

**Contract Tower
Cost-Sharing**

Senate

(A) The Secretary shall establish a pilot program to contract for air traffic control services at Level 1 air traffic control towers, as defined by the FAA Administrator, that do not qualify under the current Contract Tower Program. (B) In carrying out the pilot program, the Administrator shall: (i) utilize for purposes of cost-benefit analyses, current, actual, site-specific data, forecast estimates, or airport master plan data provided by a facility owner or operator and verified by the Administrator; (ii) approve for participation only facilities willing to fund a pro rata share of operating costs of the air traffic control tower to achieve a one-to-one benefit-to-cost ration; (iii) approve for participation no more than 2 facilities willing to fund up to 50%, but not less than 25%, of construction costs for an air traffic control tower built by the airport operator and for each of such facilities the Federal share of construction cost does not exceed \$1,100,000. (C) In selecting facilities to participate in the program, the Administrator shall give priority to the following:

(i) air traffic control towers that are participating in the Contract Tower Program but have been notified that they will be terminated from such program because the Administrator has determined that the benefit-to-cost ratio for their continuation in such program is less than 1.0; (ii) air traffic control towers that the Administrator determines have a benefit-to-cost ration of at least .50; (iii) air traffic control towers of the FAA that are closed as a result of the air traffic controllers strike in 1981; (iv) air traffic control towers located at airports that are prepared to assume partial responsibility for maintenance costs; (v) air traffic control towers that are located at airports with safety or operational problems realted to topography, weather, runway configuration, or mix of aircraft. (D) If the costs of operating an air traffic control tower under the pilot program established under this section exceed the benefits, the airport sponsor or State or local government having jurisdiction over the airport

House

(A) The Secretary shall establish a pilot program to contract for air traffic control services at Level 1 air traffic control towers, as defined by the FAA Administrator, that do not qualify under the current Contract Tower Program. (B) In carrying out the pilot program, the Administrator shall: (i) utilize for purposes of cost-benefit analyses, current, actual, site-specific data, forecast estimates, or airport master plan data provided by a facility owner or operator and verified by the Administrator; (ii) approve for participation only facilities willing to fund a pro rata share of operating costs of the air traffic control tower to achieve a one-to-one benefit-to-cost ration; (iii) approve for participation no more than 2 facilities willing to fund up to 50%, but not less than 25%, of construction costs for an air traffic control tower built by the airport operator and for each of such facilities the Federal share of construction cost does not exceed \$1,100,000. (C) In selecting facilities to participate in the program, the Administrator shall give priority to the following:

(i) air traffic control towers that are participating in the Contract Tower Program but have been notified that they will be terminated from such program because the Administrator has determined that the benefit-to-cost ratio for their continuation in such program is less than 1.0; (ii) air traffic control towers that the Administrator determines have a benefit-to-cost ration of at least .85; (iii) air traffic control towers of the FAA that are closed as a result of the air traffic controllers strike in 1981; (iv) air traffic control towers that are located at airports or points which an air carrier is receiving compensation under the essential air service program; (v) air traffic control towers located at airports that are prepared to assume partial responsibility for maintenance costs; (vi) air traffic control towers that are located at airports with safety or operational problems realted to topography, weather, runway configuration, or mix of aircraft. (D) If the costs of operating an air traffic

shall pay the portion of the costs that exceed such benefits. (E)
There are authorized to be appropriation \$6 million per fiscal year
to carry out this program. (Section 213)

control tower under the pilot program established under this
section exceed the benefits, the airport sponsor or State or local
government having jurisdiction over the airport shall pay the
portion of the costs that exceed such benefits. (E) Of the
amounts appropriated not to exceed \$6 million per fiscal year
may be used to carry out this program.