

U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

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INCREASED FUNDING SUPPORTED FOR CONTRACT TOWER PROGRAM

Ten aviation organizations, including AAAE/USCTA, have endorsed increased federal funding in fiscal year 2004 for FAA's Contract Tower Program to permit the continuation of important air traffic control safety benefits at small communities nationwide.

The organizations wrote letters to key members of Congress, urging the lawmakers to provide \$82.5 million for the contract tower program in the fiscal year 2004 transportation appropriations bill, along with an additional \$6.5 million to be used exclusively for continuation of the contract tower cost-sharing program.

FAA since 1982 has provided air traffic control services (ATC) at many visual flight rule airports through contracts with private sector ATC companies. Currently, 218 smaller airports in 46 states participate in FAA's Contract Tower Program, which has benefited from strong and consistent bipartisan support in Congress, the organizations stated. Support for the program also has come from the airports, system users, the National Transportation Safety Board and several comprehensive audits by DOT's Inspector General (IG). The IG concluded that the program improves safety, efficiency and security and increases economic productivity in smaller communities across the country, among other benefits. FAA provides comprehensive oversight for towers in the program and all contract air traffic controllers meet FAA certification requirements.

Full funding of the contract tower program in fiscal year 2004 will permit additional non-federal towers and non-towered airports to receive the vital safety benefits of a control tower, the organizations said. Further, they said that this funding level will provide enhanced controller training initiatives at contract towers.

The organizations sent letters supporting contract tower funding to Rep. C.W. Bill Young (R-Fla.), chairman of the House Appropriations Committee; Rep. Ernest Is- took Jr. (R-Okla.), chairman of the House transportation

appropriations subcommittee; Rep. David Obey (D-Wis.), ranking member of the House Appropriations Committee; Rep. John Olver (D-Mass.), ranking member of the House transportation appropriations subcommittee; Sen. Ted Stevens (R-Alaska), chairman of the Senate Appropriations Committee; Sen. Richard Shelby (R-Ala.), chairman of the Senate transportation appropriations subcommittee; Sen. Robert Byrd (D-W.Va.), ranking member of the Senate Appropriations Committee, and Sen. Patty Murray (D-Wash.), ranking member of the Senate transportation appropriations subcommittee.

Organizations signing the letters in addition to AAAE/USCTA, were: ACI-NA, National Business Aviation Association, Regional Airline Association, Air Transport Association, National Air Carrier Association, Cargo Airline Association, National Association of State Aviation Officials, National Air Transportation Association, and Air Traffic Control Association.

SENATE BILL INCLUDES COST-SHARING FUNDING INCREASE

The Senate Commerce Committee on May 1 approved a three-year FAA reauthorization bill that would provide \$6.5 million for FAA's Contract Tower Cost-Sharing Program in fiscal year 2004, \$7 million in 2005 and \$7.5 million in 2006.

Senate aviation subcommittee Chairman Trent Lott (R-Miss.) expressed the hope that the Senate will consider the bill in May. The House Transportation and Infra-

AAAE/FAA/USCTA CONTRACT TOWER WORKSHOP

Mark your calendar now for the AAAE/FAA/USCTA Contract Tower Workshop, to be held **June 22-24, 2003, in Washington, D.C.** Registration information is available on pages 13-14 of this newsletter.

structure Committee is developing its own version of the bill and may mark up its legislation this month as well.

DOT'S MEAD ENDORSES CONTRACT TOWER PROGRAM

DOT Inspector General Ken Mead told delegates April 30 at AAAE's Annual Conference and Exposition April in Los Angeles that FAA's Contract Tower Program offers multiple federal benefits to the federal government while enhancing safety at smaller airports.

"I want to put a plug in for the Contract tower Program," Mead stated. "Speaking of cost effectiveness, the contract tower program right now has 218 towers and it has been a good example of a program that runs efficiently and safely and saves the government a lot of money—to be exact, about \$780,000-\$800,000 per tower.

"There are 71 VFR towers out there that are still operated by FAA," Mead said. "I don't see a lot of steam within the administration behind a move to make those into contract towers—it's very controversial among the controllers. They see this, I think, as a camel's nose under the tent for privatization. I don't see it that way for several reasons, beginning with the fact that I'm not in favor of privatization. I wouldn't support expanding this contract tower program to IFR facilities, which are the majority of FAA-operated towers. Second, contract towers are not operated as independent, private entities. They operate under FAA rules; FAA oversees them; FAA pays for them; they are accountable to FAA, and they have a good safety record.

"Third, it would help FAA with the controller retirement issue. FAA is saying that over the next eight to nine years they are going to lose 7,000 controllers to retirement. I think the contract tower program offers some opportunities to redistribute controllers from their positions to other FAA locations that have a greater need."

LEGISLATION WOULD PROHIBIT ATC PRIVATIZATION

Legislation has been introduced in both the House and Senate to prohibit the federal government from privatizing or outsourcing the nation's air traffic control (ATC) system. However, the measures would not impact FAA's existing contract tower program.

The legislation responds to the Office of Management and Budget's (OMB) decision to put controllers on its 2002 Commercial Activities list, which could make ATC

subject to competition.

The Air Traffic Control System Integrity Act of 2003 (H.R.1711) was introduced April 10 by Rep. Jim Oberstar (D-Minn.), ranking Democratic member on the House Transportation and Infrastructure Committee; Rep. Frank LoBiondo (R-N.J.), chairman of the subcommittee on Coast Guard and maritime transportation; Rep. Peter DeFazio (D-Ore.), ranking Democrat on the aviation subcommittee, and Rep. Jack Quinn (R-N.Y.), chairman of the railroads subcommittee.

In his statement introducing the bill, Oberstar noted that the legislation would not impact FAA's Contract Tower Program, "the safety benefits of which have been well documented."

Oberstar also issued a press release in which he objected to OMB's decision to add controllers to the Commercial Activities list. "The National Air Space system is *not* one well-defined piece of equipment," Oberstar said. "It is a complex, integrated arrangement of thousands of distinct systems, as well as regulations, procedures, and people, all interfacing with one another to accomplish one of the most intricate missions in the world—ensuring our country's ability to safely and efficiently move over 600 million passengers a year. Should we risk the uncertainties of creating a new system to promote ATC safety and security when we already have in place a system with an outstanding

**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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THE U.S. CONTRACT TOWER ASSOCIATION NEWSLETTER is published by the American Association of Airport Executives, the largest professional organization for airport executives in the world.

FAA CONTRACT TOWERS

(218 towers as of May 1, 2003. Towers marked with an asterisk are part of the cost-sharing program.)

AIRPORT NAME	FAA REGION	STATE	AIRPORT NAME	FAA REGION	STATE
Bethel	AAL	AK	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

AIRPORTNAME	FAA REGION	STATE	AIRPORTNAME	FAA 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	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
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 (Los Angeles)	AWP	CA
Henry E. Rohlsen (St. Croix)	ASO	Virgin Islands	William J. Fox (Lancaster)	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			
Lea County/Hobbs	ASW	NM			

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safety record? The answer is simple: No.”

Sen. Frank Lautenberg (D-N.J.) introduced S.338, the Safe and Secure Skies Act, in February. The bill declares air traffic control functions to be “inherently governmental.” As drafted, Lautenberg’s bill also exempts all towers in FAA’s Contract Tower Program.

AAAE and its affiliate the U.S. Contract Tower Association worked closely with key congressional staff to ensure that FAA’s current contract tower program would be protected in both House and Senate versions of the legislation. The contract tower program now includes 218 towers in 46 states.

FAA’S BLAKEY OUTLINES VIEWS ON ATC PRIVATIZATION

FAA Administrator Marion Blakey was questioned on March 27 by members of the House aviation subcommittee regarding her views on ATC privatization.

Blakey responded: “On the issue of air traffic control, I must tell you that this is truly a non-issue. The fact is that there was an act in 1998 called the Fair Act that has required that government look at the activities of government and classify those according to a series of designations. This required that we do this along with everyone else. Air traffic control has been classified in the category of commercial but, most significantly, Category A, which says (it’s) not subject to contracting out. That, therefore, really ends the discussion as far as I am concerned because we have no plans to significantly move further with any kind of contracting out when it comes to our towers, TRACONs, (or) our centers. This has been something of an issue of late, but it is one that I would urge the committee to be aware of the reality and the reality is that we’re not moving there. Facts are stubborn things and in terms of looking at the question of looking at designations, contract towers exist. The fact of the matter is they do a very good job for a lot of communities around the country. So it is very hard to say that air traffic control does not have a commercial aspect to it, but again the designation that we have selected means that we have no intent to move forward with contracting out and that’s very clear with the designation.”

FAA REPORTS SERIOUS RUNWAY INCURSIONS TRENDING DOWNWARD

Following several years of steady increases in operational errors and runway incursions, FAA has made progress in

DID YOU KNOW THAT...

Based on FAA figures, contract towers, which account for just about 10 percent of FAA’s total labor cost to operate all control towers nationwide, handled approximately 25 percent of total air traffic operations at all towers in calendar years 2001 and 2002. Further, the operational error/deviation rate for the same period was nearly 2.5 times better at FAA contract towers versus similar VFR towers staffed by FAA.

reducing these incidents, DOT’s Inspector General reported April 3. Yet, the IG cautioned that the number of incidents “is still too high considering the potential catastrophic results of a midair collision or a runway accident.”

The IG’s report lists 38 airports that have had 10 or more runway incursions over the past four years. Ten of those 38 facilities are VFR towers operated by FAA. **No FAA contract towers are on the list.**

In fiscal year 2002, operational errors decreased 11 percent to 1,061 and runway incursions decreased 17 percent to 339 from fiscal year 2001 levels, the IG said. This still means, however, that in fiscal year 2002, on average, one runway incursion and three operational errors occurred each day. Further, the most serious runway incursions occurred, on average, once every 10 days, and the most serious operational errors occurred once every eight days. In fiscal year 2002, at least one commercial aircraft was involved in a serious runway incursion or operational error once every 10 days, the IG said.

The IG said that while FAA has made progress in implementing some technologies to reduce runway incursions, more technology solutions are still needed.

Although the decrease in incidents has been due, in part, to a reduction in air traffic operations since 2001, FAA must reduce the number of errors and runway incursions, the IG said, since air traffic operations are projected to return to pre-Sept. 11 growth patterns by 2007.

REASON FOUNDATION DISPUTES NATCA STANCE ON PRIVATIZATION

The Reason Foundation’s Public Policy Institute (RPPI) devoted the March 18 issue of its ATC Reform Newsletter to responding to a White Paper issued by the National Air Traffic Controllers Association (NATCA) that argued

against the privatization of ATC services.

The full version of the RPPI response is available at www.rppi.org/ps307.pdf.

An executive summary of the RPPI response by Robert Poole Jr., director of transportation studies, states: "Overall, the White Paper is off-target, in that much of its argument is directed against a form of privatization—outsourcing—which no one has seriously proposed for the national ATC system. The White Paper does acknowledge several examples of ATC reform overseas that do follow the models proposed for this country: conversion of the FAA's existing ATC organization into a user-fee-supported business entity. But instead of dealing seriously with this model, the White Paper simply takes potshots at three of the overseas ATC corporations. In doing so, the paper provides no quantitative data or analysis. Its case is presented only in the form of anecdotes and assertions.

"The White Paper also misleads by omission. It fails to explain the global trend toward converting ATC departments of government into user-fee-supported ATC corporations. That trend now extends to 29 countries (including much of Europe, Canada, and both Australia and New Zealand). Corporatized ATC providers now control over 80 percent of the world's air traffic and well over half the world's airspace.

"When it comes to specifics, the White Paper is factually incorrect on a host of major issues in which it uses selective or incorrect information about the corporatized ATC providers of Australia, Canada and the U.K. For example:

"Safety—Contrary to the White Paper, air safety has improved in Canada and the U.K. since corporatization. Moreover, safety is greater at the U.S. control towers run by private contractors than at comparable towers run by the FAA.

"Security—Converting to a corporate form of organization would not compromise national security, or 29 countries would not have done so. Nav Canada cooperated smoothly with NORAD and the FAA in bringing down all planes on Sept. 11, 2001.

"Cost Savings—Contrary to the White Paper's assertions, significant cost savings have been achieved by ATC corporations overseas, which have led to reductions in user fees.

"Staffing—The White Paper distorts actual staffing changes in Canada, where Nav Canada is increasing the size of the controller workforce to adequate levels. But it also discounts the possibility of future cost savings

thanks to facility consolidation and advanced technology, savings which have been achieved since Australia's corporatization in 1995.

"Cross Subsidy—Contrary to NATCA, the globally accepted method of charging aircraft for ATC services includes significant cross subsidies (which NATCA claims would be a casualty of "privatization"). And special protections have been legislated for remote areas in Canada, a provision which could be adapted for rural areas in this country.

"Modernization and Funding—The White Paper dismisses the argument that a shift to user fee funding will facilitate modernization. But the overseas experience demonstrates not only that this does occur, but illuminates how and why it does.

"Contract Towers—Long the target of NATCA litigation, the more than 200 small-airport U.S. control towers are subjected to much innuendo in the White Paper, which ignores their superior safety record in addition to major cost savings."

The report also objected to NATCA's complaint that the government plans to "privatize" air traffic control.

29 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING

Twenty-nine facilities were participating in FAA's contract tower cost-sharing program as of May 1, 2003.

They are: King Salmon (Alaska), Laughlin/Bullhead City (Ariz.), Springdale Municipal (Ark.), South Lake Tahoe (Calif.), Victorville (Calif.), Macon (Ga.), 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.), Oneida County (N.Y.), Hickory Regional (N.C.), Concord (N.C.), Kinston (N.C.), Bolton Field (Ohio), Stillwater (Okla.), Latrobe (Pa.), Williamsport/Lycoming Co. (Pa.), Grand Strand/Myrtle Beach (S.C.), McKellar-Sipes Regional (Tenn.) and Walla Walla Regional (Wash.).

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

CONTRACT TOWER ASSOCIATION GAINS THREE NEW MEMBERS

The newest members of the U.S. Contract Tower Associ-

ation (USCTA) are Rapid City Regional Airport (S.D.), Metro Topeka Airport Authority (Kan.) and Lewiston-Nez Perce County Regional Airport (Idaho).

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

Members of the 2003 USCTA Policy Board are: Jack Schelter, A.A.E., deputy director of aviation, Phoenix Sky Harbor International Airport, chair; Bryan Elliott, A.A.E., executive director, Charlottesville Albemarle Airport Authority (Va.); James Hansford, A.A.E., manager, Central Wisconsin Airport; Tim Rogers, A.A.E., executive director, Salina Airport Authority (Kan.); Ted Soliday, executive director, Naples Airport Authority (Fla.); Steve Stockam, manager, Joplin Regional Airport (Mo.); Michael Covalt, manager, Flagstaff Pulliam Airport (Ariz.); Lynn Kusy, executive director, Williams Gateway Airport (Ariz.); Walt Strong, C.M., administrator, Max Westheimer Airport (Okla.); Richard Howell, A.A.E., director, S.W. Georgia Regional Airport; Bill Gatchell, C.M., airports supervisor, Lea County Airports (N.M.); Jerry O'Sullivan, manager, Greenbrier Valley Airport (W. Va.); Richard Baird, manager, Friedman Memorial Airport (Idaho); Robert Bryant, A.A.E., manager, Salisbury-Ocean City-Wicomico Regional (Md.); Steve Harvey, director of operations, Chennault International (La.); Scott Carr, C.M., deputy executive director, Titusville-Cocoa Airport Authority, (Fla.); Russ Chandler, manager, Craig Airport (Fla.); Michael Feeley, C.M., manager, Spinks Airport (Texas); Russ Johnson, director, Manhattan Regional Airport (Kan.); Shane Cordes, president and CEO, Midwest ATC; Steve Christmas, vice president-aviation, Serco Management Services; Will Mowdy, director-ATC services, RVA, and Brian Lally, vice president/manager engineering services, AJT & Assoc.

The following are members of the association: Hawaii Department of Transportation, Oregon Department of Aviation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Northwest Arkansas Regional Airport, Sacramento (Calif.) County Department of Airports, San Luis Obispo County Airport (Calif.), Modesto

City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Ramona Airport-County of San Diego (Calif.), San Diego (Calif.) Brown Field, Redding (Calif.) Municipal Airport, Salinas (Calif.) Municipal Airport, Santa Maria Public Airport District (Calif.), Eagle County (Colo.) Regional, Waterbury-Oxford Airport (Conn.), Boca Raton Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, St. Augustine Airport (Fla.), Vandenberg Airport (Fla.), Ormond Beach Municipal (Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Gwinnett County Airport (Ga.), Valdosta Regional Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), 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, Minneapolis-St. Paul Metropolitan Airports Commission (Anoka County Airport), St. Cloud Regional Airport (Minn.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Jackson Municipal (Miss.), Olive Branch Municipal Airport (Miss.), Tupelo Regional Airport (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Elko Municipal Airport (Nev.), Henderson (Nev.) Executive Airport, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Double Eagle II Airport (N.M.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Hickory Regional Airport (N.C.), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State

University Airport (Ohio), Ardmore Municipal Airport (Okla.), Max Westheimer Field (Okla.), Eastern Oregon Regional Airport, Redmond Municipal Airport (Ore.), Rogue Valley (Ore.) International, Arnold Palmer Regional Airport (Latrobe, Pa.), Capital City Airport (Pa.), Greenville Downtown Airport (S.C.), Rapid City Regional Airport (S.D.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Ellington Field (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), McKinney Municipal Airport (Texas), Spinks Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport (Wash.), Greenbrier Valley Airport (W.Va.), Chippewa Valley (Wis.) Regional Airport, Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), AJT & Associates, CI2 Aviation, Engineering & Installation Services (EIS), Northrup Grumman ES Denro Systems, 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.

FAA RECOGNIZES RVA TOWERS FOR 'EFFORTS AND DILIGENCE'

Robinson Aviation (RVA) recently received letters from FAA recognizing the majority of RVA and its subcontractor towers for their "efforts and diligence in the delivery of air traffic control services." Bill Peacock, director of FAA Air Traffic Services, stated in the letters that the controllers have risen to the challenges before them each day, adding that the controllers have demonstrated through teamwork and dedication that causal factors associated with operational errors can be mitigated.

Listed below are the RVA/subcontractor facilities that were recognized by FAA, along with the number of years of service without an operational error at each facility:

Ten Years: Westfield, Mass.; Groton, Hartford, Danbury, Bridgeport and New Haven, Conn.; Hyannis, Bev-

erly, Lawrence, New Bedford, Norwood and Worcester, Mass.; Williamsport, Pa.; Lebanon, N.H.; Ardmore, Okla.; Smyrna, Tenn., and Acadiana, La.

Five Years: Niagara, N.Y.; Lynchburg, Va.; Tuscaloosa and Dothan, Ala.; Texarkana, Ark.; Panama City, St. Petersburg, Gainesville, Naples, Titusville, Stuart, Kissimmee, North Perry, Pompano Beach and Key West, Fla.; Greenville and N. Myrtle Beach, S.C.; Fulton County, McCollum, Gwinnett County and Albany, Ga.; Jackson and Greenville, Miss.; Kinston, N.C.; Santa Fe, N.M.; Wiley Post, Okla.; College Station, San Angelo and McAllen, Texas; St. Croix, U.S. Virgin Islands; Owensboro, Ky.; Redbird Executive, McKinney and Tyler, Texas, and Houma, La.

Three Years: Farmington, N.M.; Craig Field, Fla., and Tupelo, Miss.

One Year: Hagerstown, Salisbury and Martin Field, Md.; Charlottesville, Va.; Utica, Stewart and Ithaca, N.Y.; Morgantown, Wheeling and Parkersburg, W. Va.; Capital City and Lancaster, Pa.; Trenton, N.J.; Isla Grande, Puerto Rico; Brownsville, Texas; Fort Myers, Opa Locka, Melbourne, and Boca Raton, Fla.; Winston Salem, New Bern, Concord and Hickory, N.C.; Lawton, Okla.; Harlingen and Sugarland, Texas; Macon, Ga.; Jackson, Tenn.; Northwest Arkansas Regional and Springdale, Ark.; Shreveport Downtown, La.

SERCO CONTROLLER CITED FOR JOB PERFORMANCE

Serco Management Services controller David Reester of the Elko, Nev., tower recently was cited by Peter Dumont, the company's director of aviation, for exemplary job performance.

In a letter to Reester dated March 20, Dumont wrote, "On March 8, 2003, at approximately 1615Z, you were working Bonanza N3079Y on final to Runway 23. The aircraft requested and was cleared for a full stop landing. You observed the aircraft on a quarter-mile final with its gear in the up position. You immediately transmitted 'Bonanza 79Y check wheels down.' The pilot responded with 'thank you' and the gear started coming down. The gear was fully extended crossing the landing threshold.

"I want to personally commend you on being an air traffic control professional. You effectively utilized scanning techniques that most certainly prevented extensive damage to the aircraft and quite possibly the death of the pilot.

"We as controllers often state we are professionals;

you have demonstrated it. You bring pride to yourself, the (federal contract tower) program and to Serco. The tower has received many complimentary remarks resulting from your actions. I also commend you on a job well done.”

LOCKHEED MARTIN PROVIDES ATC SUPPORT FOR KITTY HAWK EVENTS

Lockheed Martin's small tower automation system, the Common Automated Radar Terminal System (ARTS) IE tower radar display system, will help control a projected increase in general aviation air traffic during the eight-month period commemorating the Wright brothers Dec. 17, 1903, flight at Kitty Hawk, N.C.

The ARTS IE system has been installed at FAA's temporary tower control facility in Manteo, N.C., and was to be operational May 1. It was certified by FAA for operational use at small airports earlier this year.

The ARTS IE is a full-featured air traffic control system that shares the same advanced functions as the Common ARTS system, deployed at the new Potomac consolidated terminal radar approach control (tracon) facility and the busiest air traffic facilities nationwide. The ARTS IE tower system was developed in response to the National Transportation Safety Board's recommendation to provide traffic situation displays to small towers. It uses standard, FAA-certified ARTS system software and hardware to give smaller airports, for the first time, radar tracking capability, critical safety functions such as conflict alert and minimum safe altitude warning and a full range of functionality to ensure air safety.

KEY WEST TOWER PRO-ACTIVELY INVOLVED IN TWO HIJACKINGS

The FAA contract tower at Key West (Fla.) International played a significant role in the peaceful resolution of two hijacking incidents recently when Cuban airliners were diverted to the U.S. The tower is operated by Robinson Aviation (RVA).

The first incident took place March 19 when six hijackers, some with knives, forced the crew of a Cuban Airlines plane to divert the flight from its original destination of Havana, U.S. authorities said. The twin-engine Douglas DC-3, carrying 29 passengers, landed in Key West under U.S. military escort.

According to RVA, “The Air Defense Command did ask the controller to ask the pilot what type of weapons

were being used. The Key West controller asked the question to the pilot in Spanish to which the pilot responded ‘Knife.’ Traffic was stopped until the landing was made and the controller asked the traffic management people if normal operations could be resumed after the aircraft was at the ramp. At that time traffic management said it was alright with them. The coordinating controller did a fine job with the situation, as well as the local controller. The coordinating controller would ask the person on each call to ID himself and he would ask the FAA person if he could respond to that individual on the phone. He responded to all official calls and advised the media to contact the airport manager's office for details.”

Separately, a Cuban Airlines plane hijacked by a man landed safely April 1 at Key West International with 31 passengers and crew members aboard.

The Soviet-made AN-24 plane landed about 50 minutes after it took off from Havana's Jose Marti International Airport. The Key West tower closed the control zone to all aircraft not associated with the hijacking and cleared the hijacked plane to land.

GRAND PRIX RACES HELD AT ST. PETERSBURG

Robinson Aviation's (RVA) federal contract tower at Albert Whitted Airport is now an integral part of the Grand Prix of St. Petersburg, Fla.

The inaugural Dover Motorsports CART race was held during the last weekend in February and is expected to become an annual event. The fastest portion of the track is down the main runway with the pit row and the grandstands located on the airport. A portion of the race-course is located within 10 feet of the tower.

The control tower was a key point of coordination during the construction, setup and cleanup for the event. With the cooperation of the tower, the main runway was only closed for short periods of time prior to the event and only for a nine-day period in conjunction with actual race days. The only other runway remained usable and active at all times with lots of activity during the event. While the actual races were in progress, the noise level was so high that special headsets, provided by the race sponsors, were needed and used to allow the controllers to hear radio and interphone messages. During the six-month period of construction and associated activities, access to the control tower often changed. The police and others sometimes tried to deny access but, to their credit, the controllers always managed to get in and out on time.

Despite the noise and inconveniences, this was a well-organized event that attracted a lot of positive national and international attention to the St. Petersburg /Tampa area. The control tower has received a lot of praise for its cooperation and efforts that helped make the Grand Prix of St. Petersburg such a huge success.—David Vergason, air traffic manager, St. Petersburg

RVA'S LEBANON, N.H., TOWER HIGHLIGHTED IN ARTICLE

The Lebanon, N.H., FAA contract control tower operated by Robinson Aviation (RVA) was highlighted in the May 2003 issue of *Flying* magazine.

The comprehensive article, *Towering Problems and Human Solutions* by Dick Karl, related an incident in which Karl was landing in wintry weather conditions in Lebanon. The circumstances of weather-related problems caused him to find the presence and assistance of a controller "to be a great solace."

Karl described the history of the Lebanon airport, as well as efforts to keep the tower open when the benefit/cost ratio for the field fell below 1.0. Karl noted, "We are all, I guess, tied to the warmth and orderliness of the controlled field. It seems that the man in the cab has a better view of the big picture, and I always feel that the controller has the well-being of all of us in mind. The few times that I've had to land with an under-performing engine or an unlit gear light, I've been profoundly grateful for the calm voice at the other end of the line. In the mountains of New Hampshire, I know I'd be definitely unhappy to see the tower close."

NEWSPAPER ARTICLES ABOUT FAA'S CONTRACT TOWER PROGRAM

BIPARTISAN BILL WOULD HALT ATC PRIVATIZATION

Aviation Daily, April 14, 2003

Four lawmakers introduced legislation Thursday to stop the government from privatizing U.S. air traffic control, in a move hailed by the National Air Traffic Controllers Association as "a bold and critical step."

Reps. James Oberstar (D-Minn.), ranking Democrat on the House Transportation Committee, Frank LoBiondo (R-N.J.), chair of the Coast Guard and Maritime Transportation subcommittee, Peter DeFazio (D-Ore.), ranking Democrat on the aviation subcommittee, and Jack Quinn

(R-N.Y.), chairman of the railroad subcommittee, introduced the Air Traffic Control System Integrity Act of 2003. The measure wouldn't affect the existing contract tower program, lawmakers said.

The bill responds to a White House move last summer altering policy language that declared ATC an "inherently governmental function." More recently, the Office of Management and Budget (OMB) put controllers on its 2002 Commercial Activities list, an inventory of government work that could be subject to competition, a Transportation Committee spokesman said.

Oberstar called the actions disturbing, saying, "The national air space...is a complex, integrated arrangement of thousands of distinct systems, as well as regulations, procedures and people, all interfacing with one another to accomplish one of the most intricate missions in the world — ensuring our country's ability to safely and efficiently move over 600 million passengers a year."

AIRPORTS LOBBY CONGRESS TO FUND CONTRACT TOWER PROGRAM

Aviation Daily, April 22, 2003

Ten airport and aviation organizations have written to key House and Senate appropriators endorsing more funding for the FAA contract tower program in fiscal year 2004.

Letters went out on Friday to House Appropriations Chair Bill Young (R-Fla.) and Ranking Member David Obey (D-Wis.), Rep. Ernest Istook (R-Okla.), chair of the appropriations transportation subcommittee and Rep. John Oliver (D-Mass.), subcommittee ranking member, and Sen. Ted Stevens (R-Alaska), chair of Senate Appropriations. The group also sent letters to Sen. Robert Byrd (D-W.Va.), ranking committee member Sen. Richard Shelby (R-Ala.), chair of the transportation subcommittee, and Sen. Patty Murray (D-Wash.), ranking subcommittee member.

The groups want Congress to fund \$82.5 million for the program plus \$6.5 million to be used exclusively to continue the contract tower cost-sharing program. There are 218 smaller airports participating in the contract tower program.

American Association of Airport Executives and its affiliate the U.S. Contract Tower Association, Airports Council International-North America, National Business Aviation Association, Air Transport Association, Air Traffic Control Association and the Regional Airline Association were among those signing the letters.

CHICAGO QUIETLY CLOSES LAKEFRONT AIRPORT

Washington Post, April 1, 2003

(Editor's note: Meigs Field was an FAA Contract Tower)

CHICAGO, March 31 — The bulldozers showed up at Meigs Field in pitch darkness to rip up the runway and close forever Chicago's lakefront airport—sparking an outcry from flying enthusiasts who considered it the nation's most important single-runway airport.

Mayor Richard M. Daley said today that while there have been no specific threats to the downtown area, he closed the airport to prevent an airborne terrorist attack against his city.

"We have done this to protect the millions of people who live, work and visit downtown Chicago in these very uncertain times," Daley said at a news conference. "With a sudden turn, (the planes that land there) could produce a terrible tragedy. That scares me. That scares people who work every day in the city of Chicago."

But critics dismissed the mayor's explanation as a convenient excuse to close an airport on a spot that Daley has long wanted to turn into a public park and nature preserve. The mayor has made beautification of Chicago's lakefront, which includes parks and museums, a priority. Several years ago, he even ordered a rerouting of Lake Shore Drive away from the water to enhance park land.

Steve Whitney, former president of Friends of Meigs Field, called the action a "land grab" and an abuse of power. "This was done in the dark of night—no public hearing, no public input," he said at a news conference sponsored by supporters of the tiny airport.

Just before midnight Sunday, backhoes and large trucks trundled into the airport and began carving large X's into the runway. Chicago police barred access to the site while the work took place. Daley said the covert action was done to avoid delays and lawsuits by critics who have long fought to keep the airport open.

The move was so abrupt that 16 airplanes are stranded there, and may have to be trucked to another site. Even the Federal Aviation Administration was caught off guard, and has gotten an earful from aviation enthusiasts.

"We were concerned to learn this morning of the decision to close Meigs Field," said Elizabeth Isham Corey, an FAA spokeswoman in Chicago. She said many aviation enthusiasts were upset, and "we share their concern (that) removing any centrally located airport only diminishes capacity and puts added stress on O'Hare and Midway."

Corey said the action, while unusual, appears to be legal because all federal loans to build the facility have been repaid and the decision to keep it open lies with the city.

While popular with enthusiasts and business charters, Meigs Field has not had regular commercial flights for years.

Daley had reached an agreement with former governor George Ryan that would have kept the airport—which was featured in films including "Home Alone" and "The Fugitive"—open until at least 2026. National groups, including the National Air Traffic Controllers Association, the Aircraft Owners and Pilots Association and the General Aviation Manufacturers Association, cited that agreement in their condemnations.

"The mayor has broken his promise not only to the citizens of his own city, but also to the pilots of America," AOPA President Phil Boyer said in a statement. "Past research indicates that the law hasn't been broken. However, we're not going to allow the mayor to hide behind the fiction of 'homeland security' for his reprehensible action."

GROUPS OBJECT TO CLOSURE OF MEIGS

PR Newswire, April 3, 2003

(Editor's Note: Meigs Field was an FAA Contract Tower.)

WASHINGTON—Today, six general aviation groups signed a letter to President Bush expressing the community's "shock and outrage" over the Mayor of Chicago's use of national security as an excuse to demolish Meigs Field.

The letter asks the President to "reaffirm federal authority over security matters affecting the nation's air transportation system." Additionally, the letter asks the President to elevate the importance of our national system of airports to that of our national system of highways.

Below is the text of the letter to President Bush from the National Business Aviation Association, General Aviation Manufacturers Association, Experimental Aircraft Association, National Air Transportation Association, Aircraft Owners and Pilots Association, and Helicopter Association International. A copy of the letter was also sent to Secretary of Homeland Security Tom Ridge, Secretary of Transportation Norman Mineta, Under Secretary for Border and Transportation Security Asa Hutch-

(continued on page 16)



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



FAA Contract Tower Program Workshop

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

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

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

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

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

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

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

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

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

AGENDA

(subject to change)

SUNDAY, JUNE 22

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

MONDAY, JUNE 23

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

TUESDAY, JUNE 24

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



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



FAA Contract Tower Program Workshop

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

Hotel reservations—Rooms are being held at the Loews L'Enfant Plaza Hotel, 480 L'Enfant Plaza, SW, Washington, DC 20024; phone: (202) 484-1000. All attendees will receive a special rate of \$159 single/double. **Reservations must be made by Friday, May 30, 2003, in order to guarantee this rate.** Reservations made after this date can only be honored on a space and rate available basis. To make your hotel reservations, call the hotel directly at (202) 484-1000 and identify yourself as part of the 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 4263AJ; call Delta Air Lines directly at (800) 241-6760 from 8 a.m.-11 p.m. eastern standard time daily and refer to file number 181724A.

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

NOTE: 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 **June 6, 2003** are subject to a \$125 processing fee; there will be no refunds after this date. Substitutions will be accepted without penalties and no-shows will be billed.*

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

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

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

*ARDF—the Airport Research and Development Foundation

This course is worth nine credits in the 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

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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.



SALINA, KANSAS, AIRPORT TO OPEN NEW GENERAL AVIATION RUNWAY

The 4,300-foot runway under construction at Salina (Kan.) Airport is on a fast track to completion. The new runway, designed for general aviation aircraft, will relieve primary runway congestion and reduce delays for military, government, corporate, transient and training flights.

Airport Executive Director Tim Rogers, A.A.E., explained that the Salina Airport Authority received approval from FAA in February for the project, authorized the contractor to begin work in March “and we will be flying from 17R-35L before spring turns to summer.”

Rogers commented, “George Hendon, manager of FAA’s Central Region Airport’s Division, and his staff are to be commended for their support for our parallel runway construction project. In a mere 10 months, the airports division staff reviewed and approved a revised airport layout plan, completed an airspace review and conducted an environmental assessment with a finding of no significant impact.”

Addition of the runway, financed by the Salina Airport through general obligation bonds, is in response to heavier air traffic at the airport and in anticipation of increasing future activity. The new runway also will provide enhanced safety for future flight operations.

“Construction of the new parallel runway will not disrupt airport activity and access to the airport’s two Fixed Base Operators (FBOs), Flower Aviation and Midway Aviation,” Rogers said. That is important because these two FBOs set an airport record in 2002, pumping 4.7 million gallons of fuel as Salina continued to be the nation’s fuel stop for cross-country airplane traffic, Rogers added.

Salina’s FAA contract control tower also set a record with over 96,000 total operations in 2002.

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(continued from page 12)

inson, TSA Administrator Admiral Jim Loy, and FAA Administrator Marion Blakey.

“We are concerned about who is responsible for decisions affecting national security. On Monday, the Mayor of Chicago, without the required notice to any federal authority, and under the cloak of darkness, closed and demolished by bulldozer an important airport in our nation’s air transportation system—Meigs Field. The general aviation community, representing every aspect of aviation except scheduled airlines and the military, is shocked and outraged that a mayor, using the pretext of national security, can destroy a national asset, create a significant safety risk and reduce capacity in an area already faced with significant aviation congestion.

“To address what has occurred in Chicago and to prevent a repeat of this situation in other locations, we urge you to reaffirm federal authority over security matters affecting the nation’s air transportation system. The action taken on Monday in Chicago is akin to a mayor or a governor destroying access ramps to a major interstate high-

way due to security concerns for traffic using that road. Elevating the importance of our national system of airports to that of our national system of highways will send a clear signal to those who would justify their actions in the name of homeland protection. No local official should be allowed to damage unilaterally the national aviation system as was demonstrated on Monday.

“You urged the creation of a Department of Homeland Security to help protect the United States and our way of life, which we supported. Please do not stand idly by as our nation’s airports and airspace face a patchwork of restrictions and closures via local and state power grabs. We stand ready to assist you in achieving these mutual goals.”

Keep in touch with USCTA news and upcoming events by visiting 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.