

# U.S. CONTRACT TOWER ASSOCIATION

## NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

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### USCTA DISPUTES NATCA CLAIMS OVER MEANING OF COURT RULING

The U.S. Court of Appeals for the Sixth Circuit on Feb. 5 directed FAA to complete a required study on its decision to contract out low-activity air traffic control towers. Further, the court ordered FAA to file a status report on the study within 30 days and directed the U.S. District Court for the Northern District of Ohio to set a reasonable deadline for completion of the report.

The National Air Traffic Controllers Association (NATCA) issued a statement on the court ruling on FAA's Contract Tower Program saying, "The bottom line is the FAA is quickly running out of ways to avoid having to surrender its foolish privatization scheme and we are delighted the circuit judges have the FAA in hot pursuit." NATCA initially filed suit in 1994, challenging FAA's decision to privatize ATC operations at small airports across the country.

USCTA promptly responded to the NATCA statement with a press release that contained the following information:

*A Feb. 5 court ruling requiring the Federal Aviation Administration (FAA) to complete a report on its deci-*



USCTA Executive Director Spencer Dickerson and Policy Board Member Shane Cordes of Midwest ATC (center) discuss contract tower issues with aviation reporters at a Feb. 28 press briefing in Washington, D.C.

*sion to contract out low-activity air traffic control towers is an administrative action that has no effect on the agency's Contract Tower Program.*

*At issue is an Office of Management and Budget requirement known as an A-76 study that administrative agencies must complete before contracting government functions to the private sector. FAA's initial A-76 study on its Contract Tower Program was found to be incomplete by the U.S. District Court for the Northern District of Ohio, and a second study was ordered. FAA has not completed the second version.*

*J. Spencer Dickerson, executive vice president of the American Association of Airport Executives (AAAE) and*

### USCTA ANNUAL REPORT, DUES INFORMATION SENT TO MEMBERS

Information on U.S. Contract Tower Association (USCTA) membership dues for 2002 has been mailed to each member, along with a copy of the 2001 USCTA Annual Report. For USCTA membership information, contact Spencer Dickerson at (703) 824-0500, Ext. 130. If you would like additional copies of the 2001 USCTA Annual Report, e-mail [sdickerson@airportnet.org](mailto:sdickerson@airportnet.org).

## 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.

*executive director of AAAE's affiliated organization, the U.S. Contract Tower Association, stated, "The court order simply requires FAA to complete a study. It does not question the validity of the Contract Tower Program, which has strong support from public airports and aviation users. The program continues to be strongly supported by Congress, the National Transportation Safety Board and the DOT Inspector General (IG) as a cost effective way to continue air traffic services at small airports that otherwise wouldn't have the important safety benefits of air traffic control.*

*FAA's Contract Tower Program, which began in 1982, now includes 210 low-activity towers nationwide. Without this program, FAA would have closed many of these towers for budgetary reasons, drastically impacting air traffic safety at smaller communities nationwide.*

*The DOT IG has issued three comprehensive audits of FAA's Contract Tower Program and found in all three reviews that these contract air traffic control towers provide services comparable to the safety and quality of FAA-staffed facilities. The IG pointed out that the towers are under the close supervision and oversight of FAA and that contract controllers—most of whom are former military and retired FAA controllers—are certified by the agency and comply with the same regulations and training standards as FAA controllers.*

*The U.S. Congress has authorized and provided funding for the Contract Tower Program on a consistent basis, expressing strong support for its safety benefits to smaller communities. National Transportation Safety Board officials also have described the Contract Tower Program as important because it permits the operation of towers that otherwise would be closed.*

## USCTA HOSTS PRESS BRIEFING TO UPDATE PROGRAM ISSUES

USCTA hosted a press briefing Feb. 28 for nine aviation reporters in Washington, D.C., to outline the association's legislative agenda for the year and to provide an update on the scope of FAA's Contract Tower Program.

USCTA Executive Director Spencer Dickerson and Policy Board member Shane Cordes of Midwest ATC conducted the briefing, which was followed by a luncheon. Both officials answered numerous questions about federal funding for contract towers, the cost-sharing program, status of the NATCA lawsuit, contract tower controller qualifications and other issues.

Dickerson stated that USCTA is supporting full funding (\$78 million) of the regular FAA Contract Tower Program and the contract tower cost-sharing program (\$6 million) in the fiscal year 2003 DOT/FAA appropria-

tions bill. He noted that, currently, there are 189 regular FAA contract towers that are 100 percent funded by FAA and 21 cost-sharing contract towers.

Further, Dickerson told reporters that USCTA supports passage of legislation to make FAA contract tower construction and equipment eligible for Airport Improvement Program (AIP) grants. He explained that this legislation would enhance air traffic safety in communities that are experiencing an increase in aircraft operations by permitting these airports to use AIP funds to construct and equip towers that would then be added to FAA's Contract Tower Program.

## AAAE BOARD OF DIRECTORS NAMES 2002 USCTA POLICY BOARD

The AAAE Board of Directors, at its January meeting, approved the following members to serve on the 2002 policy board of AAAE's affiliated organization, the U.S. Contract Tower Association (USCTA):

Jack Schelter, A.A.E., deputy director of aviation, Phoenix Sky Harbor International Airport, 2002 USCTA policy board chair; Bryan Elliott, A.A.E., executive director, Charlottesville Albemarle Airport Authority (Va.); James Hansford, A.A.E., manager, Central Wisconsin Airport; Tim Rogers, A.A.E., executive director, Salina Airport Authority (Kan.); Ted Soliday, executive director, Naples Airport Authority (Fla.); Steve Stockam, manager, Joplin Regional Airport (Mo.); Michael Covalt, manager, Flagstaff Pulliam Airport (Ariz.); Lynn Kusy, executive director, Williams Gateway Airport (Ariz.); Walt Strong, C.M., administrator, Max Westheimer Airport (Okla.); Richard Howell, A.A.E., director, S.W. Georgia Regional Airport; Bill Gatchell, C.M., airports supervisor, Lea County Airports (N.M.); Jerry O'Sullivan, manager, Greenbrier Valley Airport (W. Va.); Richard Baird, manager, Freidman Memorial Airport (Idaho); Robert Bryant, A.A.E., manager, Salisbury-Ocean City-Wicomico Regional (Md.); Steve Harvey, director of operations, Chennault International (La.); Scott Carr, C.M., deputy executive director, Titusville-Cocoa Airport Authority, (Fla.); Shane Cordes, president and CEO, Midwest ATC; Steve Christmas, vice president-aviation, Serco Management Services; Will Mowdy, director-ATC services, RVA, and Brian Lally, vice president/manager engineering services, AJT & Assoc.

## 64 HOUSE MEMBERS SUPPORT AIP FUNDS FOR CONTRACT TOWERS

AAAE and the U.S. Contract Tower Association are supporting legislation in Congress to make VFR control

tower construction and tower equipment at contract tower airports-only eligible for Airport Improvement Program (AIP) entitlement funding. This proposed legislation would apply to prospective contract tower construction projects and equipment, as well as contract towers constructed and equipped since Oct. 1, 1996.

Rep. Roger Wicker (R-Miss.) introduced H.R.1979 to make contract tower construction/equipment eligible for AIP grants. The bill also would make equipment, such as terminal radar displays, radios and voice switching devices, AIP eligible in all current FAA contract towers.

As of March 8, the following 64 House members had signed on as co-sponsors of Wicker's bill:

Robert Aderholt (R-Ala.), Michael Ross (D-Ark.), Jim Kolbe (R-Ariz.), Bob Stump (R-Ariz.), Ed Pastor (D-Ariz.), Jeff Flake (R-Ariz.), J.D. Hayworth (R-Ariz.),



Tupelo (Miss.) Regional Airport, an FAA contract tower facility, opened its new tower Feb. 2, an event that was described by Executive Director Terry Anderson as "a successful improvement in safety, security, efficiency and economic development for the airport." The airport previously was served by a temporary tower that opened in September 1999. In January of this year, airport operations totaled 5,524, a 50 percent increase over January 2001.

Wally Herger (R-Calif.), John Doolittle (R-Calif.), Mark Udall (D-Colo.) Dave Weldon (R-Fla.), Karen Thurman (D-Fla.), Clay Shaw (R-Fla.), Ric Keller (R-Fla.), Jack Kingston (R-Ga.), Sanford Bishop (D-Ga.), Neil Abercrombie (D-Hawaii), Patsy Mink (D-Hawaii), Mike Simpson (R-Idaho), Ray LaHood (R-Ill.), Jerry Weller (R-Ill.), Mark Kirk (R-Ill.), Lane Evans (D-Ill.), Jerry Moran (R-Kan.), Jim Ryun (R-Kan.), Todd Tiahrt (R-Kan.), Dennis Moore (D-Kan.), Jim McCrery (R-La.), John Cooksey (R-La.), Roscoe Bartlett (R-Md.), Charles Pickering (R-Miss.), Ronnie Shows (D-Miss.), Bennie Thompson (D-Miss.), Gene Taylor (D-Miss.), Ike Skelton (D-Mo.), Dennis Rehberg (R-Mont.), Thomas Osborne (R-Neb.), James Gibbons (R-Nev.), John McHugh (R-N.Y.), Walter Jones (R-N.C.), Rob Portman (R-Ohio), J.C. Watts (R-Okla.), Wes Watkins (R-Okla.), Darlene Hooley (D-Ore.), Philip English (R-Pa.), Melissa Hart (R-Pa.), John Peterson (R-Pa.), Tim Holden (D-Pa.), Jim DeMint (R-S.C.), Joe Wilson (R-S.C.), Henry Brown (R-S.C.), Bart Gordon (D-Tenn.), Tom DeLay (R-Texas), William Thornberry (R-Texas), Henry Bonilla (R-Texas), Ralph Hall (D-Texas), Martin Frost (D-Texas), Charles Stenholm (D-Texas), Chris Cannon (R-Utah), Virgil Goode (I-Va.), Eric Cantor (R-Va.), George Nethercutt (R-Wash.), Doc Hastings (R-Wash.) and Barbara Cubin (R-Wyo.).

#### USCTA POLICY BOARD, AAAE STAFF HOLD WORKSHOP WITH FAA

The USCTA Policy Board and AAAE staff met Feb. 7-8 in New Orleans for a workshop with FAA headquarters and contract tower office staff to discuss a variety of issues that included the cost-sharing program, benefit/cost ratios and terminal radar displays. Representatives of all three ATC contractors attended the workshop as well.

A presentation on the Interim Tower Display Program presented by FAA indicated that 89 towers have been identified that meet the qualifications for tower displays but do not have them. Interim displays will be provided until the STARS Tower Display Workstations are available.

#### GIVE US A CALL!

We're looking for news articles and press releases about your contract tower to publish in this newsletter. Please forward them to Barbara Cook at (703) 824-0500, Ext. 133, or e-mail [barbara.cook@airportnet.org](mailto:barbara.cook@airportnet.org).

Source: FAA's National Aeronautical Information Monitoring System

TOWER OPERATIONAL ERRORS/DEVIATIONS (210 FAA CONTRACT TOWERS, 69 FAA-OPERATED VFR TOWERS)		
	69 FAA-OPERATED VFR TOWERS	210 FAA CONTRACT TOWERS
Number of Operations in CY 2000	14.4 million	15.4 million
Number of Operations in CY 2001	13.5 million	15.7 million
Operational Errors/Deviations in CY 2000	29	5
Operational Errors/Deviations in CY 2001	30	15
Rate of Errors/Deviations in CY 2000	one for every 496,551 operations	one for every 3,080,000 operations
Rate of Errors/Deviations in CY 2001	one for every 450,000 operations	one for every 1,046,666 operations
Rate of Errors/Deviations for CYs 2000-2001	one for every 472,881 operations	one for every 1,555,000 operations

### CONTRACT TOWER COST-SHARING ATTRACTS NUMBER OF AIRPORTS

Twenty-one facilities were participating in the contract tower cost-sharing program as of March 1.

They are: New Century Air Center (Kan.), Manhattan (Kan.), Garden City (Kan.), Central Nebraska/Grand Island (Neb.), Bolton Field (Ohio), Olympia (Wash.), McKellar-Sipes Regional (Tenn.), Hickory Regional (N.C.), Concord (N.C.), Grand Strand/Myrtle Beach (S.C.), Springdale Municipal (Ark.), Salinas Municipal (Calif.), South Lake Tahoe (Calif.), Shreveport Downtown (La.), Muncie (Ind.), Columbus (Ind.), Bloomington (Ind.), Henderson (Nev.), Jefferson City (Mo.), Latrobe (Pa.) and Stillwater (Okla.).

Other towers expected in the near future to participate in the cost-sharing program are: Beaver County (Pa.), Olive Branch (Miss.), Chennault International (La.), Victorville (Calif.) and Knoxville Downtown (Tenn.).

For more information on contract tower cost-sharing, contact your FAA regional representative (listed on page 7 in this issue), or Willie Card, FAA Contract Tower Program manager, at (202) 267-9336, or fax (202) 493-5016.

### CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

The newest members of USCTA are Columbus Municipal Airport (Ind.), Capital City Airport (Pa.), Olive

Branch Municipal Airport (Miss.), Tupelo Regional Airport (Miss.) and Raytheon Company-Air Traffic Management Systems.

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 McCann Capitol Advocates, and Larry Barnett of AB Management Associates.

Members of the 2002 USCTA Policy Board are: Jack Schelter, A.A.E., deputy director of aviation, Phoenix Sky Harbor International Airport, chair; Bryan Elliott, A.A.E., executive director, Charlottesville Albemarle Airport Authority (Va.); James Hansford, A.A.E., manager, Central Wisconsin Airport; Tim Rogers, A.A.E., executive director, Salina Airport Authority (Kan.); Ted Soliday, executive director, Naples, Airport Authority (Fla.); Steve Stockam, manager, Joplin Regional Airport (Mo.); Michael Covalt, manager, Flagstaff Pulliam Airport (Ariz.); Lynn Kusy, executive director, Williams Gateway Airport (Ariz.); Walt Strong, C.M., administrator, Max Westheimer Airport (Okla.); Richard Howell, A.A.E., director, S.W. Georgia Regional Airport; Bill Gatchell, C.M., airports supervisor, Lea County Airports (N.M.); Jerry O'Sullivan, manager, Greenbrier Valley Airport (W. Va.); Richard Baird, manager, Freidman Memorial Airport (Idaho); Robert Bryant, A.A.E., manager, Salisbury-Ocean City-Wicomico Regional (Md.); Steve Harvey, director of operations, Chennault International

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## FAA CONTRACT TOWERS

(210 towers as of March 1, 2002. Towers marked with an asterisk are part of the cost-sharing program.)

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

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

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(La.); Scott Carr, C.M., deputy executive director, Titusville-Cocoa Airport Authority, (Fla.); Shane Cordes, president and CEO, Midwest ATC; Steve Christmas, vice president-aviation, Serco Management Services; Will Mowdy, director-ATC services, RVA, and Brian Lally, vice president/manager engineering services, AJT & Assoc.

The following are members of the association: state of Alaska, Hawaii Department of Transportation, Oregon Department of Aviation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Sacramento (Calif.) County Department of Airports, 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), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Waukegan Regional Airport (Ill.), Quincy (Ill.) Municipal Airport, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Delaware County Airport (Muncie, Ind.), Columbus Municipal Airport (Ind.), Johnson County Municipal Airport (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Shreveport Downtown Airport (La.), Alexandria International Airport (La.), Chennault International Airport (La.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Worcester (Mass.) Regional Airport, Minneapolis-St. Paul Metropolitan Airports Commission (Anoka County Airport), St. Cloud Regional Airport (Minn.), W.K. Kellogg Airport (Mich.), Jackson Municipal (Miss.), Olive Branch Municipal Airport (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Henderson

(Nev.) Executive Airport, Lebanon (N.H.) Municipal, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Double Eagle II Airport (N.M.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cuyahoga County Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State University Airport (Ohio), Max Westheimer Field (Okla.), Redmond Municipal Airport (Ore.), Rogue Valley (Ore.) International, Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), Greenville Downtown Airport (S.C.), Hilton Head (S.C.), Horry County Department of Airports (S.C.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal Airport (Texas), Ellington Field (Texas), Stinson Municipal Airport (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Spinks Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Wheeling-Ohio County Airport (W.Va.), Wood County Airport (W. Va.), Greenbrier Valley Airport (W.Va.), Wood County Airport (W. Va.), Chippewa Valley (Wis.) Regional Airport, Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), AJT & Associates Inc., American Airport Technologies, CML ATC Technologies, Frequentis USA, Litton Denro, Lockheed Martin ATM, Marsh USA, Midwest Air Traffic Control Services Inc., Quadrex Associates, Raytheon Company-Air Traffic Management Systems, RVA Inc. and Serco Management Services.

## RVA RECEIVES LETTER OF APPRECIATION FROM MIAMI FAA

RVA recently received a letter of appreciation from FAA Miami officials in recognition of RVA employees' "exceptional performance" in handling "an overwhelming amount" of Naples, Fla., traffic during the post-Christmas fly-off on Dec. 26.

FAA Miami Center ATC Manager Ron Liszt wrote that RVA employees' contribution as members of the South Florida air traffic team "was without question honorable and noteworthy."



## D-BRITE EQUIPMENT FULLY OPERATIONAL AT BOCA RATON

The Boca Raton (Fla.) Airport Digital Bright Radar (D-BRITE) became fully operational at Boca Raton, Fla., Airport on Feb. 12.

The system shares radar data with the FAA system at Palm Beach International Airport.

For further information, contact Boca Raton Airport Manager Ken Day at (561) 391-2202.

## NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

### **Air Traffic Tower On Hold In Congress**

*(reprinted from Sedona Red Rock News)*

The Sedona Airport—eligible for federal help with the operation of an air traffic control tower—still needs passage of a congressional bill to build one.

That bill, H.R.1979, might be moved to the back burner in light of the recent terrorist attacks.

"We had been working it pretty well...and the (Federal Aviation Administration) thought we had it on track, but then Sept. 11 hit, and that changed the focus on everything," said Kyle Steward, press secretary to Rep. Roger Wicker (R-Miss.).

Wicker introduced the bill, which would provide money for the construction of towers at certain small airports across the country.

"Hopefully, that bill will get passed, and I can get a tower built next year," airport manager Mac McCall said.

The FAA has already approved the Sedona Airport for a federal program that provides 75 percent of a tower's operating costs, he said.

A lot of good that does, though, without the tower.

"We've really got to get in both programs," McCall said.

He estimates construction of a fully operational tower could cost up to \$1 million.

Another option might be to move an FAA tower now in use at Grand Canyon National Park Airport, where a new tower is under construction. That, too, might cost about \$1 million to move and set up, McCall said.

So, everything looks to depend on passage of H.R.1979.

Last year, 59 representatives, including four of Arizona's six, agreed to be co-signers of the bill.

It made its way last May to a House subcommittee, where it has remained.

With an air traffic control tower, Sedona Airport could control air traffic four to five miles around the facility,

McCall has said.

One hope is that a tower would cut down on complaints about aircraft noise, although critics have said that wouldn't necessarily work.

### **AAAE To Push Bill To Make Contract Towers Eligible For AIP Funds**

*(reprinted from Inside FAA, March 5, 2002)*

Airport executives say they will try to jump-start legislation that would make funding for contract tower construction and equipment accessible through the Federal Aviation Administration's Airport Improvement Program (AIP).

Officials with the American Association of Airport Executives (AAAE) said they would seek the change during the upcoming congressional session, and likely would seek to ensure full funding of the FAA's Contract Tower Program (CTP) during the transportation budget appropriations process.

Currently, the Bush Administration is generally seeking full funding for the CTP, according to limits set in federal aviation law, after providing \$70.5 million for the program during the current fiscal year, and made additional funding available through a cost-benefit program based on aviation safety. However, AIP funding for airports is only used for runways and other safety-related items but not traditionally for tower construction. The Bush administration funded the AIP some \$3.3 billion during the current fiscal year.

The CTP is operated at 209 airports nationwide, with 130 of them being towers formerly operated by FAA controllers and the remainder contracted out in 1998. The program contracts air traffic control services to the private sector at airports where visual flight rules (VFR) are used.

The legislation that AAAE would like to see move (H.R.1979) was offered last year by Rep. Roger Wicker (R-Miss.), with 60 cosponsors. AAAE Executive Vice President Spencer Dickerson said the group is working with the House aviation subcommittee toward getting the legislation moving, but no hearings had been scheduled as of last week. The bill impacts Title 49 requirements for CTP funding by making eligible either those existing program towers seeking to make improvements or airports lacking such a tower that would become members of the program upon construction.

Dickerson said that AIP funding is targeted at efforts designed to improve aviation safety at larger airports, such as building or improving runways. AAAE is making the argument that funding for these towers at small airports should be eligible because this is also a method

to improve aviation safety. Small community airports are building towers—something Dickerson says is relatively new—and roughly 20 of these airports received no money from the FAA budget.

The efforts to ensure that the FAA gets proper funding for tower equipment and construction for the CTP comes even as the U.S. Sixth Circuit Court of Appeals is pressing the agency to justify contracting out towers as part of the program. The FAA has been asked to let the court know the report's status later this week, with the court expected to set a final deadline at that time. AAAE officials believe that the CTP is vital to rural air service, since they claim the FAA would have had to shut down many of the towers because of controllers' union work condition demands (*Inside FAA, Feb. 10, p4*).

Officials at the National Air Traffic Controllers Association were angered by language in the Department of Transportation's budget that hinted at privatization of towers as a backup strategy. AAAE officials say that having the CTP alone has saved as much as \$50 million in costs.

### **Contract Tower Official, NATCA Disagree On Court Order**

*(reprinted from Aviation Daily, Feb. 13, 2002)*

An official of the U.S. Contract Tower Association disagreed with a NATCA interpretation of a court order that FAA complete a report on its decision to contract the operation of the towers instead of using its own air traffic controllers (DAILY, Feb. 12). Spencer Dickerson, executive director of the association and executive VP of the American Association of Airport Executives, said the court order "simply requires FAA to complete a study.

It does not question the validity of the contract tower program, which has strong support from public airports and aviation users."

The program also "continues to be strongly supported by Congress, the National Transportation Safety Board and the DOT inspector general as a cost-effective way to continue air traffic services at small airports that otherwise would not have the important safety benefits of air traffic control," Dickerson said.

At issue is an OMB requirement known as an A-76 study that agencies must complete before contracting functions to the private sector. A U.S. district court found that FAA had not completed an initial study and ordered a second study. FAA has not completed the second study and a U.S. appeals court now has ordered FAA to file a status report within 30 days. It also directed the

district court to set a reasonable time limit for FAA to produce the study.

NATCA said that Circular A-76 requires agencies to retain control over duties that are governmental functions, and that it has long maintained that air traffic control is inherently a government function. Dickerson said the program has received three IG audits, which found that contract towers "provide services comparable to the safety and quality of FAA-staffed facilities." Most are staffed by former military and retired FAA controllers, he said.

### **Air Traffic Controllers At Odds With Government Over Towers**

*(reprinted from the Associated Press, Jan. 24, 2002)*

CINCINNATI (AP) — An air traffic controllers' union asked an appeals court Thursday to order the government to retake control of towers at smaller airports that have been privately managed for nine years.

The privatization, done under the Clinton Administration, violates federal law and longstanding national policy that air traffic control is a government responsibility, union lawyer William Osborne Jr. told the 6th U.S. Circuit Court of Appeals.

Control towers are privately operated at about 130 smaller airports nationwide including Yakima, Wash., Riverside, Calif., Pompano Beach, Fla., Charlottesville, Va., Joplin, Mo., Dothan, Ala., and Niagara Falls, N.Y.

In Ohio, affected airports are Burke Lakefront in Cleveland, Lunken Airport in Cincinnati and the Ohio State University Airport in Columbus.

The National Air Traffic Controllers Association also argues that privately operated control towers use smaller staffs than those run by the Federal Aviation Administration.

They say the reduced staffing could lead to safety problems, especially in light of the Sept. 11 terrorist attacks.

FAA officials say the private operations are safe and legal.

Thomas Bondy, the FAA's lawyer, urged the appeals court to uphold a lower court's ruling that the FAA program may continue.

"This is not an agency that has been found to have operated in bad faith or to have done anything illegal," he said.

Bondy said the FAA will comply with a 2000 order from U.S. District Judge Ann Aldrich in Cleveland to give her more explanation to justify why the privatization was done.

Airline industry officials and congressional supporters

of the 1993 privatization argued then that the FAA had bungled efforts to modernize the nation's air traffic control system.

They said putting control towers under private control would make air travel more efficient and relieve backlogs. Appeals Judges Martha Craig Daughtrey, Nathaniel Jones and R. Guy Cole Jr. did not say when they will rule.

The union sued in Cleveland after unionized controllers at Burke Lakefront Airport lost their jobs because of the change to private management. Union officials say the privatization displaced 1,500 controllers nationwide.

FAA officials have said the privatized towers were intended for smaller airports where pilots fly under visual-flight rules. But many of the airports with privatized towers handle substantial air traffic involving instrument-flown aircraft that carry passengers, union officials said.

#### INFORMATION REQUEST

Anyone with ideas for the use of a 40-foot control tower that is being replaced by a new tower in 2003 is asked to contact Eric Menger, C.M., director of Vero Beach (Fla.) Municipal Airport, at [EMenger@covb.org](mailto:EMenger@covb.org).

#### RVA OFFICIAL SID ROBINSON DIES FEB. 7 IN VIRGINIA

*(from the Washington Post, Feb. 10)*

Sidney S. Robinson, 65, a retired Federal Aviation Administration air traffic maintenance engineer who owned and operated his own Falls Church-based company for 17 years before selling it in 2001, died of lung cancer Feb. 7 at his home in Springfield.

Mr. Robinson worked for the FAA for 23 years in Alaska, Florida, Georgia, Vietnam and Saudi Arabia before transferring to Washington in 1973. After retiring in 1984, he started Robinson Aviation, which operated FAA contract control towers across the nation. He was a 2001 recipient of a National Air Traffic Controllers Association lifetime achievement award.

Mr. Robinson, who was born in Alabama, lived in the Washington area as a teenager and attended Arlington's Washington-Lee High School. He was a Marine Corps veteran. His wife of 41 years, Takiki, died in 2000.

Survivors include three sons, Joe, of Reston; John, of Springfield, and George, of Lorton; a daughter, May Miller of Springfield; a sister, Theodora Smith of Severna Park; two brothers, and two grandchildren.



# CTA

Mark Your Calendar!

THE FAA/AAAAE/USCTA  
CONTRACT TOWER WORKSHOP

will be held July 14-16, 2002, at the  
Willard Intercontinental Hotel  
in Washington, D.C.

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**Don't miss contract tower  
events at the  
AAAE Annual Conference  
Dallas, Texas, May 19-22**

USCTA general membership meeting  
10:30 a.m. on Tuesday, May 21

Contract Tower Session  
11 a.m. on Wednesday, May 22