

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

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TOWER COST-SHARING PROGRAM FUNDED AT \$5 MILLION FOR FY 2001

Congress has appropriated \$5 million for FAA's Contract Tower Cost-Sharing Program in fiscal year 2001. Airports interested in participating in the cost-sharing program should contact their FAA regional representative (*see list on page 10*), or call Willie Card, manager of the Contract Tower Program, at (202) 267-9336.

Contract towers that are already participating in the cost-sharing program or that are expected to be in the program on Oct. 1 are: New Century Air Center (Kan.); Central Nebraska/Grand Island; Garden City Regional (Kans.); Latrobe (Pa.); Olympia (Wash.); Spokane Felts Field; Harrisburg (Pa.) Capital City; McKeller-Sipes Regional (Tenn.); Hickory Regional (N.C.); Grand Strand-Myrtle Beach (S.C.); Olive Branch (Miss.); Springdale Municipal (Ark.); Salinas Municipal (Calif.); Shreveport (La.) Downtown; Stillwater (Okla.); Las Vegas Henderson; Bloomington (Ind.); Schenectady (N.Y.); Bartow Municipal (Fla.); Bolton Field (Ohio), and Concord, N.C.

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

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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.

CONGRESS FUNDS CONTRACT TOWER, COST-SHARING PROGRAMS

The Senate Appropriations Committee issued the following report language to accompany the DOT fiscal year 2001 spending bill, which provides \$55.3 million for FAA's Contract Tower Program, as well as \$5 million for the contract tower cost-sharing program.

"Contract tower program: The Committee recommendation includes \$55,300,000 for the contract tower program, as well as \$5,000,000 for the contract tower cost-sharing program. The \$5,000,000 is in addition to those funds provided for the regular contract tower program.

"The Department of Transportation's Inspector General has found that the contract tower program has provided Level I air traffic control services at a lower cost for 110 towers previously operated by the FAA and provided air traffic control services at 50 towers the FAA could not have afforded to staff.

"The cost-sharing program allows those towers that fall below the FAA threshold to participate in the program by contributing a local match. This program enables small airports to have their tower staffed with an FAA certified air traffic controller; thereby assuring the safe and efficient movement of people and goods.

"The program continues to receive strong user and airport support as a cost-effective way to enhance aviation safety. Additionally, the Department of Transportation Inspector General just completed a new audit of the program validating its safety and cost benefits and the National Transportation Safety Board has added its support. The Committee continues to fully support this program and the contract tower cost-sharing program. Therefore, the bill includes resources to fully fund the contract tower program, including a pilot program to expand the program at the discretion of the Administrator to two visual flight rule (VFR) air traffic control towers operated by the FAA,

(continued on page 6)

To better publicize the positive contribution to the nation's aviation system provided by FAA's Contract Tower Program, the USCTA Policy Board has drafted the following op-ed article. So that we can maintain the positive momentum for contract towers, please take time to get this article published in your local newspapers. Our goal is to have this article published in 100 newspapers across the country this summer. If you do get it published, please send a copy to Spencer Dickerson at the AAAE/USCTA office.

FAA's Contract Tower Program
 Provides Safety Benefits For **(Name of Community)**
 By **(your name, title, airport name)**

The Federal Aviation Administration (FAA) is predicting that the number of passengers flying on commercial airlines in the U.S will grow from a record 664.5 million in 1999 to more than one billion in 2011. During the same period, the number of aircraft operations at towered airports is expected to increase from 68 million to 86 million. This forecast will require the nation's airspace system to perform at maximum efficiency to prevent hopeless gridlock in the skies and to maintain the safety level expected by the flying public.

Among the many initiatives that the FAA is employing to maximize U.S. air traffic control (ATC) resources to meet this challenge is the FAA Contract Tower Program, which began in 1982 with a handful of towers and now has grown to 194 facilities nationwide. The FAA initiated the program as a way to reopen low activity towers that were closed during the 1981 national air traffic controllers' strike. It is important to recognize that, without the contract tower program, many of these 194 facilities could be closed, resulting in diminished aviation safety at the same time aviation activity is rapidly increasing.

(name of local airport) is able to offer our community the added safety and efficiency benefits of an ATC facility by participating in this federally funded program. The U.S. Congress, including **(insert the name(s) of your local congressman/senator(s) if they have supported the program)**, have/has expressed bipartisan support for the program, endorsing it as a vital safety link in the nation's aviation system. Further, the National Transportation Safety Board has expressed support for FAA contract towers.

(Add a brief description of your local airport ATC facility, hours of tower operation, description of economic and safety value to the community of a towered airport, and endorsement by local aviation users).

(name of local airport) is working with the U.S. Contract Tower Association (USCTA), an affiliate of the American Association of Airport Executives, to promote the common goals of contract tower airports. Through the USCTA, **(name of local airport)** is able to maintain close liaison with the FAA and ATC companies to advance the aviation safety needs of our community.

Air traffic controllers at FAA contract facilities are highly professional, held to the same standards as FAA controllers and are FAA certified before they begin controlling air traffic. The vast majority of controllers at contract facilities are former military or FAA controllers with an average of 18 years of experience. The ATC companies comply with the same safety regulations as those followed by FAA facilities, with continuous FAA oversight and inspections.

Comprehensive audits in 1998 and 2000 by the Department of Transportation's Inspector General found that the FAA Contract Tower Program provides comparable service to FAA-operated towers and is an important contributor to air traffic safety. The program also provides the FAA with about \$40 million in annual air traffic savings.

The FAA Contract Tower Program is widely recognized as one of the most successful aviation public-private partnerships in existence today. FAA Administrator Jane Garvey and agency officials are to be commended for their advocacy of this valuable program. **(name of local airport)**, through its FAA contract tower, is proud of its role in the growth of American aviation and will continue to link **(name of local community)** to the rest of the nation by providing needed transportation services to move its people and goods safely and efficiently.

CONTRACT TOWER USERS VOICE APPROVAL OF SERVICE

Avweb, an Internet-based aviation publication, has released a reader poll showing 75 percent of respondents consider the service offered by contract air traffic control towers is "equal to or better than" government-operated towers. A total of 446 persons responded to the publication's recent question of the week on contract towers.

Some Avweb readers supplied comments on contract tower operations as well. The following is a sample of those comments:

- "Our local contract tower at Chandler provides incredible service. As a board member of the local chapter of the IAC, I particularly appreciate the degree of cooperation we have experienced when holding our competitions at the airport. The controllers also show great patience with the many students flying out of Chandler. Long may they continue to serve us."
- "We operate two aerial survey aircraft from Kissimmee, Fla. The contract controllers here provide an outstanding value and level of service."
- "I have used the ATCT at RKDM Redmond, Ore., and find that the controllers are great to work with. They have always given 110 percent service!"
- "With our contract tower, I know everybody up there. As a fulltime CFI at a college, it is nice to have people who are so friendly, and who I can take my students up to meet with no advance warning. I see no reason at all to either eliminate or re-staff with much more expensive FAA types."
- "Contract towers employ a large number of career ATC retirees, thereby providing a well-experienced productive controller. Unlike many of today's new hire controllers, most of these folks are pilots who have a greater understanding of a pilot's airborne needs."
- "Last March I flew into Bozeman, Mont., which has a contract tower. I found them to be very efficient, friendly and capable. On the same flight, I flew past Helena, which has a government tower. They were friendly and efficient, too. However, by comparison, their attitude was stiff and not as warm as the contract tower."
- "We are very pleased with the level of service provided by the contract tower folks at Anoka County-Blaine Airport. The rapport that the controllers have established with the users is excellent, and the users appreciate the ATC presence on the field."
- "The contract tower program enhances aviation

safety by providing high-quality ATC services at smaller airports. It's a great move for the taxpayer, and a great move for pilots and the traveling public. I have flown into several contract tower airports and have always found the skill and service to be top notch and a friendlier, more cooperative controller. The contract tower program has definitely proven itself effective."

- "FTY Fulton County, Ga., has had a contract tower for several years and they do an excellent job. The big difference that I see as a pilot is that they are now open 24/7 and that makes it very handy for late night arrivals. The service is very good."
- "I routinely fly into the Hutchinson Municipal Airport (HUT), which has contract tower personnel. Most of the controllers are retired Air Force controllers and do an excellent job. Their main challenge, which they freely admit, is getting used to the different GA models. But you have to remember, these folks are used to dealing with everything from fast movers to C-5s. All things considered, I think the HUT controllers are even a little friendlier than the government controllers I've dealt with. And I've got no complaints about the government controllers."
- "We have two contract towers and two FAA-staffed towers at four of our airports. The controllers at the two contract towers at Whiteman Airport and Fox are certainly as qualified as the FAA controllers, but their helpful and courteous attitude is the big difference. For example, during some recent construction projects, the FAA controllers acted more like it was their airport and if they didn't get their way, they were going to tell the union. We even had tower managers tell us that they would have to check with the union before they could make a decision. At the other two airports, the contract controllers really work with airport management and the users to allow a much smoother operation and in all cases, a safe airport environment."
- "Last year I had occasion to fly in the Lynchburg, Va., airspace and was controlled by the contract controllers at the facility. They were extremely professional and followed all of the published procedures. After landing, I visited the tower and found that all of the controllers were either retired from the FAA or ex-military controllers. Where is the problem, these people still must pass the same tests and physicals and, if they can't, they become unemployed!"
- "I fly regularly from Martinsburg, W. Va., airport, which uses a parttime contract tower. These controllers are among the friendliest and most helpful human beings on the planet. My hat is off to Del and the staff

of this often overworked, low-volume international airport!”

- “Contract tower controllers tend to be friendlier and just plain helpful while doing their main job of keeping planes and pilots dent-free. In noise abatement areas, they are more helpful in maintaining peace with the community. Two excellent contract towers are San Carlos and Santa Maria, Calif.”
- “I am based at ENW. We’ve had a contract tower for the past several years and, to the best of my knowledge, there have been no incidents where the tower personnel could be faulted. I’ve never detected any measure of poor performance on the part of the controllers.”
- “The tower at Eagle County (EGE) is one such contract tower that clearly is above the rest in customer service. They go out of their way to accommodate both GA and commercial traffic at this busy mountain airport.”
- “As an airfield operations chief at a facility that has had a contract tower for approximately eight years, I must whole-heartedly endorse the contract tower program as one that would indeed save the FAA untold numbers of dollars while, at the same time, providing airports with an equivalent, if not better level of service than FAA towers. The sense of cooperation and partnership manifested by contract tower companies and airport management is invaluable in the day-to-day operational tasks and challenges confronting smaller to medium-sized airports.”
- “We have a contract tower at LYH. The controllers are great! Mostly retired FAA controllers and supervisors who now come to work everyday to “work traffic,” not to endure government politics. The level of service at LYH has improved tenfold, especially the attitude and courtesy extended to pilots. These controllers are especially patient with student pilots and help them in every way to enjoy the learning experience. Sure, I have had very good service at many FAA towers, but the service and attitude at LYH now as a contract tower is a cut above.”
- “Controllers are often the first people that speak to an inbound aircraft. His/her attitude and expertise are a reflection not only of the airport, but also the whole city and/or region. Based on the fact that contract controllers meet or exceed all FAA requirements for ATC, the towers are run much more efficiently, and their attitudes are much better, there is no doubt in my mind that contract controllers are an asset to Level I towers.”
- “The services I received from contract tower personnel are remarkable. They are very friendly, help-

ful and knowledgeable. It’s always a pleasure doing business with them. Great program! Keep it going!”

- “We have had a contract tower at Hawthorne Airport (HHR) for several years now and everyone seems very pleased with the service. They seem much more willing to work with you than the regular FAA-staffed towers.”
- “I use the contract tower at Dothan, Ala., (DHN). I work in a very high IFR training environment. The tower at DHN gives me some of the best service in a high volume IFR training environment that I have experienced on three continents.”
- “I use several airports in Central California, including my home base in Salinas (SNS). I believe their attitude is very good. Even though we have experienced a great deal of turnover of tower personnel, I recall that when Salinas was an FAA tower, it was used as a training facility for newly minted controllers. Local pilot organizations have made the controllers welcome by including them in local programs and local area orientation flights. I appreciate the service provided by contract towers. Thanks.”
- “The Hutchinson, Kan., contract tower is an excellent example of a facility that has continued to provide as good or better service to pilots than the previously operated FAA tower.”
- “Attitude seems to be the biggest difference. Contract controllers seem to be more courteous and helpful. I suspect it has something to do with job security (able to be dislodged more easily). Having flown an average of 250 hours annually for the past five years throughout the Northwest, I have noticed a distinct difference. Every time I read the FAA is considering relapsing to full FAA control towers, I shudder.”
- “The Smyrna, Tenn., control tower is a contract tower. I have been flying in and out of the airport frequently over the last four years. The tower folks are great to work with! They handle pros and students with equal ease. If they are an example of non-federal control towers, I don’t see any problems.”
- “The controllers at the Chandler, Ariz., contract tower are very helpful. Although I am not a student pilot, there are many student pilots that learn there, including many foreign pilots. Once when I was monitoring the frequency, a foreign pilot unfamiliar with the area called in saying he was SW, but used a landmark that was NE. If he really was NE, he would have been in a busy traffic area for three other airports. The controller took the time to help find other landmarks nearby to distinguish his location

and did it in a manner that was calm and helpful. This level of professionalism gets my vote any day!"

- "Our local tower has been contract for many years and the service couldn't be better. I don't recall ever encountering a grumpy controller at a contract facility. Service quality at government-run facilities is spotty, while that at contract towers is uniformly good, in my experience."
- "Hutchinson tower was converted to a contract tower in 1996, even though the FAA manager at the time believed the traffic county (39,000 operations) indicated closure rather than contracting. Since then, our traffic count has increased annually to over 70,000 operations in 1999. In addition, the initial cadre of contract controllers had over 80 years total combined experience in ATC. The comments received from our pilot customers (a great majority from the aircraft manufacturers in Wichita) reflect the positive attitudes while focusing on the safe, expeditious movement of air traffic. The contract controllers here have made the effort to meet their customers, explain procedures to student pilots, and are an integral part of both the local and aviation community."
- "KSGR has contract tower controllers and are handling ever-increasing traffic. Their service has been highly professional and always helpful. KSGR does not yet have radar and has to deal with training, corporate and private aircraft, as well as coordinate via landline with a busy Houston ATC. I have flown out of KSGR for the last 3.5 years and have watched the airport traffic safely expand with the able assistance of the contract tower personnel."
- "The contract tower program is the greatest contribution to aviation our government has made in the last 20 years. This program has cut the pork out of the program by more than 50 percent without compromising safety. Qualified controllers staff these facilities and generally provide better service to flyers that frequent their airports."
- "I fly out of Nashua, N.H., contract tower and that control tower is top notch. I fly all over the East Coast and most towers are pretty good. If I didn't know that Nashua was a contract tower, I probably wouldn't know the difference."
- "Since I am a new private pilot attempting to build hours toward more ratings, I have been doing a lot of flying lately to different towered airports. I have noticed that the ability to deal with controllers seems more related to the work load at the moment than with who is signing their paycheck. I used two contract towers this weekend, Hawthorne, Calif., and Chandler, Ariz. I always receive excellent and safe service

at HHR and received friendly and helpful service at CHD."

- "Safety is not an issue because the contract tower personnel are just as qualified as FAA controllers. Contract controllers' livelihoods are on the line just like anyone else, except they have a better attitude. Also, the contract tower program saves money compared to the FAA towers; this alleviates budget constraints elsewhere."
- "I am the airport manager at Greenbrier Valley Airport in Lewisburg, W. Va. I also manage the tower contract. Our tower is vital to the intensive jet operations that occur several months per year. The reduced cost to FAA of a contract tower has been the difference between having a tower at this airport or not. I routinely receive compliments about the quality of service provided by our controllers who also achieve near perfect scores on their annual FAA evaluations. I see the contract tower program as a success in that more towers will be in operation at smaller airports, increasing the overall level of safety throughout the system."
- "ANE is the main airport I have used with a contract tower. The controllers are great!"
- "We are in our fourth year of operations with a contract tower service. Midwest Air Traffic Control is our service provider and we could not be happier with the results. Our tower is funded by four companies with their own aircraft based here at Muncie/Delaware County airport in Muncie, Ind. Cooperation, service and attention to detail could not be better. All of our controllers are retired FAA or military and safety is their number one concern."
- "I fly in and out of a couple of airports with contract towers and airports run by the FAA. I've not noticed any difference in the quality or quantity of service. Many contract controllers appear to be retired FAA personnel who still have a passion for aviation."

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 AAAs' Internet website at www.airportnet.org/cta/99annual.pdf, or call Spencer Dickerson at (703) 824-0500, Ext. 130. A fact sheet on the contract tower program is also available on the website.

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and additional funds are provided for the cost-sharing program. It should be noted that the Committee is concerned that earlier this year the FAA considered contract tower funding reductions that would have eliminated nearly half the airports that benefit from the program. No such program cuts should be proposed in the future because aviation safety would be jeopardized and the FAA effectively would be penalizing a program that has proved its cost effectiveness and its significant aviation safety benefits. The Committee understands that the appropriated levels for contract tower operations are sufficient to maintain operations at all eligible contract tower facilities.

“Within 60 days of enactment of this Act, the FAA Administrator is directed to provide to the House and Senate Appropriations Committees the plan proposing the extension of the contract tower program requested in prior appropriations bills. The plan should identify potential cost savings and other benefits, such as the positive impact on controller staffing at busier FAA air traffic facilities, and include a timeline for expanding the contract tower program to these facilities during the fiscal year. Average savings from the current contract tower program as compared to an FAA managed baseline average about \$250,000 per facility annually. Accordingly, since the savings should be greater with a former Level II or III VFR tower, the Committee believes that savings from expanding the program to two towers offer substantial savings.

“Inclusion of Olive Branch Airport, Henderson Airport and Tupelo Municipal Airport in the contract tower program: The Committee bill recommendation includes funding for inclusion of the Olive Branch, Henderson and Tupelo Municipal Airports in the contract tower program. It is the Committee’s understanding that these airports are eligible for the program and encourages the FAA to work with the local airport authority to facilitate its participation in the program.”

The House Appropriations Committee also provided \$5 million for the cost-sharing program in fiscal year 2001.

COURT DIRECTS FAA TO RE-DO A-76 STUDY ON TOWER PROGRAM

U.S. District Judge Ann Aldrich in late June directed FAA to complete a new A-76 cost/benefit analysis concerning the contract air traffic control tower program. The study is to determine whether services should be performed by federal employees or whether they may be contracted out to private parties.

Aldrich said in her decision that FAA “clearly did not comply with the dictates of Circular A-76” and did not provide “a reasoned basis” for its decision. However, Aldrich added that, “NATCA (National Air Traffic Controllers Association) has submitted nothing (nor has the FAA) which definitely establishes that any kind of air traffic control, let alone the kind in question in this case, is inherently governmental in nature. Indeed, this court can think of good arguments in both directions. NATCA’s entire position, at least the position they chose to re-raise, is that the FAA once declared certain functions to be inherently governmental and that, therefore, they are. Leaving aside the disputed issue of whether or not these were official FAA proclamations, NATCA apparently believes FAA proclamations are the gospel truth when NATCA agrees with them, but have no basis in reality when NATCA disagrees with them. Even if the FAA has taken the position that NATCA claims they have taken (and this court is taking no position on that issue because it is not relevant at this point in time) this court is aware of no law that prevents the FAA from changing its position on whether or not a function is inherently governmental.”

Aldrich’s remand is not expected to have an impact on FAA’s selection of contractors under the new contract tower contract, or the current contract tower program.

GORE VOICES OPPOSITION TO CONTRACTING LEVEL II, III TOWERS

Vice President Al Gore sent the following letter to the National Air Traffic Controllers Association (NATCA):

“Thank you for your March 14, 2000 letter concerning the contracting out of air traffic services at Level II and III airports. Let me assure you that I do not support the contracting out of Level II or III towers.

“The FAA maintains the safest, most efficient air traffic control system in the world and one reason for this success is that air traffic control is operated as one integrated system. In fact, I believe that there is great merit in looking at aviation systemwide solutions to

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.

improve aviation safety and efficiency.

"The decision to contract Level I towers was based on their low volume, non-radar environment where safety would not be compromised. I do not believe that extending this contracting authority to 74 higher-volume, radar facilities would necessarily provide the same benefits. I am aware of the bill calling for a DOT Inspector General review of the feasibility and benefits of expanding the contract tower program and will take a hard look at the results of that review.

"Let me assure you that we support your efforts to maintain a seamless air traffic control system.

"Sincerely,
Al Gore"

CONTRACT TOWER ACTIVITIES HELD AT AAAE CONFERENCE

A session on contract air traffic control towers was held during AAAE's Annual Conference and Exposition, May 21-24 in Baltimore.

Speakers at the session were Willie Card, manager of FAA's Contract Tower Program; Tim Rogers, A.A.E., executive director of Salina (Kan.) Airport Authority; Shane Cordes, vice president, Midwest Air Traffic Control Services, and James Hansford, A.A.E., manager at Central Wisconsin Airport.

USCTA held a general membership meeting, as well as a meeting of the organization's Policy Board, during the AAAE conference.

MID-AIR COLLISION KILLS THREE NEAR BOCA RATON AIRPORT

A Learjet 55 carrying three people had a midair collision with an Extra 300 single-engine acro plane June 23 near Boca Raton airport in Florida. There were no survivors. Presently, there is not a control tower in operation in Boca Raton.

The Learjet, owned by Universal Jet Aviation Inc. of Boca Raton, was observed to make a sharp turn and then impact the Extra shortly after takeoff from Boca Raton airport. The pilot of the Extra 300 was John Lillberg, a member of the U.S. Aerobatics Team since 1991.

Large pieces of aircraft wreckage landed on a local country club community, with the Lear's cockpit and engine coming to rest close enough to a condominium to cause the building to suffer fire damage. There were no injuries on the ground.

Boca Raton Airport is in the process of building

an air traffic control tower and FAA executed a contract in April to bring the tower into the contract tower program as of Oct. 1, contingent on federal funding. The tower is expected to be completed in August or September.

OLYMPIA AIRPORT PRAISES SERCO MANAGEMENT PERSONNEL

Doug Sandau, manager at Olympia (Wash.) Regional Airport, a contract tower facility, last month wrote to congratulate Serco Management Services for the efficient work performed by the company's tower personnel during a June 17-18 special event.

"The Olympic Flight Museum at Olympia Regional Airport held its second annual 'War Birds Gathering' on June 17th and 18th. Actually, the event started gearing up on Friday as numerous aircraft started to arrive. This event was considered a Fly-In. However, from the amount of people and aircraft that attended, it closely paralleled an Air Show in proportion. There were several WWII and high performance aircraft, as well as general aviation aircraft. The traffic mix of fixed wing and helicopter aircraft performing low approaches and fly-bys with general aviation aircraft arriving for the Fly-In created a complex air traffic scenario to say the least. The total traffic count for Saturday alone was over 1,000 operations! While the scenario became crazy at times, your tower crew handled the air traffic very professionally and safely.

The Fly-In was in the planning for numerous months prior and included many meetings between all major components of the airport. Mike Macheel, your tower manager, attended each meeting and made critical suggestions that made the event very safe and efficient. Both days of the Fly-In, your tower crew was a major reason the event went over so smoothly and without any glitches! On behalf of the Port of Olympia and Olympia Regional Airport, we wanted to express our thanks for a job well done."

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

Chippewa Valley (Wis.) Regional Airport and Nashua (N.H.) Airport Authority 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

(continued on page 11)

**FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS**
(as of July 1, 2000)

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

(continued on following page)

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