

Thomas M. Lintner
C.V.
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Tom is currently a Program Manager with the FAA Air Traffic Safety Services Organization in Washington DC. He joined the FAA in 1979 as an air traffic controller at New York's LaGuardia airport where he served in controller, supervisory and training specialist positions until transferring to the New York Terminal Approach Control facility in 1984. After three years as a radar controller and traffic management specialist, he transferred to one of the FAA's Regional Quality Assurance Offices. He was then selected as an Area Manager at the Washington Dulles International airport and later as the acting Deputy Manager of the facility. His first assignment in Washington DC was as the Special Assistant to the Director, of what would later become today's Office of Air Traffic Safety Services

Over the next eight years, Tom's roles included Manager of the Air Traffic Investigations Division, Manager of Air Traffic Terminal Procedures Branch and Special Assistant to the Associate Administrator of Air Traffic. He led the accident investigations for all major accidents including TWA800 off the coast of Long Island, US Airways 421 in Pittsburgh and the general aviation crash into the White House. He initiated the project that led to the creation of the San Francisco simultaneous operations on intersecting runways procedures, developed procedures for precision runway monitored approaches, and land and hold short procedures. He represented the US government in supporting ACAS implementation in India, provided direct investigatory support to both the Senate and House Aviation subcommittees, and served as staff on the National Civil Aviation Review Commission under Congressman Norman Mineta.

In 1999, Tom was selected as the Deputy Manager for the Albuquerque ATCT at Kirkland Air Force base in New Mexico, which also included management of all FAA air traffic control facilities in the largest geographical hubs within the Southwestern part of the United States.

Following 2001, he was assigned as the FAA liaison officer with NORAD, at the Southeast Air Defense Sector at Tyndall AFB. Returning to Washington DC in 2002, Tom was selected by the Secretary of Transportation to be the FAA liaison officer for the Department of Homeland Security to support the establishment of an integrated emergency operations network for the highest levels of government. In 2008, he designed a solution to an emergency security issue identified by the Deputy Secretary of the Department of Transportation which was implemented within the Department.

At the completion of his assignment with DHS, he was asked to take on the role of Chief of Staff to the newly created Office of Air Traffic Safety Oversight. In 2006 he returned to Air Traffic Safety Services to focus on the development of an innovative method to measure levels of safety and performance in ATC operations.

As a dual citizen of the US and Ireland, Tom completed training as a safety auditor with EUROCONTROL. He holds an airline transport pilot license, is a certified flight instructor, aircraft dispatcher, control tower operator, and has taught for PanAm World Services and Flight Safety International.