, ANI-521
(816) 426-2242

New England Region

12 New England Executive Park
Burlington, MA 01803

Tom Killion, ANE-510
(781) 238-7515
(781) 238-7598 fax

Deborah James, ANE-540
(781) 238-7544
(781) 238-7597 fax

Steve Wojcicki, ANE-473
(781) 238-7497
(781) 238-7459 fax

Southwest Region

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Lawrence Perkins, ASW-510J
(817) 222-5516
(817) 222-5979 fax

Tom Bowman, ASW-540.9
(817) 222-5551
(817) 222-5433 fax

August Riccono, ASW-472AMR
(817) 222-4722

Eastern Region

JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430

Joe DeDonatis AEA-511.5
(718) 553-4515
(718) 995-5692 fax

Patricia Reilly, AEA-541.16
(718) 553-4578
(718) 995-5709 fax

Ed Salvesen, ANI-251D
(718) 553-3468

Northwest Mountain Region

1601 Lind Ave., SW
Renton, WA 98055-4056

Dale Realph, ANM-510.6
(425) 227-2516
(425) 227-1510 fax

Dan Cunningham ANM-540
(206) 227-2544
(206) 227-1557 fax

Herbert Zwygart, ANM-470
(425) 227-2489

Western-Pacific Region

15000 Aviation Blvd.
Hawthorne, CA 90009

Chris Kleen, AWP-540.9
(310) 725-6583
(310) 536-8410 fax

Craig DePauw, AWP-540.3
(310) 725-6543
(310) 536-8540 fax

Celinda Bruns, AWP-470
(310) 725-3439

FAA Headquarters**Contract Services Branch**

800 Independence Ave., SW, Rm. 635
Washington, DC 20591

Willie F. Card, manager,
ATO-140
(202) 267-9336
(202) 493-4285 fax



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

FAA CONTRACT TOWER PROGRAM WORKSHOP

July 27-28, 1998 • Washington, D.C. • Meeting #980705

In 1994, the Federal Aviation Administration (FAA) announced comprehensive plans to expand the FAA's contract tower (FCT) program to all Level I VFR control towers as part of Vice President Al Gore's National Performance Review. The FCT program has been in place since 1982 and currently provides for the contract operation of air traffic control (ATC) services at approximately 158 low activity control towers. The FAA plans to add approximately 33 FAA-operated and non-federal Level I VFR control towers to the program during the next two years. The expansion of the FCT program will enhance aviation safety by allowing communities to continue receiving quality ATC services with no impact on local operations, according to the FAA.

To assist airports that currently are in the FCT program and those that are scheduled for inclusion over the next several years, FAA headquarters, AAAE and the U.S. Contract Tower Association are pleased to present a special management workshop on the FCT program, July 27-28, 1998, in Washington, D.C. Airport management at current contract towers, non federal control towers, ATC companies, aviation users and other officials interested in the FCT program do not want to miss this special opportunity to learn more about this program. Speakers will include airport directors from facilities that currently have contract towers, FAA, DOT Inspector General (IG) staff, congressional representatives and officials from ATC companies.

Topics for the workshop will include procedures and plans for future contract towers; the impact of the recent court case on the program; the role of the local airport operator and the FAA in the contract tower program; contract tower liability issues; review of the benefit/cost criteria used in the program; tower maintenance issues; the DOT IG's report on the program; operational status of the program; general challenges associated with contract control tower services; an update on how ATC companies operate, and future FCT issues and trends. There will also be ample time for airports officials and the FAA 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.

This special management workshop will begin at 1:30 p.m. on Monday, July 27, and end at 1:30 p.m. on Tuesday, July 28, following a luncheon.

The registration fees include all handouts, coffee breaks, one lunch and one reception (evening of July 27). Please refer to the next page for registration fee and hotel information, or register on-line at <http://www.airportnet.org/depts/meetings/calendar/calpub.htm>. Confirmation of your registration will be sent 7-10 days before the meeting. For additional registration information, please contact Natalie Fleet, AAAE, at (703) 824-0500, Ext. 132, or send e-mail to natalie.fleet@airportnet.org. For further program information, contact Spencer Dickerson at Ext. 130.

AGENDA

(subject to change)

MONDAY, JULY 27

9 a.m.-Noon	USCTA Policy Board Meeting
1-1:30 p.m.	Workshop Registration
1:30-1:45 p.m.	Welcome and Workshop Overview
1:45-2:15 p.m.	Keynote Address
2:15-2:30 p.m.	Coffee Break
2:30-4:15 p.m.	FAA Update of the Contract Tower Program
4:15-5 p.m.	Case Studies of Current Contract Towers (Part One)
6-7 p.m.	Reception

TUESDAY, JULY 28

9-9:45 a.m.	Case Studies of Current Contract Towers (Part Two)
9:45-11 a.m.	Contract Tower Operations from the Perspective of Congress and the DOT Inspector General
11-11:15 a.m.	Coffee Break
11:15 a.m.-12:15 p.m.	Open Discussion of the Contract Tower Program
12:15-1:30 p.m.	Luncheon
1:30 p.m.	Workshop Adjournment



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

FAA CONTRACT TOWER PROGRAM WORKSHOP

July 27-28, 1998 • Washington, D.C. • Meeting #980705

Register on-line at <http://www.airportnet.org/depts/meetings/calendar/calpub.htm>

Hotel reservations—Rooms are being held at the Loews L'Enfant Plaza Hotel, 480 L'Enfant Plaza, S.W., Washington, DC 20024, phone (202) 484-1000. All attendees will receive a special rate of \$135 single or \$155 double occupancy. **Reservations must be made by July 6, 1998 in order to guarantee this rate.** Reservations made after this date can only be honored on a space available basis. To make your hotel reservations, call (800) 635-5065 or the hotel directly at (202) 484-1000 and identify yourself as part of theAAAE meeting.

Airline reservations—Delta Air Lines Inc., American Airlines and Direct Travel have been selected as the official air carriers and agency for this meeting. Attendees can receive 10% off Delta's and American's full coach fare or 5% off all other published fares. **The new Zone Fares do not require a Saturday night stay.** Rules and restrictions apply. To take advantage of Delta's and American's quality service, convenient schedules and special fares, call Direct Travel at (800) 738-1840 from 9 a.m.-5:30 p.m. eastern time, Monday through Friday, and identify yourself as part of theAAAE group, or call Delta directly at (800) 241-6760 from 8 a.m.-11 p.m. eastern time daily and refer to file # 108740A or call American Airlines directly at (800) 433-1790 and refer to star # 10382.

Ground transportation—A taxi cab ride from Ronald Reagan Washington National Airport to the Loews Hotel is approximately \$12 each way and takes less than 10 minutes. The hotel is located at the L'Enfant Plaza stop on the blue, orange, yellow and green metro (subway) lines. From Ronald Reagan Washington National Airport, take the blue or yellow line to L'Enfant Plaza.

NOTE: AA AE 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.**

COMPLETE INFORMATION BELOW AS YOU WISH IT TO APPEAR IN THE AA AE DATABASE.

Nickname for Badge _____ E-Mail Address _____

Full Name _____

Title _____

Airport/Company _____

Address _____

City/State/Zip _____

Telephone Number _____ Fax Number _____

CHECK HERE IF THIS IS A NEW ADDRESS

REGISTRATION FEES (U.S. funds drawn on a U.S. bank)

(includes all handouts, the opening reception and one luncheon)

- 1. All attendees.....\$285
- 2. ARDF* members.....\$270
- 3. US Contract Tower Association member..... \$150

*ARDF—the Airport Research and Development Foundation

Registrations and cancellations must be submitted in writing. Refunds are issued after the seminar and subject to a U.S. \$100 cancellation fee.

PAYMENT METHOD

Enclosed is my check payable to AA AE Purchase Order # _____

Upon receipt of this form, please charge my (circle one): American Express MasterCard Visa

Cardholder Name _____

Account Number _____ Exp. Date _____

Signature _____

RETURN TO: AA AE • 4212 King Street • Alexandria, VA 22302 • Phone (703) 824-0500 • Fax (703) 671-8622

Regional Airport (Ark.), San Carlos Airport (Calif.), San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Ramona Airport-County of San Diego (Calif.), Salinas (Calif.) Municipal Airport, Eagle County (Colo.) Regional, Bradley International Airport (Conn.), Boca Raton Airport (Fla.), Martin County Airport (Fla.), Naples Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, Southwest Georgia Regional Airport, Friedman Memorial Airport (Idaho), Pocatello (Idaho) Regional Airport, Columbus (Ind.) Municipal Airport, Waukegan Regional Airport (Ill.), Meigs Field (Ill.), St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Johnson County Municipal Airport (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Bowling Green (Ky.), Barkley Regional Airport (Ky.), Houma-Terrebonne (La.) Airport Commission, Martin State Airport (Md.), Westfield Barnes Airport (Mass.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Cape Girardeau Regional (Mo.), Gallatin Field (Mont.); Central Nebraska Regional Airport; Henderson (Nev.) Executive Airport, Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), Ohio State University in Columbus; Bolton Field (Ohio); Burke Lakefront Airport (Ohio), Cuyahoga County Airport (Ohio), Max Westheimer Field (Okla.), Redmond Municipal Airport (Ore.), Greenville Downtown Airport (S.C.), Jackson-Madison County Airport (Tenn.), Smyrna Rutherford County (Tenn.), Stinson Municipal Airport (Texas), Laredo International Airport (Texas), Charlottesville-Albemarle Airport (Va.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Wheeling-Ohio County Airport (W.Va.), Greenbrier Valley Airport (W.Va.), Milwaukee Timmerman (Wis.) Airport, LaCrosse (Wis.) Municipal, Central Wisconsin Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne (Wyo.) Airport, Midwest Air Traffic Control Services, Inc., COMARCO Airport Services, Serco Management Services, Walker Air Traffic Services, RVA Inc. and Hoyle, Tanner and Associates Inc.

Airports and companies interested in joining the organization should contact Spencer Dickerson of AAAE at (703) 824-0500, Ext. 130.

GROUPS SUPPORT CONTINUED CONTRACT TOWER FUNDING

A number of aviation groups have written to key House and Senate appropriations committee members

in support of continued funding for FAA's Contract Tower Program in fiscal year 1999.

Organizations that have sent letters of support are AAAE, the U.S. Contract Tower Association, Air Transport Association, Regional Airline Association, National Business Aviation Association, National Air Transportation Association, General Aviation Manufacturers Association, National Association of State Aviation Officials and the Air Traffic Control Association.

USCTA ADDRESSES STAFFING ISSUE AT CONTRACT TOWERS

The U.S. Contract Tower Association has suggested a number of possible remedies for FAA to pursue to ensure that contract towers are not temporarily understaffed when controllers resign to take FAA positions.

In a letter to Willie Card, manager of FAA's Contract Tower Office, USCTA Executive Director Spencer Dickerson noted that since contract towers operated with a limited number of employees, "even the loss of one employee can strain a tower's operations." This is due to the amount of time it takes to hire, train and qualify a replacement controller.

A case in point is Williams Gateway Airport in Mesa, Ariz., USCTA said. Since Williams Gateway entered the contract tower program just one year ago, four of the original six controllers have left for FAA positions. USCTA noted that while the association applauds FAA for tapping into this reserve of trained personnel, "We desire to establish a method that would not leave the contract tower in a constant state of under-staffing."

USCTA suggested several possible solutions for FAA to consider. These are: increasing staffing levels at high activity contract towers, allowing FAA controllers to work at these towers until additional controllers are in place; better communication with the ATC companies on the transitioning schedule of controllers, or ensuring that Level II towers are placed under the FAA program, which takes into account such staffing changes.

USCTA SENDS FAA PROPOSALS ON CHANGES TO TOWER PROGRAM

AAAE/USCTA has forwarded to FAA's Contract Tower Program Office recommendations for action

Airports or ATC companies interested in joining the USCTA should contact Spencer Dickerson at the AAAE/USCTA offices at (703) 824-0500, Ext. 130.

stemming from the March contract tower summit.

One action item involves an interim process for providing site-specific verified information to count all Part 121 commuter operations as air carriers. USCTA stated that the best source of verifiable data would be airline landings and activities reports prepared by the regional carriers. These reports, which detail the number of landings and enplanements at each airport served by the airline, are readily available and are prepared by the regional airlines, USCTA noted.

A second action item related to a method of collecting data on site-specific itinerant operations by GA aircraft type and FAA's ability to validate this information. USCTA noted that airports must reserve the right to present actual data when normally acceptable FAA categories would result in closing a tower that should be kept open.

A third action item forwarded to FAA concerned a cost-effective and more realistic way for FAA to conduct traffic surveys at airports receiving funding termination notices. USCTA/AAAE said a process should be developed that provides an airport with the opportunity to fund a survey of traffic utilizing its facility rather than depend solely on FAA. One example of how this could be accomplished economically at the local level would be for an airport to hire area college students to conduct the survey, the results of which would be tabulated and certified by the airport, AAAE/USCTA said.

CONTRACT TOWERS SUBJECT OF PANEL DISCUSSION

A session on the future of FAA's Contract Tower Program was held June 3 at AAAE's annual conference in Nashville.

Tim Rogers, A.A.E., executive director of the Salina (Kan.) Airport Authority, moderated the session and panelists were Willie Card, manager of FAA's Contract Tower Office; Shane Cordes, director of marketing/contracts for Midwest Air Traffic Control Services, and Roger Engstrom, A.A.E., director of airports at Mobile (Ala.) Airport Authority. Card updated conference delegates on the status of the program.

The USCTA policy board also met during the conference and there was a USCTA general membership meeting.

GARVEY, DUNCAN DISCUSS CONTRACT TOWER PROGRAM

FAA Administrator Jane Garvey and House aviation subcommittee Chairman John Duncan (R-Tenn.)

voiced support for the contract tower program during presentations at AAAE's recent annual conference in Nashville.

Garvey fielded a question on June 2 from Tim Rog-



FAA Administrator Jane Garvey.

ers, A.A.E., airport director in Salina, Kan., who asked about the contract tower summit held in March at FAA headquarters and the cost-sharing pilot program proposal.

Garvey responded, "That was a terrific summit and let me give AAAE and the U.S. Contract Tower Association a lot of credit on this because I thought what was so helpful was not just that people were coming together but they identified some very specific action items that we can follow up on to make the program even better. The cost sharing proposal is something where the stand is somewhat divided within the FAA. I think it is an interesting and intriguing idea and one we ought to look at very carefully. I know there are some concerns on the air traffic control side of the house. But we're still working through some of those and I think it's absolutely something we ought to be thinking about. I know there is some language included in the House bill on that proposal and we are still looking at the language and that may be very helpful in getting at some of the issues that you've identified. You all probably helped participate in the drafting of some of that language, but if you haven't seen it, you should probably take a look at it."

Duncan, who spoke on June 1, also discussed the contract tower program, saying, "I think we'll be able

to address our contract tower program this year. We've been working with AAAE to implement a cost sharing pilot program for airports that fall below the eligibility criteria for a contract tower. The Department of Transportation's Inspector General has just released a report stating the contract tower program is cost effective and receives proper oversight from the FAA regarding training and certification of contract controllers and they say the contract tower program is now saving the FAA about \$28 million a year. This program is a very good example of how the FAA and the industry can work together as partners to cost effectively enhance aviation safety."

MISSOURI PROVIDES STATE FUNDING FOR TOWERS

The Missouri state legislature has passed and sent to Gov. Mel Carnahan (D) for his signature a bill to provide an additional \$5 million annually for state aviation programs.

Included in the legislation is a provision for state funding of the operating costs—up to \$125,000—for existing air traffic control towers that lose federal funding. Further, the bill waives normal procurement requirements to allow airports to be promptly assisted

after a natural disaster.

Specifically, the bill transfers jet fuel sales tax revenue from the state's general fund into the state's aviation trust fund. State funding for airports prior to this legislation totaled \$1.1 million from a nine cent per gallon AV-GAS tax and a transfer from the state's general fund.

Brian Weiler, A.A.E., administrator of aviation for Missouri's DOT, said, "The legislation will allow for a major expansion of the state's capital improvement and maintenance programs for airports and will go a long way toward offsetting reductions in federal funding experienced under the state block grant program." He added, "Passage of this legislation was truly a team effort from the entire aviation community in Missouri and it shows what can be accomplished when you get organized."

USCTA TAKES TO THE INTERNET!

USCTA has its own Internet home page, which provides association members with the latest in publications, meeting announcements, press releases and Internet links to other valuable web sites. The address is: <http://www.airportnet.org/cta/>. In addition, FAA's Federal Contract Tower Program now has a home page on the Internet. You can find them at <http://www.faa.gov/ats/ato/ato310.htm>.

**THEAMERICANASSOCIATION OF
AIRPORT EXECUTIVES**

4212 King Street
Alexandria, VA 22302



First Class
U.S. Postage
PAID
Permit No. 1034
Alexandria, VA