

**AGREEMENT BETWEEN THE  
FEDERAL AVIATION ADMINISTRATION  
AND THE  
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION**

This Agreement is made and entered into by and between the National Air Traffic Controllers Association hereinafter (“NATCA” or “the Union”) and the Federal Aviation Administration hereinafter (“FAA” or “the Agency”), collectively referred to as “the Parties.” This agreement, in conjunction with Article 108 of the 2009 Collective Bargaining Agreement and its associated appendices, represents the Parties’ complete understanding related to the administration of the counting, reporting, and processing of air traffic operations data for the determination of the Traffic Count Index (TCI).

**Section 1.** The Parties agree to establish a National Validation Team (“NVT”) to administer and assess the agreed-upon calculations, formulas, and standards related to ATC Facility Levels. The Parties at the national level shall determine the appropriate number of representatives for the NVT. Each Party shall designate its own representatives. Each Party shall appoint a co-lead to the Team. The purpose of the NVT will be to determine the accuracy of the current Facility Level designation for each Air Traffic Control facility, and to perform the validation of facility level data.

**Section 2.** The Team shall operate in accordance with the Parties’ Article 48 MOU dated October 21, 2010. It is empowered to resolve issues related to the validation process. The Team shall take the necessary steps to ensure the accuracy of the data relied upon for the facility pay level index calculation. The Team is authorized to interpret the data and make appropriate corrections.

**Section 3.** Each Party will designate one Terminal and one En Route Representative to monitor the Traffic Count Index (“TCI”), in order to identify facilities for the Validation Process.

**Section 4.** Validation Process:

**RAISING FACILITY ATC LEVELS**

The following requirements must be met:

- 1) The facility is required to make every effort to have one full year of complete and accurate data.
- 2) The calculated TCI must be at or above the breakpoint for a period of three consecutive months, as reported on the last day of the month.
- 3) The facility manager must provide a 12-month traffic projection that demonstrates that the activity will remain at or above the break point.
- 4) In circumstances where a facility meets all criteria for upgrade, EXCEPT that a full year of data does not exist, a validation may still take place. If it is determined that the missing data

would have a de minimis impact on the calculation of the TCI, the validation will be conducted as though a full year of data exists.

5) The information has been validated by the NVT.

When all of the above requirements have been met, the facility shall be upgraded. The upgrade shall be retroactive to the first full pay period after the first month the facility was at or above the breakpoint or the date that this Agreement has taken effect, whichever is later.

The only exception to this retroactive agreement shall be for Grand Forks ATCT. If the above requirements are met for Grand Forks ATCT, their upgrade shall be retroactive to the first full pay period after the first month the facility was at or above the breakpoint.

### LOWERING FACILITY ATC LEVELS

Where the TCI indicates that a lower ATC level might be warranted, the buffer zone will be utilized to prevent a precipitous ATC adjustment.

If the calculated TCI is below the buffer zone for 6 consecutive months, the following requirements must be met:

- 1) The facility is required to make every effort to have one full year of complete and accurate data.
- 2) The facility manager must provide a narrative explaining the reasons for the traffic decreases.
- 3) The facility manager must provide a 12-month traffic projection outlining the probable permanency of the changed traffic. The Facility Manager must consult with the Facility Representative when developing the traffic projection.
- 4) The information has been validated by the NVT.

When all of the above requirements are met, the facility shall be downgraded on the first full pay period after the validation process has been completed. If the administrative process is unable to be completed to meet this time frame, the downgrade will occur as soon as possible.

Prioritizing Facility Downgrades – The NVT will determine the priority, or order, in which facility downgrades are assessed or analyzed,

**Section 5.** Team members shall be provided with access to computers, phones, and any other resources and information that is required to properly fulfill their roles.

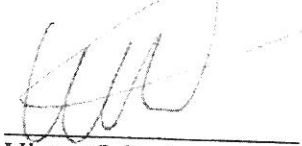
**Section 6.** The Parties will continue to address the following facilities in accordance with the Parties' 2009 CBA.

1. All Enroute Facilities
2. Honolulu CERAP (HCF)
3. San Juan CERAP (ZSU)
4. High Desert CF (E10)

5. Guam CERAP (ZUA)

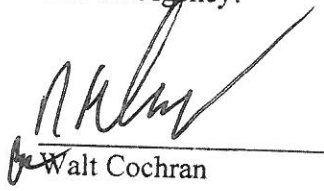
**Section 7.** This Agreement shall remain in full force and effect for the duration of the 2009 Collective Bargaining Agreement.

For the Union:



Victor C Santore

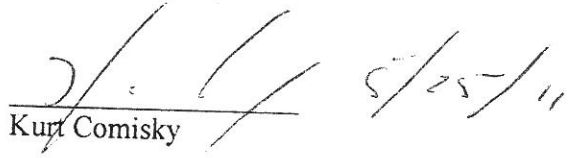
For the Agency:



Walt Cochran



Phil Barbarello



Kurt Comisky

5-12-2011  
Date

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Agency Head Review

**Towers Without Radar**

Min	Max	Buffer	Facility Pay Level
292		277	FPL - 9
232	291.9	220	FPL - 8
172	231.9	163	FPL - 7
111	171.9	105	FPL - 6
79	110.9	75	FPL - 5
46	78.9	43	FPL - 4
0	45.9	0	FPL - 3

**TRACONS**

Min	Max	Buffer	Facility Pay Level
697		662	FPL - 12
465	696.9	441	FPL - 11
325	464.9	308	FPL - 10
209	324.9	198	FPL - 9
130	208.9	123	FPL - 8
88	129.9	83	FPL - 7
46	87.9	43	FPL - 6
0	45.9	0	FPL - 5

**Combined Tower and TRACON**

Min	Max	Buffer	Facility Pay Level
883		838	FPL - 12
651	882.9	618	FPL - 11
465	650.9	441	FPL - 10
302	464.9	286	FPL - 9
199	301.9	189	FPL - 8
130	198.9	123	FPL - 7
88	129.9	83	FPL - 6
0	87.9	0	FPL - 5

**Non-Radar Approach & Tower**

Min	Max	Buffer	Facility Pay Level
167		158	FPL - 8
111	166.9	105	FPL - 7
65	110.9	61	FPL - 6
0	64.9	0	FPL - 5

**Towers With Radar**

Min	Max	Buffer	Facility Pay Level
465		441	FPL - 12
372	464.9	353	FPL - 11
292	371.9	277	FPL - 10
232	291.9	220	FPL - 9
172	231.9	163	FPL - 8
111	171.9	105	FPL - 7
79	110.9	75	FPL - 6
46	78.9	43	FPL - 5
0	45.9		FPL - 4

**Combined Tracons**

Min	Max	Buffer	Facility Pay Level
1395		1325	FPL - 12
930	1394.9	883	FPL - 11
465	929.9	441	FPL - 10
0	464.9		FPL - 9

Above Breakpoint

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	High Breakpoint	Months Above Current ATC Level & Fac Type	Above Breakpoint Since
<b>D01</b>	Denver TRACON	2	11	NNM	<b>711.85</b>	696.9	14	2010 April
<b>GFK</b>	Grand Forks Tower	7	7	NGL	<b>233.1</b>	171.9	28	2009 February
<b>SFO</b>	San Francisco Tower	7	9	NWP	<b>313.18</b>	291.9	59	2006 July

Below Breakpoint Master

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL	Current CI #	Low Buffer	Months Below	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
A11	Anchorage TRACON	2	9	NAL	186.65	198	28	Feb-09	-6%	8
ABE	Allentown Tower	3	8	NEA	160.8	189	29	Jan-09	-15%	7
ABQ	Albuquerque Tower	3	9	NSW	264.49	286	23	Jul-09	-8%	8
ACK	Nantucket Tower	7	7	NNE	82.3	105	38	Apr-08	-22%	6
ACT	Waco Tower	3	6	NSW	80.13	83	21	Sep-09	-3%	5
ACY	Atlantic City Tower	3	8	NEA	166.97	189	36	Jun-08	-12%	7
ADS	Addison Tower	7	6	NSW	65.2	75	22	Aug-09	-13%	5
AGS	Augusta Tower	3	6	NSO	79.82	83	27	Mar-09	-4%	5
ALB	Albany Tower	3	8	NEA	144.2	189	38	Apr-08	-24%	7
AUS	Austin Tower	3	9	NSW	276.92	286	23	Jul-09	-3%	8
AVP	Wilkes-Barre Tower	3	7	NEA	94.48	123	29	Jan-09	-23%	6
AZO	Kalamazoo Tower	3	7	NGL	92.07	123	30	Dec-08	-25%	6
BDL	Bradley Tower	7	7	NNE	82.8	105	47	Jul-07	-21%	6
BIL	Billings Tower	3	7	NNM	109.98	123	31	Nov-08	-11%	6
BOI	BOISE Tower	3	8	NNM	165.12	189	27	Mar-09	-13%	7
BPT	Beaumont Tower	7	6	NSW	20.32	75	37	May-08	-73%	4
BTR	Baton Rouge Tower	3	7	NSW	120.25	123	21	Sep-09	-2%	6
BTV	Burlington Tower	3	7	NNE	115.66	123	23	Jul-09	-6%	6
CAE	Columbia Tower	3	7	NSO	118.81	123	10	Aug-10	-3%	6
CAK	Akron-Canton Tower	3	8	NGL	143.32	189	26	Apr-09	-24%	7
CCR	Concord Tower	7	6	NWP	53.02	75	60	Jun-06	-29%	5
CHA	Chatanooga Tower	3	7	NSO	108.66	123	25	May-09	-12%	6
CKB	Clarksburg Tower	3	6	NEA	53.74	83	24	Jun-09	-35%	5
CLE	Cleveland Tower	3	10	NGL	397.78	441	24	Jun-09	-10%	9
CMH	Columbus Tower	3	9	NGL	243.06	286	34	Aug-08	-15%	8

Below Breakpoint Master

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL	Current CI #	Low Buffer	Months Below	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
<b>CMI</b>	Champaign Tower	3	7	NGL	<b>110.92</b>	123	21	Sep-09	-10%	6
<b>CPS</b>	Downtown Tower	7	6	NGL	<b>65.29</b>	75	6	Dec-10	-13%	5
<b>CRQ</b>	Palomar Tower	7	7	NWP	<b>87.45</b>	105	18	Dec-09	-17%	6
<b>CRW</b>	Charleston Tower	3	7	NEA	<b>108.03</b>	123	25	May-09	-12%	6
<b>CVG</b>	Cincinnati Tower	3	11	NSO	<b>342.98</b>	618	32	Oct-08	-45%	<b>9</b>
<b>DAY</b>	Dayton Tower	3	8	NGL	<b>145.61</b>	189	32	Oct-08	-23%	7
<b>DLH</b>	Duluth Tower	3	6	NGL	<b>75.59</b>	83	14	Apr-10	-9%	5
<b>ERI</b>	Erie Tower	3	6	NEA	<b>52.62</b>	83	48	Jun-07	-37%	5
<b>EUG</b>	Eugene Tower	3	7	NNM	<b>109.89</b>	123	25	May-09	-11%	6
<b>EVV</b>	Evansville Tower	3	7	NGL	<b>107.53</b>	123	11	Jul-10	-13%	6
<b>FCM</b>	Flying Cloud Tower	7	6	NGL	<b>63.75</b>	75	14	Apr-10	-15%	5
<b>FLL</b>	Fort Lauderdale Tower	7	9	NSO	<b>205.46</b>	220	27	Mar-09	-7%	8
<b>FLO</b>	Florence Tower	3	6	NSO	<b>47.4</b>	83	31	Nov-08	-43%	5
<b>FNT</b>	Flint Tower	3	7	NGL	<b>81.9</b>	123	27	Mar-09	-33%	<b>5</b>
<b>FSM</b>	Fort Smith Tower	3	8	NSW	<b>133.82</b>	189	32	Oct-08	-29%	7
<b>FWA</b>	Fort Wayne Tower	3	7	NGL	<b>81.14</b>	123	34	Aug-08	-34%	<b>5</b>
<b>FXE</b>	Fort Lauderdale Executive Tower	7	7	NSO	<b>93.6</b>	105	27	Mar-09	-11%	6
<b>GEG</b>	Spokane Tower	3	8	NNM	<b>165.77</b>	189	25	May-09	-12%	7
<b>GGG</b>	Longview Tower	3	7	NSW	<b>109.79</b>	123	8	Oct-10	-11%	6
<b>GRR</b>	Grand Rapids Tower	3	8	NGL	<b>141.7</b>	189	40	Feb-08	-25%	7
<b>GSO</b>	Greensboro Tower	3	8	NSO	<b>176.47</b>	189	26	Apr-09	-7%	7
<b>GSP</b>	Greer Tower	3	7	NSO	<b>120.5</b>	123	19	Nov-09	-2%	6
<b>HEF</b>	Manassas Tower	7	5	NEA	<b>28.58</b>	43	7	Nov-10	-34%	4
<b>HLN</b>	Helena Tower	4	6	NNM	<b>51.91</b>	61	31	Nov-08	-15%	5
<b>HTS</b>	Huntington Tower	3	6	NEA	<b>47.58</b>	83	28	Feb-09	-43%	5

Below Breakpoint Master

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL	Current CI #	Low Buffer	Months Below	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
HUF	Terre Haute /Hulman ATCT/TRACON	3	6	NGL	65.57	83	36	Jun-08	-21%	5
IAD	Dulles Tower	7	11	NEA	324.71	353	43	Nov-07	-8%	10
ICT	Wichita Tower	3	9	NCE	274.53	286	38	Apr-08	-4%	8
ILG	Wilmington Tower	7	6	NEA	50.36	75	34	Aug-08	-33%	5
ILM	Wilmington Tower	3	7	NSO	116.49	123	25	May-09	-5%	6
IND	Indianapolis Tower	3	9	NGL	266.23	286	23	Jul-09	-7%	8
ITO	Hilo Tower	3	7	NWP	113.54	123	35	Jul-08	-8%	6
LAN	Lansing Tower	3	8	NGL	89.97	189	38	Apr-08	-52%	6
LBB	Lubbock Tower	3	7	NSW	119.47	123	8	Oct-10	-3%	6
LFT	Lafayette Tower	3	7	NSW	107.26	123	15	Mar-10	-13%	6
LNK	Lincoln Tower	7	7	NCE	52.13	105	33	Sep-08	-50%	5
MAF	Midland Tower	3	8	NSW	177.45	189	28	Feb-09	-6%	7
MBS	Saginaw Tower	3	6	NGL	57.81	83	27	Mar-09	-30%	5
MCO	Orlando Tower	7	11	NSO	235.54	353	27	Mar-09	-33%	9
MDT	Harrisburg Intl Tower	3	8	NEA	163.12	189	32	Oct-08	-14%	7
MIC	Crystal Tower	7	5	NGL	30.1	43	34	Aug-08	-30%	4
MKG	Muskegon Tower	3	6	NGL	59.21	83	11	Jul-10	-29%	5
MLI	Quad City Tower	3	6	NGL	78.94	83	13	May-10	-5%	5
MLU	Monroe Tower	3	6	NSW	70.05	83	48	Jun-07	-16%	5
MMU	Morristown Tower	7	7	NEA	81	105	30	Dec-08	-23%	6
MRI	Merrill Tower	7	7	NAL	86.32	105	22	Aug-09	-18%	6
MSN	Madison Tower	3	8	NGL	147.36	189	28	Feb-09	-22%	7
NCT	Northern California TRACON	9	12	NWP	1126.18	1325	45	Sep-07	-15%	11
OAK	Oakland Tower	7	8	NWP	157.78	163	7	Nov-10	-3%	7
OGG	Maui Tower	7	7	NWP	90.8	105	37	May-08	-14%	6
ONT	Ontario Tower	7	6	NWP	67.91	75	19	Nov-09	-9%	5



Below Breakpoint Master

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL	Current CI #	Low Buffer	Months Below	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
ORF	Norfolk Tower	3	9	NEA	247.41	286	32	Oct-08	-13%	8
ORL	Orlando Executive, FL ATCT Tower	7	6	NSO	70.54	75	20	Oct-09	-6%	5
PCT	Potomac TRACON	9	12	NEA	1165.51	1325	52	Feb-07	-12%	11
PHF	Patrick Henry Tower	7	7	NEA	88.53	105	35	Jul-08	-16%	6
PHX	Phoenix Tower	7	11	NWP	339.14	353	21	Sep-09	-4%	10
PIE	St Petersburg Tower	7	7	NSO	94.18	105	16	Feb-10	-10%	6
PIT	FAA Pittsburgh ATC Tower	3	10	NEA	320.24	441	44	Oct-07	-27%	9
POC	Brackett Tower	7	6	NWP	69.26	75	28	Feb-09	-8%	5
PSC	Pasco Tower	3	7	NNM	89.19	123	35	Jul-08	-27%	6
PSP	Palm Springs Tower	7	7	NWP	52.07	105	43	Nov-07	-50%	5
PTK	Pontiac Tower	7	7	NGL	69.85	105	34	Aug-08	-33%	5
PVD	Providence Tower	3	8	NNE	180.2	189	12	Jun-10	-5%	7
PWK	Chicago Executive Tower	7	6	NGL	59.8	75	39	Mar-08	-20%	5
PWM	Portland Tower	3	7	NNE	118.6	123	21	Sep-09	-4%	6
RDG	Reading Tower	3	7	NEA	83.04	123	35	Jul-08	-32%	6
RFD	Rockford Tower	3	7	NGL	90.84	123	26	Apr-09	-26%	6
RNO	Reno Tower	7	8	NWP	72.09	163	7	Nov-10	-56%	5
ROA	Roanoke Tower	3	7	NEA	107.37	123	28	Feb-09	-13%	6
ROW	Roswell Tower	3	7	NSW	63.3	123	39	Mar-08	-49%	5
RST	Rochester Tower	3	6	NGL	64.8	83	33	Sep-08	-22%	5
RVS	Riverside Tower	7	8	NSW	129.58	163	21	Sep-09	-21%	7
SAT	San Antonio Tower	3	10	NSW	403.83	441	27	Mar-09	-8%	9
SBA	Santa Barbara Tower	3	8	NWP	181.15	189	9	Sep-10	-4%	7
SCK	Stockton Tower	7	5	NWP	27.51	43	31	Nov-08	-36%	4
SDF	Standiford Tower	3	9	NSO	268.74	286	34	Aug-08	-6%	8
SDL	Scottsdale Tower	7	7	NWP	86.65	105	27	Mar-09	-17%	6

Below Breakpoint Master

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL	Current CI #	Low Buffer	Months Below	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
<b>SFB</b>	Sanford Tower	7	8	NSO	<b>145.05</b>	163	37	May-08	-11%	7
<b>SHV</b>	Shreveport Tower	3	7	NSW	<b>121.25</b>	123	14	Apr-10	-1%	6
<b>SMO</b>	Santa Monica Tower	7	6	NWP	<b>73.4</b>	75	9	Sep-10	-2%	5
<b>SNA</b>	John Wayne Tower	7	9	NWP	<b>177.71</b>	220	31	Nov-08	-19%	8
<b>SPI</b>	Springfield Tower	3	6	NGL	<b>59.95</b>	83	42	Dec-01	-28%	5
<b>STL</b>	St Louis Tower	7	9	NCE	<b>167</b>	220	30	Dec-08	-24%	8
<b>STP</b>	St Paul Tower	7	6	NGL	<b>69.36</b>	75	19	Nov-09	-8%	5
<b>SUS</b>	Spirit Tower	7	6	NCE	<b>62.21</b>	75	36	Jun-08	-17%	5
<b>SYR</b>	Syracuse Tower	3	8	NEA	<b>122.12</b>	189	49	May-07	-35%	6
<b>T75</b>	St Louis TRACON	2	10	NCE	<b>252.44</b>	308	30	Dec-08	-18%	9
<b>TOA</b>	Torrance Tower	7	6	NWP	<b>72.37</b>	75	16	Feb-10	-4%	5
<b>TOL</b>	Toledo Tower	3	7	NGL	<b>113.35</b>	123	22	Aug-09	-8%	6
<b>TPA</b>	Tampa Tower	3	11	NSO	<b>499.93</b>	618	34	Aug-08	-19%	10
<b>TUL</b>	Tulsa Tower	3	9	NSW	<b>217.83</b>	286	61	May-06	-24%	8
<b>TUS</b>	Tucson Tower	7	8	NWP	<b>126.44</b>	163	36	Jun-08	-22%	7
<b>TYS</b>	Knoxville Tower	3	8	NSO	<b>176.95</b>	189	27	Mar-09	-6%	7
<b>VGT</b>	North Las Vegas Tower	7	7	NWP	<b>89.15</b>	105	32	Oct-08	-15%	6
<b>Y90</b>	Yankee TRACON	2	9	NNE	<b>146.49</b>	198	91	Nov-03	-26%	8
<b>YIP</b>	Willow Run Tower	7	5	NGL	<b>37.91</b>	43	24	Jun-09	-12%	4
<b>YNG</b>	Youngstown Tower	3	7	NGL	<b>84.87</b>	123	38	Apr-08	-31%	6

NAL

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
A11	Anchorage TRACON	2	9	NAL	186.65	198	28	Feb-09	-6%	8
MRI	Merrill Tower	7	7	NAL	86.32	105	22	Aug-09	-18%	6

NCE

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
<b>ICT</b>	Wichita Tower	3	9	NCE	<b>274.53</b>	286	38	Apr-08	-4%	8
<b>LNK</b>	Lincoln Tower	7	7	NCE	<b>52.13</b>	105	33	Sep-08	-50%	<b>5</b>
<b>STL</b>	St Louis Tower	7	9	NCE	<b>167</b>	220	30	Dec-08	-24%	8
<b>SUS</b>	Spirit Tower	7	6	NCE	<b>62.21</b>	75	36	Jun-08	-17%	5
<b>T75</b>	St Louis TRACON	2	10	NCE	<b>252.44</b>	308	30	Dec-08	-18%	9

## NEA

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
ABE	Allentown Tower	3	8	NEA	160.8	189	29	Jan-09	-15%	7
ACY	Atlantic City Tower	3	8	NEA	166.97	189	36	Jun-08	-12%	7
ALB	Albany Tower	3	8	NEA	144.2	189	38	Apr-08	-24%	7
AVP	Wilkes-Barre Tower	3	7	NEA	94.48	123	29	Jan-09	-23%	6
CKB	Clarksburg Tower	3	6	NEA	53.74	83	24	Jun-09	-35%	5
CRW	Charleston Tower	3	7	NEA	108.03	123	25	May-09	-12%	6
ERI	Erie Tower	3	6	NEA	52.62	83	48	Jun-07	-37%	5
HEF	Manassas Tower	7	5	NEA	28.58	43	7	Nov-10	-34%	4
HTS	Huntington Tower	3	6	NEA	47.58	83	28	Feb-09	-43%	5
IAD	Dulles Tower	7	11	NEA	324.71	353	43	Nov-07	-8%	10
ILG	Wilmington Tower	7	6	NEA	50.36	75	34	Aug-08	-33%	5
MDT	Harrisburg Intl Tower	3	8	NEA	163.12	189	32	Oct-08	-14%	7
MMU	Morristown Tower	7	7	NEA	81	105	30	Dec-08	-23%	6
ORF	Norfolk Tower	3	9	NEA	247.41	286	32	Oct-08	-13%	8
PCT	Potomac TRACON	9	12	NEA	1165.51	1325	52	Feb-07	-12%	11
PHF	Patrick Henry Tower	7	7	NEA	88.53	105	35	Jul-08	-16%	6
PIT	FAA Pittsburgh ATC Tower	3	10	NEA	320.24	441	44	Oct-07	-27%	9
RDG	Reading Tower	3	7	NEA	83.04	123	35	Jul-08	-32%	6
ROA	Roanoke Tower	3	7	NEA	107.37	123	28	Feb-09	-13%	6
SYR	Syracuse Tower	3	8	NEA	122.12	189	49	May-07	-35%	6

## NGL

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
AZO	Kalamazoo Tower	3	7	NGL	92.07	123	30	Dec-08	-25%	6
CAK	Akron-Canton Tower	3	8	NGL	143.32	189	26	Apr-09	-24%	7
CLE	Cleveland Tower	3	10	NGL	397.78	441	24	Jun-09	-10%	9
CMH	Columbus Tower	3	9	NGL	243.06	286	34	Aug-08	-15%	8
CMI	Champaign Tower	3	7	NGL	110.92	123	21	Sep-09	-10%	6
CPS	Downtown Tower	7	6	NGL	65.29	75	6	Dec-10	-13%	5
DAY	Dayton Tower	3	8	NGL	145.61	189	32	Oct-08	-23%	7
DLH	Duluth Tower	3	6	NGL	75.59	83	14	Apr-10	-9%	5
EVV	Evansville Tower	3	7	NGL	107.53	123	11	Jul-10	-13%	6
FCM	Flying Cloud Tower	7	6	NGL	63.75	75	14	Apr-10	-15%	5
FNT	Flint Tower	3	7	NGL	81.9	123	27	Mar-09	-33%	5
FWA	Fort Wayne Tower	3	7	NGL	81.14	123	34	Aug-08	-34%	5
GRR	Grand Rapids Tower	3	8	NGL	141.7	189	40	Feb-08	-25%	7
HUF	Terre Haute /Hulman	3	6	NGL	65.57	83	36	Jun-08	-21%	5
IND	Indianapolis Tower	3	9	NGL	266.23	286	23	Jul-09	-7%	8
LAN	Lansing Tower	3	8	NGL	89.97	189	38	Apr-08	-52%	6
MBS	Saginaw Tower	3	6	NGL	57.81	83	27	Mar-09	-30%	5
MIC	Crystal Tower	7	5	NGL	30.1	43	34	Aug-08	-30%	4
MKG	Muskegon Tower	3	6	NGL	59.21	83	11	Jul-10	-29%	5
MLI	Quad City Tower	3	6	NGL	78.94	83	13	May-10	-5%	5
MSN	Madison Tower	3	8	NGL	147.36	189	28	Feb-09	-22%	7
PTK	Pontiac Tower	7	7	NGL	69.85	105	34	Aug-08	-33%	5
PWK	Chicago Executive	7	6	NGL	59.8	75	39	Mar-08	-20%	5
RFD	Rockford Tower	3	7	NGL	90.84	123	26	Apr-09	-26%	6
RST	Rochester Tower	3	6	NGL	64.8	83	33	Sep-08	-22%	5
SPI	Springfield Tower	3	6	NGL	59.95	83	42	Dec-01	-28%	5
STP	St Paul Tower	7	6	NGL	69.36	75	19	Nov-09	-8%	5
TOL	Toledo Tower	3	7	NGL	113.35	123	22	Aug-09	-8%	6
YIP	Willow Run Tower	7	5	NGL	37.91	43	24	Jun-09	-12%	4
YNG	Youngstown Tower	3	7	NGL	84.87	123	38	Apr-08	-31%	6

NNE

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
<b>ACK</b>	Nantucket Tower	7	7	NNE	<b>82.3</b>	105	38	Apr-08	-22%	6
<b>BDL</b>	Bradley Tower	7	7	NNE	<b>82.8</b>	105	47	Jul-07	-21%	6
<b>BTV</b>	Burlington Tower	3	7	NNE	<b>115.66</b>	123	23	Jul-09	-6%	6
<b>PVD</b>	Providence Tower	3	8	NNE	<b>180.2</b>	189	12	Jun-10	-5%	7
<b>PWM</b>	Portland Tower	3	7	NNE	<b>118.6</b>	123	21	Sep-09	-4%	6
<b>Y90</b>	Yankee TRACON	2	9	NNE	<b>146.49</b>	198	91	Nov-03	-26%	8

NNM

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
<b>BIL</b>	Billings Tower	3	7	NNM	<b>109.98</b>	123	31	Nov-08	-11%	6
<b>BOI</b>	BOISE Tower	3	8	NNM	<b>165.12</b>	189	27	Mar-09	-13%	7
<b>EUG</b>	Eugene Tower	3	7	NNM	<b>109.89</b>	123	25	May-09	-11%	6
<b>GEG</b>	Spokane Tower	3	8	NNM	<b>165.77</b>	189	25	May-09	-12%	7
<b>HLN</b>	Helena Tower	4	6	NNM	<b>51.91</b>	61	31	Nov-08	-15%	5
<b>PSC</b>	Pasco Tower	3	7	NNM	<b>89.19</b>	123	35	Jul-08	-27%	6



## NSO

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
AGS	Augusta Tower	3	6	NSO	79.82	83	27	Mar-09	-4%	5
CAE	Columbia Tower	3	7	NSO	118.81	123	10	Aug-10	-3%	6
CHA	Chatanooga Tower	3	7	NSO	108.66	123	25	May-09	-12%	6
CVG	Cincinnati Tower	3	11	NSO	342.98	618	32	Oct-08	-45%	9
FLL	Fort Lauderdale Tower	7	9	NSO	205.46	220	27	Mar-09	-7%	8
FLO	Florence Tower	3	6	NSO	47.4	83	31	Nov-08	-43%	5
FXE	Executive Tower	7	7	NSO	93.6	105	27	Mar-09	-11%	6
GSO	Greensboro Tower	3	8	NSO	176.47	189	26	Apr-09	-7%	7
GSP	Greer Tower	3	7	NSO	120.5	123	19	Nov-09	-2%	6
ILM	Wilmington Tower	3	7	NSO	116.49	123	25	May-09	-5%	6
MCO	Orlando Tower	7	11	NSO	235.54	353	27	Mar-09	-33%	9
ORL	Executive, FL ATCT Tower	7	6	NSO	70.54	75	20	Oct-09	-6%	5
PIE	St Petersburg Tower	7	7	NSO	94.18	105	16	Feb-10	-10%	6
SDF	Standiford Tower	3	9	NSO	268.74	286	34	Aug-08	-6%	8
SFB	Sanford Tower	7	8	NSO	145.05	163	37	May-08	-11%	7
TPA	Tampa Tower	3	11	NSO	499.93	618	34	Aug-08	-19%	10
TYS	Knoxville Tower	3	8	NSO	176.95	189	27	Mar-09	-6%	7

## NSW

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
ABQ	Albuquerque Tower	3	9	NSW	264.49	286	23	Jul-09	-8%	8
ACT	Waco Tower	3	6	NSW	80.13	83	21	Sep-09	-3%	5
ADS	Addison Tower	7	6	NSW	65.2	75	22	Aug-09	-13%	5
AUS	Austin Tower	3	9	NSW	276.92	286	23	Jul-09	-3%	8
BPT	Beaumont Tower	7	6	NSW	20.32	75	37	May-08	-73%	4
BTR	Baton Rouge Tower	3	7	NSW	120.25	123	21	Sep-09	-2%	6
FSM	Fort Smith Tower	3	8	NSW	133.82	189	32	Oct-08	-29%	7
GGG	Longview Tower	3	7	NSW	109.79	123	8	Oct-10	-11%	6
LBB	Lubbock Tower	3	7	NSW	119.47	123	8	Oct-10	-3%	6
LFT	Lafayette Tower	3	7	NSW	107.26	123	15	Mar-10	-13%	6
MAF	Midland Tower	3	8	NSW	177.45	189	28	Feb-09	-6%	7
MLU	Monroe Tower	3	6	NSW	70.05	83	48	Jun-07	-16%	5
ROW	Roswell Tower	3	7	NSW	63.3	123	39	Mar-08	-49%	5
RVS	Riverside Tower	7	8	NSW	129.58	163	21	Sep-09	-21%	7
SAT	San Antonio Tower	3	10	NSW	403.83	441	27	Mar-09	-8%	9
SHV	Shreveport Tower	3	7	NSW	121.25	123	14	Apr-10	-1%	6
TUL	Tulsa Tower	3	9	NSW	217.83	286	61	May-06	-24%	8

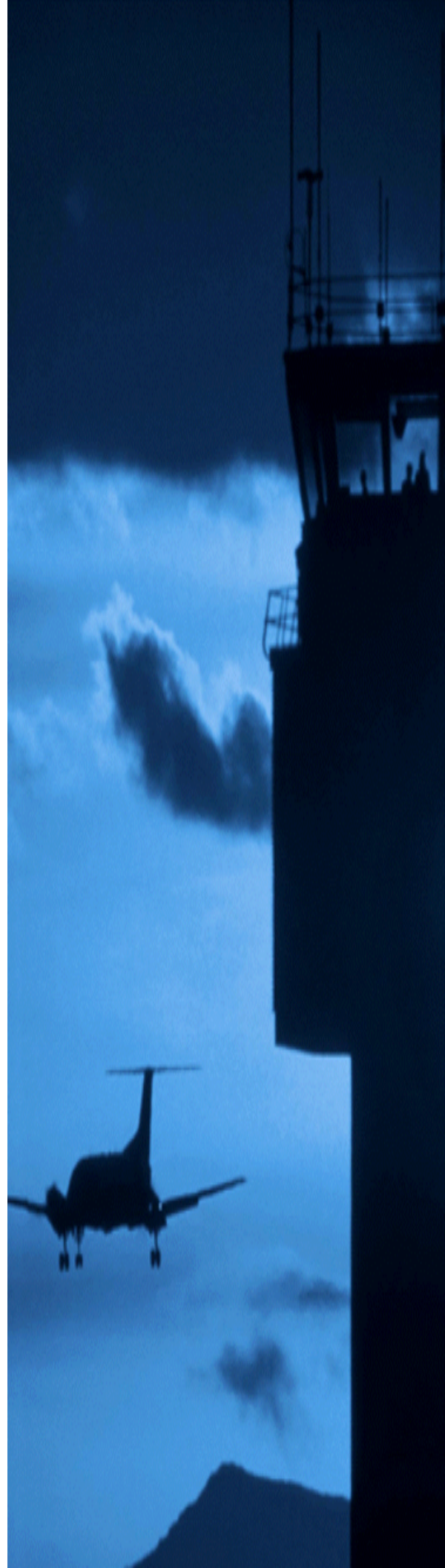
NWP

FACID	Name	Fac Type	ATC Level	NATCA REGIONAL ID	Current CI #	Low Buffer	Months Below Current ATC Level	Last date at or above Breakpoint	Percentage Below Buffer	New ATC Level
CCR	Concord Tower	7	6	NWP	53.02	75	60	Jun-06	-29%	5
CRQ	Palomar Tower	7	7	NWP	87.45	105	18	Dec-09	-17%	6
ITO	Hilo Tower	3	7	NWP	113.54	123	35	Jul-08	-8%	6
NCT	California TRACON	9	12	NWP	1126.18	1325	45	Sep-07	-15%	11
OAK	Oakland Tower	7	8	NWP	157.78	163	7	Nov-10	-3%	7
OGG	Maui Tower	7	7	NWP	90.8	105	37	May-08	-14%	6
ONT	Ontario Tower	7	6	NWP	67.91	75	19	Nov-09	-9%	5
PHX	Phoenix Tower	7	11	NWP	339.14	353	21	Sep-09	-4%	10
POC	Brackett Tower	7	6	NWP	69.26	75	28	Feb-09	-8%	5
PSP	Springs Tower	7	7	NWP	52.07	105	43	Nov-07	-50%	5
RNO	Reno Tower	7	8	NWP	72.09	163	7	Nov-10	-56%	5
SBA	Barbara Tower	3	8	NWP	181.15	189	9	Sep-10	-4%	7
SCK	Stockton Tower	7	5	NWP	27.51	43	31	Nov-08	-36%	4
SDL	Scottsdale Tower	7	7	NWP	86.65	105	27	Mar-09	-17%	6
SMO	Monica Tower	7	6	NWP	73.4	75	9	Sep-10	-2%	5
SNA	Wayne Tower	7	9	NWP	177.71	220	31	Nov-08	-19%	8
TOA	Torrance Tower	7	6	NWP	72.37	75	16	Feb-10	-4%	5
TUS	Tucson Tower	7	8	NWP	126.44	163	36	Jun-08	-22%	7
VGT	Vegas Tower	7	7	NWP	89.15	105	32	Oct-08	-15%	6

# Traffic Counting Information Series

## Traffic Count Index MOU FAQ

September 15, 2011





# Traffic Count Index MOU FAQ

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**Section 1**      **1. What exactly is “facility level data?”**

Any and all data, electronic or otherwise, which the Agency has available at any location which pertains to the Facility undergoing the validation process

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**Section 2**      **2. What does it mean: “to make appropriate corrections?”**

If the Team discovers data that is inaccurate, they will make manual corrections when calculating and validating the facility's TCIs.

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**Section 4**      **3. What if a facility is missing data for a few days?**

It is understood that there may be missing days due to radar or other equipment outages. This will not stop facility level adjustments.

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**4. What does it mean that the facility manager must offer explanations / projections for changes in traffic?**

The Manager must supply reasons which explain traffic fluctuations, gains or losses.

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**5. How will the NVT validate the information provided by the facility?**

The NVT 's processes could include any or all, but not limited to, listening to voice tapes, reviewing radar data, flight progress strips, satellite data, other technological means, analyzing facility TTAP, ETAP and OPSNET data and conducting telcon's to allow the facilities to answer questions and provide information.

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**6. What is the priority or order for facility level adjustments?**

The NVT will consider those Terminal facilities by percentage below the breakpoint, and then length of time below the breakpoint separated into three groups.

The groups are:

- Facilities 10% or more below the buffer.
  - Facilities less than 10% to and including 5% below the buffer.
  - Facilities less than 5% below the buffer.
- 

*Continued on next page*

# Traffic Count Index MOU FAQ (cont)

## 7. Why is Grand Forks ATCT an exception to the retroactive agreement?

Grand Forks ATCT became eligible for a Facility adjustment review prior to the 2009 CBA, which required the parties to establish a process prior to making facility level adjustments

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## 8. Since we started using the CountOps program, our TCI has been steadily dropping. Is it possible that the program is the cause of our facility being eligible for downgrade? Is there something wrong with the program?

CountOps is programmed based on Appendix A of the 2009 CBA and the TTAP Frequently Asked Questions on Traffic Counting. As part of any Facility Traffic Validation, the output from Count Ops and adaptation(s) will be validated.

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### Section 6

## 9. Why are we not addressing En Route and CCF facilities now?

The Parties have agreed to address En Route and CCF Facilities at a later date.

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### General

## 10. What happens to my pay as the result of a downgrade?

See Article 108, Section 10 of the CBA. Facility Level Retention shall apply for two years commencing on the effective date of the facility level decrease. Employees assigned to the facility on the effective date of the level decrease shall retain the previous higher-level CPC pay band. After that two year period, Pay Retention applies.

---

## 11. What happens if I have bid to a facility on the level decrease (downgrade) list but have not yet received a firm offer?

You will be treated as a transfer after the effective date of the level decrease. Article 108, Section 10 (B) provides "Transfers and new hires assigned to the new lower level facility after the effective date shall be paid in accordance with the new applicable CPC and developmental pay band."

Your firm offer will reflect that the pay offered is less than the pay offered on the vacancy announcement. Pay will be set in accordance with the new facility pay level and Article 108, Section 6 (transfer pay rules). You will have the opportunity to decline the offer.

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*Continued on next page*

## Traffic Count Index MOU FAQ (cont)

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### **12. What happens to my pay if I have already received a firm offer letter for one of the facilities on the level decrease (downgrade) list?**

Your firm offer will be honored. You will be treated as an employee already assigned to the facility and ATC Facility Level Retention under Article 108 Section 10(B).

That provision provides, "Facility Level Retention shall apply for two years commencing on the effective date of the facility level decrease.

Employees assigned to the facility on the effective date of the level decrease shall retain the previous higher-level CPC pay band."

You will also receive Pay Retention in accordance with Article 108, Section 10(A) if your pay exceeds the new ATC Facility Level pay band maximum.

"Employees whose basic rate of pay exceeds the CPC band maximum shall receive fifty percent (50%) of all annual increases as an adjustment to Basic Pay and fifty percent (50%) will be paid in lump sum. Locality Pay shall always be an adjustment to Basic Pay."

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### **13. I am a member of the 1440. Will my 8% increase due in February 2012 be affected?**

No, it will not be affected. You will receive your payment in accordance with Article 108, Section 8 (C). That provision provides, "Bargaining unit employees who are on board the first full pay period in February 2012 and were either an FAA Academy student or a developmental controller (but not CPC-IT) on September 3, 2006, will receive an eight percent (8%) increase to Basic Pay the first full pay period in February 2012." This section applies even if your 8% increase places your Basic Pay above the new pay band maximum.

### **Where and how can I get my questions regarding "Complexity Formula for Terminal and Enroute Pay Settings" answered?**

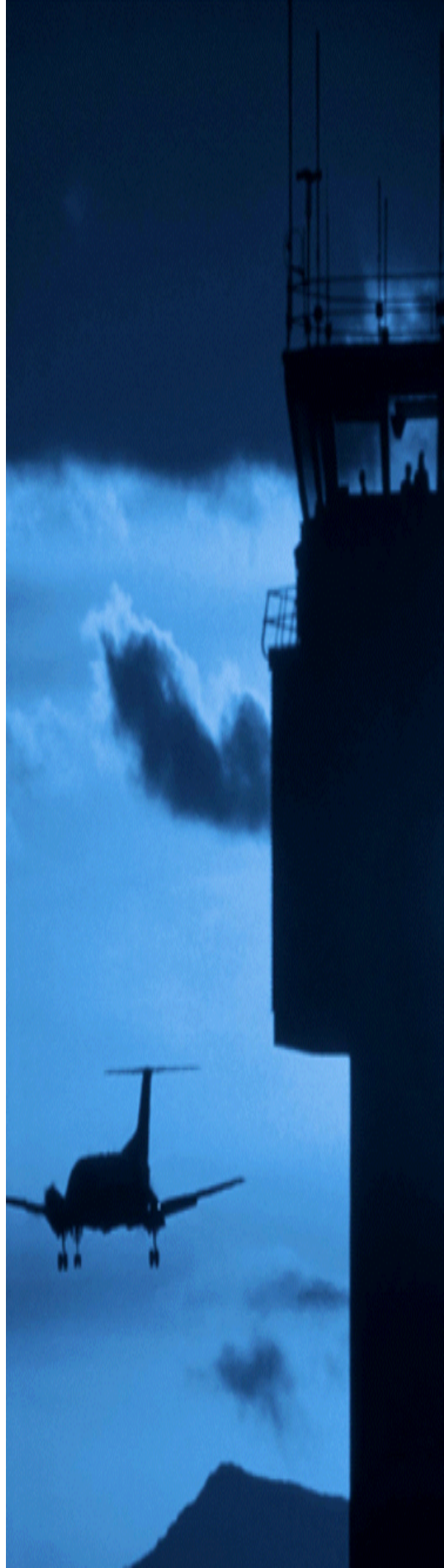
E-mail will be disseminated no later than 9/25/2011



# Traffic Counting Information Series

## Traffic Count Index FAQ

September 15, 2011



This document in the Facility Pay Level Information Series is provided as general guidance for counting operations for the Traffic Count Index (TCI). This document is produced by the National Validation Team Questions, comments, corrections, or suggestions should be directed to the NVT

This document was last updated September 15, 2011

# Traffic Count Index FAQ

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**Requirements** The controlling documents for traffic counting and traffic count index (TCI) calculation are the Complexity Formula for Terminal and En Route Pay Setting by Facility (2009 CBA Appendix A) and FAA Order 7210.57, Traffic Counting, Reporting, and Processing for Determining Facility Classification Levels, dated November 11, 1998.

The following Frequently Asked Questions must be read in conjunction with these documents and is intended to clarify counting procedures addressed therein. In the unlikely event of a conflict between these Frequently Asked Questions and the above referenced documents, the issue will be elevated to the National Validation Team for resolution. The material contained herein reflects the best intention of the parties and may be modified if it becomes apparent that the counting procedure does not meet the intent or spirit of the controlling documents.

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**Documents and Definitions** **1. What documents guide the new “Facility Pay Levels” and compensation traffic counting?**

Complexity Formula for Terminal and En Route Pay Setting by Facility (2009 CBA Appendix A) and FAA Order 7210.57, Traffic Counting, Reporting, and Processing for Determining Facility Classification Levels, dated November 11, 1998.

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**2. Where can I find the Complexity Formula for Terminal and En Route Pay Setting by Facility (2009 CBA Appendix A) and FAA Order 7210.57?**

Complexity Formula for Terminal and En Route Pay Setting by Facility can be found in the 2009 CBA Appendix A. The FAA Order 7210.57 can be found at <https://employees.faa.gov/> under orders and notices.

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**Overflight Operations** **1. What aircraft operation is considered an overflight?**

*An overflight is: “Aircraft that transit a facility’s airspace that neither originate nor terminate within that facility’s airspace.” To be considered an overflight, the aircraft must neither land nor depart within your airspace. Additionally, the aircraft must penetrate the actual airspace of the receiving facility. Protected airspace for traffic that will not penetrate the actual airspace limits does not qualify. Actual airspace does not include receiving facility airspace delegated to another facility via Letter of Agreement, Memorandum of Understanding or Agreement, or any other arrangement (written or verbal) between the facilities.*

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*Continued on next page*

# Traffic Count Index FAQ

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## Overflight Operations (cont)

**2. We have traffic survey helicopters that circle on the edge of my Tower's airspace during the morning and evening rush hours. How should these aircraft be counted?**

*For the Tower count, each aircraft operation will be counted as one overflight even though the aircraft may penetrate your airspace numerous times. Once that aircraft is identified and provided a clearance, it is the controller's responsibility to keep track of the movements of that aircraft and to relay that information to any additional control positions impacted by this operation. However, an exception to this may occur if the helicopter flies an extended route away from the tower that requires a point-out, hand-off or termination of service each time before returning and penetrating tower airspace. In this case, a separate count for each operation may be taken.*

---

**3. How do we count an aircraft being worked by approach control that is on a photo mission along a route that takes the aircraft through Tower delegated airspace and the aircraft reverses course several miles later and re-enters Tower-delegated airspace?**

*Normally, a single point out from approach control is sufficient to provide adequate service and monitoring for these aircraft. However, if the route of flight is such that the aircraft leaves the area and approach control is required to point out the aircraft again, you can take one overflight count for each occurrence. If approach control does not point the aircraft out again it is a one count*

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**4. When can a facility count Tower Overflights?**

*The operation must not be landing or departing your airport. The Tower must own the airspace the operation is occurring in. If the Tower delegates this airspace away for any reason (e.g. runway configuration) then it is no longer considered the Tower's airspace.*

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**5. By Letter of Agreement, we temporarily "give up" our airspace to another facility for extended periods of time. Can we count traffic penetrating that airspace during those periods?**

*No. Facility airspace delegated to another facility via Letter of Agreement, Memorandum of Understanding or Agreement, or any other arrangement (written or verbal) between the facilities becomes the other facility's airspace and any operations within that airspace cannot be counted by the facility who released the airspace.*

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## Overflight Operations (cont)

**6. How do Stand-Alone Towers count aircraft landing and departing within the Tower's airspace but not at the primary airport? There are no provisions for counting these in the standard?**

*Since there are no provisions in the TTAP program for Towers to count secondary operations, it has been determined that Towers shall be permitted to count these operations as overflights. For example, a hospital is located 2 miles from the airport in Towers' airspace where helicopter traffic frequently departs and exits Towers' airspace. The Tower would count that helicopter operation as an overflight.*

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*Continued on next page*

# Traffic Count Index FAQ

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## Overflight Operations (cont)

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**7. How would an aircraft that departs a satellite airport VFR then arrives at a satellite airport VFR be counted? Can the portion between the two airports be counted as a VFR overflight operation?**

*No, an approach control would count this as one (1) secondary VFR departure and one (1) secondary VFR arrival. If these operations occurred fully within Tower airspace the Tower would get two (2) VFR overflight counts.*

---

**8. Do we receive credit for overflights that pass through multiple sectors or areas?**

*No. Once the aircraft enters your facility airspace you get only one count for that operation. Towers and TRACONs count this operation independently of one another.*

---

**9. If I point out the aircraft to another facility do I take another count?**

*No. You are already working the aircraft and have received the appropriate count. In order to receive another count the aircraft must be handed off, communications transferred, the aircraft must have left your facility airspace and subsequently re-entered your airspace via a point out or hand-off.*

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**10. We have an IR route that originates over the VOR located at our primary airport. We clear the aircraft on the route and he subsequently leaves our airspace. How do we count this aircraft?**

*The facility should count this aircraft as an IFR overflight since the aircraft does not originate or terminate within your airspace.*

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*Continued on next page*

# Traffic Count Index FAQ

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## Local Operations

**1. If an aircraft taxis out to stay in the Tower's traffic pattern and eventually lands without leaving the pattern, what is counted?**

*The Tower will get a local count for each arrival and each departure.*

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**2. I have authorized a helicopter to conduct touch and goes until further advised. Can I have them call me after the operations are complete to give me a total for my Local count?**

*No. Assuming you have provided the original takeoff clearance, this is considered one local aircraft operation. After that point you have given the helicopter approval to operate without ATC service.*

---

**3. We have an army helicopter unit based at our airport. They are constantly practicing auto-rotations in a specially designated area. How can we count these operations?**

*It depends. If you are providing taxi clearance (movement area) or acknowledging taxi within a non-movement area there is no count authorized. If the operation is structured as such that you must provide a departure clearance to the practice area, and a landing clearance upon completion, you may count only the initial departure and final arrival operation as a local operation. The auto-rotation activity is considered to be operating independently of ATC control and no count is authorized unless ATC must provide departure and landing clearance for each individual operation.*

---

**4. Does the Tower get the Local counts for the touch and go conducted by an aircraft on a practice approach returning to radar?**

*No. The Tower is already getting an itinerant arrival and an itinerant departure for this aircraft conducting the practice approach. To also take a local arrival and a local departure would be double counting the aircraft operation.*

---

**5. Our Tower provides radar service. Do I write a strip and send it down to the TRACON for local operations?**

*No. The TRACON receives no credit for local operations.*

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**6. An aircraft in the local traffic pattern makes an extended downwind and we must point the aircraft out to the TRACON, does the TRACON take an over flight count?**

*If you point out the aircraft each and every time, a separate count for each occurrence may be taken as long as the aircraft penetrates the TRACON's airspace and there is no agreement to allow the operation to take place without the point out*

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*Continued on next page*

# Traffic Count Index FAQ

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## Practice Approaches

### 1. What is the proper way to count VFR practice instruments approaches returning to departure?

*A VFR practice instrument approach is counted as an IFR operation for that segment of the flight where the aircraft is provided IFR separation. In most cases this is only the approach phase of the flight. The departure phase will be counted as a VFR unless the pilot **REQUESTS** and receives authorization to fly the published missed approach in its entirety. If the latter occurs then the departure segment would be counted as an IFR. Assigning a heading and altitude to the aircraft on the departure phase is not the published missed approach procedure and requires the count to be a VFR departure.*

---

### 2. Reference question 1, is there any difference in the counting practice for those aircraft if they are conducting VFR practice instrument approaches at secondary airports?

*No, the same rules for counting practice approaches apply to secondary airports.*

---

### 3. My Tower has a Letter to Airmen stating that IFR separation services will not be afforded those aircraft conducting practice approaches. Can I still count these aircraft as IFR if they are on VFR flight plans practicing instrument approaches?

*No, when IFR separation services are not provided, the operation is counted as VFR. If the controlling authority has a published Letter to Airman that states separation services will not be provided, then all flight segments shall be counted as a VFR.*

---

### 4. How should an aircraft be counted that conducts a VFR practice approach and decides to stay in the Tower's traffic pattern?

*The approach phase is counted as an itinerant IFR arrival, and then all subsequent operations will be counted as local operations.*

---

### 5. Our facility conducts opposite direction approaches, causing the controller to break the aircraft off the approach usually at the outer marker and no later than the middle marker so that another aircraft can depart opposite direction. For the VFR aircraft practicing an instrument approach, we are counting the arrival portion as an IFR arrival to the itinerant airport and when we break off the approach a VFR departure. Are we counting correctly?

*Practice approach aircraft that are provided separation services can be counted as both an IFR arrival and an IFR (or VFR) departure only if the practice approach aircraft actually penetrates Tower's airspace before being 'broken-off' the approach.*

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*Continued on next page*

# Traffic Count Index FAQ

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## Point-Outs

**1. An adjacent facility calls for a point-out that has the potential of “clipping” my airspace. Can I count that point-out aircraft as an overflight?**

*This aircraft must penetrate your facility’s airspace to be counted as an overflight. No count can be derived for the potential of entering a facility’s airspace.*

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**2. My facility does not own Tower airspace. I have to separate departures from point-outs that the TRACON calls to me. Can I count these point-outs as Tower overflights?**

*No, an overflight can only be counted if the aircraft penetrates your airspace. In this case, your Tower does not own any airspace.*

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**3. Our Tower owns airspace that extends from the surface to 3,000’, 5 miles from the airport. Our facility has an agreement that the Tower shall have unrestricted climbs up to 10,000’ unless approach control calls with a point-out of an aircraft which will encroach or transit this departure corridor. Can I count these aircraft as Tower overflights since I must separate and restrict my departures due to their presence?**

*Departure corridors are not considered to be delegated Tower airspace. In this example, Tower airspace is surface to 3,000’, 5 miles. Although this procedure facilitates expeditious handling of departure traffic, Tower does not own that airspace and therefore cannot count traffic that transits above 3,000’.*

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**4. An arrival to the primary airport, being worked by approach control and has to enter and exit the Tower’s airspace before landing. Can the Tower also count that aircraft as an overflight?**

*No. The Tower can only count this aircraft as an itinerant (IFR/VFR) arrival to the primary airport.*

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**5. Can I count a point-out in the Tower for an aircraft under the control of the TRACON when the Tower and TRACON are a combined facility?**

*Yes, provided that the aircraft operation meets the definition of an overflight. The Tower hourly classification index is calculated separately from the TRACON’s hourly classification index. They are added together to obtain a combined hourly classification index.*

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# Traffic Count Index FAQ

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## Point-Outs (cont)

**6. Located close to our airport, is a satellite airport that the military uses for practicing approaches. Sometimes, as part of these approaches, these high performance airplanes enter our Tower's airspace, as in a racetrack pattern. How should these aircraft be counted?**

*If you have an agreement (verbal or written) with the facility that is actually working the aircraft, which requires the penetrating aircraft to remain identified by some means be it a transponder code or some other method of identification, you may only count one overflight even though the aircraft may transverse your airspace numerous times. If that same aircraft is verbally coordinated and pointed out each time it actually penetrates your airspace, you can count each point-out that it is called to your facility*

## Miscellaneous Operations

**1. If an IFR overflight cancels IFR and requests VFR flight following, can I count this aircraft twice? Once as an IFR and once VFR?**

*No. This isn't a new operation just a change in flight status. The facility should take credit for the operation that provides the greatest weight. Since a portion of this flight was flown IFR, the facility gets credit for working this aircraft as an IFR overflight. This is considered one IFR aircraft operation.*

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**2. An aircraft departs a satellite airport VFR and then requests an IFR clearance. Can I count that aircraft as a secondary VFR departure, then an IFR overflight?**

*No, the facility should take credit for the operation that provides the greatest weight. In this case, the greater weight is to count this aircraft as an IFR departure because the facility gets more credit than if this aircraft was counted as a secondary VFR departure.*

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**3. How are we to count IFR pick-ups?**

*If it can be determined upon initial contact that the aircraft originated from a satellite airport within your airspace, count this aircraft as an IFR departure off a secondary airport. If the aircraft originated outside of your facility airspace but is landing at an airport within facility airspace, this would be counted as an IFR arrival in the appropriate category. If the aircraft continues through your airspace this would be considered an IFR overflight. This operation cannot be counted as an overflight and an arrival and/or departure.*

## Miscellaneous Operations (cont)

**4. Can I only count helicopters if they depart from a movement area on the primary airport?**

*Yes. Helicopters that depart or arrive from movement or non-movement areas located on the airport are counted as itinerant operations provided they receive a takeoff or landing clearance or "proceed" instructions from ATC that indicates the aircraft is receiving ATC service. Helicopters that are taxiing, air or hover-taxiing cannot be counted as departures, arrivals or overflights.*

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# Traffic Count Index FAQ

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**5. How do TRACON's count aircraft landing and departing from locations within Tower airspace but not at the primary airport?**

*These operations are to be counted as IFR/VFR operations to a secondary airport within 15 miles of the primary airport*

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**6. How are hot air balloons counted?**

*The same counting requirements apply to balloons as all other traffic. Those airships that do not contact either the TRACON or the Tower cannot be counted.*

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**7. If a flight school is using a three letter identifier for their call sign, can the aircraft be counted as an Air Taxi?**

*Only aircraft operating under FAR Part 135 count as an Air Taxi*

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**8. When should a facility conduct a facility traffic count validation and how long should a facility maintain the data?**

*The facility should conduct a traffic count validation once per year, at a minimum, but no longer than 13 months since the previous validation. It is also recommended to do a spot validation after there has been an airspace change causing a CountOps adaptation change. Validation data for the yearly validation requirement needs to be maintained until replaced by new validation data*

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**What if I have additional traffic counting questions?**

The NVT will establish an e-mail account for communications.

**It is not the intent of the parties or the Complexity Formula for Terminal and En Route Pay Setting by Facility to change existing operational procedures and efficiencies for the sole purpose of enhancing traffic count.**

**AGREEMENT BETWEEN THE  
FEDERAL AVIATION ADMINISTRATION  
AND THE  
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION**

This Agreement is made and entered into by and between the National Air Traffic Controllers Association hereinafter ("NATCA" or "the Union") and the Federal Aviation Administration hereinafter ("FAA" or "the Agency"), collectively referred to as "the Parties." This agreement, to be read in conjunction with the National Validation Team Agreement, dated 5/25/11, represents the Parties' complete understanding related to the means of the counting, processing, and reporting of air traffic operations data for the determination of the Traffic Count Index (TCI) for terminal facilities.

The Parties agree that the existing means to count, process and report air traffic operations data, in terminal facilities, will be used to determine the facility TCI, subject to the validation process.

The Union agrees to withdraw the following grievances, with prejudice:

08-HQ-60/LERIS 83921

08-HQ-61/LERIS 83920

09-HQ-30/LERIS 99141

~~This agreement shall be effective upon completion of agency head review or thirty (30) days after it has been signed by the Parties, whichever occurs first. This Agreement shall remain in effect for the full term of the 2009 NATCA/FAA Agreement or a mutually accepted date agreed upon by the parties.~~


For the Union:

  
\_\_\_\_\_  
Victor C Santore/Date

  
\_\_\_\_\_  
Phil Barbarello/Date

For the Agency:

  
\_\_\_\_\_  
Walt Cochran/Date

  
\_\_\_\_\_  
Kurt Comisky/Date

\_\_\_\_\_  
Agency Head Review/Date