

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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COURT RULING POSITIVE FOR FAA CONTRACT TOWERS

U.S. District Court Judge Ann Aldrich has ruled that air traffic control at low-activity ATC towers is not an inherently governmental function, striking down an argument by the National Air Traffic Controllers Association (NATCA) in its long-standing lawsuit against FAA and its contract tower program.

The ruling is the latest development in a lawsuit originally filed by NATCA in 1994 challenging a decision by FAA to privatize low-activity, Level I ATC towers.

Aldrich on Feb. 4, 2005, granted FAA's motion for summary judgment in the case, in part, citing "short but critical phrases" that were added to 2003 FAA reauthorization legislation that "clearly evinces Congress's view that Level I ATC is not an inherently government function." Aldrich continued, "Absent evidence of some constitutional infirmity, this court cannot disregard a public policy determination made by the people's elected representatives."

The court held that Congress, by adding the phrase "qualified entities" to that section concerning FAA's authority to contract with state and local governments for ATC services at non-approach control facilities, was clearly determining that these ATC services are not inherently governmental.

The order, however, also stated that FAA has not conducted an adequate A-76 analysis showing that qualified private contractors can perform air traffic control functions on an ongoing basis at an estimated lower cost than government employees. The court directed FAA to file additional information on the cost comparison issues. AAAE/USCTA will file an amicus brief in support of FAA's position and the overall contract tower program.

Aldrich cautioned that her ruling, "Does not mean that the FAA may proceed with further privatization." Instead, she said, "NATCA may file an updated summary

judgment motion setting forth any other obstacles to privatization that it believes are not affected by the statutory amendment."

AAAE/USCTA REQUEST INCREASE IN FAA CONTRACT TOWER FUNDING

AAAE and the U.S. Contract Tower Association (USCTA) have requested \$90.5 million in the fiscal year 2006 DOT/FAA appropriations bill for FAA's Contract Tower Program and \$7.5 million for the cost-share program. The request would permit the addition of 12-15 non-towered airports and non-federal towers to the program. For fiscal year 2005, Congress provided \$86 million for the regular program plus \$7 million for the cost-share program.

In the request to Congress, the associations noted that, "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." Further, they pointed out that the safety and efficiency of the FAA Contract Tower Program for the past two decades have been validated numerous times by DOT's Inspector General and FAA safety audits, as well as by the National Transportation Safety Board. The IG also has verified the cost-effectiveness of the program to taxpayers.

AAAE/USCTA/FAA CONTRACT TOWER WORKSHOP SET 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 are on pages 13-14 of this newsletter.

33 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Thirty-three facilities were participating in FAA's contract tower cost-sharing program as of March 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.).

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

LOCKHEED MARTIN WINS FLIGHT SERVICE STATION CONTRACT

FAA announced that it has selected a team headed by Lockheed Martin to provide services now offered by the agency's automated flight service stations (FSS).

The total cost of the five-year contract, with five additional option years, is \$1.9 billion and represents estimated savings of \$2.2 billion over the next 10 years, FAA said.

Approximately 2,500 FAA employees now provide services at 58 automated FSS in the contiguous 48 states, Hawaii and Puerto Rico.

FSS specialists provide a variety of services, including weather briefings, inflight radio communications, flight planning and search-and-rescue support, primarily to private and non-airline commercial pilots. These specialists do not separate or control aircraft.

FAA spending on flight service operations totaled about \$500 million in fiscal year 2003. Additionally, many automated flight service stations contain outmoded equipment, are in need of upgraded technology and are housed in deteriorating buildings, the agency said.

Lockheed Martin will assume operations in October. Incremental consolidation of the 58 current flight service stations will begin in April 2006 and is expected to result in 20 sites by the end of March 2007, FAA said.

NOTICE

FAA's Contract Tower Program Office has reorganized its points of contact in line with the ATO organization. The new FAA Contract Tower Program Office Points of Contact list is on the last page of this newsletter.

FAA BENEFIT/COST PROCESS GUIDELINES OUTLINED

FAA's contract tower program benefit/cost (b/c) guidelines provide the following:

Fully Funded Towers

FAA's policy office (APO-200) will provide the FCT Program Office by Nov. 15 of every other year the updated benefit/cost (b/c) ratios for all fully funded contract towers.

For regular contract tower airports with revised b/c ratios that continue to be over 1.0, the FAA Contract Tower Program Office will advise the airport sponsor of its revised b/c ratio and that the airport's contract tower will continue in the regular program for full funding.

For regular contract tower airports with revised b/c ratios that are below 1.0, the FAA Contract Tower Program Office will send each of these airport sponsors a letter with the updated b/c ratio and the backup data information used for the b/c calculation.

Included in the letter will be a request for the airport
(continued on page 5)



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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 March 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
*Greenville Donaldson Center	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			

(continued from page 2)

sponsor, if it so desires, to provide, no later than 60 days after receipt of the letter, to the FAA Contract Tower Program Office updated and verifiable data that will be used to calculate the final b/c.

The FAA will provide these airport sponsors the final b/c no later than 60 days after the deadline for the receipt of the new data. The airport sponsor's cost-share portion to operate the tower, based on the final b/c, will become effective on Oct. 1.

Cost Share Towers

FAA's policy office (APO-200) will provide the FAA Contract Tower (FCT) Program Office (ATP-140) by May 1 of every other year the updated benefit/cost (b/c) ratios for all cost-share contract towers.

For contract tower cost-share airports with revised b/c ratios that are over 1.0, the FCT program office will advise the airport sponsor of its revised b/c ratio and that, effective no later than Oct. 1, the airport's contract tower will be in the regular program for full funding.

For contract tower cost-share airports that have revised b/c ratios that have increased but are still below 1.0, the FCT program office will advise the airport sponsor of its revised b/c ratio and that the revised cost-share portion for the airport will be effective no later than Oct. 1.

For contract tower cost-share airports with revised b/c ratios that have decreased, the FAA Contract Tower Program Office will send each of these airport sponsors a letter with the updated b/c ratio and the backup data information used for the b/c ratio calculation. Included in the letter will be a request for the airport sponsor, if it so desires, to provide, no later than 60 days after receipt of the letter, to the FCT program office updated and verifiable data that will be used to calculate the final b/c ratio.

The FAA will provide these airport sponsors the final b/c ratio no later than 30 days after the deadline for the receipt of new data. The airport sponsor's revised cost-share portion to operate the tower, based on the final b/c ratio, will become effective no later than six months after receipt of the initial b/c ratio.

SURVEY RATES VALUE OF USCTA SERVICES, PUBLICATIONS

An online survey of USCTA members conducted in December 2004 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 an-

swering 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.

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

New members of the U.S. Contract Tower Association (USCTA) are Golden Triangle (Ohio) Regional Airport, Coleman A. Young (Mich.) International Airport, Eastern Oregon Regional Airport, Tuscaloosa (Ala.) Regional Airport, Tunica (Miss.) Municipal, Westfield-Barnes (Mass.) Municipal, Donaldson Center (S.C.), Ventura County (Calif.) Department of Airports, Dynamic Science Inc., and Joseph Sheairs Associates, Inc.

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 2004-2005 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.

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 (Ariz.), Mesa/Williams Gateway (Ariz.), 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.), 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.), Westfield-Barnes Municipal (Mass.), Worcester (Mass.) Regional Airport, Metropolitan Airports Commission (Anoka, Minn.), St. Cloud Regional Airport (Minn.), Coleman A. Young (Mich.) International Airport, 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.),

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 AA AE to produce this brochure.

Tunica Municipal (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, 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), 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.), 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 Air-

port (W.Va.), Wheeling-Ohio County Airport (W. Va), Chippewa Valley (Wis.) Regional Airport, Kenosha Regional Airport (Wis.). Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), 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, Raytheon Company-Air Traffic Management Systems, 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 Australia.

FAA CONTRACT TOWERS VALUABLE IN ATTRACTING, KEEPING SERVICE

USCTA is interested in learning whether the existence of an FAA contract tower is or has been an important factor in attracting new commercial air service or corporate aviation and flight schools at airports. Further, is it or has it been important in retaining these services?

This information will be of interest to members of Congress when they consider future appropriations to FAA's Contract Tower Program, since air service development is an important subject on Capitol Hill.

Reply to barbara.cook@aaae.org with anecdotal information about the value air carriers and companies place on the existence of a control tower when they considered instituting or continuing operations at your airport.

Also, please send us news articles and press releases about your contract tower that can be published in this newsletter.

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 contact 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.



Donaldson Center's New Air Traffic Control Tower

DONALDSON CENTER DEDICATES NEW AIR TRAFFIC CONTROL TOWER

After years of consideration and months of construction, the Greenville Donaldson Center Industrial Air Park in South Carolina formally dedicated its new 91-foot, \$1.3 million air traffic control tower on Oct. 4, 2004. Dozens of Greenville's aviation and general business leaders witnessed the ceremonial ribbon cutting that signified the control tower beginning operations.

The tower is an FAA contract tower and is operated by Robinson Aviation (RVA). The tower is open from 7 a.m. until 9 p.m.

The new control tower will greatly enhance the overall appeal of the 2,600-acre park, which serves as the core of Greenville County's industrial base for economic development, local officials said. They noted that Greenville Donaldson Center is home to over 70 companies, and a population of over 4,000 employees and personnel. The airport has an 8,000-foot runway. For more information, contact Manager Peter P. Cevallos, Jr. at pcevallos@donaldsoncenter.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. Membership information is available by calling Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mailing sdickerson@aaae.org.

NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

Officials: Airport Funding A Sure Thing

Provo Daily Herald

March 9, 2005

Despite information discussed in a recent safety training meeting, FAA funding has not been put on indefinite hold for operation of the new tower at Provo Municipal Airport, officials said Tuesday.

Pilots and flight instructors were told in a March 2 meeting at UVSC that the Federal Aviation Administration had put a hold status on opening the already-constructed tower and had diverted budgeted money for tower manpower to "higher priorities."

Provo Airport Manager Steve Gleason said there is not necessarily a hold status on Provo's tower but rather a delay because of reduced funding within the FAA contract tower program.

"There are more towers on the list to get funding this year than they have money to fund," Gleason said. "Our funding is not in danger because we are No. 1 on the list. They're simply trying to find a creative administrative way to fund everybody."

Regardless of what efforts are taken by FAA administrators to fund more towers, Gleason said Provo's funding is guaranteed.

The delay created by the administrative shuffling is supposed to take between 30 and 60 days. The tower, which has been completed since October, was originally scheduled to start operating March 1.

"We believe that you're going to see the tower operated before summer," said Provo Mayor Lewis K. Billings. "From everything that we know, we'll receive the funding we need to open — and it needs to open.

"It's a high priority for us, and I believe it's a high priority for the FAA," Billings said.

Gleason said some of the inaccurate information released at last week's meeting could be the result of different branches of the FAA getting different information at different times.

He said progress on the tower is moving forward, and FAA officials will be in town today to certify the tower for occupation by controllers. Serco, the management group that is in charge of hiring manpower for the tower, also is in the middle of its interviewing process, he said.

Pilots, flight students and airport personnel are anxious for the completion of the tower, saying it's no secret the Provo airport is one of the busiest and most dangerous non-towered airports in the nation.

On Monday, local pilot and flight instructor William Ogilvie sent a letter to state senators and media with concerns about the funding holdup, based on information from the meeting.

Ogilvie said the tower is an essential element in ensuring the safe movement of air traffic in Utah Valley, and any delay needs to be addressed.

"I'm interested in making this a safe place for me to finish raising a family and taking care of my old parents," Ogilvie said. "The tower is not going to be the end-all fix-all. I see the tower as the catalyst. The other things will come."

Those "other things" include a new radio frequency specific to the Provo airport and an increase in jet landings.

The new radio frequency will decrease the congestion on the current frequency that is used by the Heber, Provo and Nephi areas, and the increase in jet landings will come from more positive safety information released by groups like the National Business Aviation Association.

Billings said Provo is planning to have a grand opening event once the tower starts operation later this spring.

Steve Fossett Completes Around-The-World Flight

CNN, March 3, 2005

Editor's Note: Congratulations to Salina Airport Director Tim Rogers, A.A.E., and the controllers at Midwest ATC for the part they played in this historic moment! Salina is an FAA contract tower.

Flying from horizon to horizon, Steve Fossett completed the first solo, nonstop flight around-the-world without refueling on Thursday, landing gracefully in Salina, Kansas at 2:49 pm ET.

A cheering crowd gathered to usher the GlobalFlyer and its 60-year-old pilot into the record books, something that has become almost routine for Fossett in recent years. The aviator now holds three record-breaking circumnavigations of the globe, the two others by balloon and sailboat.

"It's something I've wanted to do for a long time," Fossett said as he stepped out of the plane, his legs wobbly after nearly three days in the cockpit. "It has been a major ambition of mine."

The sometimes tense journey across three oceans and dozens of countries began in Salina, Kansas, on Monday evening. The 19,880 nautical-mile (36,818 kilometer) voyage took 67 hours and two minutes. It was financed by Fossett's longtime friend and investor, Richard Branson, who heads Virgin Atlantic Airways.

As GlobalFlyer approached the airport, Fossett de-

ployed small parachutes, known as drogue chutes, to slow the craft down.

After touching down smoothly, Fossett taxied the plane toward a hangar and Branson waved a black-and-white checkered flag as the jet came to a stop. Fossett's flight team opened a bottle of champagne onto the runway.

GlobalFlyer was built by Scaled Composites, the same firm that designed and launched the world's first civilian manned spacecraft, SpaceShipOne, last year. That craft is being installed at the Smithsonian National Air and Space museum in Washington D.C., where GlobalFlyer could end up as well.

Burt Rutan, aerospace engineer and head of Scaled Composites, said the plane, and the pilot, performed admirably.

"If you want to rate that landing, it's at least an eight-and-a-half," Rutan told CNN. "I think (Fossett) did a phenomenal job of landing that airplane...Steve is a different animal than most of us."

Despite the successful homecoming, the GlobalFlyer encountered dark moments during its flight.

At one point, controllers thought the plane would run out of fuel far short of its target. Fossett and the Virgin Atlantic GlobalFlyer team considered abandoning the trip when they were over Hawaii on Wednesday because the experimental plane came up about 2,600 pounds of fuel short after taking off. The jet burns 102 pounds of fuel per hour. The team speculated that fuel was vented from four tanks shortly after takeoff.

Fossett decided to press on because of favorable tail winds.

"If I have engine trouble, there will be no trouble with gliding," Fossett had said earlier in the day before landing.

When more data arrived from the aircraft, projections showed the fuel would propel the aircraft throughout its entire 25,000-mile trip.

"The range was going to be very close, said Jon Karkow of Scaled Composites. "We had a moment of panic." Fossett was expected to land with reserves in the plane's fuel tanks, flight officials said.

Fossett first passed over the United States today about 9 a.m., more than 60 hours after leaving the ground. The red-and-white plane, its long fuselage emblazoned with the Virgin Atlantic motif, cruised at speeds of more than 200 mph for most of the flight at an altitude of about 45,000 feet (13,716 meters).

Fossett has proved himself to be a modern-day Magellan, the mariner whose expedition circumnavigated the globe in from 1519 to 1521. In 2002, Fossett was the first solo balloonist to circle the globe nonstop, despite an on-

board fire and dangerous winds. Two years later, he and his crew made the fastest circumnavigation on a sailing ship: 58 days.

The GlobalFlyer consists of three hulls attached to a 35-meter (114-foot) wing that measures more than half the wingspan of a Boeing 747. Twin "boom" hulls on either side of the cockpit hull each carry almost 2,500 kilograms (5,500 pounds) of fuel.

Atop the plane's 7-foot cockpit is a single jet engine.

Last year, Rutan led the first manned commercial flight to reach the edge of space. His SpaceShipOne won his team the \$10 million X Prize, an award from a non-profit foundation aimed at spurring civilian space flight.

FAA Plan For Control Towers Irks Some Senior Republicans

Congressional Quarterly
Feb. 24, 2005

Some GOP lawmakers hope to quickly derail an FAA budget proposal that could force 42 smaller airports to close down their control towers between midnight and 5 a.m., when flight traffic is light.

Ray LaHood, R-Ill., who sits on the House Appropriations Committee, said it was "ludicrous" that Greater Peoria Regional Airport, which he represents, is on a Federal Aviation Administration list of potential targets.

"This is a serious matter," LaHood said. "We have five major airlines in and out of that airport. It's got a lot of activity."

LaHood said he sent a letter to the FAA, and that he plans to raise the issue when the agency testifies on its budget request before the Appropriations committee. A date for that hearing has not yet been scheduled.

Sen. Kay Bailey Hutchison, R-Texas, a member of the Senate Appropriations Committee, represents four of the airports on the FAA's list. She told CNN it is good to have a controller on site to observe runway conditions.

"They like having an air traffic control tower so that if there's something that comes out on the runway or something that's blown out on the runway, they would have someone on the ground that could warn them," Hutchison said.

Also included on the list is Alaska's Fairbanks International Airport. According to the Associated Press, Sen. Ted Stevens, R-Alaska, said closing Fairbanks' tower "would be the most stupid suggestion I've ever heard from the bureaucracy."

FAA Reaction

Greg Martin, an FAA spokesman, stressed that the agency has not made any final decisions and that the list represents only a collection of towers with the least

amount of night-time activity.

“We have made no decision, nor have we done any of the necessary safety and operational analysis to identify towers that would warrant [further] consideration,” Martin said. “There’s a whole lot of work that we have to do before we get to active consideration.”

Planes could still land at affected airports, Martin said, though they would be guided by an air traffic controller at another nearby facility.

But the union that represents most air traffic controllers argues that the plan is too risky.

Doug Church of the National Air Traffic Controllers Association said it is necessary to have “eyes and ears on the ground” — not miles away at another facility — to safely direct a plane to landing.

“Any time you reduce the level of service, you reduce the margin of safety,” Church said. “The only compelling reason the FAA is giving to do this is to cut costs.”

FAA’s Martin countered that the agency has allowed reduced late-night hours of service at certain control towers for the past 15 years, and that 193 towers currently operate in such a fashion.

“We have been doing it safely for 15 years,” Martin said. “If it wasn’t safe, I’d suggest we would only have done it for six months.”

Judge Sides With FAA Over Contract Tower Challenge

Aviation Daily, Feb. 10, 2005

A crucial federal court decision has gone in FAA’s favor in a long-running legal dispute over the agency’s contract tower program. In a partial summary judgment delivered Friday, an Ohio district court agreed with FAA’s position that control towers can be contracted out to private companies.

The legality of the program was challenged by the National Air Traffic Controllers Association (NATCA). A ruling on another aspect of the challenge must be made before a final judgment is delivered.

FAA is “certainly pleased with the [initial] ruling,” a senior agency official told *The DAILY*. “Hopefully this is the beginning to the end of 10 years of litigation over this program,” he said. FAA will ask the court to rule quickly on the remaining aspects.

The major issues of the challenge are whether ATC is an inherently governmental function. FAA has always regarded it as not inherently governmental, and therefore able to be contracted out. The Bush White House reaffirmed that classification in an executive order.

The judge cited language in the 2003 FAA reauthorization bill which shows Congress supports the contract

tower program, the senior FAA official said. The bill included a clarification that private companies as well as state and local government bodies can operate contract towers.

The other part of the challenge questions whether FAA followed the correct cost-comparison procedures before establishing the contract tower program. FAA contends it was able to waive the cost comparison because the results were obvious.

The judge has asked for briefings from both sides on this second aspect, with a Feb. 24 deadline. Responses are due by March 17. Even if the judge were to order a cost-comparison study, FAA is confident it would prove that contracting is more cost-effective.

Because this was a partial judgment, it is not eligible for appeal, but NATCA can bring the case to the federal appeals court if the final judgment also goes in FAA’s favor. NATCA declined comment on the court decision because it is still examining the ruling.

FAA May Close Air Traffic Towers At Night

Washington Times

Feb. 7, 2005

The federal government is debating whether to close nearly 50 air-traffic-control towers during the middle of the night to cut labor costs.

Pilots still could land planes at airports with unmanned air-traffic-control towers, but airport executives and the union representing controllers think that the Federal Aviation Administration’s proposal will jeopardize safety and want the agency to jettison the plan.

“It’s a safety issue. This is a list I don’t want to be on,” said Jacqueline Shuck, executive director at Roanoke Regional Airport.

The 48 airports on the list could have control towers closed for up to eight hours beginning at 11 p.m. The agency isn’t divulging the details of its plan, except to say that the list of control towers is subject to change. It plans on releasing a final list of control towers that it wants to close at night when the House Appropriations Committee’s subcommittee on transportation, Treasury and independent agencies holds a hearing on its budget, FAA spokesman William Shumann said.

That hearing hasn’t been scheduled and isn’t likely to be held until March.

Closing air-traffic-control towers is under consideration “in order to try and offset some [of] the \$100 million [operations] budget shortfall,” according to departmental e-mail.

Midsized airports in modest cities from Buffalo, N.Y., to Des Moines, Iowa, and Boise, Idaho, are on the FAA’s

list.

Toledo Express Airport, in northwestern Ohio, also is on the list. The airport had about 275,000 passengers board commercial flights last year but bills itself as a cargo airport. Air freight carrier BAX Global has 18 flights at the airport after midnight four days a week. The airport has promised to have controllers in the tower round-the-clock, said Brian Schwartz, spokesman for the Toledo-Lucas County Port Authority, which operates the airport.

"A lot of cargo carriers want [a control tower manned at all times]. It's a liability issue. It's also a marketing issue. Losing 24-hour coverage would make it much harder to compete with airports that have one," Mr. Schwartz said.

Roanoke Regional Airport is the only airport in Virginia on the FAA list. No Maryland airports are listed. Shutting Roanoke's tower at night would be a waste of money, said Rep. Robert W. Goodlatte, Virginia Republican. The FAA opened the 165-foot-tall, \$10 million air-traffic-control tower on Dec. 5 to replace a diminutive 38-foot-tall tower and handle the airport's 115 daily landings.

"The problem is it's a brand new tower that they spent \$10 million to build. This is penny wise and pound foolish," said Mr. Goodlatte, who represents Roanoke, in southwestern Virginia.

Closing control towers at night not only would save the FAA money, it might help address a looming staffing shortage by requiring fewer controllers at the 315 towers where federal controllers work. More than 70 percent of

the estimated 14,934 air traffic controllers are eligible to retire within the next decade.

"I think it's a horrible precedent to set to sacrifice safety because they have not been able to anticipate their staffing needs," said Rick Atkinson, director of the Yeager Airport in Charleston, W.Va., which is on the FAA's list of control towers that might be closed at night.

The FAA plans to hire 435 controllers in this fiscal year. It said in December that it hoped to hire 1,249 controllers in fiscal 2006, but President Bush's proposed budget includes funding for just 595 controllers.

Closing towers at night to address a worker shortage would increase the workload on controllers at towers that remain open, said John Carr, president of the National Air Traffic Controllers Association, a union representing controllers.

Pilots can get automated weather reports for an airport they are approaching even if its tower is closed, and many airports are equipped with technology that allows pilots to turn on runway lights from a cockpit as they approach.

Having more controllers on the job, not fewer, bolsters safety, Mr. Carr said.

"Can a plane still use the airport [if a tower is unmanned]? Yes. But if an aircraft is in distress ... and there's nobody in the tower to help, you've reduced the margin of safety. This is a reckless policy decision being driven by finances," he said.

In its internal e-mail, the FAA suggests that the agency consider asking airlines to reschedule arrivals and departures so they land when control towers are staffed.

OPERATIONAL ERRORS/DEVIATIONS (OEDS) AT FAA CONTRACT TOWERS VS. 71 FAA-OPERATED VFR TOWERS

	LAST 6 MO. CY 2004	LAST 6 MO. CY 2003	CY 2004	CY 2003	TOTAL CYs '03-'04
FAA Contract Tower Operations	8.15 million	8.1 million	15.9 million	15.8 million	31.7 million
FAA-Operated VFR Tower Operations	6.2 million	6.5 million	12.1 million	12.8 million	24.9 million
Number of OEDs at Contract Towers	8	6	17	9	26
Number of OEDs at FAA-Operated VFR Towers	12	19	26	33	59
Rate of OEDs at Contract Towers	One OED for every 1.02 million operations	One OED for every 1.35 million operations	One OED for every 935,000 operations	One OED for every 1.75 million operations	One OED for every 1.2 million operations
Rate of OEDs at FAA-Operated VFR Towers	One OED for every 517,000 operations	One OED for every 342,000 operations	One OED for every 465,000 operations	One OED for every 388,000 operations	One OED for every 422,000 operations

FAA Federal Contract Tower Program

“The Government/Industry Partnership Dedicated to Air Traffic Safety”

FY '06 Congressional Appropriations Request

To maintain the current program, the American Association of Airport Executives (AAAE) and its affiliated organization, the U.S. Contract Tower Association, request \$90.5 million in the FY '06 DOT/FAA Appropriations bill for FAA's base line Federal Contract Tower Program in addition to the authorized level of \$7.5 million for the continuation of the cost-share program supported by Congress last year. For FY'05, Congress provided \$86 million for the base line program and \$7 million for the cost-share program.

Background

- The FAA Federal Contract Tower Program has provided essential air traffic safety services since 1982. Currently, 226 airports in 46 states participate in the program (193 in the fully funded base line program and 33 in the cost-share program). This represents 45 percent of all control towers in the U.S. In addition, 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 U.S. Twelve to fifteen non-towered airports and non-federal towers are expected to enter the program by the end of FY '06, subject to available funding.
- The safety and efficiency record of the Federal Contract Tower Program for the past two decades has been validated numerous times by the DOT Inspector General (IG) and FAA safety audits, as well as by the National Transportation Safety Board. The IG also has verified the cost-effectiveness of the program to taxpayers.
- All federal contract controllers are FAA certified air traffic controllers who meet the identical training and operating standards as FAA controllers. The vast majority of federal contract controllers are retired military or FAA controllers. Approximately, 99 percent have FAA or military air traffic control experience.
- FAA controls and oversees all aspects of the federal contract tower program, including operating procedures, staffing plans, certification of contract controllers, security and facility evaluations.
- As a result of this 23-year government/industry partnership, the Federal Contract Tower Program: (1) enhances aviation safety at smaller airports that in many cases would not have a tower; (2) saves local airports and communities up to \$100 million annually; (3) consistently receives high marks for customer service from aviation users (pilots, airlines, FBOs, flight schools and corporate flight departments), and (4) helps airports with retaining and developing commercial air service and corporate aviation.
- Federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system. A case in point was September 11, 2001, when FAA contract controllers from 219 airports worked closely with the FAA controller workforce to safely land thousands of airplanes that day. Additionally, federal contract controllers work closely with FAA and the Department of Homeland Security on in-flight aviation security issues.
- In summary, 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.

For further information on FAA's Federal Contract Tower Program, please contact Spencer Dickerson of the AAAE office at 703/824-0500, ext. 130 or email at sdickerson@airportnet.org or visit www.airportnet.org/cta.

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

FAA Contract Tower Program Workshop

July 18-19, 2005 • Washington, D.C. • Mtg. #050702

The Federal Aviation Administration (FAA) Contract Tower Program has been in place since 1982 and currently provides for the contract operation of air traffic control (ATC) services at 226 airports. The program continues to receive high marks from the Department of Transportation (DOT) Inspector General (IG), Congress and the National Transportation Safety Board (NTSB). FAA also has implemented the cost-sharing program for some airports that fall below the eligibility criteria for contract towers.

To assist airports that currently are in the contract tower program and those that are interested in participating in the program, FAA headquarters, AAAE and AAAE's affiliated organization the U.S. Contract Tower Association (USCTA) are pleased to present a special management workshop on the contract tower program, July 18-19, 2005, in Washington, D.C.

Airport management at current contract towers, non-federal control towers, non-towered airports, ATC companies, aviation users and other officials interested in the contract tower program should not miss this special opportunity to learn more about this program. Speakers will include airport directors from facilities that currently have contract towers, FAA, representatives from controller organizations, congressional staff, NTSB and DOT IG staff and officials from ATC companies.

Topics for the workshop will include procedures and plans for future FAA contract towers; contract tower maintenance, equipment, and terminal radar display issues; implementation of the contract tower AIP construction/equipment provision; the contract tower cost-sharing program; the role of the local airport operator and FAA in the contract tower program; contract tower liability insurance issues; review of the benefit/cost criteria used in the program; the perspectives of Congress, the DOT IG and the NTSB on the program; an update on how ATC companies operate, and future contract tower issues and trends. Airports and FAA representatives will have ample time to discuss and debate the challenges associated with the program. Past workshops have resulted in substantive changes and enhancements to the program from an airport operator perspective.

Time is reserved after 2 p.m. on Monday, July 18, for individual airports to meet with their congressional representatives about the importance of the contract tower program. These meetings are encouraged and should be set up prior to coming to the workshop. Call Spencer Dickerson, AAAE/USCTA, (703) 824-0500, Ext. 130, if you need any assistance.

All sessions will take place at the historic Willard InterContinental Hotel in downtown Washington, D.C. Registration will open at 7:30 a.m. on Monday, July 18. Workshop sessions will

begin at 8:45 a.m. on Monday and end at 12:30 p.m. on Tuesday, July 19. On Monday, July 18, there will be a reception from 6:30-7:30 p.m. at the Willard InterContinental Hotel. Airports are encouraged to invite staff from congressional offices to the July 18 reception. **Congressional staff should RSVP via e-mail to kathy.houston@aaae.org.**

Sponsorship of tabletop exhibits is available for companies. For further information, contact Spencer Dickerson, AAAE, at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@aaae.org.

The registration fees include all handouts, coffee/refreshment breaks, one lunch and the reception on July 18. Confirmation of your registration will be faxed prior to the meeting. For additional registration information, please contact Kathy Houston, AAAE, at (703) 824-0500, Ext. 185, or e-mail kathy.houston@aaae.org. For further program information, contact Spencer Dickerson, AAAE, at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@aaae.org.

AGENDA

(subject to change)

SUNDAY, JULY 17

2-5 p.m. USCTA Policy Board Meeting

MONDAY, JULY 18

7:30-8:45 a.m. Registration
8:45-9 a.m. Welcome and Workshop Overview
9-9:30 a.m. Keynote Address
9:30-11:30 a.m. FAA Update of the Contract Tower Program
11:30-11:45 a.m. Coffee Break
11:45 a.m.-12:15 p.m. Contract Tower Operations from the Perspective of NATCA
12:15-1:45 p.m. Luncheon
2-5 p.m. Individual Meetings with Congressional Representatives
6:30-7:30 p.m. Reception

TUESDAY, JULY 19

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

Tabletop displays and sponsorship opportunities also are available. For further information, contact Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@airportnet.org



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

FAA Contract Tower Program Workshop

July 18-19, 2005 • Washington, D.C. • Mtg. #050702

Hotel reservations—Rooms are being held at the Willard InterContinental Hotel, 1401 Pennsylvania Avenue, NW, Washington, DC 20024; phone (202) 628-9100. All attendees will receive a special rate of \$189 for single or double occupancy. Reservations must be made by Friday, June 24, 2005, in order to guarantee this rate.

Airline reservations—American Airlines and Delta Air Lines have been selected as the official air carriers for this meeting. Attendees can receive 10% off American's and Delta's full coach fare or 5% off all other published fares. Rules and restrictions apply.

Ground transportation—A taxi ride from Reagan Washington National Airport to the Willard InterContinental Hotel is approximately \$15 to \$20 one way and takes 15 minutes. The hotel is located 2 blocks away from the Metro stop on the Blue Line.

NOTE: AAAE reserves the right to cancel this program if the number of registrants is insufficient. In this event, we will notify all registrants and refund the registration fee in full. However, any costs incurred by the registrant, such as hotel cancellation or airline penalties, are the responsibility of the registrant.

The information below will be used for future correspondence and will be reflected in the AAAE Membership Directory. I would like to be contacted about upcoming meetings/promotions by fax [] by e-mail [] .

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Title _____

Airport/Company _____

Address _____

City/State/Zip _____

Telephone Number _____ Fax Number _____

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

Registrations and cancellations must be submitted in writing. Refund requests before July 1, 2005, are subject to a \$125 processing fee. There will be no refunds after this date. Substitutions will be accepted without penalties and no-shows will be billed. For all inquiries regarding cancellations and refunds, please contact the AAAE Meetings Department at (703) 824-0504.

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

(includes all handouts, the reception, coffee breaks and one luncheon)

- 1. [] All attendees.....\$410
2. [] ARDF* members.....\$380
3. [] U.S. Contract Tower Association member.....\$315 (full dues-paying USCTA members)

*ARDF—the Airport Research and Development Foundation



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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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