

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

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CONTRACT TOWER PROGRAM FARES WELL IN DOT/FAA SPENDING BILL

The final House-Senate conference report language on FAA's contract tower program contained in the fiscal year 2001 DOT/FAA appropriations bill signed by President Clinton is very positive for the program in several areas.

The conference report provides full funding for the regular contract tower program at \$55.3 million in addition to \$5 million for the cost-sharing program; directs FAA not to cut contract tower program funding as it attempted to do earlier this year, and requires FAA to treat all scheduled commercial service aircraft with 10 or more seats the same in the benefit/cost criteria.

The report language is as follows:

“Contract tower program funding: The conference agreement provides \$55,300,000 for the contract tower program, which is the amount assumed in the budget estimate.

FAA is directed not to reprogram these funds to any other activity or to reduce them to satisfy budget

shortfalls which may develop throughout the fiscal year. In addition, the conference agreement includes \$5,000,000 for the contract tower cost-sharing program.

Contract tower program extension: The conferees agree with Senate direction to the FAA Administrator to submit the overdue report on this program, but do not agree with the Senate direction that this report should include a timeline for expanding the program. In addition, the report should address recent findings and recommendations of the DOT Inspector General regarding expansion of the contract tower program.

Criteria for contract tower program eligibility: The conferees believe that FAA's contract tower program has worked well from both the government's perspective and the users' perspective. Through this program, many aircraft are able to operate more efficiently and safely into airports with contract towers, where FAA-operated towers would otherwise not be available due to prohibitive costs.

The conferees are concerned, however, that the traffic counts used to establish eligibility for the contract tower program, and for establishment of certain navigation aids, are erroneous in that certain part 121 operations, including regional jets, are not being classified as air carrier operations. After promulgation of FAA's 'one level of safety' rule, the conferees believe that such a distinction is no longer justified. The FAA is urged to change promptly its traffic count methodology to conform to the changes in operator classification brought about by the one level of safety rulemaking.

Specific designations for the contract tower program: The conferees do not agree with Senate direction to include certain airports in the contract tower program. However, the conferees understand that the Boca Raton, Olive Branch, Henderson, and Tupelo Municipal airports are eligible for this program, and encourage FAA to include those airports in the program if they meet eligibility criteria.”

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 profes-
sional organization for airport executives in the world.

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. 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.

PILOT PROGRAM TO USE AIP ENTITLEMENT FUNDS FOR TOWERS

The FAA Reauthorization bill (AIR-21) signed into law earlier this year by President Clinton contains a provision to allow two airports to use their Airport Improvement Program (AIP) entitlement funds to construct control towers for inclusion in the FAA contract tower program.

Airports interested in applying to be one of the two airports to use their AIP entitlements to construct a tower should write to their FAA regional contact who handles contract tower issues. Send a copy of the letter to Willie Card, manager, FAA Contract Tower Program Office (ATP-140), FAA, 800 Independence Ave., S.W., Washington DC 20590.

AAAE/USCTA will pursue legislation next year to make construction of contract towers at contract tower airports AIP-eligible.

FAA RESOLVES PROTEST IN CONTRACT TOWER AWARDS

FAA has resolved a protest that was lodged by Serco Management Services against the award of five-year contracts to three companies to operate air traffic control towers in the agency's contract tower program.

As a result of the protest, Serco has retained Area 4 (western region). FAA initially awarded that area to Midwest Air Traffic Control Services.

RVA will continue to operate Area 1 (New England and Eastern FAA regions) and Area 2 (Southern and Southwest FAA regions). Midwest ATC will continue to operate Area 3 (Great Lakes and Central FAA regions) and Serco will operate Area 4 (Northwest Mountain and Western Pacific FAA regions), Area 5 (Alaska FAA region) and Area 6 (Hawaii, Guam and Saipan).

Presently, FAA has 196 towers in the program.

FAA CONVENES WORKSHOP FOR TOWER CONTRACTORS

FAA's Contract Tower Program Office convened a workshop Oct. 30-Nov. 3 in Washington, D.C., with tower contractors and FAA regional officers to discuss and update elements of the program.

At the invitation of FAA, USCTA's policy board and AAAE/USCTA staff participated in a productive day-long session at the event, with discussion topics that included cost-sharing, equipment issues and insurance.

During the week, FAA and contractors met on fire safety, security, the application process, traffic surveys, the operating agreement, cost-sharing, training requirements and other issues that impact the operation of the program.

CONTRACT TOWER COST-SHARING ATTRACTS NUMBER OF AIRPORTS

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

Facilities already participating in the cost-sharing program are: New Century Air Center (Kan.), Central Nebraska/Grand Island (Neb.), Bolton Field (Ohio); Olympia (Wash.), McKellar-Sipes Regional (Tenn.), Hickory Regional (N.C.); Grand Strand/Myrtle Beach (S.C.), Springdale Municipal (Ark.), and Salinas Municipal (Calif.).

Other towers expected in the near future to participate in the cost-sharing program are: Muncie, Ind.; Latrobe, Pa.; Garden City, Kan.; Beaver County, Pa.; Bloomington, Ind.; Harrisburg, Pa., Capital City Airport; Spokane Felts Field (Wash.); Olive Branch, Miss.; Shreveport Downtown (La.); Chennault International (La.). Stillwater, Okla.; Salt Lake City, Utah; Henderson, Nev; Concord, N.C., and Victorville, Calif.

For more information on contract tower cost-sharing, contact your FAA regional representative (listed on pages 8-9 in this issue), or Willie Card, FAA Contract Tower Program manager, at (202) 267-9336, or fax (202) 493-5016.

NTSB: LITTLE DIFFERENCE BETWEEN CONTROLLERS

National Transportation Safety Board (NTSB) investigators to date have found "no appreciable difference" in the level of service provided by FAA contract towers versus FAA-staffed towers, board Chairman Jim Hall told delegates at AAAE's recent F. Russell Hoyt National Airports Conference.

Hall said NTSB has been paying close attention to any contract-related issues that arise during its investigations "because of the controversies that have surrounded the contract tower program."

Noting that the program has been substantially expanded since it began in 1994, Hall said it is unclear whether FAA will continue to enlarge the program by converting more federally staffed towers to contract towers. He speculated that, "More could be added as

local airport operators participate in the cost-sharing or 'new-start' program." As air traffic in the nation increases and activity at small community airports rises, "We will continued to examine contract tower issues as they arise and will issue recommendations as necessary," he said.

Over the past few years, the safety board has investigated ATC performance in accidents at four contract-towered airports, Hall said. These were the controlled flight into terrain of Korean Air Flight 801 in Guam and the midair collisions at Meigs Field in Chicago, in Waukegan, Ill., and in Stuart, Fla. Following its investigations, the board concluded that controller performance did not cause or contribute to either the Korean Air or the Meigs Field accident.

While NTSB continues to investigate the other two accidents, Hall said investigators are looking closely at the tools available to support the controllers, such as radar displays in the tower cabs.

All three midair collisions occurred in or near the traffic pattern of the airports and, without radar, the controllers had to rely on verbal position reports from pilots or controllers in other facilities. "The FAA has identified 87 towered airports that meet its criteria to have displays of radar information available to the controllers, yet installation has not yet been completed," Hall said.

Addressing the problem of runway incursions at the nation's airports, Hall said the industry needs to look for solutions to the problem "at the airport level, not the national level."

Hall said he is encouraged by the "increased focus" on runway incursions at FAA and by FAA's recent runway incursion summit, but, he said, "There will be no simple solution. It will take a variety of approaches." Technology solutions have been "long on promise" but short on delivery, he said. Many airports already have "low tech, low cost efforts under way," Hall said, and airports need to work to "have a plan in place...to eliminate the problem."

Hall called for "more activity" in the area of preventing runway overruns. He said he is disappointed in FAA actions in this area, particularly the agency's decision to undertake a second survey on runway safety areas, because "I doubt if the new survey will turn up anything new."

Hall also called on airports to do more in the area of assistance to survivors and families following an airplane accident. The law that gave NTSB authority in this area left "a big hole" when it did not require airports to take any action to assist families and survivors after a crash, Hall said. He added that NTSB's Office

of Family Affairs is ready to assist airports to develop plans for such assistance.

In the aircraft rescue and fire fighting (ARFF) training area, Hall said firefighters need to be trained on each aircraft type that operates scheduled service into their airport and that the industry needs to "make a concerned effort" to make all aircraft types available for training.

RUNWAY INCURSIONS INCREASE DESPITE FAA, INDUSTRY EFFORTS

Runway incursion numbers continue to increase despite "significant focus" from FAA and the aviation community, DOT Inspector General Ken Mead recently told the International Aviation Club in Washington, D.C.

Records show that runway incursions have increased 60 percent, from 200 in 1994 to 321 in 1999, Mead said. He noted that so far in 2000 there have already been 322 incursions, surpassing the 1999 total. "At this rate," he said, "the number of runway incursions this year will likely surpass 400—the highest ever."

DOT IG, NTSB CHAIRMAN PRAISE RECORD OF CONTRACT TOWERS

In a Sept. 22 interview on AAAE's *ANTN Aviation News Today*, DOT Inspector General Ken Mead supported the expansion of FAA's Contract Tower Program to other VFR towers, saying the program could gain 60-70 more airports.

Describing the contract tower program as "a good, solid program," Mead pointed to its "excellent" track record, adding "especially on the safety front."

Mead acknowledged that the issue of expanding the contract tower program has met "a great deal of resistance" from FAA controllers. He pointed out, however, that FAA faces an employment cap of 15,000 controllers. To live within that cap, Mead said FAA could assign its own controllers to busier facilities while making use of more contract towers, "and I think achieve a savings."

He added, "But I think we've got a good track record with the contract tower program and I think it does bear some room for expansion, at least to VFR facilities."

National Transportation Safety Board Chairman Jim Hall, in a Sept. 8 *ANTN* interview, said he has been "very pleased" with the growth of the contract tower program and the dedication and professionalism he's

seen from the controllers he has personally interviewed.

Hall noted that contract tower operators “need to be aware that any time there is a little something different it attracts public attention.” This means that whenever there is an event or an incident at an airport with a contract tower the airport and tower officials “need to be willing to pitch in and assist investigators and allay concerns the public may have out there just because they aren’t familiar yet with the words ‘contract tower,’” he said.

STUDY PREDICTS INCREASE IN RUNWAY COLLISIONS, DEATHS

A FAA-sponsored study projects that runway collisions at U.S. towered airports could kill 700-800 people, as well as injure 200 more in the next 20 years.

The study was authored by Arnold Barnett of MIT and Gary Paull of MCR Federal in Burlington, Ma., and was presented at a convention of the Institute for Operations Research and Management Sciences in San Antonio. Barnett and Paull cautioned that the study’s conclusions could be pessimistic because the analysis does not consider the benefits for various alternatives—such as technological innovation—that are aimed at prevent runway collisions.

Recent patterns project roughly 15 fatal runway collisions could occur over the period 2003-2022 at towered U.S. airports, most of them involving at least one jet transport, the authors said. This compares with one fatal accident that killed 11 people between 1997-1999, they said.

FAA TO KEEP WATCH OVER AIRPORT DUE TO NUMBER OF INCURSIONS

(Editor’s Note: The following story on Sarasota-Bradenton International Airport in Florida is reprinted from the Nov. 2 Bradenton Herald. Sarasota is an FAA-staffed tower. Further, none of the 27 towers that are on FAA’s “watch list” are FAA contract towers, according to the agency’s Contract Tower Office.)

The Federal Aviation Administration plans to keep a closer watch over Sarasota-Bradenton International Airport because of the number of runway incursions there in recent months, an FAA official said Wednesday.

The FAA defines an incursion as “any occurrence at an airport that involves an aircraft, vehicle, person or object on the ground that creates a collision hazard

or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.”

The Sarasota-Bradenton airport had four such incidents within the last 12 months, said Anna Cohen, who oversees runway safety at airports in Florida and seven other Southern states. In one of those local incidents, four people died when two planes collided March 9 at the airport. The National Transportation Safety Board is investigating the fatal collision and could issue its final report in January.

Such incidents put Sarasota-Bradenton and 26 other airports on an FAA “watch” list for closer scrutiny. Runway Incursion Action Teams will visit each airport to investigate each incident, Cohen said. A team likely will visit Sarasota-Bradenton next year, she said.

“We’ll be looking at the causal factors of the incidents and try to determine why the runway incursions happened,” she said. “It’s all focused on runway safety and improving runway awareness.”

The FAA puts an airport on its top 20 list for potentially dangerous situations if it has four or more incursions in any given 12-month period.

The list, created two years ago, is updated monthly.

A total of 27 airports each have had four or more incursions between Oct. 1, 1999 and Sept. 30, 2000, said Kathleen Bergen, spokeswoman for the FAA’s regional office in Atlanta. Seven of those are in California, with Fort Lauderdale Executive and Sarasota-Bradenton International the only Florida airports on the list.

The four incursions at Sarasota-Bradenton all involved small planes, Bergen said:

Jan. 9: A Beechcraft entered a runway without permission from air traffic controllers.

March 9: A Cessna pulled out in front of another Cessna that was about to take off on the main runway, resulting in a fiery collision that killed the two people aboard each plane.

May 2: Without clearance from controllers, a Cessna took off from the main runway at the same time a Piper was coming in for a landing.

(continued on page 6)

GIVE US A CALL!

We’re looking for news about your contract tower to publish in this newsletter. Do you have anecdotal information about safety or economic development issues relating to your contract tower, or newspaper stories about your contract tower? Please forward them to Barbara Cook at (703) 824-0500, Ext. 133, or e-mail barbara.cook@airportnet.org.

May 11: A Beechcraft took off without clearance from controllers.

In the March 9 incident, a preliminary investigative report indicates controllers lost track of one of the planes moments before the collision.

Two controllers have been reassigned to duties that do not involve directing aircraft, which is standard procedure while an accident is under investigation, Bergen said.

The air traffic control tower's supervisor at the time of the accident also was transferred to another airport at her request. She requested the transfer before the accident, FAA officials said.

The FAA, which operates the air traffic control tower, also has retained the airport's controllers and emphasized the importance of continuously scanning the airfield to make sure planes are where they are supposed to be, Bergen said.

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBER

Cobb County-McCollum Field Airport in Georgia is the newest member of the U.S. Contract Tower Association.

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; Glenn Januska, A.A.E., manager of Waukesha, Wisc., County Airport; Shane Cordes, executive vice president of Midwest ATC; 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.; 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 Bar-

nett of AB Management Associates.

The following are the members of the association: state of Alaska, Hawaii Department of Transportation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Glendale Municipal Airport (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Sacramento (Calif.) County Department of Airports, San Carlos Airport (Calif.), San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Ramona Airport-County of San Diego (Calif.), San Diego (Calif.) Brown Field, Redding (Calif.) Municipal Airport, Salinas (Calif.) Municipal Airport, Santa Maria Public Airport District (Calif.), Eagle County (Colo.) Regional, Waterbury-Oxford Airport (Conn.), Boca Raton Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, Vandenberg Airport (Tampa, Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Friedman Memorial Airport (Idaho), Pocatello (Idaho) Regional Airport, Waukegan Regional Airport (Ill.), Meigs Field (Ill.), Quincy (Ill.) Municipal Airport, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Columbus (Ind.), Municipal Airport, Delaware County Airport (Muncie, Ind.), Johnson County Municipal Airport (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Westfield Barnes Airport (Mass.), Worcester (Mass.) Regional Airport, Minneapolis-St. Paul Metropolitan Airports Commission (Anoka County Airport), Jackson Municipal (Miss.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Henderson (Nev.) Executive Airport, Lebanon (N.H.) Municipal, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), 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

(continued on page 10)

FOLLOWING IS THE CURRENT LIST OF
FAA CONTRACT TOWERS

(as of November 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
Olympia	ANM	WA
Renton	ANM	WA
Tacoma Narrows	ANM	WA
Walla Walla Regional	ANM	WA
Yakima	ANM	WA
Cheyenne	ANM	WY
Jackson Hole	ANM	WY
Dothan	ASO	AL
Brookley (Mobile)	ASO	AL
Tuscaloosa Municipal	ASO	AL
Albert Whitted	ASO	FL
Boca Raton	ASO	FL
Gainesville	ASO	FL
Hollywood	ASO	FL
Jacksonville/Craig	ASO	FL
Key West	ASO	FL
Kissimmee	ASO	FL
Lakeland Municipal	ASO	FL
Melbourne	ASO	FL
Naples	ASO	FL
Opa Locka	ASO	FL
Page Field	ASO	FL
Panama City/Bay Co.	ASO	FL
Pompano Beach	ASO	FL
Stuart/Whitham	ASO	FL
Titusville/Cocoa	ASO	FL
Athens Municipal	ASO	GA
Fulton County	ASO	GA
Gwinnett County	ASO	GA
Macon	ASO	GA
McCollum	ASO	GA
SW Georgia/Albany-Dougherty	ASO	GA
Valdosta Municipal	ASO	GA
Barkley Regional	ASO	KY
Owensboro/Daviess Co.	ASO	KY
Greenville Municipal	ASO	MS
Hawkins Field	ASO	MS
Meridian/Key Field	ASO	MS
Tupelo Regional	ASO	MS
Kingston	ASO	NC
New Bern	ASO	NC
Smith Reynolds	ASO	NC
Hickory Regional	ASO	NC
Isla Grande	ASO	Puerto Rico
Grand Strand/Myrtle Beach	ASO	SC
Greenville Downtown	ASO	SC
Smyrna	ASO	TN
McKeller-Sipes	ASO	TN
Alexander Hamilton (St. Croix)	ASO	Virgin Islands
Fayetteville	ASW	AR
Northwest Arkansas Regional	ASW	AR
Springdale	ASW	AR

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

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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 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.), Chippewa Valley (Wis.) Regional Airport, Milwaukee Timmerman (Wis.) Airport,

LaCrosse (Wis.) Municipal, Central Wisconsin Airport (Wis.), Outagamie County (Wis.) Regional Airport, Waukesha County Airport (Wis.), Cheyenne (Wyo.) Airport, Jackson Hole (Wyo.) Airport, Midwest Air Traffic Control Services Inc., COMARCO Airport Services, Serco Management Services, RVA Inc., Unitech, AJT & Associates Inc. and Litton Denro.

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