

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 4, Number 2

March-April 2000

INSPECTOR GENERAL: CONTRACT TOWER PROGRAM SUCCESSFUL

Contract air traffic control towers continue to provide services comparable to the quality and safety of FAA-staffed facilities, the Department of Transportation's Inspector General (IG) concluded in a new review, released April 12, 2000. The IG further recommended that FAA revisit a draft study on expanding the program to add information demonstrating the program's value in cost savings and other measurable benefits.

The report to Congress—a followup to a 1998 audit—centered on whether staffing shortages identified earlier at certain contract towers had been corrected and whether FAA's study on expanding the program to include 71 visual flight rules (VFR) took into account all relevant benefits offered by contract arrangements.

Deputy IG Alexis Stefani concluded that the staffing issues uncovered in the 1998 audit have been corrected. She said the IG's staff tested payroll records for a two-month period at 37 contract towers and found that contractors did provide the required num-

ber of employees and hours within 2 percent of the contractual requirements. In addition, she pointed out that FAA's new contract solicitation contains specific requirements for contractors to report and certify on a monthly basis the number of controllers at each location and the hours they worked.

Currently, the contract tower program saves FAA about \$250,000 per tower each year, the IG calculated, plus provides service at facilities that FAA would not staff due to the expense to operate them. Further, the level of operational errors in fiscal year 1999 at contract towers (.05 errors per 100,000 operations) was comparable to the level of operational errors at FAA VFR towers (.06 errors per 100,000 operations).

Congress last year directed FAA to study whether additional savings could be realized by expanding the program beyond the current low-activity towers to FAA-operated facilities without radar capability. The agency's ATC services now include 71 VFR towers employing about 960 controllers, the IG noted. The IG devoted a substantial amount of the new review to FAA's as yet unfinished study of expanding the program to the 71 VFR towers.

While noting that any decision to expand the program is ultimately a policy determination that Congress will have to make, the IG said FAA's draft study "did not adequately consider several key factors of the feasibility, costs and benefits of expanding the program that should be further analyzed and reported to Congress."

(continued on following page)

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 MEETING SET FOR MAY 23

The next USCTA membership meeting is scheduled at 10:30 a.m. on May 23 during the AAAE Annual Conference and Exposition in Baltimore, Md. There also will be a session on contract towers with Willie Card, manager of FAA's Contract Tower Program, at 9:30 a.m. on May 24.

First, the IG said, FAA narrowly defined the pool of potential towers that could be added to the program by determining that those equipped with a monitoring device known as DBRITE (Digital Bright Radar Indicator Tower Equipment) should be considered as having radar capability. This excluded 30 towers from possible conversion to contract operations. However, the IG said DBRITE is not a radar system and is not used in the radar control of air traffic. Further, the IG pointed out that as many as 40 towers in the existing contract tower program have DBRITE displays and provide instrument flight rule (IFR) services through a letter of agreement (LOA) with a larger radar-equipped facility.

A better way to measure the extent to which the program could be expanded would be to take into account factors such as volume of air traffic, types of users and complexity of operations at each location, the IG said. A system of reclassifying FAA towers that was developed in 1998 and establishes ATC Grades 3 through 12 is based on these factors, the IG noted, and use of this grading system on the 71 towers would provide FAA a more comprehensive means for evaluating which facilities to consider. While 15 of FAA's 71 VFR towers are busier than towers in the existing program, the remaining 56 VFR towers have operations that are comparable to towers in the existing program, the IG said.

Second, the IG said that FAA's estimated cost savings for converting more towers to contractor operations were understated because the agency used fiscal year 1998 figures. By fiscal year 1999, the costs to operate FAA towers increased as a result of the new pay system for FAA controllers, the IG said. The annual average savings would actually be closer to \$881,000 per tower instead of the \$787,000 estimated by FAA. Under the IG's calculations, the total savings would be \$62.5 million if all 71 VFR towers are contracted out.

Finally, the IG said that FAA's draft study does not consider important long-term benefits that could accrue from expanding the program. To have credibility, FAA should have given much greater weight to the potential impact that controllers from contracted VFR towers could have in offsetting future increases in system demand and addressing existing staffing shortfalls, the IG said.

FAA projects that aircraft operations at airports with FAA-operated towers will increase by more than 24 percent by 2010. FAA has concluded in its draft that expanding the program wouldn't result in any net savings due to an agreement with the National Air Traffic

Controllers Association (NATCA) that establishes a baseline staffing level of 15,000 FAA controllers through 2001. Further, FAA agreed to boost that level by an additional 2 percent each year for the remaining two years of the contract.

While noting that these benefits would be achievable while still maintaining a workforce of 15,000 FAA controllers as specified in the NATCA agreement, the IG underscored the importance of recognizing that terms of the NATCA-FAA agreement are subject to congressional approval. Congress is not bound by the agreement, the IG said, adding that "Congress may exercise its constitutional prerogative by modifying the provisions or the underlying assumptions of the agreement."

Discussions with users of contract towers indicate continued support for the program, the IG said. Based on their experiences with contract operations, these users felt that expanding the program would be feasible. However, the IG pointed out that some users were "strictly opposed" to expanding the program. One airport director said he uses the fact that his tower is an FAA facility as a marketing tool to attract foreign airlines and encourage commercial service.

"It is essential that FAA thoroughly analyze any and all opportunities to offset the rising costs of its operations," the IG report emphasized. "Expanding the contract 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."

Spencer Dickerson, AAAE executive vice president and executive director of the U.S. Contract Tower Association, praised the IG's audit and emphasized its residual benefit to smaller communities. "This IG report once again affirms our position that the contract tower program provides safe, high-quality ATC services, receives proper oversight by the FAA and gets high marks from aviation users," he said. "Because of this program, small communities are able to enjoy the important benefits of a control tower when they would otherwise be forced to operate without this safety feature."

Dickerson added that, "We also commend Congress for its bipartisan support of the program, as well as FAA Administrator Jane Garvey and the agency's Air Traffic Office for their efforts to develop this program by working closely with users, airports and ATC contractors to ensure its safety and efficiency."

The IG's full report is available at: <http://www.oig.dot.gov>.

AAAE/USCTA URGE FULL FUNDING FOR CONTRACT TOWER PROGRAM

AAAE/USCTA sent letters to leaders of the House and Senate appropriations committees, urging the lawmakers to support full funding of \$55.3 million for FAA's Contract Tower Program in fiscal year 2001, as well as an additional \$5 million for the contract tower cost-sharing program.

AAAE/USCTA pointed out that the value of the contract tower program has been validated in several audits by DOT's Inspector General. The IG has concluded that the contract tower program improves ATC safety, provides approximately \$30 million in annual ATC cost savings to FAA, enhances regional airline service opportunities and increases economic productivity in smaller communities all across the country. The program has benefited from strong and consistent congressional backing, the associations noted, adding that "participating airports and aviation users universally express support for the contract tower program, which receives strong oversight by the FAA on a regular basis."

Letters went to: Rep. C.W. Bill Young (R-Fla.), chairman of the House Appropriations Committee; Rep. David Obey (D-Wis.), ranking member, House Appropriations Committee; Rep. Frank Wolf (R-Va.), chairman, House transportation appropriations subcommittee; Rep. Martin Sabo (D-Minn.), ranking member, House transportation appropriations subcommittee; Sen. Ted Stevens (R-Alaska), chairman, Senate Appropriations Committee; Sen. Robert Byrd (D-W.Va.), ranking member, Senate Appropriations Committee; Sen. Richard Shelby (R-Ala.), chairman, Senate transportation appropriations subcommittee, and Sen. Frank Lautenberg (D-N.J.), ranking member, Senate transportation appropriations subcommittee.

The National Air Transportation Association has also actively urged congressional support of long-term funding for the contract tower program.

JUDGE SEEKS INFORMATION IN NATCA CONTRACT TOWER LAWSUIT

A federal judge has declined to grant requests from FAA and the National Air Traffic Controllers Association (NATCA) for summary judgment in a NATCA lawsuit challenging the validity of FAA's contract tower program. Instead, Judge Ann Aldrich of the U.S. District Court for the Northern District of Ohio-Eastern Division called for FAA to supply specific in-

formation about operations at VFR and IFR towers.

Following receipt of the information from FAA, Aldrich said she would then determine whether to remand the case back to the agency for further analysis of the privatization program or to grant summary judgment to one party in the dispute.

NATCA initially challenged the contract tower program in court in 1994 and ultimately won a ruling that required FAA to conduct an A-76 analysis of the program to determine whether ATC services are an inherently governmental function. FAA subsequently performed the analysis and determined ATC services may validly be contracted out. The most recent lawsuit filed by NATCA alleges that FAA failed to properly conduct the A-76 analysis and seeks to have the court overturn the contract tower program. Both FAA and NATCA petitioned the court to rule by summary judgment.

Aldrich directed FAA to answer the following questions before she issues a ruling:

- What constitutes a VFR tower compared to an IFR tower? Is there an official designation of towers as VFR? If not, is there a general understanding as to an informal designation? Do any or all VFR towers control IFR flight? Were all VFR towers considered Level I under the old classification scheme? Is there a difference between a VFR tower, a Level I tower, and a Level I VFR tower, or are all three the same thing?
- In the new 14-level categorization program, what level(s) are the towers at issue in this case?
- Into which of the six categories of towers/terminals (used in calculating a Level 1-14 designation) do the towers at issue in this case fall?
- Has the FAA adopted an official position on the inherently governmental nature of any type of air traffic control, other than VFR control, or any type of air traffic control tower (including, but not limited to, IFR flight and the most complicated of air traffic control towers/terminals; i.e., JFK, O'Hare, etc.):
- Do any of the towers at issue in this case control IFR flights? If so, in what proportions? If so, are there certain kinds of IFR flights that these towers do not control (such as radar, for example)?

According to FAA, the judge's final ruling in the case should not affect the current contract tower program.

FAA WON'T CUT CONTRACT TOWER FUNDING IN SEARCH FOR SAVINGS

AAAE and USCTA applauded an FAA decision not to cut funds this year for 83 of the 189 FAA contract

towers nationwide.

A proposal to eliminate funding for certain contract towers was under consideration as FAA attempted to pinpoint potential savings in light of expected operations budget challenges in the agency's fiscal year 2000 budget.

"We thank the members of Congress who communicated to FAA the seriousness of this issue," said Spencer Dickerson, executive vice president of AAAE and executive director of USCTA. "The FAA contract tower program continues to provide important aviation safety benefits as well as significant air traffic control savings as validated by several DOT Inspector General audits. This proposal to cut off funding for contract towers would have adversely affected aviation safety and penalize a program that is solidly justified from a benefit/cost standpoint," Dickerson said. He pointed out that USCTA members were "extremely active" in pointing out to their members of Congress the adverse impact on their facilities if contract tower funds were reduced.

Concern over the proposed reduction in funds prompted 23 members of Congress and the entire Wyoming delegation to send separate letters of protest to FAA Administrator Jane Garvey citing the safety and financial benefits of the program.

Although FAA did not formally propose to reduce funding for the contract tower program to solve the agency's current budget shortfall, the lawmakers expressed concern that the notion of reducing funding for the popular program was even being considered.

In a letter to Garvey signed by the Wyoming delegation, the officials said, "We are very concerned that these control towers are being unfairly targeted because they are considered low priority and have low activity traffic. If these cutbacks are allowed, individual airports will have to assume funding obligations or the towers will be shut down." The members of Congress pointed out that DOT's Inspector General has validated the program's effectiveness in aviation safety, adding that, "This program ultimately affords a great cost saving to several of Wyoming's airports and maintains the highest element of safety that presently exists at these airports."

Rep. Jerry Moran (R-Kan.) orchestrated the protest letter submitted to Garvey on behalf of the 23 lawmakers. The officials, stating they were "very concerned" over reports that FAA is considering reducing funding for contract towers, noted that

while budget difficulties always exist, "FAA has received a funding increase from \$9.8 billion in 1999 to \$9.95 billion in the current fiscal year. With this budget increase, it is difficult to see the value in a reduction of over 45 percent of the nation's 186 contract towers."

Those signing the letter, in addition to Moran, were: Reps. Dave Weldon (R-Fla.), Jack Metcalf (R-Wash.), Ron Kind (D-Wis.), Lois Capps (D-Calif.), Frank Lucas (R-Okla.), Johnny Isakson (R-Ga.), James Sensenbrenner (R-Wis.), Barbara Cubin (R-Wyo.), Joe Skeen (R-N.M.), John Thune (R-S.D.), Jim Ryun (R-Kan.), Asa Hutchinson (R-Ark.), Jerry Kleczka (D-Wis.), J.C. Watts (R-Okla.), Greg Walden (R-Ore.), Merrill Cook (R-Utah), Wally Herger (R-Calif.), John Doolittle (R-Calif.), Jim DeMint (R-S.C.), John Duncan (R-Tenn.), Ed Pease (R-Ind.) and Billy Tauzin (R-La.).

Three more members of Congress, including Rep. Ed Pastor (D-Ariz.), a member of the House transportation appropriations subcommittee, separately

CONTRACT TOWER STATISTICS

FAA visual flight rule (VFR) contract air traffic control towers (189 total) handled 13.8 million VFR operations in calendar year 1999. All FAA towers (288 total) handled 54.8 million VFR and instrument flight rule (IFR) operations in calendar year 1999 (15.4 million of those operations were at Level II and III VFR FAA towers).

In calendar years 1998 and 1999 combined, FAA VFR contract towers had one operational error/deviation for approximately every 1.63 million operations (16 operational errors and 26.2 million operations combined in calendar years 1998 and 1999).

To compare similar operational environments, FAA Level II and III VFR towers in calendar years 1998 and 1999 combined had one operational error/deviation for approximately every 623,000 operations (49 operational errors and 30.5 million operations combined in calendar years 1998 and 1999).

1999 data is preliminary and subject to change. These numbers were provided by FAA's Air Traffic Office and the National Airspace Information Monitoring System.

An operational error is when a controller fails to maintain minimum separation between an aircraft and another aircraft or vehicle. A deviation is when there is a breakdown in coordination/communication between controllers in the tower.

appealed to Garvey not to withdraw federal funding for the contract tower program. Pastor told Garvey that the impact of a funding cutback on Arizona towers would be "draconian" and would paralyze five facilities that rank within the top 20 airports in the country. "At these five airports alone, we currently witness approximately one million aircraft operations annually," he said. "These are not small-time operations." Any action that shuts down towers means a loss to the state as private aircraft choose other destinations, Pastor said. "In addition, the state's unique climate comes into play again by having made it a center for domestic and international aircraft conversions, overhauls and reconditioning. Increasing the difficulty of access, reducing safety considerations, or increasing costs by removing federal controllers will discourage airlines from sending their business to those companies."

Rep. Virgil Goode (D-Va.) told Garvey that reducing funding to contract towers would create safety concerns that would be detrimental to Virginia.

Rep. Sanford Bishop (D-Ga.) told the administrator that if Southwest Georgia Regional Airport were closed, it would prove a hardship to the city of Albany and to southwest Georgia. "The city is still reeling from two federally declared disasters caused by flooding and would find it impossible to afford the cost of funding any airport cost," he said.

U.S. Rep. Jerry Costello (D-Ill.) also urged Garvey to withdraw plans to cut funding for the contract tower program. Costello made the comment during Garvey's recent testimony before the House transportation appropriations subcommittee on FAA operations for the current fiscal year set to end Sept. 30, as well its plans for next year's operations.

"I urge you to reverse course and maintain funding for these air traffic control towers, which provide vital service to many communities in Southern Illinois and throughout the state," Costello said. "We have made a commitment to these airports that the federal government will be their partner, and this plan would go back on that commitment."

Other subcommittee members voicing support for Costello's position included Charles Bass (R-N.H.), Jerry Moran (R-Kan.) and Don Sherwood (R-Pa.).

Garvey said she agreed with Costello's assertion and said she was hopeful that FAA would find other ways to achieve savings rather than cut the contract tower program. She also noted she has received letters of concern from airport managers around the country.

Rep. Todd Tiahrt (R-Kan.), during a March 23 House transportation appropriations subcommittee hearing, asked Garvey about the importance of con-

tract towers. Garvey replied that these towers are critical for safety reasons and that FAA will do everything it can to keep them open in the future.

FAA REAUTHORIZATION INCLUDES CONTRACT TOWER COST-SHARING

The three-year FAA reauthorization bill signed recently by President Clinton includes the FAA contract tower cost-sharing provision supported by AAEE and USCTA, as well as language implementing the Terminal Radar Display Information system (TARDIS).

While the legislation authorizes the contract tower cost-sharing program, appropriations language must be approved annually to continue this funding and maintain cost-sharing separately from the regular contract tower program.

In selecting facilities to participate in the cost-sharing program, DOT is required to give priority to:

- air traffic control towers that are participating in FAA's Contract Tower Program but have been notified that they will be dropped from the program due to a benefit-to-cost (b/c) ratio that is less than 1.0.
- towers have a b/c ratio of a least .50.
- FAA towers that remain closed as a result of the air traffic controllers strike in 1981.
- towers located at airports or points at which an air carrier is receiving compensation under the Essential Air Service program.
- towers located at airports that are prepared to assume partial responsibility for maintenance costs.
- towers located at airports with safety or operational problems related to topography, weather, runway configuration or mix of aircraft.
- towers located at an airport at which the community has been operating the tower at its own expense.

For airports applying for the cost-sharing program, FAA will give priority to facilities with b/c ratios of at least .50. This does not mean, however, that airports with b/c's below .50 cannot participate. Further, the legislation includes a pilot program that will allow two airports to use their Airport Improvement Program (AIP) entitlement funds to build a VFR contract con-

USCTA ANNUAL REPORT AVAILABLE

The 1999 USCTA Annual Report is available and copies have been mailed to association members. The document may also be accessed on AAEE's Internet website at www.airportnet.org/cta/99annual.pdf, or call Spencer Dickerson at (703) 824-0500, Ext. 130.

trol tower. The federal share of the cost of constructing an air traffic control tower under this pilot program may not exceed \$1.1 million.

The legislation states that FAA is to develop a national policy and related procedures for TARDIS and sequencing for VFR control towers.

FAA SEEKS APPLICATIONS FOR COST-SHARING PROGRAM

FAA has \$5 million in fiscal year 2000 for the contract tower cost-sharing program and is working with a number of airports to add them to the program by Oct. 1. The agency is requesting \$5 million for the cost-sharing program for fiscal year 2001 as well.

The following airports are now in the process of applying for the cost-sharing program during the current fiscal year: Olympia, Wash.; Spokane Felts Field, Wash.; Harrisburg Capital City, Pa.; Latrobe, Pa.; Las Vegas Henderson, Nev.; Olive Branch, Miss.; Galveston, Texas; Grand Strand Myrtle Beach, S.C.; Salinas, Calif.; Hickory, N.C.; Concord, N.C.; Jackson, Tenn.; Knoxville Downtown, Tenn.; Grand Island, Neb.; Columbus, Ind.; Lake Charles Channault, La.; Shreveport Downtown, La.; Olathe New Century, Kan.; Garden City, Kan.; Columbus Bolton Field, Ohio; Schenectady, N.Y.; Oxford Waterbury, Conn.; Leesburg, Fla.; Springdale, Ark., and Stillwater, Okla.

If your airport is not on this list and you are interested in cost-sharing, call your FAA regional contact as listed on page 10 of this issue.

CONGRESSMAN: WAUKEGAN AIRPORT GETTING RADAR

(Reprinted from the March 23 *Chicago Tribune*)
The Waukegan Regional Airport will have a low-cost radar monitoring system installed in its control tower after last month's mid-air collision that killed WGN radio host Bob Collins and two other people highlighted problems with the airport's "see and avoid" landing procedures.

U.S. Rep. William Lipinski (D-Chicago) said today that the Federal Aviation Administration has decided to equip the airport with a Terminal Automation Radar Display System (TARDIS), which provides a visual radar and beacon display on a computer monitor and is used to track airplanes taking off and landing. The system, which costs under \$40,000, is expected to be installed in the next four months.

Collins and a passenger died when their plane collided with a plane piloted by a student, who was also

killed. The accident occurred while the planes were lining up to land at the airport, which handles about 93,000 flights a year.

Lipinski, a member of the U.S. House Subcommittee on Aviation, said that the announcement was not mitigated by a National Transportation Safety Board investigation of the accident. NTSB investigators are looking at the absence of radar in the control tower as a possible factor. It was the second mid-air collision in three years at a Chicago-area airport without radar.

"It is important to note that the NTSB has not yet determined the cause of the crash," Lipinski said in a news release. "We still do not know if a radar display in the tower would have made a difference or not on that fateful day."

Today's announcement marks a distinct shift from previous positions taken by FAA officials, who have said the Waukegan airport does not meet FAA qualifications for radar, which include having at least 30,000 flights per year to or from locations 25 miles away or greater.

Even with TARDIS, Waukegan Regional Airport will remain a visual flight rule facility, which puts the onus on pilots to "see and avoid" other aircraft in the area, Lipinski said.

TARDIS, which does not provide real-time flight data, has not been certified by FAA for use as an air traffic control tool. Under political pressure, it is being used at seven airports around the country, where it is seen as providing an extra set of eyes for controllers who depend on binoculars and two-way radios.

DOT INSPECTOR GENERAL PRAISES CONTRACT TOWER PROGRAM

DOT Inspector General (IG) Ken Mead said he is "very encouraged" by FAA's Contract Tower Program, describing it as "a strong and good program."

In an April 2 interview on AAEE's *Aviation News Today*, Mead said, "There is no doubt that the towers that have been converted represent cost savings. There is no doubt that some of them are towers that never would have been funded as regular controller towers by the FAA and they have provided service to airports that otherwise would receive none at all."

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.

AIRPORT PRAISES WORK OF SERCO MANAGEMENT SERVICES

Casey Denny, director of operations at Williams Gateway Airport in Mesa, Ariz., wrote to congratulate Serco Management Services employees for their work in handling air traffic. Serco operates the contract control tower at Williams Gateway.

The contract controllers safely handled over 236,000 operations in 1999, making the facility the busiest tower in the FAA program, Denny said.

A few of the tower's achievements in 1999 include: 36,000 operations in February; Cox Communications Air Show and the Blue Angels practice show; Experimental Aircraft Association regional fly-in; Boeing/Federal Express MD-10 flight test program, and dealing with a closed runway for most of the year, Denny said.

"And with all that, you still realized how important our Fly Friendly program has become to the noise sensitive areas in the community and met us with a spirit of cooperation," Denny said. "I certainly appreciate that and hope you and your staff feel a sense of pride and ownership knowing that every day you make our airport better."

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

Brown Field in San Diego, Calif., and the Jackson (Miss.) Municipal Airport are the newest members of the U.S. Contract Tower Association (USCTA)

USCTA's Policy Board for this year is comprised of James Hansford, A.A.E., manager of the Central Wisconsin Airport, as chairman, and Jack Schelter, A.A.E., deputy director of aviation at Phoenix Sky Harbor International Airport, as vice chairman.

Other USCTA policy board members for 2000 are: Bryan Elliott, A.A.E., executive director of the Charlottesville, Va., Albemarle Airport Authority; Tim Rogers, A.A.E., executive director of Salina, Kan., Airport Authority; Ted Soliday, executive director of the Naples, Fla., Airport Authority; Rick Baird, manager of Friedman Memorial Airport in Hailey, Idaho; Steve Stockam, manager of Joplin, Mo., Regional Airport; Roger Engstrom, A.A.E., airports manager for the Mobile, Ala. Airport Authority; Glenn Januska, A.A.E., manager of Waukesha, Wisc., County Airport; Shane Cordes, executive vice president of Midwest ATC; Jim Chappell, manager of Salinas, Calif., Municipal Airport; Jim McCue, A.A.E., manager of Glendale, Ariz., Municipal Airport; Richard Howell, A.A.E., director of

S.W. Georgia Regional Airport in Albany, Ga.; Jon Mathaisen, A.A.E., director of Rio Grande Valley International Airport in Harlingen, Texas; Bill Gatchell, C.M., airports supervisor, Lea County Airports, N.M., and Jerry O'Sullivan, manager, Greenbrier Valley Airport, W. Va.

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, Chandler Municipal Airport (Ariz.), 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.), 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, Glynco Jetport (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.) Re-

(continued on page 14)

CONTRACT AWARD DATE SET FOR JULY

FAA is expected to announce the final selection of contractors in July under the new contract tower contract. The old contract expired Sept. 30, 1998, but was extended to permit time for a replacement contract to be put out for bids.

FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS
(as of April 2000)

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

(continued on following page)

| AIRPORT NAME | FAA REGION | STATE | AIRPORT NAME | FAA REGION | STATE |
|--------------------------------|-----------------------|----------------|---------------------------------|-----------------------|--------------|
| Tacoma Narrows | ANM | WA | Alexandria | ASW | LA |
| Walla Walla Regional | ANM | WA | Farmington Municipal | ASW | NM |
| Yakima | ANM | WA | Lea County/Hobbs | ASW | NM |
| Cheyenne | ANM | WY | Santa Fe Co. Mun. | ASW | NM |
| Dothan | ASO | AL | Ardmore Municipal | ASW | OK |
| Brookley (Mobile) | ASO | AL | Enid Woodring Mun. | ASW | OK |
| Tuscaloosa Municipal | ASO | AL | Lawton Municipal | ASW | OK |
| Albert Whitted | ASO | FL | Univ. of Oklahoma/Westheimer | ASW | OK |
| Gainesville | ASO | FL | Wiley Post | ASW | OK |
| Hollywood | ASO | FL | Brownsville Int'l | ASW | TX |
| Jacksonville/Craig | ASO | FL | Easterwood | ASW | TX |
| Key West | ASO | FL | Grand Prairie | ASW | TX |
| Kissimmee | ASO | FL | Laredo International | ASW | TX |
| Lakeland Municipal | ASO | FL | McAllen | ASW | TX |
| Melbourne | ASO | FL | McKinney Municipal | ASW | TX |
| Naples | ASO | FL | Redbird | ASW | TX |
| Opa Locka | ASO | FL | Rio Grande Valley International | ASW | TX |
| Page Field | ASO | FL | San Angelo | ASW | TX |
| Panama City/Bay Co. | ASO | FL | Stinson Municipal (San Antonio) | ASW | TX |
| Pompano Beach | ASO | FL | Tyler | ASW | TX |
| Stuart/Whitham | ASO | FL | Chandler | AWP | AZ |
| Titusville/Cocoa | ASO | FL | Flagstaff Pulliam | AWP | AZ |
| Athens Municipal | ASO | GA | Glendale | AWP | AZ |
| Fulton County | ASO | GA | Goodyear (Phoenix) | AWP | AZ |
| Gwinnett County | ASO | GA | Laughlin/Bullhead City | AWP | AZ |
| Macon | ASO | GA | Mesa/Williams Gateway | AWP | AZ |
| McCollum | ASO | GA | Ryan | AWP | AZ |
| SW Georgia/Albany-Dougherty | ASO | GA | Chico | AWP | CA |
| Valdosta Municipal | ASO | GA | Fullerton | AWP | CA |
| Barkley Regional | ASO | KY | Hawthorne | AWP | CA |
| Owensboro/Daviess Co. | ASO | KY | Modesto | AWP | CA |
| Greenville Municipal | ASO | MS | Oxnard | AWP | CA |
| Hawkins Field | ASO | MS | Palmdale | AWP | CA |
| Meridian/Key Field | ASO | MS | Redding Municipal | AWP | CA |
| Tupelo Regional | ASO | MS | Riverside | AWP | CA |
| Kingston | ASO | NC | Sacramento Executive | AWP | CA |
| Smith Reynolds | ASO | NC | Salinas Municipal | AWP | CA |
| Hickory Regional | ASO | NC | San Carlos | AWP | CA |
| Isla Grande | ASO | Puerto Rico | San Diego/Brown Field | AWP | CA |
| Grand Strand/Myrtle Beach | ASO | SC | San Luis Obispo | AWP | CA |
| Greenville Downtown | ASO | SC | Santa Maria | AWP | CA |
| Smyrna | ASO | TN | Whiteman | AWP | CA |
| McKeller-Sipes | ASO | TN | William J. Fox | AWP | CA |
| Alexander Hamilton (St. Croix) | ASO | Virgin Islands | Agana | AWP | Guam |
| Fayetteville | ASW | AR | Kona/Keahole | AWP | HI |
| Texarkana Mun./Webb Field | ASW | AR | Lihue | AWP | HI |
| Acadiana Regional | ASW | LA | Molokai | AWP | HI |
| Esler Regional Reg'l | ASW | LA | Elko | AWP | NV |
| Houma | ASW | LA | 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

Norman Gommoll, AAL-540J

(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

Bob Murray, AGL-540.2
(847) 294-7544
(847) 294-7230 fax

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

Southern Region

1701 Columbia Ave.
College Park, GA 30337-2745

Kristi Ritson, ASO-510
(404) 305-5545
(404) 305-5523 fax

Bill Wagner, ASO-540
(404) 305-5611
(404) 305-5631 fax

Roger Cowan, ANI-360
(404) 305-6465

(404) 305-6553 fax

Central Region

601 E. 12th St.
Kansas City, MO 64106

Pete Wilkinson, ACE-512.2/
NISC

(816) 329-2516
(816) 329-2575 fax

Chris Hatem, ACE-541D
(816) 329-2549
(816) 329-2575 fax

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

New England Region

12 New England Executive
Park

Burlington, MA 01803
Bill Tobin, ANE-510
(781) 238-7515
(781) 238-7598 fax

Sandra Bojosian, ANE-540
(781) 238-7544
(781) 238-7597 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

Joe DeDonatis AEA-511.5
(718) 553-4515
(718) 995-5692 fax

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

George Vanechanos, ANI-251D
(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

Lee Daniel, ANM-540.4
(425) 227-2546
(206) 227-1557 fax

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

Western-Pacific Region

15000 Aviation Blvd.
Hawthorne, CA 90009

Tom Monahan, AWP-540.7
(310) 725-6570
(310) 725-6829 fax

Jessie Shapiro, AWP-510.2
(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) 267-5305 fax



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

FAA Contract Tower Program Workshop

July 23-25, 2000 • Washington, D.C. • Mtg. #200703

In 1994, the Federal Aviation Administration (FAA) announced comprehensive plans to expand the FAA's Contract Tower Program to all Level I VFR control towers as part of Vice President Al Gore's National Performance Review. The contract tower program has been in place since 1982 and currently provides for the contract operation of air traffic control (ATC) services at approximately 189 control towers. The program continues to receive high marks from the Department of Transportation Inspector General. The FAA is also implementing a 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 scheduled for inclusion over the next several years, FAA headquarters, AAAE and the U.S. Contract Tower Association (USCTA) are pleased to present a special management workshop on the contract tower program, July 23-25, 2000, in Washington, D.C.

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

Topics for the workshop will include procedures and plans for future contract towers; the contract tower cost-sharing program, the status of the new national contract for the program, the role of the local airport operator and the FAA in the contract tower program; contract tower liability insurance issues; review of the benefit/cost criteria used in the program; perspective of the program from controllers and aviation users; tower maintenance issues; the DOT IG's report on the program; contract tower equipment issues; operational status of the program and an update on how ATC companies operate. There will also be ample time for airports and the FAA 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.

This special management workshop will begin with a reception at 6:30 p.m. on Sunday, July 23. Workshop sessions will begin at 9 a.m. on Monday, July 24 and end at 12:30 p.m. on Tuesday, July 25. Time is reserved on Monday afternoon, July 24, after 2 p.m. for individual airports to meet with your congressional offices about the importance of the contract

tower program. These meetings are encouraged and should be set up prior to coming to the workshop. Please call Spencer Dickerson of the AAAE/USCTA staff (703) 824-0500, Ext. 130) if you need any assistance.

The registration fees include all handouts, coffee breaks, one lunch and one reception (evening of July 23). Please refer to the back of this form for registration fee and hotel information. Confirmation of your registration will be faxed two weeks prior to the meeting. Dress is business casual. For additional registration information, please contact Natalie Fleet, AAAE, at (703) 824-0500, Ext. 132, or send an e-mail to natalie.fleet@airportnet.org. For further program information, contact Spencer Dickerson at (703) 824-0500, Ext. 130 send an or e-mail spencer.dickerson@airportnet.org.

REGISTER ON-LINE!

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

AGENDA

(subject to change)

SUNDAY, JULY 23

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

MONDAY, JULY 24

7:30-8:30 a.m. USCTA Policy Board Meeting
8:45-9 a.m. Welcome & Workshop Overview
9-9:15 a.m. Keynote Address
9:15-11:15 a.m. FAA Update of the Contract Tower Program
11:15-11:30 a.m. Coffee Break
11:30 a.m.-12:30 p.m. Case Studies of Current Contract Towers
12:30-1:45 p.m. Luncheon
2-5 p.m. Individual Meetings with Congressional Offices

TUESDAY, JULY 25

8-9 a.m. Tips for Understanding and Improving Contract Tower Benefit/Cost Ratios
9-9:30 a.m. ATC Contractor's Perspective & Customer Service Initiatives
9:30-10 a.m. Contract Tower Equipment Issues
10-10:15 a.m. Coffee Break
10:15-10:45 a.m. NATCA's Perspective of the Contract Tower Program
10:45-11:15 a.m. Contract Tower Operations from the Perspective of Congress
11:15 a.m. - noon Contract Tower Operations from the Perspective of the DOT Inspector General and NTSB
Noon -12:30 p.m. Open Discussion
12:30 p.m. Workshop Adjournment



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

FAA Contract Tower Program Workshop

July 23-25, 2000 • Washington, D.C. • Mtg. #200703

Hotel reservations—Rooms are being held at Loews L'Enfant Plaza Hotel, 480 L'Enfant Plaza, S.W., Washington, DC 20024, phone (202) 484-1000. All attendees will receive a special rate of \$142 single/double occupancy. **Reservations must be made by June 30, 2000, in order to guarantee these rates.** Reservations made after this date can only be honored on a space available basis. To make your hotel reservations, call (800) 635-5065 or the hotel directly at (202) 484-1000 and identify yourself as part of the AAAE group.

Airline reservations—Delta Air Lines Inc. and American Airlines have been selected as the official air carriers for this meeting. Attendees can receive 10% off Delta's and American's full coach fare or 5% off all other published fares. **Delta is also offering additional discounts for attendees who purchase their tickets at least 60 days in advance. The Zone Fares do not require a Saturday night stay.** Rules and restrictions apply. To take advantage of Delta's and American's special fares, call Delta directly at (800) 241-6760 from 8 a.m.-11 p.m. eastern time daily and refer to file # 156241A or call American Airlines directly at (800) 433-1790 and refer to star # S12497.

Ground transportation—A taxi cab ride from Reagan Washington National Airport to the Loews Hotel is approximately \$15 each way and takes approximately 10-15 minutes. The hotel is located at the L'Enfant Plaza stop on the blue, orange, yellow and green metro (subway) lines. From Reagan Washington National Airport, take the blue or yellow line to L'Enfant Plaza.

NOTE: AAAE reserves the right to cancel this program if the number of registrants is insufficient. In this event, we will notify all registrants and refund the registration fee in full. **However, any costs incurred by the registrant, such as hotel cancellation or airline penalties, are the responsibility of the registrant.** Confirmation letters will be faxed to attendees two weeks prior to meeting start date.

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

Nickname for Badge _____ E-Mail Address _____

Full Name _____

Title _____

Airport/Company _____

Address _____

City/State/Zip _____

Telephone Number _____ Fax Number _____

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

Registrations and cancellations must be submitted in writing. Cancellations must be submitted by July 21. Refunds are issued after the seminar and subject to a U.S. \$125 cancellation fee. Substitutions will be accepted without penalties; no shows will be billed.

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

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

1. All attendees.....\$310
2. ARDF* members.....\$300
3. US Contract Tower Association member..... \$160

*ARDF—the Airport Research and Development Foundation

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

PAYMENT METHOD

Enclosed is my check payable to AAAE Purchase Order # _____

Upon receipt of this form, please charge my (circle one): American Express MasterCard Visa

Cardholder Name _____

Account Number _____ Exp. Date _____

Signature _____

RETURN TO: AAAE • 601 Madison St., # 400 • Alexandria, VA 22314 (USA) or Fax to (703) 671-8622 Photocopies of this form will be accepted. AAAE accepts registration regardless of race, religion, sex, physical disability and national or ethnic origin. This includes but is not limited to admissions, employment and educational services.

HAVE A BALL IN BALTIMORE AT THE AAAE ANNUAL CONFERENCE AND EXPOSITION! MAY 21-24, 2000 • BALTIMORE, MARYLAND

Plans for the 72nd Annual AAAE Conference and Exposition, May 21-24, 2000, in Baltimore, Maryland, are well underway! The conference host, Maryland Aviation Administration, and the Conference Program

Committee have been hard at work coordinating just the right mix of business and social functions. Cover all the bases in the aviation industry with 30 business sessions on everything from construction project management to aircraft emergency planning; networking opportunities galore, and the largest exposition of its kind featuring vendors of every service and product imaginable. And we've made registering for the conference easier than ever!

KEYSPEAKERS

FAA Administrator Jane Garvey and JetBlue Chairman and CEO David Neeleman are among the key industry leaders slated to address this year's conference. Garvey will serve on a panel Monday, May 22 along with Former Virginia Governor and Chairman of the 1993 National Commission to Ensure a Strong Competitive Airline Industry Gerald Baliles, former House aviation subcommittee Chairman and 1998 National Civil Aviation Review Commission Chairman Norm Mineta, and American Airlines Senior Vice President for Governmental Affairs, Will Ris as they discuss challenges in today's aviation industry. New York-based startup airline, JetBlue Chairman and CEO David Neeleman will keynote the luncheon program at noon on Monday, May 22. Also slated to speak during the conference are Senate aviation subcommittee ranking Democrat John D. Rockefeller IV (D-W.Va.) at the general session on Tuesday, May 23, and President of the Wall Street investment firm McCullough, Andrews and Cappiello, Frank Cappiello during the luncheon on Wednesday, May 24.

The annual conference opening reception will be dedicated to advancing the work of the AAAE Foundation scholarship fund. Throughout the reception, drawings for prizes-donated by corporate sponsors and members-will be held in the exhibit hall. Be sure to purchase your chances and you could win airline tickets, hotel packages and the Grand Prize of a trip for two to Hawaii!!!!

CONFERENCESESSIONS

To help airport executives work and plan effectively in these uncertain times, AAAE will be inviting industry policymakers and high-ranking DOT/FAA officials to guide discussions on the challenges facing the airport management

industry today. We'll address airport security, capital funding for general aviation airports, AIP reauthorization, media relations, air service marketing, customer service trends, airline properties, outsourcing trends and much, much more!

HOTELRESERVATIONS

AAAE has a block of rooms at several hotels within short distances of the Baltimore Convention Center. The Hyatt Regency Baltimore is the headquarters hotel. Rooms are also being held at the Baltimore Marriott Inner Harbor, Sheraton Inner Harbor, Omni Inner Harbor and the Renaissance Harbor Place. All conference sessions, the exposition and meal functions, including the final banquet, will take place in the Baltimore Convention Center.

You must use the AAAE hotel reservation form to reserve a room. Copies of this form are available on AAAE's website at <http://www.airportnet.org/annual2000>.

AIRLINERESERVATIONS

Delta Air Lines, United Airlines and Southwest Airlines have been selected as the official air carriers for this meeting. For complete details on discounted rates, see the registration brochure.

REGISTRATIONFEES

| | Paid between | |
|---|--------------|-----------------|
| | 4/22/00 and | 5/12/00 On-Site |
| AAAE Member (Airport or Corporate) | \$620 | \$665 |
| AAAE Academic Member* | \$280 | \$310 |
| Airport Non-Member | \$735 | \$770 |
| Corporate Non-Member | \$835 | \$870 |
| Golf Tournament ** | \$90 | \$90 |
| Spouse/Guest *** | \$180 | \$180 |
| Member Conference Lite (CL) **** | \$405 | \$450 |
| AAAE Academic Mem. Lite **** | \$190 | \$210 |
| Airport Non-Member CL **** | \$505 | \$550 |
| Corp. Non-Mem. CL **** | \$605 | \$650 |

* *Academic members must have their membership paid in full at the time they register in order to receive this special rate.*

** *Registration is based on first pay, first play basis.*

*** *Guests of full registrants only. Guests may not be employed by an airport or airport related company. Requires name of full registrant; includes the opening lunch and reception, continental breakfast on May 22, Chairman's reception, final banquet and dessert reception. Spouse/Guest tours and activities are priced separately.*

**** *Includes exhibit hall functions and meals only. Excludes Monday's night out, luncheons on May 22 and May 24 and final banquet on May 24. (Tickets are available on site for luncheons and the final banquet.)*

VISIT [HTTP://WWW.AIRPORTNET.ORG/ANNUAL2000](http://www.airportnet.org/annual2000) TO REGISTER ON-LINE!

gional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Hagerstown (Md.) Regional Airport, 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), Jackson Municipal (Miss.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Cape Girardeau Regional (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Henderson (Nev.) Executive Airport, Lebanon (N.H.) Municipal, Lea County Airports (N.M.), Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), Ohio State University in Columbus; Bolton Field (Columbus, Ohio); Cleveland Burke Lakefront Airport (Ohio), Cuyahoga County 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.), Stinson Municipal Airport (San Antonio, Texas), Laredo Inter-

national Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal 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.), Milwaukee Timmerman (Wis.) Airport, LaCrosse (Wis.) Municipal, Central Wisconsin Airport (Wis.), 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 and AJT & Associates Inc.

PLANES COLLIDE ON RUNWAY AT SARASOTA BRADENTON, FLA.

Two small planes collided on a runway at Sarasota Bradenton (Fla.) International Airport March 9, killing four people. The airport has an FAA-operated tower.

NTSB is investigating the accident and has requested an air traffic control specialist to study the role of the control tower in the accident.

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

FirstClass
U.S.Postage
PAID
PermitNo.1034
Alexandria,VA

