

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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FAA ANNOUNCES NEW CONTRACT FOR CONTRACT TOWER PROGRAM

FAA has announced the new five-year contract for the federal contract tower program.

Robinson Aviation (RVA) will operate Area 2 (FAA’s Southern and Southwest Regions).

Midwest ATC will operate Area 1 (FAA’s Eastern and New England Regions) and Area 3 (FAA’s Central and Great Lakes Regions).

Serco Management Services will operate Area 4 (FAA’s Northwest Mountain and Western Pacific Regions) and Area 5 (FAA’s Alaska Region).

AirServices Australia will operate Area 6 (Hawaii, Guam and Saipan).

FAA CONTRACT TOWER BUDGET APPROVED FOR FISCAL YEAR 2005

Record funding levels for FAA’s Contract Tower Program were approved by Congress in the fiscal year 2005 omnibus spending bill. The measure received final clearance from Congress on Dec. 6 and was signed into law by President Bush on Dec. 8.

The omnibus bill provides \$86 million for the fully funded contract towers and \$7 million for the cost-sharing program. This record level of \$93 million in total spending represents a 7 percent increase over last year.

Spencer Dickerson, AAE senior executive vice president and USCTA executive director, stated, “Considering the challenging federal budget times, the solid support from the appropriations committees in Congress for FAA’s Contract Tower Program is a clear endorsement of the safety benefits and value of the program. We thank the Congress for its continuing support.”

In particular, Dickerson expressed appreciation to the following congressional leaders for their efforts in supporting increased funding for FAA’s Contract Tower

Program: Sen. Ted Stevens (R-Alaska), chairman of the Senate Appropriations Committee; Sen. Richard Shelby (R-Ala.), chairman of the transportation appropriations subcommittee; Sen. Robert Byrd (D-W.Va.), ranking member of the Appropriations Committee; Sen. Patty Murray (D-Wash.), ranking member of the transportation appropriations subcommittee; Rep. Bill Young (R-Fla.), chairman of the House Appropriations Committee; Rep. Ernest Istook (R-Okla.), chairman of the transportation appropriations subcommittee; Rep. David Obey (D-Wis.), ranking member of the Appropriations Committee; R, and Rep. John Olver (D-Mass.), ranking member of the transportation appropriations subcommittee.

Currently, 226 towers are in the FAA Contract Tower Program.

The Senate Appropriations Committee’s language on the FAA contract tower portion of the bill stated, in part: “The committee continues to support the contract tower program and the cost-sharing program as a cost-effective way to enhance air traffic safety at smaller airports. For the past 22 years, the contract tower program has enhanced aviation safety by providing essential air traffic services at smaller airports that in many cases would not otherwise have a tower, consistently has received high marks for customer service from aviation users, and has been an incentive to aid small airports with retaining and developing commercial air services and corporate aviation.

“Currently, 223 smaller airports participate in the pro-
(continued on following page)

MARK YOUR CALENDAR FOR JULY 18-19, 2005

The 2005 FAA/USCTA/AAAE Contract Tower Program Workshop will be held July 18-19 at the historic Willard Hotel in Washington, D.C.

Program details and registration materials will be available closer to the time of the meeting.

gram, representing 45 percent of all control towers in the United States. Federal contract towers handle approximately 25 percent of control tower aircraft operations for about 10 percent of FAA's budget to operate all control towers in the national airspace system.

"The safety and efficiency record of the program for the past two decades has been validated numerous times by the DOT Office of Inspector General (OIG) and FAA safety audits, as well as by the National Transportation Safety Board. The OIG also has verified the significant cost-effectiveness of the program. All federal contract controllers are FAA certified air traffic controllers who meet the identical training and operating standards as other FAA controllers. Contract tower controllers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system. The FAA exercises management and oversight over all aspects of the program, including operating procedures, staffing plans, certification of contract controllers, security and facility evaluations.

"Without a federal program that provides financial assistance, sets safety and training standards, certifies operations and monitors all aspects of contract tower facilities, many of these towers would have to close.

"The committee recommends \$86 million to fund the existing contract tower program, the remaining eligible non-federal towers not currently operated by FAA, and non-towered airports eligible for the program. In addition to these resources, the committee has provided \$7 million for the contract tower cost-sharing program."

The House Appropriations Committee's bill language stated, in part: "The bill includes \$86 million, an increase of \$6.8 million above the budget estimate, to continue the contract tower base program. The President's budget does not reflect the estimate for new contracts being negotiated during fiscal year 2005, or costs to continue operations at an estimated 15 new towers entering the program during the fiscal year of 2005.

"In addition, the bill provides \$7 million to continue the contract tower cost-sharing program. The committee continues to believe this is a valuable program that provides safety benefits to small communities."

The USCTA Policy Board thanks airports for their efforts in contacting members of Congress in support of this funding level.

NEW SURVEY RATES VALUE OF USCTA SERVICES, PUBLICATIONS

A recent online survey of USCTA members demonstrated the value of the association's legislative representation efforts, meetings and publications.

On the question of the effectiveness of USCTA legislative representation in Congress, 99 percent of those answering the survey rated it as excellent or very good.

Regarding e-mail alerts to the membership, 97 percent rated these as excellent or very good.

The effectiveness and value of the annual FAA/USCTA/AAAE Contract Tower Workshop in Washington, D.C., received an excellent or very good rating from 78 percent of those responding.

Ninety-three percent of respondents rated the effectiveness of USCTA staff working with FAA on the contract tower program as excellent or very good.

The quality and substance of the bi-monthly USCTA Newsletter was rated as excellent or very good by 81 percent of respondents.

Eighty-two percent of survey respondents found the quality and substance of the USCTA annual report to be excellent or very good.

The usefulness of the USCTA website was voted as excellent or very good by 73 percent of those who responded to the survey.

22 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Twenty-two facilities were participating in FAA's contract tower cost-sharing program as of Dec. 1, 2004.

They are: King Salmon (Alaska), Laughlin/Bullhead City (Ariz.), Springdale Municipal (Ark.), Macon (Ga.), *(continued on page 6)*

**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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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.

Visit our website at www.contracttower.org

FAA CONTRACT TOWERS

(226 towers as of Jan. 1, 2005. Towers marked with an asterisk are part of the cost-sharing program.)

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

AIRPORT NAME	FAA REGION	STATE	AIRPORT NAME	FAA REGION	STATE
Tuscaloosa Regional Airport	ASO	AL	Lea County/Hobbs	ASW	NM
Albert Whitted (St. Petersburg)	ASO	FL	Santa Fe Co. Mun.	ASW	NM
Boca Raton	ASO	FL	Ardmore Municipal	ASW	OK
Cecil Field	ASO	FL	Enid Woodring Mun.	ASW	OK
Gainesville	ASO	FL	Lawton-Ft. Sill Regional	ASW	OK
Hollywood	ASO	FL	Univ. of Oklahoma/Westheimer	ASW	OK
Craig (Jacksonville)	ASO	FL	*Stillwater	ASW	OK
Key West	ASO	FL	Wiley Post	ASW	OK
Kissimmee	ASO	FL	Brownsville Int'l	ASW	TX
Lakeland Municipal	ASO	FL	Denton Municipal Airport	ASW	TX
Melbourne	ASO	FL	Easterwood	ASW	TX
Naples	ASO	FL	Grand Prairie	ASW	TX
New Smyrna Beach Municipal	ASO	FL	Laredo International	ASW	TX
Opa Locka (Miami)	ASO	FL	McAllen	ASW	TX
Ormond Beach Municipal	ASO	FL	McKinney Municipal	ASW	TX
Page Field	ASO	FL	Redbird	ASW	TX
Panama City/Bay Co.	ASO	FL	Rio Grande Valley (Harlingen)	ASW	TX
Pompano Beach	ASO	FL	San Angelo	ASW	TX
St. Augustine	ASO	FL	Stinson Municipal (San Antonio)	ASW	TX
Stuart/Witham	ASO	FL	Sugar Land	ASW	TX
Titusville/Cocoa	ASO	FL	Tyler	ASW	TX
Athens Municipal	ASO	GA	Waco TSTC	ASW	TX
Fulton County	ASO	GA			
Gwinnett County	ASO	GA	Chandler	AWP	AZ
*Macon	ASO	GA	Flagstaff Pulliam	AWP	AZ
McCollum	ASO	GA	Glendale	AWP	AZ
SW Georgia/Albany-Dougherty	ASO	GA	Goodyear (Phoenix)	AWP	AZ
Valdosta Regional	ASO	GA	*Laughlin/Bullhead City	AWP	AZ
Barkley Regional (Paducah)	ASO	KY	Mesa/Williams Gateway	AWP	AZ
Owensboro/Daviess Co.	ASO	KY	Ryan (Tucson)	AWP	AZ
Golden Triangle Regional	ASO	MS	Chico	AWP	CA
Greenville Municipal	ASO	MS	Fullerton	AWP	CA
Hawkins Field (Jackson)	ASO	MS	Hawthorne	AWP	CA
Meridian/Key Field	ASO	MS	Mather (Sacramento)	AWP	CA
Tupelo Regional	ASO	MS	Modesto	AWP	CA
*Concord	ASO	NC	Oxnard	AWP	CA
*Kinston	ASO	NC	Palmdale	AWP	CA
New Bern	ASO	NC	Ramona Airport	AWP	CA
Smith Reynolds (Winston-Salem)	ASO	NC	Redding Municipal	AWP	CA
*Hickory Regional	ASO	NC	Riverside	AWP	CA
Isla Grande	ASO	Puerto Rico	Sacramento Executive	AWP	CA
*Donaldson Center Airport	ASO	SC	Salinas Municipal	AWP	CA
*Grand Strand/Myrtle Beach	ASO	SC	San Carlos	AWP	CA
Greenville Downtown	ASO	SC	Brown Field (San Diego)	AWP	CA
Hilton Head Airport	ASO	SC	San Luis Obispo	AWP	CA
Millington	ASO	TN	Santa Maria	AWP	CA
Smyrna	ASO	TN	Vandenberg Air Force Base	AWP	CA
*McKeller-Sipes (Jackson)	ASO	TN	Victorville	AWP	CA
Henry E. Rohlsen (St. Croix)	ASO	Virgin Islands	Whiteman (Los Angeles)	AWP	CA
			William J. Fox (Lancaster)	AWP	CA
Fayetteville	ASW	AR	Agana	AWP	Guam
Northwest Arkansas Regional	ASW	AR	Kalaeloa	AWP	HI
*Springdale	ASW	AR	Kona/Keahole	AWP	HI
Texarkana Mun./Webb Field	ASW	AR	Lihue	AWP	HI
Acadiana Regional	ASW	LA	Molokai	AWP	HI
Chennault	ASW	LA	*Elko	AWP	NV
Houma	ASW	LA	Henderson (Las Vegas)	AWP	NV
Alexandria	ASW	LA	Saipan International	AWP	MP
Shreveport Downtown	ASW	LA			
Farmington Municipal	ASW	NM			

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For information on the contract tower cost-sharing program, contact your FAA regional representative (listed on page 5 of this newsletter).

ORMOND BEACH (FLA.) OPENS NEW CONTROL TOWER

Ormond Beach Municipal (Fla.) opened a new FAA contract tower in the fall of 2004. The airport has about 130,000 annual operations. Operating hours for the new tower are 7 a.m.-7 p.m. The total cost of the facility, including professional services and equipment, was approximately \$980,000. The airport has nine FBOs.

For more information, contact Manager Tom Lipps at tlipps@ormondbeach.org.



Ormond Beach FAA contract tower

GARDEN CITY TOWER PARTICIPATES IN LARGE-SCALE DISASTER DRILL

It was a dreary night when the Boeing 737 with 45 people on board crashed at the Garden City (Kan.) Regional Airport. The aircraft experienced a disabling hydraulic failure and crash landed on Runway 12, splitting the fuselage in two, scattering bodies and igniting fires. It wasn't on the national news, because it was an exercise.

On the night of Sept. 28, 2004, a host of players, including the Garden City FAA contract tower, participated in a large-scale exercise at the airport as part of FAA's Part 139 triennial requirement to hold an exercise testing the airport's emergency capabilities.

Garden City tower has been open since December of 2000 and is operated by Midwest ATC. A true "regional airport," the Garden City has daily airline flights, along with corporate cross-country flights, general aviation and the military. The airport had a US Airways and a United Boeing 757, an Air Canada Airbus and many corporate and GA aircraft divert there when the airspace was shut down on 9/11. With its location, the airport has been on



(left to right) Jeff DeBusk, Garden City Air Traffic Manager Mike Scheiman, Jeff Long and Domenec Difiore prepare for the exercise.

alert for airliners that have experienced emergencies while enroute cross-country. The airport also regularly receives Boeing 737 and MD80 equipment.

Air Traffic Manager Mike Scheiman used the opportunity for some emergency and disaster training for the controllers assigned to the tower. Jeff Long, Jeff DeBusk and Domenec Difiore manned the tower with only the information that there would be an exercise that evening. Once the exercise got underway, the information was fed to the controllers as if they were dealing with an actual emergency. The manager played the part of ARTCC, the pilot and other outside agencies. Jeff DeBusk, working local, received the emergency information from the manager, alerted the law enforcement center via the emergency phone, and passed the information to Difiore, the ground controller. Difiore sounded the airport crash siren alerting the airport crash fire and rescue personnel.

Long was the controller in charge and provided support to the controllers and began the paperwork process. As part of the exercise, the director of homeland security for western Kansas called the tower and played the part of the media requesting information from the tower about the crash.

According to Difiore, "I gained some confidence in handling a major emergency. I learned more about what the other agencies are doing and how to help them. The exercise was much better than a CBI or reading instructions from a book. I also learned how important all the paperwork is to an accident investigation."

For the exercise, a King Air served as the front part of the aircraft and a school bus was the fuselage packed with victims. It was up to the fire department to enter the fuselage and extricate the victims, while extinguishing the fires. Then a triage area was set up for EMS to evaluate the victims, stabilize them, then transport them to St. Catherine hospital, where the second part of the exercise



Garden City Emergency Exercise

took place. After the exercise was completed, the evaluators and major participants debriefed the whole event.

According to Dave Jones, Finney County emergency management coordinator, "It would have been impossible to execute such a large scale exercise at the airport without the tower. The air traffic manager brought his expertise to the table throughout the planning process. The tower played a significant role in the exercise scenario."

PRECISION INSTRUMENT APPROACH TO BE STUDIED FOR SALINA, KAN.

The Salina Airport Authority (Kan.) has contracted with Jeppesen to analyze airspace and instrument approach procedures for Salina Municipal Airport, a popular cross-country business jet fuel stop in Kansas.

"Jeppesen's feasibility study of Instrument Approach Procedures (IAP) for the Salina Municipal Airport will be completed in early 2005, leading to recommendations for new flight procedures to be implemented by the Federal Aviation Administration," said Tim Rogers, A.A.E., executive director of the Salina Airport Authority. Salina has an FAA contract tower.

Jeppesen will consider the feasibility of a new precision or near-precision IAP to Runway 17, study the airspace environment at the airport and evaluate existing IAPs for all other runways.

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

New members of the U.S. Contract Tower Association (USCTA) are Florida Airports Council, Panama City-Bay County International (Fla.), Lone Star Executive Airport (Texas), Sensis Corp. and AirServices Australia.

USCTA PRODUCES BROCHURE HIGHLIGHTING PROGRAM VALUE

The U.S. Contract Tower Association has produced a brochure that airports with FAA contract towers may distribute to airport tenants and local government officials to highlight the importance of the program to the aviation community.

Copies of the brochure have been mailed to airport directors with FAA contract towers. If you need additional copies of the brochure now or in the future, e-mail sdickerson@airportnet.org, or call Spencer Dickerson at (703) 824-0500, Ext. 130.

We would like to thank Midwest ATC, Robinson Aviation (RVA) and Serco Management Services for underwriting the costs for AAAE to produce this brochure.

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

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

Tim Rogers, A.A.E., executive director of the Salina (Kan.) Airport Authority, is chair of the 2004 Policy Board. Other members are: Bryan Elliott, A.A.E., Charlottesville, Va.; Ted Soliday, Naples, Fla.; Steve Stockam, Joplin, Mo.; Michael Covalt, Flagstaff, Ariz.; Lynn Kusy, Mesa, Ariz.; Walt Strong, C.M., Norman, Okla.; Russ Chandler, Jacksonville, Fla.; Michael Feeley, city of Fort Worth, Texas; Russ Johnson, Manhattan, Kan.; Jack Schelter, A.A.E., Phoenix, Ariz.; Bill Gatchell, C.M., Hobbs, N.M.; Jerry O'Sullivan, Greenbrier, W. Va.; Richard Baird, Hailey, Idaho; Robert Bryant, Salisbury, Md.; Steve Harvey, Chennault, La.; Scott Carr, Titusville, Fla.; Scott Driver, Tucson, Ariz.; Cliff Nash, Tunica, Miss. Ex-officio members are Shane Cordes, Midwest ATC; Pete Dumont, Serco Management Services; Will Mowdy, RVA, and Brian Lally, PBS&J.

The following are members of the association: Hawaii Department of Transportation, Oregon Department of Aviation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Chandler Municipal Airport (Ariz.), Mesa/Williams Gateway (Ariz.),

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@airportnet.org.

Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Northwest Arkansas Regional Airport, Hawthorne Municipal 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.), Southern California Logistics Airport; Ventura County Department of Airports (Calif.); Front Range Airport (Colo.), Greeley-Weld County Airport (Colo.), Boca Raton Airport (Fla.), Gainesville Regional Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Miami-Dade County Aviation Department (Fla.) (Opa Locka Airport), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Florida Airports Council, Panama City-Bay County International (Fla.), Lakeland (Fla.) Linder Regional Airport, St. Augustine Airport (Fla.), Ormond Beach Municipal (Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Gwinnett County Airport (Ga.), Valdosta Regional Airport (Ga.), Barrow County Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Lewiston-Nez Perce County Regional Airport (Idaho), Decater (Ill.), Waukegan Regional Airport (Ill.), Quincy (Ill.) Municipal Airport, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Delaware County Airport (Muncie, Ind.), Columbus Municipal Airport (Ind.), Dubuque Regional Airport (Iowa), Johnson County Municipal Airport (Kan.), Metro Topeka Airport Authority (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Shreveport Downtown Airport (La.), Alexandria International Airport (La.), Chennault International Airport (La.), Hagerstown Regional Airport (Md.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Martha's Vineyard Airport (Mass.), Worcester (Mass.) Regional Airport, Metropolitan Airports Commission (Anoka, Minn.), St. Cloud Regional Airport (Minn.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Jackson Municipal (Miss.), Meridian Regional Airport (Miss.), Olive Branch Municipal Airport (Miss.), Stennis International Airport (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Re-

gional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Elko Municipal Airport (Nev.), Henderson (Nev.) Executive Airport, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Double Eagle II Airport (N.M.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Hickory Regional Airport (N.C.), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Stillwater Municipal Airport (Okla.), Wiley Post Airport (Okla.), Redmond Municipal Airport (Ore.), Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), University Park Airport (Pa.), Greenville Downtown Airport (S.C.), Rapid City Regional Airport (S.D.), Millington Municipal Airport (Tenn.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal (Texas), Galveston Municipal Airport (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Lone Star Executive Airport (Texas), Grayson County Airport (Texas), Collin County Regional (Texas), Spinks Airport (Texas), Stinson Municipal Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Greenbrier Valley Airport (W.Va.), Wheeling-Ohio County Airport (W. Va.), Chippewa Valley (Wis.) Regional Airport, Kenosha

(continued on page 10)

CONTRACT TOWER CONSTRUCTION/ EQUIPMENT AIP ELIGIBLE

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

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

FAA CONTRACT TOWER MINIMUM EQUIPMENT LIST

The USCTA website (www.contracttower.org) now contains the following information from FAA Order 7210.54.

APPENDIX B. FCT MINIMUM EQUIPMENT LIST

1. Voice switch communication equipment capable of radio and telephone ATC communication as appropriate. This shall include the capability of headset use and instructor/student override capabilities.

2. One headset per controller and one handset per position, with appropriate spares.

3. Very High Frequency radios for ground/air communication, as required, to support level of traffic; i.e. Local Control, Ground Control, Automated Terminal Information Service, Clearance Delivery, and Emergency. One transmitter and one receiver for each frequency. Handheld radios are not authorized as primary units.

4. Ultra High Frequency radios for ground/air communication, as required, to support military operations. Handheld radios are not authorized as primary units.

5. Landline communication system with direct access line to controlling instrument flight rules facility.

6. Tunable emergency backup transceiver with battery backup supply.

7. Dual deck, multi-channel, voice recorder system, for continuous unattended recording of each position used for receiving/transmitting ATC clearances, coordination, and instructions. Capabilities must include: synchronized recording of time, playback without recording interruption, re-recording to suitable portable storage media and/or a portable recorder with re-recording capability, any internal storage media must be configurable to preclude retention of data older than 15 days, remote alarm. Appropriate storage media must be provided (one for each of 15 days, plus spares)

8. Back up power source for essential equipment, i.e. radios, voice switch, cab HVAC, etc.

9. Two altimeter setting indicators. A certifiable Digital Altimeter Setting Indicator (DASI) is preferred and required if ASOS/AWOS or a "traceable pressure standard" is not available within 10 miles for precision ap-

proaches and 25 miles for non-precision approaches. Re: FAA Order 7210.3, Section 8 and FAA Notice 7210.477. Aircraft altimeters are not acceptable.

10. Two direct reading wind information indicators.

11. If AWOS/ASOS is available on the airport, locate ASOS/AWOS Operator Input Device (OID) in the tower cab. If tower is ATIS equipped, provide an ASOS/ATIS interface device.

12. Two pair of operable binoculars. 7x50 or greater.

13. Signal light gun with a backup power source.

14. At least one 24 hour clock with seconds display, ie: digital LED.

15. Alert system to notify airport emergency equipment operator.

16. Airport lighting controls.

17. Window shading as prescribed in FAA regulations for all tower cab windows (adjustable). (FAA specification E 2470)

18. Mechanical or electronic traffic counting device.

19. Position lighting (to support established operating positions with rheostat control).

20. Electro Static Discharge (ESD) resistant controller chairs of appropriate height for the conduct of tower operational duties.

21. Floor covering shall be ESD resistant.

Note for 20 and 21: Other floor grounding apparatus may be necessary dependant upon specifications of the electronic equipment installed.

22. Administrative telephone with handsets in the operating and administrative quarters.

23. Appropriate non-operational space and equipment will also be provided.

This must include: **Lockable Air Traffic Managers office; Restroom one floor below the tower cab; Training/breakroom, and Appropriate desk, chairs, table, locking file cabinet.**

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**NEWSPAPER ARTICLES ABOUT
FAA'S CONTRACT TOWER PROGRAM**

AvFlash , Dec. 8, 2004

The contract towers that serve four Hawaiian airports, as

well as those on the U.S. Pacific islands of Guam and Saipan, are back in government hands — the Australian government's.

Airservices Australia, the government-owned corporation that runs air traffic control down under, recently won a \$20 million (Australian) contract to take over the towers at Molokai, Lihue, Kona, and Kalealoha as well as on the other two islands.

The announcement came as the U.S. and Australia get ready to enter a new free-trade agreement.

The contract doesn't seem to be causing much controversy among some of the generally turf-conscious players, but it wasn't their turf, anyway.

National Air Traffic Controllers Association spokesman Doug Church told AVweb the contract was previously held by the British firm Serco, one of three private tower contractors currently looking after the more than 200 non-FAA towers in the U.S.

The new contract takes effect on Jan. 1, the day the free-trade agreement comes into effect.

Airservices Australia was recently granted legislative changes allowing it to compete commercially both domestically and abroad.