

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 7, Number 1

January-February 2003

BUSH SIGNS SPENDING BILL; CONTRACT TOWERS BENEFIT

President Bush on Feb. 20 signed into law the fiscal year 2003 omnibus appropriations bill, which contains a number of provisions that benefit FAA's Contract Tower Program.

The following are the contract tower-related items in the bill:

- Full funding of \$78 million for FAA's Contract Tower Program and \$6 million for the contract tower cost-sharing program. The language also directs FAA to continue to pay for space it uses in certain towers.
- A provision making FAA Contract Tower construction and equipment AIP-eligible (*see next story*).

Congress also included report language in the bill that will help ensure full funding of the regular contract tower program, as well as the cost-sharing program.

The report language states: "The conference agreement includes \$78,000,000 to fund the baseline contract tower program and \$6,000,000 for the contract tower cost-sharing program. Consistent with current law and existing lease arrangements, the conferees direct FAA to continue reimbursing airports for space the agency utilizes at all contract tower locations previously staffed by the agency, including existing, newly constructed, and future replacement towers. The conferees commend those airports that are moving forward with replacing outdated towers. The conferees do not believe smaller airports should be compelled to provide FAA free space in replacement contract towers."

CONTRACT TOWER CONSTRUCTION, EQUIPMENT ELIGIBLE FOR AIP

With the enactment into law on Feb. 20 of the omnibus appropriations bill for fiscal year 2003 (Public Law Number 108-7), airports now can use certain Airport Improvement Program (AIP) funds for contract tower con-

struction and equipment, a change that fulfills a key legislative priority advocated by AAAE/USCTA for more than three years. The new law also provides partial reimbursement for airports that have built FAA contract towers since Oct. 1, 1996. For specific details on contract tower provisions in the new law, check AAAE's website at <http://www.airportnet.org/depts/federal/budget/ConTower.pdf>.

Specifically, the new law allows primary airports (those with more than 10,000 annual enplanements) to tap either primary entitlement funds or cargo entitlement funds (if they qualify for cargo entitlements) to pay for construction of a new control tower and/or for the acquisition of equipment for that tower. Non-primary airports (GA airports and airports with fewer than 10,000 annual enplanements) can use either cargo entitlement funds (if they qualify for them) or their general aviation entitlement funds to pay for new construction or equipment. Money from the AIP state apportionment account can also be used for new tower construction and equipment at non-primary airports.

Primary airports that built towers after Oct. 1, 1996, can use the same sources of AIP funding (primary entitlements/cargo entitlements) to reimburse themselves for construction of the tower or equipment provided that they met certain requirements. Non-primary airports can use the cargo entitlement or the GA entitlement for reimbursement of towers/equipment. State apportionment funds cannot be used for reimbursement to those airports.

AAAE/FAA/USCTA CONTRACT TOWER WORKSHOP

Mark your calendar now for the AAAE/FAA/USCTA Contract Tower Workshop, to be held **June 22-24, 2003, in Washington, D.C.** Registration information is available on pages 16-17 of this newsletter.

The law requires that, in order to access AIP funds, an airport must be in FAA's Contract Tower Program or would qualify for the program with the construction of a tower. Further, the airport must pay 10 percent of the project's cost and the federal share of the cost of the tower construction may not exceed \$1.1 million.

AAAE Senior Executive Vice President and USCTA Executive Director Spencer Dickerson praised members of Congress for this decision to support the construction and equipping of contract towers, saying it will provide important safety benefits for small communities. USCTA/AAAE will meet with FAA officials to develop procedures for applying for these funds, Dickerson said.

DOT CLASSIFIES ATC FUNCTIONS AS COMMERCIAL

FAA Administrator Marion Blakey on Dec. 19, 2002, notified air traffic employees that FAA functions involving the separation and control of air traffic would be categorized as "Commercial-Reason Code A."

Blakey explained that federal regulations require every agency to inventory its commercial activities on an annual basis. For the 2002 inventory, DOT determined "that functions involved in the separation and control of air traffic are a core capability required for the successful accomplishment of FAA's mission to ensure the safety and security of the national airspace. Based on the Secretary's determination, these functions are not subject to competition and will not be contracted out."

Blakey said that to be classified as "inherently governmental" a function should involve a sovereign act on behalf of the government or an act the binds the government to a particular course of action. "The separation and control of air traffic does not meet this stringent definition," she said. "With this determination, however, the Secretary has reinforced his earlier statements that he does not endorse significant expansion of the existing control tower program or similar contracting proposals involving the separation and control of air traffic." Blakey added that she "fully supports" this decision.

BILL WOULD MAKE ATC FUNCTIONS 'INHERENTLY GOVERNMENTAL'

Sen. Frank Lautenberg (D-N.J.) introduced S.338, the Safe and Secure Skies Act, in the U.S. Senate in February. The bill declares air traffic control functions to be "inherently governmental."

Lautenberg's bill, which also applies to air traffic technicians and flight service specialists, states: "No funds may be obligated or expended to classify the air traffic control system as anything other than inherently governmental or to privatize or contract all, or any part, of the air traffic control system, which includes all current terminal, en-route facilities, flight service, air traffic control system command center and operational control centers operated by the Federal Aviation Administration."

As drafted, the bill exempts all towers in FAA's Contract Tower Program. The provision to protect FAA contract towers was included following extensive discussions between Lautenberg's staff and AAAE/USCTA.

Lautenberg discussed his bill at a Feb. 7 press conference at Newark Liberty International Airport in New Jersey, remarking, "In the aftermath of 9/11, the American people demanded one thing in particular, government personnel, not private contract firms, must screen baggage at our nation's airports. That is why it is so shocking that President Bush is taking steps to privatize air traffic control in this country. It is the exact opposite of what the American people want."

26 DEMOCRATIC SENATORS WRITE BUSH ON ATC CLASSIFICATION

Sen. Frank Lautenberg (D-N.J.) and 25 other Senate Democrats on Feb. 25 sent a letter to President Bush that
(continued on page 6)



Editor **Barbara Cook**

Charles M. Barclay, A.A.E.
President, AAAE

J. Spencer Dickerson,
Executive Director, USCTA
601 Madison Street, S. 400
Alexandria, VA 22314
(703) 824-0500, Ext. 130

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.

FAA CONTRACT TOWERS

(219 towers as of March 1, 2003. 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	*Bolton Field (Columbus)	AGL	OH
Kenai Municipal	AAL	AK	Burke Lakefront (Cleveland)	AGL	OH
*King Salmon	AAL	AK	Ohio State University	AGL	OH
Kodiak	AAL	AK	Lunken Mun. (Cincinnati)	AGL	OH
Dubuque	ACE	IA	Cuyahoga County (Cleveland)	AGL	OH
Forbes Field (Topeka)	ACE	KS	Rapid City Regional	AGL	SD
*Garden City	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. (Topeka)	ACE	KS	Lacrosse	AGL	WI
*Manhattan	ACE	KS	Rock County (Janesville)	AGL	WI
*New Century Air Center (Olathe)	ACE	KS	Timmerman (Milwaukee)	AGL	WI
Salina Municipal	ACE	KS	Waukesha County Airport	AGL	WI
Columbia	ACE	MO	Wittman Regional (Oshkosh)	AGL	WI
*Jefferson City	ACE	MO	Bridgeport	ANE	CT
Joplin Regional	ACE	MO	Danbury	ANE	CT
Rosecrans Mem'l (St. Joseph)	ACE	MO	New London (Groton)	ANE	CT
*Central Neb. (Grand Island)	ACE	NE	Brainard (Hartford)	ANE	CT
Martin State (Baltimore)	AEA	MD	Tweed-New Haven	ANE	CT
Washington Co. (Hagerstown)	AEA	MD	Waterbury/Oxford	ANE	CT
Salisbury-Wicomico	AEA	MD	Barnes Municipal	ANE	MA
Trenton	AEA	NJ	Beverly	ANE	MA
Tompkins County	AEA	NY	Hyannis	ANE	MA
Niagara Falls	AEA	NY	Lawrence	ANE	MA
*Oneida County	AEA	NY	Martha's Vineyard	ANE	MA
Stewart	AEA	NY	New Bedford	ANE	MA
Capital City (Harrisburg)	AEA	PA	Norwood	ANE	MA
Lancaster	AEA	PA	Worcester	ANE	MA
*Latrobe	AEA	PA	Boire Field (Nashua)	ANE	NH
*Williamsport/Lycoming Co.	AEA	PA	*Lebanon Municipal	ANE	NH
Charlottesville-Albemarle	AEA	VA	Eagle County	ANM	CO
Lynchburg	AEA	VA	Grand Junction	ANM	CO
Greenbrier Valley	AEA	WV	Friedman Memorial (Hailey)	ANM	ID
Morgantown	AEA	WV	Idaho Falls	ANM	ID
Parkersburg	AEA	WV	Lewiston-Nez Perce Co.	ANM	ID
Wheeling Ohio Co.	AEA	WV	Pocatello Municipal	ANM	ID
Bloomington/Normal	AGL	IL	Gallatin Field (Bozeman)	ANM	MT
Decatur	AGL	IL	Kalispell	ANM	MT
*Meigs Field (Chicago)	AGL	IL	Missoula	ANM	MT
St. Louis Regional	AGL	IL	Klamath Falls	ANM	OR
So. Illinois/Carbondale	AGL	IL	McNary Field (Salem)	ANM	OR
Waukegan Regional	AGL	IL	Medford	ANM	OR
Williamson County (Marion)	AGL	IL	Pendleton	ANM	OR
*Bloomington	AGL	IN	Redmond	ANM	OR
*Columbus Municipal	AGL	IN	Troutdale (Portland)	ANM	OR
Gary Regional	AGL	IN	Ogden-Hinckley	ANM	UT
*Muncie/Delaware County	AGL	IN	Bellingham Int'l	ANM	WA
Battle Creek	AGL	MI	Felts Field (Spokane)	ANM	WA
Detroit City	AGL	MI	Olympia	ANM	WA
Sawyer	AGL	MI	Renton	ANM	WA
Jackson	AGL	MI	Tacoma Narrows	ANM	WA
Anoka (Minneapolis)	AGL	MN	*Walla Walla Regional	ANM	WA
Minot	AGL	ND	Yakima	ANM	WA
			Cheyenne	ANM	WY

AIRPORTNAME	FAA REGION	STATE	AIRPORTNAME	FAA REGION	STATE
Jackson Hole	ANM	WY	Lea County/Hobbs	ASW	NM
Dothan	ASO	AL	Santa Fe Co. Mun.	ASW	NM
Brookley (Mobile)	ASO	AL	Ardmore Municipal	ASW	OK
Tuscaloosa Municipal	ASO	AL	Enid Woodring Mun.	ASW	OK
Albert Whitted (St. Petersburg)	ASO	FL	Lawton Municipal	ASW	OK
Boca Raton	ASO	FL	Univ. of Oklahoma/Westheimer	ASW	OK
Cecil Field	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
St. Augustine	ASO	FL	Tyler	ASW	TX
Stuart/Whitham	ASO	FL	Waco	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 Regional	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
*Kinston	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
Millington	ASO	TN	*South Lake Tahoe	AWP	CA
Smyrna	ASO	TN	*Victorville	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	Kalaeloa	AWP	HI
*Springdale	ASW	AR	Kona/Keahole	AWP	HI
Texarkana Mun./Webb Field	ASW	AR	Lihue	AWP	HI
Acadiana Regional	ASW	LA	Molokai	AWP	HI
Chennault	ASW	LA	*Elko	AWP	NV
Houma	ASW	LA	*Henderson (Las Vegas)	AWP	NV
Alexandria	ASW	LA	Saipan International	AWP	MP
*Shreveport Downtown	ASW	LA			
Farmington Municipal	ASW	NM			

FAA CONTRACT TOWER REGIONAL POINTS OF CONTACT:

Alaskan Region

222 W. 7th Ave., Number 14
Anchorage, AK 99513

Hank Williams, (POC)
AAL-510
(907) 271-5828
(907) 271-2850 fax

Norm Gommoll,
AAL-540
(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, (POC) AGL-510.3
(847) 294-7556
(847) 294-8101 fax

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

Southern Region

1701 Columbia Ave.
College Park, GA 30337-2745

Rhonda Phillips, (POC)
ASO-510
(404) 305-5534
(404) 305-5523 fax

Central Region

901 Locust St.
Kansas City, MO 64106-2641

Vincent Shobe, (POC)
ACE-510B
(816) 329-2516
816-329-2575 fax

Tom Frakes, ANI-520
(816) 329-3537
(816) 329-3525 fax

New England Region

12 New England Executive Park
Burlington, MA 01803

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

Steve Wojcicki, ANE-473
(781) 238-7497
(781) 238-7459 fax

Southwest Region

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Vaughn Patterson, ASW-510
(817) 222-5582
(817) 222-5979 fax

Eastern Region

FAA
1 Aviation Plaza
JFK International Airport
Jamaica, NY 114324

Kathy Moclair-Shea, AEA-510
(718) 553-4515
(718) 683-2862 fax

Jerry Mezza (POC) AEA-510
(718) 683-2869
(718) 995-5692 fax

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

Northwest Mountain Region

1601 Lind Ave., SW
Renton, WA 98055-4056

Wes Price, (POC) ANM-510.1
(425) 227-2522
(425) 227-1510 fax

Jim Hayes, ANM-540.2
(425) 227-2524
(425) 227-1557 fax

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

Western-Pacific Region

15000 Aviation Blvd.
Hawthorne, CA 90009

Jessie Shapiro, (POC) AWP-510
(310) 725-6511
(310) 725-6829 fax

James Motley, AWP-470
(310) 725-7445

FAA Headquarters**Contract Services Branch**

800 Independence Ave., S.W., Rm. 635,
Washington, DC 20591

Harold Thomas
Manager
202/267-9315
fax (202) 267-5305

expressed concern about the change of the classification of air traffic control from an “inherently governmental” function to a “commercial activity” under the Circular A-76 process.

“While we recognize that this new classification will not immediately result in the contracting out of air traffic control functions, we are very concerned that applying the ‘commercial’ classification to air traffic control sets up a slippery slope that could eventually lead to privatization,” the letter stated. “In our view, from a homeland security and safety perspective, air traffic control is a quintessentially governmental function and should be so designated.”

A footnote to Lautenberg’s news release announcing that the letter was sent to Bush stated, “NOTE: Lautenberg’s bill will NOT affect air traffic control systems at the nation’s smallest airports. Lautenberg recognizes there is an effective system already in place called the ‘Contract Tower’ program.”

Democratic signers of the letter, in addition to Lautenberg, are: Barbara Boxer (Calif.), Maria Cantwell (Wash.), Thomas Carper (Del.), Hillary Clinton (N.Y.), Kent Conrad (N.D.), Jon Corzine (N.J.), Mark Dayton (Minn.), Byron Dorgan (N.D.), Richard Durbin (Ill.), John Edwards (N.C.), Russell Feingold (Wis.), Dianne Feinstein (Calif.), Tom Harkin (Iowa), Edward Kennedy (Mass.), John Kerry (Mass.), Herb Kohl (Wis.), Patrick Leahy (Vt.), Carl Levin (Mich.), Joseph Lieberman (Conn.), Patty Murray (Wash.), Ben Nelson (Neb.), Jack Reed (Rhode Island), Harry Reid (Nev.), Charles Schumer (N.Y.) and Debbie Stabenow (Mich.).

OBERSTAR, 46 DEMOCRATIC HOUSE MEMBERS OBJECT TO ATC CHANGE

Rep. James Oberstar (D-Minn.) ranking Democratic member on the House Transportation and Infrastructure Committee, headed a group of House Democrats who sent a letter to President Bush, requesting that the President reconsider his decision to place controllers on the 2002 Commercial Activities list.

“Our air traffic controllers clearly perform an inherently governmental function. Their jobs should not be listed as a commercial activity,” the letter stated.

The decision to place controllers on the Commercial Activities list is “very disturbing,” the lawmakers said, adding, “It appears to be an initial step toward privatizing our nation’s air traffic control (ATC) system.”

In the existing ATC system, FAA and Congress make

decisions on safety issues “in the overall best public interest, with input from system users,” the letter stated. “If there is any move towards privatization or some form of government corporation, how will the public be assured that ATC operations will be managed with a primary goal of protecting the interest of airline passengers and ensuring safety and security?”

The letter pointed to two countries that have privatized their ATC systems, Great Britain and Canada. Since that decision to privatize, the letter said, “Both countries’ systems are financially distressed and suffering from performance setbacks. The perceived gains by privatizing the ATC systems in these countries—lower fees and increased efficiency—have actually translated into higher fees, numerous flight cancellations and delays. This is not a model that the U.S. wants to emulate.”

House Democrats signing the letter, in addition to Oberstar, were: Neil Abercrombie (Hawaii), Tom Allen (Maine), Joe Baca (Calif.), Tammy Baldwin (Wis.), Xavier Becerra (Calif.), Marion Berry (Ark.), Leonard Boswell (Iowa), Robert Brady (Pa.), Corrine Brown (Fla.), Sherrod Brown (Ohio), Lois Capps (Calif.), Brad Carson (Okla.), Jerry Costello (Ill.), Susan Davis (Calif.), Peter DeFazio (Ore.), Peter Deutsch (Fla.), Lloyd Doggett (Texas), Michael Doyle (Pa.), Chet Edwards (Texas), Bob Filner (Calif.), Martin Frost (Texas), Maurice Hinchey (N.Y.), Tim Holden (Pa.), Michael Honda (Calif.), Darlene Hooley (Ore.), Steve Israel (N.Y.), Eddie Bernice Johnson (Texas), Nick Lampson (Texas), James Langevin (Rhode Island), Rick Larsen (Wash.), John Larson (Conn.), William Lipinski (Ill.), Jim Matheson (Utah), Michael Michaud (Maine), Jerrold Nadler (N.Y.), Eleanor Holmes Norton (Washington, D.C.), John Olver (Mass.), Bill Pascrell (N.J.), Ed Pastor (Ariz.), Steve Rothman (N.J.), Loretta Sanchez (Calif.), Max Sandlin (Texas), Jose Serrano (N.Y.), Ted Strickland (Ohio), Bart Stupak (Mich.) and Tom Udall (N.M.).

OED NUMBERS DEMONSTRATE SAFETY OF CONTRACT TOWERS

Statistics released by FAA’s National Airspace Information Monitoring System that compare operational errors/deviations (OEDs) at the 219 FAA contract towers with the 69 FAA-operated VFR towers indicate a better OED rate for contract towers (*see charts on page 7*).

Based on total operations, the OED rate proved 2.25 times better at FAA contract towers versus FAA-operated VFR towers in calendar year 2001; 3.1 times better in
(continued on page 8)

OPERATIONAL ERRORS/DEVIATIONS (OEDS) AT FAA CONTRACT TOWERS (TOTAL OF 219 TOWERS) VS. FAA-OPERATED VFR TOWERS (TOTAL OF 69 TOWERS)			
	CY 2001	CY 2002	TOTAL CYs 2001-2002
FAA Contract Tower Operations	15,767,514	16,074,442	31,841,956
FAA-Operated VFR Tower Operations	13,559,790	13,368,369	26,928,159
Number of OEDs at Contract Towers	15	12	27
Number of OEDs at FAA-Operated VFR Towers	29	31	60
Rate of OEDs at Contract Towers	One OED for every 1,051,168 operations	One OED for every 1,339,537 operations	One OED for every 1,179,332 operations
Rate of OEDs at FAA-Operated VFR Towers	One OED for every 467,579 operations	One OED for every 431,237 operations	One OED for every 448,802 operations

OPERATIONAL ERRORS/DEVIATIONS (OEDS) BY FAA REGIONS AT FAA CONTRACT TOWERS			
	CY 2001	CY 2002	TOTAL CYs 2001-2002
AAL Region BET	2	1	3
ACE Region IXD	0	1	1
AGL Region ATW BAK BKL UGN	0 0 1 2	1 1 0 0	1 1 1 2
ANM Region BZN EGE RDM SFF TTD YKM	1 0 1 1 1 1	0 1 0 0 0 0	1 1 1 1 1 1
ASO Region AHN BCT CRG	1 0 0	0 2 1	1 2 1
ASW Region ADQ BRO PWA SSF	0 1 1 0	1 0 0 1	1 1 1 1
AWP Region CHD LIH MHR	1 1 0	1 0 1	2 1 1

NO OED'S AT FAA CONTRACT TOWERS WERE REPORTED IN CY 2001 AND 2002 FOR THE AEA AND ANE REGIONS.

calendar year 2002, and 2.6 times better for calendar years 2001 and 2002 combined.

Additionally, FAA contract towers accounted for 25 percent of total operations at all 475 U.S. towered airports in 2001-2002.

According to FAA definitions, **an operational error** is an occurrence attributable to an element of the air traffic system in which:

- Less than the applicable separation minima results between two or more aircraft, or between and aircraft and terrain or obstacles (e.g., operations below minimum vectoring altitude (MVA); equipment/personnel on runways), as required by FAA Order 7110.65 or other national directive.

- An aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.

- An aircraft lands or departs on a runway closed to aircraft operations at an uncontrolled airport and it was determined that a NOTAM regarding the runway closure was not issued to the pilot as required.

An operational deviation is an occurrence attributable to an element of the air traffic system in which applicable separation minima were maintained, but:

- Less than the applicable separation minima existed between an aircraft and adjacent airspace without prior approval; or

- An aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval; or

- An aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a letter of agreement (LOA), pre-coordination, or internal procedure; or

- An aircraft is either positioned and/or routed contrary to that which was coordinated individually or as specified in a LOA/directive between positions of operation in either the same or a different facility, or

- An aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

FAA WON'T CALCULATE CONTRACT TOWER B/C RATIOS FOR CY 2002

FAA's Contract Tower Office has determined not to calculate benefit/cost ratios for calendar year 2002, due to

USCTA ANNUAL REPORT, DUES INFORMATION SENT TO MEMBERS

Information on U.S. Contract Tower Association (USCTA) membership dues for 2003 has been mailed to each member, along with a copy of the 2002 USCTA Annual Report.

For USCTA information, contact Spencer Dickerson at (703) 824-0500, Ext. 130. If you would like additional copies of the 2002 USCTA Annual Report, e-mail spencer.dickerson@airportnet.org.

"the circumstances arising from the attacks of Sept. 11, 2001, and especially the impact it had on operations at a majority of the airports in the FCT Program."

FAA said the next B/C calculations will take place this year, with the first calculations for cost-sharing towers to be conducted in April. "These will consist of only cost-share airports that have been in the program for more than one year," the contract tower office said. "The fully funded airports will have their B/Cs calculated in September 2003."

MISSISSIPPI AIRPORTS SUPPORT CONTRACT TOWER PROGRAM

The Mississippi Airports Association wrote to Sen. Trent Lott (R-Miss), the new chairman of the Senate aviation subcommittee, urging him to support contract tower issues in the new Congress, including full funding for FAA's Contract Tower Program and the contract tower cost-sharing program.

The airport officials noted that four Mississippi airports participate in the contract tower program. They are: Greenville Municipal, Hawkins Field (Jackson), Meridian/Key Field and Tupelo Regional.

"It is important to note that government budget constraints could force the closure of many of these towers if they were not part of the FAA Contract Tower Program," the airport officials stated.

30 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Thirty facilities were participating in FAA's contract tower cost-sharing program as of March 1, 2003.

They are: King Salmon (Alaska), Laughlin/Bullhead City (Ariz.), Springdale Municipal (Ark.), South Lake Tahoe (Calif.), Victorville (Calif.), Macon (Ga.), Chicago Meigs Field (Ill.), Muncie (Ind.), Columbus (Ind.), Bloomington (Ind.), New Century Air Center (Kan.), Manhattan (Kan.), Garden City (Kan.), Shreveport Downtown (La.), Jefferson City (Mo.), Central Nebraska/Grand Island (Neb.), Henderson (Nev.), Elko (Nev.), Lebanon Municipal (N.H.), Hickory Regional (N.C.), Concord (N.C.), Kinston (N.C.), Bolton Field (Ohio), Stillwater (Okla.), Latrobe (Pa.), Williamsport/Lycoming Co. (Pa.), Grand Strand/Myrtle Beach (S.C.), McKellar-Sipes Regional (Tenn.) and Walla Walla Regional (Wash.).

For information on the contract tower cost-sharing program, contact your FAA regional representative (listed on page 5).

MIDWEST ATC CONTRACT TOWERS HONORED BY FAA

Numerous FAA contract towers operated by Midwest Air Traffic Control Service Inc. were honored recently by FAA for years of service without an operational error.

The towers listed by FAA are: (10 years) Nashua, N.H.; Central Wisconsin; Martha's Vineyard, Mass., and Enid Woodring, Okla.; (five years) Rapid City, S.D.; Columbus-Ohio State; Oshkosh, Wis.; Timmerman, Wis.; Marion, Ill.; Minot, N.D.; Carbondale, Ill.; Gary, Ind.; Kenosha, Wis.; Detroit City, Mich.; Cuyahoga County, Ohio; Anoka, Minn.; Cincinnati-Lunken, Ohio; La-Crosse, Wis.; Decatur, Ill.; Chicago Meigs Field; Alton, Ill.; Topeka-Forbes, Kan.; Johnson County, Kan.; Salina, Kan.; Joplin, Mo.; Hutchinson, Mo.; Grand Island, Neb.; Topeka-Billard, Kan.; Dubuque, Iowa; Lea County-Hobbs, N.M.; Grand Prairie, Texas, and University of Oklahoma-Norman; (three years) Columbia, Mo.; Battle Creek, Mich.; Janesville, Wis.; Bloomington, Ill., and Wakesha, Wis.; (one year) Garden City, Kan.; Columbus-Bolton, Ohio; Muncie, Ind.; Jackson, Mich.; Cleveland-Burke Lakefront, Ohio; Waukegan, Ill., and Jefferson City, Mo.

JOSEPH OSWALD JOINS RVA AS GM OF ENGINEERING SERVICES

Robinson Aviation (RVA), Inc. announced recently that Joseph J. Oswald has joined the company as General Manager of Engineering Services.

Oswald's 35-year FAA career was with ANI-280 in

the agency's Eastern Region Visual and Navigation Aids establishment engineering section. Before leaving FAA, he was the National Subject Matter Expert on the Installation of the New Bedford Panoramic ALSF-2 and the DME MALSRS systems. Oswald was also instrumental in the development of in-pavement lights and flashers, which are currently being tested for use in the national airspace system.

CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS

The newest members of the U.S. Contract Tower Association (USCTA) are McKinney Municipal (Texas), Elko Municipal (Nev.), Ardmore Municipal (Okla.), Ormond Beach Municipal (Fla.) and Engineering & Installation Services (EIS).

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 2003 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 (La.); Scott Carr, C.M., deputy executive director, Titusville-Cocoa Airport Authority, (Fla.); Russ Chandler, manager, Craig Airport (Fla.); Michael Feeley, C.M., manager, Spinks Airport (Texas); Russ Johnson, director, Manhattan Regional Airport (Kan.); 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: 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, Northwest Arkansas Regional Airport, 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.), New Smyrna Beach Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, St. Augustine Airport (Fla.), Vandenberg Airport (Fla.), Ormond Beach Municipal (Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Gwinnett County Airport (Ga.), Valdosta Regional 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.), Sawyer

International 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, Elko Municipal Airport (Nev.), 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.), Hickory Regional Airport (N.C.), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Eastern Oregon Regional Airport, 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), Ellington Field (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), McKinney Municipal Airport (Texas), Spinks Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Greenbrier Valley 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, CI2 Aviation, Engineering & Installation Services (EIS), Facility Services and Systems, Litton Denro, Lockheed Martin ATM, Marsh USA, Midwest Air Traffic Control Services Inc., Quadrex Associates, Raytheon Company-Air Traffic Management Systems, Robinson Aviation (RVA), Serco Management Services, SolaCom Technologies, Stonefield LLC and Weather Services International.

NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

U.S. Senate Dems Warn Of Air Traffic Control Privatization

Dow Jones Newswire, Feb. 25

WASHINGTON -(Dow Jones)- U.S. Senate Democrats called on President George W. Bush Tuesday to reverse a recent reclassification of air traffic control jobs, which they say could eventually lead to the privatization of the air traffic control system.

Sen. Frank Lautenberg, D-N.J., said the Feb. 6. decision by the U.S. Department of Transportation to reclassify air traffic controllers as "inherently governmental" to a "commercial activity" allows the government to contract out those jobs to private firms.

Lautenberg and 24 other Senate Democrats sent a letter to Bush Tuesday asking the White House to reclassify air traffic control as an "inherently governmental function."

"As a nation, we should be clear and unambiguous about the importance we place on maintaining our world-class air traffic control system," Lautenberg wrote. "We have, through wise legislation, demanded that baggage screeners be federal employees. As a government we should be equally clear that air traffic controllers should also be public employees, entirely accountable to the public."

Lautenberg also said he plans to push for the enactment of legislation that would designate air traffic control as an "inherently governmental" function.

In the House, Rep. James Oberstar, D-Minn, said he would soon introduce a similar bill. Oberstar is the top Democrat on the House Transportation Committee.

The National Air Traffic Controllers Association, the union that represents 15,000 air traffic controllers, is holding its annual Washington meeting this week and has been meeting with lawmakers to discuss the issue.

The Federal Aviation Administration, a unit of the Department of Transportation, and employer of most air traffic controllers, sent out a memo late last year to the controllers about the reclassification.

FAA Administrator Marion Blakey said the reclassification was a technical issue and that "these functions aren't subject to competition and won't be contracted out."

The memo said the Office of Management and Budget required all agencies to develop a list of inherently governmental positions and that based on the criteria given, air traffic control couldn't be classified that way.

Instead, air traffic control was classified as commer-

cial function, but it was deemed "a core mission activity that should not be privatized."

John Carr, president of the controller's union, said he "takes no comfort whatsoever in the denials of the FAA and the Department of Transportation."

William Shumann, an FAA spokesman, said the FAA contracts with private firms to run the control towers at 219 small airports. He said air traffic controllers are FAA employees at 266 towers at large- and medium-sized airports. He said the FAA has no plans to expand the number of jobs it already contracts out.

Prospects for Control Tower are Improving

Sedona (Ariz.) Red Rock News, Feb. 21, 2003

The ducks seem to be falling in a row for Sedona Airport, or perhaps they're landing.

The Sedona Airport Administration has completed several steps in recent weeks toward controlling air noise and re-directing the business of the airport away from air tours:

- The administration board approved a plan last week to charge a fee for commercial tours that visit the airport overlook.
- The Yavapai County Board of Supervisors approved an extended lease earlier this month that consolidates the administration's control of the airport mesa and allows it to seek bonding for future construction projects.
- And the latest, Congress passed legislation that would provide the bulk of the funding for an air control tower.

The legislation, attached to an omnibus spending measure Congress approved Feb. 13, is awaiting President Bush's signature.

"All in all, I would have to say we had a pretty successful month," airport General Manager Mac McCall told the Sedona Noise Abatement Committee Wednesday morning.

McCall has argued that a tower would help limit airplane noise by allowing the Sedona area's airspace to be controlled. The grassroots committee has fought for years to limit air noise.

McCall said the legislation's passage was the culmination of several years of lobbying locally and by an industry trade group of which McCall is a member, the American Association of Airport Executives.

"Without that, it never would have taken place," McCall said.

The legislation would provide 90 percent matching grants by opening up previously unavailable funding from the \$3.4 billion Airport Improvement Program to airports that have or are seeking contract towers.

Also, an AIP grant would allow the airport administration to apply for a 5 percent matching grant from the state Department of Transportation.

In the nation, 219 airport towers are part of the Federal Aviation Administration's contract tower program, which allows control towers to be operated by one of three private companies approved by the FAA, according to Spencer Dickerson, senior executive vice president of AAAE.

"It's a significant program for small airports," he said.

Prior to the bill, contract towers weren't available for AIP funding, effectively meaning that small airports like Sedona's didn't have a chance to receive federal funding to build control towers. The backlog to build FAA-managed control towers is lengthy, Dickerson said.

McCall has presented estimates from a similar tower at Glacier park International Airport in Kalispell, Mont., that cost almost \$1.6 million to design, build and equip.

Dickerson said if the legislation is signed by the president, he expected that the FAA would allow AIP funding to be used for all phases of tower design and construction.

Under the contract tower program, the FAA pays for 75 percent of tower operational costs.

A separate tower bill was passed by the House last fall during the 107th Congress, but it didn't make it out of the Senate before that Congress adjourned.

The legislation avoided having to re-start the congressional process this year by being attached to the spending bill. The federal government has operated on continuing spending resolutions since its fiscal year started Oct. 1.

Even if the legislation is signed by Bush, the airport administration would still have to apply for funding, a process that's likely to take the balance of the year, McCall said.

Outside Influences: Air America

National Journal, January 14, 2003

"Fly me, I'm the federal government." It could soon be the sexy new slogan for U.S. aviation. Last year, Uncle Sam gobbled up the nation's baggage screeners, figuring the private sector would be too busy watching the bottom line to see box cutters on X-ray screens. And with the airlines constantly beseeching the government for aid to stay in business, none other than Carol Hallett, their chief lobbyist, said recently that the entire sector may end up nationalized.

Of course, the government is no stranger to the air transport business. The air traffic controllers scanning the

radar at the largest U.S. airports have long been federal employees.

But amid all this talk about the Bush administration putting out the welcome mat for the nation's other air transport workers, air traffic controllers are worried that the same administration is readying a secret plan to show them the door. Controllers think they could be headed for the private sector, and they are not happy.

Any day now, OMB is expected to officially label air traffic control as a "commercial activity." Formerly, the work had been termed "inherently governmental." Air traffic controllers felt secure that being "inherently governmental" ensured their status as federal employees. But once they are found to be engaging in "commercial activity," they fear it is a short trip to the chopping block.

That is, it could be just a matter of time before their services are contracted out to the private sector, according to National Air Traffic Controllers Association spokesman Doug Church.

Not so, says the FAA, which hopes to reassure jittery air traffic controllers that the agency has no intention of turning them out.

In a Dec. 19 letter to employees, FAA Administrator Marion Blakey explained that she would use "Reason Code A" for categorizing air traffic control as a commercial activity. Under Code A, air traffic controllers' functions "are not subject to competition and will not be contracted out," Blakey wrote.

"We are not assuaged," said Church. "Being on this list is only a one-year deal," he said, noting OMB will revisit the issue next December. Where "Reason Code A" puts the air traffic controllers, according to Church, is on a "slippery slope" to a different "Reason Code" that does allow out-sourcing.

"You're basically in the on-deck circle, and the next pitch is coming for your head," complained Church.

FAA spokesman William Shumann acknowledged air traffic controllers do not have a formal guarantee that they will forever be held to the bosom of the federal government. But he said the FAA's intention of maintaining air traffic controllers in the federal workforce is unmistakable.

"The administrator could not have been clearer" in her letter, Shumann said.

Church thinks the Bush administration's demeanor has not been reassuring. He pointed to omens of potential sympathy for a private sector role, including a statement in the administration's FY02 budget blueprint noting the "success" various nations have had with "air traffic control systems owned and operated by private companies."

So NATCA is gearing up to oppose the new designation. In a move that both sides agree is responsible for the Blakey preemptive Dec. 19 missive, about 500 air traffic controllers handed out leaflets to passengers Dec. 20 at 75 airports throughout the country. The leaflets outlined NATCA's view that privatization would jeopardize safety while increasing delays and ticket prices.

NATCA is sounding out congressional allies about a possible legislative fix. Sources indicated the most likely route is through the appropriations process, perhaps in the form of a rider that labels air traffic control inherently governmental and disallows funding for out-sourcing.

Ironically, noted one congressional source, NATCA may have brought the trouble on itself. The association has been suing the federal government for years in an effort to end the FAA's "contract tower" program. The program lets smaller airports use private sector air traffic controllers. They operate under FAA supervision but are not FAA employees, said Shumann.

In one of his last acts in office, President Clinton issued an executive order defining air traffic control as inherently governmental. But to protect against the lawsuit, Shumann said, President Bush amended the Clinton executive order and eliminating the term "inherently governmental."

"If you say air traffic control is inherently governmental, how do you justify the contract tower program?" Shumann said. The imminent OMB designation of air traffic control as a commercial activity is designed to be consistent with the Bush administration version of the Clinton executive order, he indicated.

Even if the FAA's assurances are correct, air traffic controllers could be excused for seeming a little sensitive about job security. Just over 20 years ago former President Reagan fired thousands of them for illegally going on strike.

Air Traffic Controllers Here Are Contracted

Wood River (Idaho) River Journal, Jan. 8, 2003

Air travelers over the holidays may have noticed protesting picketers at major airports across the country upset over a Bush administration proposal to save tax dollars by expanding the use of private contract air traffic controller services to the lowest bidder.

The Federal Aviation Administration's Contract Tower Program already handles approximately 25 percent of the nation's air traffic, saving the FAA about \$55 million in annual expenditures for the salary and benefit costs of

federal service employees.

Friedman Memorial Airport is one of the airports with non-FAA air traffic controllers, and that's OK by its manager Rick Baird.

Since 1982, in the wake of the air traffic controllers' strike that paralyzed the nation in 1981, the successful public/private partnership began with a handful of tower operations and has grown to 219 general aviation and smaller airports. Friedman's tower is operated by Serco Management Services Inc. and is fully federally funded.

"Without the air traffic controllers, aircraft operations at Friedman Memorial Airport would prove to be even more challenging as aircraft operations are commenced and completed within a narrow valley utilizing a single runway situated between two mountain ranges," Baird said.

From the air, pilots have to guide their planes on approach to the airport at 130 mph, landing in a five-mile-long "funnel" window of opportunity. The second busiest airport in the state, Friedman logs some 70,000 "movements" of aircraft each year. A movement is either a take-off or a landing. On a busy day, Friedman will see as many as 700 movements in the 16 hours it is opened.

"Air traffic controllers at the Hailey facility continuously provide pilots and the community the benefit of safe aircraft operations," Baird said.

However, the actual flight path to the airport is strictly up to the pilot. This often causes misunderstandings with Bellevue neighbors angry over the noise generated by low-flying planes directly overhead. Controllers always remind pilots on both take-off and landings to "check noise abatement procedure" and "easy on the flaps and thrusters." The reminders are part of the airport's "Good Neighbor Flying Program," which facilitates communication between pilots and the airport's neighbors through a "hotline" that registers complaints.

Another safety factor contributed by the controllers is updated weather reports. With a mix of aircraft, large and small, at Friedman and only a single runway used for both take-offs and landings, controllers are kept busy keeping the planes separated.

Contract controllers are held to the same standards as regular FAA controllers and have to be certified by the FAA before taking up their duties.

Many are former military or FAA controllers with an average of 18 years of tower experience. Contract facilities have to comply with the same safety regulations as those followed by FAA facilities, and receive continuous FAA oversight and inspections.

FAA, NATCA Agree To Extend Contract, But Hurdles Remain

Aviation Daily, Jan. 14, 2003

The FAA and the union representing its controllers said yesterday they have tentatively agreed on a two-year contract extension, although critical aspects of the agreement, such as staffing increases, must still be resolved.

National Air Traffic Controllers Association (NATCA) President John Carr told *The DAILY* that while the agreement in principle is a "very positive first step," he is "not opening the champagne yet."

NATCA's primary stipulation in seeking an extension was that controller staffing limits be increased, and this is the main issue that must still be addressed before a final agreement is reached.

Carr said FAA wants to wait until the agency's reauthorization process is further along in Congress before it commits to any staffing increase, as this will give a clearer picture of future funding. Carr said this is "prudent from a business standpoint" for FAA but "frustrating from a system management standpoint for us." He acknowledged the two parties have "slightly different timelines" for completion of the deal.

NATCA wants to see a deal reached as soon as possible so extra controllers can be trained to prepare for an approaching "retirement bubble." The current contract does not officially expire until September, but Carr is hopeful the extension agreement can be finalized long before that deadline. FAA and NATCA both welcomed the extension agreement because now is not a good time to enter full-fledged and possibly acrimonious negotiations for a new contract.

FAA spokesman Greg Martin said the extension "maintains a steady state during a critical time" for the agency, and "allows (FAA) to devote its full and complete attention and energy to its fundamental mission." Carr agreed the tentative deal benefits both sides.

For the new management team under Administrator Marion Blakey, it offers a chance to set agendas and priorities without being distracted by negotiations for a new contract that could potentially drag on for years. From NATCA's point of view, Carr said the current contract is "the best in the federal sector," and the current state of the aviation industry means this is "not a good time tactically to be going to the table." It also lets NATCA concentrate on issues such as privatization and the contract tower program. An FAA statement said "in consideration

of anticipated budget constraints, this tentative agreement does not make additional demands on the agency's budget beyond expected federal government-wide cost-of-living pay increases."

Lautenberg Plans Effort To Head Off Air Traffic Privatization

National Journal's CongressDailyAM Jan. 23, 2003

Sen. Frank Lautenberg, D-N.J., is planning to lead an effort this year to prevent the Bush administration from taking steps he believes could lead to the privatization of air traffic control.

The National Air Traffic Controllers Association has expressed similar concerns, and Lautenberg is initiating a series of actions this week to ensure air traffic controllers are not deposited on what he calls a "slippery slope" into the private sector.

"This will be a big fight this year," said one senior Lautenberg aide. The Bush administration maintains the air traffic controllers have nothing to worry about and it does not intend to boot them off the federal payroll.

The controllers are nervous, nonetheless, because in recent weeks the administration has moved to reclassify air traffic control from an "inherently governmental" function to a "commercial" activity. While the type of commercial activity under which air traffic controllers are newly classified does not allow their services to be contracted out, NATCA and Lautenberg are concerned that the controllers might eventually fall under a different "commercial" category that could put them on the auction block.

In a Dec. 19 letter to controllers, FAA Administrator Marion Blakey said the action was taken because air traffic control does not fit the technical definition of "inherently governmental."

In the letter, Blakey said she and Transportation Secretary Mineta do not endorse "significant" expansion of an existing small airport program that draws on the private sector for controllers. Nor do they back "similar contracting proposals involving the separation and control of air traffic," Blakey wrote.

Unassuaged, Lautenberg has filed an amendment to the FY03 omnibus appropriations bill that would deny funding to privatize the air traffic control system or to change the classification of the system from inherently governmental to commercial. It is unclear, however, whether Lautenberg intends to offer the amendment on the floor.

Lautenberg is also seeking signatures from other senators on a letter to President Bush urging the administration to redesignate air traffic control as inherently governmental.

Senate Minority Whip Reid is among those who have already signed the letter. Lautenberg hopes to amass enough signatures to send it to Bush by the end of the week.

“Any attempt to privatize the air traffic control function will jeopardize the safety and security of the American people,” states the letter, of copy of which was pro-

vided to CongressDaily. “In an era where aviation safety is such an enormously high priority, we should not create any ambiguity about the federal government’s complete responsibility for the safety of the flying public.”

Lautenberg has a long history of involvement in transportation issues and has been one of the Senate’s leading defenders of the financially imperiled Amtrak rail system.

He plans to push for action on the air traffic control issue by the Senate Commerce Committee this year, aides said.

CONTRACT TOWER SESSIONS, USCTA MEMBER MEETING SET FOR AAAE ANNUAL CONFERENCE IN LOS ANGELES

Plan to attend a special session on the future of FAA’s Contract Tower Program on **Wednesday, April 30, from 9:30-10:30 a.m.** during AAAE’s Annual Conference and Exposition in Los Angeles, April 27-30.

On **Tuesday, April 29, from 10:30-11:30 a.m.** the U.S. Contract Tower Association will hold its general membership meeting, also at the AAAE conference.

For registration information, visit <http://www.airportnet.org/annual2003>.



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



FAA Contract Tower Program Workshop

June 22-24, 2003 • Washington, D.C. • Mtg. #030605

The Federal Aviation Administration (FAA) Contract Tower Program has been in place since 1982 and currently provides for the contract operation of air traffic control (ATC) services at 219 control towers. The program continues to receive high marks from the Department of Transportation (DOT) Inspector General (IG), Congress and the National Transportation Safety Board (NTSB). FAA is also implementing the cost-sharing program for some airports that fall below the eligibility criteria for contract towers.

To assist airports that currently are in the contract tower program and those that are interested in participating in the program, FAA headquarters, AAAE and AAAE's affiliate organization the U.S. Contract Tower Association (USCTA) are pleased to present a special management workshop on the contract tower program, June 22-24, 2003, in Washington, D.C.

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

Topics for the workshop will include procedures and plans for future contract towers; the status of the National Air Traffic Controllers Association (NATCA) lawsuit; implementation of the contract tower AIP construction/equipment provision; the contract tower cost-sharing program; the role of the local airport operator and FAA in the contract tower program; contract tower liability insurance issues; security issues involving contract towers; review of the benefit/cost criteria used in the program; tower maintenance, equipment, and terminal radar display issues; the Congress', DOT IG's and NTSB's perspective on the program; an update on how ATC companies operate, and future contract tower issues and trends. Airports and FAA representatives will have ample time to discuss and debate the challenges associated with the program. Past workshops have resulted in substantive changes and enhancements to the program from an airport operator perspective.

Time is reserved after 2 p.m. on Monday, June 23, for individual airports to meet with their congressional representatives about the importance of the contract tower program. These meetings are encouraged and should be set up prior to coming to the workshop. Please call Spencer Dickerson, AAAE/USCTA, (703) 824-0500, Ext. 130, if you need any assistance.

All sessions will take place at the Loews L'Enfant Plaza

Hotel in downtown Washington, D.C. This special management workshop will begin with a reception at 6:30 p.m. (early registration will begin at 6 p.m.) Sunday, June 22. Workshop sessions will begin at 8:45 a.m. on Monday, June 23, and end at 12:30 p.m. on Tuesday, June 24.

The registration fees include all handouts, coffee breaks, one lunch and the welcome reception. Confirmation of your registration will be faxed prior to the meeting. For additional registration information, please contact Natalie Fleet, AAAE, at (703) 824-0500, Ext. 132, or e-mail natalie.fleet@airportnet.org. For further program information, contact Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@airportnet.org.

Tabletop displays and sponsorship opportunities are also available. For further information, contact Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mail spencer.dickerson@airportnet.org

AGENDA

(subject to change)

SUNDAY, JUNE 22

6-6:30 p.m. Registration
6:30-7:30 p.m. Opening Reception

MONDAY, JUNE 23

8:45-9 a.m. Welcome and Workshop Overview
9-9:30 a.m. Keynote Address
9:30-11:30 a.m. FAA Update of the Contract Tower Program
11:30-11:45 a.m. Coffee Break
11:45 a.m.-12:15 p.m. Contract Tower Operations from the Perspective of NATCA
12:15-1:45 p.m. Luncheon
2-5 p.m. Individual Meetings with Congressional Offices

TUESDAY, JUNE 24

8:30-9 a.m. Contract Tower Program from the Perspective of Congress
9-9:45 a.m. ATC Contractors' Perspective and Customer Service Initiatives
9:45-10:15 a.m. Coffee Break
10:15-11:15 a.m. Case Studies of Current Contract Towers
11:15 a.m.- Noon Contract Tower Operations from the Perspective of the DOT Inspector General and NTSB
Noon-12:30 p.m. Open Discussion
12:30 p.m. Workshop Adjournment



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



FAA Contract Tower Program Workshop

June 22-24, 2003 • Washington, D.C. • Mtg. #030605

Hotel reservations—Rooms are being held at the Loews L'Enfant Plaza Hotel, 480 L'Enfant Plaza, SW, Washington, DC 20024; phone: (202) 484-1000. All attendees will receive a special rate of \$159 single/double. **Reservations must be made by Friday, May 30, 2003, in order to guarantee this rate.** Reservations made after this date can only be honored on a space and rate available basis. To make your hotel reservations, call the hotel directly at (202) 484-1000 and identify yourself as part of the AA AE group.

Airline reservations—American Airlines and Delta Air Lines have been selected as the official air carriers for this meeting. Attendees can receive 10% off American's and Delta's full coach fare or 5% off all other published fares. Rules and restrictions apply. To take advantage of American's and Delta's special fares, call American Airlines directly at (800) 433-1790 from 6 a.m.-1 a.m. eastern standard time daily and refer to star file 4263AJ; call Delta Air Lines directly at (800) 241-6760 from 8 a.m.-11 p.m. eastern standard time daily and refer to file number 181724A.

Ground transportation—A taxi ride from Reagan Washington National Airport to the Loews Hotel is approximately \$15 one way and takes 10-15 minutes. The hotel is located at the L'Enfant Plaza stop on the blue, orange, yellow and green Metro (subway) lines. From Reagan National Airport, take the blue or yellow line to L'Enfant Plaza. Avis Rent A Car is the official rental car company for this meeting. To make reservations or for further information, please call Avis at (800) 331-1600 and reference J097316.

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

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

Nickname for Badge _____ E-Mail Address _____

Full Name _____

Title _____

Airport/Company _____

Address _____

City/State/Zip _____

Telephone Number _____ Fax Number _____



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

*Registrations and cancellations must be submitted in writing. Refund requests before **June 6, 2003** are subject to a \$125 processing fee; there will be no refunds after this date. Substitutions will be accepted without penalties and no-shows will be billed.*

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

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

1. All attendees.....\$385
2. ARDF* members.....\$355
3. U.S. Contract Tower Association member.....\$225 (full dues-paying USCTA members)

*ARDF—the Airport Research and Development Foundation

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

PAYMENT METHOD

Enclosed is my check payable to AA AE Purchase Order # _____

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

Cardholder Name _____

Account Number _____ Exp. Date _____

Signature _____

RETURN TO: AA AE • 601 Madison St., #400 • Alexandria, VA 22314 (USA) or Fax to (703) 820-1395. Photocopies of this form will be accepted. AA AE accepts registration regardless of race, religion, sex, physical disability and national or ethnic origin. This includes but is not limited to admissions, employment and educational services.

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