

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"

Volume 9, Number 3

September-December 2005

RECORD FUNDING APPROVED FOR FAA CONTRACT TOWER PROGRAM

Record funding levels for the FAA Contract Tower Program have been approved by the Senate and House for fiscal year 2006.

The conference report for the DOT/FAA fiscal year 2006 appropriations bill, passed by the Senate and House on Nov. 18 and signed by the President on Nov. 30, includes \$90.5 million for the fully-funded regular contract tower program and an additional \$7.5 million for the contract tower cost-sharing program for a total of \$98 million, a 5 percent increase over the 2005 funding levels.

The Senate report language on contract towers 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."

The House report language stated, in part, "The Committee continues to believe this is a valuable program that provides safety benefits to small communities."

"The FAA contract tower program continues to be very important to over 200 smaller communities across the country and is a model of how industry and government can work together to provide cost-effective ATC services to the flying public," commented Tim Rogers, A.A.E., airport director at Salina, Kan., and chair of AAAE's affiliated organization, the U.S. Contract Tower Association. "Airports with FAA contract towers thank Congress and especially the appropriations leaders for their continued strong support of this program."

There are currently 231 FAA contract towers (*the two newest contract towers are Galveston, Texas, and Olive Branch, Miss. To see the complete list of towers in FAA's program, go to pages 3-4 of this issue.*).

FAA contract towers represent 45 percent of all towers in the U.S. Twenty-five percent of all tower operations are handled by FAA contract towers.

DOT IG ENDORSES FAA CONTRACT TOWER PROGRAM AS 'MODEL'

In a recent interview with AAAE's Airport News and Training Network, DOT Inspector General Ken Mead said lessons learned from FAA's Contract Tower Program could be applied to FAA's decision to outsource its Flight Service Stations (FSS).

Noting that the IG's office has audited the contract tower program "probably more than any other area," Mead described it as "a model of safety, cost control and effectiveness." He added, "I would put it on a par with anything." Mead said one noteworthy aspect of the contract tower program "is the people that run it have an ability to look at themselves and continuously improve and criticize themselves and take corrective action. You don't find that in every program here in Washington, certainly."

Mead said the outsourcing and consolidation of FSS "can save a lot of money if it's done right. I would model that program on the (FAA) contract tower program."

WILLIE CARD AWARD NOMINEES EXHIBIT SERVICE, SAFETY

The 2005 Willie F. Card Contract Tower Service Award was presented to Jackson Hole (Wyo.) Airport during the July 18-19 AAAE/USCTA/FAA Contract Tower Work-
(continued on following page)

DATES SET FOR 2006 CONTRACT TOWER WORKSHOP

The 2006 FAA/AAAE/USCTA Contract Tower Workshop is scheduled for **June 19-20 in Washington, D.C.**

Please put the dates on your calendar! Further information on the workshop will be available in late February.

shop in Washington, D.C.

Operated by Serco Management Services, the FAA Contract Tower at Jackson Hole opened on May 15, 2000.

The award is presented annually to the airport and FAA contract tower that best exemplify excellence in customer service and safety in the contract tower industry. The award is named in honor of former FAA Contract Tower Branch Manager Willie F. Card, who managed the FAA program from 1998 until his death in June 2002. The award selection committee is comprised of representatives from FAA, NATA, RAA, NBAA and the USCTA Policy Board.

Other nominees for the 2005 award were:

Martin County Airport (SUA), Witham Field in Stuart, Fla.: The tower is operated by Robinson Aviation (RVA) and was commissioned into FAA's Contract Tower Program on July 1, 1995. The tower is staffed from 7 a.m. until 8 p.m. daily and controllers have had no operational errors and have maintained a Customer Service Survey Index Score of 980-996 out of a possible 1,000 for four consecutive years.

SUA's tower personnel frequently participate in outreach programs within the local community. These programs require their aviation and technical expertise and also a significant amount of professionalism and customer service skills. Among the programs conducted by the controllers are training classes on rules and procedures for operating on the Movement Area for vehicle operators who work at the local FBOs. Further, the controllers are often called upon to meet with airport officials, local community members and politicians to explain the intricacies of the Stuart airspace. They often provide tower tours to explain the airport's voluntary departure procedures.

St. Augustine Airport (SGJ), in St. Augustine, Fla.: The tower is operated by Robinson Aviation (RVA) and was commissioned into FAA's Contract Tower Program on Oct. 3, 2002. Control tower Manager David Knight and his team have made the airport's environment safe, efficient and friendly for all users. The airport has three intersecting runways and the controllers were instrumental in ensuring that the safety needs of this complex situation were addressed through user meetings and signage.

Further, the controllers have visited other nearby airports to communicate with pilots who may use St. Augustine Airport. This has reduced the number of unannounced pilots arriving at St. Augustine. The greatest challenge this year was Super Bowl XXXIX and the controllers received much praise for their service.

Anoka County-Blaine Airport (ANE) in Blaine, Minn.: The tower is operated by Midwest Air Traffic

Control and entered FAA's Contract Tower Program on Sept. 18, 1996. Because the reception to this program was so great in the area, other airports within the Great Lakes Region have begun participating as FAA Contract Tower airports. The ANE controllers were instrumental in assisting and mentoring the nearby St. Cloud Regional Airport staff prior to the beginning of their operation.

The ANE controllers have provided air traffic services for more than 1.1 million customers without a single operational error since the tower's inauguration, or a runway incursion of vehicle/pedestrian deviation or surface incident in over three years. The tower staff have received numerous performance safety awards for their dedication and efforts in promoting runway safety. It is not unusual to see community groups, student groups, student pilots and flight instructors in the tower cab as the controllers encourage and inspire students to explore careers within aviation. In the fall of 2004, the controllers hosted over 60 high school seniors who were studying aviation.

Valdosta Regional Airport (VLD) in Valdosta, Ga.: The tower is operated by Air Traffic Services, a locally owned company, and joined FAA's Contract Tower Program on Sept. 9, 1990.

In January 2003 the tower received an Operational Excellence Award from FAA's Southern Region for 10 years of error-free operations. This record continues and in January 2005, the tower achieved an additional two years without any operational errors. Airport traffic has

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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

(231 towers as of December 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	Front Range	ANM	CO
Charlottesville-Albemarle	AEA	VA	Grand Junction	ANM	CO
Lynchburg	AEA	VA	Friedman Memorial (Hailey)	ANM	ID
Greenbrier Valley	AEA	WV	Idaho Falls	ANM	ID
*Morgantown	AEA	WV	Lewiston-Nez Perce Co.	ANM	ID
Parkersburg	AEA	WV	Pocatello Municipal	ANM	ID
Wheeling Ohio Co.	AEA	WV	Gallatin Field (Bozeman)	ANM	MT
Bloomington/Normal	AGL	IL	Kalispell	ANM	MT
Decatur	AGL	IL	Missoula	ANM	MT
St. Louis Regional	AGL	IL	Klamath Falls	ANM	OR
So. Illinois/Carbondale	AGL	IL	McNary Field (Salem)	ANM	OR
Waukegan Regional	AGL	IL	Medford	ANM	OR
Williamson County (Marion)	AGL	IL	Pendleton	ANM	OR
*Bloomington	AGL	IN	Redmond	ANM	OR
*Columbus Municipal	AGL	IN	Troutdale (Portland)	ANM	OR
*Gary Regional	AGL	IN	Ogden-Hinckley	ANM	UT
*Muncie/Delaware County	AGL	IN	Provo Municipal	ANM	UT
Battle Creek	AGL	MI	Bellingham Int'l	ANM	WA
Detroit City	AGL	MI	Felts Field (Spokane)	ANM	WA
*Sawyer	AGL	MI	Olympia	ANM	WA
Jackson	AGL	MI	Renton	ANM	WA
Anoka (Minneapolis)	AGL	MN	Tacoma Narrows	ANM	WA
St. Cloud Regional Airport	AGL	MN	*Walla Walla Regional	ANM	WA
Minot	AGL	ND	Yakima	ANM	WA
Bolton Field (Columbus)	AGL	OH	Cheyenne	ANM	WY
Burke Lakefront (Cleveland)	AGL	OH	Jackson Hole	ANM	WY

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

(continued from page 2)

increased at a rate of 5 percent annually, yet with this constant increase in operations, the tower continues to maintain an outstanding safety record.

The airport also serves as the primary auxiliary field for Moody AFB pilot training and is the base's main diversion field. The controllers have worked with all parties concerned to establish landing patterns for special situations.

Further, the controllers provide air traffic orientation to new students at the Valdosta Flying Service school, plus provide follow-up briefings when students have problems understanding ATC procedures or radio communications. The controllers also maintain a close working relationship with the local air carrier, Atlantic Southeast Airlines, which is crucial in keeping delays to an absolute minimum.

Nashua Airport, Boire Field (ASH) in Nashua, N.H.: The tower is operated by Midwest Air Traffic Control and has been in FAA's Contract Tower Program since Aug. 3, 1988. The airport is the busiest GA facility in New England with operations that exceeded 123,000 last year. Controllers have not had an operational error for over 18 years.

The airport supports a diverse cross section of aviation activity. It is home to five flight school and 410 based aircraft. In addition, 22 jets are based in Nashua. Until 2004, the tower operated without the benefit of BRITE radar. However, before the automation was installed in the tower, the controllers did an exemplary job with separations and traffic advisories, keeping the airport incident free. In addition, the controllers continue to accommodate requests for tours from professional and student groups.

Ryan Airfield (RYN) in Tucson, Ariz.: The tower is operated by Serco Management Services and has been an FAA contract tower since April 1997. Ryan is located west of Tucson and is primarily used by GA aircraft, including a large number of experimental aircraft. A considerable amount of flight training is done here.

Tower personnel have averted emergencies through the exercise of experienced judgment and skill in the handling of disoriented and frightened pilots. The tower's vigilant emphasis on safety is evidenced by a record that shows no operational errors for over seven years, during which time controllers have handled more than one million operations.

Tower personnel consistently offer help and advice to student pilots, which contributes to their training and reduces their apprehension toward air traffic control. They also are committed to stakeholder outreach and work co-

operatively with a number of pilot groups and others with special needs. Tower personnel also are enthusiastic partners in the airport's mutual aid agreement with a neighboring fire district.

Jackson Hole Airport (JAC) in Jackson, Wyo. : Operated by Serco Management Services, the FAA Contract Tower at Jackson Hole opened on May 15, 2000. Because the airport is the only one in the country solely contained within a national park, the controllers recognize the environmentally sensitive nature of this position and work to ensure the success of the noise abatement program.

The challenges of daily operations faced by the controllers are varied and numerous, including noise abatement, mountainous terrain, rapidly changing weather and airfield elevation, among them. The airport is near one of the premier resort communities in the country, which means that the controllers must and do offer a high level of customer service.

Vice President Dick Cheney lives near the airport and flies in there frequently. Further, there has never been an operational error or operational deviation at the airport. Because the area's rugged terrain draws outdoor enthusiasts, the tower works closely with the county's search and rescue elements in their efforts to aid those in distress.

Redmond Municipal Airport-Roberts Field (RDM) in Redmond, Ore.

Operated by Serco Management Services, the Redmond tower has participated in FAA's Contract Tower Program for nine years. As the air carrier airport for central Oregon, the airport attracts larger GA aircraft, cargo carriers and a large number of student pilots who use the ILS for practice approaches and improving radio skills. The airport is also the home of one of the Forest Service Air Centers.

The controllers effectively serve the diverse needs of this large group of users with additional services when needed. They also volunteer time to conduct ATC communication and procedures classes for area flight schools, as well as other aviation organizations. Further, they volunteer time to support area civic organizations.

AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Thirty-three facilities were participating in FAA's contract tower cost-sharing program as of Dec. 1, 2005.

They are: King Salmon (Alaska), Laughlin-Bullhead City (Ariz.), Fayetteville (Ark.), Springdale (Ark.), Hawthorne (Calif.), Waterbury/Oxford (Conn.), Macon (Ga.), Bloomington (Ind.), Columbus Municipal (Ind.), Gary

Regional (Ind.), Muncie/Delaware County (Ind.), Garden City (Kan.), Manhattan (Kan.), Barkley Regional (Ky.), Worcester (Mass.), Sawyer (Mich.), Jefferson City (Mo.), Joplin Regional (Mo.), Lebanon Municipal (N.H.), Lea County/Hobbs (N.M.), Elko (Nev.), Concord (N.C.), Kinston (N.C.), Winston-Salem (N.C.), Hickory Regional (N.C.), Stillwater (Okla.), Latrobe (Pa.), Williamsport/Lycoming Co. (Pa.), Donaldson Center (S.C.), Grand Strand/Myrtle Beach (S.C.), McKeller-Sipes (Tenn.), Walla Walla Regional (Wash.) and Morgantown (W. Va.).

On Oct. 1, when the new benefit/cost ratios become effective, the airports in Concord, N.C., and Macon, Ga., and McKeller-Sipes (Tenn.) Airport will be eligible for the fully funded contract tower program.

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

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

New members of the U.S. Contract Tower Association (USCTA) are Saipan International Airport and Lee's Summit Municipal Airport (Mo.).

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

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

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

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

Members of USCTA are: Hawaii Department of Transportation, Mobile Downtown Airport (Ala.), Tuscaloosa Regional Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Chandler Municipal Airport

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@aaae.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 AAEE to produce this brochure.

(Ariz.), Mesa/Williams Gateway (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City International (Ariz.), Tucson (Ariz.) Airport Authority, Northwest Arkansas Regional Airport, San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), San Diego (Calif.) Brown Field, Redding (Calif.) Municipal Airport, Salinas Municipal Airport (Calif.), Santa Maria Public Airport District (Calif.), Southern California Logistics Airport; Ventura County Department of Airports (Calif.); Front Range Airport (Colo.), Greeley-Weld County Airport (Colo.), Boca Raton Airport (Fla.), Gainesville Regional Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Panama City-Bay County International (Fla.), Lakeland (Fla.) Linder Regional Airport, St. Augustine Airport (Fla.), Ormond Beach Municipal (Fla.), Valdosta Regional Airport (Ga.), Barrow County Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Lewiston-Nez Perce County Regional Airport (Idaho), Decater (Ill.), 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.), Alexandria International Airport (La.), Chennault International Airport (La.), Easton Airport (Md.), Frederick Aviation (Md.), Salisbury-Ocean City

Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Westfield-Barnes Municipal (Mass.), Worcester Regional Airport (Mass.), Metropolitan Airports Commission (Minn.), St. Cloud Regional Airport (Minn.), Coleman A. Young International Airport (Mich.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Jackson Municipal (Miss.), Meridian Regional Airport (Miss.), Olive Branch Municipal Airport (Miss.), Stennis International Airport (Miss.), Tunica Municipal (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Lee's Summit Municipal Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park International (Mont.), Gallatin Field (Mont.), Central Nebraska Regional Airport, Elko Municipal Airport (Nev.), Henderson Executive Airport (Nev.), Nashua (N.H.) Airport Authority, Trenton-Mercer Airport (N.J.), Lea County Airports (N.M.), 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), Golden Triangle Regional Airport (Ohio), Ohio State University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Stillwater Municipal Airport (Okla.), Wiley Post Airport (Okla.), Eastern Oregon Regional Airport, Redmond Municipal Airport (Ore.), Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), University Park Airport (Pa.), Donaldson Center (S.C.), Greenville Downtown Airport (S.C.), Rapid City Regional Airport (S.D.), Millington Municipal Airport (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal (Texas), Galveston Municipal Airport (Texas), Laredo International Airport (Texas), Har-

lingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Lone Star Executive Airport (Texas), Grayson County Airport (Texas), Collin County Regional (Texas), City of Ft. Worth (Texas), 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 Regional Airport (Wis.), 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.), Saipan International Airport, CI2 Aviation, Engineering & Installation Services (EIS), Northrup Grumman ES Denro Systems, Lockheed Martin TSS, Marsh USA, Midwest Air Traffic Control Services Inc., PBS&J, Quadrex Associates, Robinson Aviation (RVA), Serco Management Services, SolaCom Technologies, Washington Consulting Group, Infinite Computer Technologies, AJT& Associates, Sensis Corp., Dynamic Science, Inc., Joseph Sheairs Associates, Inc., and AirServices Pacific.

DSI PROVIDES ATC SERVICES FOR BUSIEST AIR FORCE TOWER

Based on 2004 traffic count figures, the National Guard Bureau Air Traffic Services Division announced that the Ellington Field Air Traffic Control Tower in Texas is officially the busiest tower in the entire U.S. Air Force.

Dynamic Science, Inc. (DSI) provides air traffic control and air traffic systems maintenance services at this and five other air traffic control towers in support of ANG operations.

AIRPORT USERS PRAISE SERCO MANAGEMENT CONTROLLERS

Several FAA Contract Towers operated by Serco Management Services recently were praised for the quality and efficiency of the air traffic controllers.

- Missoula, Mont.: Pilot Steve Davidson of Selway Aviation explained that controllers assisted his approach and ground operation during a period of bad weather. "In this day and age it is not often you find ATC personnel who are willing to go out of their way to help a small 135 operator as myself," he said.

- Medford, Ore.: Tower personnel received appreciation from officials at Medford Air Service during an open

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.

house. "We really appreciate the way you worked with us to present a first-class event for the people in our community," the event coordinators stated.

- Pocatello, Idaho: The Civil Air Patrol sent a letter of thanks to Pocatello controllers for their support in a search and rescue exercise. "We appreciate your professionalism," stated Civil Air Patrol Commander James Harveston.

- San Luis Obispo, Calif.: Air Traffic Manager Douglas Imel praised the work of controllers Joseph Morey and Daniel Myers during an Aug. 20 incident in which a Beech Bonanza lost the landing gear while rolling down the runway.

Separately, Imel cited the work of John Malizia and Daniel Myers who handled an incident in which an American Eagle flight lost an engine shortly after takeoff from San Luis Obispo. Due to the swift response of the controllers, the flight landed safely.

- Modesto, Calif.: A student pilot who became lost en-route to the Modesto airport, wrote to acknowledge the help and support he received from controllers, which enabled him to complete the landing successfully.

Separately, a pilot wrote to praise Modesto controllers for their "quick and professional" response during an incident that required the summoning of emergency assistance. "Thank you and the fire response crew for the safe feeling we had after the uneventful landing of our flight at the airport," wrote pilot Tony Kostusik.

MIDWEST ATC DEPLOYS MOBILE TOWER TO AFGHANISTAN

Midwest Air Traffic Control, a subcontractor to Readiness Management Support (RMS) under the Air Force Contract Augmentation Program (AFCAP), is the first contractor outside of the Defense Department or FAA that has been selected to provide tower, radar control and airfield management in a forward deployed operating environment.

Midwest said that on Sept. 26 a Russian-built Antonov 124 arrived at Kansas City International to pick up a mobile air traffic control tower and transport the unit to Afghanistan in support of Operation Enduring Freedom.

In 2003, in an unprecedented government outsourcing initiative to relieve critical military resources, the Commander, United States Central Command Air Forces selected AFCAP and Midwest ATC to provide a full range of air traffic management capabilities at air bases in Uzbekistan, Kyrgyzstan, two bases in Afghanistan, and regional management activities in Qatar. Midwest is providing all personnel, supervision, logistical support, and other capabilities necessary to plan and provide all these

services at the various locations.

In related news, IAP Worldwide Services announced that its wholly-owned subsidiary, Readiness Management Support (RMS), has been awarded the AFCAP contract by the U.S. Air Force. This is a follow-on requirement to an existing AFCAP contract for worldwide contingency support. Midwest ATC Service has teamed with RMS for many years and will continue supporting the company by providing air traffic control, airfield management and related technical services at multiple locations globally.

"Midwest ATC is excited and gratified that we will have the opportunity to continue working hand-in-hand with RMS and the U.S. Air Force to provide urgently needed air traffic management capabilities globally," said Midwest ATC President Shane Cordes.

NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

Busy Airport Keeps Traffic Manager Moving Like A Short-Order Cook

The Arizona Republic

Aug. 12, 2005

(Note: Serco Management provides controller services at the FAA Contract Tower at Williams-Gateway.)

Not 10 minutes after meeting Ron Pierce, our conversation was interrupted by an emergency. It wasn't that someone had spilled coffee on a computer or that a vital memo was late.

Sitting in his office seven floors up in the Williams-Gateway Airport control tower, Pierce's phone was ringing because a T-38 Air Force training jet was having landing gear trouble. The plane was about five miles from the airport.

Pierce, 49, disappeared for a second to look into the problem, an Alert Two in airport speak. I peeked out the window and saw a fire truck drive onto the runway in anticipation of the plane's arrival. But the landing gear ended up working, the plane landed safely and before I knew it, Pierce was back in his office.

"Piece of cake," Pierce said, as a white truck towed the jet from the runway. "Walk in the park."

Williams-Gateway is the nation's 39th busiest tower. The airport saw 240,000 flights last year, and it'll see more this year, Pierce predicted. It averages 700-750 flights a day.

Pierce is the air traffic control manager for the Williams-Gateway tower, which is run by a company called

Serco. It's his job to supervise the other controllers, and make sure planes take off and land safely. He's like an airport ambassador, the first and last person pilots speak to when they deal with Williams-Gateway.

He and his controllers take turns doing the different tower duties, from manning the airspace to orchestrating runway traffic.

When I ask him to compare his job to something else, he doesn't hesitate.

"A short order cook," he tells me, tapping an empty bottle of water against his knee. "I always go to Waffle House and that dude right there that's got like 17 different things going, that's what it's like. You gotta be able to do that."

In his tan cowboy boots, Pierce leads the way up three flights of stairs and a very steep staircase to where the action is. Looking out the glass-encased nest nicknamed the cab, I see the Superstition Mountains and Four Peaks in the distance. Clouds hang over the sky, and smoke from a wildfire can be seen.

Two controllers watch the airspace. A third controller manages the planes from the runways to the hangars, using magnets with call signs to identify who is next. He moves the magnets from one board to another as they prepare to take off. Speaking with incoming aircraft, the controller's voice sounds like that of an auctioneer.

To the left, Pierce shows me a jet owned by the Department of Justice that handles prisoner transport and deportation of illegal immigrants. He shows me a small, green screen, in front of which a controller stands and monitors little dots that represent airplanes. Pierce tells me they keep the radar on a ten-mile radius, because when they open it up to track aircraft further away, the dots take over and it looks like "guacamole."

To make Pierce's job even more challenging, Williams-Gateway is unique in the variety of aircraft it deals with. Traffic controllers may see a tiny Piper plane one minute, a giant KC-135 re-fueling tanker the next and an F-16 fighter jet to cap it off.

"If it flies, you'll see it here," Pierce said.

While I'm in the cab, a KC-135 practices "touch-and-gos," a T-38 fighter jet takes off and a host of little planes, which I can't identify, take off and land. A plane used by the Forestry Service to drop firefighting chemicals on fires, endearingly referred to as a "slurry bomber," lands.

I admitted to Pierce that I sometimes get spooked driving down Ellsworth Road, worrying that some of those planes headed to and from Williams-Gateway are low enough to scrape my luggage rack. For good reason, Pierce told me. The end of one of three runways at Williams-Gateway is less than 4,000 feet from the west side

of Ellsworth Road.

Pierce seems laid back in an energized sort of way. His brown hair lingers just past his collar, where a pair of glasses dangle around his neck. A small, gold hoop earring pierces his left ear. His love of baseball and racecars is evident in the small posters and photos hanging on the walls of his office. He releases the tensions of his stressful days by riding horses at his home in Maricopa.

Pierce probably has an endless supply of harrowing tales he could tell, but one of his favorite tower tales involves a presidential landing.

"True story, George (W.) Bush on Air Force One, was cleared to land by Jimmy Carter, who was the name of my controller," he said. "And, I'm not making this up, there's an instructor whose name is Ron Reagan and he was on the ramp at the same time."

More than 140 feet up, Pierce asks if I'd like to see the catwalk that circles the cab. I do and we step into the windy afternoon. We walk all the way around the narrow catwalk, passing a BBQ grill on the way to look down at the runways. The controllers grill on Fridays in the winter, Pierce said.

When I heard him use the words alpha and tango inside the cab, it reminded me of quite possibly the most recognizable airplane word I know - roger. Since my dad's name is Roger, I laugh, thinking I'm clever, telling Pierce I used to joke with my dad by saying, "roger, Roger."

Pierce tells me he never uses the word because it really doesn't do any good. Apparently, Pierce tells me, the entire airplane-watching population has been brainwashed into thinking roger meant "yes." Pierce, an Air Force veteran, goes on to recite famous lines like "Clearance, Clarence" and "Vector, Victor."

Looking over the catwalk, Pierce tells me he loves his job. It's exciting. It never gets old to him. It's something new every day. Yes, it's crazy, but it's good crazy.

"If you're not having fun, go do something else," he said. "Life is too short."

**Institutional Reforms Needed for
Next-Generation ATC System
(Bob Poole) Reason Foundation**

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.

Nov. 18, 2005

The high-level inter-agency group charged with defining the next-generation air transportation system (NGATS) has set a very challenging target: triple the capacity of the ATC system by 2025. So far, it's made good progress defining a concept based on network-enabled operations with far greater use of information and automation to separate routine traffic, with the controller role becoming mostly a resolver of problems rather than a micro-manager of traffic. But getting from here to there involves huge challenges, including getting rid of no-longer-needed facilities and assembling the funding needed for about 15 years of \$2-4 billion per year in capital investment . . . all while continuing to operate the changing ATC system safely. And all of this is hugely compounded by the FAA's emerging funding shortfall.

One of the best reports I've read on this subject emerged last month from consulting firm Aviation Management Associates. "The 'No New Money' Scenario for the Next Generation Air Transportation System" was written by Michael J. Harrison, formerly FAA's Director of Architecture and Systems Engineering. It begins by looking realistically at the Air Traffic Organization's likely expenses and revenues from FY 2006 through 2012. Assuming (correctly, in my view) that neither Congress nor the White House will agree to an increase in general fund support for FAA, it projects a cumulative shortfall of \$2 billion by 2012—before any monies are spent on NGATS capital investments. Assuming an aggressive start on NGATS in 2008-09, the cumulative shortfall by 2012 is over \$19 billion. (And 2012 is a long way from 2025!)

The balance of the report is a serious assessment of where to find savings that could pay for the NGATS capital investment. It looks for major changes that will be needed, in any event, by NGATS and calls for an aggressive schedule for implementing them. It includes:

- Sweeping redesign of the airspace to facilitate the consolidation of ATC facilities;
- Major facility consolidation, combining 21 centers and 171 TRACONs into 35 service hubs;
- Expanding the contract tower program for low-activity towers and consolidating many larger towers into one of the 35 service hubs;
- Retirement of most existing ground-based navigation aids (navaids) by 2010, retaining only a backbone (back-up) set of VORs in the event of trouble with GPS;
- Consolidation of FAA regional offices from nine to three;
- Leasing, rather than owning, telecommunications in-

frastructure;

- Leasing out sites of closed navaids for uses such as cell towers, to generate ongoing revenue.

Harrison estimates the annual savings in 2010 would be \$3.2 billion, about 75% of the \$4.1 billion shortfall previously estimated for that year.

The report's closing sections acknowledge that Congress is likely to be a huge obstacle to such an effort, resisting the consolidation of facilities and regional offices (jobs in my district) and wanting to protect all existing programs from cuts or elimination (vendors and campaign contributors in my district). So Harrison calls on the aviation community to quit wasting time pleading for increased general funding (not gonna happen) and to focus instead on presenting a unified front in favor of ATC reform.

This is a very important piece of work. But it also illustrates the limitations of trying to implement a major paradigm shift and a nearly two decade-long modernization program in a highly politicized environment. Since an epic battle with Congress will be necessary in any event, why not go for the whole enchilada: transforming the FAA's Air Traffic Organization (ATO) into a user-funded, user-governed ATC provider that can go to the capital markets for the tens of billions needed? That way, the political battle need be fought only once—during the FY 2007 reauthorization—rather than over every year's appropriations bill. Thereafter, the ATO corporate entity will be empowered to redesign airspace, consolidate facilities, terminate unneeded programs and launch the ones needed for NGATS, under the guidance of a board of directors made up of aviation stakeholders.

Note: this report is not on-line but can be obtained directly from its author at mharrison@avmgt.com.

VISIT USCTA AT WWW.CONTRACTTOWER.ORG

Keep in touch with USCTA news and upcoming events by visiting www.contracttower.org.

The website features a discussion forum, as well as our newsletter, press releases and information on FAA's contract tower program. Also view a list of FAA contract towers built at non-towered airports. This information was developed by PBS&J.

USCTA membership information is available by calling Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mailing sdickerson@aaae.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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