

# U.S. CONTRACT TOWER ASSOCIATION

N E W S L E W T T E R

## FAA Federal Contract Tower Program

*"The Government/Industry Partnership Dedicated to Air Traffic Safety"*

Volume 8, Number 1

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### **USCTA SUPPORTS CONTRACT TOWER FUNDING FOR FY 2005**

AAAE and its affiliated organization the U.S. Contract Tower Association (USCTA) are expected to request \$86 million in the fiscal year 2005 Department of Transportation appropriations bill to maintain FAA's Contract Tower Program, as well as \$7 million to fund the cost-sharing program.

Currently, 219 smaller airports in 46 states participate in the contract tower program, representing 45 percent of all control towers in the U.S. Further, federal contract towers handle approximately 25 percent of all control tower aircraft operations in this country.

As a result of this 24-year government/industry partnership, the federal contract tower program enhances aviation safety at smaller airports that, in many cases, would not have a tower, as well as helps small airports to retain and develop commercial air service and corporate aviation. Further, the program saves local airports and communities up to \$90 million annually.

USCTA and AAAE point out to members of Congress that the safety and efficiency record of the contract tower program has been validated numerous times by DOT's Inspector General and FAA safety audits, as well as by the National Transportation Safety Board. Without this program, FAA budget constraints could force tower closures or force airports and local communities and taxpayers, at a minimum, to pay for air traffic safety services.

### **AAAE DIRECTORS NAME 2004 USCTA POLICY BOARD**

At its Jan. 14 meeting, AAAE's Board of Directors approved members of the 2004 USCTA Policy Board.

Tim Rogers, A.A.E., executive director of the Salina (Kan.) Airport Authority, is the new policy board chair. Other policy board members for 2004 are: Bryan Elliott, A.A.E., Charlottesville, Va.; Ted Soliday, Naples, Fla.;

Steve Stockam, Joplin, Mo.; Michael Covalt, Flagstaff, Ariz.; Lynn Kusy, Mesa, Ariz.; Walt Strong, C.M., Norman, Okla.; Russ Chandler, Jacksonville, Fla.; Michael Feeley, Spinks, Texas; Russ Johnson, Manhattan, Kan.; Jack Schelter, A.A.E., Phoenix, Ariz.; Bill Gatchell, C.M., Hobbs, N.M.; Jerry O'Sullivan, Greenbrier, W. Va.; Richard Baird, Hailey, Idaho; Robert Bryant, Salisbury, Md.; Steve Harvey, Chennault, La.; Scott Carr, Titusville, Fla.; Scott Driver, Tucson, Ariz.; Cliff Nash, Tunica, Miss. Ex-officio members are Shane Cordes, Midwest ATC; Pete Dumont, Serco Management Services; Will Mowdy, RVA, and Brian Lally, PBS&J.

At a Jan. 22-24 USCTA Policy Board strategic planning meeting in Tucson, AAAE Chair Bonnie Allin, A.A.E., presented Jack Schelter with a plaque to honor his three years of service as USCTA Policy Board chair.

### **NEW FAA AUTHORITY DISCUSSED IN NATCA LAWSUIT**

FAA reauthorization legislation, signed by President Bush on Dec. 12, 2003, makes clear Congress' determination that air traffic control services are not inherently governmental, the Justice Department said in its recent *(continued on following page)*

### **CONTRACT TOWER CONSTRUCTION/ EQUIPMENT AIP ELIGIBLE**

FAA in August 2003 finalized the Airport Improvement Program (AIP) Program Guidance Letter regarding funding of contract tower construction and equipment.

If your airport is interested in using AIP funds for (1) equipment for a contract tower; (2) construction of a new or replacement contract tower, or (3) reimbursement of construction and/or equipment of a contract tower built or equipped since Oct. 1, 1996, you should carefully review this document. It is available on the CTA website at <http://www.airportnet.org/cta>.

filing in the National Air Traffic Controllers Association (NATCA) lawsuit against FAA's Contract Tower Program.

Justice told Judge Ann Aldrich of the U.S. District Court for the Northern District of Ohio that, "Congress specifically amended the relevant provision (of the law) to confirm that the FAA could contract for air traffic control services with any qualified entity."

Section 47124(b)(2) of FAA's authorizing statute is now amended to read, "The Secretary may make a contract with a qualified entity (as determined by the Secretary) or, on a sole source basis, with a state or a political subdivision of a state to allow the entity, state or subdivision to operate an airport traffic control tower classified as a level I (visual flight rules) tower if the secretary decides that the entity, state or subdivision has the capability to comply with the requirements of this paragraph. The contract shall require that the entity, state or subdivision comply with applicable safety regulations in operating the facility and with applicable competition requirements in making a subcontract to perform work to carry out the contract."

Justice noted that Rep. John Mica (R-Fla.), chairman of the House aviation subcommittee and one of the sponsors of the FAA reauthorization legislation, stated that the intent of the provision is to maintain Congress' support for the contract tower program. "This public-private program has been widely supported and was greatly expanded by the Clinton Administration," Mica wrote in a press release. "I am also pleased that the bill will also support the FAA's position as it protects the program against an ongoing lawsuit."

Justice included with its filing numerous press releases on the legislation issued by NATCA during the course of congressional deliberations to indicate that the union understood that "Congress was declaring that air traffic control was not inherently governmental."

On behalf of FAA, Justice asked the court to dismiss the lawsuit or for summary judgment.

NATCA filed with the court on Jan. 13, 2004, and refuted Justice's claim that the reauthorization law's permission for FAA to contract with a qualified entity in addition to a state or political subdivision is pertinent in the current lawsuit. The new language in the law is "entirely prospective" and doesn't apply to the legality of the existing contract tower program, NATCA said. Congress was not attempting to enact legislation "to retrospectively reverse the rulings of this court," the union said. All the new language in the law provides "is that, at some time in the future, the secretary of Transportation may enter into a contract with a qualified entity to operate a level I visual flight rules (VFR) tower," NATCA said. "This

case, of course, has nothing to do with the validity of some potential future privatization program" limited to level I towers, the union continued. "Rather this case focuses on the validity of the FAA's 1993 privatization program that covered level I and level II towers that provide both IFR (instrument flight rules) and VFR air traffic control services." NATCA added that the case also focuses on the validity of FAA's A-76 determination "as a predicate for the agency's 1993 privatization program."

**FAA CONTRACT TOWERS VALUABLE IN ATTRACTING, KEEPING SERVICE**

USCTA is interested in learning whether the existence of an FAA contract tower is or has been an important factor in attracting new commercial air service or corporate aviation and flight schools at airports. Further, is it or has it been important in retaining these services?

This information will be of interest to members of Congress when they consider future appropriations to FAA's Contract Tower Program, since air service development is an important subject on Capitol Hill.

The following responses have been received to our request for this information. If you haven't responded, please reply to Barbara Cook at [barbara.cook@airportnet.org](mailto:barbara.cook@airportnet.org) with anecdotal information about the value air carriers and companies place on the existence of a control tower when they considered instituting or continuing operations at your airport.

*(continued on page 6)*

**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**

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**Visit our website at <http://www.airportnet.org/cta/>**

**FAA CONTRACT TOWERS**

*(219 towers as of March 1, 2004. 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    |
| 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    |
| Bolton Field (Columbus)         | AGL        | OH    | Cheyenne                    | ANM        | WY    |
|                                 |            |       | Jackson Hole                | ANM        | WY    |

| AIRPORT NAME                    | FAA<br>REGION | STATE          | AIRPORT NAME                    | FAA<br>REGION | STATE |
|---------------------------------|---------------|----------------|---------------------------------|---------------|-------|
| 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 (Miami)               | 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/Witham                   | ASO           | FL             | Waco                            | ASW           | TX    |
| Titusville/Cocoa                | ASO           | FL             | Chandler                        | AWP           | AZ    |
| Athens Municipal                | ASO           | GA             | Flagstaff Pulliam               | AWP           | AZ    |
| Fulton County                   | ASO           | GA             | Glendale                        | AWP           | AZ    |
| Gwinnett County                 | ASO           | GA             | Goodyear (Phoenix)              | AWP           | AZ    |
| *Macon                          | ASO           | GA             | *Laughlin/Bullhead City         | AWP           | AZ    |
| McCollum                        | ASO           | GA             | Mesa/Williams Gateway           | AWP           | AZ    |
| SW Georgia/Albany-Dougherty     | ASO           | GA             | Ryan (Tucson)                   | AWP           | AZ    |
| Valdosta Regional               | ASO           | GA             | Chico                           | AWP           | CA    |
| Barkley Regional (Paducah)      | ASO           | KY             | Fullerton                       | AWP           | CA    |
| Owensboro/Daviess Co.           | ASO           | KY             | Hawthorne                       | AWP           | CA    |
| Greenville Municipal            | ASO           | MS             | Mather (Sacramento)             | AWP           | CA    |
| Hawkins Field (Jackson)         | ASO           | MS             | Modesto                         | AWP           | CA    |
| Meridian/Key Field              | ASO           | MS             | Oxnard                          | AWP           | CA    |
| Tupelo Regional                 | ASO           | MS             | Palmdale                        | AWP           | CA    |
| *Concord                        | ASO           | NC             | Redding Municipal               | AWP           | CA    |
| *Kinston                        | ASO           | NC             | Riverside                       | AWP           | CA    |
| New Bern                        | ASO           | NC             | Sacramento Executive            | AWP           | CA    |
| Smith Reynolds (Winston-Salem)  | ASO           | NC             | Salinas Municipal               | AWP           | CA    |
| *Hickory Regional               | ASO           | NC             | San Carlos                      | AWP           | CA    |
| Isla Grande                     | ASO           | Puerto Rico    | Brown Field (San Diego)         | AWP           | CA    |
| *Grand Strand/Myrtle Beach      | ASO           | SC             | San Luis Obispo                 | AWP           | CA    |
| Greenville Downtown             | ASO           | SC             | Santa Maria                     | AWP           | CA    |
| Millington                      | ASO           | TN             | *South Lake Tahoe               | AWP           | CA    |
| Smyrna                          | ASO           | TN             | Vandenberg Air Force Base       | AWP           | CA    |
| *McKeller-Sipes (Jackson)       | ASO           | TN             | Victorville                     | AWP           | CA    |
| Henry E. Rohlsen (St. Croix)    | ASO           | Virgin Islands | Whiteman (Los Angeles)          | AWP           | CA    |
| Fayetteville                    | ASW           | AR             | William J. Fox (Lancaster)      | AWP           | CA    |
| Northwest Arkansas Regional     | ASW           | AR             | Agana                           | AWP           | Guam  |
| *Springdale                     | ASW           | AR             | Kalaeloa                        | AWP           | HI    |
| Texarkana Mun./Webb Field       | ASW           | AR             | Kona/Keahole                    | AWP           | HI    |
| Acadiana Regional               | ASW           | LA             | Lihue                           | AWP           | HI    |
| Chennault                       | ASW           | LA             | Molokai                         | AWP           | HI    |
| Houma                           | ASW           | LA             | *Elko                           | AWP           | NV    |
| Alexandria                      | ASW           | LA             | Henderson (Las Vegas)           | AWP           | NV    |
| Shreveport Downtown             | ASW           | LA             | Saipan International            | AWP           | MP    |
| Farmington Municipal            | ASW           | NM             |                                 |               |       |
| Lea County/Hobbs                | ASW           | NM             |                                 |               |       |

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**Cliff Nash, C.M., director, Tunica (Miss.) Regional Airport:**

“Without a control tower, many larger corporate aircraft couldn’t use the field due to insurance restrictions. The second and greater impact is government contracts. Airports cannot compete for government contracts if they do not have control towers...another side benefit is the controllers themselves. For many of the airports, this may not be a big deal, but the three to four (minimum) jobs the contract tower program brings to the airport and community have an impact as well. When airports face ever increasing pressure from communities to justify the costs of running an airport, these extra jobs can make a difference. Finally, having a controlled airfield allows for military aircraft to use the field for flight training...all said and done, control towers are tremendous economic engines and this is the only program the FAA administers that doesn’t economically discriminate against small airports and communities.”

**David Taylor, manager, Olive Branch (Miss.) Airport:**

“We base some 240 aircraft from the smallest trainers to corporate jets and average over 300 operations per day. We hope to be underway with the construction of an FAA tower late this spring. I believe this project to be unique in that the airport is privately owned and the tower will be a joint public/private venture (FAA and the city of Olive Branch will fund two-thirds of the cost of construction and the airport owner the final one-third). We have had several corporations and individuals refuse to base here due to the lack of a control tower. We have also had transient business and private aircraft come in and refuse to come back because of the high volume of traffic without a tower. Sens. Thad Cochran and Trent Lott and Rep. Roger Wicker were very helpful in getting our airport included in Air 21’s Pilot Program for Cost Sharing of Air Traffic Modernization Projects for the federal share of this project. They continue to be instrumental in supporting the contract tower program and AIP (Airport Improvement Program) funding for control tower equipment and construction.”

**Terry Lloyd, C.M., director, Kissimmee (Fla.) Gateway Airport:**

“Our FAA contract tower opened in 1997. We are a general aviation airport in the metro Orlando, Fla., area. Our city supported the tower construction when they became convinced it was a necessary asset to attract more corporate aviation.”

**Larry Scantlin, director, Craven County (N.C.) Regional Airport:**

“I was involved in reopening the control tower at Hickory, N.C., in 1997. (It had been closed since the



*Shown (left to right) are U.S. Rep. Jo Ann Emerson (R-Mo.); House aviation subcommittee Chairman John Mica (R-Fla.); Russ Chew, COO of FAA’s Air Traffic Organization; Lihue, Hawaii, tower manager Rick Davis; FAA Administrator Marion Blakey, and controller Bryan Bishop. The group participated in the FAA Federal Contract Tower Program briefing at the FAA contract tower at the Lihue Airport in Kauai, Hawaii, during the 2004 Annual Aviation Issues Conference. Several other members of Congress and congressional staff also took part in the contract tower briefing.*

PATCO strike.) Prior to reopening the tower, the airport was experiencing IFR (instrument flight rules) delays. Those delays went away after the tower opened. Also, I had several pilots with the airline that served Hickory tell me that they were able to get into and out of the airport much faster after the tower opened. They were only talking about a few minutes, but even a couple of minutes can be very important for a passenger to make or miss that connecting flight at the hub airport. I also had many pilots, corporate, private and air taxi pilots, thank me for getting the tower opened. They all stated that the flow of aircraft was more efficient and they were also very thankful for the added safety the tower controllers provided in keeping the aircraft away from each other. And, finally, I had several corporate pilots state that they would pass on to their passengers, corporate CEOs, that a community that had a control tower at its airport was a plus for that community for all of the above reasons. That can be a factor in a company moving to a new community or expanding in that community. That is economic development!”

**Fred Testa, A.A.E., director of aviation, Harrisburg (Pa.) International Airport:**

“Our FAA contract control tower is at our GA reliever airport. It has allowed operation of the airport that is only some two and one-half miles upriver from Harrisburg and shares much of the same airspace. There would oth-

erwise be some serious conflicts.”

**Doug Kimmel, manager, Williamson County (Ill.) Regional Airport:**

“The significance of our FAA contract tower operated by Midwest ATC to our scheduled carrier is of extreme importance as we are in an area where radar coverage terminates below approximately 3,000 feet. A neighboring airport to the west near Carbondale, Ill., (also with a tower) has a large amount of student pilot operations with Southern Illinois University’s aviation program. ATC services provide a measure of safety between the two that must be maintained. Our airport is also near a wildlife refuge and historically geese and seagulls have presented safety concerns. Our tower affords another level of safety in this regard by being able to alert the airline and all other aircraft of the presence of these hazards on or near the airport.”

**Nick Ardillo, executive director, Golden Triangle (Miss.) Regional Airport:**

“The new FAA contract control tower at Golden Triangle Regional Airport, Columbus, Miss., was an essential piece of landing the American Eurocopter plant, which is being built on the airport. The tower and the plant are scheduled to open this spring.”

**Richard Lewis, director, Concord (N.C.) Regional Airport:**

“Prior to being an FAA contract tower, we paid the total cost of the tower for less controllers. Getting into the program has done several things: 1) increased the staffing of the tower; 2) saved us money, about \$200,000 per year, and if we had to pay for the current staffing (which is and was needed) we would pay a lot more; 3) without the tower we would not have the level of activity in corporate or NASCAR. We also could not be a reliever airport to Charlotte-Douglas International. The aircraft would use CLT and reduce their capacity. (It’s) been a great addition to the services we provide our customers.”

**John Paskell, director, Laughlin/Bullhead (Ariz.) International Airport:**

“The presence of an FAA contract tower has been VERY important in attracting and maintaining commercial air service. In fact, the air carriers at the time, including Sun Country Airlines, back around 1993-1994, clamored for a tower to be installed here, which the airport did, and paid for itself, at a huge expense to the airport. The services of the contract tower program have allowed IFP to continue having tower services, and in turn, commercial air service, as the airport would not have been able to keep paying the monthly fee (approximately \$15,000 per month!) to keep an ATC service provider here. Sun Country Airlines, in particular, is very interested in having AND keeping the tower, and in fact

will not fly in and out of IFP except during tower hours. Both Sun Country Airlines and Allegiant Air have asked us repeatedly about the feasibility of extending the tower hours, as the current staffing is limited from 8 a.m. to 6 p.m., and several of their flights operate between 6 p.m. and midnight, several days a week. The air carriers are very uncomfortable flying in and out without tower control, as there is a sizeable mix of small GA, corporate, helicopter and military operations into and out of IFP, much of which transpires after the tower is closed, and many of whom choose NOT to use proper radio procedures. Not only do we feel that the presence of a tower has attracted and will continue to attract commercial service, we also feel that a successful extension of the hours will attract more commercial service, which we, and the community, desperately need. At the same time, we feel that the presence of a tower, and hopefully the extension of hours, will provide a safer environment for all airport users.”

**Larry Dalrymple, manager, Eastern Oregon Regional:**

“An FAA contract tower has been critical in keeping safe operations for the National Guard, commercial service and general aviation, and we are hoping that it will eventually lead to improved commercial service.”

**William P. Cotter, C.M., manager, Stennis (Miss.) International Airport:**

“Stennis (Miss.) International Airport (KHSA) recently received funding for an FAA contract tower. We have lost commercial flights and other aircraft operations have been held off because of our lack of controlled airspace. KHSA is located in a NASA Acoustical Buffer Zone. Our runway, taxiways and apron systems fall within a 125,000-acre federal noise and vibration buffer zone. With this noise protection, we feel that we are well suited for air cargo operations, specifically nighttime operations. We have lost commercial flights of AN-124 aircraft to other airports with air traffic control towers. Commercial passenger charter operators have had to gain waivers prior to operating here. NASA will not allow its T-38s to operate here because of the lack of controlled airspace.”

**Gary Schmidt, director of reliever airports, Metropolitan Airports Commission (Minn.):**

“The Minneapolis-St. Paul Metropolitan Airports Commission (MAC) owns and operates seven airports, the international airport (MSP) and six reliever airports. The Anoka County/Blaine Airport (ANE), which has an FAA contract tower, is one of the six reliever airports. Prior to 1996 the only air traffic (control) service at ANE was an army reserve unit that came out one weekend each month. In 1992 that unit terminated its services be-

cause it was too difficult for them to maintain proficiency with the volume of traffic when they worked only two days a month. Because of the high volume of traffic, MAC requested the FAA do a traffic count to assist in determining if the airport qualified for a tower. The FAA was reluctant (afraid) to share numbers with us. However, I was told by the FAA manager responsible for the count that their numbers concurred with our estimates, that we were exceeding 200,000 operations per year. The problem was, it was a 10-year process to get a federal tower established, and the near misses at the airport were increasing by the month. Our most prudent approach was to get into the contract tower program that was gaining momentum at this time. In order to go to the head of the line for funding of a contract tower, MAC agreed to construct and maintain the ATCT, which opened in 1996. In our opinion, it was "spend the funds to get air traffic services" or face a potential disaster. Kurt Manufacturing, which provides precision machined parts, among other products, is located only a few miles from ANE. Prior to 1996 when our contract tower opened, they hangared their Citation II at another reliever airport 10 miles away because there were no air traffic services at ANE. The other reliever airport has a maximum runway length of 3,266 feet compared to the 4,855 foot runway at ANE. Kurt Manufacturing wanted a longer runway, but said they would move to ANE only after an air traffic control tower was up and operating. One month after the tower opened at ANE, Kurt Manufacturing executed a lease on the Anoka County/Blaine Airport and constructed a hangar from which they operate today."

## **CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS**

The newest members of USCTA are the Oregon Department of Aviation, Front Range Airport (Colo.), Stennis International Airport (Miss.), Greeley-Weld County Airport (Colo.), Miami-Dade County Aviation Department (Fla.) (Opa Locka Airport), and Galveston Municipal Airport (Texas).

Spencer Dickerson, senior executive vice president of AAAE, is executive director of USCTA.

Consultants to USCTA are Linda Hall Daschle and Bert Randall of Baker, Donelson Bearman Caldwell & Burkowitz; Patrick McCann of McCann Capitol Advocates, and Larry Barnett of AB Management Associates.

Tim Rogers, A.A.E., executive director of the Salina (Kan.) Airport Authority, is chair of the 2004 Policy Board. Other members are: Bryan Elliott, A.A.E., Charlottesville, Va.; Ted Soliday, Naples, Fla.; Steve Stockam, Joplin, Mo.; Michael Covalt, Flagstaff, Ariz.; Lynn

Kusy, Mesa, Ariz.; Walt Strong, C.M., Norman, Okla.; Russ Chandler, Jacksonville, Fla.; Michael Feeley, Spinks, Texas; Russ Johnson, Manhattan, Kan.; Jack Schelter, A.A.E., Phoenix, Ariz.; Bill Gatchell, C.M., Hobbs, N.M.; Jerry O'Sullivan, Greenbrier, W. Va.; Richard Baird, Hailey, Idaho; Robert Bryant, Salisbury, Md.; Steve Harvey, Chennault, La.; Scott Carr, Titusville, Fla.; Scott Driver, Tucson, Ariz.; Cliff Nash, Tunica, Miss. Ex-officio members are Shane Cordes, Midwest ATC; Pete Dumont, Serco Management Services; Will Mowdy, RVA, and Brian Lally, PBS&J.

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.), Chandler Municipal Airport (Ariz.), Mesa/Williams Gateway (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Northwest Arkansas Regional Airport, 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.), Front Range Airport (Colo.), Greeley-Weld County Airport (Colo.), Boca Raton Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Miami-Dade County Aviation Department (Fla.) (Opa Locka Airport), 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.), Ormond Beach Municipal (Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Gwinnett County Airport (Ga.), Valdosta Regional Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Lewiston-Nez Perce County 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.), Metro Topeka Airport Authority (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, St. Cloud Regional Airport (Minn.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Jackson Municipal (Miss.), Olive Branch Municipal Airport (Miss.), Stennis International Airport (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Elko Municipal Airport (Nev.), Henderson (Nev.) Executive Airport, 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), Cuyahoga County Airport (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Stillwater Municipal Airport (Okla.), Wiley Post Airport (Okla.), Eastern Oregon Regional Airport, Oregon Department of Aviation, Redmond Municipal Airport (Ore.), Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), Greenville Downtown Airport (S.C.), Rapid City Regional Airport (S.D.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal (Texas), Ellington Field (Texas), Galveston Municipal Airport (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Grayson County Airport (Texas), McKinney Municipal Airport (Texas), Spinks Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Greenbrier Valley Airport (W.Va.), Chippewa Valley (Wis.) Regional Airport, Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), AJT & Associates, CI2 Aviation, Engineering & Installation Services (EIS), Northrup Grumman ES Denro Systems, Lockheed Martin ATM, Marsh USA, Midwest Air Traffic Control Services Inc., PBS&J, Quadrex Associates, Raytheon Company-Air Traffic Management Systems, Robinson Aviation (RVA), Serco Management Services, SolaCom Technologies, Stonefield LLC, Washington Consulting Group, Weather Services International and William E. Payne & Assoc.

## CONTRACTOR NEWS

### Midwest ATC Providing Air Traffic Control and Airfield Management in Central/SW Asia

Midwest Air Traffic Control Services, Inc., one of the three FAA contract tower contractors, has been awarded the first-ever private sector contract to provide air traffic control and airfield management support services at U.S. military bases throughout Central Asia.

Midwest ATC, a subcontractor to Readiness Management Support (RMS) under the Air Force Contract Augmentation Program (AFCAP), is the first contractor outside of the Department of Defense (DoD) or FAA that has ever been selected to provide tower, radar control and airfield management in a forward deployed operating environment.

In an unprecedented government outsourcing initiative to relieve critical military resources, the Commander, United States Central Command Air Forces has selected AFCAP and Midwest ATC Services to provide a full range of air traffic management capabilities at air bases in Uzbekistan, Kyrgyzstan, two bases in Afghanistan, and regional management activities in Qatar. Midwest is providing all personnel, supervision, logistical support, and other capabilities necessary to plan and provide all the aforementioned services at the various locations. In addition to its radar approach control, tower and airfield management services, Midwest has also been tasked to establish non-radar center services for Afghanistan operating out of a Regional Flight Information Center at Kabul International Airport, Afghanistan.

"This most recent exemplary performance by Midwest ATC getting personnel in place, on schedule and within budget is yet another example of the "can do" attitude continually demonstrated by this world class air traffic control service provider over the past four years in meeting AFCAP short notice, difficult requirements on critical DoD projects," said Jim Mitchell of Readiness Management Support. "RMS provides services to any U.S. government agency in contingency scenarios and this lat-

Keep in touch with USCTA news and upcoming events by visiting [www.airportnet.org/cta](http://www.airportnet.org/cta). The website features a discussion forum, as well as our newsletter, press releases and information on FAA's contract tower program.

Membership information is available by calling Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mailing [sdickerson@airportnet.org](mailto:sdickerson@airportnet.org).

est accomplishment by Midwest ATC coupled with its past work is crucial to our efforts on behalf of the U.S. government and in support of Operation Enduring Freedom, the war on terrorism," he said.

Midwest Air Traffic Control Services, Inc., headquartered in Overland Park, Kan., has been a leader in promoting and providing air traffic control systems since 1978. The company specializes in air traffic control, weather reporting, radio/navigational aid maintenance, and air traffic control tower construction for fixed and mobile control towers. Midwest ATC Services, a member of the U.S. Contract Tower Association, is one of the three national contractors that are currently providing services in communities across the country at 219 air traffic control towers in support of the FAA federal contract tower program.

### Serco Controllers Praised For Performance

A Jan. 6, 2004, letter from Gallatin Field (Mont.) Airport Director Ted Mathis, A.A.E., to Serco Management Services praised the efforts of three of the company's controllers during a Dec. 25-28, 2003, snowstorm.

Mathis wrote that the airport received 58 straight hours of snow during one of its busiest seasons. During the storm, the three controllers—Dean Phares, Joe Newman and Les Andrew—were on duty at the Bozeman tower. Mathis said, "They did an outstanding job of handling the traffic, coordinating aircraft deicing, providing up to the minute weather and airfield condition reports and coordinating our snow removal efforts."

### Pilot Credits Controller With Skills, Understanding

Private pilot Frank Shelton of Watsonville, Calif., in a recent letter to Serco Management Services, credits company controller Rich Cross with aid and assistance when Shelton's aircraft failed to extend its landing gear.

The incident took place on Christmas Eve 2003 when, Shelton said, "My destination was Watsonville, which has no operating control tower, so I flew to Salinas (FAA contract tower) to enlist the aid of the tower personnel." Shelton said Cross "went out of his way to ensure that my friends in Watsonville were updated and understood the situation. It's easy to say that the pilot's job is the toughest, but that's not true," Shelton related. "The toughest job is those on the ground that know that something is amiss and don't know what is going on." Cross provided "great support for me, making calls to help determine where I might get technical support, trying to find someone that could remove my airplane from the

runway, once it was determined that a gear up landing was imminent, and to finally help me to decide the safest place to land—in this case Monterey," Shelton said.

### RVA Controller Wins FAA Flight Safety Award

David Kienzle, a Robinson Aviation (RVA) controller stationed at the FAA contract tower at Northwest Arkansas Regional Airport, has received a Flight Safety Award from FAA's Flight Standards District Office and a letter of appreciation from the FAA hub manager at Little Rock (Ark.) ATC Tower for his efforts during an incident that occurred Nov. 17, 2003.

The award cites Kienzle for "your knowledge, diplomacy and extremely keen planning abilities that helped prevent an aircraft disaster."

In the incident, Kienzle was credited with giving a low altitude alert to the pilot of an inbound aircraft that had not established radio contact with the tower. It was determined that the aircraft was approximately 200 feet above the ground when Kienzle issued the climb instructions. Later conversations with the pilot revealed that the autopilot had disengaged without the pilot's knowledge.

## NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

### Profile: Campaign diary of a New Hampshire air traffic controller (National Public Radio)

*Nashua is an FAA contract tower*

January 26, 2004

BOB EDWARDS, host: "In New Hampshire, where the nation's first primary will be held tomorrow, temperatures are hovering around 0. Presidential candidates campaigning in New Hampshire need warm coats, legions of volunteers and **air traffic controllers** to guide their planes. This is the NPR Campaign Diary of one **controller** who works at the airport in Nashua.

Mr. LEN CUSHING (**Air Traffic Controller**): 675 delta, whiskey, nashtar(ph), left turn approved, cleared for takeoff.

Unidentified Man #1: 675 delta, whiskey.

Mr. CUSHING: My name is Len Cushing. I'm an **air traffic controller** at Nashua, New Hampshire, Boire Field.

323, a little hustle through the next intersection for me, please. I've got **traffic** waiting for you.

We have handled candidates' aircraft in here. Lieber-

*(continued on page 14)*



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

## FAA Contract Tower Program Workshop

May 24-25, 2004 • Washington, D.C. • Mtg. #040504



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

To assist airports that currently are in the contract tower program and those that are interested in participating in the program, FAA headquarters, AAAE and AAAE's affiliate organization the U.S. Contract Tower Association (USCTA) are pleased to present a special management workshop on the contract tower program, May 24-25, 2004, in Washington, D.C.

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

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

Time is reserved after 2 p.m. on Monday, May 24, for individual airports to meet with their congressional representatives about the importance of the contract tower program. These meetings are encouraged and should be set up prior to coming to the workshop. Please call Spencer Dickerson, AAAE/USCTA, (703) 824-0500, Ext. 130, if you need any assistance.

All sessions will take place at Loews L'Enfant Plaza Hotel in downtown Washington, D.C. Registration will open at 7:30 a.m. on Monday, May 24. Workshop sessions will begin at 8:45 a.m.

on Monday and end at 12:30 p.m. on Tuesday, May 25. On Monday, May 24 there will be a reception from 6:30-7:30 p.m. at Loews L'Enfant Plaza Hotel. Airports are encouraged to invite staff from congressional offices to the May 24<sup>th</sup> reception. Congressional staff should RSVP via e-mail to [kate.hood@airportnet.org](mailto:kate.hood@airportnet.org).

The registration fees include all handouts, coffee breaks, one lunch and the welcome reception. Confirmation of your registration will be faxed prior to the meeting. **For additional registration information, please contact Kate Hood, AAAE, at (703) 824-0500, Ext. 174, or e-mail [kate.hood@airportnet.org](mailto:kate.hood@airportnet.org). For further program information, contact Spencer Dickerson at (703) 824-0500, Ext. 130, or e-mail [spencer.dickerson@airportnet.org](mailto:spencer.dickerson@airportnet.org).**

### AGENDA

*(subject to change)*

#### SUNDAY, MAY 23

2-5 p.m. USCTA Policy Board Meeting

#### MONDAY, MAY 24

7:30-8:45 a.m. Registration  
8:45-9 a.m. Welcome and Workshop Overview  
9-9:30 a.m. Keynote Address  
9:30-11:30 a.m. FAA Update of the Contract Tower Program  
11:30-11:45 a.m. Coffee Break  
11:45 a.m.-12:15 p.m. Contract Tower Operations from the Perspective of NATCA  
12:15-1:45 p.m. Luncheon  
2-5 p.m. Individual Meetings with Congressional Offices  
6:30-7:30 p.m. Reception

#### TUESDAY, MAY 25

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

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



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

## FAA Contract Tower Program Workshop

May 24-25, 2004 • Washington, D.C. • Mtg. #040504

**Hotel reservations**—Rooms are being held at Loews L'Enfant Plaza Hotel, 480 L'Enfant Plaza, SW, Washington, DC 20024; phone (202) 484-1000. All attendees will receive a special rate of \$169 for single or double occupancy. **Reservations must be made by Friday, April 30, 2004, in order to guarantee this rate.** Reservations made after this date only can be honored on a space and rate available basis. To make your hotel reservations, call the hotel directly at (202) 484-1000 and identify yourself as part of the AAAE group.

**Airline reservations**—American Airlines and Delta Air Lines have been selected as the official air carriers for this meeting. Attendees can receive 10% off American's and Delta's full coach fare or 5% off all other published fares. Rules and restrictions apply. To take advantage of American's and Delta's special fares, call American Airlines directly at (800) 433-1790 from 6 a.m.-1 a.m. eastern standard time daily and refer to star file 9054AL; call Delta Air Lines directly at (800) 241-6760 from 8 a.m.-11 p.m. eastern standard time daily and refer to file number 198265A.

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

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

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

Nickname for Badge \_\_\_\_\_ E-Mail Address \_\_\_\_\_

Full Name \_\_\_\_\_

Title \_\_\_\_\_

Airport/Company \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Telephone Number \_\_\_\_\_ Fax Number \_\_\_\_\_



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

*Registrations and cancellations must be submitted in writing. Refund requests before **May 7, 2004**, are subject to a \$125 processing fee. There will be no refunds after this date. Substitutions will be accepted without penalties and no-shows will be billed. For all inquiries regarding cancellations and refunds, please contact the AAAE Meetings Department at (703) 824-0504.*

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

(includes all handouts, the reception, coffee breaks and one luncheon)

1.  All attendees.....\$390
2.  ARDF\* members.....\$370
3.  U.S. Contract Tower Association member.....\$285 (full dues-paying USCTA members)

\*ARDF—the Airport Research and Development Foundation

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

### PAYMENT METHOD

Enclosed is my check payable to AAAE       Purchase Order # \_\_\_\_\_

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

Cardholder Name \_\_\_\_\_

Account Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

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

## FAA Federal Contract Tower Program

### *“The Government/Industry Partnership Dedicated to Air Traffic Safety”*

#### **Fiscal Year 2005 Congressional Appropriations Request**

To maintain the current program, the American Association of Airport Executives (AAAE) and its affiliated organization, the U.S. Contract Tower Association, request \$86 million in the fiscal year 2005 DOT Appropriations bill for FAA’s regular Federal Contract Tower Program in addition to \$7 million for the cost-sharing program.

#### **Background**

- ⊙ The FAA Federal Contract Tower Program has provided essential air traffic safety services since 1982. Currently, 219 smaller airports in 46 states participate in the program. This represents 45 percent of all control towers in the U.S. In addition, federal contract towers handle approximately 25 percent of all control tower aircraft operations in the U.S. Several non-towered airports are expected to enter the program, subject to available funding.
- ⊙ The safety and efficiency record of the federal contract tower program for the past two decades has been validated numerous times by the DOT Inspector General (IG) and FAA safety audits, as well as by the National Transportation Safety Board. The IG also has verified the cost-effectiveness of the program to taxpayers.
- ⊙ All federal contract controllers are FAA certified air traffic controllers who meet the identical training and operating standards as FAA controllers. The vast majority of federal contract controllers are retired military or FAA controllers. Approximately, 99 percent have FAA or military air traffic control experience.
- ⊙ FAA, the premier air traffic safety agency in the world, controls and oversees all aspects of the federal contract tower program, including operating procedures, staffing plans, certification of contract controllers, security and facility evaluations.
- ⊙ As a result of this 24-year government/industry partnership, the federal contract tower program: (1) enhances aviation safety at smaller airports that in many cases would not have a tower; (2) saves local airports and communities up to \$80 million annually; (3) consistently receives high marks for customer service from aviation users (pilots, airlines, FBOs, flights schools and corporate flight departments), and (4) helps small airports with retaining and developing commercial air service and corporate aviation.
- ⊙ Federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system. A case in point was September 11, 2001, when 1,300 FAA contract controllers from 219 airports worked side by side with the FAA controller workforce to safely land thousands of airplanes that day. Additionally, federal contract controllers work closely with FAA and the Department of Homeland Security on in-flight aviation security issues.
- ⊙ Without this federal program, FAA budget constraints could force closure of towers or, at a minimum, force airports and local communities/taxpayers to pay for air traffic safety services.

For further information on FAA’s Federal Contract Tower Program, please contact Spencer Dickerson of the AAAE office at 703/824-0500, ext. 130, or e-mail at [sdickerson@airportnet.org](mailto:sdickerson@airportnet.org) or visit [www.airportnet.org/cta](http://www.airportnet.org/cta).

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*(continued from page 10)*

man's airplane was in here at one point in time, and in prior years most definitely they've been in here. We've had Clinton through here. I believe that Bush was in here at one point in time during his campaign four years ago.

(Unintelligible) 17607 nashtar, make a straight-in approach and report a four-mile final over the Merrimack River.

Unidentified Man #2: Four-mile final, straight in 32 ...(unintelligible) 607.

Mr. CUSHING: All right. We were expecting candidate Gephardt to make an appearance after the Iowa caucus. He was rumored to be coming into Nashua about 3:00 in the morning, and that never transpired in light of his position at the end of the polls—or the Iowa caucus, I should say.

Unidentified Man #3: Temperature -10, dew point -26, altimeter 3023.

Mr. CUSHING: 35323, clear the line.

Unidentified Man #4: 35323, clear to land.

Mr. CUSHING: I'm kind of a political agnostic, so political candidates showing up, I don't get terribly excited about. It's part of doing business up here.

383, taxi to runway 32, hold short of alpha.

Unidentified Man #5: 383 ...(unintelligible) to 32,

hold short of alpha.

Mr. CUSHING: As far as I'm concerned, the guy getting out of a Cessna's worked just as hard for that flight as the presidential candidate getting out of the airplane. That's just the way I deal with it.

4363 X-ray nashtar ...(unintelligible) now and departure approved, cleared for takeoff.

Unidentified Man #6: Cleared for takeoff, 4363 X-ray.

EDWARDS: Len Cushing is an **air traffic controller** at Boire Field in Nashua, New Hampshire."

**FEDERAL CONTRACT TOWER  
SERVICE AWARD**

The U.S. Contract Tower Association (USCTA) Policy Board is pleased to announce that nominations are being accepted for the second annual Willie F. Card Federal Aviation Administration Federal Contract Tower Service Award. The award will be presented at the May 23-25, 2004, Contract Tower Workshop in Washington, D.C., in memory of Willie Card, manager of the FAA Contract Tower Program office, who died in June 2002.

Nominations are due by March 15, 2004. For more information, contact Spencer Dickerson via e-mail at [sdickerson@airportnet.org](mailto:sdickerson@airportnet.org).