

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 3, Number 6

November-December 1999

AAAE BOARD APPROVES USCTA POLICY BOARD FOR 2000

The AAAE Board of Directors has approved the members of the year 2000 USCTA Policy Board. The new Policy Board 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 Freidman 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, serves as executive director of the USCTA. Consultants to the association 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, 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, Eagle County (Colo.) Regional, Boca Raton Airport (Fla.), Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Airport (Fla.), Naples Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, Vandenberg Airport (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

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 profes-
sional organization for airport executives in the world.

(Kan.) Regional Airport, Garden City Regional Airport (Kan.), Barkley Regional 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), 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 (Ohio); Burke Lakefront Airport (Ohio), Cuyahoga County Airport (Ohio), Max Westheimer Field (Okla.), Redmond Municipal Airport (Ore.), Rogue Valley (Ore.) International, Greenville Downtown Airport (S.C.), Hilton Head (S.C.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Stinson Municipal Airport (Texas), Laredo International 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., Hoyle, Tanner and Associates Inc., and Unitech.

Airports and companies interested in joining the organization should contact Spencer Dickerson of AAAE at (703) 824-0500, Ext. 130.

FAA TO AWARD NATIONAL CONTRACTS IN JANUARY

FAA expects to award the national contracts for the federal contract tower program in January 2000. Implementation of the new contracts will take place in the first quarter of the year.

SEVERAL CONTRACT TOWERS TO EXTEND HOURS AS Y2K SAFEGUARD

As the calendar rolls over to the year 2000, a few tow-

ers in the federal contract tower program, plus a few FAA-operated towers, will extend their operating hours until 2 a.m. local time on Jan. 1, 2000.

According to FAA, the towers to remain open were specially selected by an FAA Y2K team to ensure that, if there are catastrophic failures with the ATC system during the change to a new millennium, all airplanes will be able to land safely. The airports selected by the Y2K team are Part 139 certificated airports.

The contract tower locations chosen by FAA are: Kodiak and Bethel, Alaska; Flagstaff, Ariz.; Redding, Calif.; Grand Junction, Colo.; Albany/S.W. Georgia, Ga.; Lewiston-Nez Perce and Pocatello, Idaho; Bloomington, Ill.; Padukah, Ky.; Meridian-Key Field, Miss.; Boseman-Gallatin Field, Mont.; Grand Island, Neb.; Elko, Nev.; Lebanon, N.H.; Lea County/Hobbs and Farmington Municipal, N.M.; Minot, N.D.; Klamath Falls, Ore.; Williamsport Regional, Pa.; Rapid City, S.D.; Lardeo International, Texas; Lynchburg, Va.; Yakima, Wash.; LaCrosse, Wis., and Cheyenne, Wyo.

FAA'S MONTE BELGER PRAISES CONTRACT TOWER PROGRAM

Monte Belger, FAA associate administrator for air traffic services and recently nominated by President Clinton to be FAA deputy administrator, was interviewed recently by USCTA's Spencer Dickerson for an AAAE ANTN Digicast program. In comments about the contract tower program, Belger said, "It has been a tremendous success. It's allowed us to reduce our costs to operate the towers. I think it's not resulted in any decrease in service and the safety level is the same or better than with using our own controllers. That allows us to free up our air traffic controllers to put at the busier facilities where we need the staffing. All in all it's been a good success, in terms of economies, safety and service. It's an example where FAA and industry work together to try to reduce the cost to the taxpayers—after all, the FAA is funded through various types of taxes—and at the same time maintain the safety level that we're accustomed 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.

CONTRACT TOWER COST-SHARING FUNDED FOR FISCAL YEAR 2000

As reported earlier, FAA's contract tower cost-sharing program will be funded at \$5 million in fiscal year 2000 as part of the DOT appropriations bill.

Contract towers and non-federal towers with benefit/cost (b/c) ratios below 1.0 are eligible for the program, which provides federal funds for contract towers based on the airport's b/c ratio. "We commend Congress for once again including funds for the contract tower cost-sharing program," said Spencer Dickerson, executive vice president of AAAE and executive director of USCTA. "This innovative partnership between FAA and local airports enhances air traffic safety in a very cost-effective manner."

Airports interested in applying for the cost-sharing program should contact the appropriate FAA regional office (see list on page 8).

Cost-sharing authorization language and TARDIS implementation language are on hold since reauthorization talks collapsed.

DOT IG INITIATES AUDIT OF CONTRACT TOWER PROGRAM

DOT's Inspector General has announced the launch of a new audit of the contract tower program.

The review has two purposes, according to David Dobbs, acting deputy assistant IG for aviation. First, the IG will follow up on previously identified safety concerns regarding staffing at contract towers that were identified in a 1998 report. At that time, the IG concluded that not all contract towers were staffed according to contract requirements.

Second, Dobbs said, the conference report for DOT's fiscal year 2000 spending bill directed the IG to review the feasibility and benefits of expanding the contract tower program, notwithstanding the current minimum staffing agreement between FAA and the National Air Traffic Controllers Association.

In addition, Dobbs said, the IG will evaluate the accuracy and completeness of FAA's study of expanding the contract tower program to ensure that all relevant costs and benefits were appropriately identified and considered. The IG will be visiting the contractor at several airports with contract towers, Dobbs said.

CONTROLLER ERRORS SUBJECT OF WALL STREET JOURNAL ARTICLE

USCTA Policy Board member Shane Cordes, executive



Mike Padgett, tower controller at McCollum Field, Cobb County, Ga., a contract tower facility, receives an award at the Cobb County Board of Commissioners' meeting for contributing to a successful FAA full-facility evaluation at the tower. Pictured are (left to right) Dan Dobry, Cobb County DOT director; Karl Von Hagel, airport manager; Padgett; Lou Butler, area manager CI2, and Gene Wheeler, tower manager.

vice president of Midwest ATC, was quoted in a Dec. 6 *Wall Street Journal* article headlined *FAA's Scary Finding: Controllers Sometimes Conceal Close Calls*.

While the article was largely directed at the operational errors of FAA controllers, a contract tower was mentioned in the following two paragraphs of the lengthy story:

"Coverups aren't confined to major airports. At the Appleton, Wis., airport May 25, the tower manager cleared a truck to service some lights at the end of the runway without telling the local controller, who cleared a plane for takeoff on the same runway. After the truck driver radioed a protest to the tower about the plane that had just roared over his head, the tower radio tapes were mysteriously erased. The FAA has called in the Federal Bureau of Investigation.

The Appleton tower is operated under FAA supervision by an independent contractor, Midwest Air Traffic Control Service Inc., which has fired the tower manager. "We found he had failed to report this incident appropriately, which we cannot tolerate," says Shane Cordes, executive vice president of Midwest."

NBAA PRINTS RESPONSE ON VALUE OF CONTRACT TOWER PROGRAM

The National Business Aviation Association (NBAA) printed a guest editorial from Glenn Januska, A.A.E., manager of Waukesha County (Wis.) Airport, in its October 1999 newsletter, *NBAA Digest*. Januska provided a rebuttal to an earlier guest editorial by Michael McNally, president of the National Air Traffic Con-

trollers Association, that outlined NATCA's viewpoint on the federal Contract Tower Program. The full text of Januska's editorial may be found in the July-August issue of the USCTA newsletter.

Among his remarks, Januska said:

- I disagree that controllers at contract towers are "substantially under-trained," as Mr. McNally states. Controllers at contract facilities are held to the same standards as FAA controllers and are FAA certified before they begin controlling traffic. Many controllers at contract facilities are former military or FAA controllers with significant years of experience. The contractors are held to the same standards and comply with the same safety regulations as FAA facilities, with continuous FAA oversight.

- Mr. McNally states that by contracting out facilities, "Congress is saying that saving money is more important than ensuring the safety of the flying public." The reason there is bipartisan support for the Contract Tower Program is that it saves money, approximately 30 million dollars annually, without degrading the safety of the flying public. A comprehensive audit by the Department of Transportation Inspector General (IG) in 1998 found that the contract tower program provides comparable service to FAA-operated towers and is an important contributor to safety.

- Mr. McNally makes reference to ill-equipped towers. The vast majority of contract facilities are former FAA facilities where the tower and equipment remain FAA owned and maintained. I fail to understand how these facilities suddenly became "ill-equipped" when the only difference is who employs the controllers.

GRAND PRAIRIE FCT RECEIVES PERFECT FAA EVALUATION

The contract tower at Grand Prairie (Texas) Municipal Airport, which is operated by Midwest Air Traffic Control, in December received a full facility evaluation conducted by FAA. The facility received no writeups, resulting in a perfect evaluation, according to Midwest Executive Vice President Shane Cordes.

FOUR PEOPLE KILLED AT AIRPORT WITHOUT CONTROL TOWER

(Editor's Note: The following article is reprinted from the Orlando Sentinel and was written by J. Garrett Youngblood.)

In the movies, bug-eyed men sit in airport control towers, staring at radar screens as they usher plane af-

ter plane to and from the sky.

In reality, most airports don't even have control towers. That's the case at DeLand Municipal Airport, where four people died last week when two planes collided in midair near the airport's runway.

Even at airports without towers, the Federal Aviation Administration still has rules for taking off and landing.

But according to FAA statistics, three out of every four fatal accidents in general aviation are caused by pilots who don't follow those rules.

"It's kind of like a driver's manual. If you and another car arrive at a four-way stop at the same time, you know the person to the right has the right of way," said Dr. Nathaniel Villaire of the flight rules.

Villaire, an associate professor at the Florida Institute of Technology's School of Aeronautics in Melbourne, maintains that these rules do work and that flying an airplane is safe.

Whether those rules were followed Dec. 3 in the skies over DeLand is still unclear. The National Transportation Safety Board is investigating the collision of the two small airplanes, one owned by Embry-Riddle Aeronautical University and the other by Phoenix East Aviation, both of which are at Daytona Beach International Airport.

All four people killed in the collision were certified pilots, which means they probably were familiar with the peculiarities of landing at airports without control towers. Some of those include:

- An airplane that is landing has the right of way, as does a plane flying at a lower altitude.

- Wind direction dictates which runway is used for takeoff and landing. And which runway is used determines the specific flight patterns of airplanes waiting to land.

- Pilots are urged to use a radio to communicate with other pilots, using a different frequency for each airport.

- It's unclear whether the two planes in DeLand were in contact, NTSB officials said.

- Perhaps most important, pilots should look out the window and keep visual track of other airplanes in the sky.

According to the FAA's Aeronautical Information Manual, there is "no substitute for alertness while in the vicinity of an airport. It is essential that pilots be alert and look for other traffic and exchange traffic information when approaching or departing an airport without an operating control tower."

That's enough to prevent most accidents, Villaire said, but it's not foolproof. Airplanes, like cars, can

have blind spots. And the weather can determine how easy or difficult it is to see other aircraft.

"Two airplanes can be in the air together and not see each other," he said. "It still occasionally happens."

The day of the accident was a busy one at DeLand's airport because of the great weather, said Neil Brady, a longtime pilot who keeps his plane at the airport.

"That should have heightened people's awareness. Any pilot that was flying should have been looking and talking," he said. That's particularly true at DeLand's airport, where many pilots get their training and where sky divers are jumping into the air space all day.

"The hair on my back stands up every time I fly around this airport," said Roy Sullivan, who has been flying out of DeLand for 20 years. "I'm always on alert. The key to this airport is 'see and avoid.'"

The sky divers can be avoided, but neophyte pilots pose other problems. Instead of moving in a tight flight pattern around the airport, novice pilots may drift while trying to track airspeed, altitude and direction at the same time. Instead of looking for other planes, their attention can focus too much on cockpit gauges.

The results can be deadly. That's why Donna Forsyth Wilt, an assistant professor and flight instructor at FIT, stresses the need to be aware of their surroundings to her students.

"That's one of the things that you develop as a pilot," she said. "Some people are better than others at it, but it's also a learned behavior."

Pilots have more time to look for other planes if they're comfortable in the air and have had proper flight planning.

It will be months before the NTSB releases its findings on the accident. Until then, the questions about whether it was a mechanical problem or a pilot error, and which plane caused the accident remain.

Meanwhile, DeLand officials said they would conduct their own safety audit of the airport, using a consultant to determine whether it can be made safer.

About \$5 million has been spent, mostly by the state and federal government, to update the airport's runways and safety features in the past decade, said Keith Riger, a city engineer who oversees the airport.

"We had an accident, and it did raise my awareness about the safety aspects out here," Riger said.

"Hopefully, this was a freak accident, and we won't have anything like it for a long time. But it's something that we want to look into."

SAIPAN CELEBRATES TAKEOVER OF CONTROL TOWER

(Editor's Note: The following article is reprinted from the Saipan Tribune and was written by Lindalue Romero.)

After years of waiting, the Federal Aviation Administration finally took over the operations of Saipan International Airport air control tower, a move which Gov. Pedro P. Tenorio said ensures the continuous provision of safety to all passengers.

It was an event that Commonwealth Ports Authority Executive Director Carlos H. Salas has been waiting for ever since Saipan tower was commissioned using local Saipan residents as controllers. The locals underwent rigorous training until they were certified in the Western-Pacific region in early February 1995.

In a simple ceremony held yesterday, the governor lauded efforts by CPA and FAA to make air travel safe by ensuring that the people running the control tower are well trained.

Seven years ago, pilots only depend on the information from weather advisory personnel of the ports authority to find out if it is safe to land at Saipan airport.

"Everything else was left on the judgment of the pilot whether to land or not because there was no control tower then," said Salas.

Concerned about the safety of their flights, Japan Airlines offered financial assistance to the ports authority to build the control tower. Embarrassed that another country would be providing assistance to build a tower, this led the U.S Department of Interior to provide \$6 million to build the tower.

In 1994, the tower was built and subsequently commissioned in 1995. It took a while for Saipan to be covered by the Federal Control Tower Program because it has to earn the needed number of traffic to qualify.

The program will help save the ports authority some \$470,000 annually in expenditures. SERCO is the private contractor tapped by FAA for the Western Pacific Region. It is currently running the control towers in Hawaii, Guam and some airports in California.

According to Steve Bernstein, manager of SERCO, it was not easy for the agency to make a decision in hiring CPA employees since the average years of experience of air traffic control employees in their company is 18 years. "It was a tough decision because we have to hire them," he said.

(continued on page 9)

FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS
(as of December 1999)

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 Iowa	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
Tacoma Narrows	ANM	WA
Walla Walla Regional	ANM	WA
Yakima	ANM	WA
Cheyenne	ANM	WY
Dothan	ASO	AL
Brookley (Mobile)	ASO	AL
Tuscaloosa Municipal	ASO	AL
Albert Whitted	ASO	FL
Gainesville	ASO	FL
Hollywood	ASO	FL
Jacksonville/Craig	ASO	FL
Key West	ASO	FL
Kissimmee	ASO	FL
Lakeland Municipal	ASO	FL
Melbourne	ASO	FL
Naples	ASO	FL
Opa Locka	ASO	FL
Page Field	ASO	FL
Panama City/Bay Co.	ASO	FL
Pompano Beach	ASO	FL
Stuart/Whitham	ASO	FL
Titusville/Cocoa	ASO	FL
Athens Municipal	ASO	GA
Fulton County	ASO	GA
Gwinnett County	ASO	GA
Macon	ASO	GA
McCollum	ASO	GA
SW Georgia/Albany-Dougherty	ASO	GA
Valdosta Municipal	ASO	GA
Barkley Regional	ASO	KY
Owensboro/Daviess Co.	ASO	KY
Greenville Municipal	ASO	MS
Hawkins Field	ASO	MS
Meridian/Key Field	ASO	MS
Kingston	ASO	NC
Smith Reynolds	ASO	NC
Isla Grande	ASO	Puerto Rico
Grand Strand/Myrtle Beach	ASO	SC
Greenville Downtown	ASO	SC
Smyrna	ASO	TN
Alexander Hamilton (St. Croix)	ASO	Virgin Islands
Fayetteville	ASW	AR
Texarkana Mun./Webb Field	ASW	AR
Acadiana Regional	ASW	LA
Esler Regional Reg'l	ASW	LA
Houma	ASW	LA
Alexandria	ASW	LA

AIRPORT NAME	FAA REGION	STATE
Farmington Municipal	ASW	NM
Lea County/Hobbs	ASW	NM
Santa Fe Co. Mun.	ASW	NM
Ardmore Municipal	ASW	OK
Enid Woodring Mun.	ASW	OK
Lawton Municipal	ASW	OK
Univ. of Oklahoma/Westheimer	ASW	OK
Wiley Post	ASW	OK
Brownsville Int'l	ASW	TX
Easterwood	ASW	TX
Grand Prairie	ASW	TX
Laredo International	ASW	TX
McAllen	ASW	TX
McKinney Municipal	ASW	TX
Redbird	ASW	TX
Rio Grande Valley International	ASW	TX
San Angelo	ASW	TX
Stinson Municipal (San Antonio)	ASW	TX
Tyler	ASW	TX
Chandler	AWP	AZ
Flagstaff Pulliam	AWP	AZ
Glendale	AWP	AZ
Goodyear (Phoenix)	AWP	AZ
Laughlin/Bullhead City	AWP	AZ
Mesa/Williams Gateway	AWP	AZ
Ryan	AWP	AZ
Chico	AWP	CA
Fullerton	AWP	CA
Hawthorne	AWP	CA
Modesto	AWP	CA
Oxnard	AWP	CA
Palmdale	AWP	CA
Redding Municipal	AWP	CA
Riverside	AWP	CA
Sacramento Executive	AWP	CA
Salinas Municipal	AWP	CA
San Carlos	AWP	CA
San Diego/Brown Field	AWP	CA
San Luis Obispo	AWP	CA
Santa Maria	AWP	CA
Whiteman	AWP	CA
William J. Fox	AWP	CA
Agana	AWP	Guam
Kona/Keahole	AWP	HI
Lihue	AWP	HI
Molokai	AWP	HI
Elko	AWP	NV

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

Denise Mason, AGL-540
(847) 294-7549
(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

Sandy Byrom, ASO-510
(404) 305-5546
(404) 305-5523 fax

Darrell Dudley, ASO-540
(404) 305-5611
(404) 305-5631 fax

Teresa Burkett, ASO-423.2
(404) 305-6589
(404) 305-6553 fax

Central Region

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

John Mayorga, ACE-510D
(816) 426-3400
(816) 426-2302 fax

Charles Raymond, ACE-541B
(816) 426-3048
(816) 426-2187 fax

Scott Luechert, ANI-521
(816) 426-2242

New England Region

12 New England Executive Park
Burlington, MA 01803

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

Mark Olsen, 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

Susan Ruddy, ASW-540.9
(817) 222-5552
(817) 222-5433 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

Ed Salvesen, ANI-251D
(718) 553-3468

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-540.9
(310) 725-6583
(310) 536-8410 fax

Craig DePauw, AWP-540.3
(310) 725-6543
(310) 725-6829 fax

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

FAA Headquarters**Contract Services Branch**

800 Independence Ave., SW, Rm.
635

Washington, DC 20591

Willie F. Card, manager,
ATP-140
(202) 267-9336
(202) 267-5305 fax



Did You Miss The FAA/AAAE/USCTA Contract Tower Workshop?



If you were not able to attend the FAA/AAAE/U.S. Contract Tower Association Contract Tower Workshop held July 25-27, 1999, in Washington, D.C., you can't afford to miss out on the important information discussed! Listed below are the valuable handouts that were distributed at the workshop. For a copy of these handouts (250 total pages!), fill out the information below, include your payment information and return this form to AAEE.

HANDOUTS INCLUDE:

- Workshop Agenda
- FAA Contract Tower Program Briefing presentation by Willie Card, FAA
- FAA Contract Tower Investment Criteria by Don Glasco, FAA
- APO Policy on For Existing Contract Towers
- Case-Study of a New-Start ATCT at Salisbury, MD
- FAA level I Tower Design Criteria
- Minutes from the FAA/AAAE/USCTA Contract Tower Summit
- Federal Register Notice of Contract Tower Cost-Sharing Program

HANDOUT ORDER FORM

Name _____ Title _____

Airport/Company _____

Address _____

City/State/Zip _____

Phone _____ Fax _____

PRICE: (Check the appropriate fee)

(50 handout pages) \$45

Payment Method:

Check

Charge my (circle one): **American Express** **MasterCard** **Visa**

Name on Card _____

Card Number _____ Exp. _____

Signature _____

RETURN TO:

**Kelisa Kehne-Cliff • 601 Madison Street, Suite 400 • Alexandria, VA 22314 •
Phone (703) 824-0504 • Fax (703) 671-8622**

But the screening process conducted by SERCO proved that the CPA employees were capable to carry out their job. "I know, when I walk away from here, I will not worry because they're the best. We can put them up against any air traffic controller," Bernstein said.

Six control tower employees of the ports authority were absorbed by SERCO. Their transfer would mean higher salaries and better benefits for the employees. They would also have the chance to be assigned to other airports manned by the company.

Salas said the fact that locals are performing the air tower control duties generated a great deal of pride on the island as FAA evaluators have given the facility high marks since its commissioning.

"We're very happy but nervous from the beginning because we didn't know what will happen," said Vince Rosario, one of the six employees now with SERCO. Rosario said leaving CPA was a difficult decision but he knew that it meant professional advancement. According to Virginia Camacho, she had to work harder being the only woman in the group. "I am going to prove to them that any woman can do the job," she said.

CONTROLLER FAILS TO AID PLANE WITH ENGINE TROUBLE

(Editor's Note: The following article was written by the Associated Press.)

A federal air traffic control center failed to adequately help a 26-year-old pilot killed while trying to land a plane with engine trouble, a judge ruled.

U.S. District Judge Matthew Kennelly awarded \$1 million in damages Wednesday to the estate of James S. Barna, who was killed near Lone Rock, Wis., on May 4, 1993.

Barna, a pilot for the air cargo carrier Viking Express Inc., was carrying copies of *The New York Times* when his twin-engine Beechcraft had engine trouble.

He radioed the Aurora air traffic center and asked for radar vectors, or directions, that would take him straight into an airport at Lone Rock. A controller declined to provide the vectors.

Government attorneys said Barna's flying was at fault and bad weather cast doubt on whether he could have landed the plane safely.

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



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