

Source: Public Communications

Agenda Item No: REP 36-13

To: City Council
From: City Manager and Staff

Jim
MM

Council Meeting Date: Mar 4, 2013

Re: Letter to Congress: Air Traffic Control Tower at Columbia Regional Airport (COU)

EXECUTIVE SUMMARY:

The attached draft letter urges Columbia's Congressional delegation to try to prevent closure of COU's air traffic control tower. The U.S. Department of Transportation has proposed this as just one strategy to deal with the impending budget sequestration set to take effect March 1, 2013.

DISCUSSION:

The COU tower would be one of more than 100 closures nationwide. Closures, furloughs and facility shut-downs would start in April. COU has a strong emphasis on flight safety, including capital improvements that address Federal Aviation Administration safety standards. Tower services are provided through a contract with Midwest Air Traffic Control. According to COU management, the company's service is "outstanding," cost-efficient and critical to keeping the airport safe and reliable. Please see the attached documents for more information: letter from Secretary LaHood; list of proposed air traffic control facility closures; policy talking points from the American Association of Airport Executives/U.S. Contract Tower Association; draft letter to Congress.

FISCAL IMPACT:

Unknown if this action will have any impact on COU's business operations.

VISION IMPACT:

<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

3 Vision Statement: High level, comprehensive, responsive services---from library, to police, emergency, substance abuse, and public works-- keep the city clean, safe, and beautiful, and citizens informed and knowledgeable; provide equitable treatment to all, incorporate input from citizens, and support the high quality of life of the community.

13 Vision Statement: Columbia and central Missouri, a growing urban community, will have a modern transportation system, which allows its citizens to move about freely within the region using whatever means are desired - automobile, bus, bicycle, walking - and to do so safely, within a reasonable time frame, and without encountering needless congestion.

SUGGESTED COUNCIL ACTIONS:

If Council desires, send a letter to U.S. Senators Blunt and McCaskill and to Congresswoman Hartzler.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$0.00	New Program/ Agency?		Federal or State mandated?	
Amount of funds already appropriated	\$0.00	Duplicates/Expands an existing program?		Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?		Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	
One Time	\$0.00	Requires add'l FTE Personnel?		Primary Vision, Strategy and/or Goal Item #	
Operating/ Ongoing	\$0.00	Requires add'l facilities?		Secondary Vision, Strategy and/or Goal Item #	
		Requires add'l capital equipment?		Fiscal year implementation Task #	



THE SECRETARY OF TRANSPORTATION
WASHINGTON DC 20590

February 22, 2013

Airlines for America
National Business Aviation Association
Aircraft Owners and Pilots Association
Department of Defense
Regional Airline Association
American Association of Airport Executives
Airports Council International - North America

Dear Aviation Colleagues:

To prepare for the possibility of a budget sequestration on March 1, 2013, the Federal Aviation Administration (FAA) is making plans to reduce its expenditures by approximately \$600 million for the remainder of FY 2013. We are committed to working with all of you to manage the impact that these automatic cuts will have on the aviation system and on air travelers. The purpose of this letter is to advise you of the operational changes we are considering to enable you to make your own plans to minimize the impact to the operations of your organizations and members.

Safety is our top priority, and in the course of implementing the operational changes described below, we may reduce the efficiency of the national airspace in order to maintain the highest safety standards.

Among the changes that we are considering that will have an impact on FY 2013 operations are:

1. Furlough the vast majority of the FAA's nearly 47,000 employees (including all management and non-management employees working within the Air Traffic Organization) for approximately one day per pay period until the end of the fiscal year in September, with a maximum of two days per pay period.
2. Eliminate midnight shifts in over 60 towers across the country.
3. Close over 100 air traffic control towers at airports with fewer than 150,000 flight operations or 10,000 commercial operations per year.
4. Reduce preventive maintenance and equipment provisioning and support for all NAS equipment.

All of these changes will be finalized as to scope and details through collaborative discussions with our users and our unions. We will commence furloughs and start facility shut-downs in April.

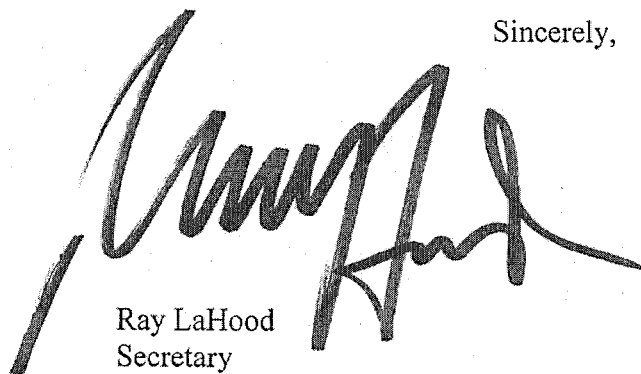
As a consequence of employee furloughs and prolonged equipment outages resulting from lower parts inventories and fewer technicians, travelers should expect delays. Flights to major cities like New York, Chicago and San Francisco could experience delays of up to 90 minutes during peak hours because we will have fewer controllers on staff.

We are aware that these service reductions will adversely affect commercial, corporate and general aviation operators. We also expect that as airlines estimate the potential impacts of these furloughs, they will change their schedules and cancel flights.

Beyond the impacts to air traffic, aviation safety employees will also experience furloughs that will affect airlines, aviation manufacturers and individual pilots who need FAA safety approvals and certifications. While the Agency will continue to address safety risks that could impact operations of the national airspace system, a slowed certification and approval process due to furloughs could negatively affect passengers and all segments of the aviation industry.

This letter is just the beginning of what will be an ongoing dialogue between FAA, our unions, and the airspace users to make the best decisions to try to reduce the negative impact to travelers. We will be scheduling a meeting next week to enable you to bring forward your additional questions, concerns, and suggestions.

Sincerely,



Ray LaHood
Secretary



Michael Huerta
Administrator, Federal Aviation
Administration

Air Traffic Control Facilities That Could be Closed

Facility	Name	City	State
BFM	Mobile Downtown	Mobile	AL
DHN	Dothan Regional	Dothan	AL
TCL	Tuscaloosa Regional	Tuscaloosa	AL
ASG	Springdale Municipal	Springdale	AR
FSM	Fort Smith Tower	Fort Smith	AR
FYV	Drake Field	Fayetteville	AR
ROG	Rogers Municipal-Carter Field	Rogers	AR
TXK	Texarkana Regional-Webb Field	Texarkana	AR
GEU	Glendale Municipal	Glendale	AZ
GYR	Phoenix Goodyear	Goodyear	AZ
IFP	Laughlin/Bullhead International	Bullhead City	AZ
RYN	Ryan Field	Tucson	AZ
APC	Napa Tower	Napa	CA
CCR	Concord Tower	Concord	CA
CMA	Camarillo Tower	Camarillo	CA
EMT	El Monte Tower	El Monte	CA
FUL	Fullerton Municipal	Fullerton	CA
HHR	Jack Northrop Field/Hawthorne Municipal	Hawthorne	CA
LVK	Livermore Tower	Livermore	CA
MER	Castle	Atwater	CA
OXR	Oxnard	Oxnard	CA
PMD	Palmdale Regional/USAF Plant 42	Palmdale	CA
POC	Brackett Tower	La Verne	CA
RAL	Riverside Municipal	Riverside	CA
RNM	Ramona	Ramona	CA
SAC	Sacramento Executive	Sacramento	CA
SCK	Stockton Tower	Stockton	CA
SDM	Brown Field Municipal	San Diego	CA
SMO	Santa Monica Tower	Santa Monica	CA
SNS	Salinas Municipal	Salinas	CA
SQL	San Carlos	San Carlos	CA
STS	Charles M. Schultz-Sonoma County	Santa Rosa	CA
VCV	Southern California Logistics	Victorville	CA
WHP	Whiteman	Los Angeles	CA
WJF	General William J. Fox Airfield	Lancaster	CA
BJC	Broomfield Tower	Westminster	CO

FTG	Front Range	Denver	CO
BDR	Igor I. Sikorsky Memorial	Bridgeport	CT
DXR	Danbury Municipal	Danbury	CT
GON	Groton-New London	Groton (New London)	CT
HFD	Hartford-Brainard	Hartford	CT
HVN	Tweed-New Haven	New Haven	CT
OXC	Waterbury-Oxford	Oxford	CT
ILG	Wilmington Tower	New Castle	DE
APF	Naples Municipal	Naples	FL
BCT	Boca Raton	Boca Raton	FL
CRG	Craig Municipal	Jacksonville	FL
EVB	New Smyrna Beach Municipal	New Smyrna Beach	FL
FMY	Page Field	Fort Myers	FL
FPR	St. Lucie County International	Fort Pierce	FL
HWO	North Perry	Hollywood	FL
ISM	Kissimmee Gateway	Orlando	FL
LAL	Lakeland Linder Regional	Lakeland	FL
LEE	Leesburg International	Leesburg	FL
OCF	Ocala International-Jim Taylor Field	Ocala	FL
OMN	Ormond Beach Municipal	Ormond Beach	FL
OPF	Opa-Locka Executive	Miami	FL
ORL	Orlando Executive	Orlando	FL
PGD	Punta Gorda	Punta Gorda	FL
SGJ	Northeast Florida Regional	St. Augustine	FL
SPG	Albert Whitted	St. Petersburg	FL
SUA	Witham Field	Stuart	FL
TIX	Space Coast Regional	Titusville	FL
VQQ	Cecil	Jacksonville	FL
ABY	Southwest Georgia Regional	Albany	GA
AHN	Athens-Ben Epps	Athens	GA
CSG	Columbus Metropolitan	Columbus	GA
FTY	Fulton County-Brown Field	Atlanta	GA
LZU	Gwinnett County-Briscoe Field	Lawrenceville	GA
MCN	Middle Georgia Regional	Macon	GA
RYY	Cobb County-McCollum Field	Atlanta	GA
JRF	Kalaheoa (John Rodgers Field)	Kapolei	HI
ALO	Waterloo Tower	Waterloo	IA
DBQ	Dubuque Regional	Dubuque	IA
SUX	Sioux Gateway	Sioux City	IA
IDA	Idaho Falls Regional	Idaho Falls	ID
LWS	Lewiston-Nez Perce County	Lewiston	ID

PIH	Pocatello Regional	Pocatello	ID
SUN	Friedman Memorial	Hailey	ID
TWF	Joslin Field-Magic Valley Regional	Twin Falls	ID
ALN	St. Louis Regional	Alton/St. Louis	IL
ARR	Aurora Tower	Sugar Grove	IL
BMI	Central Illinois Regional at Bloomington-Normal	Bloomington-Normal	IL
DEC	Decatur	Decatur	IL
DPA	Dupage	West Chicago	IL
MDH	Southern Illinois	Carbondale/Murphysboro	IL
MWA	Williamson County Regional	Marion	IL
SPI	Springfield Tower	Springfield	IL
UGN	Waukegan Regional	Chicago/Waukegan	IL
BAK	Columbus Municipal	Columbus	IN
BMG	Monroe County	Bloomington	IN
GYG	Gary/Chicago International	Gary	IN
HUF	Terre Haute International-Hulman Field	Terra Haute	IN
LAF	Lafayette Tower	West Lafayette	IN
MIE	Delaware County Regional	Muncie	IN
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
TOP	Philip Billard Municipal	Topeka	KS
LOU	Bowman Tower	Louisville	KY
OWB	Owensboro-Daviess County	Owensboro	KY
PAH	Barkley Regional	Paducah	KY
CWF	Chennault International	Lake Charles	LA
DTN	Shreveport Downtown	Shreveport	LA
LCH	Lake Charles Regional	Lake Charles	LA
MLU	Monroe Regional	Monroe	LA
NEW	Lakefront	New Orleans	LA
BAF	Barnes Municipal	Westfield/Springfield	MA
BVY	Beverly Municipal	Beverly	MA
EWB	New Bedford Regional	New Bedford	MA
LWM	Lawrence Municipal	Lawrence	MA
ORH	Worcester Regional	Worcester	MA
OWD	Norwood Memorial	Norwood	MA
ESN	Easton/Newnam Field	Easton	MD
FDK	Frederick Municipal	Frederick	MD

HGR	Hagerstown Regional-Richard A. Henson Field	Hagerstown	MD
MTN	Martin State	Baltimore	MD
SBY	Salisbury-Ocean City Wicomico Regional	Salisbury	MD
ARB	Ann Arbor Municipal	Ann Arbor	MI
BTL	W.K. Kellogg	Battle Creek	MI
DET	Coleman A. Young Municipal	Detroit	MI
JXN	Jackson County-Reynolds Field	Jackson	MI
MKG	Muskegon County	Muskegon	MI
SAW	Sawyer International	Marquette	MI
ANE	Anoka County-Blaine Airport (Janes Field)	Minneapolis	MN
FCM	Flying Cloud	Eden Prairie	MN
MIC	Crystal Tower	Crystal	MN
STC	St. Cloud Regional	St. Cloud	MN
BBG	Branson	Branson	MO
COU	Columbia Regional	Columbia	MO
JEF	Jefferson City Memorial	Jefferson City	MO
JLN	Joplin Regional	Joplin	MO
STJ	Rosecrans Memorial	St. Joseph	MO
GLH	Mid Delta Regional	Greenville	MS
GTR	Golden Triangle Regional	Columbus/West Point/Starkville	MS
HKS	Hawkins Field	Jackson	MS
HSA	Stennis International	Bay St. Louis	MS
MEI	Key Field	Meridian	MS
OLV	Olive Branch	Olive Branch	MS
TUP	Tupelo Regional	Tupelo	MS
GPI	Glacier Park International	Kalispell	MT
HLN	Helena Regional	Helena	MT
EWN	Coastal Carolina Regional	New Bern	NC
HKY	Hickory Regional	Hickory	NC
INT	Smith Reynolds	Winston Salem	NC
ISO	Kinston Regional Jetport at Stallings Field	Kinston	NC
JQF	Concord Regional	Concord	NC
GRI	Central Nebraska Regional	Grand Island	NE
ASH	Boire Field	Nashua	NH
CDW	Essex County	Fairfield	NJ
TTN	Trenton Mercer	Trenton	NJ
AEG	Double Eagle II	Albuquerque	NM
HOB	Lea County Regional	Hobbs	NM
ROW	Roswell International Air Center	Roswell	NM
SAF	Santa Fe Municipal	Santa Fe	NM
BGM	Binghamton Tower	Johnson City	NY

FOK	Francis S. Gabreski	Westhampton Beach	NY
IAG	Niagara Falls International	Niagara Falls	NY
ITH	Ithaca Tomkins Regional	Ithaca	NY
POU	Dutchess County	Wappingers Falls	NY
RME	Griffiss International	Rome	NY
CGF	Cuyahoga County	Cleveland	OH
MFD	Mansfield Tower	Mansfield	OH
OSU	Ohio State University	Columbus	OH
TZR	Bolton Field	Columbus	OH
YNG	Youngstown-Warren Regional	Vienna	OH
ADM	Ardmore Municipal	Ardmore	OK
LAW	Lawton-Fort Sill Regional	Lawton	OK
OUN	University of Oklahoma Westheimer	Norman	OK
PWA	Wiley Post	Oklahoma City	OK
SWO	Stillwater Regional	Stillwater	OK
WDG	Enid Wooding Regional	Enid	OK
LMT	Klamath Falls	Klamath Falls	OR
OTH	Southwest Oregon Regional	North Bend	OR
PDT	Eastern Oregon Regional at Pendleton	Pendleton	OR
SLE	McNary Field	Salem	OR
TTD	Portland-Troutdale	Portland	OR
CXY	Capital City	Harrisburg	PA
IPT	Williamsport Regional	Williamsport	PA
LBE	Arnold Palmer Regional	Latrobe	PA
LNS	Lancaster	Lancaster	PA
PNE	Northeast Philadelphia	Philadelphia	PA
RDG	Reading Regional-Carl A. Spaatz Field	Reading	PA
CRE	Grand Strand	North Myrtle Beach	SC
FLO	Florence Regional	Florence	SC
GYH	Donaldson Center	Greenville	SC
HXD	Hilton Head	Hilton Head Island	SC
MKL	McKellar-Sipes Regional	Jackson	TN
MQY	Smyrna	Smyrna	TN
NQA	Millington Regional Jetport	Millington	TN
ACT	Waco Regional	Waco	TX
BAZ	New Braunfels Municipal	New Braunfels	TX
BPT	Jack Brooks Regional	Beaumont	TX
BRO	Brownsville/South Padre Island International	Brownsville	TX
CLL	Easterwood Field	College Station	TX
CNW	TSTC Waco	Waco	TX
CXO	Lone Star Executive	Houston	TX

FWS	Fort Worth Spinks	Fort Worth	TX
GGG	East Texas Regional	Longview	TX
GKY	Arlington Municipal	Arlington	TX
GPM	Grand Prairie Municipal	Grand Prairie	TX
GTU	Georgetown Municipal	Georgetown	TX
HYI	San Marcos Municipal	San Marcos	TX
RBD	Dallas Executive	Dallas	TX
SGR	Sugar Land Regional	Houston	TX
SSF	Stinson Municipal	San Antonio	TX
TKI	Collin County Regional at McKinney	Dallas	TX
TYR	Tyler Pounds Regional	Tyler	TX
VCT	Victoria Regional	Victoria	TX
OGD	Ogden-Hinckley	Ogden	UT
PVU	Provo Municipal	Provo	UT
HEF	Manassas Regional/Harry P. Davis Field	Manassas	VA
LYH	Lynchburg Regional/Preston Glenn Field	Lynchburg	VA
ALW	Walla Walla Regional	Walla Walla	WA
MWH	Grant County International	Moses Lake	WA
OLM	Olympia Regional	Olympia	WA
PAE	Snohomish County Airport (Paine Field)	Everett	WA
RNT	Renton Municipal	Renton	WA
SFF	Felts Field	Spokane	WA
TIW	Tacoma Narrows	Tacoma	WA
YKM	Yakima Air Terminal/McAllister Field	Yakima	WA
CWA	Central Wisconsin	Mosinee	WI
EAU	Chippewa Valley Regional	Eau Claire	WI
ENW	Kenosha Regional	Kenosha	WI
JVL	Southern Wisconsin Regional	Janesville	WI
LSE	La Crosse Municipal	La Crosse	WI
MWC	Lawrence J. Timmerman	Milwaukee	WI
OSH	Wittman Regional	Oshkosh	WI
UES	Waukesha County	Waukesha	WI
CKB	North Central West Virginia	Bridgeport	WV
HLG	Wheeling Ohio County	Wheeling	WV
HTS	Tri-State Milton J. Ferguson Field	Huntington	WV
LWB	Greenbrier Valley	Lewisburg	WV
PKB	Mid-Ohio Valley Regional	Parkersburg	WV
CYS	Cheyenne Regional/Jerry Olson Field	Cheyenne	WY



Toni Messina <trmessin@gocolumbiamo.com>

Control Tower

Don Elliott <dee@gocolumbiamo.com>

Mon, Feb 25, 2013 at 8:59 AM

To: Toni Messina <trmessin@gocolumbiamo.com>

Toni,

Some talking points for you:

The American Association of Airport Executives (AAAE) and its affiliated organization, the U.S. Contract Tower Association (USTCA), express great concern over the potential adverse impact that the pending federal budget sequestration, effective March 1, 2013, would have on the operations of FAA contract towers and the safety of the national air transportation system. AAAE/USCTA urges Congress to protect funding for this critical aviation safety program.

The recent Department of Transportation Inspector General report on the contract tower program (11/5/12) makes it clear – contract towers enhance aviation safety at smaller airports in a cost-effective manner to taxpayers that otherwise would not have a tower. If contract towers are closed because of sequestration, many local communities would lose the significant safety benefits of air traffic control (ATC) services.

The nation's 251 FAA contract towers, which handle 28 percent of tower operations in the U.S., work together with FAA-staffed air traffic facilities as part of a unified national ATC system and serve a wide variety of aviation users. For instance, many contract towers handle significant air carrier operations, including commercial service airports in Kona and Lihue in Hawaii; Northwest Arkansas Regional Airport; Phoenix-Mesa in Arizona; San Luis Obispo, Redding and Santa Maria in California; Redmond and Medford in Oregon; Stewart, New York; Branson and Columbia in Missouri; Latrobe, Pennsylvania; Lewisburg, West Virginia; Hyannis, Massachusetts; Charlottesville, Virginia; Key West, Panama City and Gainesville in Florida; Bozeman, Missoula and Kalispell in Montana; Hailey, Lewiston, and Idaho Falls in Idaho; Eagle and Grand Junction in Colorado; Jackson and Cheyenne in Wyoming, and Rapid City, South Dakota.

Additionally, many FAA contract towers across the country provide the primary link between rural communities and the national transportation system. Other contract towers serve as busy reliever airports and are vital to the safe and efficient movement of general aviation traffic in major metropolitan areas such as Chandler, Goodyear and Glendale in Phoenix; Opa Locka in Miami; Brown Field in San Diego; Whitman in Los Angeles; Arlington, McKinney, Grand Prairie and Spinks in Dallas; Martin State Airport in Baltimore; Fulton County in Atlanta; Waukegan in Chicago; Troutdale in Portland, Oregon; Lunken Field in Cincinnati, and Anoka in Minneapolis.

The U.S. military is a long-time advocate and user of FAA contract towers. Among the contract tower airports with extensive military operations are Cecil Field, Florida; Mobile Downtown and Dothan, Alabama; Millington, Tennessee; Golden Triangle, Mississippi; Enid, Lawton and Stillwater, Oklahoma; Victoria and San Angelo, Texas; Topeka Forbes and New Century, Kansas; Battle Creek, Michigan; Martin State Airport, Maryland, and Stewart Airport, New York.

Should sequestration occur and contract towers close (even temporarily), there would be severe operational impacts on the national aviation system. First and foremost, tower controllers give first priority to separating aircraft and issuing safety and weather alerts. Without controllers in the tower, no one will be performing critical

Columbia Regional Airport Control Tower
Draft Letter to Congressional Delegation (prepared February 25, 2013)

In response to budget sequestration measures set to take effect on March 1, U.S. Department of Transportation Secretary Ray LaHood has proposed closing more than 100 traffic control towers at selected airports. Unfortunately, the list includes the contract tower at Columbia Regional Airport.

We urge you to do all you can to prevent this closure. The potential risk to pilots and passengers is too great to chip away at these safety measures at either the local or national levels.

Midwest Air Traffic Control is the contract provider for COU's tower services. At this time the company's performance is outstanding and cost-efficient: the controllers are retired military personnel who know what they're doing. On Feb. 24, for example, a private plane developed an engine fire and made an emergency landing at COU. Because the pilot could communicate directly with the controllers, our fire crew was waiting when the plane landed. Fortunately, the event was not tragic.

If the COU tower closes, the airport will have no controller services in the immediate area. Pilots will communicate with each other without the benefit of local advice on-the-ground. Coverage would have to be provided from Springfield and Kansas City towers which also may be at-risk if Federal Aviation Administration furloughs its own controller work force and reduces hours of activity.

The City of Columbia appreciates your continuing, strong support for viable air service in Mid-Missouri. Please don't hesitate to contact me if you need more information.

Sincerely,

Bob McDavid
Mayor