

3/6/2025

FOR YOUR INFORMATION

2025-47/7-2

To: Airport Manager, Birmingham-Shuttlesworth Intl, (BHM), AL, FAA (ATM BHM Tower, AJV-A, AAS-1) 2203694

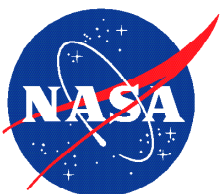
Info: FAA (AAS-300, AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BHM Tower Configuration Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2203694**DATE / TIME**

Date of Occurrence	202501
Local Time Of Day	0001 to 0600

PLACE

Locale	BHM.Tower
State	AL
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	No Aircraft
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PERSON 1

Function - Air Traffic Control	Supervisor / CIC
ASRS Report Number	2203694

EVENTS

Anomaly	ATC Issue - All Types
Detector - Person	Air Traffic Control

NARRATIVE 1

BHM Tower has an unsafe configuration. Normal combined positions in the Tower is a LC (Local Control) and the GC/CD/FD (Ground Control/Clearance Delivery/Flight Data). CIC (Controller In Charge) goes to the GC/CD/FD position as well. The CD/FD/GC work from a desk in the middle of the Tower. This desk sits lower than the outer countertops that surround the Tower. It also faces the back of the Tower. While working all of this combined I put the GC/CD/FD Controller in a heads down position. It is not possible to stay looking out the window while working the position including runway crossings and ensuring aircraft are taxiing the right direction. ALL positions in the Tower whether combined or decombined should be in a position to look out the Tower windows. The entire Tower is to work as a team to ensure safety. The current configuration does not allow for that.

The Tower needs to be adjusted to ensure all positions face toward the operation. Movement of some equipment would allow us to shift where the Controllers are positioned.

SYNOPSIS

Air Traffic Controller reported the interior working area in the BHM Control Tower has a configuration that blocks the Ground Controller's view of the airport movement areas.