

# U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 6, Number 6

November-December 2002

## **FAA SEEKS SUMMARY JUDGMENT IN NATCA COURT CASE**

The U.S. Justice Department, on behalf of the Federal Aviation Administration (FAA), on Dec. 23, 2002, filed with the U.S. District Court for the Northern District of Ohio requesting that the challenge by the National Association of Air Traffic Controllers (NATCA) against FAA's Contract Program be dismissed or that the court issue a summary judgment in the case.

FAA considered that it had ended the original case by filing a revised A-76 study July 22 with the court. FAA's report concluded that air traffic services provided at the VFR towers in the agency's contract tower program are not "inherently governmental" operations that must be performed by federal employees.

NATCA, however, on Aug. 28 filed a supplement to its original complaint against FAA, saying the agency's July report is "clearly erroneous" and doesn't meet applicable legal standards. Further, NATCA asked the court to require that all privatized formerly FAA-operated air traffic control facilities be restored to FAA operation. NATCA also said FAA should be prohibited from further implementation of its plan to privatize FAA-operated air traffic control facilities.

FAA and the Department of Justice on Sept. 11 responded to NATCA's latest filing by asking the court to deny the motion.

U.S. District Judge Ann Aldrich, in a decision dated Oct. 18, said the case "has not been terminated." She ruled that NATCA is challenging the A-76 analysis issued on July 22, 2002, rather than the one issued Feb. 23, 1999. In doing so, NATCA is claiming "Factual allegations...pertaining to events which have happened since the date of the court's most recent decision," the judge wrote. She added that the court's receipt of NATCA's supplemental complaint "will not prejudice defendants or delay the resolution of this matter..."

In the Dec. 23 court filing, Justice/FAA argued that

"FAA's determination is entitled to deference, complies with the court's previous orders regarding the expertise of the individual making the determination and the scope of the determination" and complies with A-76 requirements. The filing also noted that on Dec. 18, 2002, DOT issued a determination that air traffic control services are commercial in nature. "Thus, to the extent there has been an issue of which air traffic control services are, or are not, inherently governmental, such an issue has been rendered moot by this determination," Justice/FAA added.

The government filing also defended FAA's waiver of a cost comparison study as part of the A-76 procedure. FAA has actual cost data from its experience with the first 109 towers that were contracted out and could make cost projections from that, Justice/FAA said. This cost data demonstrated that the cost of a contract tower is 60 percent or more lower than FAA's cost of operating the tower, the filing said, resulting in a savings to the taxpayer of more than \$32 million annually. "These cost savings are more than sufficient to justify FAA's waiver of a formal cost comparison study," the government said.

The filing also stated that, based on experience with contractor-staffed towers, contract towers do not result "in any reduction in the quality of the work performed."

## **GIVE US A CALL!**

We're looking for news articles and press releases about your contract tower to publish in this newsletter.

Please forward them to Barbara Cook at (703) 824-0500, Ext. 133, or e-mail [barbara.cook@airportnet.org](mailto:barbara.cook@airportnet.org).

## VENDORS REPORT PROGRESS ON TERMINAL DISPLAY SYSTEMS

Since the July 2002 USCTA/AAAE/FAA Contract Tower Workshop in Washington, D.C., vendors Lockheed Martin and Raytheon have reported progress on their separate development of terminal radar display systems (TARDIS).

Following is a summary from each manufacturer on the status of their systems:

**LOCKHEED MARTIN:** "Since July 2002, Lockheed Martin and FAA have demonstrated that the ARTS IE system meets the requirements developed for the stand-alone tower display system program. Operational Test and Evaluation (OT&E) at FAA's William J. Hughes Technical Center in Atlantic City, N.J., was completed in early December 2002 and the ARTS IE was found to be operationally suitable by FAA, the National Air Traffic Controllers Association and the Professional Airways Systems Specialists union(PASS).

"The ARTS IE system has been used in a test mode at the Prescott, Ariz., air traffic control tower since October 2001. Now that OTA&E is complete, formal maintenance training and site installation will be completed in January 2003. Prescott will be able to commission the new system in early March 2003 when ARTS IE is delivered by FAA as part of the next national release of the Common ARTS software.

"The ARTS IE is available for purchase directly from Lockheed Martin or from FAA's Terminal Business unit." For more information, contact John Nikolai, Lockheed Martin, at (651) 456-7703.

**RAYTHEON:** "Since the July workshop, Raytheon has been working closely with FAA as the agency finalized the requirements for its stand-alone tower display system program. Safety alerts (conflict and minimum safe altitude warning), along with continuous data recording, have been added as system requirements. Raytheon will be adding safety alert code from the STARS FS-2 system that has just gone operational at Philadelphia International Airport to the STARS LITE baseline that was demonstrated at the workshop. Raytheon will also be adding, as an option, a digital video recording subsystem that will record the actual video output seen on the screen by the controllers. The recording system can be used to play back the video for such purposes as accident or noise complaint investigation.

"In parallel with the requirement activities, Raytheon and FAA have been defining a work plan and finalizing

contract details to certify STARS LITE as a tower display system. Certification activities include software testing at the William J. Hughes Technology Center and development of training manuals for controllers and maintenance staff. Certification is expected in the spring.

"On Dec. 5, 2002, Raytheon announced the signing of an agreement with AJT & Assoc. of Cape Canaveral, Fla., under which AJT will serve as Raytheon's exclusive distributor of STARS LITE for the U.S. contract tower market. Under terms of this agreement, USCTA-member airports can place orders for STARS LITE systems with AJT. AJT will be responsible for hardware procurement, installation and hardware support. AJT will license the STARS LITE software from Raytheon, and Raytheon will provide adaptation data and software support."

For more information, contact Dave Kunen of Raytheon at (508) 490-1785.

## 30 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Thirty facilities were participating in FAA's contract tower cost-sharing program as of Jan. 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.),

## 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.

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 7).

## FAA NW MOUNTAIN REGION HONORS SERCO TOWERS

FAA's Northwest Mountain Region recently recognized a number of FAA contract towers operated by Serco Management Services for operational excellence. The towers and the number of years they have been error-free are:

**10 years plus error free:** Bellingham, Wash., and Hailey, Idaho.

**Five years error free:** Idaho Falls, Idaho; Lewiston, Idaho; Ogden, Utah; Olympia, Wash.; Pocatello, Idaho; Salem, Ore.; Tacoma Narrows, Wash., and Troutdale, Ore.

**Three years error free:** Walla Walla, Wash.

**One year error free:** Jackson Hole, Wyo.; Medford, Ore.; Missoula, Mont.; Redmond, Ore.; Renton, Wash., and Felts Field, Wash.

## CONTRACT TOWER ASSOCIATION GAINS NEW MEMBER

Stonefield LLC is the newest member of the U.S. Contract Tower Association (USCTA).

Spencer Dickerson, executive vice president of AAAE, is executive director of the USCTA. Consultants to USCTA are Linda Hall Daschle and Bert Randall of Baker Donelson Bearman & Caldwell; Patrick McCann of McCann Capitol Advocates, and Larry Barnett of AB Management Associates.

Members of the 2002 USCTA Policy Board are: Jack Schelter, A.A.E., deputy director of aviation, Phoenix Sky Harbor International Airport, chair; Bryan Elliott, A.A.E., executive director, Charlottesville Albemarle Airport Authority (Va.); James Hansford, A.A.E., manager, Central Wisconsin Airport; Tim Rogers, A.A.E., executive director, Salina Airport Authority (Kan.); Ted Soliday, executive director, Naples Airport Authority (Fla.); Steve Stockam, manager, Joplin Regional Airport (Mo.); Michael Covalt, manager, Flag-

staff 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, manag-

(continued on page 4

## NEW CONTROL TOWER OPENS AT SALINA, KANSAS, AIRPORT

The new \$5.2 million control tower at Salina (Kan.) Municipal Airport opened for business Nov. 16, 2002, with the landing of a Learjet 60 for a mid-continent refueling stop.

The new state-of-the-art control tower replaces a former U.S. Air Force structure constructed in 1955. The new tower's control cab is 96 feet high and provides air traffic controllers with a much improved view of runways, taxiways and aircraft parking aprons. The old tower was 65 feet high.

Construction on the tower was started in late 2000 by the M.A. Mortenson Co. and was completed in early 2002. FAA engineers and technicians then began to install the tower's new air traffic control equipment. The tower features the latest in safety and technology.

Air traffic control services are provided by Midwest Air Traffic Control Services as part of FAA's Contract Tower Program. Midwest controllers at Salina handle over 92,000 operations per year. Since 1996, takeoffs and landings at the airport have increased 50 percent.

New control tower at Salina (Kan.) Municipal Airport opened Nov. 16, 2002



## MANHATTAN REGIONAL AIRPORT DEDICATES NEW CONTROL TOWER

Manhattan (Kan.) Regional Airport dedicated its new air traffic control tower on Oct. 26, 2002, in a public ceremony at the airport's terminal. Midwest Air Traffic Control Services staffs the tower as part of FAA's Contract Tower Program.

Since 1998, air traffic at the airport has increased over 60 percent, and the fleet mix using the airport has moved toward higher performance aircraft such as Boeing 727 and Boeing 737 airliners, according to Airport Director Russ Johnson. He noted that the airport's average traffic count (landings and takeoffs) is over 3,000 movements per month or an average of almost seven movements per hour during the 14 hours per day the Midwest controllers staff the tower.

The Manhattan control tower was a design/build project with Aergo, Inc., Dallas Fort Worth Airport, and AJT & Associates, Inc. of Cape Canaveral, Fla. The tower was built to FAA specifications with total construction costs of \$985,000.



Officials cut a ribbon to mark the opening of the Manhattan, Kansas, air traffic control tower.

er, 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: 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, St. Augustine Airport (Fla.), Vandenberg Airport (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

(continued on page 8)

**FAA CONTRACT TOWERS***(219 towers as of January 1, 2003. Towers marked with an asterisk are part of the cost-sharing program.)*

<b>AIRPORT NAME</b>	<b>FAA REGION</b>	<b>STATE</b>	<b>AIRPORT NAME</b>	<b>FAA REGION</b>	<b>STATE</b>
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
McCullum	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****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

**TOWER REGIONAL****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**

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

**POINTS OF CONTACT:****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

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, 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), 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), 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.), 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 Inc., American Airport Technologies, CI2 Aviation, 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, Robinson Aviation (RVA), Serco Management Services, SolaCom Technologies, Stonefield LLC and Weather Services International Inc.

## USCTA MEMBERS ENDORSE ASSOCIATION'S BENEFITS

Seventy (70) percent of U.S. Contract Tower Association (USCTA) members and airports with FAA contract towers who responded to a recent survey confirmed that they would prefer keeping an FAA contract tower instead of converting to an FAA-staffed facility.

The on-line survey drew responses from 53 percent of USCTA's membership, a high response rate in statistical terms.

Other questions in the survey drew the following responses:

- 98 percent of respondents rated as "good or excellent" the association's legislative representation on Capitol Hill to promote programs of importance to contract tower airports;
- 96 percent rated as "good or excellent" USCTA liaison and coordination with FAA's Contract Tower Office;
- 96 percent rated as "good or excellent" the association's liaison and coordination with DOT's Inspector General;
- 77 percent rated as "good or excellent" the association's printed bi-monthly newsletter;
- 96 percent rated as "good or excellent" USCTA's e-mail alerts concerning contract tower developments in Washington, D.C.;
- 85 percent rated as "good or excellent" the USCTA Annual Report;
- 80 percent rated as "good or excellent" the annual USCTA/AAAE/FAA Contract Tower Workshop in Washington, D.C.

USCTA extends appreciation to all those who participated in the survey.

## NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

*Aviation Daily, Dec. 11, 2002*

### Lawmakers Join Controllers In Opposing ATC Classification

Air-traffic controllers won strong congressional support for their attack on an FAA proposal that would classify ATC as a commercial, rather than governmental, activity. Rep. Max Sandlin (D-Tex.) spoke out against the move as "misguided and a slap in the face to hard-working federal employees," and said safety should be the first priority for the FAA, not "identifying the lowest bidder." Rep.

Robin Hayes (R-N.C.) wrote to DOT Secretary Norman Mineta expressing similar views, and another such letter is expected to be written later this week that will be signed by House aviation subcommittee leadership from both major parties.

The FAA admits it intends to classify ATC as a commercial task, but stresses it will be in a category that does not allow competitive pricing studies or outsourcing (DAILY, Dec. 6).

Controllers also criticized the Bush administration earlier this year when it stripped the phrase “inherently governmental” from a Clinton executive order pertaining to air-traffic control. The DOT said this was done to make the order compatible with the existing contract tower program.

*The Salt Lake City Tribune, December 2002*  
**FAA Unions Fear Privatization; Workers concerned Bush has plans to outsource jobs; Unions Fear Privatization of FAA Jobs**

By John Keahey

Last June, President Bush amended one of his Democratic predecessor’s executive orders, eliminating the phrase that said air-traffic controllers serve an “inherently governmental function.”

That sent shivers down the spines of controllers and their union leaders who interpret Bush’s deletion to mean he ultimately intends to “outsource” their jobs to private companies.

Their fears were heightened on Nov. 14 when the administration announced it might allow private contractors to bid for work now accomplished by 850,000 government workers, or 50 percent of the total federal work force.

“It shows how far you will go with an ideology,” says Ruth Marlan, executive vice president of the National Air Traffic Controllers Association (NATCA). “It shows that (the president’s) interest is not in improving the system; it simply is about privatizing.”

Her union’s membership in the Salt Lake City area is about 300 members out of some 400 controllers, but the potential impacts to airport operations in Utah extend from Salt Lake City to Cedar City.

Officials of another Federal Aviation Administration union, the Professional Airways Systems Specialists union (PASS), agree.

It represents employees who maintain air-traffic control equipment, oversee airline flight standards, certify

aircraft and parts suppliers, and handle a variety of other aviation-safety chores.

“The PASS jobs are so intrinsic to the safety of the flying public that we don’t think the government should sell those jobs to the lowest bidder,” says PASS Washington, D.C.-based spokeswoman Heather Awsumb.

Salt Lake City-area PASS official Grant Pearsoll, whose union represents 895 workers in the FAA’s seven-state Northwest Mountain Region, believes that outsourcing controllers or PASS-worker functions would be like privatizing the army, or police and fire departments.

Privatization of air traffic control functions is being tested in Canada and Australia. But in Great Britain, the government appears headed toward bringing outsourced aviation services back under the government’s umbrella.

“There is an irony here,” says Pearsoll.

After 9-11, he points out, the government acted swiftly to federalize once-private baggage and passenger screeners at airports.

“Now, the government indicated that it appears ready to turn over the behind-the-scenes people—controllers, aviation-safety personnel—to the very industry we now regulate,” Pearsoll says. “What will suffer is aviation safety.”

FAA spokesman Bill Shumann says the union folks are overreacting. The government, he says flatly, has no plans to privatize, or outsource, NATCA or PASS jobs.

First, the president only cut out the “inherently governmental” phrase to ensure that the small group of air-traffic controllers who are already outsourced—those private controllers in smaller, more remote airports whose towers do not operate around the clock—can continue in that private capacity, he says.

These non-FAA controllers nationwide operate 206 towers—Utah has only one: Ogden—under contract with the FAA. This saves the government \$ 51.5 million a year, or about \$ 250,000 for each tower.

There is simply no way, Shumann asserts, that FAA controllers in the nation’s 266 larger towers “are subject to competitive outsourcing.”

As for maintenance and oversight employees represented by PASS, Shumann says there are no plans to outsource their jobs either.

“They (PASS officials) have raised the issue over the last six months, and we have always responded that we have no intention of outsourcing their technical support and maintenance functions,” Shumann says.

He acknowledged, however, that there is one category of FAA worker—those who work in flight service sta-

tions in smaller airports—that is being studied for possible outsourcing. Utah’s only such facility is in Cedar City and has nearly 40 workers.

They primarily serve private pilots with weather information and flight plans, and communicate with pilots flying between smaller airports. They are represented by a third FAA union, the National Association of Air Traffic Specialists (NAATS).

A national lobbying group representing private pilots—the Aircraft Owners and Pilots Association (AOPA)—is not necessarily opposed to outsourcing federal service-station jobs. But like PASS and NATCA, it does not want other FAA functions outsourced.

“It is a function of government to provide this service,” says AOPA Vice President Warren Morningstar.

The flight service station study began in August and is scheduled to be completed in early 2004.

The FAA’s Shumann says if a decision is made to outsource the smaller-airport functions, the work would be put up for bid. He says current NAATS members within their FAA organization would be free to bid on the work as well as private companies.

“Federal rules say that for a private contractor to win the job, they would have to do the work for at least 10 percent less than what the now-FAA employees could bid,” Shumann says.

While the Bush Administration downplays a movement toward privatization or outsourcing of air-traffic controller or flight-standards jobs, NATCA official Marlan sees what she believes is a disturbing trend.

“They have started down the path,” she says. “The president has indicated in two successive budgets that the government would study privatizing.

“It shows that privatization is a solution looking for a problem. And they have not identified any problems with the service.”

*San Diego Union-Tribune, Dec. 22, 2002*

### **FAA Is Mistaken On Privatization**

By Robert Poole

Holiday travelers are being greeted at many airports by off-duty air traffic controllers protesting an alleged Bush administration plan to “farm out to the lowest bidder” their vitally important jobs.

In response to the propaganda, the Federal Aviation Administration has managed to muddy the waters, rather than defending the validity of what the Bush administration is actually doing.

First, let’s clarify the specific change in federal policy which the President announced last June. He signed a one-sentence executive order re-affirming that air traffic control is not “inherently governmental.”

That order overturned a last-minute executive order issued by President Clinton, which slipped the “inherently governmental” language into a broader directive on reforming air traffic control. Most aviation experts agree that air traffic control is a high-tech service business, which can be provided either by government or by commercial entities always operating under stringent governmental safety regulation. It’s the safety regulation that most would agree is inherently governmental.

One of the reasons President Bush issued his June order was to protect the legal status of the FAA’s long-standing program of contracting out the operation of over 200 control towers at smaller airports. Both the General Accounting Office and the Transportation Department’s inspector general have found that these contract towers are just as safe and just as effective as FAA-run towers but cost less than half as much to operate. No wonder the controllers’ union hates the idea and tried to get Clinton to make them illegal by stealth.

In responding to controller leafleting against privatization, FAA spokesman Greg Martin muddied the waters by claiming that tower operations have been contracted out only at noncommercial airports, those without scheduled passenger service. That’s simply incorrect, as Martin should know. When you fly to Charlottesville, Va., Macon, Ga., Key West, Fla., New Haven, Conn., Laredo, Texas, Cheyenne, Wyo., Missoula, Mont., Bellingham, Wash., Modesto or San Luis Obispo, your regional jet or turboprop is guided safely to its landing by a contract tower. And it’s not just small airliners that are handled by such towers. Nonstop 757s from Los Angeles are controlled at Kona and Lihue, Hawaii, by contract towers.

The Bush administration recently launched a major effort to subject some 850,000 not-inherently governmental positions to competition from private bidders, including some additional FAA functions. FAA Administrator Marion Blakey has assured controllers that their positions are not included in that program. But that doesn’t mean air traffic control is being exempted from reform. It’s just that outsourcing this function’s 15,000 jobs is not on the list.

In any case, outsourcing is not the form of privatization being used in other countries that have accomplished major reform. Australia, Germany, New Zealand, South Africa and more than a dozen other

countries have transformed their air traffic control agencies into government-owned corporations. Instead of being embedded in transportation bureaucracies, these corporations are independent, paid directly by airlines to provide cost-effective air traffic control services. And they are regulated at arm's length by the government's air-safety regulator. These corporations have modernized more quickly than the FAA and have come to resemble commercial enterprises.

Canada and the U.K. have gone one step further. They have created quasi-private air traffic control corporations, Nav Canada and NATS. The former is a non-profit, with a board composed of aviation stakeholders, including controllers. The latter is part-private, part-government. Since both depend heavily on North Atlantic traffic, both took serious hits from the big declines in that market after Sept. 11. To survive, year-old NATS is getting an additional capital injection from both government and private owners. By contrast, since Nav Canada had already built up financial reserves over its six-year history, it has come through the post-Sept. 11 era in pretty good shape.

These two dozen air traffic control corporations are what the leafleting controllers point to when they claim that "privatization has not worked in Great Britain, Canada and Australia, and it won't work here." On the contrary, privatization via outsourcing of small control towers is working here. And quasi-privatization via creation of government-regulated air traffic control corporations has worked quite well overseas.

It's too bad the FAA is so tongue-tied when it comes to explaining these things to air travelers.

*Poole is director of transportation studies at the Reason Foundation, a Los Angeles-based think tank. During the 2000 presidential campaign he served on the Bush team's transportation policy task force and he is author of the report, "How to Commercialize Air Traffic Control."*

*Aviation Daily, Dec. 23, 2002*  
**NATCA Preparing Legislation  
 Opposing ATC Privatization**

The National Air Traffic Controllers Association (NATCA) is drafting legislative language that would ensure controllers jobs are never privatized, while FAA again assured employees that it does not seek further outsourcing.

During a nationwide publicity campaign opposing

privatization, NATCA President John Carr told *The DAILY* the bill language is still being prepared, and an attempt may be made to include it in appropriations legislation. He said NATCA already has broad bipartisan support for the move.

The administration's plans to list ATC as a commercial activity in an annual inventory of government functions (*DAILY*, Dec. 6) have alarmed controllers. FAA responded that it doesn't intend to privatize controllers, and that ATC will be listed as a "category A" commercial activity, which means it will not be contracted out.

NATCA opposes the classification change, but Carr says if it is to occur then ATC should be category F, which bans privatization more strongly. NATCA's legislative language would probably force this change, Carr said. He said even the category A classification will actually help NATCA's legal challenge against the contract tower program, with its implication that ATC should not be privatized.

Controllers maintain the administration is inching towards privatization, with the classification change and a similar executive order issued earlier this year only the latest steps. Carr said NATCA will be watching the White House's next budget closely, and called on the Bush team to exclude ATC privatization language included in the past two budgets.

In a letter to FAA employees Thursday, Administrator Marion Blakey again stressed the agency has no intention of privatizing ATC. Blakey said ATC does not meet the "stringent definition" of an inherently governmental function. However, she said DOT Secretary Norman Mineta "has reinforced his earlier statements that he does not endorse significant expansion of the existing contract tower program or similar contracting proposals" involving ATC, adding "I fully support the secretary's position."

The National Business Aviation Association (NBAA) joined NATCA in its information campaign last week. NBAA Senior VP-Government and Public Affairs Pete West said "air-traffic control is, uniquely, a governmental function in that it must be operated for all users as a monopoly."

*Airports, Dec. 24, 2002*  
**NATCA Picketing Prompts AAAE Response**

Informational picketing by National Air Traffic Control Association (NATCA) members objecting to air traffic control privatization has prompted reaction from the

American Association of Airport Executives (AAAE).

The airport group and its affiliate, the U.S. Contract Tower Association, do not have a position on the overall ATC privatization issue, said AAAE Executive Vice President Spencer Dickerson, but they are “very supportive of the FAA Contract Tower Program, which provides cost-effective ATC services to 219 smaller airports, many of which would not have air traffic services without this important program.”

NATCA, however, contends that privatization would reduce an inherently governmental function into a business model with aviation safety provided by the lowest bidder. NATCA members interpret language in Bush administration budget documents as promoting more widespread ATC privatization.

*Las Vegas Review-Journal, Dec. 26, 2002*

#### **EDITORIAL: Private controllers**

Last Friday, off-duty air-traffic controllers at McCarran International Airport and other airports across the country handed out leaflets to travelers, sounding the alarm of potential “dangers” that would ensue if the Bush administration decided to increase the share of controllers who are employed by private contractors rather than Uncle Sam.

“These people’s safety is at stake,” said 10-year veteran controller Karl Keller of travelers. “We think safety is too important to be doled out to the lowest bidder.”

Really? But is the controllers’ primary concern safety—or job security? The leafleting initiative comes hot on the heels of a White House directive to subject some 850,000 civilian government positions to competitive bids. Since the lion’s share of the nation’s 17,500 air-traffic controllers are both government employees and members of the AFL-CIO, insulated from the competitive pressures and liability to the traveling public a group of privately contracted controllers would face, issuing vague threats about traveler safety is little more than a transparent attempt to maintain their tidy sinecures.

Were a disaster to occur that was the fault of air traffic control personnel, today’s controllers might easily be granted immunity from any civil or criminal liability due to their status as government workers. Employees under contract to a private firm—and the company they work for—could not evade their responsibility to the traveling public.

If controllers truly wished to put safety first, they’d

be championing reforms in the air traffic control system which have been implemented by more than a dozen nations, including Great Britain, Canada, Australia and Germany. Those countries have made their air traffic control systems independent corporations, either as separate government agencies or public-private institutions. In every instance, the independent air traffic control system gets its funding from airlines and other aviation users rather than general tax revenues or ticket taxes.

In this country, the towers at a handful of smaller commercial airports are operated by private companies with contract employees. For the sake of passenger safety, there’s no reason to delay in the adoption of additional privatization and contracting.

*AOPA Pilot Magazine, December 2002*

#### **Florida Airport of the Year**

*By Mark Twombly*

You don’t have to look too far to find a general aviation airport that is faltering under economic or political pressure, but to say that bad news abounds would be a mistake. In fact, I have to go no farther than my home airport to see something positive afoot.

Earlier this summer, the Florida Department of Transportation named Page Field in Fort Myers as Florida’s General Aviation Airport of the Year for 2002. That makes it tops among the state’s 109 public-use general aviation airports—quite an honor.

In the interest of full disclosure, it must be reported that the competition is a tad incestuous. Airports nominate themselves for the award. The Lee County Port Authority, which manages Page Field for the county, submitted a detailed presentation to the state making the case that the airport is undergoing a renaissance.

Page was founded in 1926 and served as Southwest Florida’s major airline and general aviation airport until 1983, when a new airport opened just seven miles to the southeast. Page officially became a general aviation reliever, but while everyone’s attention was focused on the big, new international airport, Page began suffering from management neglect. By the mid-1990s it had an aging infrastructure and an annual operating deficit of nearly \$300,000. The hot new airline airport had to support its doddering old GA parent.

A new management team at the port authority embarked on a plan to turn Page Field around, make it financially self-sufficient, and undertake badly needed im-

provements. The effort has been remarkably successful. Today, Page sparkles with resurfaced runways and ramps, new hangars, new airfield lighting and signage, an active pilot and based-aircraft population, a growing list of aviation-related and non-aviation tenants, including a new retail shopping center, and a budget that is an attractive shade of black.

I consider myself to be based at Page because it has just about everything I need. My airplane resides in one of those new hangars. We have excellent maintenance and avionics shops on the field, three flight schools, two aircraft dealers, two large flying clubs, an EAA chapter clubhouse, an aviation medical examiner, and a pilot shop where I can buy a case of oil, the latest Trade-A-Plane and the current Miami Terminal Area Chart.

A part-time contract air traffic control tower sequences local traffic and coordinates my comings and goings with the area approach control facility. The airport has two runways and a precision instrument approach. I can fill the tanks of my airplane with reasonably priced 100LL (currently \$2.22 a gallon) from a self-serve facility. And although there is no restaurant on the field, the popcorn at the FBO is free and the soft drinks are a bargain at 50 cents a can.

All agree that the airport has undergone major renovations, and there are more to come—more hangars and ramps, more office space, a new FBO building, and maybe even an airfield restaurant. Change has been good for Page Field, but it hasn't come without growing pains that are probably typical of what other general aviation airports across the country will experience, if they aren't already.

The port authority's plan to revitalize Page hinged on gaining control of the airport's major source of revenue—fuel sales—to cover operating costs and reinvest in airfield improvements. One of two independent FBOs on the field was bought out, and after a protracted legal battle, the second was forced to close and the building demolished. The port authority became the owner and operator of the sole FBO on the airport. No longer would private enterprise take the risks and keep the profits. The government was running the show now.

The financial strategy has worked. In the past fiscal year, Page had \$334,000 of retained earnings—call it profit—to reinvest in the airport. Net fuel sales accounted for 50 to 55 percent of that amount while land, hangar and building lease income made up the rest.

Most Americans look uncomfortably at the government monopolizing what traditionally has been competi-

tive commercial activity. But the fact is that unless an airport receives financial support from airline activity or ad valorem taxes (a percentage of the value of the property being taxed) it must depend on revenue generated on the airport for its survival and growth.

So we're likely to see more airports go the way of Page Field, where a government entity does it all—establishes and enforces the rules, manages the airport day-to-day, and also owns and operates the most lucrative enterprises on the field: FBO fuel sales and land, hangar and building leasing.

If so, let's hope those government managers take a cue from Page Field and regularly include airport users in their circle of advisors. Page Field has an active users group that represents aircraft owners, pilots, airport-based businesses, the air traffic control tower, and airport management. The group meets regularly to exchange news, identify problems and work toward solutions.

As the AOPA Airport Support Network volunteer for Page Field, I participate in the users group, and in my opinion, we've been influential in helping to shape some of the changes that have occurred.

Our input on the draft of a new five-year master plan for the airport helped persuade the port authority to add angled taxiways to the primary runway and accelerate the schedule for building new T-hangars. We pushed for a better working relationship with the control tower, and the new manager in the tower has responded positively. We identified a need for more local safety seminars, and now the schedule calls for nearly one a month. We've met with local homeowners who have complained about aircraft noise, and we've discussed ways that Page pilots can fly friendly. We've convinced the port authority to remove an objectionable liability provision from the airport's tiedown and hangar agreement. And, we've conducted the first of what we hope will be an annual opinion survey of airport users.

Most problems among people arise from, or are made worse by, poor communication. In the absence of communication, people usually assume the worse. Page Field users don't always agree with Page Field management, but at least we can and do communicate. That has made for a better airport for everyone.

There's plenty to be proud of at Page Field, not the least of which is the continuing dialogue that both management and users have worked hard to establish and sustain. If there is an example that other airports can take from Florida's General Aviation Airport of the Year, it ought to be to listen to their users.

**THE AMERICAN ASSOCIATION OF  
AIRPORT EXECUTIVES**

601 Madison Street  
Alexandria, VA 22314



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

## Dates Set For 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 will be mailed  
three months in advance of the meeting.