

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

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HOUSE PASSES DOT SPENDING BILL; SUPPORTS CONTRACT TOWERS

The U.S. House of Representatives on June 26 by a vote of 426-7 passed the fiscal year 2002 DOT/FAA appropriations bill, which provides funding for the Contract Tower Program in addition to \$6 million for the contract tower cost-sharing program; \$3.3 billion for the Airport Improvement Program (\$100 million above the fiscal year 2001 level); \$2.914 billion for Facilities and Equipment, and funding for Essential Air Service.

In report language accompanying the bill, the House Appropriations Committee said the contract tower cost-sharing program "is a valuable program which provides safety benefits to small communities."

The Senate Appropriations Committee will consider its version of the DOT/FAA appropriations bill on July 12.

Early in June, 20 senators sent joint letters to Sen. Patty Murray (D-Wash.), chair of the transportation appropriations subcommittee, and Sen. Richard Shelby (R-Ala.), ranking member of the subcommittee,

urging them to support funding of \$70.5 million for FAA's Contract Tower Program, as well as \$6 million for the cost-sharing program. Senators signing the letters were: Max Baucus (D-Mont.), Conrad Burns (R-Mont.), Charles Grassley (R-Iowa), Sam Brownback (R-Kan.), Pat Roberts (R-Kan.), Jesse Helms (R-N.C.), Fred Thompson (R-Tenn.), Craig Thomas (R-Wyo.), Michael Enzi (R-Wyo.), Evan Bayh (D-Ind.), Richard Lugar (R-Ind.), Bill Frist (R-Tenn.), John Warner (R-Va.), Ron Wyden (D-Ore.), John Rockefeller (D-W.Va.), Benjamin Nelson (D-Neb.), Chuck Hagel (R-Neb.), Ernest Hollings (D-S.C.), James Inhofe (R-Okla.), and Christopher Bond (R-Mo.).

President Bush's proposed fiscal year 2002 budget includes a recommended phaseout of funds allocated for the contract tower cost-sharing program. The administration budget does not specifically address the regular contract tower funding since that is part of FAA's Operations account.

AAAE, USCTA URGE AIP ELIGIBILITY FOR CONTRACT TOWERS

AAAE and its affiliated organization the U.S. Contract Tower Association are supporting legislation in Congress to make VFR control tower construction and tower equipment at contract tower airports-only eligible for Airport Improvement Program (AIP) entitlement funding. This proposed legislation would apply to prospective contract tower construction projects

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

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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.

USCTA ANNUAL REPORT, DUES INFORMATION SENT TO MEMBERS

Information on U.S. Contract Tower Association (USCTA) membership dues for 2001 has been mailed to each member, along with a copy of the 2000 USCTA Annual Report. For USCTA information, contact Spencer Dickerson at (703) 824-0500, Ext. 130.

and equipment, as well as contract towers constructed and equipped since Oct. 1, 1996.

Rep. Roger Wicker (R-Miss.) has introduced H.R.1979 to make contract tower construction/equipment eligible for airport improvement program (AIP) grants. The bill would also make equipment, such as terminal radar displays, radios and voice switching devices, AIP eligible in all current FAA contract towers.

As of June 28, the following House members had signed on as co-sponsors of Wicker's bill: Tom DeLay (R-Texas), William Thornberry (R-Texas), Henry Bonilla (R-Texas), Martin Frost (D-Texas), Jerry Moran (R-Kan.), Jim Ryun (R-Kan.), Todd Tiahrt (R-Kan.), Charles Pickering (R-Miss.), Ronnie Shows (D-Miss.), Walter Jones (R-N.C.), Dave Weldon (R-Fla.), Karen Thurman (D-Fla.), Virgil Goode (I-Va.), Philip English (R-Pa.), Melissa Hart (R-Pa.), John Peterson (R-Pa.), Tim Holden (D-Pa.), Robert Aderholt (R-Ala.), Chris Cannon (R-Utah), Jim DeMint (R-S.C.), Wally Herger (R-Calif.), Jack Kingston (R-Ga.), Sanford Bishop (D-Ga.), Darlene Hooley (D-Ore.), Asa Hutchinson (R-Ark.), John McHugh (R-N.Y.), George Nethercutt (R-Wash.), Bob Stump (R-Ariz.), Ed Pastor (D-Ariz.), James Gibbons (R-Nev.), Roscoe Bartlett (R-Md.), Barbara Cubin (R-Wyo.), Ray LaHood (R-Ill.), Jerry Weller (R-Ill.) Lane Evans (D-Ill.), J.C. Watts (R-Okla.) and Jim McCrery (R-La.)

AAAE and USCTA also are working closely with staff members of the House aviation subcommittee on comparable legislation.

CONTRACT TOWER COST-SHARING ATTRACTS NUMBER OF AIRPORTS

Facilities participating in the contract tower cost-sharing program as of July 1 are: New Century Air Center (Kan.), Central Nebraska/Grand Island (Neb.), Bolton Field (Ohio), Olympia (Wash.), McKellar-Sipes Regional (Tenn.), Hickory Regional (N.C.), Grand Strand/Myrtle Beach (S.C.), Springdale Municipal (Ark.), Salinas Municipal (Calif.), Shreveport Downtown (La.), Muncie (Ind.), Garden City (Kan.), Bloomington (Ind.), South Lake Tahoe (Calif.), Concord (N.C.), Henderson (Nev.) and Jefferson City (Mo.).

Other towers expected in the near future to participate in the cost-sharing program are: Latrobe (Pa.), Beaver County (Pa.), Olive Branch (Miss.), Chennault (La.) International, Stillwater (Okla.), Victorville (Calif.), Columbus (Ind.), Sawyer Airport (Mich.), Manhattan (Kan.) and Knoxville Downtown (Tenn.).

For more information on contract tower cost-sharing, contact your FAA regional representative (listed on page 11 in this issue), or Willie Card, FAA Contract Tower Program manager, at (202) 267-9336, or fax (202) 493-5016.

SAFETY BOARD ISSUES REPORT ON MIDAIR COLLISION AT ZION, ILL.

The National Transportation Safety Board (NTSB) recently issued its final report on a midair collision near Zion, Ill., on Feb. 8, 2000, that killed three persons.

One of the airplanes was piloted by local radio personality Bob Collins, who died in the accident.

NTSB said that the probable cause of the accident was Collins' failure to maintain clearance from the other airplane, which was piloted by a student who had been practicing takeoffs and landings at Waukegan (Ill.) Regional Airport. Factors relating to the accident were the pilot's poor visual lookout and the Waukegan airport control tower local controller's failure to provide effective sequencing, NTSB added.

At the time of the accident the Waukegan control tower was not equipped with a Flight Data Input/Output computer or a tower radar display monitor, the safety board said. On March 24, 2000, FAA announced that a Terminal Automated Radar Display and Information System would be installed at the Waukegan tower.

NTSB URGES GREATER USE OF RADAR DISPLAYS

In response to several mid-air collisions at a number of FAA-towered and contract tower airports over the past couple of years, the National Transportation Safety Board (NTSB) issued a recommendation that FAA "install terminal radar displays (TRD) at all towered airports where radar coverage exists at traffic pattern altitude."

According to NTSB, traffic pattern altitude, in general, applies to an altitude of 1,000 feet for small general aviation prop aircraft and 1,500 feet for large general aviation turbine aircraft.

NTSB said these accidents clearly demonstrate the need for the installation of TRDs at visual flight rule (VFR) facilities. FAA has issued a proposed interim plan calling for the installation of TRDs in 42 of the 87 eligible towers by fiscal year 2003 and at least 56 of these towers by fiscal year 2008, but the proposed plan relies on the completion of other programs planned by FAA to free up existing TRDs (primarily

D-BRITES).

NTSB said it is pleased that a TRD has been installed at the Waukegan (Ill.) tower and that FAA's budget for fiscal year 2001 includes funding to install TRDs at airports in Gainesville and Boca Raton, Fla., and at six additional towers still to be determined.

The safety board also said it is pleased that FAA has developed an interim plan that attempts to maximize the radar capability of lower-volume towers with minimal resources. However, NTSB concluded, "The installation and implementation of TRDs are already seriously behind schedule and must not be delayed further. As general aviation and regional airline traffic continue to increase, and to ensure a higher level of safety, the need for TRDs at airport towers not currently so equipped will also increase."

The accidents that were examined for the NTSB report included Waukegan, Ill.; Palm Springs, Calif., and Stuart and Fort Pierce, Fla. Waukegan and Stuart have FAA contract towers, while Palm Springs and Fort Pierce have FAA-operated towers.

In related news, the Aircraft Owners and Pilots Association (AOPA) said it supports the addition of low-cost remote radar displays for controllers at smaller control towers. The association said these displays provide an inexpensive way of using FAA radar data at visual flight rule (VFR) air traffic control towers, improving the efficiency of VFR controllers by increasing their situational awareness and better enabling them to visually locate aircraft.

USCTA HOLDS MEETINGS DURING AAAE ANNUAL CONFERENCE

Meetings were held by the USCTA Policy Board and the membership during the AAAE Annual Conference and Exposition, held May 20-23 in New Orleans. A separate session on the FAA Contract Tower Program also was held during the conference. USCTA Policy Board Chair Jack Schelter, A.A.E., deputy director of aviation at Phoenix Sky Harbor International Airport, presided over the sessions.

Among the speakers was Willie Card, manager of FAA's Contract Tower Program.

SENATE COMMITTEE SEEKS REVIEW OF TOWER SUBCONTRACTING

The DOT Inspector General is following up on a request from the Senate Appropriations Committee concerning FAA's Contract Tower Program.

While expressing strong support for the contract

tower program, the committee asked the IG to review a decision by FAA to allow one of the contractors to subcontract some of its contracted tower operations. "It is important that the FAA has implemented appropriate quality assurance controls to alleviate any safety concerns that could arise as a result of this subcontracting arrangement," the committee said.

HILTON HEAD (S.C.) AIRPORT DEFENDS DECISION TO ADD TOWER

John Lawson, director at Hilton Head Island (S.C.) Airport, recently refuted charges in a newspaper article that described as pure "pork" the decision to build a control tower at the airport.

Hilton Head Airport was selected to participate in a pilot program allowing entitlement funds to pay 75 percent of the tower's design and construction.

In a letter to the editor of the *Island Packet*, Lawson wrote:

"Recent coverage in the local media regarding the airport control tower makes some clarifications necessary.

It's been implied that the short airport runway length is reason enough not to have a tower, and that no other airports with short runways have towers. In fact, runway length has no bearing on the matter—the justification is based on aircraft operational and passenger numbers.

Furthermore, there are 18 airports with shorter runways (down to 2,443 feet) that have towers; 10 of those towers have controllers funded by FAA.

Furthermore, any statements about 'pork' politics, implying that the airport is receiving money that it wouldn't have otherwise received or at the expense of some needier community, show a blatant disregard of the facts.

Everything being spent on the tower comes from aviation user fees and taxes collected by FAA and already allocated to the airport in formulas set by law, and from airport-generated revenues, which by law must be spent on airport projects and operations. Not a cent will come from island and county taxpayers unless they use the airport, and we're not depriving anyone else of anything. Pork? Where?

The island has been asking for it for over 15 years—our benefit/cost ratio to justify its staffing is almost double what is required; it will benefit both islanders and the aviation community; and it is funded 100 percent by airport and FAA funds we earn or already receive. How much stronger does our case need to be?"

NTSB CITES LACK OF CONTROLLER INFORMATION IN MIDAIR COLLISION

(reprinted from Business Aviation)

A string of coincidental pilot and controller errors caused air traffic controllers to lose basic aircraft and altitude radar information on a Beech C90 King Air turboprop and contributed to the Oct. 17 midair collision between the plane and a Gulfstream III business jet, the U.S. National Transportation Safety Board (NTSB) determined.

The bottom left flap of a Gulfstream owned by actor Jim Carrey struck the wing and top of the King Air C90 while both aircraft were on a four-mile approach to Runway 16R at the Van Nuys, Calif., Airport. (*Editor's Note: The Van Nuys Airport is a VFR, FAA-operated tower.*)

Both airplanes landed safely without injuries to the passengers or crew, but the King Air was substantially damaged.

"Although this accident is still under investigation, preliminary findings indicate that if the controller had been able to display altitude information for the C90, he would have been able to provide a more informed traffic advisory to the flight crew of the GIII, possibly enabling it to avoid the collision with the C90," the safety board said.

The safety board asked the U.S. Federal Aviation Administration to modify controller computers so the controllers can access basic aircraft identification and altitude information even if the computer has filtered most of that information out to reduce clutter on radar screens.

Sun Quest Executive Air Charter operated the C90 on an air taxi flight from Bakersfield, Calif., to Van Nuys. A pilot and two passengers were aboard.

The Los Angeles Air Route Traffic Control Center had provided basic flight information to the C90 until it neared Van Nuys Airport.

The center first tried to "hand off" the aircraft to Southern California Terminal Radar Approach Control, but the C90 was flying too low for the Southern California radar.

The Los Angeles center then advised the C90 pilot to contact the Van Nuys tower directly. The pilot did this, and the Van Nuys tower instructed him to make a straight-in approach to Runway 16R.

The tower also advised the pilot to set his transponder, which sends signals to ground-based air traffic control radar equipment, to Code 0220. The pilot, however, accidentally set the transponder to Code 0226.

That move caused ATC radar to identify the aircraft as under the jurisdiction of the tower at Los Angeles International Airport rather than Van Nuys.

This happened because some two hours earlier, a Los Angeles Air Route Traffic Control Center controller made a wrong entry into the computer system, which assigned the Code 0226 to a nonexistent aircraft.

Since the aircraft was well outside the range of Los Angeles International, the C90 was placed in a "suspend" status, which enables area radar to block out most information of the aircraft.

Controllers can activate the suspend feature to minimize "clutter" on their screens, the safety board said. The suspend feature also automatically kicks in when the aircraft is out of the range of the tower tracking it.

Controllers have little information on aircraft in the suspend mode and have to use a special computer override function to access identification, altitude and other positioning information.

Trans-Exec Air Service was flying the Gulfstream from Reno into Van Nuys.

Southern California controllers vectored the Gulfstream to Runway 16R for final approach and advised the pilots that the C90 was in the vicinity.

But the controllers told the Gulfstream pilots that they did not have altitude data for the airplane.

The airplanes collided in flight about three to four miles north of the runway at about 1,800 feet altitude.

"The safety board is concerned that the air traffic controllers' inability to display all information for aircraft in suspend status, especially altitude and identification information, can pose a safety hazard," NTSB said.

The safety board recommended that FAA modify air traffic computers to provide controllers the option of displaying at least aircraft identification numbers and altitudes that are in suspend status. "This capability should function without controllers having to use the override function," the safety board added.

NATCA EXPRESSES CONCERN ABOUT CONTRACTING PROCESS

National Air Traffic Controllers Association (NATCA) President John Carr expressed to the Commercial Activities Panel on June 11 the union's opposition to the contracting of air traffic control operations. His testimony is summarized in the following NATCA press release:

"Carr relayed NATCA's first hand experience to illustrate how agencies can easily skirt the Office of Management and Budget Circular A-76.

OMB Circular A-76 establishes a set of mandatory procedures and standards that must be met to justify contracting by the federal government to a private commercial enterprise. Between 1994 and 1999, the Federal Aviation Administration contracted 131 air traffic control towers, but has failed to satisfy OMB requirements with respect to the A-76 analysis that government agencies are supposed to do before contracting out.

"In 1994, the FAA circumvented the law. At no time prior to the privatization of FAA level I air traffic control towers did the agency determine whether or not air traffic control service provided constitutes a governmental function," elaborated Carr. "In fact, the U.S. District Court has held twice that the FAA has failed to make a valid or even rational argument that its privatization program does not involve inherently governmental operations."

OMB Circular A-76 also mandates that government retention of commercial activities must be justified on a cost basis. But again, the FAA has never undertaken the cost comparison procedures with respect to contracting out Level I facilities. Rather on two occasions, the FAA issued itself a "waiver" from the cost comparison.

"The agency is unable to quantify actual cost savings because it does not have a cost accounting system. All estimated gains are based on the difference between the FAA's operational costs to run a tower and the contractor's bid," commented Carr. "There are a number of direct and indirect costs associated with contracting that are not taken into account."

While NATCA has been tied up in litigation since 1994, the simple fact is the towers in question have already been contracted. If the court rules in favor of NATCA, it will be difficult and costly to reconvert the 131 towers in question back to the FAA. However, the costs are attributable to an agency that undertook to privatize services in plain violation of law, and then engaged in protracted and time-consuming litigation instead of accepting the district court's determinations regarding the unlawful nature of the privatization of air traffic control," concluded Carr.

The General Accounting Office established the Commercial Activities Panel to study the federal outsourcing policy. Congress directed the panel to turn in its report by May 2002.

LAKELAND LINDER, FLA., TOWER RECEIVES FAA AWARD

The air traffic control tower at Lakeland Linder (Fla.)

Regional Airport received a Quality Assurance award from FAA as the result of a full-facility evaluation that was conducted over a three-day period during December 2000.

The tower at Lakeland is operated by the City of Lakeland as part of the FAA Contract Tower program, and is one of the few remaining sole-source contract towers whose staff is employed by a municipality rather than a private contractor.

FAA Lead Evaluator Roy Robison and FAA West Florida Hub Manager Laurie Zugay congratulated the entire Lakeland Linder staff for their efforts in a ceremony held April 3, 2001. Robison said, "The Quality Assurance award for superior achievement in operations and operations support is normally only presented to FAA-operated towers." He added, "While a number of contract towers nationwide have also received it, I believe that Lakeland is the first sole-source tower to be honored."

Robison and Zugay stated that they were particularly impressed with the level of teamwork, attention to detail, and professionalism displayed by the tower staff. They also cited the high level of service provided in spite of the lack of radar and other controller aids, the staff's contribution to pilot education, and the quality of the tower's standard operating procedures as items that contributed to the award.

To assist controllers in managing traffic and preventing collisions, Lakeland officials plan to install a radar display and other equipment in the tower when funding is available. A new control tower is planned for fiscal year 2006.

SHANE CORDES PROMOTED TO PRESIDENT, CEO OF MIDWEST ATC

Shane Cordes has been promoted to president and CEO of Midwest Air Traffic Control Services, Inc. Cordes is a member of the USCTA Policy Board.

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

The newest members of the U.S. Contract Tower Association (USCTA) are Lynchburg Regional Airport (Va.), Rosecrans Memorial Airport (Mo.), Wood County Airport (W. Va.), St. Cloud Regional Airport (Minn.), Idaho Falls Regional Airport (Idaho), Ohio State University Airport (Ohio), Craven Regional Airport (N.C.), Quadrex Associates and Frequentis USA.

Members of the USCTA Policy Board for 2001 are: Jack Schelter, A.A.E., deputy director of aviation at

Phoenix Sky Harbor International Airport, Chair; Rick Baird, manager of Freidman Memorial Airport in Hailey, Idaho; Shane Cordes, president and CEO of Midwest ATC; Michael Covalt, manager of Flagstaff (Ariz.) Pulliam Airport; Bryan Elliott, A.A.E., executive director of the Charlottesville, Va., Albemarle Airport Authority; Bill Gatchell, C.M., airports supervisor, Lea County Airports, N.M.; James Hansford, A.A.E., manager of the Central Wisconsin Airport; Richard Howell, A.A.E., director of S.W. Georgia Regional Airport in Albany, Ga.; Lynn Kusy, executive director, Williams Gateway (Ariz.) Airport; Jerry O'Sullivan, manager, Greenbrier Valley Airport, W. Va.; Tim Rogers, A.A.E., executive director of Salina, Kan., Airport Authority; Ted Soliday, executive director of the Naples, Fla., Airport Authority; Steve Stockam, manager of Joplin, Mo., Regional Airport; Walt Strong, C.M., administrator, Max Westheimer (Okla.) Airport.

Spencer Dickerson, executive vice president of AAAE, is executive director of the USCTA. Consultants to USCTA are Linda Hall Daschle and Bert Randall of Baker Donelson Bearman & Caldwell; Patrick McCann of the Wexler Group, and Larry Barnett of AB Management Associates.

The following are the members of the association: state of Alaska, Hawaii Department of Transportation, Oregon Department of Aviation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Glendale Municipal Airport (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Sacramento (Calif.) County Department of Airports, 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.), San Diego (Calif.) Brown Field, Redding (Calif.) Municipal Airport, Salinas (Calif.) Municipal Airport, Santa Maria Public Airport District (Calif.), Eagle County (Colo.) Regional, Waterbury-Oxford Airport (Conn.), Boca Raton Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, Vandenberg Airport (Tampa, Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Waukegan Regional Airport (Ill.), Quincy (Ill.) Municipal Air-

port, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Municipal Airport, Delaware County Airport (Muncie, Ind.), Johnson County Municipal Airport (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Alexandria International Airport (La.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Westfield Barnes Airport (Mass.), Worcester (Mass.) Regional Airport, Minneapolis-St. Paul Metropolitan Airports Commission (Anoka County Airport), St. Cloud Regional Airport (Minn.), W.K. Kellogg Airport (Mich.), Jackson Municipal (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Henderson (Nev.) Executive Airport, Lebanon (N.H.) Municipal, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Craven Regional Airport (N.C.), Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cuyahoga County Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State University Airport (Ohio), Max Westheimer Field (Okla.), Redmond Municipal Airport (Ore.), Rogue Valley (Ore.) International, Arnold Palmer Regional Airport (Latrobe, Pa.), Greenville Downtown Airport (S.C.), Hilton Head (S.C.), Horry County Department of Airports (Myrtle Beach, S.C.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal Airport (Texas), Stinson Municipal Airport (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Wheeling-Ohio County Airport (W.Va.), Greenbrier Valley Airport (W.Va.), Wood County Airport (W. Va.), Chippewa Valley (Wis.) Regional Airport, Kenosha Regional Airport (Wis.). Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), AJT & Associates Inc., American Airport

(continued on page 12)

**FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS**

(204 towers as of July 1, 2001)

AIRPORT NAME	FAA REGION	STATE	AIRPORT NAME	FAA REGION	STATE
Bethel	AAL	AK	Jackson	AGL	MI
Kenai Municipal	AAL	AK	Anoka (Minneapolis)	AGL	MN
King Salmon	AAL	AK	Minot	AGL	ND
Kodiak	AAL	AK	Bolton Field (Columbus)	AGL	OH
Dubuque	ACE	IA	Burke Lakefront (Cleveland)	AGL	OH
Forbes Field (Topeka)	ACE	KS	Ohio State University	AGL	OH
Garden City	ACE	KS	Lunken Mun. (Cincinnati)	AGL	OH
Hutchinson Mun.	ACE	KS	Cuyahoga County (Cleveland)	AGL	OH
Johnson Co. Exec.	ACE	KS	Rapid City Regional	AGL	SD
Philip Billard Mun. (Topeka)	ACE	KS	Appleton	AGL	WI
New Century Air Center (Olathe)	ACE	KS	Central Wisconsin	AGL	WI
Salina Municipal	ACE	KS	Kenosha Municipal	AGL	WI
Columbia	ACE	MO	Lacrosse	AGL	WI
Jefferson City	ACE	MO	Rock County (Janesville)	AGL	WI
Joplin Regional	ACE	MO	Timmerman (Milwaukee)	AGL	WI
Rosecrans Mem'l (St. Joseph)	ACE	MO	Waukesha County Airport	AGL	WI
Central Neb. (Grand Island)	ACE	NE	Wittman Regional (Oshkosh)	AGL	WI
Martin State	AEA	MD	Bridgeport	ANE	CT
Washington Co. (Hagerstown)	AEA	MD	Danbury	ANE	CT
Salisbury-Wicomico	AEA	MD	New London (Groton)	ANE	CT
Trenton	AEA	NJ	Brainard (Hartford)	ANE	CT
Tompkins County	AEA	NY	Tweed-New Haven	ANE	CT
Niagara Falls	AEA	NY	Barnes Municipal	ANE	MA
Oneida County	AEA	NY	Beverly	ANE	MA
Stewart	AEA	NY	Hyannis	ANE	MA
Capital City (Harrisburg)	AEA	PA	Lawrence	ANE	MA
Lancaster	AEA	PA	Martha's Vineyard	ANE	MA
Williamsport/Lycoming Co.	AEA	PA	New Bedford	ANE	MA
Charlottesville-Albemarle	AEA	VA	Norwood	ANE	MA
Lynchburg	AEA	VA	Worcester	ANE	MA
Greenbrier Valley	AEA	WV	Boire Field (Nashua)	ANE	NH
Morgantown	AEA	WV	Lebanon Municipal	ANE	NH
Parkersburg	AEA	WV	Eagle County	ANM	CO
Wheeling Ohio Co.	AEA	WV	Grand Junction	ANM	CO
Bloomington/Normal	AGL	IL	Friedman Memorial (Hailey)	ANM	ID
Decatur	AGL	IL	Idaho Falls	ANM	ID
Meigs Field (Chicago)	AGL	IL	Lewiston-Nez Perce Co.	ANM	ID
St. Louis Regional	AGL	IL	Pocatello Municipal	ANM	ID
So. Illinois/Carbondale	AGL	IL	Gallatin Field/Bozeman	ANM	MT
Waukegan Regional	AGL	IL	Missoula International	ANM	MT
Williamson County (Marion)	AGL	IL	Klamath Falls	ANM	OR
Bloomington	AGL	IN	McNary Field (Salem)	ANM	OR
Gary Regional	AGL	IN	Medford	ANM	OR
Muncie/Delaware County	AGL	IN	Pendleton Municipal	ANM	OR
Battle Creek	AGL	MI	Redmond	ANM	OR
Detroit City	AGL	MI	Troutdale (Portland)	ANM	OR
			Ogden-Hinckley Mun.	ANM	UT
			Bellingham Int'l	ANM	WA
			Felts Field (Spokane)	ANM	WA

(continued on following page)

AIRPORT NAME	FAA REGION	STATE
Olympia	ANM	WA
Renton	ANM	WA
Tacoma Narrows	ANM	WA
Walla Walla Regional	ANM	WA
Yakima	ANM	WA
Cheyenne	ANM	WY
Jackson Hole	ANM	WY
Dothan	ASO	AL
Brookley (Mobile)	ASO	AL
Tuscaloosa Municipal	ASO	AL
Albert Whitted (St. Petersburg)	ASO	FL
Boca Raton	ASO	FL
Gainesville	ASO	FL
Hollywood	ASO	FL
Craig (Jacksonville)	ASO	FL
Key West	ASO	FL
Kissimmee	ASO	FL
Lakeland Municipal	ASO	FL
Melbourne	ASO	FL
Naples	ASO	FL
Opa Locka	ASO	FL
Page Field	ASO	FL
Panama City/Bay Co.	ASO	FL
Pompano Beach	ASO	FL
Stuart/Whitham	ASO	FL
Titusville/Cocoa	ASO	FL
Athens Municipal	ASO	GA
Fulton County	ASO	GA
Gwinnett County	ASO	GA
Macon	ASO	GA
McCollum	ASO	GA
SW Georgia/Albany-Dougherty	ASO	GA
Valdosta Municipal	ASO	GA
Barkley Regional (Paducah)	ASO	KY
Owensboro/Daviess Co.	ASO	KY
Greenville Municipal	ASO	MS
Hawkins Field (Jackson)	ASO	MS
Meridian/Key Field	ASO	MS
Tupelo Regional	ASO	MS
Concord	ASO	NC
Kingston	ASO	NC
New Bern	ASO	NC
Smith Reynolds (Winston-Salem)	ASO	NC
Hickory Regional	ASO	NC
Isla Grande	ASO	Puerto Rico
Grand Strand/Myrtle Beach	ASO	SC
Greenville Downtown	ASO	SC
Smyrna	ASO	TN
McKeller-Sipes (Jackson)	ASO	TN
Henry E. Rohlsen (St. Croix)	ASO	Virgin Islands
Fayetteville	ASW	AR
Northwest Arkansas Regional	ASW	AR
Springdale	ASW	AR
Texarkana Mun./Webb Field	ASW	AR

AIRPORT NAME	FAA REGION	STATE
Acadiana Regional	ASW	LA
Houma	ASW	LA
Alexandria	ASW	LA
Shreveport Downtown	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
Lawton Municipal	ASW	OK
Univ. of Oklahoma/Westheimer	ASW	OK
Wiley Post	ASW	OK
Brownsville Int'l	ASW	TX
Easterwood	ASW	TX
Grand Prairie	ASW	TX
Laredo International	ASW	TX
McAllen	ASW	TX
McKinney Municipal	ASW	TX
Redbird	ASW	TX
Rio Grande Valley (Harlingen)	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
Laughlin/Bullhead City	AWP	AZ
Mesa/Williams Gateway	AWP	AZ
Ryan	AWP	AZ
Chico	AWP	CA
Fullerton	AWP	CA
Hawthorne	AWP	CA
Mather (Sacramento)	AWP	CA
Modesto	AWP	CA
Oxnard	AWP	CA
Palmdale	AWP	CA
Redding Municipal	AWP	CA
Riverside	AWP	CA
Sacramento Executive	AWP	CA
Salinas Municipal	AWP	CA
San Carlos	AWP	CA
Brown Field (San Diego)	AWP	CA
San Luis Obispo	AWP	CA
Santa Maria	AWP	CA
South Lake Tahoe	AWP	CA
Whiteman (Lancaster)	AWP	CA
William J. Fox (Los Angeles)	AWP	CA
Agana	AWP	Guam
Kona/Keahole	AWP	HI
Lihue	AWP	HI
Molokai	AWP	HI
Elko	AWP	NV
Henderson	AWP	NV
Saipan International	AWP	MP



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



FAA Contract Tower Program Workshop

July 29-31, 2001 • Washington, D.C. • Mtg. #010706

In 1994, the Federal Aviation Administration (FAA) announced comprehensive plans to expand its Contract Tower Program to all Level I VFR control towers. The contract tower program has been in place since 1982 and currently provides for the contract operation of air traffic control (ATC) services at 199 control towers. 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 is also implementing the cost-sharing program for some airports that fall below the eligibility criteria for contract towers.

To assist airports that currently are in the contract tower program and those that are interested in participating in the program, FAA headquarters, AAAE and AAAE's affiliate organization U.S. Contract Tower Association (USCTA) are pleased to present a special management workshop on the contract tower program, July 29-31, 2001, in Washington, D.C.

Airport management at current contract towers, non-federal control towers, ATC companies, aviation users and other officials interested in the contract tower 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, representatives from controller organizations, congressional staff, NTSB and DOT IG staff and officials from ATC companies.

Topics for the workshop will include procedures and plans for future contract towers; the contract tower cost-sharing program; the role of the local airport operator and the FAA in the contract tower program; contract tower liability insurance issues; review of the benefit/cost criteria used in the program; perspective of the program from the viewpoint of controllers and aviation users; tower maintenance issues; the Congress', DOT IG's and NTSB's perspective on the program; contract tower equipment issues; 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 reserved after 2 p.m. on Monday, July 30, for individual airports to meet with their congressional representatives about the importance of the contract tower program. 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.

All sessions will take place at the historic Willard Intercontinental Hotel in downtown Washington, D.C. This special management workshop will begin with a reception at 6:30 p.m. (early registration will begin at 6 p.m.) Sunday, July 29. Workshop sessions will begin at 8:45 a.m. on Monday, July 30 and end at 12:30 p.m. on Tuesday, July 31.

The registration fees include all handouts, coffee breaks, one lunch and the welcome reception. Confirmation of your registration will be faxed 7-10 days before the meeting. For additional registration information, please contact Christy Gourley, AAAE, at (703) 824-0500, Ext. 185, or e-mail christy.gourley@airportnet.org. For further program information, contact Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@airportnet.org.

REGISTER ON-LINE!

<http://www.airportnet.org/depts/meetings/calendar/calpub.htm>

AGENDA

(subject to change)

SUNDAY, JULY 29

6-6:30 p.m. Workshop Registration
6:30-7:30 p.m. Opening Reception

MONDAY, JULY 30

7:30-8:30 a.m. USCTA Policy Board Meeting
8:45-9 a.m. Welcome & 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

TUESDAY, JULY 31

8:30-9 a.m. Contract Tower Program from the Perspective of NATCA
9-9:45 a.m. ATC Contractors' Perspective & Customer Service Initiatives
9:45-10:15 a.m. Coffee Break
10:15-11:15 a.m. Case Studies of Current Contract Towers
11:15 a.m. - noon Contract Tower Operations from the Perspective of the DOT Inspector General and the NTSB
Noon -12:30 p.m. Open Discussion
12:30 p.m. Workshop Adjournment



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Hotel reservations—Rooms are being held at Willard Inter-Continental, 1401 Pennsylvania Ave., N.W., Washington, DC 20004, phone (202) 628-9100. All attendees will receive a special rate of \$142 single/double occupancy. **Reservations must be made by July 6, 2001, in order to guarantee these rates.** Reservations made after this date can only be honored on a space available basis. To make your hotel reservations, call 800-327-0200 or call the hotel directly at (202) 628-9100 and identify yourself as part of the AAAE group.

Airline reservations—Delta Air Lines Inc. and American Airlines have been selected as the official air carriers for this meeting. Attendees can receive 10% off Delta's and American's full coach fare or 5% off all other published fares. **Delta is also offering additional discounts for attendees who purchase their tickets at least 60 days in advance. The Zone Fares do not require a Saturday night stay.** Rules and restrictions apply. To take advantage of Delta's and American's special fares, call Delta directly at (800) 241-6760 from 7:30 a.m.-11 p.m. eastern time daily and refer to file # 169543A or call American Airlines directly at (800) 433-1790 and refer to star file # S13407.

Ground transportation—A taxi cab ride from Reagan Washington National Airport to the Willard Hotel is approximately \$13 each way and takes approximately 15-20 minutes. The hotel is located two blocks from the Metro Center stop on the blue, orange and red Metro (subway) lines. From Reagan Washington National Airport, take the blue line to Metro Center, then use the 12th Street Exit, and walk two blocks over to 14th Street.

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 two weeks prior to meeting start date.

Future correspondence will be sent to the below address, fax number and/or e-mail address.

Nickname for Badge _____ E-Mail Address _____

Full Name _____

Title _____

Airport/Company _____

Address _____

City/State/Zip _____

Telephone Number _____ Fax Number _____

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



REGISTRATION FEE (in U.S. funds drawn on a U.S. bank)

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

1. All attendees.....\$340
2. ARDF* members.....\$325
3. US Contract Tower Association member..... \$175 (full dues-paying USCTA members)

*ARDF—the Airport Research and Development Foundation

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

Registrations and cancellations must be submitted in writing. Refund requests before July 27, 2001 are subject to a \$125 service fee; there will be no refunds after this date. Substitutions will be accepted without penalties; no shows will be billed.

PAYMENT METHOD

Enclosed is my check payable to AAAE 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: 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 REGIONAL****POINTS OF CONTACT:****Alaskan Region**

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

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(907) 271-5828
(907) 271-2850 fax

Norm Gommoll,
AAL-540
(907) 271-5887
(907) 271-2850 fax

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

Great Lakes Region

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

Lea Bell, AGL-510.3
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Jim Soper, AGL-470
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Roger Cowan
ANI-360
(404) 305-6465

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(816) 329-3525

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Burlington, MA 01803

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(781) 238-7459 fax

Southwest Region

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

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George Vanechanos,
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Northwest Mountain Region

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

Western-Pacific Region

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Hawthorne, CA 90009

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(310) 725-3439

FAA Headquarters**Contract Services Branch**

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Willie F. Card, manager,
ATP-140
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**FIVE MIDWEST ATC TOWERS
SCORE TOPS IN EVALUATIONS**

Five contract towers operated by Midwest ATC recently received perfect marks of 100 percent in FAA full-facility evaluations. The towers are Oshkosh (Wis.), Kenosha (Wis.), Janesville (Wis.), Joplin (Mo.) and Decatur (Ill.).

**AJT AND ASSOC. NAMES CONTROL
TOWERS PROJECT MANAGER**

Bryan Petersen has been named the Control Towers Project Manager at AJT and Assoc., following a 20-year career in the U.S. Air Force.

The last 17 years Petersen spent in all aspects of air traffic control. The last four years of his tenure were spent at Patrick Air Force Base as a watch supervisor and eventually the tower chief controller. Petersen's responsibilities at Patrick AFB included managing and training 16 personnel and ensuring the safety of over 40,000 annual operations of military and civilian aircraft at the field. He was also the project manager of the \$2.6 million control tower that was constructed in 1999.

GIVE US A CALL!

We're looking for 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, news releases or newspaper stories about your contract tower? Please forward them to Barbara Cook at (703) 824-0500, Ext. 133, or e-mail barbara.cook@airportnet.org.