

**Statement of**  
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**Before the**  
**Subcommittee on Aviation Operations, Safety, and Security**  
**Committee on Commerce, Science, and Transportation**  
**United States Senate**  
**April 6, 2017**

Chairman Blunt, Ranking Member Cantwell, and members of the Senate Commerce Subcommittee on Aviation Operations, Safety, and Security, thank you for inviting me to participate in today's hearing on rural air service. It is an honor for me to be here today.

My name is Spencer Dickerson. I am the Senior Executive Vice President-Global Operations for the American Association of Airport Executives (AAAE) and the Executive Director of the U.S. Contract Tower Association. AAAE is the world's largest professional organization representing the men and women who manage commercial service, reliever, and general aviation airports.

The Contract Tower Association represents 253 airports that participate in the Federal Aviation Administration (FAA) Contract Tower Program. This cost-effective program allows commercial service airports in smaller communities and general aviation airports to have air traffic control services. AAAE created the Contract Tower Association in 1996 to promote the program and to enhance aviation safety at smaller airports around the country.

Mr. Chairman, before discussing the Contract Tower Program in greater detail, I would like to thank you and your colleagues for your leadership on small community air service issues. The Senate Commerce Committee has a long tradition of standing up for small communities and supporting those programs that enhance aviation safety and ensure that people who live in rural parts of the country are connected to our national aviation system.

One example stands out for our members who participate in the Contract Tower Program: Four years ago during the sequestration battle, members of this subcommittee played a critical role to beat back efforts to close 149 contract towers. We deeply appreciated your leadership then and all the steps that you have taken since then to ensure the long-term viability of the Contract Tower Program.

I would also like to thank all you for the enormous amount of work that you and staffs did on the FAA reauthorization bill and the temporary extension last year. The bipartisan FAA bill that this subcommittee and the Senate overwhelmingly approved last year included a number of welcome provisions to help small communities. Our members appreciate that they have lawmakers who are looking out for them and the small communities they serve.

We undoubtedly will need your leadership on rural air service issues again this year. As all you know, the Administration is proposing to reduce transportation spending by 13 percent in Fiscal Year 2018 and eliminate the Essential Air Service (EAS) program. If enacted into law, this proposal would likely end commercial air service at many airports around the country.

We look forward to working with you to determine how the Administration's complete budget request could impact rural air service and airport-related programs. We also hope to work with you on two broader airport initiatives that would help large and small airports – eliminating the federal cap on local Passenger Facility Charges (PFCs) and increasing funding for the federal Airport Improvement Program (AIP).

Today, I would like to focus on how the FAA's Contract Tower Program improves aviation safety at participating airports and benefits small communities in rural America and less populated areas of the country. I would also like to touch on the EAS and Small Community Air Service Development Programs and describe some of our recommendations for the next FAA reauthorization bill.

### **Help Preserve Safe Operations at Airports By Preserving the Contract Tower Program**

Mr. Chairman, on behalf of the airports with FAA contract towers at their facilities, I would like to thank members of this subcommittee for your strong support for the Contract Tower Program. This successful public-private sector partnership allows airports to have cost-effective air traffic control services that enhance aviation safety and improve air traffic efficiency.

Currently, 253 airports in 46 states participate in the program, including 237 that participate in the fully funded program. Another 16 airports participate in the cost-share program, which requires local airports to pay for a portion of their contract controller costs. Every Commerce Committee member has at least one contract tower in his or her state. A total of 126 contract towers are located in your states, including 23 in Texas and 25 in Florida.

As you know, the Contract Tower Program continues to enjoy strong bipartisan and bicameral support for the way it enhances aviation safety and provides significant cost savings to the FAA and U.S. taxpayers. The significant benefits of this highly-regarded government-industry partnership have been validated repeatedly by audits of the Department of Transportation (DOT) Office of Inspector General.

To illustrate the cost-effectiveness of the program to taxpayers, contract towers handle approximately 28 percent of all U.S. tower operations, but they account for just 14 percent of FAA's overall budget allotted to air traffic control tower operations. Additionally, the Contract Tower Program provides FAA and taxpayers annual savings of approximately \$200 million.

The 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. All contract controllers are certified by the FAA, and they meet the identical training and operating standards as FAA controllers.

It is important to note that contract tower airports provide significant funds to operate and maintain their towers, including maintenance, utilities, janitorial and other expenses. Additionally, many participating airports have provided substantial local and state funds to construct their towers over the past 10 to 15 years.

Contract towers operate together with FAA-staffed facilities throughout the country as part of an integrated national air traffic control system. The Contract Tower Association works closely with our friends and colleagues at the National Air Traffic Controllers Association to find ways that contract towers and FAA-staffed towers can work together effectively and efficiently for the traveling public.

The contract tower program enjoys strong support from a wide array of aviation groups, including the Aircraft Owners and Pilots Association, Regional Airline Association, Airports Council International-North America, National Air Transportation Association, Cargo Airline Association, National Business Aviation Association, National Association of State Aviation Officials, and Air Traffic Control Association.

***Contract Towers at Commercial Service and Reliever Airports:*** Mr. Chairman, contract towers are widely known for providing air traffic services for small airports including those in rural America. Some who may not be familiar with the program may get the wrong impression that airports with contract towers are largely general aviation facilities. But there are a number of contract tower airports with a significant amount of commercial airline traffic.

Of the 253 airports that participate in the Contract Tower Program, almost 90 are small hub or non-hub commercial service airports. For instance, the Lihue Airport in Kauai and the Kona International Airport on the Big Island are two small hub airports that are served by contract towers. According to the FAA, each Hawaiian airport had almost 1.5 million enplanements in 2015.

The Northwest Arkansas Regional Airport is another small hub airport that participates in the Contract Tower Program. The Arkansas airport had 629,000 enplanements in 2015. Needless to say, contract towers play a key role at those airports and their ability to have safe and reliable commercial airline service, which directly impacts their local economies.

Contract towers also play an important role in reducing congestion at large commercial service airports. Many reliever airports scattered throughout the country participate in the Contract Tower Program. These airports relieve air traffic in major metropolitan areas including Atlanta, Los Angeles, Chicago, Dallas, San Francisco, Las Vegas, Phoenix, Miami, Seattle, and Minneapolis.

Without our system of reliever airports – including those with contract towers – large commercial service airports around the country likely would face increasing congestion and delays. At a time when passenger boardings and operations are rising, it’s critical that we continue to increase aviation capacity. We can do that, in part, by expediting the implementation of NextGen, increasing funding for airport infrastructure projects, and by maintaining a strong contract tower program.

***Contract Towers Serve Our Military:*** The United States military is a long-time partner with airports that participate in the Contract Tower Program. According to the FAA, 47 percent of all military operations at civilian airports in the United States occur at contract tower airports. That’s why any proposal to shutter or cut the Contract Tower Program could have a significant impact on our nation’s military and national security.

In a letter to Senate Commerce Committee leaders in late 2015, Senators James Inhofe, Joe Manchin, and John McCain described how many contract tower airports are located near military bases and “serve as significant readiness or training facilities” for active military, national guard, and reserve units. They pointed out that the collaboration between civilian contract towers and military units strengthens our national security.

“Without the Federal Contract Tower Program, the vast majority of these airports would be unable to continue operating a tower,” the three Senators wrote. “As a result, the military units actively using these airports would be forced to significantly curtail their activities or operate from more distant, busier airports that support substantial commercial aviation operations.”

Since the 1980s, the Army, Air Force, Navy, Marines, National Guard, and Reserves also have recognized that airports with contract towers provide cost-effective and reliable solutions for flight operations and pilot training. The following list includes some of the contract tower airports with extensive military and national security operations:

- ***Kenai, Alaska:*** U.S. Air Force and Air National Guard.
- ***Jacksonville Cecil Field, Florida:*** U.S. Coast Guard, Customs and Border Protection, Army National Guard.
- ***Kona, Hawaii:*** Air National Guard (154<sup>th</sup> Wing) Air Force (15<sup>th</sup> Wing), Coast Guard (District 14).
- ***Bloomington, Indiana:*** Naval Surface Warfare Center Crane Division.
- ***Topeka, Kansas:*** Air National Guard (190<sup>th</sup> Air Refueling Wing), Air Force Reserve (KC-135 Tanker Squadron).
- ***Columbus, Mississippi:*** Pilot training for Columbus Air Force Base.
- ***Branson, Missouri:*** Pilot training for Vance, Columbus and Randolph Air Force Bases.
- ***Lawton, Oklahoma:*** Aerial point of embarkation for Ft. Sill Air Force Base.
- ***Rapid City, South Dakota:*** Ellsworth Air Force Base and National Guard.
- ***Ogden, Utah:*** Flight training for Hill Air Force Base, Army National Guard.

In addition to providing a critical service for the United States military, the contract tower program supports our nation's veterans. Approximately 70 percent of all contract controllers are veterans. The fact that so many men and women who have served our country find a home in the Contract Tower Program is a key reason why many of us believe this the program is so successful.

***Cost-Benefit Eligibility Criteria:*** The FAA has been working to revise the cost-benefit eligibility criteria for the contract tower program in a manner that could close some contract towers and/or unfairly shift tower staffing costs to contract towers airports. The airport industry has tried extremely hard over the past few years to work collaboratively with FAA on these reforms without any tangible results.

To complicate matters, the FAA in 2014 placed a moratorium on new airport applicants and cost-share applicants for the program. This has prevented some airports currently without air traffic control services from being able to participate in the Contract Tower Program. The moratorium has also prevented some airports from possibly being able to move from the cost-share program to the fully-funded Contract Tower Program.

Our members strongly believe that the FAA should err on the side of safety, not abstract economic models when considering the future of the Contract Tower Program. This program is not just about dollars and cents – it is about what's in the best interest of advancing aviation safety throughout the nation. That's why we continue to seek your help to preserve this program.

The Contract Tower Association is continuing to propose a number of cost-benefit reforms that would provide stability for contract tower communities and promote aviation safety and economic growth. We continue to believe that a fair and balanced cost-benefit analysis for contract towers should take into account the broad array of significant benefits the program provides to individual communities and to the nation in terms of enhanced safety, cost savings, economic development, and job creation.

***Recommendations for the FAA Reauthorization Bill:*** We are grateful that the FAA reauthorization bill that this subcommittee and the Senate approved last year included a number of welcome provisions to help contract towers and their surrounding communities. I hope that we can continue to work together to build on that legislation as you resume consideration of the FAA bill this year.

Mr. Chairman, the following includes some of the specific recommendations that the Contract Tower Association is proposing again this year. You'll notice that our list hasn't changed in the past year. Many of our proposals still are aimed at ensuring that the FAA moves forward with a fair and balanced cost-benefit analysis to ensure that small airports can continue to participate in the successful and cost-effective program.

First, we believe that fully funded contract towers should not be subject to unnecessary annual cost-benefit analyses unless their traffic drops by more than 25 percent in single year or 60 percent over a three year period. Once the FAA accepts an airport into the Contract Tower Program, the airport should be allowed to continue to participate in the program unless it suffers a significant decrease in aircraft traffic. Additionally, we support the provision in the Senate-

passed FAA bill that proposed to exempt airports with more than 25,000 passenger enplanements from cost share payments.

We also urge you to prohibit the FAA from adding non-site specific or indirect costs to its cost-benefit analysis. The agency should be allowed to consider those costs that would disappear if the tower closed. But the FAA should not be permitted to consider indirect costs as a basis for closing a contract tower since those costs will remain in FAA's operations budget even if the tower is closed.

When the FAA performs a cost-benefit analysis it should give full consideration to the safety and economic benefits of having an air traffic control tower. We recommend that the agency do this by adding a 10 percentage point margin of error to its cost-benefit calculations to account for these hard to quantify benefits. The Senate-passed FAA bill would have added five percentage points.

The FAA should have procedures in place to ensure that airports have an adequate opportunity to respond to an unfavorable cost-benefit analysis before they lose their air traffic controllers. The Contract Tower Program is a successful public private partnership. But in order for that partnership to continue to succeed, contract towers should be allowed to provide their side of the story when the FAA conducts its costs-benefit analysis.

We also urge you to remove the \$2 million cap on AIP eligibility for contract tower construction. Eliminating that unnecessary cap would make contract tower construction consistent with other AIP-funded projects. Although the FAA bill that the House Transportation and Infrastructure Committee approved last year proposed to eliminate the \$2 million cap, the Senate-passed version of the bill would have raised it to \$4 million.

Finally, we continue to urge Congress to end the moratorium on the FAA for considering applicable non-towered airports and non-federal towered airports for the contract tower program and run cost-benefit ratios on the cost-share contract towers.

***Air Traffic Control Reform:*** Mr. Chairman, we realize that Congress and the Administration will continue to debate a proposal that calls for a not-for-profit corporation to operate our air traffic control system. If Congress moves forward with this plan in the next FAA reauthorization bill, we urge you to include explicit protections for the Contract Tower Program. Whether Congress decides to have the FAA or a non-for-profit corporation in charge of our air traffic control system, we hope all of you will agree that the Contract Tower Program should remain intact.

Our members are concerned that an air traffic control corporation could unilaterally decide to close some or all contract towers. To avoid that possible scenario, we believe that Congress should require the corporation to receive approval from the local airport operator before being allowed to close its contract tower. Since the 253 FAA contract towers represent half of all towers in the country, handle almost 30 percent of all tower operations nationwide, and control 47 percent of military traffic at civilian airports, we firmly believe there contract towers should be protected.

In an increasingly global marketplace, we cannot afford to take a step backward. Our communities desire and deserve the benefits that FAA contract towers provide. We are encouraged by the successful and highly effective partnership that airports, contract controllers, air traffic control contractors, and the FAA have developed over the past three decades, and we urge this subcommittee and Congress to continue to support this vital program.

### **Support Other Small Community Air Service Programs**

***Fully Fund Essential Air Service Program:*** We would like to thank this subcommittee for its long-standing support for the EAS program. The FAA reauthorization bill that this committee and the Senate approved last year authorized \$155 million in discretionary funding for EAS in Fiscal Years 2016 and 2017.

Congress created the EAS program as part of the Airline Deregulation Act of 1978 to ensure that small communities could maintain a minimal level of scheduled air service. Since then, this program successfully has allowed people who live in rural and less populated areas to have access to our national aviation system.

According to DOT, 173 communities participate in the EAS program, including three in South Dakota, four in Missouri, and 61 in Alaska. However, President Trump's Fiscal Year 2018 Budget Request proposes to eliminate funding for this program – a move that would likely end commercial air service to EAS communities around the country.

As members of this subcommittee well know, commercial air service is not just a matter of convenience for leisure travelers. It is also critical to economic development efforts in communities around the country. Without the EAS program it would be difficult for many small communities to retain commercial air service and attract businesses that promote economic development and support jobs.

The EAS program is funded by a combination of annual appropriations and revenue from overflight fees. On behalf of EAS communities around the country, we urge you to continue to support this program and reject the Administration's proposal to eliminate commercial air service to communities around the country.

***Continue to Back the Small Community Air Service Development Program:*** AAAE has been a strong supporter of the Small Community Air Service Development Program. Since Congress created the program in 2000, it has helped numerous small communities suffering from insufficient air service or unreasonably high fares.

DOT officials have pointed out that small community grants fund a variety of projects, including financial incentives for airlines and marketing initiatives. At a time when small airports are trying to do everything they can to hold on to commercial air service and attract new service, the Small Community Air Service Development Program can provide small communities with a much-needed boost.

It is worth noting that small communities that participate in the program bring significant local funds to the table. When announcing new grant recipients last year, DOT noted that “nearly all

the communities pledged local cash and/or in-kind contributions from local, state, airport, or private sources to complement their requests for Federal assistance.”

The FAA reauthorization bill that the Senate approved last year included \$10 million for the Small Community Air Service Development Program in both FY16 and FY17. That amount is \$4 million more than the previous authorized level and \$5 million more than Congress appropriated for the program in FY16. I urge you to include at least that amount in the next FAA reauthorization bill.

Additionally, we would like to thank this committee for including a provision in the Senate-approved FAA bill to allow current small hub and smaller airports to be eligible to participate in the program – not just those that were classified as small airports in 1997. We encourage you to include that same provision in the next FAA bill.

***Address Small Community Challenges:*** Airport operators around the country also urge this subcommittee to work with them, airlines, and other aviation stakeholders to address the ongoing pilot shortage and other small community challenges while maintaining the highest level of aviation safety.

There may be a number of reasons why many small communities are struggling to retain and attract commercial air service, including industry consolidation and the changing fleet size. But small- and medium-sized communities are continuing to experience commercial air service reductions, in part, because carriers say that there are not enough qualified pilots to operate their flights.

The last FAA extension required DOT to establish a “Working Group on Improving Air Service to Small Communities. As part of its assignment, the panel is expected to examine “obstacles to attracting and maintaining air transportation services to and from small communities.” It is our understanding that the group has been working hard and meeting regularly. Airport operators look forward to its findings and recommendations.

We are hopeful that the small community panel can help Congress, the Administration, and other aviation stakeholders come up with reasonable proposals that enhance small community air service and ensure that we have enough pilots in the pipeline while maintaining the highest level of aviation safety.

### **Help General Aviation and Commercial Service Airports Repair Aging Facilities; Build Infrastructure Projects**

Mr. Chairman, this subcommittee also can help small commercial service and general aviation airports by providing them with the resources they need to repair aging facilities and build critical infrastructure projects. The following includes some key actions that this subcommittee can take to prepare airports for the challenges ahead.

***Increase AIP Funding:*** Increasing AIP funding, which this subcommittee proposed to do last year, would help fund critical safety, security, and capacity projects at all sizes of airport. AIP is



a particularly key source of revenue for general aviation and smaller commercial airports that have limited funding options.

The Senate-passed version of the FAA reauthorization bill proposed to increase AIP funding from \$3.35 billion to \$3.75 billion in FY17 – a welcome \$400 million increase. The bill that the House Transportation and Infrastructure Committee approved last year called for a slightly higher \$4 billion funding level by FY22.

The FAA's 2017 National Plan of Integrated Airport Systems indicates that airports will have \$32.5 billion in AIP-eligible projects between 2017 and 2021 – approximately \$6.5 billion per year. That's twice the \$3.2 billion designated for airport capital projects as part of the program's \$3.35 billion annual funding level.

Considering the enormous amount of capital needs, airports are encouraging Congress to increase AIP funding to at least \$4 billion annually – the same amount that the House Transportation and Infrastructure Committee approved last year.

***Eliminate the PFC Cap:*** Perhaps the single most important action that Congress can take to help build airport infrastructure projects is by eliminating the PFC cap. Congress hasn't adjusted the cap in 17 years. Eliminating the cap now would be the easiest way to provide more funding for capital projects at airports throughout the country.

PFCs are an important source of revenue for large and small airports alike. As members of this subcommittee know, small commercial service airports often rely on PFCs to pay their local match for federal AIP funds, to upgrade aging facilities, and to pay for other critical infrastructure projects.

Although general aviation airports don't collect PFCs, they benefit from those commercial services airports that do. Large and medium hub airports that collect PFCs have up to 75 percent of their AIP entitlements withheld. The FAA then distributes 87.5 percent of those funds to general aviation and small commercial service airports through the Small Airport Fund.

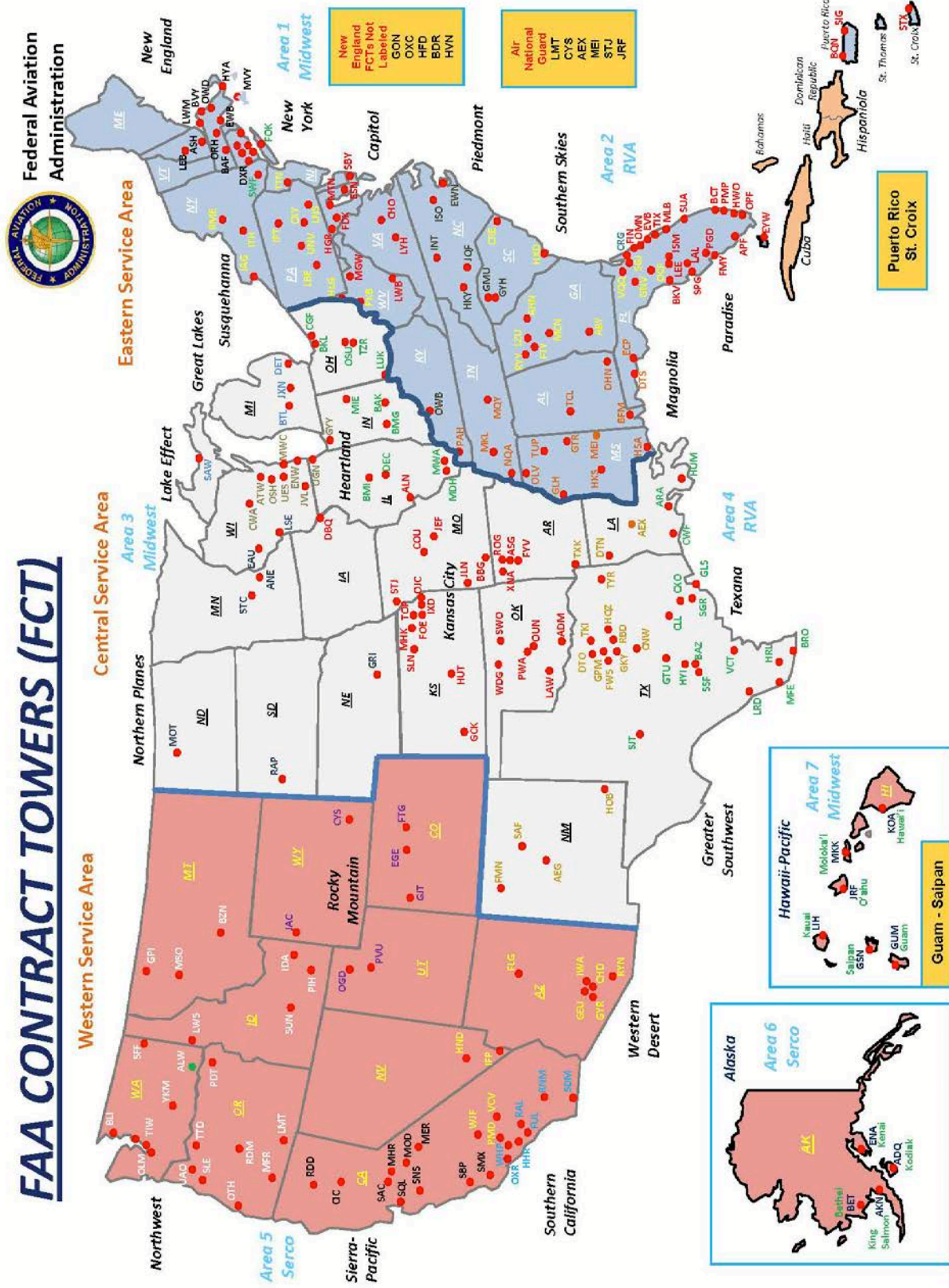
Small airports currently receive about \$500 million annually from the Small Airport Fund. But they could benefit even more if Congress adjusted the PFC cap and focused limited federal funds on smaller airports that need federal assistance the most. Airport executives are continuing to urge Congress to eliminate the PFC cap as part of the next FAA reauthorization bill.

## **Conclusion**

Chairman Blunt, Ranking Member Cantwell, and members of the Subcommittee on Aviation Operations, Safety, and Security, thank you again for inviting me to participate in this important hearing on rural air service and contract towers. We greatly appreciate your long-standing support of the nation's airports and look forward to working with you and your staff as we seek to enhance rural air service and general aviation operations nationwide.

***Attachments: map and list of FAA contract towers.***

# FAA CONTRACT TOWERS (FCT)



**FAA Contract Tower List** 253 TOWERS AS OF JANUARY 1, 2016. 16 TOWERS MARKED WITH AN ASTERISK ARE IN THE COST-SHARING PROGRAM.

<b>AIRPORT NAME</b>	<b>STATE</b>	<b>AIRPORT NAME</b>	<b>STATE</b>
Bethel	AK	Cecil Field (Jacksonville)	FL
Kenai Municipal	AK	Charlotte County	FL
King Salmon	AK	Gainesville	FL
Kodiak	AK	Hernando County	FL
Brookley (Mobile)	AL	Hollywood	FL
Dothan	AL	Craig (Jacksonville)	FL
Tuscaloosa Regional	AL	Key West	FL
Fayetteville	AR	Kissimmee	FL
Northwest Arkansas Regional	AR	Lakeland Municipal	FL
*Rogers Municipal-Carter Field	AR	Leesburg International	FL
*Springdale	AR	Melbourne	FL
Texarkana Mun./Webb Field	AR	Naples	FL
Chandler	AZ	New Smyrna Beach Mun.	FL
Flagstaff Pulliam	AZ	Ocala	FL
Glendale	AZ	Opa Locka (Miami)	FL
Goodyear (Phoenix)	AZ	Ormond Beach Mun.	FL
Laughlin/Bullhead City	AZ	Page Field	FL
Phoenix-Mesa Gateway	AZ	Palm Coast/Flagler County	FL
Ryan (Tucson)	AZ	Panama City/Bay Co.	FL
Castle	CA	Pompano Beach	FL
Chico	CA	St. Augustine	FL
Fullerton	CA	Stuart/Whitham	FL
Hawthorne	CA	Titusville/Cocoa	FL
Mather (Sacramento)	CA	Athens Municipal	GA
Modesto	CA	Fulton County	GA
Oxnard	CA	Gwinnett County	GA
Palmdale	CA	Macon	GA
Ramona Airport	CA	McCollum	GA
Redding Municipal	CA	SW Georgia/Albany-Dougherty	GA
Riverside	CA	Agana	Guam
Sacramento Executive	CA	Kalaeloa	HI
Salinas Municipal	CA	Kona/Keahole	HI
San Carlos	CA	Lihue	HI
Brown Field (San Diego)	CA	Molokai	HI
San Luis Obispo	CA	Dubuque	IA
Santa Maria	CA	Friedman Memorial (Hailey)	ID
Victorville	CA	Idaho Falls	ID
Whiteman (Los Angeles)	CA	Lewiston-Nez Perce Co.	ID
William J. Fox (Lancaster)	CA	Pocatello Municipal	ID
Eagle County	CO	Bloomington/Normal	IL
Front Range	CO	Decatur	IL
Grand Junction	CO	So. Illinois/Carbondale	IL
Bridgeport	CT	St. Louis Regional	IL
Danbury	CT	Waukegan Regional	IL
New London (Groton)	CT	*Williamson County (Marion)	IL
Brainard (Hartford)	CT	Columbus Municipal	IN
Tweed-New Haven	CT	Gary Regional	IN
Waterbury/Oxford	CT	*Monroe County/Bloomington	IN
Albert Whitted (St. Petersburg)	FL	*Muncie/Delaware County	IN
Boca Raton	FL	Forbes Field (Topeka)	KS
		*Garden City	KS

AIRPORT NAME	STATE	AIRPORT NAME	STATE
Hutchinson Mun.	KS	Minot	ND
Johnson Co. Exec.	KS	*Central Neb. (Grand Island)	NE
Manhattan	KS	Boire Field (Nashua)	NH
New Century Air Center (Olathe)	KS	Lebanon Municipal	NH
Philip Billard Mun. (Topeka)	KS	Trenton	NJ
Salina Municipal	KS	Double Eagle II	NM
Barkley Regional (Paducah)	KY	Farmington Municipal	NM
Owensboro/Daviess Co.	KY	*Lea County/Hobbs	NM
Acadiana Regional	LA	Santa Fe Co. Mun.	NM
Alexandria	LA	Henderson (Las Vegas)	NV
Chennault	LA	Francis F. Gabreski	NY
Houma	LA	Tompkins County	NY
Shreveport Downtown	LA	Niagara Falls	NY
Barnes Municipal	MA	Rome-Griffiss	NY
Beverly	MA	Stewart	NY
Hyannis	MA	Bolton Field (Columbus)	OH
Lawrence	MA	Burke Lakefront (Cleveland)	OH
Martha's Vineyard	MA	Cuyahoga County (Cleveland)	OH
New Bedford	MA	Lunken Mun. (Cincinnati)	OH
Norwood	MA	Ohio State University	OH
Worcester	MA	*Ardmore Municipal	OK
Easton	MD	Enid Woodring Mun.	OK
Frederick Municipal	MD	Lawton-Ft. Sill Regional	OK
Martin State (Baltimore)	MD	Univ. of Oklahoma/Westheimer	OK
Salisbury-Wicomico	MD	Stillwater	OK
Washington Co. (Hagerstown)	MD	Wiley Post	OK
Battle Creek	MI	Aurora State Airport	OR
Detroit City	MI	Klamath Falls	OR
*Jackson	MI	McNary Field (Salem)	OR
Sawyer	MI	Medford	OR
Anoka (Minneapolis)	MN	North Bend	OR
St. Cloud Regional	MN	Pendleton	OR
Branson	MO	Redmond	OR
Columbia	MO	Troutdale (Portland)	OR
*Jefferson City	MO	Capital City (Harrisburg)	PA
*Joplin Regional	MO	Lancaster	PA
Rosecrans Mem'l (St. Joseph)	MO	Latrobe	PA
Saipan International	MP	University Park	PA
Golden Triangle Regional	MS	*Williamsport/Lycoming Co.	PA
Greenville Municipal	MS	Isla Grande	Puerto Rico
Hawkins Field (Jackson)	MS	Rafael Hernandez Airport	Puerto Rico
Meridian/Key Field	MS	Greenville Donaldson Center	SC
Olive Branch	MS	Grand Strand/Myrtle Beach	SC
Stennis International Airport	MS	Greenville Downtown	SC
Tupelo Regional	MS	Hilton Head Airport	SC
Gallatin Field (Bozeman)	MT	Rapid City Regional	SD
Kalispell	MT	Millington	TN
Missoula	MT	Smyrna	TN
Concord	NC	McKeller-Sipes (Jackson)	TN
Hickory Regional	NC	Arlington Municipal	TX
Kinston	NC	Brownsville Int'l	TX
New Bern	NC	Denton Municipal	TX
Smith Reynolds (Win.-Salem)	NC	Easterwood	TX

AIRPORT NAME	STATE
*Fort Worth-Spinks	TX
Galveston	TX
Georgetown	TX
*Grand Prairie	TX
Laredo International	TX
Lone Star Executive (Conroe)	TX
McAllen	TX
McKinney Municipal	TX
Mesquite	TX
New Braunfels Municipal	TX
Redbird	TX
Rio Grande Valley (Harlingen)	TX
San Angelo	TX
San Marco	TX
Stinson Municipal (San Antonio)	TX
Sugar Land	TX
Tyler	TX
Victoria	TX
Waco TSTC	TX
Ogden-Hinckley	UT
Provo Municipal	UT
Charlottesville-Albemarle	VA
Lynchburg	VA

AIRPORT NAME	STATE
Henry E. Rohlsen (St. Croix)	Virgin Islands
Bellingham Int'l	WA
Felts Field (Spokane)	WA
Olympia	WA
Renton	WA
Tacoma Narrows	WA
*Walla Walla Regional	WA
Yakima	WA
Appleton	WI
Central Wisconsin	WI
Chippewa Valley	WI
Kenosha Municipal	WI
Lacrosse	WI
Rock County (Janesville)	WI
Timmerman (Milwaukee)	WI
Waukesha County Airport	WI
Wittman Regional (Oshkosh)	WI
Greenbrier Valley	WV
Morgantown	WV
Parkersburg	WV
Wheeling Ohio Co.	WV
Cheyenne	WY
Jackson Hole	WY