

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 6, Number 3

May-June 2002

TRIBUTE TO WILLIE CARD, FAA CONTRACT TOWER PROGRAM MANAGER

Willie Card, manager of FAA's Contract Tower Office, died unexpectedly on June 10. Those of us who knew Willie in his official capacity became his friends as well and we mourn the tragic loss of our colleague. Willie would have been a speaker at the USCTA Contract Tower Program Workshop July 14-16. He was a frequent speaker at USCTA and other industry events and loved the contact and interaction with those who staff the airports and towers in his program. This would have been Willie's last time to speak at our annual workshop, since he was planning to retire at the end of 2002.

Willie Fred Card was born Dec. 26, 1946, in Louisville, Ala. He lived in Lorain, Ohio, from 1952 until he joined the U.S. Air Force in 1965.

Willie served in the Air Force from July 1965 until March 1969, where he was trained as an air traffic controller. He was a dedicated employee of the Federal Aviation Administration for more than 30 years. Willie's career also included air traffic control positions at Cleveland ATCT, the FAA Academy, Pittsburgh ATCT and Boston ATCT. His career culminated at FAA headquarters where he served as an Air Traffic Control Specialist, manager of the Runway Incursion Program and manager of the Contract Tower Program. The Contract Tower Program is considered as one of the most successful in FAA. Under Willie's outstanding leadership and guidance, the Contract Tower Program now operates with a budget approaching \$80 million and includes 217 towers. He received numerous awards during his tenure at FAA and was highly respected in his



profession.

He enjoyed traveling, playing golf, building computers and he loved barbecuing, jazz and blues music.

Willie was a devoted father and grandfather, and is survived by his longtime companion, Ms. Mabel C. Jones, and his children Erica, Scott, William, Vanessa and Nicole.

Log on to www.bms-llc.com/willie_card/index.htm to view the website in honor of Willie.

Willie's funeral was held June 18 in Lorain, Ohio, and he was buried in Avon, Ohio.

A memorial service for friends and FAA colleagues was held in FAA's headquarters auditorium on June 25, when memories of Willie were shared. Tributes were given by a number of government and industry officials, including Steve Brown, acting FAA associate administrator for air traffic; Steve Christmas, vice president-aviation, Serco Management Services; Shane Cordes, president/CEO Midwest ATC Service; Wes Cozart, president, Robinson-Van Vuren Associates, and Spencer Dickerson, executive vice president of AAAE and executive director of the U.S. Contract Tower Association.

AAAE/USCTA-BACKED CONTRACT TOWER AIP BILL CLEARS HOUSE

The House on June 20 approved H.R.1979, which would allow airports to use up to \$1.1 million in Airport Improvement Program (AIP) funds to build or equip air traffic control towers operated under FAA's Contract Tower Program.

The legislation, which passed by a vote of 284-143, provides for the use of AIP entitlements and AIP state apportionments for new tower construction and equipment purchases at airports that participate in or would qualify for FAA's Contract Tower Program and pay a 10 percent local share for the project.

The bill also allows airports that have built or equipped air traffic control towers since Oct. 1, 1996, to use their AIP entitlements to reimburse themselves for those expenses—again provided that the airport participates in FAA's Contract Tower Program and pays the 10 percent local share. There are approximately 21 airports that are eligible for reimbursement.

AAAE and USCTA praised the House leadership for passage of the legislation.

AAAE Executive Vice President and USCTA Executive Director Spencer Dickerson commented, "Without this federal assistance, many small communities will be unable to finance the construction and equipping of a tower, which is very important to enhancing air traffic safety." He expressed the hope that the measure would meet with swift approval in the Senate.

Rep. Jim Oberstar (D-Minn.), the ranking Democrat on the House Transportation and Infrastructure Committee, and aviation subcommittee Ranking Democrat Bill Lipinski (D-Ill.) led the opposition to the reimbursement provision. The opponents argued that the 21 affected airports signed a contract with FAA to build and equip their towers and that reimbursing them now for those expenses would amount to an unfair "windfall." During floor debate, Oberstar and Lipinski offered an amendment that would have stripped the reimbursement provisions from the bill. That amendment failed on a largely party-line vote of 223-202.

All Republicans, except Joel Hefley (Colo.), Ron Paul (Texas) and Jim Ramstad (Minn.), voted against the Oberstar amendment. All Democrats, except for Neil Abercrombie (Hawaii), Ralph Hall (Texas), Alcee Hastings (Fla.), Baron Hill (Ind.), Eva Clayton (N.C.), James Maloney (Conn.), Ronnie Shows (Miss.), Gene Taylor (Miss.) and Robert Wexler (Fla.), voted for the Oberstar

amendment.

Proponents of reimbursement, including the bill's chief sponsors, Reps. Roger Wicker (R-Miss.) and aviation subcommittee Chairman John Mica (R-Fla.), argued that airports should have the flexibility to use their entitlement funds for reimbursement as a matter of local control. They further argued that the 21 airports should not be punished for proactively addressing a safety concern by building or equipping towers.

RADAR PLANNED FOR LOW-ACTIVITY AIRPORTS

FAA said it will purchase new radar automation display systems for some low- to medium-activity airports that currently have no radar displays.

The display systems are part of the agency's plan to provide interim tower displays in advance of the full national deployment of the Standard Terminal Automated Radar System (STARS). The display systems also will provide an affordable, certifiable tower radar display that can be purchased by airports, at their own expense, the agency said.

Two low-cost display systems will be available later this year, FAA said. These are called ARTS IE (Automated Radar Terminal Systems IE) and STARS LITE (Standard Terminal Automation Replacement System Local Integrated Tower Equipment). These displays are based on existing air traffic control technology, enabling the agency to minimize the need for additional testing, evaluation and training. This market-based approach is expected to expedite the certification of the two systems, the agency explained.

U. S. C O N T R A C T T O W E R A S S O C I A T I O N N E W S L E T T E R

Editor **Barbara Cook**

Charles M. Barclay, A.A.E.

President, AAAE

J. Spencer Dickerson,

Executive Director, USCTA

THE U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER is published by the American Association of Airport Executives, the largest professional organization for airport executives in the world.

FAA currently plans to install the systems at approximately 15 towers, each handling at least 30,000 operations annually. Airports will be able to purchase the systems directly from the manufacturers, through the General Services Administration or through FAA, via reimbursable agreements. Smaller airports can opt to install this new technology at their own expense.

The full-service STARS system, which is being installed at the nation's busiest airports, includes redundancy features (for example, dual Local Area Networks) that are necessary for these high-traffic areas, FAA said. Since STARS LITE and ARTS-IE are targeted for airports with low-to-medium traffic levels, they do not require the redundancy and enhanced capabilities that would be required at busier locations.

FAA said it evaluated the STARS LITE and ARTS IE at airports in Vero Beach, Fla., and Prescott, Ariz., respectively.

The low-cost displays are the result of partnerships between the manufacturers—Raytheon Corp. and Lockheed Martin—and FAA's Terminal Business Service, the agency's first performance-based organization.

For further information, contact Michael Bateman at FAA, phone (202) 264-3573.

DOT CLARIFIES WHITE HOUSE STATEMENT ON ATC

DOT has issued a statement clarifying the administration's recent issuance of an executive order eliminating the designation that air traffic control is "an inherently governmental function."

The White House, without explanation, on June 6 released an executive order eliminating the designation that air traffic control is "an inherently governmental function."

In response, DOT on June 12 issued the following statement: "The Federal Aviation Administration (FAA) has for many years contracted with private companies to staff air traffic control towers at small airports. This program involves 206 (now 217) contract towers handling approximately 23 percent of flights and has been highly successful. The Department of Transportation's Inspector General has determined that contract towers are as safe as towers staffed by FAA employees and are much less costly to operate. Despite its success, the FAA's contract tower program has been the subject of protracted litigation with the National Air Traffic Control Association for many years.

"Late in his tenure, President Clinton issued an executive order authorizing the Secretary of Transportation to establish a new "Air Traffic Organization" within the Federal Aviation Administration. Secretary Mineta is now preparing to establish this organization within FAA. After lobbying by the air traffic control union, President Clinton had language inserted in his executive order suggesting that air traffic control is an "inherently governmental function." That phrase was deleted in the recent amendment to the executive order. The goal of the deletion is to make clear that the executive order did not inadvertently preclude the continuation of the successful contract tower program.

"Secretary of Transportation Norman Y. Mineta said today, "This kind of competitive sourcing is a goal for the Department of Transportation and is a priority of the President's Management Agenda. It is clear that any large-scale privatization of air traffic control would be highly controversial in Congress, and I have no present intention of initiating that debate."

FAA is still working on an A-76 study in response to a court order in the litigation referred to in DOT's announcement. AAAE and USCTA are hopeful that the lawsuit can be settled so FAA's Contract Tower Program is protected.

The National Air Traffic Controllers Association said Bush's order "does nothing to improve the safety or security of our national airspace system and seems designed only to pacify the pro-privatization proponents in his own administration."

Michael Fanfalone, president of the Professional Airways Systems Specialists (PASS), called President Bush's executive order "a giant step backwards for America's Homeland Defense. We saw clearly after Sept. 11 that certifying and maintaining the radar data and communications systems which protect our domestic air space is vital in the fight against terrorism. Our concern is that the radar that monitors our skies, and the voice and radio systems that provide critical communications capabilities, should be maintained and certified by committed public servants, answerable to the American people, and not controlled by private interests mostly concerned about a bottom line."

CONTRACT TOWER COST-SHARING ATTRACTS 31 AIRPORTS

Thirty-one facilities were participating in FAA's contract tower cost-sharing program as of July 1.

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

For information on contract tower cost-sharing, contact your FAA regional representative (listed on page 7).

USCTA MEMBERS, POLICY BOARD MEET IN DALLAS

The U.S. Contract Tower Association held a general membership meeting in conjunction with AAEA's Annual Meeting and Exposition, May 19-22 in Dallas. In addition, USCTA's Policy Board met.

Speakers at the member meeting included FAA Contract Tower Program Manager Willie Card, Steve Christmas, vice president-aviation, Serco Management Services, and Monte Eliason, C.M., manager, Glacier Park (Mont.) International. Subjects that were discussed included terminal radar displays, contract tower funding and tower minimum equipment lists.

CONTRACT TOWER ASSOCIATION GAINS THREE NEW MEMBERS

The newest members of USCTA are Texarkana Regional Airport (Ark.), Northwest Arkansas Regional Airport and Facility Services and Systems Inc.

Spencer Dickerson, executive vice president of AAEA, 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., man-

ager, 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.

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, Texarkana Regional Airport (Ark.), 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, Vandenberg Airport (Tampa, Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field 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.)

(continued on page 8)

FAA CONTRACT TOWERS

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

AIRPORTNAME	FAA REGION	STATE	AIRPORTNAME	FAA REGION	STATE
Dothan	ASO	AL	Enid Woodring Mun.	ASW	OK
Brookley (Mobile)	ASO	AL	Lawton Municipal	ASW	OK
Tuscaloosa Municipal	ASO	AL	Univ. of Oklahoma/Westheimer	ASW	OK
Albert Whitted (St. Petersburg)	ASO	FL	*Stillwater	ASW	OK
Boca Raton	ASO	FL	Wiley Post	ASW	OK
Cecil Field	ASO	FL	Brownsville Int'l	ASW	TX
Gainesville	ASO	FL	Easterwood	ASW	TX
Hollywood	ASO	FL	Grand Prairie	ASW	TX
Craig (Jacksonville)	ASO	FL	Laredo International	ASW	TX
Key West	ASO	FL	McAllen	ASW	TX
Kissimmee	ASO	FL	McKinney Municipal	ASW	TX
Lakeland Municipal	ASO	FL	Redbird	ASW	TX
Melbourne	ASO	FL	Rio Grande Valley (Harlingen)	ASW	TX
Naples	ASO	FL	San Angelo	ASW	TX
Opa Locka	ASO	FL	Stinson Municipal (San Antonio)	ASW	TX
Page Field	ASO	FL	Sugar Land	ASW	TX
Panama City/Bay Co.	ASO	FL	Tyler	ASW	TX
Pompano Beach	ASO	FL	Waco	ASW	TX
Stuart/Whitham	ASO	FL			
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
McCullum	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
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
			Agana	AWP	Guam
*Fayetteville	ASW	AR	Kalaeloa	AWP	HI
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
Chennault	ASW	LA	*Henderson (Las Vegas)	AWP	NV
Houma	ASW	LA	Saipan International	AWP	MP
Alexandria	ASW	LA			
*Shreveport Downtown	ASW	LA			
Farmington Municipal	ASW	NM			
Lea County/Hobbs	ASW	NM			
Santa Fe Co. Mun.	ASW	NM			
Ardmore Municipal	ASW	OK			

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

Roger Cowan
ANI-360
(404) 305-6465

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) 222-5587
(817) 222-5979 fax

Eastern Region

JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430

Kathy Moclair-Shea, AEA-510
(718) 553-4510
(718) 995-5692 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

Samuel L. Moore
Acting Manager
ATP-140
(202) 267-9210
fax (202) 267-5305

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.), 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), 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 Air-

port, 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, Facility Services and Systems Inc., Litton Denro, Lockheed Martin ATM, Marsh USA, Midwest Air Traffic Control Services Inc., Quadrex Associates, Raytheon Company-Air Traffic Management Systems, RVA Inc., Serco Management Services and Weather Services International Inc.

CITY OF KISSIMMEE, FLA. HONORS RVA CONTROLLERS

The city of Kissimmee, Fla., recently awarded the air traffic controllers of Kissimmee Gateway Airport the key to the city. Mayor George Gant presented tower chief Shannon Thomas and his staff this award in a special ceremony. This represents the second highest level of recognition in the city's award program.

The controllers, who are employed by RVA as part of FAA's Contract Tower Program, are Thomas, John Blakeney, Glenn Huckeba, John Rock, Lindsay Payne, Chris Mason and Edward Terhune. The city praised the tower staff members for their outstanding performance in conducting safe and efficient operations since the tower opened in 1997.

Director of Aviation for Kissimmee Gateway Terry Lloyd credited the controllers with being "directly responsible for the dramatic positive economic impact that the airport has upon the surrounding community."

The tower averaged 463 operations a day in 2001.

In a letter to RVA, Lloyd said the tower controllers "are literally our airport's best customer service asset." He said, "On a consistent, unsolicited basis, the excellent performance of the Gateway controllers have been highlighted to our city's elected officials, members of our airport advisory board and myself by the flying public we encounter across the metro Orlando area. Please accept my thanks to your people for a job well done!"

FAA OFFICIAL PRAISES SERCO CONTROLLERS

Ray Collins Jr., Capstone Liaison, Air Traffic Division of FAA, recently sent the following letter to Steve Christmas, vice president-aviation, Serco Management

Services:

"I just returned from two weeks in Bethel (Alaska) Tower evaluating the Micro-EARTS BRITE-type display. During this time, I constantly monitored the local controller and general tower operations; I was impressed. You have a highly trained cadre of professional controllers who are providing outstanding service to the operators at Bethel. I observed operations during heavy periods of traffic in VFR, marginal VFR and SVFR conditions. The result was always the same, outstanding service!

"Perhaps most noteworthy was the working relationship between the controllers and pilots. This was hammered home when, after work, I toured the operators to discuss Capstone issues. One thing kept coming up when I mentioned air traffic control—the line pilots said 'our controllers'—and all acknowledged the professionalism and close working relations.

"I believe your Tower Manager Dave Michalko is responsible for this achievement. For example, Dave met each team when they arrived at Bethel. He went beyond the call of duty in making the team comfortable in the facility—and he was always in the facility to assist in any way possible. Dave was also a gracious host after work and was always available to help. Additionally, it became readily apparent he has earned the respect of the controllers under his charge.

"During the visit of Mr. Steve Brown, ATS-1, the cab became quickly filled with visiting dignitaries. The working controllers took this in stride with no impact to operations. Concurrently, Dave quietly ensured the dignitaries did not impact operations and provided timely, expert input to the discussions taking place; again, a highly professional and polished operation.

"In closing, let me reiterate; you have a top-flight facility manager with outstanding air traffic controllers who represent your company in an outstanding manner."

NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

No Plans to Turn Air Traffic Control Over to Private Industry, Mineta Says

By JONATHAN D. SALANT
The Associated Press June 11

WASHINGTON (AP) — Transportation Secretary Norman Mineta said Tuesday there are no plans to turn over the air traffic control system to private industry despite President Bush's executive order that strips controllers of

guaranteed government jobs.

Mineta's comments were the first from the administration since Bush signed the order last week to remove the guaranteed-jobs provision from a Clinton administration directive. The new order came more than two decades after President Reagan fired striking air traffic controllers.

Bush has proposed studying whether private industry rather than the Federal Aviation Administration should handle air traffic control.

"It is clear that any large-scale privatization of air traffic control would be highly controversial in Congress, and I have no present intention of initiating that debate," Mineta said.

Bush's order says air traffic control is no longer an "inherently governmental function," which means it does not require federal employees. Therefore, the government could hire a private company to take over.

Unions representing controllers and technicians that certify air traffic control equipment both criticized Bush's order.

Mineta said the president issued it to ensure that the FAA could continue to have private companies run air traffic control towers at 206 small airports. He said the department's inspector general found the towers cheaper to run and as safe as those staffed by FAA employees.

The transportation secretary said Bush's order "is to make clear that (Clinton's) executive order did not inadvertently preclude the continuation of the successful contract tower program."

The National Air Traffic Controllers Association, the successor union to the group disbanded after Reagan fired the controllers in 1981, has gone to court, saying the FAA should not have allowed private operations and charging that they could reduce safety. The lawsuit was filed in 1994.

The American Association of Airport Executives, however, backs the privately run towers, saying the FAA could not afford to operate control centers at small airports itself.

Bill Would Ease Restrictions on Federal Funds for Small Airports

CQ Daily Monitor, June 17

The House is scheduled to take up legislation June 19 that would give small airports more flexibility when using federal aviation money to build air traffic control towers.

The bill (H.R.1979) would allow airports to make tower construction and equipment purchases through the

Airport Improvement Program (AIP). Airports would have to qualify for the contract tower program and put up a 10 percent local share. The federal share would be limited to \$1.1 million per tower.

The Congressional Budget Office estimates the bill would cost \$47 million over five years, beginning in 2003.

The AIP funds were previously authorized in the 2000 aviation law AIR-21 (PL 106-181).

The measure, sponsored by Roger Wicker, R-Mass., aims to alleviate a funding shortfall in the Federal Aviation Administration construction program that has left small airports without air traffic control towers. The agency's contract tower program allows qualified private companies to build and operate the towers, usually at lower cost to the airports.

The legislation is opposed by Transportation and Infrastructure Committee ranking Democrat James L. Oberstar, Minn., and others because of a provision that would allow airports that have already built towers to be reimbursed.

The provision would cover up to 26 airports that built or equipped towers since Oct. 1, 1996. Those airports used their own funds and are now seeking reimbursement. Committee Democrats argue that the airports had no expectation of reimbursement and that the measure would amount to a costly giveaway when money is needed for airport safety and capacity improvements.

An amendment offered by Oberstar during the April 24 full committee markup that would have stripped the reimbursement provision was defeated, 34-35, on a party-line vote. The bill was then approved by voice vote.

A number of aviation groups, including the U.S. Contract Tower Association, have written to House and Senate appropriators seeking increased funding for the contract tower program in the fiscal 2003 Transportation spending bill.

—Peter Cohn

House Passes Control Tower Bill

Aviation Daily, June 21

House lawmakers last week passed a bill that will allow small airports to use their Airport Improvement Program (AIP) funds to construct air traffic control towers. The bill, H.R.1979, was authored by Rep. Roger Wicker (R-Miss.), and supported by House Transportation and Infra-

structure Committee leadership. It was approved by a 284-143 margin. As well as making new tower construction eligible for AIP funding, the bill allows airports to be reimbursed for previous tower construction. This clause drew objections from Democrats on the House aviation subcommittee.

Airports will be required to qualify for the contract tower program, and pay a 10 percent "local share" of construction. The towers would be built and operated by private contractors. House Transportation and Infrastructure Chairman Don Young (R-Alaska) said that the bill would enhance safety at general aviation airports by giving them the ability to build towers if they choose. He stressed that the bill will require no additional funding, as airports would use funding already allocated to them.

White House Says Order Clarifies Contract Tower Contradiction

Aviation Daily, June 12

After receiving much criticism over an Executive Order deleting a guarantee that air traffic control should be a government function, the White House said yesterday that the move was intended to rectify a conflict between the guarantee and the contract tower program. Observers believe that the order has a much wider significance than merely clarifying existing language, however.

The Executive Order, announced last week, amended a similar order from the Clinton administration by deleting a sentence stipulating that ATC is an "inherently governmental function." Labor groups such as the National Air Traffic Controllers Association and the AFL-CIP criticized the move as a portent of further privatization of ATC.

White House spokeswoman Claire Buchan told *The Daily* that, "The previous Executive Order was inconsistent with the reality that more than 200 towers are staffed by contract employees." She said the order did not make any changes to the current system but removes a "perceived impediment" to the tower program.

NATCA officials deny that there is any conflict inherent in the Clinton Executive Order, as the contract tower program only applies to Level I towers, serving primarily general aviation airports. NATCA believes that the order could be aimed at clearing the way for a privatization proposal. The administration has repeatedly said it wants to consider foreign examples of ATC privatization. In addition, the White House is expected to release a proposal relating to FAA restructuring by mid-July.

NATCA officials also believe that the order will help FAA resolve a nine-year court battle related to NATCA's challenge of the legality of the contract tower program.

In February, the 6th U.S. Circuit Court of Appeals ordered FAA to submit a study of why the contract tower program is legal. The court expressed its impatience with FAA, which has appealed earlier decisions three times.

The chorus of opposition to any ATC privatization proposal is continuing to build. Last night, members of Congress were expected to voice their concerns about the Executive Order on the House floor. The International Transport Workers' Federation also criticized the order yesterday.

Mineta Weighs In On ATC, Rules Out Privatization Effort

Aviation Daily June 13

DOT Secretary Norman Mineta yesterday said that although DOT is preparing to establish a new performance-based Air Traffic Organization (ATO) within FAA, it would not at this stage propose further privatization moves for the agency.

The Mineta statement comes after substantial criticism of last week's White House executive order that deleted an earlier guarantee by the Clinton administration that air traffic control is inherently a government function.

Mineta's latest statement on ATC echoes a White House clarification that the order is intended to remove language from a Clinton executive order that conflicts with the existing contract tower program (DAILY, June 12). Many labor groups, led by the National Air Traffic Controllers Association, attacked the Bush order as opening the door to further privatization of FAA functions.

The Mineta statement said the Clinton order was amended "to make clear that the executive order did not inadvertently preclude the continuation

of the successful contract tower program." Referring to the contract tower program, Mineta said, "This kind of competitive sourcing is a goal for the DOT and is a priority on the President's Management Agenda." He added, "It is clear that any large-scale privatization of air traffic control would be highly controversial in Congress, and I have no present intention of initiating that debate."

House aviation subcommittee Chairman John Mica (R-Fla.) has scheduled a hearing on FAA restructuring July 16, where the creation of the ATO will be one of the major issues debated. Mica earlier said he is not interested in considering privatization proposals during the hearing. The White House is expected to unveil its own restructuring proposal at about the same time.

Air Transport Association spokesman Michael Wascom told the DAILY that while there is agreement that the ATC system needs to be modernized, now is not a good time to make those changes. The primary focus needs to be on ensuring the safety and security of air travel and strengthening homeland security, Wascom said. "While the time may come for a debate about the proper role of government in the provision of ATC services, the press of other national security issues counsels that we await the return of a more stable aviation environment."



Cheyenne's New FAA contract control tower



Celebrating the May 28 opening of Cheyenne's new FAA contract control tower are (left to right) Gen. Ed Boenisch, Wyoming Air National Guard; U.S. Sen. Mike Enzi (R-Wyo.); U.S. Sen. Craig Thomas (R-Wyo.); airport manager and AAAE Chair Jerry Olson, A.A.E.; U.S. Rep. Barbara Cubin (R-Wyo.), Wyoming Gov. Jim Geringer (R) and Col. Bob Rodekohr, Wyoming Air National Guard.

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



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

HOUSE PASSES ATC TOWER CONSTRUCTION FUNDING BILL

Airports, July 2, 2002

The House has passed legislation allowing Airport Improvement Program (AIP) grant money to be spent on building air traffic control (ATC) towers at smaller airports. FAA currently takes responsibility for building control towers, but budget limits prevent construction of towers at smaller airports, which many complain forces smaller airports to operate at a different level of safety. Tower operations at smaller airports are aided, however, by the Contract Tower Program, in which FAA contracts out ATC staff at 217 U.S. airports. The Small Airport Safety, Security, and Air Service Improvement Act, sponsored by Rep. Roger Wicker (R-Miss.) was passed June 20 by a vote of 284 to 143. Key provisions in the legislation include:

- Allowing control tower construction to be funded by AIP entitlements and AIP state apportionment
- Allowing reimbursement for previous tower constructions from AIP entitlements
- Requiring airports to qualify for the contract tower program and pay a 10 percent local share in order to get an AIP grant for tower construction
- Allowing FAA to contract with private companies

to build and operate the towers

Allowing smaller towers already built to be paid for with AIP was opposed by some, including ranking House Transportation Committee member James Oberstar (D-Minn.), who offered an amendment on the floor of the House barring such funding. The measure failed.

John Mica (R-Fla.), House Transportation aviation subcommittee chairman, said under the new law such funding is “entirely voluntary—no airport is required to use their grant money to build a tower. But for those that want to, it will provide important safety benefits.” House Transportation Committee Chairman Don Young (R-Alaska) said that the measure would give pilots and passengers at small airports the same level of safety that exists at larger airports. “this bill will not cost the federal government any additional money because the AIP grant money is already provided” in AIR-21 legislation, he said.

Airport operators welcomed the measure. “Without this federal assistance, many small communities would be unable to finance the construction and equipping of a tower, which is very important to enhancing air traffic safety,” said Spencer Dickerson, executive vice president of the American Association of Airport Executives (AAAE) and executive director of the U.S. Contract Tower Association (USCTA).