

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 5, Number 1

January-February 2001

AAAE DIRECTORS, PRC SUPPORT EXPANSION OF TOWER PROGRAM

AAAE's Board of Directors and Policy Review Committee (PRC), at their January meeting in Maui, Hawaii, endorsed FAA's Contract Tower Program as a proven, cost-effective means to enhance aviation safety at VFR (visual flight rule) control towers.

Consequently, AAAE's Board and the PRC recommended that FAA include the remaining 69 Level II and III non-contract FAA-operated VFR control towers in the contract tower program where supported by local airport management and subject to no reduction in service or hours of operation provided by the tower.

In addition, the officials reaffirmed support for the U.S. Contract Tower Association and AAAE to pursue 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 and equipment, as well as contract

towers constructed and equipped since Jan. 1, 1996.

At the Board/PRC meeting in January, the association officials also endorsed report language included in the fiscal year 2001 DOT/FAA appropriations bill that directed FAA to submit its overdue report on the feasibility of including all remaining FAA-operated VFR towers in the contract tower program. They said this report should address the findings and recommendations of DOT's Inspector General (IG) regarding the inclusion of these VFR towers in the contract tower program.

The IG, in a report issued in January, stated, "It is essential that FAA thoroughly analyze any and all opportunities to offset the rising costs of its operations. Expanding the Control Tower Program provides the agency with one such opportunity. FAA should revise its study of expanding the Contract Tower Program to fully recognize the feasibility, costs and benefits that expanding the program offers. Revisions should include better methodology for determining which towers to consider, new savings estimates, and further evaluations of the benefits that controllers from contract locations could provide in meeting projected growth in air traffic activity."

Finally, the AAAE Board approved the following members of the USCTA Policy Board for 2001: Jack Schelter, A.A.E., deputy director of aviation at Phoenix Sky Harbor International Airport, Chair; Rick

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

Editor **Barbara Cook**

Charles M. Barclay, A.A.E.

President, AAAE

J. Spencer Dickerson,

Executive Director, USCTA

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

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.

Baird, manager of Freidman Memorial Airport, Idaho; Shane Cordes, executive vice president of Midwest ATC; Michael Covalt, manager of Flagstaff Pulliam Airport, Ariz.; 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 Central Wisconsin Airport; Richard Howell, A.A.E., director of S.W. Georgia Regional Airport; Lynn Kusy, executive director, Williams Gateway Airport, Ariz.; 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 Airport, Okla.

CONTRACT TOWER COST-SHARING ATTRACTS NUMBER OF AIRPORTS

Congress approved \$5 million in fiscal year 2001 for the cost-sharing element of FAA's Contract Tower Program.

Facilities already participating in the cost-sharing program 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.), and Garden City (Kan.).

Other towers expected in the near future to participate in the cost-sharing program are: Latrobe, Pa.; Beaver County, Pa.; Bloomington, Ind.; Olive Branch, Miss.; Chennault (La.) International; Stillwater, Okla.; Henderson, Nev; Concord, N.C.; Victorville, Calif.; Columbus, Ind.; Sawyer Airport (Mich.); Kalispell, Mont., 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.

USCTA SEEKS FORUM FOR AIRPORT, CONTRACTOR INTERACTION

USCTA sent the following letter to Midwest ATC, Ser-

co and RVA regarding the working relationship between the contractors and contract tower airports.

"The USCTA Policy Board wishes to thank each of you for your efforts in helping to ensure another positive and productive year for the FAA contract tower program during 2000! As interest in the contract tower industry continues to grow, your continually demonstrated commitment to providing safe and efficient air traffic control service serves is one of our greatest examples of success.

"As we all know, aviation safety and efficiency require contributions from everyone within the system. Over the years, one of the many verbalized benefits of airports contracting air traffic control services has been the excellent rapport that contract service providers have with airport operators and users. Indeed, these relationships and the success of the initial contract towers influenced the expansion of the contract tower program. As the program continues to expand, we encourage each of you to sustain your existing relationships and foster the development of new ones.

"An enormous advantage of maintaining open dialogue with airport management is the ability to resolve issues quickly and at the local level. Without this relationship, we have witnessed small issues grow into unnecessarily large issues that gather much more attention than necessary in Washington, D.C. Although most differences are eventually resolved, our collective time could have been better spent on more positive functions. Therefore, in an attempt to maintain positive lines of communication, we are soliciting your assistance.

"While the USCTA fully understands that the contractual relationship at contract tower locations lies solely between the Area ATC Contractor and the FAA, we believe that the same level of communication with individual airports that assisted in the growth of this industry can greatly contribute to our future success.

"The USCTA Policy Board would like your thoughts about establishing a forum for airports and contractors designed to maximize the exchange of ideas and information. We believe that this concept will assist contractors in understanding individual airport management issues, as well as help airport management better understand the role of the air traffic control tower at their airport.

"Please share any thoughts that your company may have on how we can enhance interaction between air-

port operators and contractors. For example, each contractor could provide the USCTA with a brief company profile and identify contact personnel for various issues. This information could then be provided to airport managers in the USCTA newsletter (Note: We would only provide airport managers with the appropriate contractor's information). Another suggestion is to have a "low key" meeting annually at the regional, state or local level between airport managers and contractors. Another possibility is to establish a secure "chat room" on the USCTA Internet home page. At a minimum, we urge contractors to contact each of the airports in their respective area on a regular basis to discuss areas of mutual concern.

"It is NOT the intent of the USCTA Policy Board to involve itself in contractors' procedures and policies. Rather, our purpose is to uphold the integrity and success of contract towers through constructive representation. We remain confident that, with effective and regular communication and the regular exchange of ideas and information, we will continue to enhance the contract tower program and the aviation industry as a whole."

OPERATIONS AT CONTRACT TOWER AIRPORTS DEMONSTRATE GAINS

FAA figures for calendar year 2000 show that aircraft operations at airports with contract towers rose 10 percent over 1999 and registered a 38 percent gain over 1997.

Total operations at all contract tower airports combined last year reached 15 million, according to FAA.

STUDY CALLS FOR SEPARATE ATC CORPORATION

A new study that calls for taking air traffic control responsibilities out of FAA and placing them in a non-profit corporation predictably brought mixed industry reviews.

The report, *How to Commercialize Air Traffic Control*, by Robert Poole Jr. and Viggo Butler, was produced by the Reason Public Policy Institute (RPPI), a division of the Reason Foundation. The report is available on the RPPI website at www.rppi.org/ps278central.html.

At a Washington, D.C., press conference to introduce the study, Poole said, "Tremendous progress is

being made in air traffic management around the world as a growing number of countries shift ATC from direct government management to a system operated by stakeholders—the people with the most incentive to improve it." He said that the root cause of U.S. ATC problems is "an inflexible organization weighed down by a resistance to change and legislative micromanagement."

Poole said the framework recommended for a new ATC corporation draws on the success of similar efforts in Canada, Australia, the U.K. and Germany. The shift to a corporate approach to ATC "is essential to upgrade the nation's air transportation infrastructure and integrate new technology—something the FAA has shown it is incapable of doing," Poole said.

The highlights of a new ATC corporation as recommended by the report are:

- **Oversight by a board of directors composed of aviation stakeholders.** In the proposal, a 15-member board of directors representing airlines, general aviation users, airports, the federal government (as paying customers of ATC services), ATC employees and the traveling public would govern the non-profit corporation. These members would select a CEO who also would serve on the board. "The new organization would draw top-flight management from the private sector and the FAA to run the day-to-day operation of the system," the report said.

- **Separation of regulatory/safety oversight and service provisions.** The federal government would still maintain primary oversight of safety and provide funding for safety-related services through general revenues. However, ATC services would become the responsibility of the non-profit corporation, funded through user fees.

- **Shifting ATC funding from general revenues to user fees.** Currently, congressional appropriations generated through excise taxes fund ATC. Under the RPPI plan, the system would be financed through user fees, which would permit major modernization to be funded by long-term revenue bonds.

"We have record numbers of delayed flights for several reasons," Poole said. "Chief among them, however, is an antiquated air traffic control system that uses 1960s technology to direct 21st century travel demands." He noted that one primary benefit of the new corporate model would be the rapid integration of free flight technology and improved landing/takeoff systems to better manage traffic.

Poole was joined at the press conference by former DOT Secretary James Burnley, former Clinton Administration economic advisor Dorothy Robyn, economist Alfred Kahn and former FAA Administrator Langhorne Bond, all of whom endorsed the report.

The Aircraft Owners and Pilots Association reacted by saying it supports the current system of excise taxes on aviation users as the most efficient method of financing FAA, and firmly opposes replacing excise taxes with user fees.

The National Air Traffic Controllers Association said the report offered "nothing new," adding that Poole "has been releasing the same report for two decades." The association said the real problem affecting air travel is that traffic growth is overwhelming space limitations at the nation's major airports.

PANEL CONSIDERS MANAGEMENT CHALLENGES FACING DOT

The Senate transportation appropriations subcommittee on Feb. 14 convened an oversight hearing on management challenges facing DOT.

DOT Inspector General Ken Mead identified a number of aviation-related issues requiring attention from DOT and Congress, including "reducing the number of runway incursions; streamlining process requirements, while respecting environmental protection laws; controlling FAA's operating costs; implementing a cost accounting system at FAA; managing multi-billion dollar FAA systems acquisitions; making FAA accountable as a results-based organization; developing a multifaceted approach to addressing capacity restraints, and improving aviation customer service."

Budget issues that will have a profound impact on DOT over the next decade include controlling FAA's operations costs, Mead said. New employee pay systems, developed as a result of FAA's personnel reform efforts, have fueled much of the increase in operations costs so far, he pointed out. For example, FAA estimates the new pay system negotiated with the National Air Traffic Controllers Association (NATCA) will require nearly \$1 billion in additional funding over the five-year life of the agreement.

"Now, other FAA workforces want pay increases as well and these must be negotiated under FAA's personnel reform authority," Mead said. The agreement with NATCA also provides for productivity improve-

ments, he said, which are needed "to offset the additional payroll costs of the new pay systems and free up a greater portion of FAA's overall budget for important safety measures." Further, FAA should weigh potential staffing and cost benefits of contracting out low level non-radar towers, limited consolidation of air traffic control facilities, and operating Oceanic air traffic control more like a business financed through user fees, he said. Key elements to be watched closely during fiscal years 2001 and 2002 include "assessing the viability of closely related factors that bear on system performance and controller productivity such as facility consolidation, the future of FAA's successful contract tower program and delivery of Oceanic air control services," he stressed.

Mead noted that while FAA has had "three good plans" since 1991 to reduce runway incursions, they all lacked follow-through. Although emerging technologies to reduce incursions must be evaluated and quickly deployed at high-risk airports, reducing incursions requires strong and consistent leadership, he said. "With the anticipated departure of the current program director this spring, this is the fifth turnover in that position in the last five years," he pointed out.

Early this year, FAA must develop a "realistic" deployment schedule for the STARS program and identify additional funds that will be needed for deployment, Mead recommended. STARS is a \$1.4 billion acquisition program to replace controller displays and software. The program has experienced cost and schedule difficulties. "A major risk still remains to deploying all STAR's systems at FAA's 171 terminal radar approach control facilities with a combined installation of 119 Department of Defense facilities," Mead said.

USCTA SESSION, MEMBER MEETING SET FOR NEW ORLEANS IN MAY

During the upcoming AAAE Annual Conference and Exposition, May 20-23 in New Orleans, USCTA will have a contract tower concurrent session at 3:30 p.m. on Sunday, May 20, and a general membership meeting at 10:30 a.m. on Tuesday, May 22.

NTSB CRITICIZES CHANGE IN CONTROLLER PENALTIES

The National Transportation Safety Board (NTSB)

said a new FAA policy to ease the punishment for air traffic controllers who allow aircraft to violate separation standards is not supported by any safety studies.

FAA recently announced an agreement with the National Air Traffic Controllers Association that would eliminate penalties in situations in which aircraft are maintained at only 80 percent of the mandated vertical or horizontal separation.

Previously, FAA required controllers to undergo retraining and recertification when they failed to maintain the required separation. Now, the agency will assess the controller a technical violation that would remain on his or her record for a year. Officials said that this change would encourage controllers to report errors.

USCTA RESPONDS TO WALL STREET JOURNAL EDITORIAL

USCTA Executive Director Spencer Dickerson in February sent the following letter to the editors of the Wall Street Journal in response to an editorial published Feb. 5 that briefly mentioned FAA's Contract Tower Program:

"In your editorial "Untangle the Crowded Skies" (2/5/01), you mentioned briefly the Federal Aviation Administration (FAA) Contract Tower Program, a true public/private sector success story that has greatly increased the safety, efficiency and cost-effectiveness of providing air traffic control (ATC) services at hundreds of smaller communities throughout the country.

"Given the tremendous benefits this program already has provided the traveling public and its promise for the future, I wanted to provide a more complete picture of this widely supported program.

"Initiated in 1982 with a handful of towers, the contract tower program now has grown to 199 facilities in 46 states. This cost-effective federal program enables smaller airports in America to offer their communities the added safety and efficiency benefits of an ATC tower. The U.S. Congress has expressed bipartisan support for the program, endorsing it as a vital safety link in the nation's aviation system. Further, the National Transportation Safety Board has expressed support for FAA contract towers.

"Air traffic controllers at FAA contract tower facilities are highly professional, held to the same standards as FAA controllers and are certified by the agency before they begin controlling air traffic. The

vast majority of controllers at contract facilities are former military or FAA controllers with an average of 15 years of experience. The ATC companies comply with the same safety regulations as those followed by FAA facilities, with continuous FAA oversight and inspections.

"Comprehensive audits in 1998 and 2000 by the Department of Transportation's Inspector General found that the FAA Contract Tower Program provides comparable service to FAA-operated towers and is an important contributor to air traffic safety.

"The FAA Contract Tower Program is recognized as one of the most successful aviation government/industry partnerships in existence today and the agency is to be commended for its advocacy of this valuable program. Smaller airports nationwide, through the FAA Contract Tower Program, are proud of their role in the growth of American aviation and will continue to link their communities to the rest of the nation by providing needed air transportation services to move people and goods safely and efficiently."

SURVEY REVEALS INITIATIVES SUPPORTED BY USCTA MEMBERS

A USCTA membership survey distributed electronically in December 2000 asked about new initiatives that the association could undertake to benefit contract tower airports.

Among the items mentioned by survey respondents that will be pursued by the USCTA Policy Board in 2001 are (1) making contract tower construction and equipment eligible for AIP entitlement grants; (2) encourage more contact between ATC companies and airport management; (3) improving coordination between sole-source contract tower airports and FAA headquarters; (4) work on installing stand alone displays (i.e. D-Brite, TARDIS, etc.) in contract towers; (5) coordinating liability insurance issues for contract towers; (6) surveying contract tower airports about fu-

(continued on page 6)

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, 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.

ture equipment needs, and (7) working with FAA to improve dissemination of benefit/cost ratios to all contract towers on an annual basis.

WESTHEIMER TOWER OFFERS SAFER SKIES AT LOWER COST

(reprinted from the Feb. 11 Norman, Okla., *Transcript*)

“Close enough for government work” does not apply to the control tower at Westheimer Airport, which recently observed its 10th year without a single operational error.

The control tower handles more than 120,000 aircraft takeoffs and landings a year—and it is not staffed by government workers.

“Obviously, the tower is vital to the safety of aircraft operations in Norman,” said Westheimer Airport manager Walt Strong, who also is on the Board of the U.S. Contract Tower Association. “The FAA contract tower program is widely recognized as one of the most successful aviation public-private partnerships in existence today.”

Agencies like the Federal Aviation Administration and the General Services Administration favor the country’s contract tower program because it is a cost saver. The GSA estimates the program in effect at 194 airports saves taxpayers more than \$168 million a year, or more than \$880,000 per tower. Still, there are some detractors.

The National Air Traffic Controllers Association (NATCA), for instance, takes a dim view of the contract tower program because it could chew into the organization’s staffing levels in airport control towers. NATCA, the bargaining unit for federal traffic controllers, established an agreement with the FAA that establishes a baseline staffing level of 15,000 FAA controllers through this year. NATCA fears a growing number of contract air controllers would encroach on its turf, Strong suggests.

The FAA proposes that some of the country’s contract controllers might be shifted to government contract towers as growing air traffic creates the need for more tower staffing. That could reduce overtime for government air traffic controllers, cut training costs and offset the need for more NATCA-represented personnel.

NATCA has opposed expanding the contract tower program to 71 other VFR (visual flight rules) airports staffed by FAA observers because those airports allegedly are busier than operations at current contract

towers. But traffic numbers at many of the remaining VFR airports do not bear out that observation. For instance, Westheimer Airport has more air traffic than Bethany’s Wiley Post Airport, which has an FAA-operated control tower.

“Last year, NATCA said contract towers are not safe,” Strong said. “That’s simply not true. In some areas back east, NATCA is raising much more of a ruckus about this.” He said contract control towers like Westheimer’s are staffed by seasoned, retired military air controllers. “The combined experience of our seven controllers exceeds 100 years. They are trained, they know the job and do it well.”

The FAA began contracting out air traffic services at low activity airports in 1982, as a result of a nationwide strike called by professional air traffic controllers organization. Westheimer’s control tower was university staffed until 1990, when the tower contract was initiated. In 1999, the University of Oklahoma, which owns Westheimer, renewed a contract with the FAA to continue the contract tower program. The five-year, \$1.3 million contract, relies on personnel supplied by Midwest Air Traffic Control, which operates 65 air traffic control towers across the country.

Last year, Midwest selected Westheimer as its “Traffic Control Tower of the Year” for its excellent FAA ratings and a record of zero errors for maintaining order in heavily traveled skies. On a typical day last month, Westheimer controllers handled more than 560 takeoffs and landings, and that number is growing. “If the pilots were left to do that themselves, it would be absolute mayhem,” Strong said.

“The facility is entirely too busy to be without an aircraft control tower. We’d probably be left with aluminum showers across the city of Norman. People wouldn’t like that.”

To be sure, there have been plane crashes over the period the Westheimer tower has been contract. But they were beyond the purview of tower personnel, Strong said.

The fatal pre-dawn crash of a twin Cessna approaching the airport several weeks ago occurred when the tower was closed. A Beechcraft Baron that crashed about a year ago on approach to the airport was outside of visual sight, Strong said.

Westheimer has no radar system to help separate aircraft farther out, but a computer-driven device is on the way that will enlarge the perspective of the Westheimer tower, he said.

TARDIS (Terminal Automated Display and Information System) is a computer display of the air traffic pattern around a major airport transmitted to smaller airports in the area. The display is provided by a computer modem, telephone line and other equipment that costs about \$25,000. By contrast, a radar system costs millions.

The FAA has approved a TARDIS for Westheimer that probably will go into effect in March or April, Strong said. Norman will benefit from the same view seen by the Will Rogers International Airport in Oklahoma City, which includes the approaches to Westheimer. "We expect it will be officially blessed by the FAA in August or September," Strong said.

In the meantime, naysayers continue to attack the contract tower program, jeopardized each year when congress scrutinizes the FAA budget.

"The program is valid and needed, with a reputation that stands for itself," Strong said. "NATCA might do a better job of it, but with what they require in resources, they probably couldn't achieve it.

"And the contract tower system is proving itself financially frugal. What else could anyone want?"

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

The newest members of the U.S. Contract Tower Association (USCTA) are: Arlington Municipal Airport (Texas), Denton Municipal Airport (Texas) and Smith Reynolds Airport (N.C.).

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, executive vice president 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 Stock-

am, 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, 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), Pocatello (Idaho) Regional Airport, Waukegan Regional Airport (Ill.), Meigs Field (Ill.), Quincy (Ill.) Municipal Airport, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Columbus (Ind.), 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.), 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), W.K. Kellogg Air-

port (Mich.), Jackson Municipal (Miss.), Joplin Regional Airport (Mo.), Jefferson City 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.), 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), 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), Spinks Airport (Texas), Charlottesville-Albemarle Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Wheeling-Ohio County Airport (W.Va.), Greenbrier Valley Airport (W.Va.), Chippewa Valley (Wis.) Regional Airport, Milwaukee Timmerman (Wis.) Airport, LaCrosse (Wis.) Municipal, Central Wisconsin Airport (Wis.), Outagamie County (Wis.) Regional Airport, Waukesha County Airport (Wis.), Cheyenne (Wyo.) Airport, Jackson Hole (Wyo.) Airport, Midwest Air Traffic Control Services Inc., COMARCO Airport Services, Serco Management Services, RVA Inc., Unitech, AJT & Associates Inc. and Litton Denro.

Mark your calendars now for the annual FAA/AAAE/USCTA Contract Tower Workshop, scheduled for July 29, 31, 2001, in Washington, D.C.

FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS
(199 towers as of March 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	AGL	OH
Dubuque	ACE	IA	Burke Lakefront	AGL	OH
Forbes Field	ACE	KS	Ohio State University	AGL	OH
Garden City	ACE	KS	Cincinnati Mun./Lunken	AGL	OH
Hutchinson Mun.	ACE	KS	Cuyahoga County	AGL	OH
Johnson Co. Exec.	ACE	KS	Rapid City Regional	AGL	SD
Philip Billard Mun.	ACE	KS	Appleton	AGL	WI
New Century Air Center	ACE	KS	Central Wisconsin	AGL	WI
Salina Municipal	ACE	KS	Kenosha Municipal	AGL	WI
Columbia	ACE	MO	Lacrosse	AGL	WI
Joplin Regional	ACE	MO	Rock County	AGL	WI
Rosecrans Mem'l/St. Joseph	ACE	MO	Timmerman (Milwaukee)	AGL	WI
Central Neb./Grand Island	ACE	NE	Waukesha County Airport	AGL	WI
Martin State	AEA	MD	Wittman Regional	AGL	WI
Washington Co. Reg'l/Hagerstown	AEA	MD	Bridgeport	ANE	CT
Salisbury-Wicomico	AEA	MD	Danbury	ANE	CT
Trenton	AEA	NJ	Groton-New London	ANE	CT
Tompkins County	AEA	NY	Hartford-Brainard	ANE	CT
Niagara Falls	AEA	NY	Tweed-New Haven	ANE	CT
Oneida County	AEA	NY	Barnes Municipal	ANE	MA
Stewart	AEA	NY	Beverly	ANE	MA
Capital City	AEA	PA	Hyannis	ANE	MA
Lancaster	AEA	PA	Lawrence	ANE	MA
Williamsport/Lycoming Co.	AEA	PA	Martha's Vineyard	ANE	MA
Charlottesville-Albemarle	AEA	VA	New Bedford	ANE	MA
Lynchburg	AEA	VA	Norwood	ANE	MA
Greenbrier Valley	AEA	WV	Worcester	ANE	MA
Morgantown	AEA	WV	Boire Field/Nashua	ANE	NH
Parkersburg	AEA	WV	Lebanon Municipal	ANE	NH
Wheeling Ohio Co.	AEA	WV	Eagle County	ANM	CO
Bloomington/Normal	AGL	IL	Grand Junction	ANM	CO
Decatur	AGL	IL	Friedman Memorial	ANM	ID
Meigs Field (Chicago)	AGL	IL	Idaho Falls	ANM	ID
St. Louis Regional	AGL	IL	Lewiston-Nez Perce Co.	ANM	ID
So. Illinois/Carbondale	AGL	IL	Pocatello Municipal	ANM	ID
Waukegan Regional	AGL	IL	Gallatin Field/Bozeman	ANM	MT
Williamson County	AGL	IL	Missoula International	ANM	MT
Gary Regional	AGL	IN	Klamath Falls	ANM	OR
Muncie/Delaware County	AGL	IN	McNary Field	ANM	OR
Battle Creek	AGL	MI	Medford	ANM	OR
Detroit City	AGL	MI	Pendleton Municipal	ANM	OR
			Redmond	ANM	OR
			Troutdale (Portland)	ANM	OR
			Ogden-Hinckley Mun.	ANM	UT
			Bellingham Int'l	ANM	WA

(continued on following page)

AIRPORT NAME	FAA REGION	STATE
Felts Field	ANM	WA
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	ASO	FL
Boca Raton	ASO	FL
Gainesville	ASO	FL
Hollywood	ASO	FL
Jacksonville/Craig	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	ASO	KY
Owensboro/Daviess Co.	ASO	KY
Greenville Municipal	ASO	MS
Hawkins Field	ASO	MS
Meridian/Key Field	ASO	MS
Tupelo Regional	ASO	MS
Kingston	ASO	NC
New Bern	ASO	NC
Smith Reynolds	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	ASO	TN
Henry E. Rohlsen (St. Croix)	ASO	Virgin Islands
Fayetteville	ASW	AR
Northwest Arkansas Regional	ASW	AR
Springdale	ASW	AR

AIRPORT NAME	FAA REGION	STATE
Texarkana Mun./Webb Field	ASW	AR
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 International	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	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
San Diego/Brown Field	AWP	CA
San Luis Obispo	AWP	CA
Santa Maria	AWP	CA
Whiteman	AWP	CA
William J. Fox	AWP	CA
Agana	AWP	Guam
Kona/Keahole	AWP	HI
Lihue	AWP	HI
Molokai	AWP	HI
Elko	AWP	NV
Saipan International	AWP	MP

FAA CONTRACT TOWER REGIONAL POINTS OF CONTACT:

Alaskan Region

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

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

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
(847) 294-7556
(847) 294-8101 fax

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

Southern Region

1701 Columbia Ave.
College Park, GA 30337-2745

Rhonda Phillips, ASO-510
(404) 305-5534
(404) 305-5523 fax

Roger Cowan
ANI-360
(404) 305-6465

Central Region

901 Locust St.
Kansas City, MO 64106

Vincent Shobe, ALE-510B
(816) 329-2516
fax 816-329-2575

Tom Frakes, ANI-520
(816) 329-3537
(816) 329-3525

New England Region

12 New England Executive
Park
Burlington, MA 01803

Bill Tobin, ANE-510
(781) 238-7515
(781) 238-7598 fax

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

Southwest Region

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

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

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

Eastern Region

JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430

James Stark AEA-510.4
(718) 553-4583
(718) 995-5692 fax

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

George Vanechanos,
ANI-220
(718) 553-3471

Northwest Mountain Region

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

Wes Price, ANM-510.1
(425) 227-2522
(425) 227-1510 fax

Jim Hayes, ANM-540.2
(425) 227-2524
(425) 227-1557 fax

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

Western-Pacific Region

15000 Aviation Blvd.
Hawthorne, CA 90009

Jessie Shapiro, AWP-510
(310) 725-6511
(310) 725-6829 fax

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

FAA Headquarters**Contract Services Branch**

800 Independence Ave., S.W., Rm.
635, Washington, DC 20591

Willie F. Card, manager,
ATP-140
(202) 267-9336
(202) 493-5016 fax

THE AMERICAN ASSOCIATION OF
AIRPORT EXECUTIVES
601 Madison Street
Alexandria, VA 22314



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