Sequestration: The Effects on Aviation and Everyday Travel

How Sequestration Will Affect the Flying Public and the U.S. Economy

December 2012

Introduction

Aviation is a major driver of the U.S. economy. Commercial aviation contributes $1.3 trillion in economic activity and comprises 5.2 percent of our Gross Domestic Product (GDP) annually, while providing $75 billion against the U.S. trade deficit. All of this economic activity supports 10.2 million U.S. jobs with $394.4 billion in annual earnings. In 2009, airline operations contributed $150.5 billion to the national GDP, while airport operations generated an additional $44.6 billion.

In addition to the economic contributions, aviation benefits the United States by providing invaluable services to beneficiaries such as individual passengers, airlines, general aviation pilots, the military, and businesses. Two million passengers fly safely through the U.S. National Airspace System (NAS) on 70,000 flights each day. Facilitated by aviation safety professionals at the Federal Aviation Administration (FAA), the NAS is not only the safest and most efficient in the world, but is also a catalyst for U.S. job creation.

Aviation provides the flying public, as well as private businesses and the military, with trained inspectors, professional air traffic controllers, and certification processes that ensure every person, pilot, and aircraft in the NAS is functioning at the highest level of safety and efficiency.

In brief, the aviation industry contributes the following:

- Aviation drives nearly 10 million jobs
- Aviation contributes $1.3 trillion to our GDP
- Aviation provides invaluable services to passengers, airlines, businesses, and the military
- Aviation allows even rural, small communities to participate fully in the economy
- Aviation safely moves two million passengers through the NAS daily
- Aviation allows 70,000 flights to safely reach their destinations each day
- Aviation ensures that our military is ready and able to protect our national security

Executive Summary

The potential looming cuts from sequestration would threaten aviation, a vital sector of our economy. Sequestration is not simply abstract cuts and reductions in service; the effects of sequestration will be felt almost immediately by all users of the NAS. The effects of these cuts would be cross cutting, and would negatively affect everyday travelers, general aviation pilots, airlines, businesses, and the military. If allowed to take place, those who use and operate the system could experience the following negative consequences of sequestration:

- Reduction in airport services and likely closure of some airport towers. Air traffic control towers at smaller airports are particularly vulnerable to closure. The margin of safety for all traffic, including airline flights, is reduced when there is no operational control tower.
- Reduction in capacity, limiting the number of flights for all forms of aviation.
- Increased delays due to longer ground holds.
- Increased costs to airlines.
- Delays to air traffic control modernization.

Sequestration

Sequestration is the process of automatic, across-the-board spending reductions under which budgetary resources are permanently canceled to enforce certain budget policy goals. Sequestration was mandated in the Budget Control Act (BCA) of 2011, and intended to motivate Congress to reach a compromise on $1.3 trillion in savings over the next 10 years. When Congress failed to find that compromise, the BCA triggered sequestration. Sequestration may be averted by repealing the portion of the BCA mandating the cuts, or by passing $1.2 trillion in deficit reduction. This has become a complex political problem, and no one can predict exactly how it will be resolved. On January 2, 2013 there will either be across- the- board cuts or Congress will have averted this disaster.

Sequestration WILL Affect Aviation, Consumers, and the Economy
In September 2012, the Obama Administration's Office of Management and Budget (OMB) released a guiding memo to help agencies and departments understand how the cuts will likely be implemented (assuming no legislation or other changes are enacted). The memo specifically notes the negative consequences cutting transportation funding would have: "On the nondefense side, sequestration would undermine investments vital to economic growth… The Federal Aviation Administration's ability to oversee and manage the Nation's airspace and air traffic control would be reduced."

Across-the-board cuts mean sequestration will affect each budget line in the FAA's budget. Specifically, each nondefense discretionary budget line will be cut by 8.2 percent according to the OMB. This includes cutting $377 million from the FAA's Operations budget line, which includes the controller workforce, $415 million from the Airport and Airway Trust Fund, $229 million from Facilities and Equipment line, which maintains towers and tools such as navigation beacons, and $14 million from the Research, Engineering, and Development line, which funds research on improving aviation safety and operational efficiency, as well as research on reducing the environmental impact of aviation.

The Effects of Sequestration on Aviation

Sequestration cuts would significantly reduce the capacity of the NAS, negatively affecting the flying public and business and military operations in numerous ways – cuts of this magnitude cannot be implemented without a significant impact in operations and capacity. More importantly, cutting the operations budget by the mandated 8.2 percent could mean furloughing between 2,000 and 2,200 air traffic controllers according to calculations by the Center for American Progress (CAP) (CAP July 2012 Report). Losing 12 percent of the workforce will undoubtedly have a negative effect on capacity. Fewer controllers could mean that service would be unavailable for general aviation and military exercises, which are secondary service functions. It would also mean a reduction in services for airlines and commercial interests and decreased services for private pilots who use towers at smaller airports. Towers without controllers use different rules that require pilots to take off and land with greater separation, thus increasing the time between arrivals and departures.

Reduction in air traffic control services will ultimately result in fewer flights, creating a ripple effect that will hurt the airlines, pilots, flight attendants, private aviation, airport employees, passengers, and all of the businesses that depend on a vibrant aviation sector, such as those that depend on air services to transport their goods, and those that service the end users of the system. These aviation cuts will negatively affect local communities and their economies.

Digging into the FAA cuts of $1.35 billion (of a $15 billion budget)
As outlined in the OMB memo, every agency would see across- the- board cuts of 8.2 percent to each eligible budget line. The OMB also lists those budget lines that are exempt according to the Balanced Budget and Emergency Deficit Control Act of 1985, as amended (BBEDCA). Sections 255 and 256 of BBEDCA identify programs exempt from sequestration and subject to special rules. These lines are statutorily prohibited from sequestration. In total, the annual FAA budget will be cut by $1.35 billion.

Operations Budget and the Controller Workforce: The Operations budget line is about 60 percent of the FAA budget, and funds the people who operate the system. It includes the following major activities: operation on a 24-hour daily basis of a national air traffic system; establishment and maintenance of a national system of aids to navigation; establishment and surveillance of civil air regulations to ensure safety in aviation; development of standards, rules and regulations governing the physical fitness of airmen as well as the administration of an aviation medical research program; administration of the acquisition, and research and development programs; headquarters, administration and other staff offices; and development, printing, and distribution of aeronautical charts used by the flying public.

Potential Furloughs: The Air Traffic Organization employs 35,000 people, including 15,200 air traffic controllers, 7,000 engineers and maintenance technicians, 5,000 supervisors and managers, as well as safety inspectors (CRS Report October 2012). The intended cuts to Operations will mean furloughs and potentially layoffs, with anywhere between 2,000 and 2,200 controllers being furloughed (CAP July 2012 Report). The FAA has also informally suggested that it could institute rolling furloughs that would lessen the consequences to the system, but regardless of how the cuts are implemented, controllers and other aviation professionals will be working fewer hours. The controller workforce is at the heart of the NAS, and aviation is dependent on well-trained controllers. A loss of controller hours would inevitably lead to reduction in services and fewer flights in the air.

The CAP-estimated 2,000-2,200 controller furloughs and lay-offs does not include the safety inspectors, engineers, and other aviation professionals who will be furloughed or laid off. The 7,500 full time equivalent positions including regulators, safety inspectors, safety engineers, and support personnel who are responsible for all federal aviation safety standards and compliance with those standards would also be reduced – one estimate predicts the loss of 900 technicians and 600 safety and aircraft certification personnel through attrition (AOPA July 2012). This means eliminating the people who certify aircraft and aircraft components, ensure regulation and oversight of airlines and other aircraft operators, and implement initiatives to reduce safety risks associated with airport operations.

Controller Attrition Further Decreases Services: Cuts to the Operations budget could result in furloughs, and federal employees are simultaneously facing changes to their pay and benefits. In the event that both furloughs and negative pay and benefit changes are implemented, federal employees may choose to retire. Air traffic controllers and other safety professionals eligible to retire would be more likely to take advantage of early retirement options rather than face a situation where 8.2 percent fewer controllers are being asked to maintain the NAS with the same safety and efficiency standards as the entire workforce.

Slowdown of the National Airspace System: Airports, airlines, and passengers will all be immediately and directly affected by sequestration cuts that reduce air traffic services. If the NAS experiences reduced capacity, airlines will have fewer flights, and fewer passengers will fly. That will affect airports that rely on passenger fees, landing fees, and other revenue generated by passengers. At a hearing held by the Senate Commerce, Science and Transportation Committee in July 2012, Airlines for America President Nicholas Calio noted that airlines could become less competitive, and may have to cede international routes due to reduced revenue forcing them to reduce the scope of their markets, putting U.S.-based businesses at a competitive disadvantage.

Commercial Airlines: As discussed above, airlines will suffer increased delays and increased costs if the capacity of the NAS is reduced. The slowdown caused by ground delays would likely force airlines to increase fares, which would decrease passenger demand as prices become unfeasible for average Americans. Ground delays exceeding 3 hours could also result in fines.

Reduced Capacity, Reduced Service: If sequestration takes place as outlined above, the decrease in service and increase in delays could be widespread. Between September 2006 and July 2008, 3,312 controllers left the FAA's controller ranks. These losses were more than the natural outgrowth of an aging workforce -- of 3,312 that separated, only 35 controllers, one percent, had reached their mandatory retirement age, while 419 left the workforce before they were even retirement eligible. This mass exodus of controllers left the system staffed at only 71% of the acceptable level with the lowest number of certified professional controllers (CPCs) in 16 years. Understaffing caused a significant increase in controller workload and a subsequent need to increase the use of overtime, resulting in a dangerous and unsustainable rise in controller fatigue. Additionally, the FAA was relying far too heavily on trainees to control traffic which resulted in delays and a slowing down of the training process, creating additional safety risks.

We have learned from these mistakes and now are working to properly staff the NAS in order to ensure safety and efficiency. Under the sequestration scenario, we could see dramatic staff departures from our busiest hubs, and training replacements at these complex facilities would take

several years to complete. With this many potential retirements, coupled with potential resignations and furloughs, areas such as New York, Atlanta, and Chicago would be significantly affected.

For example, at the New York Air Route Traffic Control Center (ZNY), a total of 103 out of 376 controllers will be eligible for retirement beginning in January 2014. That means 27 percent of the workforce could walk out the door on January 1st, 2014. At Atlanta Center (ZTL), 125 out of 475 will be eligible to retire meaning 26 percent would be in a position to leave when the cuts make controlling traffic with reduced staff impossible. And at Chicago Center (ZAU), 140 controllers out of 432 would be eligible to retire, meaning 32 percent could leave.

These numbers are staggering, especially given that it takes three years to train a new controller to work in such complex airspace. If these controllers are forced to retire, we would be faced with a nearly insurmountable loss of controllers, and the FAA would be hard-pressed to train replacements as quickly as they are leaving.

Closing Towers: Reducing the number of controllers and other staff will certainly mean that the FAA will very likely be forced to reduce services at some towers, and probably close some towers. The Center for American Progress estimated that as many as 106 airports could lose air traffic control service. There has been speculation within the aviation community that the FAA may decide to close all facilities level 7 and below, which would be detrimental for lower population areas. There are currently 194 facilities level 7 and below, and 233 level 8 and below (see below).

General Aviation: General aviation consists of all civilian air traffic that is not scheduled passenger airline service. Eliminating air traffic control services at smaller airports will greatly affect general aviation because pilots rely on air traffic controllers on approach and takeoff. Of the 106 towers that could be closed, many handle mostly general aviation traffic. Without a controller physically present in the tower, more pilots will have to land and take off with only the assistance of flight service, which is at a remote location and cannot physically see the tower, runway, or other aircraft. This can pose a safety problem during inclement weather. It also causes significant and costly delays for general aviation pilots who will be forced to wait longer for each approach and departure since only one aircraft can leave at a time without a controller physically monitoring the area. Having reduced services at smaller airports will have a serious economic effect on communities that rely on air transit for businesses and other purposes. At the very least, the lack of a reliable tower providing appropriate services would deter new businesses from moving to some of these communities. Other businesses may choose to relocate to larger metropolitan areas with larger airports and more services. The overall effect could be an economic slowdown in smaller cities that are reliant on these kinds of business.

General aviation will also be affected because pilot training requires a certain number of takeoffs and landings at towered airports. In the middle of the country, pilots will have limited access to towered airports, thus impeding the training process.

FAA budget cutbacks are almost certain to directly affect the aviation industry next year, according to General Aviation Manufacturers Association President Pete Bunce. "The world will be different starting next year," said Bunce.

NextGen: The FAA funds the NextGen modernization program primarily through the Facilities and Equipment line, which will be cut by 8.2 percent, resulting in cuts of about $160 million (Aircraft Owners and Pilots Association). Core NextGen programs include Automatic Dependent Surveillance-Broadcast (ADS-B), System Wide Information Management (SWIM), Data Communications (DataComm), and NextGen Network Enabled Weather (NNEW). If sequestration takes place, many significant projects will be slowed down at a time when the FAA, National Air Traffic Controllers Association (NATCA), and the aviation industry are finally seeing progress on programs such as ERAM, OAPM (Optimization of Airspace and Procedures in the Metroplex), and TAMR. These efforts would all come to a halt at a time when significant forward progress could have been made.

One NextGen project that is showing particular progress but would be slashed by sequestration is OAPM, which is a joint effort by the FAA and aviation industry aimed at integrating airspace and deconflicting traffic flows over major metropolitan areas (known as metroplexes). OAPM study teams at different sites around the country rely on current aircraft navigation capabilities to enhance airport arrival and departure paths, provide diverging departure paths to get aircraft off the ground more quickly, and add more direct, high-altitude RNAV navigation routes between metroplexes. D.C. Metro OAPM, Houston OAPM, and North Texas OAPM have all completed the design phase and are moving into the evaluation phase. Northern California OPAM is the next site to complete its design phase, and Charlotte and Atlanta OAPMs are quickly approaching 90 percent completion of their design. Southern California OAPM is only three weeks into the design phase, and Florida OAPM will begin sometime in April 2013. Early returns in the Washington, D.C. area indicate substantial fuel savings and reduced carbon emissions. If sequestration cuts were to take place, all OAPM study teams would be stopped, meaning that the millions of dollars the FAA has spent in research will not yield the results at other study sites where they have been demonstrated, such as in the Washington area. The study teams will be forced to dismantle and picking up again will require starting from scratch.

A NextGen slowdown would also affect the economy. If research, planning, and construction spending is reduced, not only will essential modernizations be delayed, less money will be invested in the U.S. economy. The Aerospace Industries Association (AIA) study found that a reduction of 30 percent in NextGen funding could result in up to $40 billion in lost economic output by 2021. It could cost 700,000 jobs by 2021, and as many as 1.3 million by 2035 (AIA July 2012 Report).

National Business Aviation Association (NBAA) president Ed Bolen said that the risks to the nation's air transportation system posed by sequestration are serious. "Concerns over the prospect of sequestration have created an added level of uncertainty for system users," Bolen said. "Potential cuts in FAA funding overall, and NextGen funding in particular, would have a severe impact on the NextGen implementation process," (NBAA Sept. 12, 2012).

Operations and Contract Towers: Cutting the Operations budget will also affect contract tower services. Contract towers provide air traffic services to underserved communities who rely on this mode of transportation for their local economy. Without contract towers, certain communities could lose important businesses who rely on those towers. This is yet one more example of how local communities will feel the effects of sequestration cuts.

Conclusion

Aviation is an essential component of our national economy, contributing $1.3 trillion every year to our GDP. In order to continue contributing to economic growth, the FAA needs appropriate funding to continue directing the safest, most efficient airspace in the world. If Congress allows sequestration to become a reality, cuts to aviation will be widespread: The NAS supports a wide array of commercial and private activities, and cutting services, reducing safety monitoring, and reducing the controller workforce are all steps toward reducing the capacity of the NAS. Once capacity is reduced the aviation community specifically, and entire economy, will take a hit.

We in the aviation community are proud users and providers of aviation services. As the front line in this field, it is our role to warn the rest of the country that aviation cuts will be detrimental to our economy, and will result in widespread delays, cuts, and inconveniences. We urge Congress to act before it is too late in order to save our NAS and our economy.

Facilities Facing Closure If Sequestration Cuts Take Place:

	FacID	**Facility Name**	**Physical Location**	**ATC 2012**
1	BPT	JEFFERSON COUNTY ATCT	Beaumont, TX	4
2	YIP	WILLOW RUN ATCT	Bellevue, MI	4
3	CSG	COLUMBUS METRO ATCT	Columbus, GA	4
4	MIC	MINNEAPOLIS CRYSTAL ATCT	Crystal, MN	4
5	HEF	MANASSAS ATCT	Manassas, VA	4
6	SCK	STOCKTON ATCT	Stockton, CA	4
7	LAF	WEST LAYFAYETTE ATCT	W. Layfayette, IN	4
8	ADS	ADDISON ATCT	Addison, TX	5
9	ARB	ANN ARBOR MUNICIPAL ATCT	Ann Arbor, MI	5
10	ASE	ASPEN PITKIN COUNTY ATCT	Aspen, CO	5
11	AGS	AUGUSTA ATCT	Augusta, GA	5
12	BIS	BISMARCK TRACAB	Bismark, ND	5
13	CKB	CLARKSBURG ATCT	Bridgeport, WV	5
14	CPS	EAST ST LOUIS ATCT	Cahokia/St. Louis, IL	5
15	CPR	CASPER ATCT	Casper, WY	5
16	STT	ST THOMAS ATCT	Charlotte Amalie, USVI	5
17	SUS	SPIRIT OF ST LOUIS ATCT	Chesterfield, MO	5
18	CCR	CONCORD ATCT	Concord, CA	5
19	DLH	DULUTH INTL ATCT	Duluth, MN	5
20	FCM	FLYING CLOUD ATCT	Eden Prairie, MN	5
21	EMT	EL MONTE ATCT	El Monte, CA	5
22	ELM	ELMIRA ATCT	Elmira, NY	5
23	ERI	ERIE INTL TRACAB	Erie, PA	5
24	CDW	CALDWELL ATCT	Fairfield, NJ	5
25	FNT	FLINT ATCT	Flint, MI	5
26	FLO	FLORENCE CITY CNTY ATCT	Florence City, SC	5
27	FWA	FORT WAYNE MUNI ATCT	Fort Wayne, IN	5
28	AFW	FORT WORTH ALLIANCE ATCT	Fort Worth, TX	5
29	FTW	FORT WORTH MEACHAM ATCT	Fort Worth, TX	5

	FacID	Facility Name	Physical Location	ATC 2012
30	MBS	SAGINAW ATCT	Freeland, MI	5
31	GCN	GRAND CANYON ATCT	Grand Canyon, AZ	5
32	GTF	GREAT FALLS INTL ATCT	Great Falls, MI	5
33	HLN	HELENA REGIONAL ATCT	Helena, MT	5
34	HTS	HUNTINGTON ATCT	Huntington, WV	5
35	BGM	EDWIN A. LINK ATCT	Johnson City, NY	5
36	JNU	JUNEAU INTL ATCT	Juneau, AK	5
37	MKC	KANSAS CITY DOWNTOWN ATCT	Kansas City, MS	5
38	POC	LA VERNE BRACKETT ATCT	La Verne, CA	5
39	LNK	LINCOLN MUNICIPAL ATCT	Lincoln, NE	5
40	LOU	LOUISVILLE BOWMAN ATCT	Louisville, KY	5
41	MHT	MANCHESTER ATCT	Manchester, NH	5
42	MFD	MANSFIELD MUNICIPAL ATCT	Mansfield, OH	5
43	MLI	MOLINE QUAD CITY ATCT	Milan, IL	5
44	MLU	MONROE REGIONAL TRACAB	Monroe, LA	5
45	MRY	MONTEREY PENINSULA ATCT	Monterey, CA	5
46	MKG	MUSKEGON CNTY ATCT	Muskegon, MI	5
47	APC	NAPA COUNTY ATCT	Napa, CA	5
48	ILG	GREATER WILMINGTON ATCT	New Castle, DE	5
49	NEW	LAKEFRONT ATCT	New Orleans, LA	5
50	ONT	ONTARIO INTL ATCT	Ontario, CA	5
51	ORL	ORLANDO EXECUTIVE ATCT	Orlando, FL	5
52	PSP	PALM SPRINGS ATCT	Palm Springs, CA	5
53	PNE	N.E. PHILADELPHIA ATCT	Philadelphia, PA	5
54	RNO	RENO ATCT	Reno, NV	5
55	RST	ROCHESTER MUNICIPAL TRACON	Rochester, MN	5
56	RME	GRIFFISS AFB ATCT	Rome, NY	5
57	ROW	ROSWELL ATCT	Roswell, NM	5
58	SMO	SANTA MONICA MUNI ATCT	Santa Monica, CA	5
59	STS	SONOMA COUNTY ATCT	Santa Rosa, CA	5
60	SUX	SIOUX CITY ATCT	Sioux City, IA	5
61	SPI	SPRINGFIELD ATCT	Springfield, IL	5
62	STP	ST. PAUL DOWNTOWN ATCT	St. Paul, MN	5
63	ARR	AURORA MUNICIPAL ATCT	Sugar Grove, IL	5
64	HUF	TERRE HAUTE ATCT	Terre Haute, IN	5
65	TOA	TORRANCE MUNICIPAL ATCT	Torrance, CA	5
66	TVC	TRAVERSE CITY ATCT	Traverse, MI	5
67	TWF	TWIN FALLS ATCT	Twin Falls, ID	5
68	DPA	DUPAGE ATCT	W. Chicago, IL	5
69	ACT	WACO ATCT	Waco, TX	5
70	POU	POUGHKEEPSIE ATCT	Wappinger Falls, NY	5
71	PTK	PONTIAC ATCT	Waterford, MI	5
72	ALO	WATERLOO MUNICIPAL ATCT	Waterloo, IA	5
73	AGC	ALLEGHENY COUNTY ATCT	West Mifflin, PA	5
74	PWK	PALWAUKEE ATCT	Wheeling, IL	5
75	MRI	MERRILL FIELD ATCT	Anchorage, AK	6

	FacID	Facility Name	Physical Location	ATC 2012
76	AVP	WILKES-BARRE ATCT	Avoca, PA	6
77	BGR	BANGOR INTL ATCT	Bangor, ME	6
78	SHV	SHREVEPPORT ATCT	Barksdale AFB, LA	6
79	BTR	BATON ROUGE METRO ATCT	Baton Rouge, LA	6
80	BIL	BILLINGS INTL ATCT	Billings, MT	6
81	TRI	TRI-CITY REGIONAL ATCT	Blountville, TN	6
82	BTV	BURLINGTON INTL ATCT	Burlinton, VT	6
83	CMA	CAMARILLO ATCT	Camarillo, CA	6
84	ADW	ANDREWS AFB ATCT	Camp Springs, MD	6
85	CRQ	CARLSBAD ATCT	Carlsbad, Ca	6
86	CID	CEDAR RAPIDS MUNI ATCT	Cedar Rapids, IA	6
87	CRW	CHARLESTON ATCT	Charleston, WV	6
88	CHA	CHATTANOOGA ATCT	Chattanooga, TN	6
89	EUG	EUGENE ATCT	Eugene, OR	6
90	EVV	EVANSVILLE DRESS REG ATCT	Evansville, IN	6
91	PAE	EVERETT ATCT	Everett, WA	6
92	FAR	FARGO ATCT	Fargo, ND	6
93	AVL	ASHEVILLE REGIONAL ATCT	Fletchville, NC	6
94	FXE	FT. LAUDERDALE EXEC ATCT	Fort Lauderdale, FL	6
95	FPR	FORT PIERCE ATCT	Fort Pierce, FL	6
96	GSP	GREER ATCT	Greer, SC	6
97	HWD	HAYWARD ATCT	Hayward, CA	6
98	ITO	HILO ATCT	Hilo, HI	6
99	OGG	KAHULUI ATCT	Kahului, HI	6
100	LFT	LAFAYETTE REGIONAL ATCT	Lafayette, LA	6
101	LCH	LAKE CHARLES TRACAB	Lake Charles, LA	6
102	LAN	LANSING ATCT	Lansing, MI	6
103	VGT	NORTH LAS VEGAS ATCT	Las Vegas, NV	6
104	LVK	LIVERMORE ATCT	Livermore, CA	6
105	GGG	GREGG COUNTY TRACAB	Longview, TX	6
106	LBB	LUBBOCK ATCT	Lubbock, TX	6
107	MMU	MORRISTOWN MUNICIPAL ATCT	Morristown, NJ	6
108	MWH	GRANT COUNTY ATCT	Moses Lake, WA	6
109	CAE	COLUMBIA METRO ATCT	N. Columbia, SC	6
110	SYR	SYRACUSE INTL ATCT	N. Syracuse, MY	6
111	ACK	NANTUCKET ATCT	Nantucket, MA	6
112	PHF	PATRICK HENRY INTL ATCT	Newport News, VA	6
113	OMA	OMAHA ATCT	Omaha, NE	6
114	PAO	PALO ALTO ATCT	Palo Alto, CA	6
115	PSC	TRI-CITIES ATCT	Pasco, WA	6
116	PNS	PENSACOLA REGIONAL ATCT	Pensacola, FL	6
117	PIA	GREATER PEORIA ATCT	Peoria, IL	6
118	AZO	KALAMAZOO COUNTY ATCT	Portage, MI	6
119	PWM	PORTLAND INTL ATCT	Portland, ME	6
120	RDG	READING MUNI ATCT	Reading, PA	6
121	RIC	RICHMOND INTL ATCT	Richmond, VA	6

	FacID	Facility Name	Physical Location	ATC 2012
122	ROA	ROANOKE REGIONAL ATCT	Roanoke, VA	6
123	RFD	ROCKFORD ATCT	Rockford, IL	6
124	SMF	SACRAMENTO METRO ATCT	Sacramento, Ca	6
125	RHV	REID HILLVIEW ATCT	San Jose, CA	6
126	SRQ	SARASOTA ATCT	Sarasota, FL	6
127	CMI	CHAMPAINE ATCT	Savoy, IL	6
128	SDL	SCOTTSDALE ATCT	Scottsdale, AZ	6
129	FSD	SIOUX FALLS ATCT	Sioux Falls, SD	6
130	PIE	ST. PETERSBURG ATCT	St. Petersburg/Clearwater, FL	6
131	TOL	TOLEDO EXPRESS ATCT	Swanton, OH	6
132	VRB	VERO BEACH MUNICIPAL ATCT	Vero Beach, FL	6
133	YNG	YOUNGSTOWN MUNICIPAL ATCT	Vienna, OH	6
134	BJC	ROCKY MOUNTAIN METRO ATCT	Westminster, CO	6
135	ILM	WILMINGTON ATCT	Wilmington, NC	6
136	BDL	BRADLEY INTL ATCT	Windsor Locks, CT	6
137	ABI	ABILENE DYESS RAPCON	Abilene, TX	7
138	ABE	ALLENTOWN ATCT	Allentown, PA	7
139	AMA	AMARILLO ATCT	Amarillo, TX	7
140	ACY	ATLANTIC CITY ATCT	Atlantic City, NJ	7
141	BFL	BAKERSFIELD ATCT	Bakersfield, CA	7
142	BED	BEDFORD ATCT	Bedford, MA	7
143	BOI	BOISE ATCT	Boise, ID	7
144	BUR	BURBANK ATCT	Burbank, CA	7
145	PDK	DE KALB PEACHTREE ATCT	Chamblee, GA	7
146	CNO	CHINO ATCT	Chino, CA	7
147	DSM	DES MOINES MUNI ATCT	Des Moines, IA	7
148	ELP	EL PASO INTL ATCT	El Paso, TX	7
149	FAI	FAIRBANKS INTL ATCT	Fairbanks, AK	7
150	FRG	REPUBLIC ATCT	Farmindale, NY	7
151	FAY	FAYETTEVILLE MUNI ATCT	Fayetteville, NC	7
152	FSM	FORT SMITH TRACAB	Fort Smith, AR	7
153	GRR	GRAND RAPIDS ATCT	Grand Rapids, MI	7
154	GRB	GREEN BAY ATCT	Green Bay, WI	7
155	GSO	GREENSBORO ATCT	Greensboro, NC	7
156	GPT	GULFPORT BILOXI REG ATCT	Gulfport, MS	7
157	HIO	PORTLAND HILLSBORO ATCT	Hillsboro, OR	7
158	MGM	MONTGOMERY RAPCON	Hope Hull, AL	7
159	HSV	HUNTSVILLE ATCT	Huntsville, AL	7
160	ISP	LONG ISLAND MACARTHUR ATCT	Islip, NY	7
161	JAN	JACKSON INTL ATCT	Jackson, MS	7
162	ALB	ALBANY COUNTY ATCT	Latham, NY	7
163	LEX	LEXINGTON ATCT	Lexington, KY	7
164	TYS	KNOXVILLE ATCT	Louisville, KY	7
165	MSN	MADISON ATCT	Madison, WI	7
166	NMM	MERIDIAN NAS RATCF	Meridan, MS	7
167	FFZ	MESA ATCT	Mesa, AZ	7

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168	TMB	TAMIAMI ATCT	Miami, FL	7
169	MDT	HARRISSBURG INTL ARPT ATCT	Middleton, PA	7
170	MAF	MIDLAND REGIONAL ATCT	Midland, TX	7
171	MYR	MYRTLE BEACH ATCT	Myrtle Beach, SC	7
172	CAK	AKRON CANTON REGIONAL ATCT	N. Canton, OH	7
173	OAK	OAKLAND ATCT	Oakland, Ca	7
174	PRC	PRESCOTT ATCT	Prescott, AZ	7
175	PUB	PUEBLO MEMORIAL ATCT	Pueblo, CO	7
176	ROC	ROCHESTER MONROE CNTY ATCT	Rochester, MY	7
177	MYF	SAN DIEGO MONTGOMERY ATCT	San Diego, CA	7
178	SAN	SAN DIEGO ATCT	San Diego, CA	7
179	SEE	GILLESPIE FIELD ATCT	San Diego/ El Cajon, CA	7
180	SJU	SAN JUAN INTL ATCT	San Juan, PR	7
181	SFB	CENTRAL FLORIDA REG ATCT	Sanford, FL	7
182	SBA	SANTA BARBARA MUNI ATCT	Santa Barbara, CA	7
183	SJC	SAN JOSE INTL ATCT	Santa Clara, CA	7
184	SBN	SOUTH BEND ATCT	South Bend, IN	7
185	GEG	SPOKANE INTL ATCT	Spokane, WA	7
186	SGF	SPRINGFIELD REGIONAL ATCT	Springfield, MO	7
187	TLH	TALLAHASSEE ATCT	Tallahassee, FL	7
188	TEB	TETERBORO ATCT	Terterboro, NJ	7
189	DWH	HOUSTON HOOKS ATCT	Tomball, TX	7
190	TUS	TUCSON INTL ATCT	Tucson, AZ	7
191	RVS	TULSA JONES ATCT	Tulsa, OK	7
192	DAY	DAYTON INTL ATCT	Vandalia, OH	7
193	PVD	PROVIDENCE ATCT	Warwick, RI	7
194	HPN	WESTCHESTER CNTY ATCT	White Plains, NY	7
195	ABQ	ALBUQUERQUE ATCT	Albuquerque, NM	8
196	A11	ANCHORAGE TRACON	Anchorage, AK	8
197	ANC	ANCHORAGE INTL ATCT	Anchorage, AK	8
198	AUS	AUSTIN ATCT	Austin, TX	8
199	ZUA	GUAM CENRAP	Barrigada, Guam	8
200	R90	OMAHA TRACON	Bellevue, NE	8
201	BHM	BIRMINGHAM MUNICIPAL ATCT	Birmingham, AL	8
202	STL	ST. LOUIS/LAMBERT INTL ATCT	Bridgeton, MO	8
203	CHS	CHARLESTON INTL ATCT	Charleston, SC	8
204	BUF	GREATER BUFFALO INTL ATCT	Cheektowaga, NY	8
205	MDW	CHICAGO MIDWAY ATCT	Chicago, IL	8
206	CMH	PORT COLUMBUS INTL ATCT	Columbus, OH	8
207	SNA	ORANGE COUNTY ATCT	Costa Mesa, CA	8
208	DAL	DALLAS LOVE FIELD ATCT	Dallas, TX	8
209	E10	HIGH DESERT TRACON	Edwards AFB, Palmdale, CA	8
210	APA	CENTENNIAL ATCT	Englewood, CO	8
211	K90	CAPE TRACON	Falmouth, MA	8
212	FLL	FORT LAUDERDALE ATCT	Fort Lauderdale, FL	8
213	RSW	FORT MYERS ATCT	Fort Myers, FL	8

	FacID	Facility Name	Physical Location	ATC 2012
214	FAT	FRESNO ATCT	Fresno, CA	8
215	GFK	GRAND FORKS ATCT	Grand Forks, ND	8
216	HOU	WILLIAM P. HOBBY ATCT	Houston, TX	8
217	IND	INDIANAPOLIS INTL ATCT	Indianapolis, IN	8
218	LIT	LITTLE ROCK ATCT	Little Rock, AR	8
219	LGB	LONG BEACH ATCT	Long Beach, CA	8
220	SDF	LOUISVILLE STANDIFORD ATCT	Louisville, KY	8
221	MOB	MOBILE ATCT	Mobile, AL	8
222	OKC	OKLAHOMA CITY ATCT	Oklahoma City, OK	8
223	COS	COLORADO SPRINGS ATCT	Peterson AFB, Colorado Springs, CO	8
224	DVT	PHOENIX DEER VALLEY ATCT	Phoenix, AZ	8
225	PDX	PORTLAND INTL ATCT	Portland, OR	8
226	SAV	SAVANNAH INTL ATCT	Savannah, GA	8
227	BFI	BOEING FIELD ATCT	Seattle, WA	8
228	U90	TUCSON TRACON	Tucson, AZ	8
229	TUL	TULSA INTL ATCT	Tulsa, OK	8
230	VNY	VAN NUYS ATCT	Van Vuys, CA	8
231	ORF	NORFOLK INTL ATCT	Virginia Beach, VA	8
232	ICT	WICHITA MIDCONTINENT ATCT	Wichita, KS	8
233	Y90	YANKEE TRACON	Windsor Locks, CT	8

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