### NOTICE OF A REGULAR MEETING OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, May 5, 2015 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. The proposed Agenda for the meeting is as follows:

**APPROVE AGENDA** 

I.

IX.

**ADJOURNMENT** 

### AGENDA May 5, 2015

H.	PUBLIC COMMENT (10 Minutes Allotted)	
III.	APPPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:  A. April 14, 2015 Regular Meeting – Attachment #1  B. April 15, 2015 Special Meeting – Attachment #2	ACTION ACTION
IV.	REPORTS  A. Chairman Report  B. Blaine County Report  C. City of Hailey Report  D. Airport Manager Report	DISCUSSION DISCUSSION DISCUSSION DISCUSSION
V.	AIRPORT STAFF BRIEF (5 Minutes Allotted)  A. Noise Complaints  B. Parking Lot Update  C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #3 - #5  D. Review Correspondence – Attachment #6  E. Airport Commercial Flight Interruptions	
VI.	UNFINISHED BUSINESS  A. Airport Solutions  1. Existing Site  a. Plan to Meet 2015 Congressional Safety Area Requirement  i. Project 3 Terminal Reconfiguration  ii. Project 4 Airport Operations Building  iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron  iv. Project 7 Demolish ARFF/SRE and Administration Buildings  and Construct Central Bypass Taxiway  v. Future Projects  b. Retain/Improve/Develop Air Service  i. Fly Sun Valley Alliance Update  c. SUN Instrument Approach Improvements  Phase 2 Update  B. Master Plan Update	DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT
VII.	PUBLIC COMMENT	
VIII.	EXECUTIVE SESSION – I.C. §67- 2345	

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

### III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

### A. April 14, 2015 Regular Meeting - Attachment #1

BOARD ACTION: 1. Action

### B. April 15, 2015 Special Meeting – Attachment #2

BOARD ACTION: 1. Action

### IV. REPORTS

### A. Chairman Report

This item is on the agenda to permit a Chairman report if appropriate.

BOARD ACTION: 1. Discussion

### B. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

### C. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

### D. Airport Manager Report

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

### V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

### A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Woodside	4/9	8:00 am	Jet	Question about Noise Hours.	Caller thought Voluntary Noise Abatement hours were 7:00 am – 11:00 pm. Ops Chief spoke with caller and provided correct information. 6:00 am.
Bellevue (Several calls)	4/14	11:02 pm	Single Turbine	Late Arrival	This aircraft was delayed by adverse weather en route. Would have otherwise arrived well before 11:00 pm. All concerned parties were notified.
Bellevue (Several calls)	4/14	11:15 pm	Jet	Late Arrival	This was a scheduled air carrier aircraft from Salt Lake. Weather in Salt Lake that day forced two temporary airport closures, delaying all inbound and outbound traffic. All concerned parties were notified.
Bellevue	4/21	12:00 pm	Jet	Low/Loud	Concerned individual stated that the aircraft flew over Bellevue, inbound, too low and too loud. Research indicated that the aircraft approach was normal and appropriate. The resident wanted to know what "approach" the aircraft used and what its altitude was as it crossed Cottonwood Street in Bellevue.

### **B.** Parking Lot Update

### The Car Park Gross/Net Revenues

	Month	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net	
_	March	\$19,944.00	\$9,773.37	\$29,797.00	\$18,677.60	\$33,979.00	\$25,503.99	

### C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #3 - #5

Attachment #3 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #4 is 2001 - 2015 ATCT Traffic Operations data comparison by month. Attachment #5 is 2015 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

### February 2014/2015

Total Non-Federal Revenue	February, 2015	\$186,976.24
Total Non-Federal Revenue	February, 2014	\$149,959.86
Total Non-Federal Revenue	FY '15 thru February	\$1,019,570.39

Total Non-Federal Revenue	FY '14 thru February	\$910,379.73
Total Non-Federal Expenses	February, 2015	\$170,295.53
Total Non-Federal Expenses	February, 2014	\$148,962.64
Total Non-Federal Expenses	FY '15 thru February	\$1,044,705.37
Total Non-Federal Expenses	FY '14 thru February	\$996,891.31
Net Income to include Federal Programs	FY '15 thru February	\$-2,217,856.32
Net Income to include Federal Programs	FY '14 thru February	\$-275,534.16

### D. Review Correspondence - Attachment #6

Attachment #6 is information included for Board review.

### E. Airport Commercial Flight Interruptions: March 20 - April 19

<u>Airline</u>	Flight Cancellations	Flight Diversions
Horizon Air	Horizon Service	Suspended
Delta	2	3
United Express	1 (SFO March 26)	0

### VI. UNFINISHED BUSINESS

### A. Airport Solutions

### 1. Existing Site

### a. Plan to Meet 2015 Congressional Safety Area Requirement

### i. Project 3 Terminal Reconfiguration

The intensity of work on this project was raised significantly when the airport closed on April 26th. The Conrad Brothers team was ready to start immediately after the doors closed on the last flight and they have been working non-stop since. When the airport opens, the new screening area, secure hold room and baggage claim areas will be ready for use. The project is on schedule and going very well. A progress update will be provided at the meeting.

BOARD ACTION: 1. Discuss/Direct

### ii. Project 4 Airport Operations Building

Excellent progress is being made on this project, as well. Interior slabs have been poured and exterior site work is underway. A wide variety of interior construction is ongoing, as well, including electrical, plumbing, mechanical, framing and drywall. The consultant team will provide an update on this project at the meeting.

BOARD ACTION: 1. Discuss/Direct

### iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron

Project 6 started on time on April 13, with initial work focused on site preparation, mobilization and building demolition. This was the "calm before the storm", as the work began in earnest on April 26<sup>th</sup>, following the closure. Demolition of all the hangars and USFS building is nearly complete and airfield construction is well underway. The current status of the project will be presented at the meeting.

BOARD ACTION: 1. Discuss/Direct

### iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway

The fee negotiation for this project is underway and final fees will be presented to the Board for approval at the June meeting. The project is still on schedule to bid in July with construction starting in early September.

BOARD ACTION: 1. Discuss/Direct

### v. Future Projects

Work is progressing on several smaller projects, including the following:

- Terminal Parking Lot Improvements: The Board elected at the special meeting on April 15 to reject the one bid received for this project. Staff and consultants have developed the following strategy to complete the necessary portions of the work: Concrete stairs will be completed by change order to one of the other ongoing projects, after the airport opens. The parking lot markings will be removed, the pavement seal coated and then remarked, by change order to the Runway Rehabilitation project. Future relocations of light fixtures and pavement repairs will be completed at a later date, as budget allows.
- Landscaping Improvements: This project has been awarded.

  Construction will begin soon, with topsoil import and placement during the closure and remaining tasks in June.
- Runway Rehabilitation: This project has been awarded and will be completed later in the closure period.
- Terminal Tenant Finish Out/Remodel: Design of this effort is nearing completion, with construction of the TSA areas planned to immediately follow the opening of the airport.

BOARD ACTION: 1. Discuss/Direct

### b. Retain/Improve/Develop Air Service

### i. Fly Sun Valley Alliance Update

This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

### c. SUN Instrument Approach Improvements - Phase 2 Update

Coordination with FAA continues regarding the RNP procedure. As mentioned in last month's briefing, FAA has advised they may remove the RNP procedure from the airport due to issues with "precipitous terrain." In discussion with Horizon Air, the proponent of the procedure, they stated they have never heard of the precipitous terrain issue with other RNP approaches they are associated with. Contact with FAA in Oklahoma City has been initiated in an attempt to get more clarity on the issue. The Oklahoma office is where final instrument flight procedures are approved and published by FAA. Rick continues to coordinate with FAA Flight Procedures in Renton, regarding a hopeful move in the publication date for RNAV-W procedure amendment, up from summer of 2016.

BOARD ACTION: 1. Discuss/Direct

### B. Master Plan Update

### **PROGRESS REPORT**

Mead & Hunt submitted the finalized Chapter B, *Forecasts of Aviation Activity*, for formal FAA approval the week of April 27<sup>th</sup>.

Mead & Hunt is in the process of revising Chapter C, *Capacity Analysis & Facility Requirements*, and will deliver a revised version of this chapter for board review at least three weeks in advance of the June 2<sup>nd</sup> FMAA meeting. The purpose of the revision is to clarify, condense, and simplify the narrative text. The Board has already viewed and commented on this chapter; the revision will be presented for final review, with previous comments and clarification incorporated into it. The planning team will request the Board's acceptance of the revised Chapter at the June 2<sup>nd</sup> meeting, for the purpose of developing further deliverables for the Master Plan.

Mead & Hunt is in the process of developing a new Chapter D, *Existing Airport Site Alternatives*, and will deliver the initial version of this Chapter for board review at least three weeks in advance of the July 7<sup>th</sup> FMAA meeting. The planning team will attend the July 7<sup>th</sup> meeting to present the preliminary alternatives identified in this Chapter.

Following Board comment on the preliminary Chapter D, Mead & Hunt will revise the chapter, to include board suggestions/comments and prepare it for presentation at a public meeting or workshop – affording the Board additional citizen input, at a subsequent date to be determined; most likely in the September time frame.

Landrum & Brown has begun its re-evaluation of previously identified replacement airport sites. Their findings will form the basis for Chapter E, *Replacement Airport Site Analysis*, to be submitted for Board review at a subsequent date to be determined.

BOARD ACTION: 1. Discuss/Direct

### VII. PUBLIC COMMENT

### VIII. EXECUTIVE SESSION - I.C. §67- 2345

### IX. ADJOURNMENT

### MINUTES OF A REGULAR MEETANGACHMENT #1 OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY\*

April 14, 2015 5:30 P.M.

IN ATTENDANCE:

**BOARD MEMBERS:** Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Pat Cooley, Via Teleconference: Angenie McCleary

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird,

Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie,

Administrative Assistant - Cecilia Vega

CONSULTANTS: T-O Engineers – Dave Mitchell; R/L/B – Nicholas Latham

AIRPORT TENANTS/PUBLIC: Bellevue City Council – James Stireman; Glass Cockpit Aviation – John Strauss; Atlantic Aviation – Michael Rasch; FSVA - Carol Waller, Walt Denekas; SVCC – Peter Hendricks, Michelle Griffith; Donna Serrano, Marc Reinemann,

Baird Gourlay, Craig Wolfrom, Bob Leahy

AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

PRESS: Idaho Mountain Express - Greg Moore

**CALL TO ORDER:** 

The meeting was called to order at 5:32 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

Bellevue resident Craig Wolfrom commented that he supports the current Joint Powers Agreement, he does not support expansion of the Airport outside of the existing boundaries, he supports the proposal of relocating the Airport south of Bellevue, and he does not support the improvements currently being done at the existing site as it is counterintuitive to the goal of relocating the Airport.

### III. APPROVE FMAA MEETING MINUTES

### A. March 3, 2015 Regular Meeting (See Brief)

The March 3, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

**MOTION:** 

Made by Vice-Chairman Keirn to approve the March 3, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Greenberg.

PASSED UNANIMOUSLY

### B. March 9, 2015 Special Meeting (See Brief)

The March 9, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION: Made by Vice-Chairman Keirn to approve the March 9,

2015 Friedman Memorial Airport Authority Special Meeting Minutes as presented. Seconded by Board

Member Greenberg.

PASSED UNANIMOUSLY

### B. March 23, 2015 Special Meeting (See Brief)

The March 23, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

**MOTION:** 

Made by Vice-Chairman Keirn to approve the March 23, 2015 Friedman Memorial Airport Authority Special Meeting Minutes as presented. Seconded by Board Member Greenberg.

PASSED BOARD MEMBER HAEMMERLE ABSTAINED

### IV. REPORTS

### A. Chairman Report

Chairman Fairfax reported that he has received several comments from the public regarding all the construction going on at the Airport and commented that it is good to see local workers involved in the construction improvement projects.

### **B.** Blaine County Report

No report was given.

### C. City of Hailey Report

Board Member Haemmerle commented that he appreciates Staff presenting the chapters of the Master Plan to the Board for review one at a time as this helps in clarification.

### D. Airport Manager Report

Airport Manager Baird reported that he presented the City of Bellevue with an Airport Update on March 16<sup>th</sup> regarding the status of the construction projects at the Airport as well as the development of the Master Plan. He reported that he also attended the FAA Northwest Mountain Region Airports Conference and presented an Airport Update on construction projects there as well.

### V. AIRPORT STAFF BRIEF

- A. Noise Complaints (See Brief)
- B. Parking Lot Update (See Brief)
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)

### D. Review Correspondence (See Brief)

The Board discussed congressional action currently taking place on the contract tower funding and the PFC increase request.

E. Airport Commercial Flight Interruptions (See Brief)

### VI. UNFINISHED BUSINESS

### A. Airport Solutions

- 1. Existing Site
  - a. Plan to Meet 2015 Congressional Safety Area Requirement (See Brief)
    - i. Project 3 Terminal Reconfiguration (See Brief)

Engineer Mitchell updated the Board on the current status of Project 3 of the RSA Improvements Project.

ii. Project 4 Airport Operations Building (See Brief)

Engineer Mitchell updated the Board on the current status of Project 4 of

the RSA Improvements Project.

### iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron (See Brief)

Engineer Mitchell updated the Board on the current status of Project 6 of the RSA Improvements Project.

### iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway (See Brief)

Engineer Mitchell updated the Board on the current status of Project 7 of the RSA Improvements Project and requested that the Board approve the Scope of Work for Work Order 15-02 RSA Improvements Project 7.

**MOTION:** 

Made by Board Member Haemmerle to approve the Scope of Work for Work Order 15-02 RSA Improvements Project 7 and authorize Staff to proceed with fee negotiations to include an Independent Fee Estimate. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

### v. Future Projects (See Brief)

Engineer Mitchell updated the Board on the development of the following future projects:

- Snow removal equipment acquisition
- Parking lot improvements/landscaping project
- Runway rehabilitation project
- Additional Terminal Tenant Finish Out/Remodel

### b. Retain/Improve/Develop Air Service

### i. Fly Sun Valley Alliance Update (See Brief)

Fly Sun Valley Alliance representative Carol Waller briefed the Board on the following:

- Enplanements and seat capacity continue to increase due in part to additional air service destinations
- The FSVA Board attended an Airport Tour with Airport Manager Baird and found it very informative and helpful
- The FSVA conducted a diversion bussing meeting to discuss the improvement in this year's bussing service and next year's goals
- The FSVA will soon begin the negotiation process with airlines to discuss the upcoming winter season service schedule
- The 2014 Winter Air Survey results will be presented to the Board in either the May or June meeting

### c. SUN Instrument Approach Improvements - Phase 2 Update (See Brief)

Airport Manager Baird updated the Board on Phase 2 of the Sun Instrument Approach Improvements Project.

Vice-Chairman Keirn asked if the airlines will be able to utilize the proposed approaches.

Airport Manager Baird answered that not all airlines will be able to use all the approaches currently being proposed; however, he intends to select approaches that all commercial air carriers will be able to utilize.

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### B. Master Plan Update

Airport Manager Baird briefed the Board on the development of the Master Plan Update.

Chairman Fairfax commented that the Draft Chapter C of the Master Plan is more readable than the previous draft and agreed that the document is ready for FAA review.

Board Member Schoen agreed that the document is more readable than the previous version and appreciated the effort and thought put into the document. He also asked what the difference is between commercial enplanements and operations.

Airport Manager Baird answered that enplanements are separated from operations because they have an impact on different areas of the Airport that landings and takeoffs wouldn't have an impact on -- such as terminal space and parking lot space – and runway operations are not affected by how many passengers are on each flight.

**MOTION:** 

Made by Vice-Chairman Keirn to accept Chapter C of the Master Plan Update and allow Staff to forward the document for FAA review. Seconded by Board Member Haemmerle.

### PASSED BOARD MEMBER SCHOEN ABSTAINED

The Board discussed the completion schedule for Master Plan Chapters B and C. Board Member Schoen commented that he abstained from approving Chapter C of the Master Plan as he did not feel as though he was able to review the document thoroughly enough in the time frame given.

### VII. PUBLIC COMMENT

Craig Wolfrom asked that the Board be considerate to Bellevue residents who reside directly under the flight path when considering new flight path options.

Chairman Fairfax commented that the approach flight paths being considered do not have aircraft flying at a lower altitude but rather at a higher altitude with guidance equipment.

Glass Cockpit Aviation owner John Strauss commented that there is no proposed change in the slope at which aircraft will enter the valley with the new flight paths.

### VIII. ADJOURNMENT

The April 14, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:30 p.m.

Lawrence	Schoen,	Secretary	

FMAA Regular Meeting – 04/14/15

<sup>\*</sup> Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.

### MINUTES OF A SPECIAL MEETING TACHMENT #2 OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY\*

April 15, 2015 5:30 P.M.

IN ATTENDANCE: BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Pat

Cooley; Via Teleconference - Lawrence Schoen, Jacob Greenberg

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager - Rick Baird,

Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie,

Administrative Assistant - Cecilia Vega

CONSULTANTS: T-O Engineers – Dave Mitchell AIRPORT TENANTS/PUBLIC: Knife River – Steve Earl

AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

CALL TO ORDER: The meeting was called to order at 5:25 p.m. by Chairman Fairfax.

APPROVE AGENDA The agenda was approved as presented.

II. UNFINISHED BUSINESS

### A. Airport Solutions

- 1. Existing Site
  - a. Plan to Meet 2015 Congressional Safety Area Requirement (See Brief)
    - i. Parking Lot Improvements and/or Landscaping Improvements
      - To receive the Engineer Recommendation for Award
      - To select the lowest responsive bidder

Engineer Mitchell briefed the Board on the bid results of the Parking Lot Improvements and/or Landscaping Improvements Project and suggested that the Board recommend an award to the apparent low bidders for the Landscaping Improvements Project and reject all bids for the Parking Lot Improvements Project as they were significantly over-budget.

The Board discussed technical aspects of the Landscaping Improvements Project including the size of area that will be landscaped and the inclusion of an irrigation/drip system.

MOTION: Made by Vice-Chairman Keirn to recommend the

award to the apparent low bidder, All Seasons Landscaping, in the amount of \$112,880.50, subject to final review by Engineer and Legal Counsel. Seconded

by Board Member Cooley.

### PASSED UNANIMOUSLY

The Board discussed Engineer Mitchell's recommendation regarding the Parking Lot Improvements and agreed to reject the bid and develop a strategy to do the minimum needed and revisit the project in the future.

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**MOTION:** Made by Vice-Chairman Keirn to reject the bid received

from Knife River for the Parking Lot Improvements Project and research other options. Seconded by

Board Member Cooley.

PASSED UNANIMOUSLY

**MOTION:** 

Made by Board Member Schoen to negotiate with the existing on-site contractors for the work to be done on the Parking Lot Improvements Project and be accounted for through a Change Order. Seconded by

Vice-Chairman Keirn.

### PASSED UNANIMOUSLY

- **Runway Pavement Maintenance** 
  - To receive the Engineer Recommendation for Award
  - To select the lowest responsive bidder

Engineer Mitchell briefed the Board on the bid results of the Runway Pavement Maintenance Project and suggested that the Board recommend the award to the apparent low bidder.

**MOTION:** 

Made by Board Member Cooley to recommend the award for the Runway Pavement Maintenance Project to the apparent low bidder, Pavement Markings Northwest, in the amount of \$142,818, subject to final review by Engineer and Legal Counsel. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

III. PUBLIC COMMENT No public comment was made.

IV. ADJOURNMENT

The April 15, 2015 Special Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 5:55 p.m.

Lawrence Schoen, Secretary

FMAA Special Meeting - 04/15/15

Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.

Accrual Basis 04/23/15 8:13 AM

Budget S Over Budget % of Budget	84,600.00 -49,383.15 41.6% 120,101.00 -72,005.00 40.0% 1,200.00 7,600.00 -3,324.14 56.3% 250,000.00 -197,376.80 21.0%	463,501.00 -266,057.45 42.6% 100,100.00 -44,481.23 55.6%	100,100.00 -44,481.23 55.6%	390,000.00 -223,375.18 42.7% 12,800.00 -7,482.80 41.5% 60,900.00 -10,680.34 82.5% 1,000.00 -705.28 29.5%	464,700.00 -242,243.60 47.9%	1,200.00 -1,200.00 0.0% (6,120.00 -5,018.30 18.0% 600.00 -546.01 9.0% 33,000.00 -16,030.00 51.4% 12,000.00 -8,350.33 30.4%	52,920.00 -31,098.14 41.2%	231,500.00 -140,674.26 39.2% 375,000.00 -273,032.47 27.2% 345,000.00 -242,297.72 29.8% 20,000.00 -11,366.11 43.2%	971,500.00 -666,524.19 31.4%	200,000.00 -124,094.04 38.0%	200,000.00 -124,094.04 38.0%	
Oct '14 - Feb 15	35,216.85 48,096.00 500.00 4,275.86 56,731.64 52,623.20	197,443.55	55,618.77	166,624.82 5,317.20 50,219.66 294.72	222,456.40	0.00 1,101.70 53.99 16,970.00 3,649.67 46.50	21,821.86	90,825.74 101,967.53 102,702.28 8,633.89 846.37	304,975.81	75,905.96	75,905.96	
	Ordinary Income/Expense Income 4000-00 - AIRCARRIER 4000-01 - Aircarrier - Lease Space 4000-02 - Aircarrier - Landing Fees 4000-03 - Aircarrier - Gate Fees 4000-04 - Aircarrier - Utility Fees 4010-06 - Aircarrier - '12 PFC App 4010-07 - Aircarrier - '14 PFC App	Total 4000-00 · AIRCARRIER 4020-00 · TERMINAL AUTO PARKING REVENUE 4020-01 · Automobile Parking - Terminal	Total 4020-00 - TERMINAL AUTO PARKING REVENUE	4030-00 · AUTO RENTAL REVENUE 4030-01 · Automobile Rental · Counter 4030-02 · Automobile Rental · Counter 4030-03 · Automobile Rental · Auto Prkng 4030-04 · Automobile Rental · Utilities	Total 4030-00 - AUTO RENTAL REVENUE	4040-00 · TERMINAL CONCESSION REVENUE 4040-01 · Terminal Shops - Commission 4040-02 · Terminal Shops - Lease Space 4040-03 · Terminal Shops - Utility Fees 4040-10 · Advertising - Commission 4040-11 · Vending Machines - Commission 4040-12 · Terminal ATM	Total 4040-00 · TERMINAL CONCESSION REVENUE	4050-00 · FBO REVENUE 4050-01 · FBO - Lease Space 4050-02 · FBO - Tiedown Fees 4050-03 · FBO - Landing Fees - Trans. 4050-04 · FBO - Commission 4050-06 · FBO - Charter	Total 4050-00 · FBO REVENUE	4060-00 · FUEL FLOWAGE REVENUE 4060-01 · Fuel Flowage • FBO	Total 4060-00 · FUEL FLOWAGE REVENUE	4070-00 · TRANSIENT LANDING FEES REVENUE

Accrual Basis

	Oct '14 - Feb 15	Budget	S Over Budget	% of Budget
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	200.00	-299.94	40.0%
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	200.06	200.00	-299.94	40.0%
4080-00 · HANGARS REVENUE 4080-01 · Land Lease - Hangar 4080-02 · Land Lease - Hangar/Trans, Fee 4080-03 · Land Lease - Hangar/Utilities 4080-20 · Land Lease - Government Revenue	190,013.21 1,773.60 711.37 1,176.53	430,100.00 1,000.00 1,400.00 7,150.00	-240,086.79 773.60 -688.63 -5,973.47	44.2% 177.4% 50.8% 16.5%
Total 4080-00 · HANGARS REVENUE	193,674.71	439,650.00	-245,975.29	44.1%
4090-00 · TIEDOWN PERMIT FEES REVENUE 4090-01 · Tiedown Permit Fees (FMA)	9,795.10	10,000.00	-204.90	98.0%
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	9,795.10	10,000.00	-204.90	98.0%
4100-00 · POSTAL CARRIERS REVENUE 4100-01 · Postal Carriers - Landing Fees 4100-02 · Postal Carriers - Tiedown	4,509.76	12,000.00	-7,490.24	37.6%
Total 4100-00 - POSTAL CARRIERS REVENUE	7,479.76	12,000.00	-4,520.24	62.3%
4110-00 · MISCELLANEOUS REVENUE 4110-01 · Misc. Revenue 4110-06 · Misc Security-Prox. Cards 4110-09 · Miscellaneous Expense Reimburse	346.20 22,880.00 6.00	27,000.00	-4,120.00	84.7%
Total 4110-00 - MISCELLANEOUS REVENUE	23,232.20	27,000.00	-3,767.80	86.0%
4120-00 · GROUND TRANSP. PERMIT REVENUE 4120-01 · Ground Transportation Permit 4120-02 · GTSP - Trip Fee	13,000.00	12,000.00	1,000.00	108.3%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,300.00	15,200.00	-900.00	94.1%
4400-00 · TSA 4400-02 · Terminal Lease	2,726.85	6,545.00	-3,818.15	41.7%
Total 4400-00 · TSA	2,726.85	6,545.00	-3,818.15	41.7%
4510-00 · DOT/Small Community Air Service 4510-01 · Small Community Air Service	0.00	200,000.00	-200,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	200,000.00	-200,000.00	0.0%
4520-00 · INTEREST INCOME 4520-06 · Interest Income - '12 PFC 4520-07 · Interest Income - '14 PFC 4600-00 · Interest Income - General	17.94 34.22 2,867.42	10,000.00	-7,132.58	28.7%

Accrual Basis 04/23/15 8:13 AM

	Oct '14 - Feb 15	Budget	S Over Budget	% of Budget
Total 4520-00 · INTEREST INCOME	2,919.58	10,000.00	-7,080.42	29.2%
4739-00 · AIP 39 - Safety Area Proj. Imp. 4739-01 · AIP '39 Project I	4,199.00			
Total 4739-00 · AlP 39 · Safety Area Proj. Imp.	4,199.00			
4740-00 · AIP 40 · Safety Area Proj. Imp. 4740-01 · AIP '40 Project II 4740-00 · AIP 40 · Safety Area Proj. Imp. · Other	-84,475.00 3,448,723.15	9,375,000.00	-9,459,475.00	%6:0-
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.	3,364,248.15	9,375,000.00	-6,010,751.85	35.9%
4741-00 · AIP 41 · Project TBD 4741-01 · AIP '41 Project TBD	0.00	7,500,000.00	-7,500,000.00	0.0%
Total 4741-00 . AlP 41 - Project TBD	0.00	7,500,000.00	-7,500,000.00	%0.0
Total Income	4,500,997.76	19,848,616.00	-15,347,618.24	22.7%
Gross Profit	4,500,997.76	19,848,616.00	-15,347,618.24	22.7%
Expense EXPENDITURES  "A" EXPENSES 5000-01 - Salaries - Airport Manager 5010-00 - Salaries - Contracts/Finance Adm 5010-01 - Salaries - Office Assist. 5020-00 - Salaries - ARFF/OPS Chief 5030-00 - Salaries - ARFF/OPS Specialist 5030-00 - Salaries - ARFF/OPS Specialist 5040-00 - Salaries - Temp. 5050-02 - Salaries - Temp. 5050-01 - Overtime - General 5060-01 - Overtime - General 5060-04 - OT - Security 5100-00 - Retirement 5100-00 - Retirement 5100-00 - Life Insurance 5130-00 - Life Insurance 5130-00 - Workman's Compensation  Total "A" EXPENSES  "B" EXPENDITURES  "B" EXPENSES - ADMINISTRATIVE 6000-00 - TRAVEL EXPENSE	65,375.00 38,428.00 73,287.37 38,428.00 126,474.89 28,477.50 21,014.88 0.00 14,064.40 0.00 46,461.29 29,825.48 854.28 76,966.77 14,400.00 574,057.86	156,900.00 88,841.37 176,404.04 88,841.37 323,743.52 63,740.68 20,000.00 22,247.13 2,000.00 15,000.00 111,481.32 73,456.68 1,500.00 15,000.00 15,000.00	-91,525.00 -50,413.37 -103,116.67 -50,413.37 -197,268.63 -35,263.18 1,014.88 -22,247.13 -2,000.00 -935.60 -2,500.00 -65,020.03 -43,631.20 -65,020.03 -43,631.20 -65,020.03 -43,631.20 -645.72 -106,033.23 -600.00	41.7% 43.3% 41.5% 43.3% 39.1% 44.7% 105.1% 0.0% 0.0% 93.8% 0.0% 41.7% 40.6% 57.0% 42.1% 96.0%

Accrual Basis 04/23/15 8:13 AM

	Oct '14 - Feb 15	Budget	S Over Budget	% of Budget
Total 6000-00 - TRAVEL EXPENSE	2,991.13	15,000.00	-12,008.87	19.9%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE 6010-01 · Supplies - Office 6010-03 · Supplies - Computer	4,789.92 1,818.47	13,000.00	-8,210.08	36.8%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	6,608.39	13,000.00	-6,391.61	20.8%
6020-00 · INSURANCE 6020-01 · Insurance - Liability	9,700.00	11,237.60	-1,537.60	86.3%
6020-02 · Insurance - Public Officials	4,867.72	4,489.10	378.62	108.4%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop 6020-04 · Insurance - Licensed Vehicles	46,329.00 6,276.00	33,962.50 6,659.40	12,366.50	136.4%
Total 6020-00 - INSURANCE	67,172.72	56,348.60	10,824.12	119.2%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	4,482.90	13,000.00	-8,517.10	34.5%
6030-02 · Utilities - Gas/Maintenance	3,374.61	9,500.00	-6,125.39	35.5%
6030-03 · Utilities - Elect./Runway&PAPI	2,894.59	6,700.00	-3,805.41	43.2%
6030-04 · Utilities - Elec./Office/Maint.	5,156.01	11,000.00	-5,843.99	46.9%
6030-05 · Utilities - Electric/Terminal	13,873.38	30,000.00	-16,126.62	46.2%
6030-06 · Utilities - Telephone	0,618.10	1 200 00	-5,361.90	34.4%
6030-0/ - Offilities - Water 6030-08 - Hillities - Garbade Removal	4 217 05	8.500.00	-4.282.95	49.6%
6030-09 . Utilities - Sewer	1.337.00	2,500.00	-1,163.00	53.5%
6030-10 · Utilities - Elec./Sewer	8.25	750.00	-741.75	1.1%
6030-11 · Utilities - Electric/Tower	2,402.16	6,000.00	-3,597.84	40.0%
6030-12 · Utilities - Elec./Brdfrd.Hghl	207.07		1	ò
6030-15 · Utilities - Elec/AWOS	1,204.22	2,000.00	-/95.78	60.2%
6030-16 - Utilities - Elec. Wind Cone	45.51	210.00	-104.40	6/ /.17
6030-17 - Utilities - Elec Hangar	77:574'1	00 000 6	00 000 6-	%00
6040-01 - Service Provider - Veraniei	379.00	1.000.00	-621.00	37.9%
6040-03 · Service Provider - Internet/ISP	2,314.96	6,500.00	-4,185.04	35.6%
6040-05 - Service Provider - ISP/Terminal	750.00	2,000.00	-1,250.00	37.5%
6040-06 · Service Provider - SSI Movement	9,850.00	12,000.00	-2,150.00	82.1%
6040-07 · Serv. Provider - Arpt Ins. Soft	0.00	3,750.00	-3,750.00	%0.0
Total 6030-00 · UTILITIES	60,953.48	130,610.00	-69,656.52	46.7%
6050-00 - PROFESSIONAL SERVICES	4	0000	9000	000
6050-01 - Professional Services - Legal	15,704.50	30,000,00	5.341.88	117.8%
6050-02 - Professional Services - Audit	00.0	10.000.00	-10.000.00	%0:0
	3,000.00	2,000.00	1,000.00	150.0%
6050-05 - Professional Services - Gen. 6050-07 - Professional Services - Archite	8,652.25	1,000.00	-1.000.00	0.0%
	0.00	4,000.00	-4,000.00	0.0%

# Friedman Memorial Airport Profit & Loss Budget vs. Actual Combined

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Accrual Basis

	Oct '14 - Feb 15	Budget	S Over Budget	% of Budget
6050-10 · Prof. SrvcsIT/Comp. Support 6050-11 · Professional Services - Wildlif 6050-12 · Prof. Serv. Planning Air Serv.	4,285.00 0.00 805.00	14,000.00 1,000.00 15,000.00	-9,715.00 -1,000.00 -14,195.00	30.6% <b>0.0</b> % 5.4%
6050-13 · Prof. ServWebsite Des.& Maint 6050-15 · Prof. Serv Public Outreach 6050-16 · Professional Services - SCASDP	148.75 3,828.35 2,237.20	20,000.00	-16,171.65	19.1%
Total 6050-00 - PROFESSIONAL SERVICES	74,002.93	132,000.00	70.766,75-	56.1%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT 6060-01 · MaintOffice Equip./Gen. 6060-04 · Maintenance - Copier 6060-05 · Maintenance - Phone	122.49 1,558.02 1,393.20	10,000.00	-9,877.51	1.2%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,073.71	10,000.00	-6,926.29	30.7%
6070-00 · RENT/LEASE OFFICE EQUIPMENT 6070-01 · Rent/Lease · Office Equip./Gen 6070-02 · Rent/Lease · Postage Meter	0.00	3,400.00	-3,400.00	0.0%
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	344.00	4,800.00	-4,456.00	7.2%
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E 6080-01 - Dues/Memberships/Publications	6,744.00	15,000.00	-8,256.00	45.0%
6080-04 - Airport Marketing 6080-06 - Marketing - SCASDP	3,124.37 5,138.13	25,000.00 225,000.00	-21,875.63	12.5%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	15,036.98	265,000.00	-249,963.02	5.7%
6090-00 · POSTAGE 6090-01 · Postage/Courier Service	925.58	1,500.00	-574.42	61.7%
Total 6090-00 · POSTAGE	925.58	1,500.00	-574.42	61.7%
6100-00 · EDUCATION/TRAINING 6100-01 · Education/Training - Admin. 6100-02 · Education/Training - OPS 6100-03 · Education/Training - ARFF 6100-05 · Education - Neighborl Flight 6100-07 · Education - Public Outreach	1,173.00 1,202.00 1,044.92 794.00 2,017.81	25,000.00	-23,827.00	4.7%
Total 6100-00 · EDUCATION/TRAINING	6,231.73	25,000.00	-18,768.27	24.9%
6110-00 · CONTRACTS 6110-01 · Contracts - General 6110-02 · Contracts - FMAA 6110-03 · Contracts - SVA/Fee Collection 6110-04 · Contracts - COH LEO 6110-05 · Contracts - Janitorial	9,831.00 14,000.00 24,500.00 1,360.00 5,574.20	33,600.00 58,900.00 10,000.00 20,000.00	-19,600.00 -34,400.00 -8,640.00 -14,425.80	41.7% 41.6% 13.6% 27.9%

Accrual Basis

Eddo OE Elabourio Ellina Cumbon	Oct '14 - Feb 15	Budget	S Over Budget	% of Budget
6110-07 · Contracts - Snow Removal	0.00	15,000.00	-0,030.00	0.0%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-10 Online Email Server Access	785.87	2.500.00	-1.714.13	31.4%
6110-11 · Contracts - Security CMS	17,750.00	50,000.00	-32,250.00	35.5%
Total 6110-00 · CONTRACTS	109,791.07	234,150.00	-124,358.93	46.9%
6120-00 · PERMITS 6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES 6130-01 · Misc General 6140-00 · Bank Fees	4,702.14	6,500.00	-1,797.86	72.3% 18.9%
Total 6130-00 · MISCELLANEOUS EXPENSES	4,891.14	7,500.00	-2,608.86	65.2%
Total "B" EXPENSES - ADMINISTRATIVE	352,045.86	895,008.60	-542,962.74	39.3%
"B" EXPENSES - OPERATIONAL 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI 6500-01 · Supplies/Equipment - General 6500-02 · Supplies/Equipment - Tools 6500-03 · Supplies/Equipment - Clothing	712.71 1,866.12 1,258.11	10,000.00	-9,287.29	7.1%
6500-04 · Supplies/Equipment · Janiforial 6500-05 · Supplies/Equipment · Deice 6500-06 · Supplies/Equipment · ARFF	25,691.75 2,400.00	15,000.00	10,691.75	171.3% 48.0%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	39,823.73	30,000.00	9,823.73	132.7%
6510-00 · FUEL/LUBRICANTS 6510-01 · Fuel/Lubricants - General 6510-02 · Fuel	33.39 16,396.33	45,000.00	-44,966.61	0.1%
Total 6510-00 · FUEL/LUBRICANTS	16,429.72	45,000.00	-28,570.28	36.5%
6520-00 · VEHICLES/MAINTENANCE 6520-01 · R/M Equipment - General 6520-02 · R/M Equip. '93 Schmidt Snow 6520-08 · R/M Equip. '93 Schmidt Snow 6520-08 · R/M Equip. '01 Case 921 Ldr. 6520-17 · R/M Equip. '01 Case 921 Ldr. 6520-20 · R/M Equip. '02 Ford F-150 PU 6520-20 · R/M Equip '02 Kodiak Blower 6520-24 · R/M Equip '01 Ford F-250 6520-25 · R/M Equip '04 Batts De-Ice 6520-29 · R/M Equip '04 Wausau Plow	2,497.07 1,678.70 515.91 98.00 1,511.68 4,345.85 439.71 12.52 6,068.55	25,000.00	-22,502.93	10.0%

Accrual Basis

Oct '14 - Feb 15 Budget S Over Budget	2,068.68	19,236.67 25,000.00 -5,763.33	450.33 7,000.00 -6,549.67 463.27 1,581.01	2,494.61 7,000.00 -4,505.39	871.32 29,000.00 -28,128.68 5,267.37 941.00 230.00 210.00 448.98	7,968.67 29,000.00 -21,031.33	0.00 12,000.00 -12,000.00 2,336.80 475.00	2,811,80 12,000.00 -9,188.20	5,743.60 20,000.00 -14,256.40	5,743.60 20,000.00 -14,256.40	4,200.00 25,000.00 -20,800.00 10,503.00	14,703.00 -10,297.00	109,211.80 193,000.00 -83,788.20	461,257.66 1,088,008.60 -626,750.94	0.00 20,000.00 -20,000.00 0.00 0.00 0.00 0.00 0.00 0.00
	6520-30 · R/M Equip'05 Ford F-350	Total 6520-00 · VEHICLES/MAINTENANCE	6530-00 · ARFF MAINTENANCE 6530-01 · ARFF Maint. General 6530-04 · ARFF Maint Radios 6530-05 · ARFF MAint '03 E-One	Total 6530-00 - ARFF MAINTENANCE	6540-00 · REPAIRS/MAINTENANCE - BUILDING 6540-01 · R/M Bidg General 6540-02 · R/M Bidg Terminal 6540-03 · R/M Bidg Shop 6540-04 · R/M Bidg Cold Storage 6540-05 · R/M Bidg Manager's Bidg. 6540-07 · R/M Bidg Tower	Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	6550-00 · REPAIRS/MAINTENANCE · AIRSIDE 6550-01 · R/M · General 6550-04 · R/M · Lights 6550-05 · R/M · Grounds	Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	6560-00 · SECURITY EXPENSE 6560-01 · Security	Total 6560-00 · SECURITY EXPENSE	6570-00 · REPAIRS/MAINTAERONAUTICAL EQU 6570-01 · R/M Aeronautical Equp - NDB/DME 6570-04 · R/M Aeron. Equip AWOS/ATIS	Total 6570-00 · REPAIRS/MAINTAERONAUTICAL EQU	Total "B" EXPENSES - OPERATIONAL	Total "B" EXPENDITURES	"C" EXPENSES 7000-00 · MISC. CAPITAL EXPENDITURES 7000-01 · Contingency 7000-03 · Landscaping 7000-05 · Computer Equipment/Software 7000-08 · ATC Equipment 7000-24 · ARFF Radios 7000-26 · Acquisition · Licensed Vehicles

Accrual Basis

Oct '14 - Feb 15	7000-34 · Security Upgrades/Equipment 7000-41 · Terminal Air Service Support 7000-42 · Runway Improvements 7000-43 · Parking Lot Improvements 7000-44 · Materials for Bench Fabrication 7000-45 · Heavy Duty Shelving 7000-46 · Tower Roof 7000-47 · New Office Improvements 7000-47 · New Office Improvements 7000-49 · Heavy Duty Air Over Hydraulic J 7000-50 · Welding Equipment 7000-51 · Impact Compressor Gun	Total 7000-00 · MISC. CAPITAL EXPENDITURES		Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	7540-00 - AIP '40/PFC EXPENSE - Safety Ar 7540-01 - AIP '40 7540-02 - AIP '40 Non-Eligible 7540-03 - AIP '40 Non Eligible - Terminal 7540-04 - AIP '40 Non Eligible - Terminal 7540-05 - AIP '40 Non-Eligible - OPS/Adm. 7540-07 - AIP '40 Non-Eligible - OPS/Adm.	7540-09 · Project 5 Retainer 7540-10 · AOB Retainage 7540-11 · Terminal Retainer 7540-12 · Non-Eligible OPS Retainer 7540-13 · Non-Eligible Terminal Retainer 7540-13 · Non-Eligible Terminal Retainer 7540-07 · AIP · 40 RETAINER · Other	Total 7540-07 · AIP '40 RETAINER -97,414.38	Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar 4,592,835.54	7541-00 - AIP 41 Expense - Runway/Term. 7541-01 - AIP '41 7541-02 - AIP '41 - Non-Eligible	Total 7541-00 · AIP 41 Expense - Runway/Term. 388,940.04	9001-00 · PFC 14-09-C-00-SUN 9001-02 · PFC '14 Acquire SRE 9001-03 · PFC '14 Master Plan
15 Budget	0.00 20,000.00 0.00 20,000.00 0.00 200,000.00 0.00 2,000.00 0.00 2,500.00 0.00 4,000.00 0.00 3,500.00 0.00 4,500.00 0.00 3,500.00 0.00 3,500.00 0.00 3,500.00	.18 850,000.00	65 	.78	2.50 9,375,000.00 7.01 66.41 990,750.00 0.00 401,000.00	6 7 7 7 7 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1	38	54 10,766,750.00	54 7,500,000.00 50	7,500,000.00	75 500,000.00 98 550,000.00
S Over Budget	-16,000.00 -20,000.00 -200,000.00 -2,000.00 -2,500.00 -4,000.00 -4,000.00 -4,000.00 -4,000.00 -4,000.00 -4,000.00 -4,000.00 -4,500.00	-833,234.82			-9,374,887.50 00 -979,886.13			-6,173,914.46	-7,119,327.46	-7,111,059.96	
% of Budget	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	2.0%			0.0% 1.1% 0.0%			42.7%		5.2%	0.8% 34.7%

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57.2%

28.3% 28.3% 57.2%

# Profit & Loss Budget vs. Actual Combined Friedman Memorial Airport

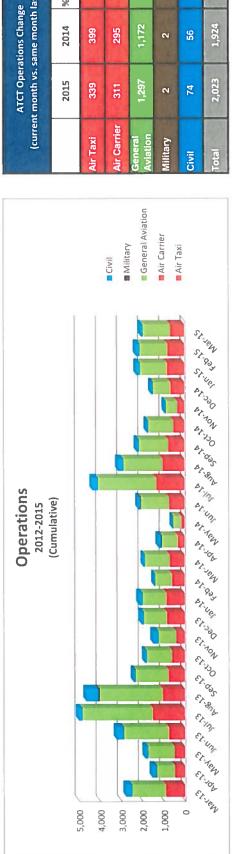
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Accrual Basis

	Oct '14 - Feb 15	Budget	S Over Budget	% of Budget
9001-04 . PFC '14 Relocate SW Taxilane By 9001-05 . PFC '14 Relocate GA Apron 9001-06 . PFC '14 Relocate GA Apron 9001-06 . PFC '14 RSA Grading 9001-07 . PFC '14 RSA Grading 9001-09 . PFC '14 Relocate Taxiway A & B 9001-09 . PFC '14 Relocate Power to PAPI 9001-10 . PFC '14 Relocate AWOS 9001-11 . PFC '14 Relocate ARFE Bldg. 9001-13 . PFC '14 Relocate Gargo Apron 9001-15 . PFC '14 Relocate Hangars 9001-15 . PFC '14 Relocate Hangars 9001-16 . PFC '14 Relocate Hangars 9001-16 . PFC '14 Relocate N. Taxilane 9001-18 . PFC '14 RELAINER 9001-20 . PFC '14 RETAINER	2,298.00 1,849.91 159.34 8,252.63 13,465.37 2,227.21 111,743.48 33,854.79 4,945.25 145,571.90 820.41 8,900.00 -2,182.58	1,125,000.00	-1,125,000.00	0.0%
Total 9001-00 · PFC 14-09-C-00-SUN	531,958.00	2,175,000.00	-1,643,042.00	24.5%
Total "C" EXPENSES	5,683,783.54	21,291,750.00	-15,607,966.46	26.7%
Total EXPENDITURES	6,719,099.06	23,724,414.71	-17,005,315.65	28.3%
Total Expense	6,719,099.06	23,724,414.71	-17,005,315.65	28.3%
Net Ordinary Income	-2,218,101.30	-3,875,798.71	1,657,697.41	57.2%
Other Income/Expense Other Income Finance Charges	244.98			
Total Other Income	244.98			
Net Other Income	244.98	0.00	244.98	100.0%
Net Income	-2,217,856.32	-3,875,798.71	1,657,942.39	57.2%

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Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	522	ī
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	ï
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	ì
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	1
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	Ē
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	ï
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	806	1
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	6,540



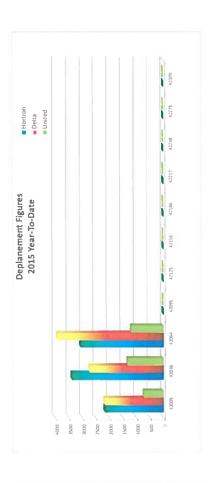


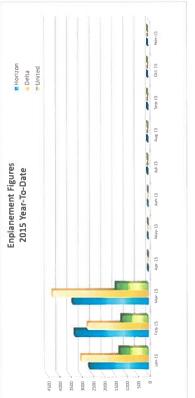
### **ATTACHMENT #5**

### Friedman Memorial Airport March 2015

			STATE OF THE PARTY					20	2015 Enplanements	ements								
		A	Alaska Airlines	nes			ă	Delta Airlines	es				United Airlines	ines				
																	Prior	
																	Year	
əţı		Non-		Prior Year   Total %	Total %		Non-		Prior Year	Total %		Non-		Prior Year	Total %		Total	Total
вQ	Revenue	Revenue Revenue	Total	Month	Change	Revenue	Revenue	Total	Month	Change		Revenue Revenue	Total	Month	Change	Total Enp.	Enp.	% Change
Jan-15	2,562	72	2,616	3,058	-14%	2,945	51	2,996	2,585	16%	1,240	37	1,277	992	29%	6,889	6,635	3.8%
Feb-15	3,205	26	3,261	2,947	11%	2,616	87	2,703	2,311	17%	1,169	25	1,194	854	40%	7,158	6,112	17.1%
Mar-15	3,266	96	3,362	3,285	5%	4,160	104	4,264	3,394	56%	1,395	42	1,437	1,125	28%	9,063	7,804	16.1%
Totals	9,033	506	9,239	9,290	-1%	9,721	242	9,963	8,290	20%	3,804	104	3,908	2,971	32%	23,110	20,551	12.5%
Legend	Legend for Chart:																	

								Z	2015 Deplanements	ments								
		A	Alaska Airlines	nes			۵	Delta Airlines	es			_	Jnited Airlines	nes			Droir	
				3	2					1				,			Year	
ete		Non-		Prior Year   Total %	Total %		Non-		Prior Year   Total %	Total %		-uoN		Prior Year	Total %		Total	Total
20	Revenue	Revenue Revenue	Total	Month	Change	Revenue	Revenue	Total	Month	Change	Revenue Revenue	Revenue	Total	Month	Change	Total Dep.	Dep.	% Change
Jan-15	2,113	55	2,168	2,432	-11%	2,117	29	2,176	1,901	14%	069	32	722	719	%0	5,066	5,052	0.3%
Feb-15	3,338	52	3,390	2,631	29%	2,654	75	2,729	2,386	14%	1,306	13	1,319	723	82%	7,438	5,740	29.6%
Mar-15		66	3,066	3,031	10/0	3,815	104	3,919	2,926	34%	1,130	62	1,192	993	20%	8,177	6,950	17.7%
Totals	8,418	206	8,624	8,094	2%	8,586	238	8,824	7,213	22%	3,126	107	3,233	2,435	33%	20,681	17,742	16.6%
Legend 1	egend for Chart:																	





Percent   Percent   Percent   Percent   Percent   Percent   Cocupied   Occupied   Occu										2012	zo is seat occupanty	משחקה							
Percent Seats   Seats   Percent Departure   Seats   Percent Change Total   Percent Change			Alaska	Airlines			Delta	virlines			United	Virlines		Seat C	ccupancy Tota	sks	Seat Occupanc	/ Totals Prior Year Comparison	Month-to-Month
Fights Available   Occupied   O	9)	Constitution		Costs	Dament	Denstrine	n e e	Sante state	Damen	Departure	A tage	Sasta	Percent	Total Seats	Total Seats	Total	Prior Year % Change Total	Prior Year % Change Total	Prior Year %
1-15 44 3,344 2,616 78 56 3,864 2,996 78% 31 2,046 1,277 62% 9,254 6,889 74% 33% 25-1 1,914 1,194 62% 9,613 7,158 74% 15% 15% 29 1,914 1,194 62% 9,613 7,158 74% 15% 15% 29 1,914 1,194 62% 9,613 7,158 74% 15% 15% 29 1,914 1,194 62% 9,613 7,158 74% 15% 15% 29 1,914 1,194 62% 9,613 7,158 74% 15% 15% 20 1,914 1,194 62% 9,613 7,158 7	вO	Flights	Available*	Occupied	Occupied	1	Available	_	Occupied	Flights	Avaitable	Occupied	Occupied	Available	Occupied	Occupied	Seats Available	Seats Occupied	Occupied
11-15 55 4,180 3,261 78% 51 3,519 2,703 77% 29 1,914 1,194 62% 9,613 7,158 74% 15% 15% 15% 11.809 9,063 77% 15% 15% 15% 11.809 9,063 77% 15% 15% 15% 11.809 9,063 77% 15% 15% 15% 11.809 9,063 77% 15% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 11.809 9,063 77% 15% 15% 15% 15% 15% 15% 15% 15% 15% 15	Jan-15	Ĺ	3,344	2,616	78%	56	3,864	2,996	78%	31	2,046	1,277	62%	9,254	6,889	74%	300	4%	%0
1-15   55   4,180   3,362   90*   79   5,451   4,264   78%   33   2,178   1,437   66%   11,809   9,063   77%   15%   1	Feb-15		4,180	3,261	78%	51	3,519	2,703	77%	59	1,914	1,194	62%	9,613	7,158	74%	15%	17%	%
Sals         154         11,704         9,239         79%         186         12,834         9,963         78%         93         6,138         3,908         64%         30,676         23,110           Total of 85 Seats Available on aircraft from Jan - June           Total of 85 Seats Available on aircraft from Jan - June           Total of 85 Seats Available on aircraft from Jan - June	Mar-15		4,180	3,362	802	79	5,451	4,264	78%	33	2,178	1,437	%99	11,809	9,063	77%	15%	16%	%
ais         154         11,704         9,239         79%         186         12,834         9,963         78%         93         6,138         3,908         64%         30,676         23,110           Total of 85 Seats Available on arrow to company to c		0 0							0.00									1000	
Total of 85 Seas Available on arrent for summer months Total of 60 Seast Available on airrest	Totals	154	11,704	9,239	79%	186	12,834	9,963	78%	93	6,138	3,908	64%	30,676	23,110	75%			
County of County Annual Control of County of C	Note:	Total of 58 Seat Total of 75 Seat	is Avadable on as	craft for summer	months	Total of 69 S	eats Availab	le on aircraf	=	Total of 66 Sea Total of 70 Sea	ts Available on	aircraft from .	Jan - June						



Rick Baird ATTACHMENT #6

From: Adam Snider <adam.snider@aaae.org>
Sent: Monday, April 27, 2015 3:28 PM

To: Rick Baird

Subject: Airport Alert: New York Times Supports PFC Increase, Airport Priorities Get Media

Attention



### New York Times Supports PFC Increase; Airport Priorities Get Media Attention

### April 27, 2015

As Congress continues work on an FAA reauthorization bill, airport priorities continue to be in the media spotlight, highlighted by the New York Times' editorial board endorsing an increase in the federal cap on the local PFC.

The NYT's editorial board published an article on Saturday voicing strong support for the PFC and saying it's "preposterous" that the airlines argue that a modest adjustment in the fee would discourage air travel.

You can read the NYT's editorial <u>here</u>. It also appeared in the print version of the newspaper on Sunday, which has a circulation of over 1.3 million copies.

The Columbus Dispatch's editorial board also voiced support for the PFC in an article earlier this month. That op-ed rebutted the airline argument that a PFC adjustment is unneeded because they pay for some airport projects by pointing out that airlines fund projects "only in a small number of cities, and where it benefits them." The Dispatch article is available here.

As you know, AAAE's Todd Hauptli and Seattle-Tacoma International Airport chief Mark Reis testified in favor of the PFC, AIP funding and other airport priorities before

the Senate Aviation Subcommittee last week. Several major media outlets covered the hearing and included quotes from Hauptli and Reis in their stories.

Some of the stories are linked to in this list of media outlets that covered the hearing:

- Politico's Morning Transportation, April 23
- The Hill, April 23
- Bloomberg BNA, April 23
- Politico's Morning Transportation, April 24
- USA Today, April 27

As Congress continues work on the FAA reauthorization bill and the airline industry continues its opposition to the PFC, we encourage you to discuss with the editorial boards of your local papers how the PFC and airport infrastructure benefit your community. The AirportsUnited <a href="website">website</a> has several good resources to help you prepare to discuss the issue.

Thank you in advance for your assistance and stay tuned for future updates on the FAA reauthorization bill and the PFC. Please reach out if you have any questions.

Joel Bacon, Executive Vice President Brad Van Dam, Senior Vice President Gwen Basaria, Staff Vice President Adam Snider, Director







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### **Rick Baird**

From: Adam Snider <adam.snider@aaae.org>

**Sent:** Tuesday, April 28, 2015 4:53 PM

To: Rick Baird

Subject: Hearing Report: Lawmakers, Regional Airline Official Discuss Pilot Shortage



### Lawmakers, Regional Airline Official Discuss Pilot Shortage

### April 28, 2015

Former airline Captain Chesley Sullenberger and the head of the Regional Airline Association debated whether a pilot shortage exists at a hearing today on aviation safety before the Senate Aviation Subcommittee.

Aviation Chair Kelly Ayotte (R-NH) and Ranking Member Maria Cantwell (D-WA) both acknowledged in their opening statements the presence of family member of the victims of the crash of Colgan Air Flight 3409 in 2009. The family members have a strong presence on Capitol Hill and frequently appear at Congressional hearings related to aviation safety.

Ayotte noted that a number of stakeholders have raised concern about a pilot shortage and said that there is disagreement about the root causes of the problem. Ayotte said she wanted to hear from all witnesses on the issue, that no committee member wants to compromise safety, and that all members want to ensure there are plenty of well-qualified pilots.

Sullenberger was adamant throughout the hearing that a pilot shortage does not exist. And he frequently implored lawmakers not to roll back the rule that requires pilots to have a minimum of 1,500 hours of flight time. Sullenberger, who landed an Airbus A320 in the Hudson River without any fatalities after losing thrust to both engines following a bird strike, consistently voiced his strong support for the requirement.

"There is no pilot shortage," Sullenberger said. "But there is a shortage of pilots willing to enter, or continue employment in, the airline industry under the current economic model."

Ayotte later said that she has heard of a pilot shortage in the Air Force thanks to her service on the Armed Services Committee. Sullenberger replied by reading part of a letter from Transportation Secretary Anthony Foxx stating his opinion that there is no pilot shortage and that the problem is low wages for regional airline pilots and a scarcity of certain types of aircraft.

Regional Airline Association Interim President Faye Malarkey Black maintained that an FAA rule mandating pilots have 1,500 hours of flight time before becoming a First Officer is not the best way to ensure safety and has led to a pilot shortage. She said that regional airlines have a "gold standard" of safety and recent Safety Management System rules are the most "holistic" approach to aviation safety and pilot training.

Black said in her opening statement that there is now a gap in the supply of pilots and that pilots have to stop their education for a year in order to fulfill the new flight-time requirements. She said that fostering connections between early aviation educational experiences and airlines is one way to improve the supply of pilots without compromising safety.

Sen. Joe Manchin (D-WV), who is a pilot with 3,000 hours of flying time, questioned Black about the 1,500-hour rule. He sided with Sullenberger and indicated his support for the mandate.

Cantwell said that the FAA's pilot training rules are "very important." Cantwell added that it is "unfortunate" that the FAA's rule did not apply to pilots of cargo planes. Margaret Gilligan, the FAA's Associate Administrator for Safety, said that that the FAA had originally proposed to apply the rule to cargo plane pilots, but that approach was "not sustainable" in the final rulemaking.

Sen. Jerry Moran (R-KS) asked a question about the reliability of regional airlines that provide service to Essential Air Service communities in his home state and throughout the country. Black replied that addressing the pilot shortage will help improve air service at a number of airports, not just those assisted by the EAS program.

Commerce Ranking Member Bill Nelson (D-FL) asked Sullenberger why bird strikes are not more common if birds are attracted to water and many airports lie near bodies of water. Sullenberger replied that "it's a matter of chance, quite frankly" and noted his flight was struck by large, migratory birds, while most bird strikes are of small native species that do not severely damage a plane's engines. He added that although we have a national aviation system, airports are owned and administered locally and often face resistance to bird strike mitigation plans from developers and "other powerful groups."

Sen. Roger Wicker (R-MS) brought up the Contract Tower Program. He pointed out that the program has strong bipartisan support in the House and Senate, and he asked Associate Administrator Gilligan to get back to him on any recommendations for the reauthorization bill that the FAA may have "to ensure that this program is enhanced and protected." Chair Ayotte also noted that many members strongly support the Contract Tower Program.

The Commerce Committee website has links to the prepared statements from all witnesses, and video of the complete hearing will be posted there.







Joel Bacon, Executive Vice President Brad Van Dam, Senior Vice President Gwen Basaria, Staff Vice President



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### **Rick Baird**

From: Adam Snider <adam.snider@aaae.org>

Sent: Wednesday, April 29, 2015 9:24 AM

To: Rick Baird

Subject: Airport Alert: Key House Subcommittee Approves Draft FY 2016 FAA Funding Bill



### Key House Subcommittee Approves Draft FY 2016 FAA Funding Bill

### April 29, 2015

The House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies today approved a FY 2016 draft funding bill for the FAA and DOT.

The draft bill was approved on a voice vote during a short meeting. No amendments were considered during today's markup, but amendments on a number of issues in the bill are expected when the full Appropriations Committee takes it up.

Only the chairmen and ranking members of the THUD Subcommittee and the full Appropriations Committee gave statements on the bill. Appropriations Chairman Hal Rogers (R-KY) noted that the proposed funding level s for the FAA could be affected by an FAA reauthorization bill, if approved by Congress.

You can read a summary of the FAA part of the bill in an earlier <u>Airport Alert</u>. It includes the full \$3.35 billion for the Airport Improvement Program authorized by law and \$154.4 million for the Contract Tower Program and cost-share program.

The next step for the bill is consideration by the full House Appropriations Committee, which we expect to occur in the next several weeks.

Joel Bacon, Executive Vice President Brad Van Dam, Senior Vice President Gwen Basaria, Staff Vice President Adam Snider, Director





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AMERICAN ASSOCIATION



of Airport Executives



U.S. Contract Tower Association

# ANNUAL REPORT 2015

An affiliated organization of the American Association of Airport Executives (AAAE)





AN AFFILIATED ORGANIZATION OF THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES (AAAE)

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Todd Hauptli, President and CEO, AAAE

Spencer Dickerson, Senior Executive Vice President, AAAE and Executive Director, USCTA

The Barclay Building I 601 Madison Street I Alexandria, VA 22314
Phone: 703.578.2511 I Email: sdickerson@aaae.org
www.contracttower.org

COVER PHOTO: Drake Field-Fayetteville, Arkansas



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2014 USCTA Activities and FAA Federal Contract Tower Developments	7
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### FAA FEDERAL CONTRACT TOWER PROGRAM OVERVIEW

Through the Federal Aviation Administration's (FAA) Contract Tower Program, the agency contracts air traffic control (ATC) services to the private sector at visual flight rule (VFR) airports. Since its inception in 1982, the program has received positive endorsements from all parties involved, including the Federal Aviation Administration (FAA), the National Transportation Safety Board (NTSB), the Department of Transportation (DOT) Inspector General (IG), airport management, Congress and, most importantly, the users of the aviation system.

A total of 252 airports participate in the program as of Jan. 1, 2015. Airport managers note that government budget constraints could force the closure of many of these facilities if they were not part of the FAA Contract Tower Program. FAA contract towers receive continuous oversight and monitoring by FAA and all contract controllers are certified by the agency. Members of Congress and DOT/FAA point to this program as an example of how FAA, in partnership with local governments and the private sector, can provide an important service to aviation users at a substantially reduced cost to taxpayers.

The American Association of Airport Executives (AAAE) created the U.S. Contract Tower Association (USCTA) in 1996 to promote the contract tower program and to enhance aviation safety at smaller airports. USCTA coordinates contract tower issues on a regular basis with Congress, DOT/FAA, NTSB, the Government Accountability Office (GAO) and the DOT IG.

The primary advantages of this program are enhanced safety, improved ATC services and significant VFR ATC cost savings to FAA. A DOT Inspector General audit of the FAA Contract Tower Program, released Nov. 5, 2012, concluded that FAA contract towers continue to provide cost-effective and safe air traffic control services and operate at a lower cost than similar FAA-operated towers.

### USCTA Members As Of Jan. 1, 2015

Members of USCTA are: Division of Statewide Aviation-Alaska Department of Transportation and Public Facilities, the State of Maryland, Hawaii Department of Transportation, Oklahoma Airport Operators Association, Dothan Airport (Ala.), Tuscaloosa Regional Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Chandler Municipal Airport (Ariz.), Phoenix-Mesa Gateway (Ariz.), Flagstaff (Ariz.) Laughlin/Bullhead International Airport (Ariz.), Pulliam Airport (Ariz.), Tucson (Ariz.) Airport Authority, Glendale (Ariz.); Northwest Arkansas Regional Airport, Fayetteville Drake Field (Ark.), Rogers (Ark.) Municipal Airport, Texarkana Regional Airport (Ark.), Glendale (Ariz.) Airport, Marana Regional Airport (Ariz.), Castle Airport (Calif.), San Luis Obispo County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Oxnard (Calif.), Ramona Airport-San Diego (Calif.), Redding (Calif.) Municipal Airport, Riverside (Calif.) Municipal Airport, Salinas Municipal Airport (Calif.), San Bernardino (Calif.), Santa Maria Public Airport District (Calif.), Ventura County Department of Airports (Calif.), Eagle County Regional Airport (Colo.), Front Range Airport (Colo.), Grand Junction Walker Field Airport (Colo.), Danbury Municipal Airport (Conn.), Tweed New Haven Airport (Conn.), Connecticut Airport Authority; Florida Airports Council, Boca Raton Airport (Fla.), Gainesville Regional Airport (Fla.), Jacksonville/Craig (Fla.), Cecil Field (Fla.), Flagler County Airport (Fla.), Hernando County Airport (Fla.), Kissimmee (Fla.), Lakeland Linder Regional Airport (Fla.), Martin County Stuart/Whitham Airport (Fla.), Melbourne International Airport (Fla.), Naples Municipal Airport (Fla.), New Smyrna Beach Municipal Airport (Fla.), Northeast Regional Airport (Fla.), Ocala Regional Airport (Fla.), Okaloosa County (Fla.), Destin (Fla.), Ormond Beach Municipal (Fla.), Panama City-Bay County International Airport (Fla.), Punta Gorda Charlotte County Airport (Fla.), St. Augustine (Fla.); Opa Locka Airport (Fla.), Epps Airport (Ga.), Athens-Valdosta Regional Airport (Ga.), Cobb County McCollum Airport (Ga.), Gwinnett County Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Lewiston-Nez Perce County Regional Airport (Idaho),

Decatur (III.), Joliet (III.), Southern Illinois Airport, St. Louis Regional Airport (III.), Waukegan Regional Airport (III.), Williamson County Regional Airport (III.), Monroe County Airport (Ind.), Delaware County Airport (Muncie, Ind.), Columbus Municipal Airport (Ind.), Gary/ Chicago International Airport (Ind.), Dubuque Regional Airport (Iowa), Manhattan Regional Airport (Kan.), Metro Topeka Airport Authority (Kan.), New Century (Kan.), Manhattan (Kan.), Salina Regional Airport (Kan.), Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Owensboro Regional Airport (Ky.), Acadiana Regional Airport (La.), Alexandria International Airport (La.), Chennault International Airport (La.), Houma Terrebonne Airport (La.), Shreveport Airport Authority (La.), Easton Airport (Md.), Frederick Municipal Airport (Md.), Hagerstown Regional Airport (Md.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Martha's Vineyard Airport (Mass.); Hyannis (Mass.); Westfield-Barnes Municipal (Mass.), W.K. Kellogg Airport (Mich.), Sawyer International Airport (Mich.), Metropolitan Airports Commission (Minn.), St. Cloud Regional Airport (Minn.), Golden Triangle (Miss.), Jackson Municipal (Miss.), Meridian Regional Airport (Miss.), Olive Branch Municipal Airport (Miss.), Stennis International Airport (Miss.), Branson Airport (Mo.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Glacier Park International (Mont.), Gallatin Field (Mont.), Central Nebraska Regional Airport, Nashua Airport Authority (N.H.), Lebanon Municipal Airport (N.H.), Trenton-Mercer Airport (N.J.), Stewart International (N.Y.), Ithaca (N.Y.), Kinston Regional Jetport (N.C.), Coastal Carolina Regional Airport (N.C.), Albert J. Ellis Airport (N.C.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Hickory Regional Airport (N.C.), Winston-Salem (N.C.), Charlotte (N.C.); Smith Reynolds Airport (N.C.), Minot International (N.D.), Albuquerque Double Eagle II Airport (N.M.), Santa Fe (N.M.) Municipal Airport, Columbus Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cincinnati Lunken Field (Ohio), Ohio State University Airport (Ohio), Oklahoma Aeronautics Commission, Ardmore Municipal Airport (Okla.),

## USCTA ACTIVITIES AND FAA FEDERAL CONTRACT TOWER DEVELOPMENTS IN 2014

2014 ANNUAL REPORT



Edid-Woodring (Okla.) Regional Airport, Max Westheimer Field (Okla.), Stillwater Municipal Airport (Okla.), Lawton-St. Sill Regional Airport (Okla.), Wiley Post Airport (Okla.), Eastern Oregon Regional Airport, Klamath Falls Airport (Ore.), Port of Portland (Ore.), Redmond (Ore.), Salem Municipal Airport (Ore.), Southwest Oregon Regional Airport, Medford (Ore.), Oregon Department of Aviation, Arnold Palmer Regional Airport (Pa.), Capital City Airport (Pa.), University Park Airport (Pa.), Williamsport (Pa.), Lancaster (Pa.) Airport, Donaldson Field (S.C.), Greenville Downtown Airport (S.C.), Myrtle Beach (S.C.) International, Rapid City (S.D.) Regional Airport, Millington Municipal Airport (Tenn.), Jackson Madison County Airport (Tenn.), Smyrna/ Rutherford County Airport (Tenn.), Arlington Municipal (Texas), Denton Municipal (Texas), Dennison (Texas), Easterwood (Texas) Airport, Galveston Municipal Airport (Texas), Harlingen Valley International (Texas), Brownsville/ South Padre Island International (Texas), Laredo International (Texas), Lone Star Executive Airport (Texas), Collin County Regional (Texas), San Angelo Regional Airport (Texas), San Antonio Stinson Municipal Airport (Texas), Sugar Land (Texas) Regional Airport, Mesquite (Texas) Metro Airport, New Braunfels (Texas), Waco/Texas State Technical College, Provo (Utah), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Renton Municipal Airport (Wash.), Spokane Felts Field (Wash.), Bellingham International Airport (Wash.), Olympia Airport (Wash.), Walla Walla Regional Airport (Wash.), Yakima Air Terminal (Wash.), Tacoma (Wash.), Wheeling Ohio County Airport (W. Va.), Greenbrier Valley Airport (W.Va.), Raleigh County (W.Va.) Memorial Airport, Chippewa Valley Regional Airport (Wis.), Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Outagtamie County Regional Airport (Wis.), Central Wisconsin Airport (Wis.), Waukesha County Airport (Wis.), Wittman Regional Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), Oklahoma Airport Operators Association, South Central Chapter/AAAE, Southwest Chapter/AAAE, ACE USA, AJT& Associates, CI2 Aviation, CTBXaviation, Dynamic Science, Inc., Leo A Daly, Marsh USA, Midwest Air Traffic Control Services Inc., Quadrex Associates, Robinson Aviation (RVA), Serco Management Services, Harris ATC Solutions, Saab Sensis, Air Traffic Control Association, and Wolen LLC.

# THE YEAR 2014 IN REVIEW FOR FAA'S CONTRACT TOWER PROGRAM

## CONGRESS PROVIDES FUNDING FOR FAA CONTRACT TOWERS FOR FISCAL 2015

Congress approved and the President signed legislation to fund all departments and agencies except the Department of Homeland Security through the end of the fiscal year in September.

The final agreement provides a record \$144.5 million in dedicated full funding for FAA's Contract Tower Program, including \$9.5 million for the cost-share program. Funding at this level is sufficient to cover all towers that will be operating during fiscal year 2015. The bill maintains language that limits local contributions in the cost-share program to 20 percent of total costs.

Under the measure, DHS would be funded only to Feb. 27. The remainder of the federal government, including DOT and FAA, would be funded to Oct. 1 under the bill.

The final agreement provides \$3.35 billion in AIP funding for fiscal year 2015.

The House on June 10 approved its version of legislation to fund DOT and FAA for fiscal year 2015, which begins Oct. 1.

The bill included \$140 million in dedicated funding for FAA's Contract Tower Program and the agency's contract tower cost-share program, as well as \$3.35 billion for AIP.

The Senate Appropriations Committee on June 5 approved its version of the legislation, which would provide \$149 million in dedicated funding for the contract tower and cost-share programs.

A bipartisan group of 25 senators in early April wrote to the leaders of the Senate Appropriations Committee in support of full and dedicated funding for FAA's Contract Tower Program in the agency's fiscal year 2015 budget. The President's budget request proposes to eliminate guaranteed funding language for the program.

"Full and dedicated funding for the contract tower program is critical to ensuring that operations continue through fiscal year 2015 at the 252 FAA Contract Towers across the country," the lawmakers wrote. "Restricting or

reducing the operations of contract towers would have a substantial and serious impact on general aviation safety, the efficiency of large commercial airports, emergency medical operations, law enforcement, agriculture activities and businesses throughout the United States."

The senators urged the committee leaders to provide full and dedicated funding of \$149 million, including \$9.5 million for the cost-share program.

"Contract towers have played a central role for the past 30 years in efforts to manage the safety and efficiency of our nation's complex airspace," the senators wrote. "We look forward to working with you to ensure their future success."

A group of 29 Democratic and 29 Republican House members earlier sent a joint letter to leaders of the House Transportation Appropriations Subcommittee, asking the panel to include language in the fiscal year 2015 transportation appropriations bill that would ensure funding for all FAA contract air traffic control towers that are currently operating.

#### LAWMAKERS QUESTION FAA ON CONTRACT TOWER PLANS

Letters sent in late July to FAA Administrator Michael Huerta that were signed by 56 Senators and 114 House members posed a number of questions about the agency's long-term plans for the agency's contract tower program and emphasized the value of these towers to the nation's aviation safety.

The Senate letter was signed by 31 Republicans and 25 Democrats. The House letter was signed by 70 Republicans and 44 Democrats.

The lawmakers noted that FAA recently had initiated a planning effort aimed at "right-sizing" the national airspace system, as well as formed a low-activity tower working group. "It is not clear if, or how, these two efforts are related," they said. "The initiative to right-size the national airspace system has been mentioned in testimony before Congress, in numerous speeches by FAA executives and in FAA documents. Despite these public references to this initiative, few details are known other than vague statements by FAA officials indicating an intention to match FAA's services and facilities with the demand from aviation stakeholders."

The letters underscored lawmakers' belief that FAA should work "collaboratively and in partnership" with key aviation stakeholders before making important policy decisions that impact the sustainability of contract towers nationwide.

"The federal contract tower program, in place for over 30 years, has

exemplified how the private sector and federal government can form and implement a working partnership aimed at improving air traffic safety," the lawmakers wrote. "Currently, 252 airports and their surrounding communities around the nation benefit from the enhanced safety and improved air traffic control services provided by contract towers."

The letters also pointed out that, "The contract tower program is one of the FAA's most cost-effective programs. Contract towers handle approximately 28 percent of the nation's air traffic control tower operations but account for only 14 percent of the FAA's total tower operations budget. Congress has clearly demonstrated numerous times — in bipartisan and bicameral fashions — the merit and need for the federal contract tower program."

## ORGANIZATIONS URGE CONGRESS TO SUPPORT DEDICATED FUNDING FOR TOWERS

Eleven organizations, including USCTA, in April sent a joint letter to the leaders of appropriations committees in Congress, urging them to support dedicated funding for FAA's Contract Tower Program.

"Events of the past year have made it abundantly clear that the FAA Contract Tower Program enjoys strong bipartisan support in both chambers of Congress," the associations said. "We urge you to dedicate full funding to the program for fiscal year 2015 and extend the bill language that was adopted in the fiscal year 2014 omnibus spending bill."

The associations stated further that, "The FAA Contract Tower Program has provided cost-effective and essential air traffic safety services since 1982. Currently, 252 smaller airports in 46 states participate in the program, including two in Kentucky. Together these 252 towers handle approximately 28 percent of all air traffic control tower (ATCT) aircraft operations in the U.S. but only account for about 14 percent of FAA's overall budget allotted to ATCT tower operations. More importantly, the safety and efficiency record of the FAA Contract Tower Program has been validated numerous times by the DOT Inspector General, as well as by FAA safety audits.

"All federal contract controllers are FAA-certified air traffic controllers who meet the identical training and operating standards as FAA-employed controllers. The vast majority of federal contract controllers are former FAA controllers or veterans with prior military air traffic control experience. FAA controls and oversees all aspects of the Contract Tower Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations. Moreover, federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.

"As a result of this 31-year government/industry partnership, the FAA Contract Tower Program: (1) enhances aviation safety at smaller airports that otherwise would not have a tower; (2) provides significant cost savings to FAA and taxpayers; (3) helps small airports with retaining and developing commercial air service and general aviation; (4) promotes economic development and creates jobs in local communities; (5) connects smaller airports and communities with the national air transportation system, and (6) consistently receives high marks for customer service from aviation users and pilots. The bottom line is that, absent this highly successful partnership, many local communities and smaller airports would not receive the significant safety benefits of ATC services."

Associations signing the letters, in addition to USCTA, were: U.S. Conference of Mayors, National Air Transportation Association, National Business Aviation Association, National Association of State Aviation Officials, ACI-NA, Air Carrier Association of America, Air Traffic Control Association, Regional Airline Association, Cargo Airline Association and General Aviation Airport Association.

## FAA DEPUTY ADMINISTRATOR ADDRESSES CONTRACT TOWER WORKSHOP

FAA Deputy Administrator Michael Whitaker delivered the keynote opening address at the AAAE/USCTA/FAA Contract Tower Workshop, held June 24-25 in Washington, D.C.

Whitaker's remarks centered on limits to the agency's operations required by the federal budget process. He noted, "It's hard to get around the 800-pound gorilla that's in the room" when trying to match the demand for aviation services with restrictions placed on FAA by a budget established by a political process. Whitaker added that the priorities of Congress can change, which also can impact FAA programs.

The pending fiscal year 2015 FAA reauthorization bill is the pivot point for a dialogue about ways to align agency services with the federal budget, Whitaker said. "We can't continue to provide all those services with the budget we are given," he told delegates. He said that part of the process of matching available services with the budget will involve reviewing existing services at low-activity towers, both contract and FAA towers. "All of you will be involved in this conversation," he told delegates.

FAA is studying technology that could create remote towers, he said. This will involve looking at the feasibility of using high-definition cameras to control traffic, as long as this process would meet or exceed the present high level of safety. Other countries already are holding trials of remote towers, he said.

Other speakers at the conference included Tom Jones, manager of the FAA Contract Tower Program Office, who updated delegates on the status of the program; Doug Disrud and Kate Hallahan, staff members for the House Transportation Appropriations Subcommittee, who briefed delegates on the ongoing appropriations process for the fiscal year 2015 federal budget; Bob Romich, program director, aviation audits for the DOT Inspector General, who provided an overview of the audit process; and Paul Rinaldi, president of the National Air Traffic Controllers Association, who expressed his continued support for FAA's Contract Tower Program. Rinaldi also emphasized the need to keep the NextGen modernization program moving forward.

More than 100 delegates attended the conference. AAAE/USCTA thank conference sponsors Midwest ATC, Robinson Aviation (RVA), Serco Management Services-North America, ACE-USA Aerospace, SAAB Sensis, Glacier Park International Airport, CT Aviation Group and Wolen, LLC.

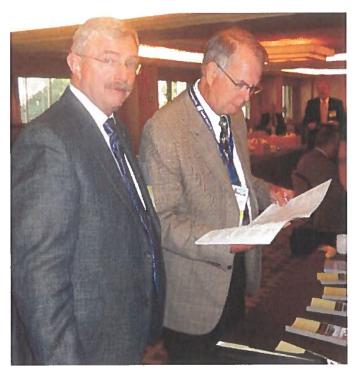
#### HAGERSTOWN REGIONAL WINS 2014 WILLIE F. CARD AWARD

Hagerstown (Md.) Regional Airport's contract tower, operated by Midwest ATC, won USCTA's 2014 Willie F. Card Service Award. The airport has a complex mix of military, commercial and GA traffic, and the traffic count in 2013 increased more than 15 percent from previous years. In 2013, control of IFR arrivals and departures at the airport was transitioned from Washington ARTCC to Potomac TRACON. This change created a great deal of uncertainty among airfield users. Contract tower personnel spent countless hours researching the new set of operational requirements and coordinating the handover of control to the new agency. This effort by tower personnel was conducted with great transparency that helped to alleviate the fears of airfield users and resulted in a seamless transition to the new system. Tower personnel work closely with the Hagerstown Aviation Museum to formulate and implement event-specific ATC services. In addition, the tower provides air traffic overwatch of the airspace surrounding Camp David, the presidential retreat, which is located 12 miles east of the airfield.

#### OTHER NOMINEES FOR THE AWARD WERE:

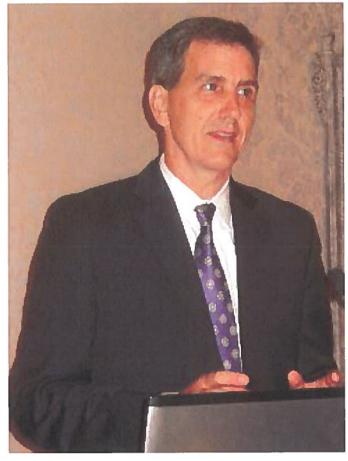
Cecil Airport (Fla.) has two parallel runways and supporting taxiways. The tower services two critically important DHS aviation units; two companies that provide maintenance, repair and overhaul functions for the Defense Department; and one U.S. Army National Guard aviation battalion. The tower also serves the Cecil Spaceport, which is one of eight FAA-licensed spaceports in the country and the first horizontal launch spaceport on the East Coast. The tower, which is operated by Robinson Aviation (RVA), is a requirement of the spaceport license. With this license, the spaceport has

## **AAAE/USCTA CONTRACT TOWER WORKSHOP**











2014 U.S. CONTRACT TOWER ASSOCIATION ANNUAL REPORT

## JUNE 24-25, 2014 | WASHINGTON, D.C.

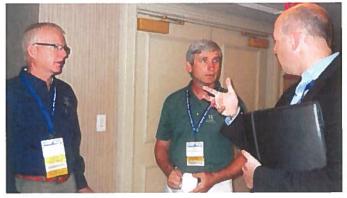












2014 U.S. Contract Tower Association Annual Report

signed an operator expecting a mock launch and test of the flight corridor this year. The first FAA-approved horizontal launch is expected in 2015.

Chandler (Ariz.) Municipal Airport in 2013 added a large international flight school as one of its tenants, which contributed to more than a 20 percent increase in operations. In 2013, Chandler tower was the busiest in the contract tower program and the 45th busiest tower in the NAS. The tower team is very proactive about safety and has played a key role during airfield construction projects. The air traffic manager is an FAA-certified Safety Risk Management practitioner and facilitator. As one of her projects, she developed a safety booklet for airport users. The airport recently went through a change in management, shifting focus to renewed development. The partnership between the tower and the airport management team was critical to the success of the change. This close working relationship enhanced the airport's opportunity to attract more aviation-related enterprises. The tower is operated by Serco Management Services.

The contract tower at Chennault International Airport (La.), operated by Robinson Aviation (RVA), hosts Army, Navy/Marines and Air Force for their training needs, and each branch of the service uses different procedures. The tower does not have radar or a repeater and works hand-in-hand with Lake Charles Approach Control to guarantee the safety of air traffic in the region. The air traffic manager leads the airport safety team and makes recommendations on how to accommodate the many construction projects on the airfield. Runway action safety team meetings are held at regular intervals to promote communication among the tenants at Chennault. Tower personnel pride themselves in zero defect operations.

Contract tower personnel at Cincinnati Municipal Lunken Airport on multiple occasions have initiated procedures to improve and enhance the safety of airport operations, one of which was nationally adopted by FAA. Due to the complexity of the airport layout, the ATC team initiated consistent use of hold short phraseology for runway crossings. The practice went above and beyond FAA procedural requirements and simplified the taxiing procedures and reduced the opportunity for indecisiveness. Concurrently, the tower personnel worked with airport administrators to address hot spots identified by FAA Runway Safety Action Team members. The tower supports the local FSDO on accident prevention by presenting at pilot training seminars four to six times each year and facilitating tower visits by student. The tower is operated by Midwest ATC.

The Danbury (Conn.) Municipal Airport tower, operated by Midwest ATC, has responsibility for the challenging airfield, which is due to the natural terrain, short runways, and volume and complexity of traffic. The airport is home to 275 aircraft and three flight schools and can have more

than 100,000 operations annually. It is routinely the busiest GA airport in the state. Because the airport has so many intersect points, it is easy for pilots to take a wrong turn and cause a runway incursion. The controllers are constantly vigilant to prevent this. The airport recently has had multiple upgrades and changes, requiring controllers to guide pilots on unfamiliar taxi routes for changed destinations or to route around airport work vehicles. Further, the tower building has been upgraded. The tower manager worked with engineers to redesign the layout to optimize performance.

Eagle County (Colo.) Regional Airport has a field elevation of more than 6,000 feet, operates on a single runway, experiences adverse weather conditions and is surrounded by mountainous terrain. This combination creates an extremely challenging environment for pilots and air traffic controllers. During the ski season, Eagle County becomes the second busiest airport in the state. An important part of controller efforts to improve operational safety includes: a pilot familiarization program, monthly meetings with the Eagle Airport Aircraft Association, a bi-monthly breakfast with pilots to exchange information, and development of a brochure explaining gate hold procedures during the busy ski season. Further, the tower personnel developed a new procedure for disseminating operating guidance to pilots during winter operations. In addition, the controllers created a proprietary, interactive Web-based application to display information on their consoles such as current weather data. The tower is operated by Serco Management Services.

Fulton County Airport-Brown Field (Ga.), located just nine miles from Hartsfield-Jackson Atlanta International, is primarily corporate in terms of traffic and supports groups such as police helicopters, civil air patrol, air ambulances and dignitaries. In 2014, the Atlanta area was hit by two major ice storms. Controllers stayed overnight at the facility to ensure that it would be available for their customers. In 2013, controllers led three all-day safety awareness training classes for three local fire departments to prepare them for all types of emergencies. The Fulton Aviation School brings all new pilots to the tower for familiarization visits and briefings. Tower personnel also support the Aviation Career Enrichment Academy, which is a local non-profit that has the goal of teaching teenagers to fly. Controllers participate in the organization's camp event at the airport, among other activities. The tower is operated by CI2 Aviation.

Kissimmee (Fla.) Gateway Airport's contract tower, operated by Robinson Aviation (RVA), is the 20th busy in the state. The airport serves as a reliever to Orlando International, and draws more than 3,300 corporate jets each year due to the proximity of the second largest business convention location in the U.S. The airport houses two large flight schools with many international students and a significant concentration of vintage military

aircraft. In July 2011, Kissimmee tower personnel completed their two millionth operation without an operational error or deviation. That number of hours continues to accumulate unbroken. In 2013, controller Kevin Oswald prevented a possible life-threatening situation when he observed that an aircraft that had been cleared to land was over the arrival end of the runway and did not have its landing gear extended. Following Oswald's quick warning, the plane went around and landed on the next approach.

Pennsylvania's Lancaster Airport consistently exceeds 80,000 operations annually, including both based and transient commercial and GA aircraft, student pilots, and military and business jets. Operated by Midwest ATC, the tower has not experienced any operational errors or deviations since becoming a contract tower in October 1999. Controllers operate a runway safety program and participate in all airport meetings regarding special events, snow removal or any other situation that may affect air traffic. Controllers have designed an effective surface error and runway incursion prevention plan, and participate in FAA and AOPA safety seminars on a regular basis. In addition, the controllers designed a pilot guide for airport users.

Max Westheimer Airport at the University of Oklahoma serves as one of two reliever airports for Will Rogers World Airport in Oklahoma City. The tower is operated by Robinson Aviation (RVA). Airport traffic is a mix of student pilot training and pleasure aircraft combined with business and military traffic. There have been zero operational errors or operational deviations in the last five years. At monthly safety meetings, discussions focus on how to improve the airport's already excellent safety record. In addition, the airport has a quarterly tenant/ user meeting where discussions center on upcoming construction projects and safety plans. At the airport's annual aviation festival, tower personnel provide tours/briefings of the control tower. In 2013, the airport became a staging area for tornado-relief efforts, which generated heavy traffic. Controllers handled all requests with professionalism and efficiency.

Ohio State University Airport is the fourth busiest airport in the state for annual operations and the first in GA operations. With a complex airfield with both parallel and crossing runway operations and 12 runway crossing points, the airport is well served by the tower team. Airport users are student pilots, flight school, medevac helicopters, local and state police aviation divisions, GA aircraft owners, business jets, military aircraft and both the regional and national Intercollegiate Flying Association. The tower manager has developed an extensive runway incursion mitigation plan based on past construction project experience. The tower is operated by Midwest ATC.

San Marcos (Texas) Airport serves as the reliever for both Austin-Bergstrom International and San Antonio International, which makes the

facility's traffic a mix of student pilot training and business aircraft. To maintain the highest level of safety, controllers regularly attend airport commission meetings to update attendees on issues related to the tower and air traffic. The tower manager also created a new safety reporting form that is now the standard used around the airport. During 2013, the airport's longest and most-used taxiway was reconstructed, causing controllers to carefully coordinate airfield traffic. In addition, Redbird Skyport offered discounted avgas for two weeks in October 2013, causing a major influx of aircraft. Again, the controllers safely accommodated the added traffic. The tower is operated by Robinson Aviation (RVA).

Southwest Georgia Regional Airport's Albany tower, operated by Robinson Aviation (RVA), has received an excellent rating on safety and customer service performance surveys since the tower first entered FAA's contract tower program. Tower personnel have been instrumental in assisting pilots in distress and helping them to safety land. The controllers are active in the community and host an annual summer youth program, sponsored by Albany State University, to encourage students to consider a career in aviation. Further, controllers participate in career weeks at local high schools. As supporters of the Experimental Aircraft Association's Young Eagles Flight Rally, the controllers work to ensure a safe and expeditious flight path for the aircraft involved. In one instance, work and research by the tower personnel resulted in the finding that there was a line-of-sight radio communication problem on the airfield. The air traffic manager is coordinating with airport management and FAA to resolve the issue.

University Park Airport in State College (Pa.), is served by Delta, United and US Airways with a mix of turboprop and regional jet aircraft. In addition, more than 60 aircraft are based at the airport. The airport is the sixth busiest in the state. Since the tower was commissioned in September 2011, the controllers have had zero operational errors while averaging more than 140,000 enplanements and 35,000 operations each year. Further, the airspace contains two additional airports, three helipads and a powered parachute field, all under the control of the University Park tower. Tower personnel contributed to the success of the 2013 International Friction Workshop hosted by the Thomas D. Larson Pennsylvania Institute and, for the first time, a portion of the testing was conducted at the airport. The tower is operated by Midwest ATC.

## 16 AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING PROGRAM

Sixteen facilities were participating in FAA's contract tower cost-sharing program as of Jan. 1, 2015.

They are: Rogers Municipal (Ark.), Springdale (Ark.), Williamson County (III.), Bloomington (Ind.), Muncie/Delaware County (Ind.), Garden City (Kan.), Jackson (Mich.), Jefferson City (Mo.), Joplin Regional (Mo.), Central Nebraska/Grand Island (Neb.), Lea County/Hobbs (N.M.), Ardmore Municipal (Okla.), Williamsport/Lycoming Co. (Pa.), Fort Worth-Spinks (Texas), Grand Prairie (Texas) and Walla Walla Regional (Wash.).

#### CERTIFICATE OF INSURANCE AVAILABLE FROM MARSH USA

Marsh USA is the broker for the FAA Contract Tower liability insurance program, and ACE is the insurance underwriter.

If you would like to receive a Certificate of Insurance from Marsh for your files, contact: Ms. Vera Witkovsky, vice president-aviation, Marsh USA, (212) 345-7323 or vera.witkovsky@marsh.com.

#### Towers In the News

## FULTON COUNTY AIRPORT RANKS SIXTH IN PILOTS' CHOICE AWARDS

Fulton County Airport-Brown Field (Ga.), an FAA contract tower, ranked sixth in the nation in the 2014 FltPlan Pilots' Choice Awards. The tower is operated by Cl2 Aviation.

The award program is in its fifth year, and votes were cast by thousands of pilots, according to FitPlan.

## REASON FOUNDATION REMOTE TOWER PROGRESS NOW INCLUDES THE USA

October 2014

I'm pleased to report that a pilot project to test and evaluate remote tower technology has been approved to take place at Leesburg Executive Airport in Virginia next year. The airport currently has no tower, despite being located just five nautical miles from Washington Dulles International Airport. Leesburg is one of the three largest general aviation airports in Virginia, by number of operations (over 100,000 per year) and by the number of aircraft based there.

The project is a joint effort of remote tower pioneer Saab Sensis and Virginia SATSLab, partnering with the Leesburg airport. During the three-month test, the airport will function as a non-radar-tower-controlled airport in Class D airspace. The airport will hire FAA-certified controllers to operate at a Remote Tower Center (RTC).

During the trial, the RTC will be located at the airport, but it will function just as if it were located remotely. Equipment to be installed at the airport will include high-definition video cameras, a pan-tilt-zoom camera, weather sensors, a signal light gun and microphones. The RTC will have multiple high-definition video displays and two controller work stations able to control the cameras and voice communications. For comparison purposes, a portable air traffic control tower will also be in place at the airport during the trial. The goal is to present FAA with a safety case, aiming for approval to use the technology at non-federal visual flight rules (VFR) towers.

The latest quarterly issue of Air Traffic Management (Issue 3, 2014) includes a 13-page set of articles on the global spread of remote towers. It reports that a recent remote tower conference in Dublin, sponsored by SESAR, attracted about 150 people from numerous countries. Two remote tower facilities are already in operation, one in Sweden (LFV's Sundsvall Remote Tower Center) and the NATS Virtual Contingency Facility that has been available as a backup site since 2009. Avinor is developing a remote tower facility for northern Norway, and Airservices Australia continues to develop its pilot project remote tower facility to serve Alice Springs. A SESAR research and development effort involves Germany's DFS with Frequentis and Spain's AENA with Indra. Others attending the Dublin conference with research and/or plans for remote towers include the ANSPs of the Bahamas, Belgium, Ireland, New Zealand, and Romania.

Potential U.S. applications for remote towers are several. As illustrated by Leesburg, there are many busy GA airports that do not currently have a VFR tower, and the prospects for FAA's budget adding towers at such airports — even as contract towers — are not good. Another possible application is as a replacement for existing physical towers at lower-activity GA airports. Providing tower services to a number of such airports from a single remote tower center would lower the capital and operating costs per airport, and would also make it feasible to provide night-shift operations at airports that don't have enough overnight traffic individually to justify a midnight shift. Indeed, remote towers ought to be a poster child for the transformation offered by NextGen, under which system wide information management makes it possible to manage air traffic anywhere from anywhere.

## THE NEW YORK TIMES DIRECTING PLANES, BY REMOTE CONTROL

Oct. 27, 2014 By Nicola Clark

ORNSKOLDSVIK, Sweden — On a clear day, Per Granquist cannot see forever. But from his perch inside the airport control tower here, he does have an unobstructed view of the future.



The big picture is provided from a 33-foot mast where a gray turret holds an array of digital video cameras, communications antennas, sensors and microphones — a setup that resembles a cross between a space-age dovecote and a prison guard tower. The system is meant to collect and integrate information of the sort that Mr. Granquist, 40, has been providing with his own eyes and ears as an air traffic controller for the last 17 years at this small airport in northern Sweden.

The information from this array, though, is being sent elsewhere — beamed by fiber-optic cable to a windowless room of another airport, 100 miles south, in the slightly larger town of Sundsvall.

The system is still in test mode, but the rest of the global commercial aviation industry is watching closely. Early next year, Mr. Granquist and a handful of his colleagues expect to move to Sundsvall. And from there, they will begin "virtually" guiding the half-dozen or so daily flights in and out of Ornskoldsvik.

Ornskoldsvik is about to become the world's first remotely controlled airport.

"At first it seemed a bit weird," Mr. Granquist said of his training on the new system.

In Sundsvall, instead of surveying the airport through plate-glass windows, he will sit before a semicircular wall of more than a dozen 55-inch liquid-crystal displays.

"But after two weeks," Mr. Granquist added, "it really feels no different from sitting here."

Carved from an Arctic pine forest along Sweden's fjord-studded eastern coast, Ornskoldsvik might seem an unlikely setting for a potential aviation revolution. But over the last several years, officials from dozens of countries have made their way down the airport's rutted gravel road and past the yellow moose-crossing signs to get a firsthand look at technology that many expect will eventually transform the way air traffic is managed worldwide.

It is a concept that experts say has uses not only for the world's out-ofthe way places but could also enhance efficiency and safety at sprawling urban airports where increasing air traffic places ever greater demands on human controllers.

"I have little doubt that this is the next big thing for our industry," said Paul Jones, operations manager at NATS, which provides air navigation services at Heathrow and a dozen other British airports. He is among those who have seen the Swedish setup firsthand.

"I do think one day it could replace traditional visual control towers almost completely." Mr. Jones said.

It is no accident that the idea for a remote-controlled airport emerged from Sweden, whose northern regions are thinly populated and poorly served by rail or other transportation alternatives. Much like Alaska and vast swaths of northern Canada, Scandinavia is dotted with dozens of small airports that provide vital connections to the outside world.

While many of the world's remote communities are so tiny as to rely on small private planes whose pilots coordinate their own takeoffs and landings by radio, towns like Ornskoldsvik — population 55,000 — are just big enough to justify minimal scheduled airline services and a control tower. Yet with just a handful of takeoffs and landings most days, air traffic controllers at such airports often spend more of their time monitoring the weather or filling out paperwork than actually guiding planes.

It doesn't really make economic or even social sense to station a fully qualified air traffic controller in some of these places," said Erik Backman, director of operations at LFV, Sweden's state-owned air navigation service provider.

Full-time controllers in Sweden average about \$77,000 a year in pay, he said, a cost that rises to more than \$140,000, once social security and other employee charges are included. There are also expenses for maintaining a building for use by human controllers. For the 28 civilian and military airports that LFV serves — several of them, like Ornskoldsvik, lose money — air traffic control represents a large part of their operating costs.

That is why LFV began exploring the idea of pooling controllers at a single location, to guide flights remotely. In 2006, the agency invited the Swedish aeronautics and technology group Saab to develop a prototype that could be operated with minimal additional training by licensed controllers as well as meet international safety requirements. The system Saab developed was installed at both Ornskoldsvik and Sundsvall airports in 2012 and it was expected to receive certification from Swedish regulators by the end of this week.

To guard against a remote-control airport's being hijacked by hackers, the data transmitted between the camera tower and the remote control center is scrambled using dedicated hardware and encryption software, said Anders Carp, a Saab vice president in charge of traffic management systems. As an added layer of security, he said, Saab also uses an algorithm to verify that images have not been tampered with en route.

Mikael Henriksson has been at the fore of LFV's push into the future. An air traffic controller for 40 years, Mr. Henriksson, 59, has worked at dozens of civilian and military airports in Sweden and abroad, including a few harrowing stints in the war zones of Iraq. His job now is helping controllers like Mr. Granquist make the leap to remote tower technology, which unlike transitioning from being an airplane pilot to a drone operator, largely relies on an identical set of skills.

"Controllers are already spending most of their time looking at a screen instead of out a window," Mr. Henriksson said.

On a recent day at the remote control center in Sundsvall, Mr. Henriksson put the cameras in Ornskoldsvik through their paces. With the tap of a stylus on a sleek glass panel, the arc of display panels flickered to life, presenting a crisp 360-degree panorama of the Ornskoldsvik runway.

As passengers boarded a Stockholm-bound turboprop on the tarmac, a flock of blackbirds flitted over the projected airfield, then disappeared into the trees, which swayed in the gentle breeze. A truck rolling slowly past a hangar was automatically highlighted by a red rectangle that followed its movement across the screens. Mr. Henriksson clicked to activate one of two robotic zoom cameras, opening a new window that functioned as virtual binoculars.

When the plane took off, a few minutes later, the hum of its engines passed from right to left through the room's speakers, in perfect surround sound.

Mr. Carp, of Saab, explained that the system could be equipped with optional enhancements like infrared or night-vision lenses and 3-D-augmented reality overlays. Such features could come in particularly handy in places like Scandinavia, where frequent snowstorms and long winter nights are particularly challenging to air controllers. A built-in recording function allows airports to store and replay video and data for training purposes — or to aid investigators in the event of an accident.

Officials at larger airports are also intrigued by the possibility of using remote camera technology to complement traditional control towers — either to give human controllers a clearer view of parts of the airport that might be obstructed by other buildings, or to serve as a contingency in the event of extreme weather, a disaster or even a terrorist attack.

A few major international airports already have emergency backup centers where a team of controllers can direct a reduced number of flights remotely, relying on radar and radio communications. Heathrow, for example, set up such a site in 2009, in a building near the airport that Mr. Jones of NATS

said had never been deployed but was capable of operating at 80 percent capacity in the event the airport's main control towers were disabled by a fire or a power failure.

"But it doesn't have windows," Mr. Jones said of the Heathrow site. Installing a remote-tower system with cameras and video screens, he said, would — virtually, at least — "put the windows back in" and enable the airport, Europe's busiest, to operate at close to full capacity in an emergency.

Back in Ornskoldsvik, Mr. Granquist most days now works his nine-hour shift in solitude, with only an occasional visit from Robert Gyllroth, the airport manager, who sometimes asks him to pitch in with other airport tasks, like manning the tiny duty-free shop.

Three years ago, when he first learned of the plan to operate Ornskoldsvik's tower remotely, Mr. Granquist was upset at the prospect of having to move his family to Sundsvall. But his reluctance has since turned to impatience — and excitement at the career possibilities that remote technology might open for him at other, larger airports.

"It will also be nice," Mr. Granquist said as he padded in stocking feet to adjust a window blind against the setting sun, "to have some colleagues."

#### SALINA JOURNAL CONGRESSMAN PUSHING FOR SENATE TO BOOST SUBSIDY CAP FOR EAS CARRIERS

Oct. 21, 2014

Knowing federal politics, Rep. Tim Huelskamp, R-Kan., said it would stand to reason why there was an attack on a proven and efficient program in favor of one more expensive.

He was speaking of the 2013 automatic federal budget cuts that threatened many programs.

The topic during the Kansas Congress¬man's visit to Salina Regional Airport was the Federal Aviation Administration's contract tower program for air traffic control.

"These contract towers operate at 50 percent of what it costs the FAA," said Bruce Boyle, tower manager at the local airport.

In other words, it's half of what it would cost the FAA under union work rules.

Tim Rogers, executive director of the Salina Airport Authority, said contract



towers also perform better than FAA towers.

"They consistently post higher marks. Their service is second to none," Rogers said. Out of 252 contract towers in the nation, Salina is the 44th busiest, he said. Compared with all 516 towers, including FAA, Salina ranks 180th.

Boyle directs six air traffic controllers. If the FAA were in control, it would take up to a dozen, he said, putting some blame on labor unions.

#### DOING A BETTER JOB

"Contract towers are doing a better job. It's where we should be," Boyle said. "More of these towers should be contracted out."

The FAA tried to cut contract towers because it would do "the least political damage," Huelskamp said. "They wanted to do away with something that was operating at half the cost. It doesn't make any sense."

He gave the Kansas congressional delegation — Sens. Pat Roberts and Jerry Moran — credit for teaming up.

"We pushed back," Huelskamp said.

He's hoping the FAA doesn't make a return attack on contract towers.

#### A VISIT TO SEAPORT

Earlier Monday, Huelskamp visited SeaPort Airlines, the Essential Air Service carrier for Salina and Great Bend Municipal Airport.

The U.S. Department of Transportation set a cap on EAS subsidies in 1990 at \$200 per passenger that is still in place today. However, SeaPort's monthly subsidy has been much higher — \$328 in September.

"DOT policy has not been strictly enforced," Rogers said. "The \$200 subsidy cap has not been uniformly applied by DOT in previous years." But lately, he said, federal transportation officials have informed EAS communities and carriers "of the intent to ensure compliance of the subsidy cap, moving into the future."

#### SUBSIDIES GETTING LOWER

That news might not sound good for SeaPort at Salina, Rogers said, but the subsidy has been getting lower as SeaPort passenger counts grow. The

highest subsidy thus far was \$341 in June.

Besides, the U.S. House has passed a bill that increases the cap to \$500 a passenger, but the issue has not been addressed by the Senate.

Huelskamp praised SeaPort's service. "I think we've got a lot more access (to commercial flight) than five years ago," he said. "We like what they offer."

## TED SOLIDAY HONORED AS AVIATION LEADER OF 2014

The Florida Department of Transportation has honored Theodore D. Soliday, executive director of the City of Naples Airport Authority, as the 2014 Florida Aviation Professional of the Year. Soliday was nominated for his dedication to the Naples community, his commitment to aviation and his work in making Naples Municipal "The Best Little Airport in the Country." Naples Municipal is an FAA contract tower.

Soliday earned the same recognition in 2002.

Soliday began his career in aviation as a U.S. Marine Corps helicopter pilot, flying more than 700 combat missions. He later served as captain and air traffic controller and now volunteers as a career advisor to college students, with a special interest in those considering military service. He is past president of the Florida Airports Council.

Naples Municipal Airport, a certificated air-carrier airport, is home to flight schools, air charter operators, car rental agencies and corporate aviation and non-aviation businesses, as well as fire/rescue services, mosquito control, the Collier County Sheriff's Aviation Unit and other community services.

## DUBUQUE, IOWA, TELEGRAPH HERALD EDITORIAL

April 16, 2014

This April might spark a moment of deja vu, and not just because of the weather.

As they did in April 2013, local officials are fighting to keep Dubuque Regional Airport's air traffic control tower from closure.

Dubuque's was among 149 control towers slated to go dark in the wake of federal sequestration budget cuts last year. Strong lobbying at the local level and in Washington earned the tower a couple of stays of

execution. Then, in the omnibus appropriations bill approved early this year, Congress guaranteed funding for all the contract towers in the Federal Aviation Administration's budget.

But nothing is ever simple in Washington. That guarantee runs out Sept. 30, the last day of the fiscal year. President Obama's budget proposal for the next fiscal year gives the FAA complete discretion over its budget with no guarantee to keep the towers open. The last time the FAA needed to make cuts, Dubuque and 148 other of its 252 contract towers were first at the chopping block. Without a guarantee, officials are nervous Dubuque will land right back on the list for closure. So we're back to sounding the warning bell.

In another great example of how Washington works, construction is well under way for a new \$39 million terminal at the Dubuque airport — most of it using federal funds. So, come 2016, the airport will have a nice new terminal, but, because of budget decisions, no air traffic controllers?

That just doesn't make sense.

Airport officials have said that closing the traffic control tower would not affect daily commercial flight operations but would peel back one layer of safety and adversely impact the University of Dubuque's flight-training program.

Any time you're talking about making aviation less safe, those decisions need further scrutiny. If there's less money to go around, local officials should have the flexibility to make choices that will reduce spending without posing a safety threat.

The towers that could be slated for closure are "contract towers" — those operated by private contractors. This is a system with a strong record of safe and efficient operations. Contract towers handle about 28 percent of all air traffic control operations and account for just 14 percent of the FAA's total tower operations budget. That seems like a program it makes financial sense to preserve.

The University of Dubuque is the only school in lowa to offer bachelor's degree programs in flight operations and aviation management. Why would we want to make air traffic control any less safe at an airport that is training student pilots?

Closing Dubuque Regional Airport's control tower didn't make any sense last April, and it sure doesn't make sense now. Congress responded twice last year to address this concern. We need lawmakers to advocate again to guarantee funding for contract towers this fiscal year so that, come

Sept. 30, we don't see a decline in safety at dozens or even hundreds of airports - including Dubuque's.

#### THE DESTIN LOG

April 11, 2014 By Matt Algarin

If all goes according to plan, the proposed air traffic control tower at Destin Airport will be complete by the fall of 2015.

"It's been a long road, close to a decade we've been working on this," said Tracy Stage, deputy director of Okaloosa County airports. "We're here, the funding is in place and we are moving forward."

The proposed five-story tower would be approximately 70 feet in height and would be located on the side of the runway, closest to the nearby woods. The proposed tower was accepted into the Federal Aviation Administration's contract tower program in 2012.

Both city leaders and county officials have clamored for an air traffic control tower in Destin due to the heavy aerial traffic that fills the city's skies, whether its tourism helicopters, military aircraft, private planes, or parasail operators. Currently all air traffic is managed by Eglin Air Force Base.

The tower will have both city of Destin and Okaloosa County logos on the sides, as well as a catwalk around the actual tower. Crews will use site cast concrete panels, load-bearing masonry and steel cab framing to construct the tower, which will have a break room, equipment room, a manager's office and a training and conference room.

"This tower is a very substantial structure," said Randy Musser of RS&H, the contractor on the project. "The tower actually goes up very quickly ... once the foundation goes in; actually in about a week's time."

Design work on the tower is expected to be completed by the end of  $\ensuremath{\mathsf{May}}$ .

## CONNECT MID-MISSOURI.COM HARTZLER REQUESTS CONTROL TOWER FUNDING

March 28, 2014 by Mark Slavit

Mid-Missouri Representative Vicky Hartzler wants Congress to continue funding the Columbia Regional Airport's air traffic control tower.

Hartzler toured the tower in March 2013 after FAA officials threatened to close the facility.

If the Columbia tower closes, pilots flying into and out of Columbia Regional Airport would have to communicate with air traffic controllers in Springfield and Kansas City.

During a visit in Columbia on Friday, Hartzler said she thinks the closure would cause safety problems.

Hartzler said, "It prevents that "eyes on the ground" capability that cannot be replaced with having people here in the tower that can move the airplanes around and see if there is an obstruction on the runway of some sort and make sure the people stay safe."

Hartzler wants this year's appropriation bill to include specific language that guarantees continued funding for Columbia's tower through the FAA's budget.

#### THE HAYS POST KANSAS FAA CONTRACT TOWERS INCLUDED IN PRESIDENT'S BUDGET

March 14, 2014

WASHINGTON, D.C. — U.S. Senator Jerry Moran (R-Kan.), a Senate Appropriations Committee Member, on Thursday questioned U.S. Department of Transportation Secretary Anthony Foxx about the future of the Federal Aviation Administration's (FAA) Control Tower Program.

Sec. Foxx expressed his interest in keeping rural communities connected to a 21st century economy, and confirmed the contract towers are included in the president's FY2015 budget.

The airport control towers at six small Kansas airports are on the list of 149 control towers that had been targeted for closure last year because of budget cuts:

- FOE Forbes Field Topeka KS
- · GCK Garden City Regional Garden City KS
- · HUT Hutchinson Municipal Hutchinson KS
- IXD New Century AirCenter Olathe KS
- MHK Manhattan Regional Manhattan KS
- · OJC Johnson County Executive Olathe KS

#### WSOC-TV CONCORD AIRPORT FIGHTS TO PROTECT FEDERAL FUNDING FOR TOWER

March 11, 2014 By Tenikka Smith

CONCORD, NC — The air traffic control tower at Concord Regional Airport handled more than 62,000 flights in 2013 and more than 8,000 so far this year.

A big part of the growth can be attributed to commercial flights, up 500 percent in the last two years.

Most of those flights are taken by NASCAR teams and travelers flying between Concord and Florida on Allegiant Air, which launched in December.

"These are all 50-plus or 150-plus passenger aircraft that are operating in and out almost on a daily basis," aviation director Rick Cloutier said.

Cloutier said he's discussed the possibility of Allegiant adding more flights. He's also looking into bringing on other low-cost carriers traveling to different destinations around the country.

Allegiant sent a statement saying it supports funding for contract towers, and we do plan to work with legislators to protect contract tower funding. If funding for the Concord tower is cut, Allegiant will do a safety evaluation and work with the FAA to make a determination about alternatives and service. It is not unprecedented for Allegiant to operate in uncontrolled airspace; however, a number of conditions must be met to do so safely.

It's growth that could be stunted if the airport loses its control tower since some carriers require a manned tower in order to land.

"It's a continuing problem that seems to come up every year and it's very frustrating because it impacts growth. It impacts economic development," Cloutier said.

The airport successfully rallied to spare the tower from sequester cuts last year.

President Barack Obama's 2015 budget proposes to eliminate the guaranteed funding for the FAA Contract Tower Program.

Private pilot David Upham said he feels for the airport and tower employees facing uncertainty again.

"When they do have to deal with the uncertainty of getting termination notices that are rescinded, that's just one more thing for them to have to worry about instead of worrying about safety in the air around Charlotte," Upham said.

Once again Cloutier is urging stakeholders to reach out to federal lawmakers and ask them to make sure the spending plan secures the \$149 million needed to keep the towers in operation.

Federal lawmakers have until the beginning of April to submit their funding requests to the appropriation committees.

#### NORTHWESTERN MEDIA WITTMAN AIRPORT CONTROL TOWER IN OSHKOSH GETS FAA FUNDS

March 11, 2014

OSHKOSH — The federal budget bill adopted last week includes money to keep Wittman Regional Airport's control tower staffed through Sept. 30.

The 2014 budget bill allocated \$140 million for contracted air traffic control services that will keep towers at Wittman and more than 250 other airports nationwide staffed through Sept. 30.

Wittman Regional Airport Director Peter Moll said he's pleased about the decision and noted the budget bill specifically requires the FAA to spend the money on contractual services. But Moll said he expects the issue could come up again when 2015 budget deliberations being this fall.

"Some people may say it's case closed, but in the back of our minds, we're always thinking ahead," Moll said. "We're excited there's funding included, but this could be coming back up again next year."

Winnebago County officials who operate and maintain the airport became concerned in May 2013 when the Federal Aviation Administration announced it would cut funding for all air traffic control staffing contracts nationwide.

If funding for the contract had been cut, Wittman would have shifted to a "common traffic frequency" that requires all pilots to communicate their actions — takeoffs, landings, maneuvers — to each other. It would mean

everyone from corporate jets to Civil Air Patrol members to student pilots would have to communicate and coordinate operations. The alternative would have been for Winnebago County to pick up the bill at a cost of about \$480,000 per year.

At Wittman, Midwest Air Traffic Control Services Inc., which staffs the tower, oversaw 54,896 takeoffs and landings in 2012, the last year for which detailed numbers are available. That equates to roughly 153 aircraft operations each day of the year, not including the week of AirVenture when FAA staff take over tower operations.

Winnebago County Aviation Committee Chairman Bob Warnke said the committee was ready to consider a plan to find funds to pay for the service if the FAA went through with the cuts.

"We can't shut it down. We've got too much invested out there," Warnke said. "If they would have taken the funding away, we would have found a way to step up."

County Executive Mark Harris adopted a wait-and-see approach, concerned that if the county appeared eager to step in to pick up the contract, the FAA would be more likely to permanently cut funding for air traffic control towers.

But the FAA never enacted the cuts after airport operators and the aviation community raised safety concerns.

"I would hope they'll keep it in there from now on, but you never know," Warnke said. "Our guess is that we'll be OK, but with Congress today, you don't know."

#### LANSING STAR (N.Y.)

Jan. 17, 2014 by Marcia E. Lynch

The federal omnibus appropriations bill for fiscal year 2014, filed last night by House and Senate appropriations committees, includes \$140 million in full, dedicated, and statutorily-protected funding for the Federal Aviation Administration (FAA) contract tower program.

That, says County Airport Manager Bob Nicholas, is great news for Ithaca Tompkins Regional Airport and the nation's more than 250 other airports with FAA contract towers.

"The Ithaca and Tompkins County community is absolutely delighted to

hear that the Contract Tower Program will be fully funded under the 2014 Omnibus Spending Bill," says Airport Manager Nicholas. "It has been a long uphill battle to get the FAA to understand the importance to the Ithaca Tompkins Regional Airport and to the local economy of having a functioning control tower.

"This addresses any uncertainty passengers had about the future of the control tower and makes it clear that the airport will continue to operate at full capacity for the long haul. We are particularly grateful for the assistance we received from Congressman Tom Reed, and Senators Chuck Schumer and Kirsten Gillibrand, in lobbying the FAA and House and Senate Appropriations Committees to get the funding included in this bill."

The appropriations bill will be considered by Congress this week.

#### NPG IDAHO FALLS AIRPORT LOOKS TO FUTURE

Jan. 16, 2014

IDAHO FALLS, ID—Idaho Falls Regional Airport is Idaho's second-busiest airport and now it may be poised to pick up some extra traffic.

After the FAA considered cutting funding for the federal contract tower program last year, the program will be included in this year's appropriations bill. Under the program, the FAA outsources air traffic control operations at more than 200 airports to private companies.

"The tower really provides an extra level of safety at the airport that the pilots, the airlines, the general public have become accustomed to," said Craig Davis, aviation director of the airport.

Add to that the news that Allegiant Air will resume summer flights from Idaho Falls to Los Angeles and Oakland, Calif.

"We're constantly asking them to provide the LAX and the Oakland flights year-round, but they still are having operational restrictions from LAX," said Davis.

Even so, local business leaders say summer flights are a step in the right direction.

"Anytime that we can improve routes, we can cut flight time, or cut connections, or have more direct flights, I think, is always a benefit," said Linda Martin, CEO of Grow Idaho Falls.

In the next decade, Martin says the airport may even need to physically expand.

"You also have some land which could be developed for additional hangars and services or distribution centers," Martin said.

Airport officials say they're currently in talks with Delta to get direct flights between Idaho Falls and Minneapolis.

The Allegiant flights to California run from June 5 through Aug. 11.

#### SUN-TIMES MEDIA WAUKEGAN AIRPORT RECEIVES FUNDS TO KEEP CONTROL TOWER OPEN

Jan. 15, 2014 By Dan Moran

Threatened with shutdown during last year's sequestration drama, the control tower at Waukegan Regional Airport is set to receive dedicated funding through the 2014 fiscal year under an appropriations bill advancing through Congress this week.

In a statement issued to Waukegan Regional officials announcing the developments on Tuesday, Jan. 14, Spencer Dickerson, executive director of the U.S. Contract Tower Association (USCTA), called the funding a "huge victory" for facilities that rely on local tower control.

"On behalf of the nation's 252 airports with FAA contract towers, we thank the leaders of the House and Senate appropriations committees for their recognition of the role contract towers play in enhancing the safety and efficiency of the nation's aviation system," Dickerson said.

"By providing guaranteed funding to the program as part of the omnibus spending bill, congressional leaders have made clear their view on a bipartisan basis that FAA contract towers provide real value to the nation's air transportation system."

Last spring, Waukegan Regional was one of 149 airports nationwide targeted to lose tower staff due to automatic spending cuts affecting the Federal Aviation Administration. Emergency funding was drawn to avoid an April 1 shutdown, allowing Waukegan Regional to operate with local staff rather than relying on the FAA's Terminal Radar Approach Control in Elgin to handle its 46,000 annual flight operations.



"The bottom line," Dickerson said, "is that, absent this highly successful federal program, many local communities and smaller airports would not receive the significant safety benefits of air traffic control services."

The tower funding is included in a \$1.012 trillion omnibus spending bill that funds government through the end of September.

## YOUR4STATE.COM AIRPORT CONTROL TOWERS TO RECEIVE FEDERAL FUNDING

Jan. 15, 2014 By Shayna Halper

FREDERICK, MD—Air traffic controllers at both the Hagerstown Regional Airport and Frederick Municipal were on edge last spring when their jobs were on the chopping block, after the Federal Aviation Administration announced it would be cutting 149 control towers across the country.

"It really would decrease our traffic flow and decrease the viability of the airport. The biggest thing with having that tower is furthering Frederick and the economic development in the region," said Chris Lawler, Manager at Frederick Municipal Airport.

The Consolidated Appropriations Act of 2014 includes \$140 million to fund 149 federal contract air traffic control towers around the country.

Both airports in Hagerstown and Frederick are reassured the towers will receive the funding they need to continue operating, ending the uncertainty of the FAA's announcement from last year.

"Funding the control towers also allows us to fully reap the investments in both airports that we've made over the years. When you examine the region, it is clear that the Frederick and Hagerstown airports are assets that have the potential to provide larger benefits in the future," said Congressman John Delaney, of Maryland's 6th Congressional District.

The Frederick Tower took nearly ten years to build and has been open for less than two years. Delaney says the Hagerstown and Frederick airports support more than 2,500 jobs and \$200 million in business revenue.

Frederick Airport Manager Chris Lawler says a lot of corporate traffic won't come into an airport if it doesn't have a control tower in operation. Lawler says if the airport didn't have the funding to operate; it could ultimately end up hurting the local economy.

Lawler says it's also a safety issue.

"There's a lot of different traffic, there's training flights, corporate jets coming in and out of here and the tower provides that tower separation necessary to run a safe airport."

Congressman John Delaney says the bill is likely to be considered by the House of Representatives this week, and all parties are confident the bill will pass.

#### PRESS RELEASE

## MIKULSKI ANNOUNCES CONSOLIDATED APPROPRIATIONS ACT WOULD FULLY FUND FAA CONTROL TOWERS

Jan. 14, 2014

WASHINGTON—U.S. Senator Barbara A. Mikulski (D-Md.), Chairwoman of the Senate Appropriations Committee, today announced that the Consolidated Appropriations Act of 2014 includes \$140 million to fund 149 federal contract air traffic control towers across the nation, including five in Maryland.

The legislation is currently under consideration in the House of Representatives. The Senate is expected to take it up later this week.

"This bill is good news for federal contract air traffic control towers and the communities and jobs that rely on them," Senator Mikulski said. "In recent years, these contract towers and their communities have faced shutdown, furloughs and uncertainty. They're in communities like Easton. And the Frederick Municipal Airport that the President uses periodically for coming to Camp David. And also Hagerstown, Martin State, and one serving Salisbury and Ocean City. I will keep fighting to ensure the continued operation of our regional airports, making our nation safer and our economy stronger."

When it becomes law, the bill would provide funds to keep open all federal air traffic control towers, including the following five in Maryland:

- Easton/Newnam Field
- Frederick Municipal Airport
- Hagerstown Regional Airport
- Martin State Airport
- Salisbury-Ocean City Wicomico Regional Airport

Last year, the U.S. Department of Transportation announced plans to close 149 federal air traffic control towers across the nation due to sequester. In April of last year, Congress passed legislation giving the Federal Aviation Administration (FAA) flexibility to shift funding to prevent

furloughs of air traffic controllers and keep the air traffic control contract towers open. The Consolidated Appropriations Act of 2014 includes bill language that protects the program against any future cuts giving these Maryland airport and communities certainty. Under a year-long continuing resolution, the contract tower program would not be protected.

Throughout the last year, Senator Mikulski and Maryland's Congressional delegation have fought for Maryland's regional airports, which play a key role in maintaining Maryland's robust economy.

#### **NEWS-ADVANCE**

#### BILL INCLUDES FULL FUNDING FOR LYNCHBURG AIRPORT TOWER

Jan. 14, 2014 By Alicia Petska

Full funding for airport control towers in Lynchburg and elsewhere is included in the appropriations bill Congress will consider this week, according to a national industry association.

The Lynchburg Regional Airport, one of the busiest in the state, was in danger of losing its tower last year due to sequestration cuts.

The move by the Federal Aviation Administration, which proposed closing 149 towers nationwide, caused a flurry of protests about safety and other concerns.

In response, federal funding was shuffled around to keep the control towers going in the short term. On Tuesday, the U.S. Contract Tower Association said full dedicated funding for the rest of the fiscal year was included in the budget bill crafted by the U.S. Senate and House appropriations committees.

"Major breaking news," Lynchburg airport director Mark Courtney said.

Courtney, who happened to be giving an airport tour to City Council on Tuesday, updated city leaders on the development.

"It is great news for us," Courtney said, adding based on the strong response from legislators the funding appears likely to pass.

"We know, at least for this fiscal year, that our funding will be protected," he said.

The announcement comes at an auspicious time for Lynchburg as the airport has been making plans to build a new control tower in 2015.

The tower, projected to cost about \$2.2 million, will replace the circa-

1960s building Courtney said has asbestos, maintenance problems and other issues. The current tower would be demolished once the new facility opens. The entire project will be paid for with federal money and other airport revenues, not local tax dollars.

The site picked for the new tower is undergoing environmental testing now.

Lynchburg's airport clocked well over 110,000 takeoffs/landings in 2013, according to data presented to council. Courtney said it was the third busiest airport in Virginia, and ranked in the top 25 percent nationwide.

The tower employs six air traffic controllers.

The bill being considered by Congress would only guarantee control tower funding through the end of this federal fiscal year, which is Sept. 30. Funding is meted out on a year-to-year basis.

Courtney said he was encouraged, though, and felt the future was looking up. The support the control towers have received and Lynchburg's strong traffic numbers suggest it's out of the danger zone, he said.

## PANTAGRAPH.COM DOZENS OF TRADE-OFFS IN \$1.1 TRILLION BUDGET BILL

Jan. 14, 2014
By Kurt Erickson

SPRINGFIELD — The bipartisan \$1.1 trillion federal spending bill moving through Congress this week includes full funding for airport control towers threatened with closure last year.

The pact approved by the U.S. Senate and House appropriations committees secures money for operations at the Central Illinois Regional Airport in Bloomington and the Decatur Airport.

U.S. Rep. Rodney Davis, a Republican from Taylorville, hailed the agreement, which affects a total of five airports in Illinois.

"This ensures the FAA has the funds to keep the contract towers open," Davis said Tuesday.

In March, the Federal Aviation Administration proposed closing 149 towers as part of its response to congressionally mandated sequestration measures.

At the Central Illinois Regional Airport, for example, officials said they would have had to close the tower, lay off six people and rely on air traffic control services from other airports if the cuts went through.

To prevent that, local airport officials last spring filed a challenge in court, set aside \$300,000 in local revenue to cover a federal funding shortfall and talked about long-term funding alternatives, possibly from a tax increase.

Within months, however, Congress approved legislation to redistribute funding and avoid air-traffic controller furloughs.

Airport officials were pleased with the new spending bill, which is expected to be voted on in the House and Senate later this week.

"We're very hopeful they can get that deal done," said Carl Olson, executive director of the Bloomington airport.

The airport's traffic control tower costs \$500,000 annually.

Officials said last year the airport supports more than 1,200 direct and indirect jobs with a total payroll of \$45.7 million.

#### WINSTON-SALEM JOURNAL BILL GIVES FUNDING TO TOWERS AT SMITH REYNOLDS AIRPORT

Jan. 14, 2014 By Fran Daniel

U.S. Contract Tower Association officials gave Smith Reynolds Airport officials some good news Tuesday, saying that the fiscal year 2014 omnibus appropriations bill passed Monday night by the House and Senate appropriations committees protects contract tower funding.

The bill must now be passed by the House and Senate and signed by President Barack Obama.

The tower at Smith Reynolds Airport was one of 149 contract airport towers scheduled for closing throughout the country June 15, 2013, because of the federal sequestration. Then the U.S. Department of Transportation said in May 2013 that the towers would remain open for the remainder of fiscal 2013, which ended Sept. 30. But the towers continued to operate even during the 2013 government shutdown.

Among other things, the omnibus spending measure provides full funding at \$3.35 billion for the Airport Improvement Program, ensures dedicated funding for the Contract Tower Program, and increases funding for Customs and Border Patrol staffing with an emphasis on limiting wait times at U.S. gateway airports.

#### **WSET-TV**

#### LYNCHBURG AIRPORT TOWER COULD GET FUNDING

Jan. 14, 2014

LYNCHBURG, VA — There's a chance Lynchburg's airport control tower could be fully funded.

The U.S. Senate and House appropriations committee included full funding for the program as part of a bill that will be considered by Congress this week, according to the U.S. Contract Tower Association.

They thank the committees for helping the 252 airports with FAA contract towers, including Lynchburg.

Those were on the chopping block because of sequestration.

# HAGERSTOWN HERALD-MAIL FEDERAL SPENDING BILL INCLUDES \$140M TO KEEP AIR TRAFFIC CONTROL TOWERS OPEN

Jan. 14, 2014

A federal appropriations bill announced Tuesday includes \$140 million to ensure all 149 federally-contracted air-traffic control towers threatened by last year's sequester budget cuts will remain open, including the tower at Hagerstown Regional Airport.

"It's great news," Hagerstown Airport Director Phil Ridenour said Wednesday. "It means that all five (contract) towers in the state of Maryland will stay open as long as this bill passes through and gets signed by the president."

The Consolidated Appropriations Act of 2014 was introduced by U.S. Sen. Barbara A. Mikulski, D-Md., who is chairwoman of the Senate Appropriations Committee, and U.S. Rep. Hal Rogers, R-Ky., her House counterpart.

On Wednesday, the House, by a wide margin, passed the overall \$1.1 trillion spending bill that contains the appropriations for the towers, with the Senate expected to approve the legislation by the end of the week, according to The Associated Press.

"This bill is good news for federal contract air traffic control towers and the communities and jobs that rely on them," Mikulski said in a statement. "In recent years, these contract towers and their communities have faced shutdown, furloughs and uncertainty."

Four other Maryland regional airports are protected under the bill, including Frederick Municipal Airport.

"It's great news for us, in particular, because we rely on our tower for safety of operations, a lot of businesses rely on our tower ... and we really appreciate Sen. Mikulski and the congressional delegation that pushed to make this happen," Ridenour said.

Ridenour reported the news to the Washington County Board of Commissioners on Tuesday, after receiving correspondence from officials with the American Association of Airport Executives.

The contract tower funding is part of a larger, fully-funded \$3.35 billion Airport Improvement Program in the larger bill now awaiting approval from the Senate. The overall spending plan would ensure the government stays open through fiscal 2014, which ends Sept. 30.

In a statement, AAAE President and Chief Executive Officer Todd Hauptli said the federal legislation adds "much-needed stability" to the nation's aviation system.

"We appreciate the excellent work of the House and Senate Appropriations Committees led by Chairs Hal Rogers and Barbara Mikulski to produce a work product that puts airports and the aviation system on a path forward rather than backwards," Hauptli said.

U.S. Rep. John Delaney, D-Md., also issued a statement Tuesday, applauding the appropriation committees for their work in reaching a bipartisan solution.

"Full support for our local airports is good news for Western Maryland," Delaney said. "I'd like to thank Sen. Mikulski, for her work as appropriations chair, in making this happen. The Frederick and Hagerstown airports are key components of our local economy, supporting more than 2,500 jobs and \$200 million in business revenue."

Last year, the U.S. Department of Transportation had planned to close the 149 of the total 252 contract towers across the country due to the federal sequester.

But Congress passed legislation in April 2013 giving the Federal Aviation Administration the flexibility to shift funding to prevent furloughs of contract air-traffic controllers.

#### TULSA WORLD

AP

Jan. 9, 2014

OKLAHOMA CITY — U.S. Sen. Jim Inhofe is pushing his Senate colleagues for full funding of a Federal Aviation Administration program that funds 149 contract towers at airports across the country.

Inhofe announced in a press release Thursday that he and West Virginia Democratic Sen. Joe Manchin sent a letter to leaders of the Senate Appropriations Committee and a subcommittee on transportation funding, urging them to fully fund the Contract Tower Program.

Inhofe touted the cost effectiveness of the contract towers, which were targeted for funding elimination as a result of the mandatory sequestration cuts last year.

A longtime pilot, Inhofe said the cuts would hinder the "safety and integrity of general aviation operations."

#### THE NEWS HERALD

Jan. 2, 2014

By Valerie Garman

WEST BAY—Northwest Florida Beaches International Airport (ECP) officials will be keeping an eye on Washington in the next few weeks as funding for the airport's control tower remains in congressional limbo.

As it stands now, however, continued funding is looking good for the Federal Aviation Administration's contract tower program, in which the airport participates.

"Right now, it looks like things are moving forward," said ECP Director Parker McClellan, noting language in both the Senate and House budget bills in support of the program, which costs about \$150 million annually. "But there's still that level of uncertainty until all the votes are in."

When Congress reconvenes next week, the House and Senate will be working to hammer out a budget agreement before Jan. 15, which marks the expiration of the current continuing budget resolution.

The airport would be at risk of losing about \$600,000 for tower operations annually if the program is cut from the U.S. Department of Transportation budget.

More than 250 airports in 46 states participate in the FAA's contract tower program, which is designed to promote aviation safety at smaller airports such as ECP. In Florida, 26 airports participate in the program, and ECP has the only active contract tower in the Panhandle.

As a member of the U.S. Contract Tower Association policy board, McClellan has been working to encourage federal lawmakers to support the program.

"We have continued discussions with Congressman (Steve) Southerland's office, Sen. (Bill) Nelson's office, and Sen. (Marco) Rubio's office," McClellan said. "They're all very well aware of the importance of the contract tower program, especially to this airport."

If the line item remains in the budget, the program would be funded for another year, but funding in the future is still uncertain.

"We are good for the next year or so," said McClellan, who noted different funding opportunities may need to be explored beyond next year. "The Contract Tower Association is working with the FAA on the future of the whole contract tower program and the direction it needs to go."

While ECP owns the tower and all of its equipment, the FAA is responsible for overseeing operations.

"There's a continued effort with the Contract Tower Association and the FAA to fully fund this effort," McClellan said. "We think it's very important for this community that there is an air traffic control tower."

### LETTERS TO THE EDITOR

#### **VENTURA COUNTY STAR**

April 30, 2014

As you know, Congress has approved and the president has signed legislation to fund the federal government through Sept. 30. We wanted to give special thanks to Congresswoman Julia Brownley and her staff for their outstanding leadership in protecting aviation safety in our community.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide, including

ours, in an attempt to deal with budget cuts caused by sequestration.

We argued vigorously against the FAA's plans given the very serious effect that closing federal contract towers would have on aviation safety in our community and across the country.

Thanks to the leadership and support of Rep. Brownley and a bipartisan group of lawmakers who recognize the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract tower and others were spared from closure last year.

The budget bill approved by Congress will ensure that these critical air traffic facilities will remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

Thank you Congresswoman Brownley for your efforts to protect the Contract Tower Program. The aviation community in Ventura County is very grateful for your leadership.

Todd McNamee, A.A.E., Simi Valley
The writer is director of airports for the county of Ventura—Editor

#### THE SOUTHERN ILLINOISAN

Feb. 25, 2014

Now that Congress has approved and the President has signed legislation to fund the federal government through September 30, we wanted to give special thanks to our Congressional delegation in Washington, D.C. for their leadership in protecting aviation safety for our region.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide, including ours, in an attempt to deal with the budget cuts caused by sequestration. We argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our region and across the country.

Thanks to the leadership and support of our Senators and Congressmen, and a bipartisan group of lawmakers who recognize the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract towers were spared from closure last year. The recently enacted

budget bill approved by Congress will ensure that these critical air traffic facilities will remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

Thank you Senator Durbin and Senator Kirk, and Congressmen Enyart and Congressmen Shimkus for your efforts to protect the Contract Tower Program and aviation safety. The aviation community in southern Illinois and across the country is very grateful for your leadership.

Gary Shafer, Airport Manager, Southern Illinois Airport, Carbondale

Doug Kimmel, Airport Director, Williamson County Regional Airport, Marion

#### THE OLYMPIAN

Feb. 12, 2014

Port of Olympia thanks Sens. Patty Murray and Maria Cantwell and Rep. Denny Heck for their leadership in protecting aviation safety in our community. Recently, Congress approved and the president signed the omnibus spending bill that includes funding for the contract air traffic control towers.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 of the 252 contract air traffic control towers nationwide, including the contract tower at Olympia Regional Airport, as a result of sequestration. The closure would have had a serious impact on aviation safety in our community and across the country.

Thanks to our lawmakers' hard work, the port's contract tower and others were spared from closure last year and the recently enacted budget bill will ensure that these critical facilities remain open through this fiscal year.

Rudy Rudolph

#### **IDAHO MOUNTAIN EXPRESS**

Feb. 12, 2014

Now that Congress has approved and the president has signed legislation to fund the federal government through Sept. 30, we wanted to give special thanks to Sen. Mike Crapo, Sen. James Risch, Congressman Mike Simpson

and Congressman Raul Labrador for their outstanding leadership in protecting aviation safety in our community.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 contract air-traffic-control towers nationwide, including ours, in an attempt to deal with budget cuts caused by sequestration. We argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our community and across the country.

Thanks to the leadership and support of Sens. Crapo and Risch, Congressmen Simpson and Labrador, and a bipartisan group of lawmakers who recognize the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract tower and others were spared from closure last year. The recently enacted budget bill approved by Congress a few weeks ago will ensure that these critical air-traffic facilities will remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

Thank you, legislators, for your efforts to protect the Contract Tower Program and aviation safety. The aviation community in the Wood River Valley is very grateful for your leadership.

Ronald E. Fairfax, Chairman, Friedman Memorial Airport Authority

#### CAPE COD TIMES, MASS.

Feb. 10, 2014

The budget bill recently approved by Congress will ensure that the air traffic control tower at Barnstable Municipal Airport will remain open, at least through Sept. 30.

Readers may recall that the Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide to address budget cuts caused by sequestration.

In August 2013 on these pages I argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our community and across the country.

Now that Congress has approved and President Obama has signed legislation to fund the federal government, we thank U.S. Rep. Bill Keating

and Sens. Elizabeth Warren and Edward Markey for their outstanding leadership in protecting aviation safety in our community.

Thanks to their leadership and support—and a bipartisan group of U.S. lawmakers who recognize the vital safety benefits FAA contract towers provide the nation's air transportation system—our contract tower and others were spared from the threat of closure.

The contract tower program, with 252 participating airports across the country, continues to be a great example of wise and effective government initiatives in a challenging federal budget period.

Ronald D. Persuitte, Chairman, Barnstable Municipal Airport Commission

#### ALBANY, GA., HERALD

Feb. 10, 2014

Now that Congress has approved and the president has signed legislation to fund the federal government through Sept. 30, we would like to give special thanks to our congressional delegation. We thank Rep. Sanford Bishop, Sen. Saxby Chambliss and Sen. Johnny Isakson for their outstanding leadership in protecting aviation safety in our community.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide, including Albany's, in an attempt to deal with budget cuts caused by sequestration. We argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our community and across the country.

Thanks to the leadership and support of our congressional delegation and a bipartisan group of lawmakers who recognized the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract tower and others were spared from closure last year. The recently enacted budget bill approved by Congress a few weeks ago ensures that these critical air traffic facilities remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

The air traffic controllers in Albany also serve as an invaluable back-up to our automated weather observation equipment for Delta and UPS flights. Without a local weather observer, Albany would be unable to accept those commercial flights in case of weather observation equipment outages.

Again, thank you Rep. Bishop, Sen. Chambliss and Sen. Isakson for your efforts to protect the contract tower program and avialion safety. The aviation community in the city of Albany remains grateful for your leadership.

Mayor Dorothy Hubbard, Board Of Albany City Commissioners, Albany-Dougherty County Aviation Commission

#### FREDERICK, MD. NEWS-POST

Feb. 8, 2014

Kudos to the bipartisan congressional lawmakers, including Maryland Sen. Barbara Mikulski, who recently crafted a budget bill that was signed into law to fund critical air traffic control facilities, like the one here at Frederick Municipal Airport (FDK), through the end of the federal fiscal year in September. Our control tower is part of a contract operations program through the Federal Aviation Administration and is staffed by top-quality air traffic controllers.

FDK is now the second-busiest airport in Maryland, with over 110,000 aircraft operations in 2013. As a general aviation facility, more than 350 businesses use our airport regularly and 219 aircraft are based here. Frederick is working hard to make our airport the preferred executive airport in the Washington-Baltimore region. The tower, along with longer runway lengths, hangars and services, is part of that effort.

As many will recall, the Federal Aviation Administration announced plans last spring lo close 149 contract air traffic control towers nationwide, including ours, in an attempt to deal with budget cuts caused by sequestration. As you might guess, we were concerned that closing federal contract towers like ours would have a negative effect on aviation safety and economic activity.

The entire aviation community appreciates the work by Sen. Mikulski and her colleagues for efforts to protect the Contract Tower Program and aviation safety.

Arthur Dee, chairman, Frederick Municipal Airport Commission

Rick Johnson, Acting Manager, Frederick Municipal Airport



#### PALM BEACH, FLA., POST

Feb. 7, 2014

Now that Congress has approved and President Barack Obama has signed legislation to fund the federal government through Sept. 30, we wanted to give special thanks to Florida Sens. Marco Rubio and Bill Nelson and Congressman Ted Deutch and Congresswoman Lois Frankel for their outstanding leadership in protecting aviation safety in our community.

As many will recall, The Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide, including ours, in an attempt to deal with budget cuts caused by sequestration. We argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our community and across the country.

Thanks to the leadership and support of the senators and representatives, and a bipartisan group of lawmakers who recognize the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract tower and others were spared from closure last year. The recently enacted budget bill approved by Congress a few weeks ago will ensure that these critical air traffic facilities will remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

The aviation community in Boca Raton is very grateful for the leadership of Sens. Rubio and Nelson, Reps. Deutch and Frankel.

Clara Bennett, Boca Raton

#### NASHUA (N.H.) AIRPORT AUTHORITY

Jan. 31, 2014

Now that Congress has approved and President Barack Obama has signed legislation to fund the federal government through Sept. 30, we wanted to give special thanks to Senators Shaheen and Ayotte and Congresswoman Kuster for their outstanding leadership in protecting aviation safety in our community.

As many will recall, the Federal Aviation Administration announced plans last spring to close 149 contract air traffic control towers nationwide, including ours, in an attempt to deal with budget cuts caused by sequestration. We argued vigorously against the FAA's plans given the very serious impact that closing federal contract towers would have on aviation safety in our community and across the country.

Thanks to the leadership and support of the senators and representatives, and a bipartisan group of lawmakers who recognize the vital safety benefits that FAA contract towers provide the nation's air transportation system, our contract tower and others were spared from closure last year. The recently enacted budget bill approved by Congress a few weeks ago will ensure that these critical air traffic facilities will remain open through this fiscal year.

The FAA contract tower program, with 252 participating airports across the country, continues to be one of FAA's most cost-effective programs for taxpayers and is a shining example of "smart" government programs during this challenging federal budget period.

Stephen Bourque, C.M., Manager, Nashua Airport-Boire Field

## FAA CONTRACT TOWER LIST

252 TOWERS AS OF JAN. 1, 2015. 16 TOWERS MARKED WITH AN ASTERISK ARE IN THE COST-SHARING PROGRAM.

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Bethel	AK	Bridgeport	CT
Kenai Municipal	AK	Danbury	CT
King Salmon	AK	New London (Groton)	CT
Kodiak	AK	Brainard (Hartford)	CT
Brookley (Mobile)	Ala	Tweed-New Haven	CT
Dothan	AL	Waterbury/Oxford	CT
Tuscaloosa Regional	AL	Albert Whitted (St. Petersburg)	FL.
Fayetteville	AR	Boca Raton	FL
Northwest Arkansas Regional	AR	Cecil Field (Jacksonville)	$\mathbb{P}\mathbb{I}_{\mathbb{R}^2}$
*Rogers Municipal-Carter Field	AR	Charlotte County	PL:
*Springdale	AR	Gainesville	FL.
Texarkana Mun./Webb Field	AR	Hernando County	FL.
Chandler	AZ	Hollywood	FL
Flagstaff Pulliam	AZ	Craig (Jacksonville)	$FL_c$
Glendale	AZ	Key West	FL
Goodyear (Phoenix)	AZ	Kissimmee	FL
Laughlin/Bullhead City	AZ	Lakeland Municipal	FL
Phoenix-Mesa Gateway	AZ	Leesburg International	FL
Ryan (Tucson)	AZ	Melbourne	FL
Castle	CA	Naples	$EL_c$
Chico	CA	New Smyrna Beach Mun.	FL
Fullerton	CA	Ocala	I <sup>2</sup> I.,
Hawthorne	CA	Opa Locka (Miami)	PL
Mather (Sacramento)	CA	Ormond Beach Mun.	FL
Modesto	CA	Page Field	$FL_c$
Oxnard	CA	Palm Coast/Flagler County	FL
Palmdale	CA	Panama City/Bay Co.	FL
Ramona Airport	CA	Pompano Beach	FL
Redding Municipal	CA	St. Augustine	$\Gamma^2 L_c$
Riverside	CA	Stuart/Whitham	FL
Sacramento Executive	CA	Titusville/Cocoa	FL
Salinas Municipal	CA	Athens Municipal	GA
San Carlos	CA	Fulton County	GA
Brown Field (San Diego)	CA	Gwinnett County	GA
San Luis Obispo	CA	Macon	GA
Santa Maria	CA	McCollum	GA
Victorville	CA	SW Georgia/Albany-Dougherty	GA
Whiteman (Los Angeles)	CA	Agana	Guam
William J. Fox (Lancaster)	CA	Kalacloa	I-I I
Eagle County	CO	Kona/Keahole	F-1 1
Front Range	CO	Lihue	HI
Grand Junction	CO	Molokai	HI

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Dubuque	1A	Washington Co. (Hagerstown)	MD
Friedman Memorial (Hailey)	ID	Battle Creek	MI
Idaho Falls	ID	Detroit City	MI
Lewiston-Nez Perce Co.	ID	*Jackson	MI
Pocatello Municipal	ID	Sawyer	MI
Bloomington/Normal	Hap	Anoka (Minneapolis)	MN
Decatur	11.	St. Cloud Regional	MN
So. Illinois/Carbondale	11.	Branson	MO
St. Louis Regional	II.	Columbia	MO
Waukegan Regional	Hs	*Jefferson City	MO
*Williamson County (Marion)	IL	Joplin Regional	MO
Columbus Municipal	IN	Rosecrans Mem'l (St. Joseph)	MO
Gary Regional	IN	Saipan International	MP
*Monroe County/Bloomington	IN	Golden Triangle Regional	MS
*Muncie/Delaware County	IN	Greenville Municipal	MS
Forbes Field (Topeka)	KS	Hawkins Field (Jackson)	MS
*Garden City	KS	Meridian/Key Field	MS
Hutchinson Mun.	KS	Olive Branch	MS
Johnson Co. Exec.	KS	Stennis International Airport	MS
Manhattan	KS	Tupelo Regional	MS
New Century Air Center (Olathe)	KS	Gallatin Field (Bozeman)	MT
Philip Billard Mun. (Topeka)	KS	Kalispell	MT
Salina Municipal	KS	Missoula	МΤ
Barkley Regional (Paducāh)	KY	Concord	NC
Owensboro/Daviess Co.	KY	Hickory Regional	NC
Acadiana Regional	LA	Kinston	NC
Alexandria	LA	New Bern	NC
Chennault	LA	Smith Reynolds (WinSalem)	NC
Houma	LA	Minot	ND
Shreveport Downtown	LA	*Central Neb. (Grand Island)	NE
Barnes Municipal	MA	Boire Field (Nashua)	NH
Beverly	MA	Lebanon Municipal	NH
Hyannis	MA	Trenton	NJ
Lawrence	MA	Double Eagle II	NM
Martha's Vineyard	MA	Farmington Municipal	NM
New Bedford	MA	*Lea County/Hobbs	NM
Norwood	MA	Santa Fe Co. Mun.	NM
Worcester	MA	Henderson (Las Vegas)	NV
Easton	MD	Francis F. Gabreski	NY
Frederick Municipal	MD	Tompkins County	NY
Martin State (Baltimore)	MD	Niagara Falls	NY
Salisbury-Wicomico	MD	Rome-Griffiss	NY

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Stewart	NY	Laredo International	TX
Bolton Field (Columbus)	OH	Lone Star Executive (Conroc)	TX
Burke Lakefront (Cleveland)	OH	McAllen	TX
Cuyahoga County (Cleveland)	OH	McKinney Municipal	°TX
Lunken Mun. (Cincinnati)	OH	Mesquite	*TX
Ohio State University	OH	New Braunfels Municipal	TX
*Ardmore Municipal	OK	Redbird	TX
Enid Woodring Mun.	OK	Rio Grande Valley (Harlingen)	TX
Lawton-Ft. Sill Regional	OK	San Angelo	TX
Univ. of Oklahoma/Westheimer	OK	San Marco	TX
Stillwater	OK	Stinson Municipal (San Antonio)	TX
Wiley Post	OK	Sugar Land	TX
Klamath Falls	OR	Tyler	TX
McNary Field (Salem)	OR	Victoria	TX
Medford	OR	Waco TSTC	TX
North Bend	OR	Ogden-l-linckley	UT.
Pendleton	OR	Provo Municipal	UT
Redmond	OR	Charlottesville-Albemarle	VA
Troutdale (Portland)	OR	Lynchburg	VA
Capital City (Harrisburg)	PA	Henry E. Rohlsen (St. Croix)	Virgin Islands
Lancaster	PA	Bellingham Int'l	WA
Latrobe	PA	Felts Field (Spokane)	WA
University Park	PA	Olympia	WA
*Williamsport/Lycoming Co.	PA	Renton	WA
Isla Grande	Puerto Rico	Tacoma Narrows	WA
Rafael Hernandez Airport	Puerto Rico	*Walla Walla Regional	WA
Greenville Donaldson Center	SC	Yakima	WA
Grand Strand/Myrtle Beach	SC	Appleton	WI
Greenville Downtown	SC	Central Wisconsin	WI
Hilton Head Airport	SC	Chippewa Valley	WI
Rapid City Regional	SD	Kenosha Municipal	WI
Millington	TN	Lacrosse	WI
Smyrna	TN	Rock County (Janesville)	WI
McKeller-Sipes (Jackson)	TN	Timmerman (Milwaukee)	WI
Arlington Municipal	TX	Waukesha County Airport	WI
Brownsville Int'l	TX	Wittman Regional (Oshkosh)	WI
Denton Municipal	TX	Greenbrier Valley	WV
Easterwood	TX	Morgantown	WV
*Fort Worth-Spinks	TX	Parkersburg	WV
Galveston	TX	Wheeling Ohio Co.	WV
Georgetown	TX	Cheyenne	WY
*Grand Prairie	TX	Jackson Hole	WY

#### **FAA Contract Tower Points of Contact**

#### CENTRAL SERVICE AREA

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#### **EASTERN SERVICE AREA**

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#### **WESTERN SERVICE AREA**

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Program Operations Manager Kim Curry (202) 267-0891, kim.curry@faa.gov

## U.S. CONTRACT TOWER ASSOCIATION

# ANNUAL REPORT 2015

