

NiWToday

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MAY 21-23, 2018



NATCA pride echoes throughout Congress' halls



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NiW Today

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WELCOME



Paul M. Rinaldi
President



Patricia C. Gilbert
Executive Vice President



Steve Weidner
National Legislative
Committee Chairman

Dear Brothers and Sisters,

Welcome to beautiful Capitol Hill and Washington, D.C.! For our Union, springtime in Washington means the spirited and crucially important gathering of more than 400 dedicated NATCAvists. We love that you have shown such a strong interest in and enthusiasm for NATCA's legislative activism. To all of you, we extend a profound thank you for being here on your own time. You should take great pride in being here this week, engaging in the most important issues for our Union, and being ready to work for your fellow brothers and sisters. Whether you've been to many NATCA in Washington events or this is your first one, we welcome you to our nation's capital!

We have a great program planned for you this year. Our advice to you this week is to absorb as much information as you can, ask questions, and remember that you are representing not just yourselves, but all NATCA members. We hope you will learn new strategies to continue your important legislative work after you return home and that you spread the word about everything you learn this week.

Nobody knows your professions like you. When you meet with members of Congress and their staffs, remember that you are the subject matter experts. You work on the front lines of aviation safety. You will have the unique opportunity to report what your job is like, describe how the National Airspace System runs, and explain the necessary steps to ensure the future safety and efficiency of the system directly to Congress.

We again find ourselves in the midst of an ever-changing political and legislative landscape. Attacks on federal workers' pay and benefits continue to be a priority for this Administration, which we are fighting at every step. As we write this, legislators are working to enact policies that would slash your retirement benefits and directly diminish your take-home pay. Additionally, we continue to face the reality of an unstable, unpredictable funding stream that is regularly threatened by government shutdowns, sequestration, and budget cuts.

But, NATCA remains an integral part of the conversation as policy makers craft legislation. NATCA is vigorously opposing any legislation that would reduce your pay or benefits, and we will continue to fight those attacks this week. NATCA also recently supported, and the House resoundingly passed, H.R. 4, the FAA Reauthorization Act of 2018, which provides FAA authorization for the next five years. This bill is one step toward a more stable, predictable funding stream, but we still have a long way to go. The Senate will take up the issue of reauthorization next, and funding also must be addressed through the appropriations process in both houses. Many issues that are crucial to you and your facilities — such as hiring, staffing, training, official time, technology, infrastructure, and modernization — are directly tied to lawmakers' work on both short-term and long-term planning and funding for the Agency. Your perspective matters to your legislators.

On behalf of your National Executive Board and your National Legislative Committee, welcome and thank you! We hope you will take full advantage of this unique event intended to educate, inspire, and prepare you to channel your dedication and passion for aviation safety and your Union into a year of legislative activism. Enjoy your week!

In solidarity,

Paul M. Rinaldi
President

Patricia C. Gilbert
Executive Vice President

Steve Weidner
Legislative Committee Chair

AGENDA

SUNDAY MAY 20

- 1 - 9:30 PM Registration *Regency Foyer*
 1 - 9:30 PM NCF Silent Auction *Regency Foyer*
 6:30 - 9:30 PM Opening Reception *Hyatt Regency, Lower Level*

MONDAY MAY 21

- 7 AM Breakfast *Regency Foyer*
 7 AM - 5 PM NCF Silent Auction *Regency Foyer*
 9 - 11 AM General Session *Regency Ballroom*
 11 AM - 1 PM Regional Breakouts
 1 - 5 PM General Session *Regency Ballroom*
 5 - 6:30 PM Regional Breakouts II
 7 - 10 PM Penn Social *801 E. 8th St. NW*

TUESDAY MAY 22

- 7 AM Breakfast *Regency Foyer*
 7 - 11 AM NCF Silent Auction *Regency Foyer*
 8 AM - 12 PM Workshops
 12:30 - 5 PM Lunch available at Bullfeathers *410 First St., SE*
 12:30 - 5 PM Activists to Capitol Hill
 4:15 PM NiW Group Photo *Southeast side of the Capitol*
 5:30 - 7:30 PM Congressional Reception *Rayburn Cafeteria*
 8 - 10 PM Regional Dinners

Alaskan/Eastern

Alta Strada
 465 K St. NW, Washington, DC 20001

Central/Great Lakes/New England

Dubliner
 4 F St. NW, Washington, DC 20001

Northwest Mountain

Sixth Engine
 438 Massachusetts Ave. NW
 Washington, DC 20001

Southwest

Matchbox
 713 H St. NW, Washington, DC 20001

Southern

Cuba Libre
 801 9th St., Suite A, Washington, DC
 20001

Western Pacific

Clyde's of Gallery Place
 707 7th St. NW, Washington, DC 20001

Region X

Art and Soul
 415 New Jersey Ave. NW, Washington,
 DC 20001

WEDNESDAY MAY 23

- 7 AM Breakfast *Regency Foyer*
 8 AM - 5 PM Activists to Capitol Hill

NIW 2018 EVENTS

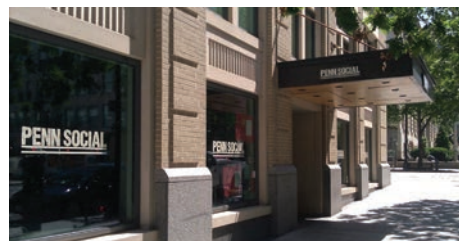


OPENING RECEPTION

SUNDAY MAY 20, 2018

Hyatt Regency
 Lower Level
 400 New Jersey Ave. NW
 Washington, D.C.

6:30 - 9:30 PM



NIW DINNER

MONDAY MAY 21, 2018

Penn Social
 801 E. 8th St. NW
 Washington, D.C.

7 - 10 PM



CONGRESSIONAL RECEPTION

TUESDAY MAY 22, 2018

Rayburn House Office Building
 Cafeteria

45 Independence Ave. SW
 Washington, D.C.

5:30 - 7:30 PM

FEATURED REMARKS



HON. DAN ELWELL Daniel K. Elwell is the Acting Administrator of the Federal Aviation Administration (FAA). In this capacity, he is responsible for the safety and efficiency of the largest aerospace system in the world — a system that operates more than 50,000 flights per day. Prior to serving as Acting Administrator, Mr. Elwell was the Deputy Administrator of the FAA. President Trump announced the appointment of Mr. Elwell as the Deputy Administrator in June 2017 and he was sworn in to office on June 26, 2017.

Elwell previously served at the FAA as the Assistant Administrator for Policy, Planning, and Environment from 2006-2008. Most recently, he was Senior Advisor on Aviation to U.S. Secretary of Transportation Elaine L. Chao. From 2013-2015, as Senior Vice President for Safety, Security, and Operations at Airlines for America (A4A), Elwell was responsible for leading the advancement of commercial aviation safety and security excellence for major U.S. air carriers. Prior to A4A, Elwell was Vice President of the Aerospace Industries Association (AIA) from 2008-2013. In this role, Elwell represented civil aerospace manufacturers and led policy development and advocacy for the civil aerospace manufacturing interests of more than 300 AIA member companies. Elwell was a commercial pilot for 16 years with American Airlines, flying DC-10, MD-80, and B-757/767 aircraft.



SEN. CHUCK SCHUMER U.S. Senator Charles “Chuck” Schumer was elected to the New York State Assembly in 1974. In 1980, Chuck was elected as a congressman from the 9th Congressional District. He represented the 9th CD in Brooklyn and Queens for 18 years. In 1998, Chuck was elected to the U.S. Senate; he became New York’s senior senator when Sen. Daniel Patrick Moynihan retired in 2000.

He has dedicated his career to being a tireless fighter for New York. From authoring a permanent tax credit to offset the rising costs of college tuition, protecting Social Security and Medicare to encouraging job-creating infrastructure projects, Sen. Schumer has made it a hallmark of his career to protect the middle class and those working to reach it — including finding common sense solutions to national issues. After New Yorkers re-elected him in 2004, Chuck secured two powerful posts: a seat on the Senate Finance Committee, which oversees the nation’s tax, trade, social security, and healthcare legislation, and the Chairmanship of the Democratic Senatorial Campaign Committee (DSCC). Following the elections of 2006, then-Majority Leader Harry Reid (D-NV) appointed Chuck to serve as Vice Chair of the Democratic Conference, the number three position on the Democratic Leadership team. In 2016, Chuck was once again re-elected by the people of New York and at the same time, his colleagues elected him to serve as Leader of the Democratic Caucus, the first time a New York Senator has held the position.



REP. ILEANA ROS-LEHTINEN Rep. Ileana Ros-Lehtinen represents Florida’s 27th Congressional District, a diverse area which includes Coral Gables, Cutler Bay, Key Biscayne, Little Havana, Miami, Miami Beach, Pinecrest, South Miami, and Westchester. Prior to being elected, she began her career as a Florida certified teacher.

In 1982, she was elected to the Florida State House of Representatives and the Florida Senate in 1986, becoming the first Hispanic woman to serve in either body. In 1989, she was elected to the U.S. House of Representatives, becoming the first Hispanic woman to serve in Congress, following a special election to fill the seat held by the late Claude Pepper. She has been strongly returned to Congress since. She is Chairman emeritus of the House Committee on Foreign Affairs and is now Chairman of the Subcommittee on the Middle East and North Africa. She also serves on the House Permanent Select Committee on Intelligence to help ensure our nation has the best intelligence gathering capabilities and processes to determine actionable threats.



REP. NITA LOWEY Congresswoman Nita M. Lowey is currently serving her 15th term in Congress, representing parts of Westchester and Rockland counties, New York. She was first elected to the U.S. House of Representatives in 1988. At the beginning of the 113th Congress, Congresswoman Lowey was selected by her colleagues to be the Ranking Democrat on the House Appropriations Committee. She is the first woman to lead either party on the House Appropriations Committee.

Lowey has led the effort to make our nation more secure by improving first responders’ preparedness and equipment and preparing for a possible avian flu pandemic. She has worked to increase health care access and biomedical research and spearheaded the effort to more than double funding for breast cancer research. A strong proponent of education, she has successfully fought efforts to cut funding for public broadcasting and has supported fully funding the federal government’s commitment to education at all levels.



Know the upsides of your “ask” and any potential downsides. Staffers appreciate candor.

MEETING TIPS
via CQ ROLL CALL

TRISH GILBERT LEGISLATIVE ACTIVISM AWARD

In 2009, NATCA established the National Legislative Activism Award to be presented at NATCA in Washington. The following year, the award was renamed for one of NATCA's most effective activists, Trish Gilbert.

Trish set the standard and defined what it means to be a legislative activist in this Union. It was named after her because of her incredible work ethic, her drive to take NATCA from “good” to “great,” and the inspiration she was to others.

Previous winners include Noel Kingston (2017), Steve Weidner (2016), Jason Arnold (2015), Toby Hauck (2014), Mitch Herrick (2013), Betsy Beaumont and AnnMarie Taggio (2012), Brody McCray (2011), Mark Griffin (2010), and Linda Miller (2009).



Paul Rinaldi, Noel Kingston, and Trish Gilbert

The award is given each year to an activist who has demonstrated the passion to serve the Union through legislative activism and stepped up to do extraordinary work.

NATCA also honors activists from each region as chosen by their RVP. These NATCAvists have devoted a lot of time and energy to build congressional relationships, educate other members about NATCA's legislative efforts, and advance legislation important to NATCA. Each region will award this year's winner in their regional break out Monday morning.

Will you be next year's winner of your region's Legislative Award or the Trish Gilbert Legislative Activism Award?

NATCA LEGISLATIVE STRUCTURE

NATIONAL EXECUTIVE BOARD

Paul Rinaldi
President

Trish Gilbert
Executive Vice President

Clint Lancaster
Alaskan Region VP

Kevin Peterson
Central Region VP

Dean Iacopelli
Eastern Region VP

Bryan Zilonis
Great Lakes Region VP

Mike Robicheau
New England Region VP

Doug Pincock
Northwest Mountain Region VP

Jim Marinitti
Southern Region VP

Andrew LeBovidge
Southwest Region VP

Ham Ghaffari
Western Pacific Region VP

Mike MacDonald
Region X VP

NATIONAL LEGISLATIVE COMMITTEE

Steve Weidner
Chairman

Richard "Tiny" Fagg
Alaskan Region

Allison Schwaegel
Central Region

Kristena Jones
Eastern Region

Mike Hanlon
Great Lakes Region

Andre Jean
New England Region

Richard Kennington
Northwest Mountain Region

Stan Parulski
Southern Region

Corey Soignet
Southwest Region

Trisha Pesiri-Dybvik
Western Pacific Region

Samantha Giberson
Region X

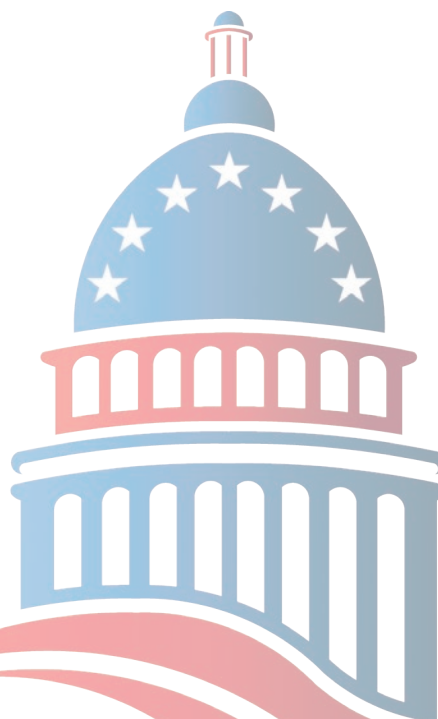
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Jose Ceballos
Director

John Bressler
Deputy Director

Allie Valocchi Cloyes
Senior Political/Legislative Representative

Michelle Fevola
PAC & Political Representative



ALTERNATE NLC MEMBERS

STATE LEGISLATIVE COORDINATOR

FACILITY LEGISLATIVE REP

MEMBER ACTIVIST



There are no permanent friends, and there are no permanent enemies when you're working on public policy issues. Never think that a member won't support you because of one position they've taken.

MEETING TIPS
via CQ ROLL CALL

NATCA LEGISLATIVE TEAM



NATCA takes a comprehensive approach to its legislative and political program. The team is guided by NATCA's national leadership (the President, Executive Vice President, and Regional Vice Presidents), and includes National Office staff in the Executive Office, Government Affairs, Public Affairs, Safety and Technology, and Labor Relations departments; the NLC, which is composed of one appointed member from each region; state legislative coordinators; facility legislative representatives; and, of course, our dedicated member activists. While it is very important to be well represented in Washington, D.C., it is equally important that our activism reach members of Congress back in their home states and districts. Here is a rundown on how NATCA makes its members voices heard in the legislative and political arenas.

NATCA NATIONAL OFFICE

NATCA's National Office works to carry out the goals and initiatives set by the Union's National Executive Board. NATCA influences U.S. aviation policy by educating elected officials in Congress and the executive branch (the White House, Department of Transportation, and the Federal Aviation Administration) about aviation safety-related matters and other policy issues affecting NATCA's membership at the federal, state, and local levels. The NATCA staff collaborates internally as well as with external organizations to conduct research on air traffic control issues for policy and position papers. The staff also works alongside the NLC to lead a stellar political program with the goal of increasing NATCA's visibility and influence on Capitol Hill.

>> GOVERNMENT AFFAIRS DEPARTMENT



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NATCA LEGISLATIVE TEAM

NATIONAL LEGISLATIVE COMMITTEE (NLC)

The NLC strives to advance the status, professionalism, benefits, and working conditions of all NATCA bargaining unit employees through political and legislative activism. The NLC accomplishes these tasks through grassroots activism, educating and training NATCA members on how to become effective legislative activists, as well as providing political education. NATCA is proud to have one of the most effective grassroots networks in all of organized labor. Working in conjunction with the National Office, the NLC helps craft grassroots messages to make sure NATCA is represented on Capitol Hill. The NLC is responsible for ensuring our grassroots network of state legislative coordinators, facility legislative representatives, and – most importantly – our member activists is functioning at its best.

- **LEGISLATIVE TRAINING** The NLC is primarily responsible for the development of NATCA's Basic and Advanced Legislative Activism classes. Committee members also serve as instructors for these classes, working to develop NATCA's ever-growing army of legislative activists.
- **POLITICAL EDUCATION AND ACTIVITY** The NLC educates our members about all of NATCA's political tools and the vital role each plays in the overall success of our organization. NLC members assist members engaging in political activity to back candidates who support NATCA's agenda.



NLC CHAIRMAN

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steve.weidner@natca.net



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CENTRAL REGION

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618.316.8906
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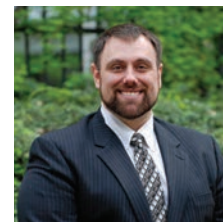
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REGION X

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Alternate NLC Members: Ryan Burr, NCE; Dave Romano, NEA; Mike Orr, NGL; Jenny Benjamin, NNM; Jason Holland, NRX; Anthony Schifano, NSO; Bill Dewey, NSW; David Skarphol, NWP

Legislative Mentorship Program: Caryn Smith, ZLC; Dawn McFalls, MRI; Juan Ledesma, PVD; Berkley Atkins, TUL



Congress remains one of the few national assemblies that research and draft their own legislation rather than simply voting on bills created by the government in power.

DID YOU KNOW?
via government-and-constitution.org

NATCA BARGAINING UNITS*

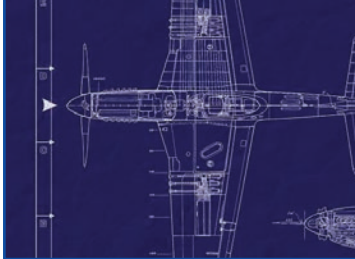
ATO: AUTOMATION SUPPORT SPECIALISTS

Provide operational computer software support and maintenance for en route centers and terminal environments



AIR: ENGINEERING

Approves aircraft design, including communication and navigation equipment; performs accident investigations



ATO: FLIGHT INSPECTION

Checks navigational aids such as Instrument Landing Systems, Distance Measuring Equipment, VHF Omnidirectional Range, radars, etc. (Flight Check)



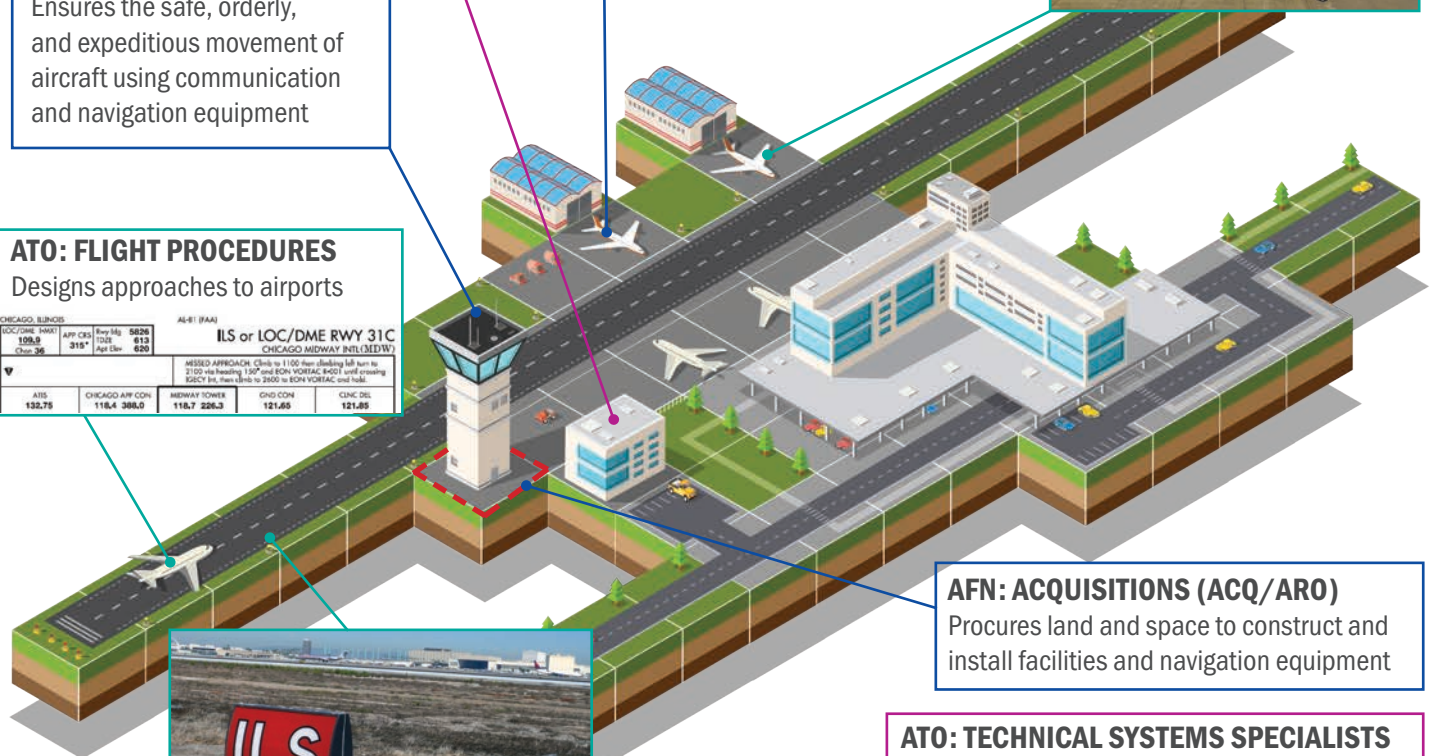
ATO: AIR TRAFFIC CONTROL

Ensures the safe, orderly, and expeditious movement of aircraft using communication and navigation equipment

ATO: FLIGHT PROCEDURES

Designs approaches to airports

CHICAGO, ILLINOIS		ALBANY, ALA	
LOC/DME (Miles)	APP CRS	APP CRS	APP CRS
109.9	319°	125°	613
Class 35		Class 35	620
MISSO APPROACH: Climb to 1100 then descending left turn to 2100 via heading 150° and BOM VORTAC 8401 until crossing 820° for, then climb to 3000 to BOM VORTAC and hold			
ATS	CHICAGO APP COM	MIDWAY TOWER	CHIC DEL
132.75	118.4 368.0	118.7 226.3	121.65



AFN: ACQUISITIONS (ACQ/ARO)

Procures land and space to construct and install facilities and navigation equipment

ATO: TECHNICAL SYSTEMS SPECIALISTS

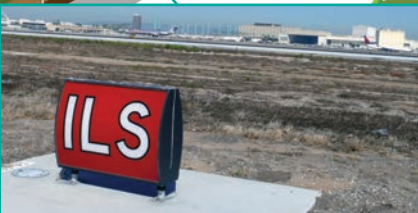
Support ATC work and tasks including training, planning, and requirements

ATO: STAFF SUPPORT SPECIALISTS

Support the daily operation of the air traffic system including initiating procedural and traffic management changes, as well as quality assurance

ARP: AIRPORTS

Distributes grant money to build airports; oversees signage and airport procedures; runway incursions



ATO: ENGINEERING

Designs, constructs, and installs communication and navigation equipment



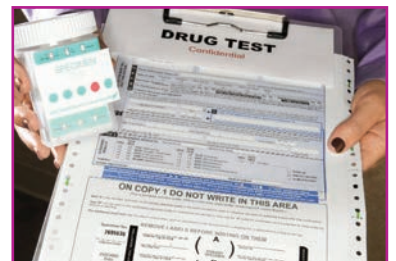
AFN: INFORMATION TECHNOLOGY

Provides IT support for all lines of business



DAI: DRUG ABATEMENT

Ensures U.S. air carriers comply with federal drug and alcohol testing regulations and policy



*This graphic does not depict all NATCA bargaining units.

NATCA BARGAINING UNITS

AIRCRAFT CERTIFICATION SPECIALISTS (AIR) This group is composed of aerospace engineers, senior engineers, program managers, flight test pilots, aircraft certification assistants, and various administrative and technical support personnel. These bargaining unit employees approve new designs and modifications of aircraft, engines, propellers, and related components and accessories.

AIRCRAFT CERTIFICATION SPECIALISTS (AIR-110) This group also develops, coordinates, and assesses national policy and procedures related to certification, certification delegation, and continued airworthiness issues as they relate to aircraft design, manufacture, modification, and maintenance.

AIRPORTS DIVISION (ARP) NATCA represents Airports Division employees in Airports District Offices (ADO) nationwide. Employees are responsible for the distribution of all airport improvement funds, coordination of airport design, oversight of land purchases, and annual safety inspections.

AIR TRAFFIC CONTROLLERS (ATC) NATCA represents the U.S. FAA air traffic controller workforce of dedicated and well-trained men and women. Air traffic control specialists (ATCS) work in airport control towers, terminal radar approach control facilities, and in air route traffic control centers. These employees coordinate the safe, orderly, and expeditious movement of over 140 million operations and nearly one billion aviation passengers within the National Airspace System (NAS) each year.

AUTOMATION SUPPORT SPECIALISTS (AOS) NATCA represents Automation Support Specialists in en route centers and terminal field facilities nationwide. Computer specialists, computer scientists, electronic engineers, and air traffic control specialists make up this group. Their primary function is to provide operational computer software support and maintenance for en route centers and terminal environments.

AVIATION TECHNICAL SYSTEM SPECIALISTS (ATSS) NATCA represents the employees who support the work and overall tasks of ATC and the NAS, including training, planning, and requirements at the three ATO service centers.

DEPARTMENT OF DEFENSE AIR TRAFFIC CONTROLLERS (DOD) NATCA represents the air traffic control specialists (ATCS) employed by the Department of Defense (DoD) in three DoD towers: Marine Corps Air Station Cherry Point (NKT), N.C., Kalaheo Tower (JRF), Hawaii, and Los Alamitos Army Airfield (SLI), Calif.

DRUG ABATEMENT DIVISION/COMPLIANCE AND ENFORCEMENT BRANCH INSPECTORS (DAI) NATCA represents the inspectors who operate out of seven FAA regional offices, Miami, the Mike Monroney Aeronautical Center, and FAA Headquarters who report directly to the Office of Aerospace Medicine. These members ensure that air carriers operating within the U.S. are in compliance with FAA/Department of Transportation Drug and Alcohol Testing regulations and policies.

ENGINEERS & ARCHITECTS (E&A) NATCA represents the engineers and architects who design new ATC facilities, construct or remodel new or existing ATC facilities, and replace aging NAS equipment. They evaluate systems and provide technical support to fix problems with NAS equipment. In addition, they analyze radar and communications coverage, correct deficiencies in existing systems, propose changes and upgrades, and present those changes to the agency to secure funding and support. Engineers determine whether facilities will be replaced or upgraded, develop plans for improvements and implement upgrades and construction, installation projects, and much more. Employees in this unit are assigned to both Technical Operations (Tech Ops) Engineering Services and the Service Centers. They are located in all nine FAA regional offices, three service centers, and many Technical Operations District Offices. The engineers in Oklahoma City and Atlantic City in the Flight Inspection Services and Operations Support organizations are also part of this E&A unit. Operations Support provides field support, maintains the configuration management of systems, and performs modifications of equipment. Flight Inspection Services provides airborne flight inspection of Navigational Aids and procedures.

continued on next page



It's really critical for anyone doing this work to own that you are the expert in your subject matter. Be clear, concise, honest, and factual.

MEETING TIPS
via CO ROLL CALL

NATCA BARGAINING UNITS

FINANCE & MANAGEMENT (AFN) NATCA represents the employees included in the AFN bargaining unit in FAA offices nationwide. This includes Finance (ABA), Acquisitions (ACQ), Information Technology (AIT), and Regional Operations (ARO) throughout the Agency. Members in these lines of business provide shared services to all employees across the Agency and to the public. Professions represented include real estate, acquisition, materiel/material, property, building services, accounting, payroll, finance, budget, and computer specialists. They provide materiel/material purchasing and inventory control, asset management and accountability, land and associated fixtures purchasing, budget planning, payroll for all employees, accounts receivable and payable, network planning, programming, and computer support.

FLIGHT PROCEDURES TEAM (FPT) NATCA represents the employees who manage and facilitate the FAA's Instrument Flight Procedures Program in accordance with National Policy directives. A primary function of the FPT is to design, coordinate, and integrate instrument flight procedures into the NAS. FPT specialists must have a working knowledge of the responsibilities of national/regional organizations (i.e. WAAS, NextGen, PBN offices, etc.) and other FAA Lines of Business involved in the coordination of Instrument Flight Procedures.

FLIGHT SERVICE SPECIALISTS (FSS) NATCA represents all 17 Flight Service Stations in Alaska, including four hub locations — Fairbanks, Juneau, Kenai, and Palmer. These controllers provide airport advisory services, pre-flight briefings, and search and rescue operations, among other services.

NOTICE TO AIRMEN (NOTAM) NATCA represents employees at the FAA's David J. Hurley Air Traffic Control Systems Command Center's (ATCSCC) Notice To Airmen (NOTAM) Office (USNOF) Unit in Warrenton, Va. The members in this bargaining unit are responsible for operational compliance with policies and procedures, and communicate this data to pilots on any issue that impacts safety of flight.

PRIVATELY CONTRACTED AIR TRAFFIC CONTROLLERS (FCT) NATCA represents this group of ATCSs who work for three private employers: Midwest Air Traffic Control Services, Robinson Aviation (RVA), Inc., and Serco Management Services, Inc. These contract towers tend to be smaller in size and operation, typically employing between five and 10 controllers, many of whom are retired FAA and military air traffic controllers.

REGIONAL COUNSEL'S OFFICE/LEGAL DIVISION (AGC) NATCA represents the employees in eight different regions in the FAA Legal Division. The members in this bargaining unit are attorneys, para-professionals, and other administrative staff assigned to the Legal Division who provide expertise on legal issues, procedures and interpretations, and their implications to both the FAA and NATCA members.

STAFF SUPPORT SPECIALISTS (SSS) NATCA represents the staff specialists who are air traffic controllers located in service centers, air route traffic control centers, terminal radar approach controls, and airport traffic control towers. Staff Specialists support the daily operation of the air traffic system through a variety of functions. Primary responsibilities are to initiate procedural and traffic management changes to enhance the air traffic controller's ability to move aircraft through the system and support the work and overall tasks of ATCSs, including quality assurance, training, and personnel. Because many staff specialists are former ATCSs, they have an intimate understanding of ATCS needs.

TRAFFIC MANAGEMENT COORDINATORS (TMC) NATCA represents these employees in en route centers and terminal facilities. These employees maximize the NAS by coordinating the flow of aircraft on a national scale. They are continuously aware of the traffic flow, status of navigational aids, weather conditions, and traffic forecasts to preclude situations that may cause sector saturation, excessive en route and terminal delays, and flights with undesirable atmospheric conditions.

UPCOMING EVENTS

CFS2018



COMMUNICATING FOR SAFETY
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION
Where Aviation Leaders Come Together

NEW DATES!
October 22-24 2018
BALLY'S LAS VEGAS
natca.org/cfs

The poster features a collage of five images on the right side: a man speaking at a podium, a group of people on a stage, a group of people standing together, a woman speaking at a podium, and a man and woman looking at a screen.

NIW2019



NATCA IN WASHINGTON
MAY 20-22, 2019
natca.org/niw

The poster features a large image of the U.S. Capitol building with a blue star pattern overlay. At the bottom left is a circular logo with the text "NATCA IN WASHINGTON" and a silhouette of the Capitol dome. At the bottom right is the text "MAY 20-22, 2019" and the website "natca.org/niw".

Q & A WITH PAUL RINALDI & TRISH GILBERT

Why should I attend? You have the opportunity to hear first-hand from your leaders as they address the current legislative direction of the Union, obstacles that NATCA must address, and answer NATCA members' questions.

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OVERCOMING POLITICAL DIFFERENCES

Effective communication can be the key to working through difficult conversations and finding the right path forward. Communicating can be hard in challenging situations, even more so when there are political differences or disagreements, personal issues, or you are trying to keep a member of Congress or staff focused on the conversation. This workshop is an opportunity for NATCA members to learn constructive ways to have those tough conversations.

Instructors:

Kelly Richardson has worked for NATCA since 2003 and serves as the Manager of Outreach and Special Events. Between 1994 to 1998, he served in the U.S. Navy working on aircraft and the flight line. In 2003, he graduated with a bachelor's degree in aviation management from Ohio State University. Since joining the NATCA National Office staff, Kelly has helped make the Union a leader in aviation outreach by enthusiastic partnering with other industry organizations.

David Skarphol is a controller at Phoenix TRACON, Arizona Legislative State Coordinator, and serves as a National Legislative Committee Alternate. His years of experience advocating at the facility, state, and national levels offer him unique insight into the inner workings of NATCA's legislative structure.

NOTES:

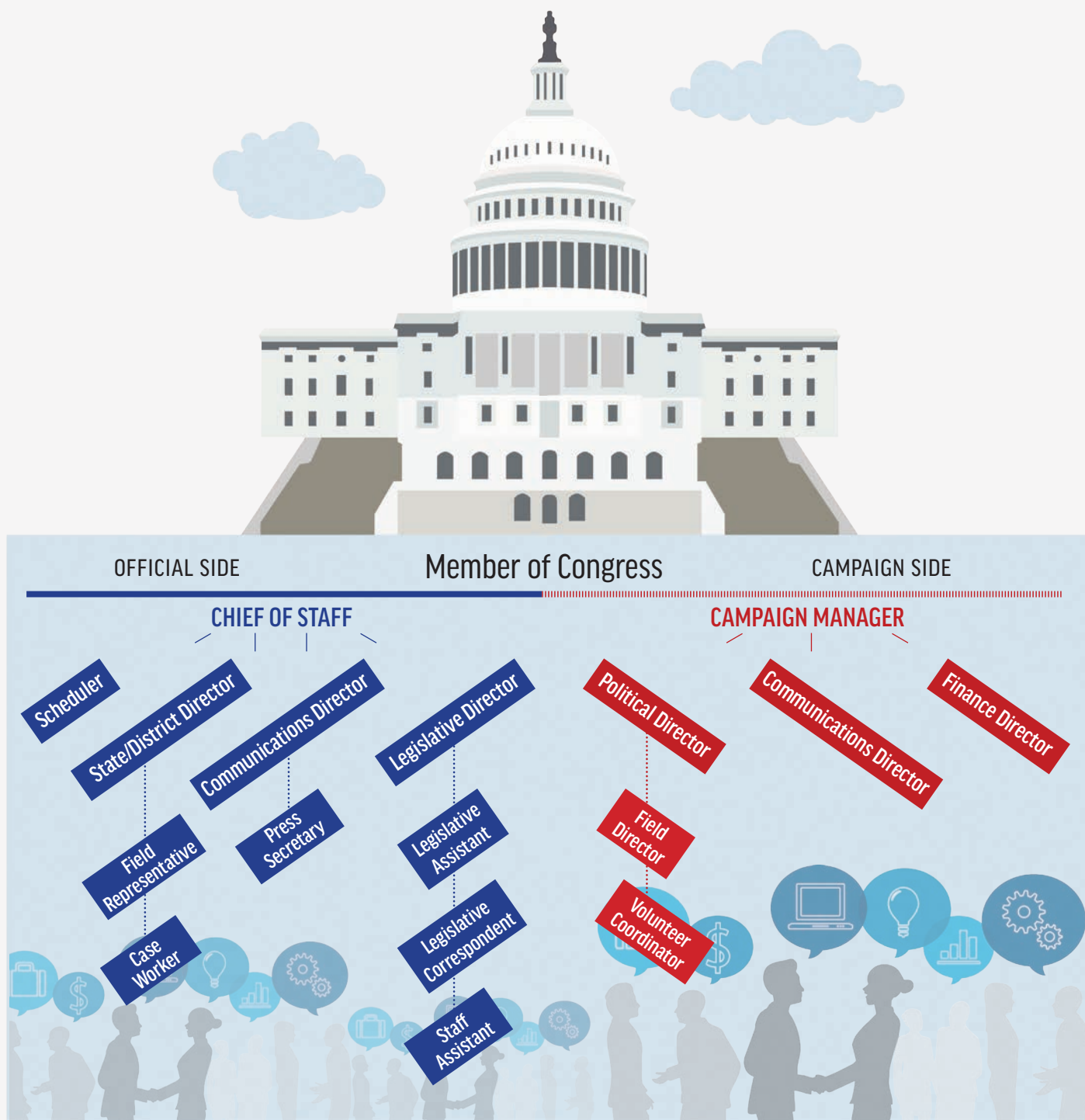
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WORKSHOPS

NATCAVIST TRAINING

FIRST-TIMERS AND BEYOND

Congressional Office Structure



NATCAVIST TRAINING

FIRST-TIMERS AND BEYOND

This class will teach you to use your experience as an aviation safety professional to convey the importance of stable federal funding to keep our NAS as safe and efficient as possible.

Why should I attend? Whether you're a first-time attendee or a veteran hoping to maintain your skillset, you'll learn how to incorporate your unique knowledge as a federal employee in the aviation field and help hone your message into a concise and convincing "Ask."

Instructors:

Born and raised in Greater Cleveland, Mike Hanlon is the third generation of his family to join the FAA. He has been a controller for more than 15 years at Cleveland Center (ZOB), and has been active in NATCA for most of those years. This will be his impressive 13th NiW, and his eighth as the Great Lakes Region Legislative Chair. He feels honored to be a part of the NLC as it has grown to better promote education and activism within our Union.

Richard Kennington is the Northwest Mountain National Legislative Committee Chair. He also serves as FacRep at Portland Tower, Oregon. During his time with the National Legislative Committee, Kennington has made it a priority to give NATCA members a strong legislative foundation upon which they can become better activists.

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WORKSHOPS

CONGRESS 101

U.S. House of Representatives

SPEAKER OF THE HOUSE

The Speaker is elected by the House of Representatives but does not have to be a member of the House. The Speaker:

- Acts as the presiding officer and administrative head of the House;
- Is the leader of majority party in the House;
- Is second in line to succeed the President, after the Vice President.

MAJORITY/MINORITY LEADERS

The Majority Leader is a powerful position because he/she sets the House calendar and schedules floor activity. The Majority and Minority Leaders also:

- Set party strategy;
- Speak for their respective parties;
- Typically serve as chief negotiators with the opposing party for controversial issues.

MAJORITY/MINORITY WHIPS

The Whips manage their party's legislative program by coordinating ideas on, and garnering support for, proposed legislation and ensure that all party members are present for important votes.

U.S. Senate

VICE PRESIDENT

The Vice President serves as the President of the Senate, but does not vote unless it is necessary to break a tie.

PRESIDENT PRO TEMPORE

The President Pro Tempore presides over the Senate in the absence of the Vice President. He/she is number three in line for the Presidency behind the Vice President and Speaker of the House.

MAJORITY/MINORITY LEADERS

Elected at the beginning of each Congress by members of their respective party, they serve as spokesmen for their parties' positions on the issues. The majority leader also:

- Speaks for the Senate as an institution.
- Schedules business on the floor by calling bills from the calendar
- Consults with the minority leader to fashion unanimous consent agreements by which the Senate limits the amount of time for debate and divides that time between the parties.

Why should I attend? Both first-time attendees and experienced legislative activists can learn something from this class. In order to be a truly effective activist, you must understand how Congress and its committees are structured. This class will cover the basic structures of both the House and Senate, give you a better understanding of government leadership, and why some congressional committees have such a large impact on NATCA.

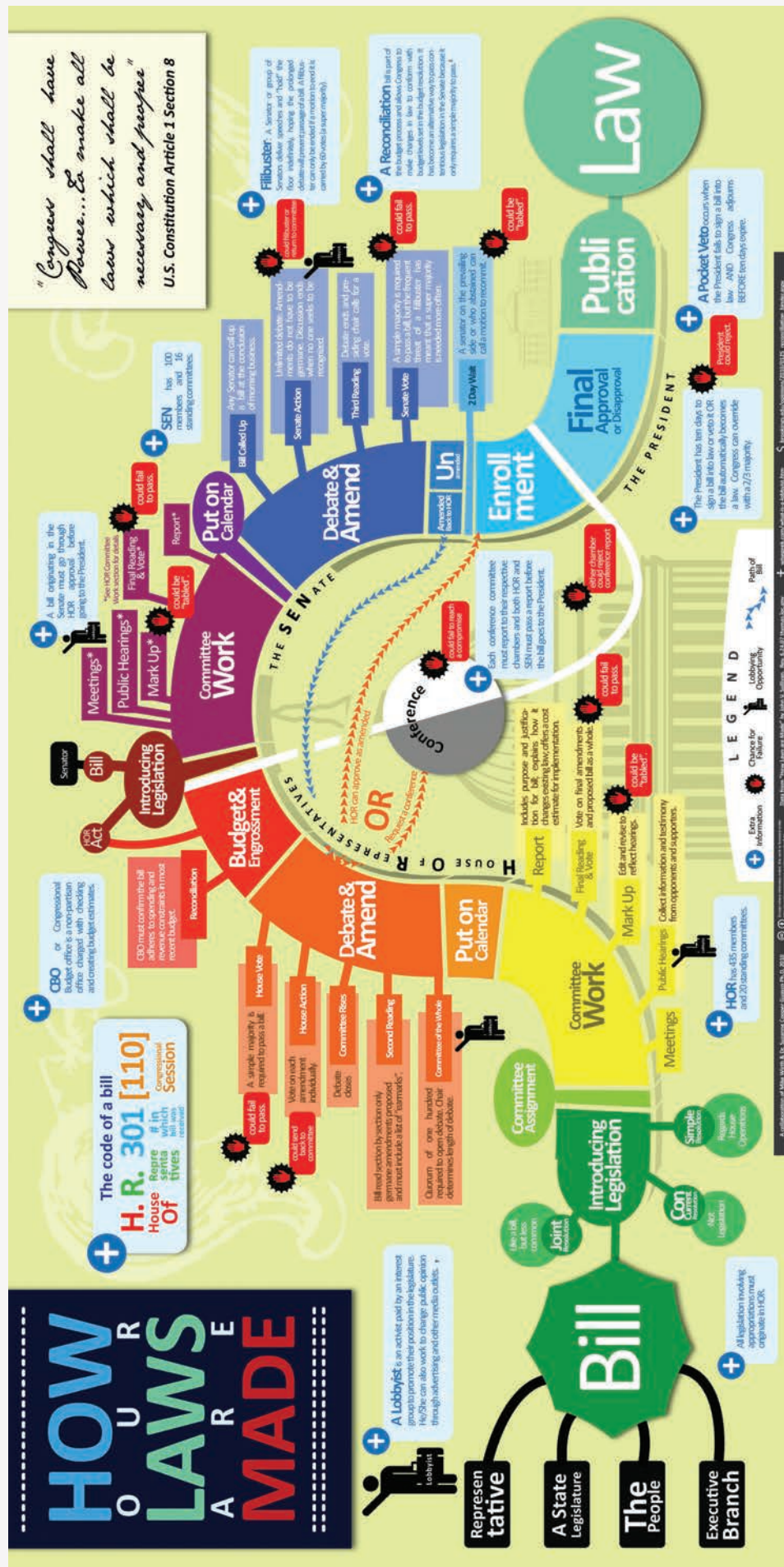
Richard Kennington is the Northwest Mountain National Legislative Committee Chair. He also serves as FacRep at Portland Tower, Oregon. During his time with the National Legislative Committee, Kennington has made it a priority to give NATCA members a strong legislative foundation upon which they can become better activists.

Allie Valocchi Cloyes is NATCA's Senior Political and Legislative Representative. Previously, she worked for two members of the Pennsylvania delegation in the House and Senate. As a former Hill staffer, she knows the political process well and has strong relationships on Capitol Hill.

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NiW Today
natca.org/niw



Why should I attend? Activists should take this class after attending Congress 101. Two former Capitol Hill staffers will provide an insider's perspective about how the legislative process works. This class will also highlight pieces of legislation that are important to NATCA members and explain how NATCA drives a legislative agenda that is important to our membership.

John Bressler is NATCA's Deputy Director of Government Affairs. He brings unique experience and talent to NATCA from his experience working on the House Transportation and Infrastructure Committee, as well as the House Aviation Subcommittee. He also served as U.S. Representative Frank LoBiondo's Legislative Director, giving him a well-rounded perspective on the political process.

NOTES:

[illegible]

WORKSHOPS

SOCIAL MEDIA & THE HATCH ACT



Why should I attend? The Office of Special Counsel, which is responsible for enforcing the Hatch Act, will be presenting this class as experts on the subject. Activists will get a thorough understanding of the do's and don'ts as they relate to the Hatch Act and learn how violating the Hatch Act may affect their job.

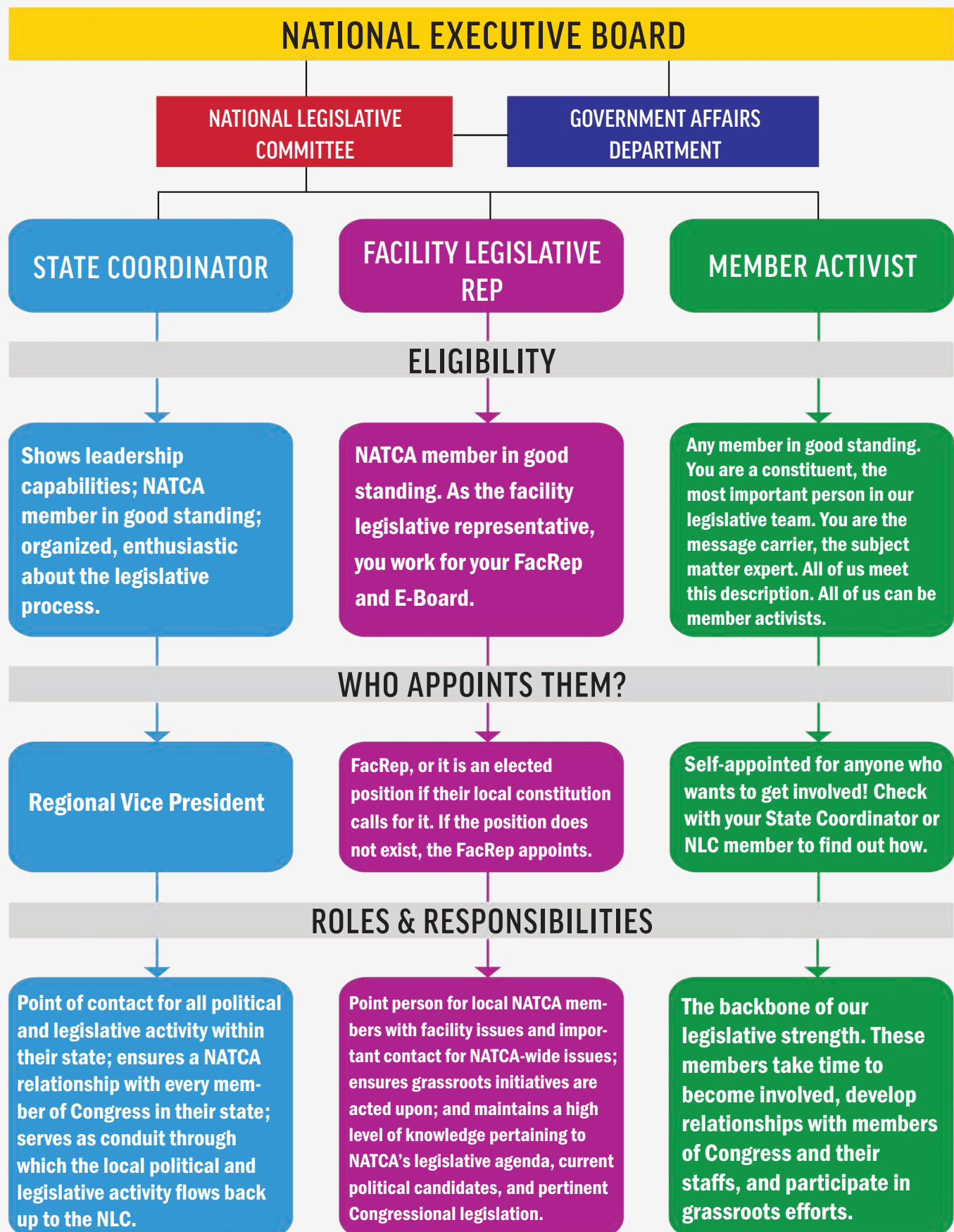
Erika Hamrick is the Deputy Chief of the Hatch Act Unit in the Office of Special Counsel (OSC). The OSC is an independent, investigative, and prosecutorial agency. Its primary mission is to safeguard the merit system in federal employment by protecting federal employees and applicants from prohibited personnel practices, especially retaliation for whistleblowing.

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WORKSHOPS

FACILITY REP & STATE COORDINATOR TRAINING



FACILITY REP & STATE COORDINATOR TRAINING

In addition to reviewing roles and responsibilities, this class will improve your skills and make you a more effective legislative leader.

Why should I attend? All attendees who currently hold these positions or are interested in learning more about stepping into a legislative leadership position are encouraged to attend. This class will help you develop new and existing skills to keep up with today's ever-changing legislative environment.

Instructors:

Richard “Tiny” Fagg was hired in 1991 and sent to his first facility, Bethel, Alaska, a non-radar approach control/tower. In 1996, when BET was contracted out, he switched options to become a center controller at Anchorage ARTCC. In 2008, he was thrust into the position of FacRep for Anchorage Center (ZAN) in the middle of the White Book and attended his first NiW in 2009 where he learned just how truly important NATCA’s legislative efforts are. He became the NLC’s Alaskan Region Chair in 2013 and has been honored to represent Alaska in that capacity and speak on the region’s behalf.

Paul Behan is a graduate of Embry-Riddle Aeronautical University (Daytona Beach, 2004) and was hired into Jacksonville ARTCC in 2006. He is serving his third year as the North Florida State Legislative Coordinator and his fourth year as the ZJX south area representative. Paul recently became a NATCA Academy Instructor where he teaches Legislative Activism courses. Paul is also a commercial pilot and flight instructor.

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WORKSHOPS

HATE POLITICS TOO? LET'S TALK

LOBBYING IS PART OF THE CONSTITUTION.

Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

LOBBYING IS IMPORTANT.

Lobbying is necessary for a productive government. Without it, Representatives would struggle to sort out the numerous competing interests of their constituents. "Lobbyists" help to cover any gaps in knowledge by presenting research and facts about their issue, and then try and persuade government into action. Society benefits from policy decisions made with the best possible information.

Instructors:

Allison Schwaegel began her air traffic career in 2003 when the Air Force stationed her at White Sands Missile Range RAPCON. She was hired by the FAA in 2008 and worked at Champaign ATCT (CMI) until 2010 when she moved to St Louis Tower (STL). In 2015 she joined the NLC's mentorship program and became the Central Region Chair later that year. Allison is also going into her third year as FacRep at STL and serves on the Central Region training review board team.

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WORKSHOPS

PRACTICE THE “ASK”

WHAT CAN YOU DO TO HAVE A SUCCESSFUL MEETING?



- Be concise in stating your purpose. Congressional meetings usually last anywhere from 10 to 30 minutes.
- Connect with your member/staff. Ask why they got into public service or bring up something you learned about them. Briefly share your own vision and concerns.
- Use stories or personal accounts to present the big and small picture. DO NOT use acronyms or industry language.
- Be prepared and do your homework on any opposition. Never attack. If you don't know the answer or how to respond, remember these words: "I'll get back to you."
- Make specific, clear requests, and ask for an answer.
- Leave behind concise materials that are clearly labeled with the NATCA website and your contact information.
- Express your gratitude. Always thank them for the supportive actions they have taken, and be sure to thank them for taking the time to meet with you.
- Send prompt thank-you notes and follow up on any requests after the meeting. Be an air traffic or aviation safety resource.
- Look for other meeting opportunities, including town hall meetings, ceremonies, parades, state/county fairs, campaigns, facility tours, local events, etc.

Why should I attend? Feeling prepared for your meetings on the Hill will boost your confidence and help you be a better activist. This workshop allows attendees to sharpen their skills by working with an NLC member who will offer different techniques and insights to make meetings easier and more productive.

Great Lakes Legislative Committee Chair Mike Hanlon, Southwest Legislative Committee Chair Corey Soignet, Region X Legislative Committee Chair Sam Giberson, North Florida State Legislative Coordinator Paul Behan, Great Lakes NLC Mentee Mike Orr, and Northwest Mountain NLC Mentee Caryn Smith will lead this workshop. Combined, this team has more than five decades of experience speaking with Congressional offices on issues important to NATCA and can offer a wide array of tips and advice to help you be a successful activist.

NOTES:

[illegible]

CONGRESSIONAL MEETING TIPS

QUICK REFERENCE

✈️ **INTRODUCE YOURSELF**

- Who you are
- Where you are from (note if you are a constituent)
- Where you work
- What you do (in layman's terms!)

✈️ **THANK** the member of Congress or staffer for taking the time to meet with you.

✈️ **MENTION VOTING RECORD**

Before each meeting, check the Voter Guide on page 56 to see how members voted on our issues. If they voted with us on any of our issues, thank them for their support. If they did not, be polite and thank them again for meeting with you.

✈️ **THE ASK**

Begin your conversation by stating our "Ask."

✈️ **EDUCATE**

Elaborate how our "Ask" impacts the National Airspace System. Be specific, but don't provide excessive details. Topics could include:

- Staffing levels
- Retirement
- Federal employees
- Workplace morale

✈️ **REPEAT THE ASK**

✈️ **THANK** them for their time, and recommend a tour of their closest ATC facility.

✈️ **FOLLOW UP** with a thank you note and an offer to meet in their district.

MEETING PREP

DO YOUR HOMEWORK.

Review your NiW materials. Refer to the *Congress In Your Pocket* phone app to find out if your members of Congress sit on any committees that affect NATCA. Know the name(s) of the staffer(s) with whom you will be meeting.

TAKE OTHERS WITH YOU.

Two people per meeting is ideal; bring no more than four, if possible.

- Choose a lead speaker for the meeting.
- Designate someone to take notes.

UNDERSTAND THE ASK.

Review *NiW Today* and the leave-behinds to understand the issues at hand. DO NOT leave this *NiW Today* magazine behind in Congressional Offices.

BE PREPARED, FRIENDLY, AND ON TIME.

CREATE A MEETING AGENDA.

Refer to the **QUICK REFERENCE** to create an agenda ahead of time.

PRACTICE.

- After you create an agenda, each person with a speaking role should practice it with another person.
- Be brief, clear, and to the point — and don't be afraid to show your passion.
- Practice potential rebuttals to members or staffers who may challenge our position.
- Don't be nervous. You don't have to be a polished speaker. Just be yourself and speak from the heart. As a constituent and air traffic controller, you will be a great advocate for NATCA.



FULL MEETING OUTLINE

This is an in-depth guide to ensure a successful meeting with your members of Congress or their staffs. Please remember that your message is important to them. They want to hear from you, their constituents.

First, thank the member of Congress or staffer for meeting with you.

INTRODUCE YOURSELF

Introduce yourself as a constituent or a constituent representative if you are not from their home state or district. Include your position (e.g. controller, engineer, test pilot, drug abatement officer). Tell the members or staffers where you work and where you are from. Elected officials and their staffs are very interested in hearing directly from their constituents and this information reminds them that you are not a professional lobbyist, but a constituent with concerns.

THANK AND MENTION VOTING RECORD

It is important to acknowledge what the member has done for NATCA in the past. Before the meeting, check the Voter Guide to see how the member voted. Thank members for their support if they voted with us on those issues. If they voted against our position on all of these issues, be polite and simply thank them for meeting with you.

THE ASK

The “Ask” is the request we make to members of Congress.

EDUCATE

During the course of the meeting, remain focused on the main message. As in any conversation, other issues will arise. Treat these as opportunities to educate your elected officials and their staffs. You are aviation safety professionals and subject matter experts.

REPEAT THE ASK

Before you leave the office, it is important to repeat our “Ask” one final time. During the course of your meeting, you may have touched upon several other subjects in which the congressional office is interested. This is also the perfect time to hand the staffer your leave-behind materials and your contact information.

THANK AND FOLLOW UP

End the meeting by thanking the member or staffer(s) for their time. This is a good opportunity to suggest that they tour the local ATC facilities in their districts. This will allow them to see firsthand the critical work our members do. While most members of Congress are frequent flyers, they may not be familiar with the “behind the scenes” operation that allows them to travel safely.



Established under the Constitution of 1789, Congress has 535 voting members: 435 representatives and 100 senators.

DID YOU KNOW?
via government-and-constitution.org

FACT SHEET: MAY 2018



AIR TRAFFIC CONTROLLER STAFFING NUMBERS

FACT: There are almost 1,000 fewer CPCs since April 2013, primarily due to stop-and-go funding and the FAA's unstable, unpredictable funding stream.

	2011	2012	2013	2014	2015	2016	2017	2018*
ON-BOARD	15,236	15,063	14,461	14,059	14,010	14,050	14,009	14,051
CPC	11,639	11,753	11,522	11,192	10,833	10,619	10,544	10,546
CPC-IT	965	1,143	1,187	1,200	1,218	1,259	1,205	1,196
DEV (INCLUDING AG)	2,632	2,167	1,741	1,667	1,959	2,172	2,260	2,309
AG	676	671	440	665	936	878	883	874
RETIREMENT ELIGIBLE	3,064	3,224	3,077	2,982	3,355	2,915	2,410	1,842
FAA PLANNED TO HIRE	829	981	1,315	1,286	1,772	1,619	1,781	1,701
FAA ACTUALLY HIRED	824	925	554	1,112	1,345	1,680	1,880	393

*As of March 31, 2018

Source: FAA Finance Staffing Data Snapshot, FAA Controller Workforce Plan

CPC: Certified Professional Controller

CPC-IT: Certified Professional Controller in Training (fully certified elsewhere, transferred to a new facility and began training there)

DEV: Developmental (trainee)

AG: Graduate of the FAA Initial Classroom Training Academy in Oklahoma City, newly hired, and started at their first facility as a trainee



FLIGHT DELAYS DURING SEQUESTER FURLOUGH OF CONTROLLERS

FACT: 330 percent more flight delays between the same week in 2013 (furloughs) and 2014.

	SUNDAY 4/21/2013	MONDAY 4/22/2013	TUESDAY 4/23/2013	WEDNESDAY 4/24/2013	THURSDAY 4/25/2013	FRIDAY 4/26/2013	SATURDAY 4/27/2013	TOTAL
2014	430	297	476	693	976	477	511	3,860
2013	1,149	2,660	2,000	2,113	2,429	2,113	296	12,760
2012	1,126	947	466	256	1,027	980	117	4,919



U.S. AVIATION BY THE NUMBERS

FACT: The United States aviation system is an economic driver, contributing roughly 5 percent to the nation's gross domestic product.

965,000,000¹ Passengers served in 2017

\$1.5 TRILLION³ Contributed to the U.S. economy

135,426,233² Total operations

11.8 MILLION³ Aviation-related jobs

Sources: ¹Dept. of Transportation; ²FAA Administrator's Fact Book, May 2018; ³The Economic Impact of Civil Aviation on the U.S. Economy (January 2015)

FUNDING TIMELINE

FUNDING UNCERTAINTY HAMPERS AVIATION SYSTEM GROWTH

CONGRESSIONAL ACTION:

EXTENSIONS

Congress is forced to temporarily extend FAA authorization 23 times.



2007-12

2011

EFFECT ON FAA:



PARTIAL SHUTDOWN

Failure to extend the FAA causes a partial shutdown of the agency.

2013



SHUTDOWN

Government shuts down, and also across-the-board spending cuts (sequestration).

2013



CUTBACKS

Sequestration forces the FAA to:

- Scale back modernization.
- Halt hiring of air traffic controllers for a year, which contributes to staffing shortages today.
- Furlough air traffic controllers, causing significant delays.
- Shift to fix-on-fail maintenance.
- Stop stockpiling vital parts for essential equipment.

SHUTDOWN THREATS

Government shutdowns are threatened repeatedly.



2014-18

EXTENSIONS

Congress is forced to temporarily extend FAA authorization five times and counting.



2015-18

SEQUESTRATION RETURNS

2020-21 potential: ATC furloughs, hiring freeze, tower closures.



2020-21

2018



SHUTDOWNS

Government shuts down Jan. 20-22 and Feb. 9.

PROPOSED SOLUTION:

Long-term FAA reauthorization must include a change in the status quo so that frequent funding disruptions end.

ISSUE: ANTI-FEDERAL EMPLOYEE ATTACKS

QUICK REFERENCE

1

The Office of Personnel Management recently sent a letter to Speaker Ryan with a legislative proposal from the Administration that greatly affects federal employees' retirement, including air traffic controller retirement. It proposes to: (1) eliminate the Social Security annuity supplement; (2) increase federal employee FERS retirement contributions 1 percent per year until the contributions reach 7.25 percent; (3) reduce CSRS cost-of-living adjustments (COLAs) by 0.5 percent each year and eliminate COLAs for FERS for all current and future retirees; and (4) modify the CSRS and FERS annuity calculations to be based upon a high-5 years rather than the current high-3 years.

2

NATCA vigorously opposes these proposals and any legislation that would attack federal employee wages and benefits.

3

Congress should not try to balance the federal budget on the backs of federal employees, including NATCA members, by making cuts to their wages and benefits.

HOW THIS ISSUE AFFECTS NATCA MEMBERS:

The vast majority of attacks on federal employees are Congress's attempts to balance the federal budget by cutting federal employees' pay and benefits. No matter what the issue — elimination of annuity supplements, increased retirement contributions, changes from "high three" to "high five" calculations, and elimination or reduction of cost-of-living-adjustments (COLAs) — all result in reduced take-home pay for federal employees and negatively affect workforce morale. Most significantly, the elimination of the Social Security annuity supplement could cause a large wave of unanticipated retirements that would cripple the National Airspace System (NAS) by exacerbating the current staffing crisis. Finally, efforts to limit or eliminate official time, if enacted, would harm NATCA representatives' ability to act effectively on behalf of its bargaining unit employees at the local, regional, and national levels.

FULL BACKGROUND

ISSUE For the past eight years, legislators in both chambers of Congress have been trying to balance the federal budget in large part by making cuts to federal employees' pay and benefits. Such cuts have affected NATCA members. For the past two years, these attacks also have originated in the president's fiscal year budget proposals. Further, the U.S. House of Representatives has adopted new procedural and operating rules that make it easier to propose cuts to federal spending by reducing the number of government employees and their salaries.

At a time when the FAA is at a 29-year low for certified professional controllers (CPCs), with over 1,800 of the approximately 10,500 CPCs eligible to retire today, any reduction in retirement benefits will cause air traffic controllers to retire early. A large wave of unanticipated retirements could cripple the NAS by exacerbating the current staffing crisis.

MESSAGE FAA employees are essential to the safety and efficiency of the NAS, and Congress should not target FAA employees in an attempt to balance the federal budget. The FAA is at a 29-year low for CPCs. Of the 10,546 CPCs in the system as of the end of March 2018, 1,842 — 17.5 percent — are eligible to retire immediately. If these retirement-eligible CPCs know that their annuity will be reduced significantly if they choose to retire after October 1, 2018, the date when the Administration proposes to eliminate the Social Security annuity supplement, it will greatly incentivize retirement before that date. A large wave of unanticipated retirements could cripple the NAS by exacerbating the current staffing crisis.

BACKGROUND Beginning in the fall of 2010, the bipartisan National Commission on Fiscal Responsibility and Reform (also called the "Simpson-Bowles Commission") suggested reducing the federal budget through significant cuts to federal employees' pay and benefits. The final report became the framework for other anti-federal employee actions. In recent years, Congressional budget resolutions have been used to outline attacks on federal employees' pay and benefits. Likewise, the current Administration has been proposing such attacks since taking office. In 2017, the Office of Management and Budget Director sent a letter to all agency heads directing them to make major cuts in programs, and even directing them to consider ways to implement workforce reductions in order to make the government "lean, accountable, and more efficient." Since then, the proposed attacks have continued.

RECENT THREATS TO FEDERAL EMPLOYEES Lawmakers have outlined attacks on federal employees' pay and benefits as part of their Congressional budget resolutions. While budget resolutions do not have the force of law, they lay the groundwork for the appropriations committees to allocate government funding. Most recently, the proposed House FY 2018 budget resolution contained the elimination of the Social Security annuity supplement, which air traffic controllers receive, as an example of reforms to civil service pensions. Ultimately, elimination of the Social Security annuity supplement was not included in the final Congressional budget proposal. However, the Administration has been firm in its desire to eliminate the annuity supplement.

As such, on May 4, the Office of Personnel Management (OPM) sent a letter to Speaker Ryan that included legislative proposals for Congressional consideration that directly attack federal employee retirement in the following ways:

continued on next page

ISSUE: ANTI-FEDERAL EMPLOYEE ATTACKS continued

- Elimination of the annuity supplement for all federal employees who qualify, including air traffic controllers, federal law enforcement officers, and firefighters, who are all subject to mandatory retirement based on the requirements of their jobs.
- Increase of FERS retirement contributions 1 percent per year until the contributions reach 7.25 percent of each employee's pay.
- Reduction of CSRS COLAs by 0.5 percent each year and elimination of COLAs for FERS for all current and future retirees.
- Modification of the calculation for CSRS and FERS annuity calculations to be based upon a high-5 years rather than the current high-3 years.

All of the aforementioned legislative proposals would attack the retirement benefits for NATCA members. At a time when the FAA faces a staffing crisis with nearly 18 percent of all CPCs eligible to retire today, any reduction in retirement benefits, especially the elimination of the Social Security annuity supplement, will cause air traffic controllers to retire early. This large wave of unanticipated retirements could cripple the NAS by exacerbating the current staffing crisis.

Additionally, the president's FY 2019 Budget Proposal included each of the following attacks on federal employee wage and benefits, as well as attacks on labor unions in general:

Retirement Benefits:

- Proposal to increase federal employee contributions to the Federal Employees Retirement System (FERS) to be phased in over several years, with individuals contributing an additional one percent of their salary each year.
- Proposal to eliminate FERS cost of living adjustment (COLA), and also to reduce civil service retirement system (CSRS) COLA by 0.5 percent.
- Proposal to Eliminate the Social Security Retirement Supplement, which would negatively affect air traffic controllers who are subject to mandatory retirement at age 56, before reaching social security age. It will similarly negatively affect federal law enforcement and firefighters, who are also subject to mandatory retirement.
- Proposal to change retirement annuity calculation from "high-3" years to "high-5" years.
- Proposal to reduce the Thrift Saving Plan (TSP) G-Fund interest rate.

Federal Employee Health Benefits:

- This proposal would revise the government contribution rate to between 65-75 percent depending on a plan's performance.

Leave:

- Currently, all Federal employees receive 10 paid holidays and up to 13 sick days annually, as well as between 13 to 26 vacation days, depending on federal government tenure. This budget proposal would transition the existing civilian leave system to paid time off (PTO), which lumps all time off (sick and vacation) under one category in an attempt to reduce the total number of leave days.

Pay Freeze:

- Proposal to institute a pay freeze for Federal civilian employees for FY 2019.

Labor Relations/Union “Influence”:

- Proposal to overhaul labor-management relations because “collective bargaining contracts can have a significant impact on agency performance, workplace productivity, and employee satisfaction.”
- On September 29, 2017, Executive Order 13812 rescinded the requirement for labor-management forums. Agencies were further instructed to remove any internal policies, programs, or guidelines related to existing forums.

OFFICIAL TIME Finally, official time has also come under attack in recent years. At the FAA, official time is paid time that employee-representatives may use to resolve disputes, negotiate changes in working conditions, and collaborate on workgroups that implement new procedures, such as NextGen. It saves the FAA and taxpayers’ time and money by allowing the parties to avoid costly arbitrations and other less-efficient means of dispute resolution. Official time is necessary for NATCA members to perform their representational duties owed to all bargaining unit employees, regardless of union membership status. It is an especially important tool now, as America’s air traffic control system is being modernized. Yet, legislation continues to be introduced to limit or eliminate official time. The U.S. House of Representatives has had two recorded votes on the issue in the past five years. NATCA was successful at defeating these efforts both times as a direct result of NATCA’s efforts to educate members of Congress and their staffs at the local and national levels.

NATCA members do not engage in lobbying activities — such as this NATCA in Washington event — while on official time.

ISSUE: STOP-AND-GO FUNDING

QUICK REFERENCE

1

The most serious issue currently facing us is the FAA's unstable, unpredictable funding stream, which jeopardizes the safety, efficiency, and capacity of the National Airspace System. The FAA Reauthorization Act of 2018 (H.R. 4), which passed the House on April 27, would authorize the FAA through FY 2023 and would help stabilize this funding stream. So far, the Senate has not yet acted on an FAA reauthorization bill.

2

The remaining barriers to a stable, predictable funding stream are the lack of regular order in the appropriations process and continued dependence on continuing resolutions (CR), government shutdowns (real or threatened), and the returning threat of sequestration in 2020 and 2021.

3

Another potential threat to stable, predictable funding is coming from proposed spending cuts known as "rescissions." On May 9, the Trump Administration proposed a sweeping \$15.4 billion package of spending cuts that slices across 10 federal departments.

HOW THIS ISSUE AFFECTS NATCA MEMBERS:

Stop-and-go funding leads to a more stressful, less productive work environment for aviation safety professionals in a number of ways. Stop-and-go funding related to gaps in funding or FAA authorization can result in government-wide and/or partial shutdowns. These shutdowns result in unpaid furloughs and/or uncertainty about when, or if, excepted members will be paid for continuing to perform their job duties. The lack of a stable, predictable funding stream for the FAA can also lead to delays in the implementation of updated technology, delays to the repair of current equipment, and delay in hiring and training the next generation of controllers and aviation safety professionals.

FULL BACKGROUND

ISSUE For years, the FAA has faced an unstable, unpredictable funding stream with interruptions that have negatively affected all aspects of the Agency. NATCA believes that this is the most serious challenge facing the FAA and our National Airspace System (NAS) today.

The last time that a long-term FAA reauthorization was signed into law was 2012. This legislation, which is the authorizing measure that establishes, continues, or modifies FAA programs and activities, was delayed more than five years and faced 23 short-term extensions and a partial FAA shutdown before finally being signed into law in February 2012. Today, the FAA is currently operating on its fifth short-term extension since the 2012 legislation expired. The current extension expires on September 30, 2018.

Recently, the U.S. House of Representatives passed the FAA Reauthorization Act of 2018 (H.R. 4), by a vote of 393 to 13. H.R. 4 is a long-term, bipartisan bill that authorizes the FAA through fiscal year (FY) 2023, as well as the collection and expenditure of taxes for the Airport and Airways Trust Fund. As of printing, the Senate has not yet acted on FAA reauthorization legislation. In order to avoid a lapse in authorization on September 30, the Senate must either take up H.R. 4 or pass its own FAA reauthorization bill, which would have to be “conferenced” with H.R. 4 to resolve any differences before being signed into law by the president. Otherwise, the FAA will need another short-term extension or it will go into a partial shutdown. After careful review and consideration, NATCA supports H.R. 4.

Even if long-term FAA reauthorization legislation such as H.R. 4 is signed into law, the FAA’s funding stream has been negatively affected by the lack of regular order in the funding process. The last time all appropriations bills were enacted by the start of the new fiscal year was in 1996. A stand-alone Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill has not been enacted since 2006. Over the past two decades, Congress has become reliant on temporary, short-term funding measures called continuing resolutions (CRs) and, less frequently, omnibus spending packages (funding bills that combine multiple appropriations bills together) or some combination of the two. On March 23, Congress avoided its third federal government shutdown in two months when it passed an omnibus spending package that funds the government through September 30, 2018. An extension of FAA authorization until September 30, 2018 was attached to the omnibus. Prior to that, Congress was on its fifth consecutive CR.

Despite some recent progress, the lack of a stable and predictable funding stream already has caused damage, some of which is irreversible. Stop-and-go funding, and specifically CRs, make planning for long-term improvement and modernization projects difficult. Stopping and restarting also makes modernization projects more expensive. Some projects may need to begin again. For instance, the April 2013 furloughs caused delays to modernization projects like En Route Automation Modernization (ERAM) that cost \$6 million per month because of the delay.

Although Congress removed the threat of sequestration for the next two fiscal years when it passed the omnibus spending bill on March 23, it is scheduled to return in FY 2020 and 2021 unless Congress takes action. As a result of sequestration cuts in 2013, preventative maintenance has been halted, and engineers must contend with a “fix-on-fail” policy, requiring that they wait until equipment actually breaks before replacing it. This creates an obvious safety concern and may also result in air traffic delays.

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STOP-AND-GO FUNDING continued

Furthermore, the sequestration-related furloughs of April 2013 caused severe delays. During the week of April 21-27, 2013, delays nearly tripled at our nation's airports, from 5,103 delays to 13,694. These cuts are problematic and will return in 2020 unless Congress finds a way to end sequestration. Until then, the NAS remains at risk of falling behind on safety, efficiency, and capacity.

Another potential threat to funding stability is a recent package of spending cuts proposed by the Administration, known as "rescissions." On May 9, the Trump Administration proposed a sweeping \$15.4 billion package of spending cuts that slices across 10 federal departments. The request now goes to the House Appropriations Committee, which will have 25 calendar days to craft its own bill before other House members can act on their own to bring up rescissions legislation. If the House passes a bill, it would then be considered by the Senate where rescissions bills require only a simple majority for passage. Although the FAA and our members are not being targeted at this time, NATCA will remain vigilant and continue to advocate for full funding for FAA Operations and for all issues critical to our membership.

MESSAGE The FAA needs a stable, predictable funding stream. Without long-term authorization and long-term funding, we face continued funding uncertainty, and the NAS is in jeopardy of falling behind on safety, efficiency, and capacity. As Congress works to provide long-term reauthorization for the FAA and address the problem of stop-and-go funding, it is important that all stakeholders within the NAS work together to ensure that the United States remains the world leader in aviation.

EXAMPLES Below are key examples of stop-and-go funding and how each negatively affected the NAS and our workforce.

2011 PARTIAL GOVERNMENT SHUTDOWN Prior to February 2012, the FAA Reauthorization Act (the authorizing measure that establishes, continues, or modifies FAA programs and activities) was delayed over five years and faced 23 short-term extensions before finally being signed into law in February 2012. When an agreement could not be reached on the 21st extension, the FAA was partially shut down for two weeks during the summer of 2011, which cost the government nearly \$30 million a day because the Airport and Airway Trust Fund (aviation trust fund) was not authorized and the FAA could not collect taxes. FAA employees were not paid for a significant period of time. Although Congress later restored the employees' lost pay, those aviation safety professionals experienced funding uncertainty at a personal level, which resulted in low morale and a loss of confidence in the funding system.

2013 SEQUESTRATION CUTS Sequestration is the result of a congressional money-saving approach to cut the federal budget across the board. It cut nearly \$493 million from the FAA's Operations & Maintenance budget without regard for the safety or efficiency of the NAS. The law has had a negative effect on the NAS. For example, delayed preventative maintenance means engineers and technicians operate on a "fix-on-fail" policy, forcing them to wait until equipment breaks before replacing it. Until Congress finds a way to resolve sequestration, modify the FAA's funding stream, or simply exempt the FAA from this draconian fiscal policy, the NAS is in jeopardy of falling behind on safety, efficiency, and capacity.

2013 SEQUESTRATION FURLONGHS AND THREATENED TOWER CLOSURES In April 2013, sequestration forced the FAA to furlough every employee, including air traffic controllers, and to consider closing towers in order to achieve the mandated spending cuts. These furloughs led to significant delays: during the week of April 21-27, 2013, delays jumped to 13,694, nearly triple the 5,103 delays in the same week of 2012 and the 5,110 delays in 2014. The FAA

also threatened to simply close many low-level towers in order to comply with sequestration. NATCA immediately focused on ending the furloughs and a week after the furloughs began, Congress acted by passing the Reducing Flight Delays Act of 2013, which allowed the Secretary of Transportation to transfer \$253 million from other FAA accounts to the FAA's operations account in order to prevent reduced operations and reduced staffing of the FAA for the remainder of the fiscal year.

2013 FEDERAL GOVERNMENT SHUTDOWN By September 2013, the end of FY 2013, Congress still had not passed appropriations bills to fund the government for FY 2014. On October 1, the government was forced to shut down, shuttering much of the FAA along with it, which resulted in more furloughs to FAA employees. The Office of Management and Budget (OMB) estimates that these furloughs cost the government \$2.5 billion total.

2018 GOVERNMENT SHUTDOWNS In early 2018, Congress failed — on two separate occasions — to pass CRs and the government was shut down for three days between January 20-22, and then again on February 9. On March 23, Congress narrowly avoided its third federal government shutdown in a two-month period when it passed an omnibus spending package that funds the government and also extends FAA authorization through September 30, 2018. Prior to that, Congress was on its fifth consecutive CR and fifth consecutive extension to FAA authorization.

POLITICAL CRISES CAUSING THREATS OF A SHUTDOWN Federal employees, including those employed by the FAA, are all negatively affected when political crises, real or manufactured, threaten an agency shutdown, even when a shutdown is averted at the last minute. This affects employee morale and the Agency's ability to plan for long-term projects. Due to contentious budget debates, the government has frequently been on the brink of a shutdown for the past several years.

ISSUE: FAA REAUTHORIZATION

QUICK REFERENCE

1

On April 27, the House passed the FAA Reauthorization Act of 2018 (H.R. 4), which would authorize the FAA through FY 2023. It received broad, bipartisan support in the House. **NATCA supports H.R. 4 because it meets our Four Core Principles and includes important NATCA provisions.**

2

The Senate now must either consider H.R. 4 or pass its own FAA reauthorization bill, and any differences between it and H.R. 4 would need to be resolved before the president can sign it into law.

3

If a long-term FAA reauthorization bill is not passed by September 30, the FAA will need another short-term extension or it will experience a partial shutdown.

HOW THIS ISSUE AFFECTS NATCA MEMBERS:

The current aviation system has served us well until recent years. Unfortunately, the FAA no longer has a stable, predictable funding stream, and this uncertainty has caused many serious problems for the National Airspace System (NAS) and NATCA members. Although the FAA Reauthorization Act of 2018 (H.R. 4) is a step in the right direction, NATCA is continuing to advocate for a comprehensive, long-term solution that will improve on the status quo, which is unacceptable, and fully address the stop-and-go funding issue. NATCA also uses FAA reauthorization legislation as a vehicle to advance policy provisions that are critical to the system and our workforce, such as in H.R. 4.

FULL BACKGROUND

ISSUE An authorization bill is legislation used to authorize the activities of federal government agencies. For NATCA members, the FAA reauthorization bill is the authorizing measure that establishes, continues, and/or modifies FAA programs and activities. The FAA is operating under its fifth extension to its current authorization, which runs through September 30, 2018. The House recently passed the FAA Reauthorization Act of 2018 (H.R. 4), which, if passed in the Senate and signed into law, would authorize the FAA for five years.

For years NATCA has voiced concerns about the unstable, unpredictable funding stream for the FAA. The 23 short-term extensions to FAA authorization prior to the 2012 legislation, as well as other legislative expirations, have created challenges for America's 24/7 aviation system, such as a partial government shutdown, a complete government shutdown, other threats for additional shutdowns, and indiscriminate spending cuts in all budgets mandated by sequestration.

Congress has not passed a long-term FAA reauthorization bill since 2012. Right now, the FAA is currently on its fifth consecutive short-term extension since the 2012 legislation expired. NATCA has been proactively examining proposals that would provide more funding stability and support infrastructure modernization, while also maintaining workforce protections.

PENDING LEGISLATION Recently, the U.S. House of Representatives passed the FAA Reauthorization Act of 2018 (H.R. 4) by a vote of 393 to 13. H.R. 4 is a bipartisan bill that authorizes the FAA through fiscal year (FY) 2023, as well as the collection and expenditure of taxes for the Airport and Airways Trust Fund. As of printing, the Senate has not yet taken up the bill. In order to avoid a lapse in authorization on September 30, the Senate must either take up H.R. 4 or pass its own FAA reauthorization bill, which would have to be "conferenced" with H.R. 4 to resolve any differences before being signed into law by the president. Otherwise, the FAA will need another short-term extension or it will go into a partial shutdown. After careful review and consideration, NATCA supports H.R. 4.

BACKGROUND Before the FAA Modernization and Reform Act of 2012 was enacted, there were 23 short-term FAA extensions during a five-year period. Many times an extension was about to lapse, there was the potential for another partial FAA shutdown and employee furloughs. One lapse led to a partial FAA shutdown. NATCA has worked hard to address this type of funding uncertainty.

This is one of the primary reasons why we must remain involved and engaged in this process. NATCA continues to push for funding stability to end the stop-and-go funding uncertainty, which has been problematic for the workforce and the NAS.

On March 23, Congress avoided its third federal government shutdown in two months when it passed an omnibus spending package that funds the through the rest of the 2018 fiscal year. An extension of FAA authorization until September 30, 2018 was attached to the omnibus. FAA authorization is now on its fifth short-term extension.

NATCA has been working actively with the House Transportation and Infrastructure (T&I) Committee and the Senate Commerce, Science and Transportation Committee, both of which have jurisdiction over FAA reauthorization legislation, to urge quick passage of long-term reauthorization for the FAA.

NATCA'S FOUR CORE PRINCIPLES FOR REFORM NATCA will consider any reauthorization or reform proposal that meets our Four Core Principles for Reform, as long as the proposal does not maintain the status quo, which is unacceptable, or result in a for-profit air traffic control system.

- Protect NATCA members, including their pay, rights, and benefits;
- Ensure safety and efficiency remain top priorities;
- Provide for a stable, predictable funding stream that must adequately support air traffic control services, staffing, hiring and training, long-term modernization, preventative maintenance, and ongoing modernization to infrastructure; and
- Maintain a diverse and dynamic aviation system that continues to provide services to all segments of the aviation community, from commercial passenger carriers and cargo haulers to business jets and general aviation, at all major airports and small airports in rural areas.

ISSUE: STAFFING CRISIS

QUICK REFERENCE

1

Air traffic controller staffing continues to be a major concern for NATCA, as the FAA remains at a 29-year low for certified professional controllers (CPCs), and there are more than 1,800 controllers (over 17 percent) who are eligible to retire today.

2

In recent years, NATCA has advocated for several pieces of legislation that have become law, which have revamped the FAA's hiring process to help alleviate the staffing crisis. However, the FAA must work with NATCA to address staffing in a more comprehensive manner. Despite recent progress, there is still more that must be done.

3

If this staffing crisis continues, the FAA will be hard-pressed to maintain current capacity, let alone expand or modernize the system.

HOW THIS ISSUE AFFECTS NATCA MEMBERS:

Our controllers are dedicated, highly-skilled professionals forced to shoulder the burden of chronically understaffed facilities. As a result, controllers at the most critically-understaffed facilities are forced to work mandatory overtime in order to maintain current capacity. No one wants interruptions to service, delays, or decreased capacity, especially our controllers who work traffic and also participate in modernization initiatives. In order for controllers to continue providing the type of service the flying public deserves, we must ensure hiring, training, and placement processes meet the needs of the mission and are not subordinate to bureaucratic red tape and arbitrary rules.

FULL BACKGROUND

ISSUE Air traffic controller staffing has been a concern for many years. It reached a crisis level in 2015 and despite recent progress, it remains a crisis. The National Airspace System (NAS) has reached a 29-year low in the number of certified professional controllers (CPC). Controller staffing has fallen nearly 10 percent since 2011, and a significant percentage of the certified controller workforce remains eligible to retire (more than 17 percent). Stop-and-go funding for the FAA has made this problem worse, with sequestration forcing the FAA to suspend hiring and shutter its training Academy for most of 2013. If this staffing crisis continues, the FAA will be hard-pressed to maintain current capacity, let alone modernize the system and expand it for new users, such as commercial space and Unmanned Aircraft Systems (UAS).

MESSAGE NATCA believes the FAA must take a holistic, collaborative approach to resolving the staffing crisis. We are committed to working with all stakeholders to develop a permanent, sustainable solution. NATCA would be deeply concerned with any action that could impede efforts to properly staff the NAS with CPCs, including the potential for future furloughs or another closure of the training Academy.

Two years ago, we took a step in the right direction to resolving this staffing crisis when Congress passed the FAA Extension, Safety, and Security Act of 2016, which improved the FAA's hiring process by streamlining the hiring of controllers who have prior experience, as well as veterans and CTI students.

Additionally, as part of the government funding bill passed on March 23, NATCA was able to work with members of Congress to secure two important provisions: (1) a provision that allows the FAA to reinstate its Retired Military Controller (RMC) program; and (2) a provision that helps address the staffing crisis at New York TRACON (N90) and New York Air Route Traffic Control Center (ZNY) by allowing the FAA, after consultation with NATCA, to post vacancy announcements for these two facilities within the local commuting area.

Both of these provisions take a step in the right direction, but there is much work still to be done. NATCA recommends the following actions to continue alleviating the staffing shortage:

- The FAA should routinely post vacancy announcements for experienced air traffic controllers and should continue to hire as many experienced controllers as are qualified.
- The FAA should continue posting, at least annually, an all-sources open announcement for non-experienced candidates, many of whom come from CTI schools, the military, and other aviation-related professions.
- The FAA should hire as many employees as maximum throughput would allow at the FAA Academy in Oklahoma City.
- The FAA should continue to streamline the hiring process, specifically easing the bottlenecks and bureaucratic delays in HR, security, and medical.
- The FAA should discontinue its use of finance-driven staffing numbers and replace them with the operationally-derived CPC staffing targets, as reflected in its Priority Placement Tool, for the FAA's annual Air Traffic Controller Workforce Plan (CWP) and all future reports.

In addition to these hiring improvements, after many years of advocacy by NATCA, the FAA has finally put in place a less bureaucratic and more expeditious transfer policy for current FAA controllers that encourages experienced controllers at lower level facilities to voluntarily move up (at their own expense) to busier, more complex facilities. While this alone

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STAFFING CRISIS continued

does not fix the staffing crisis, it does allow experienced controllers to move to busier facilities where they are more likely to certify than Academy graduates. Subsequently, it allows the FAA to place Academy graduates in the less complex and less busy facilities where they are more likely to certify. Previously, Academy graduates were often placed in busy towers and radar facilities upon graduation, which resulted in dismal success rates.

BACKGROUND The air traffic controller workforce is in the midst of a staffing crisis. Sequestration forced the FAA to institute a hiring freeze and shutter the FAA Academy between March and December 2013. The hiring freeze compounded an already tenuous staffing situation in which the FAA had barely been able to replace retiring controllers.

Even increased hiring in 2015, 2016, and 2017 did not make up for the attrition experienced from 2013 through 2017. As a result, the FAA remains unable to adequately staff many facilities.

New hires who are admitted into the FAA Academy beginning in June 2018 will require two to four years of training before they become fully trained and capable of separating traffic on their own. Moreover, of those who are admitted, currently only 60 percent of students in either the Tower/Terminal or En Route options will successfully complete their Academy training before moving on to train at their facility.

Fully certified air traffic controllers (known as CPCs) must train these new hires, often taking those controllers away from their primary job of separating traffic. Thus, facilities that are already at critical staffing levels (defined as requiring mandatory overtime and a six-day work week to fully staff all positions) are facing a dire situation, as retirement-eligible controllers continue to retire at a high rate, and those left on the job begin the time-intensive process of training Academy graduates.

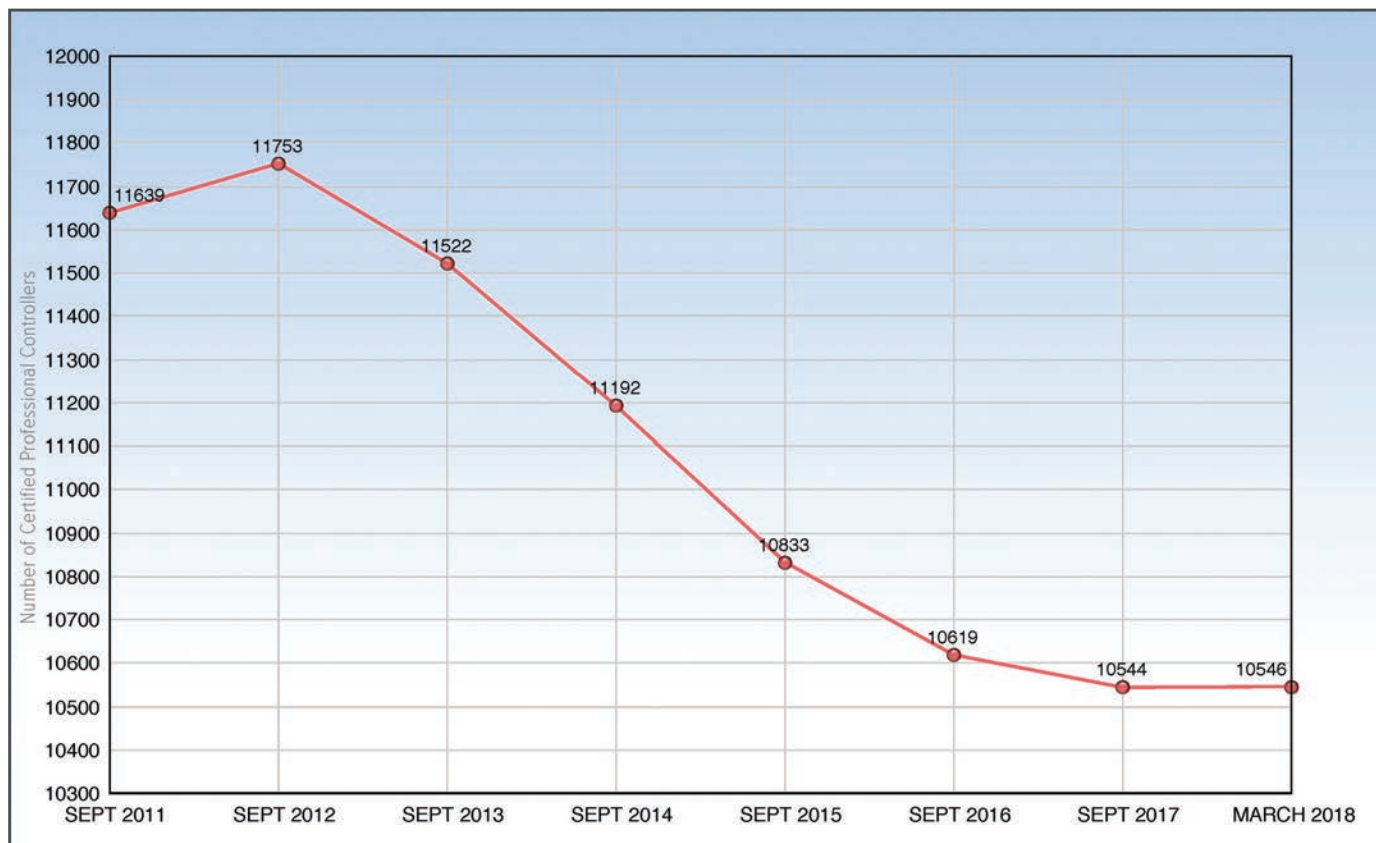
The FAA's 2018 Controller Workforce Plan (CWP) is problematic for a number of reasons and is another example of how the FAA's bureaucracy is negatively affecting operational staffing. In particular, the CWP ignores the staffing targets that NATCA jointly developed with the FAA's Air Traffic Organization to meet the agency's operational needs. The CWP also relies on actual on-board "headcount" staffing numbers used by FAA Financial Services, which lump together CPCs with CPC-ITs (previously certified controllers who reenter training due to a transfer to another facility) and developmental stage trainees. These issues, in addition to others, render the CWP inaccurate and misleading.

Additional staffing concerns are as follows:

- **Reduced Capacity** A further staffing reduction could have an immediate and detrimental effect on capacity, meaning fewer planes in the sky and greater potential for delays.
- **Deployment of NextGen** Understaffing hinders facilities throughout the NAS from deploying and training for NextGen programs, procedures, and equipment.
- **Overtime** Critically-understaffed facilities require controllers to work mandatory overtime to provide adequate coverage of all needed positions. Some facilities may lack sufficient staffing — even with mandatory overtime and extended workweeks — to open all positions.
- **Fatigue** These extended workdays and workweeks can lead to significant fatigue problems for the workforce. The National Transportation Safety Board has identified fatigue as one of its highest priority safety concerns. Although NATCA and FAA, along with other stakeholders, have worked collaboratively to develop a fatigue awareness and education campaign called "Fully Charged," which is part of the collaborative Foundations of Professionalism program, the only long-term solution is sufficient staffing.

AIR TRAFFIC CONTROLLER STAFFING

2011-2018



Source: FAA Finance Staffing Data Snapshot, FAA Controller Workforce Plan



If an elevator is marked "Members Only," it's off-limits to the general public. If you are using another elevator and there's a member in it, consider not selecting a floor before the member's stop. Be cordial and say hello.

MEETING TIPS

ISSUE: MODERNIZATION & INFRASTRUCTURE

QUICK REFERENCE

The FAA is lagging behind in efforts to modernize outdated technology and replace or repair its rapidly aging infrastructure.

By working together collaboratively, the FAA and NATCA have achieved some near-term success on NextGen projects such as En Route Automation Modernization (ERAM), DataComm, and Metroplex.

A stable, predictable funding stream is necessary to continue to modernize the system and improve our physical infrastructure.

HOW THIS ISSUE AFFECTS NATCA MEMBERS:

NATCA and the FAA have achieved several collaborative successes on NextGen projects over the last eight years such as ERAM, DataComm, and Metroplex. However, the FAA is still lagging behind in its effort to modernize its technology and upgrade its aging physical infrastructure. Stop-and-go funding threatens to derail these programs, while any further degradation of controller staffing numbers and/or attacks on official time would cripple the FAA's ability to deliver NextGen technologies on time and under budget.

FULL BACKGROUND

ISSUE In terms of air traffic control (ATC) technology, the FAA is lagging behind in efforts to modernize outdated technology and its rapidly aging physical infrastructure. The FAA has frequently been criticized for its management of NextGen, but many have not seen the full picture. NATCA takes great pride in our role as a partner in developing and implementing important modernization projects in recent years. The FAA, NATCA, and other aviation stakeholders have enjoyed a positive, productive, and collaborative relationship for nearly a decade. Since 2009, we have focused on working together to modernize the system as we maintain the safety and efficiency of the world's safest, busiest, and most complex airspace. As a result, the FAA's development and deployment of NextGen programs have improved over time, but much work remains to be done. In order for NextGen to be successfully completed in a timely fashion and at the lowest possible cost to taxpayers, the FAA needs a stable, predictable funding stream. Without a stable and predictable funding stream, NextGen modernization programs will continue to be threatened by delays and funding shortages that will jeopardize their success.

MESSAGE A stable and predictable funding stream is essential to meeting the modernization and physical infrastructure needs of the FAA. Collaboration is also necessary, but the FAA's controller staffing crisis looms as a threat to modernization and collaboration. Congressional attempts to eliminate official time would severely cripple the FAA's ability to deliver NextGen technologies in a timely fashion and at the lowest possible cost to taxpayers. Thanks to collaboration between the FAA and NATCA, we have achieved several successes on NextGen projects including ERAM, DataComm, and Metroplex.

BACKGROUND

MODERNIZATION & NEXTGEN NextGen describes the primary, comprehensive modernization project that is shifting the FAA from its current ground-based radar system to a smarter, satellite-based aircraft tracking system and digital technologies, along with new procedures that will enable the FAA to guide and track aircraft more precisely on more direct routes. NextGen is producing efficiencies that enhance safety, reduce delays, save fuel, and reduce aircraft exhaust emissions. NextGen is also vital to preserving the United States' position as the world's leader in aviation. This is important due to the significant contribution aviation makes to our economy.

Although the FAA has been criticized for its management of NextGen, NATCA takes great pride in our role as a partner on the leading edge of these important modernization projects. In fact, the FAA and NATCA have developed a strong collaborative relationship and are experiencing meaningful progress within many of the key NextGen programs. In collaboration with NATCA and industry stakeholders, the FAA has delivered \$2.7 billion in benefits to date, completing 103 commitments of NextGen and the NextGen Advisory Committee (NAC) Prioritization Plan.

Collaboration between the FAA and NATCA allows the Agency to deliver cost savings on NextGen projects that would not otherwise be possible. If NATCA representatives were not involved, many NextGen programs would need to go through extensive, costly, and time-consuming revisions following testing and/or implementation. Through collaboration, the FAA is on or ahead of schedule with some of its most critical modernization programs.

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MODERNIZATION & INFRASTRUCTURE continued

Despite this progress, further staffing reductions — such as a hiring freeze or furloughs — would have a detrimental effect on system capacity and NextGen. In 2013, sequestration and the resulting April 2013 furloughs, as well as the October 2013 government shutdown, created needless delays in the development, design, and implementation of NextGen and increased costs in these key modernization programs for our aviation system. The shuttering and reactivation of NextGen programs not only delayed their progress, but also increased costs.

Without a stable and predictable funding stream, NextGen modernization programs will continue to be threatened by delays and funding shortages that will jeopardize their success.

FAA'S RAPIDLY AGING PHYSICAL INFRASTRUCTURE The FAA operates more than 300 air traffic control facilities of varying ages and conditions. The FAA's 20 Air Route Traffic Control Centers (ARTCCs) located in the continental United States were built in the 1960s and are more than 50 years old. The FAA's large, stand-alone Terminal Radar Approach Control facilities (TRACONs) are, on average, 25 years old. In addition, the FAA has 132 combined TRACON/Towers, which average nearly 35 years old. Finally, the FAA has another 131 stand-alone towers which average almost 30 years old; the oldest is 75 years old.

The FAA has begun the process of addressing its aging infrastructure through a combination of realignments, sustaining and maintaining some facilities, and replacing a handful of others. However, that process has been slow and hampered by stop-and-go funding.

For example, the FAA is replacing Charlotte TRACON/Tower (CLT), which is approximately 35 years old. Similarly, San Francisco Tower (SFO) was approximately 28 years old when it was replaced. To replace Las Vegas Tower and Las Vegas TRACON, which were about 31 and 29 years old, respectively, the FAA built one facility to replace two buildings. The FAA needs a stable, predictable funding stream in order to adequately maintain and replace its aging infrastructure in the coming years.



There are lines at the security checkpoints and sometimes they can be long. Empty out anything with metal from your pockets beforehand. Capitol Police are there to keep everyone safe, so disagreeing/haggling over taking off your belt is inappropriate and considered very rude.

MEETING TIPS

Q & A

FAA REAUTHORIZATION LEGISLATION

Q What is the status of FAA Reauthorization?

- A**
- The FAA currently is operating under its fifth short-term extension of FAA authorization, which expires at the end of the Fiscal Year (FY), on September 30, 2018.
 - Lawmakers have until September 30 to enact a long-term FAA Reauthorization bill or pass another extension to avoid a partial shutdown of the FAA.
 - On April 27, the U.S. House of Representatives passed the FAA Reauthorization Act of 2018 (H.R. 4) by a vote of 393-13.
 - NATCA applauds the passage of this bill by the House because it would help provide a more stable and predictable funding stream by reauthorizing the FAA and the Aviation Trust Fund through 2023.
 - NATCA supports H.R. 4, and urges the Senate to quickly pass — and for the president to sign into law — a long-term FAA reauthorization bill.

FAA REFORM

Q Does NATCA support privatization of air traffic control?

- A**
- NATCA remains open to discussing reform at the FAA that would create a stable, predictable funding stream.
 - NATCA would not support any proposal that would create a for-profit model. Safety and efficiency must remain the top priorities.
 - We also do not support any proposal that would maintain the status quo, which is unacceptable due to funding uncertainty.

Q What type of FAA reform model does NATCA support?

- A**
- NATCA does not support any one particular reform model, but has publicly stated that any FAA reform must meet NATCA's Four Core Principles for Reform:
- Ensure that the frontline workforce is fully protected;
 - Ensure safety and efficiency remain top priorities;
 - Provide for a stable, predictable funding stream that must adequately support air traffic control services, staffing, hiring and training, long-term modernization, preventative maintenance, and ongoing modernization to infrastructure; and
 - Maintain a dynamic aviation system that continues to provide services to all segments of the aviation community, from commercial passenger carriers and cargo haulers to business jets and general aviation, at all major airports and small airports in rural areas.

FAA FUNDING

Q Does NATCA have a preferred funding system?

- A**
- NATCA does not support a specific funding system, but the status quo is unacceptable and unreliable.
 - The National Airspace System (NAS) needs a stable, predictable funding stream so the FAA can move forward with modernization and technology improvements, as well as infrastructure projects.

Q & A

HIRING AND STAFFING

Q Is the NAS facing a critical staffing shortage?

- A**
- Yes. The FAA is at a 29-year low of certified professional controllers (CPCs).
 - Controller staffing has fallen nearly 10 percent since 2011, and the FAA has missed its hiring goals in six of the last eight years.
 - A significant percentage of our certified controller workforce (approximately 1,850 certified professional controllers) is eligible to retire.
 - If this situation continues unaddressed, the U.S. will be hard-pressed to maintain current air traffic capacity, let alone expand and modernize the system.

Q What are the recent changes to the FAA's hiring process?

- A**
- The FAA changed its hiring process in February 2014. NATCA had concerns about the FAA adding more bureaucratic red tape to its hiring process, because it excluded many qualified applicants from the hiring pool. Hundreds, if not thousands, of qualified candidates were rejected as an unintended consequence.
 - The FAA revised its 2014 biographical questionnaire (BQ) and validated the revised version of the BQ on the current controller workforce, allowing more applicants into the hiring process.
 - NATCA's primary concern continues to be ensuring a steady stream of eligible, qualified candidates that can successfully pass through the Academy and be effective once assigned to facilities across the country.
 - In order to improve and streamline the FAA's hiring process, in the past, we have asked NATCA members who attended NATCA in Washington to help carry this message to the Hill.
 - As a result of your hard work, passion, and dedication, NATCA was able to work closely with members of Congress to pass hiring reforms as part of the FAA Extension, Safety, and Security Act of 2016. This bill created a two-track process for hiring new controllers:
 - Under Track One, the FAA is required to give "preferential consideration to qualified individuals maintaining 52 consecutive weeks of air traffic control experience," as these experienced controllers will be assigned directly to ATC facilities and do not need to attend the FAA Academy in Oklahoma City.
 - Under Track Two, the FAA must balance its hiring between two pools of candidates: (1) the first pool comprises veterans and graduates of Collegiate Training Initiative (CTI) programs; and (2) the second pool is off-the-street hires.
 - Recently, NATCA was able to get critical hiring language into the 2018 omnibus spending bill that should help with local hiring at New York TRACON (N90) and New York Air Route Traffic Control Center (ZNY), and allow the FAA to reinstate its retired military controller (RMC) program.
 - Although this is a step in the right direction, it does not solve the staffing crisis. NATCA supports a holistic, collaborative approach to solve the staffing crisis. This new hiring process is merely one part of that equation.

OFFICIAL TIME

Q Are you using duty or official time to be in D.C. today?

- A** No. You are on annual leave/regular day off. NATCA members do not lobby on duty time or official time.

Q & A

SEQUESTRATION

Q How does sequestration affect the FAA?

- A**
- Sequestration has resulted in furloughs for the workforce and the potential for closures or reductions in service hours at many facilities.
 - Sequestration forced the FAA to institute a hiring freeze and close the FAA Academy for most of 2013, meaning it was unable to hire new air traffic controller trainees. This hiring freeze worsened an already critical air traffic controller staffing situation, which is at a 29-year low for certified professional controllers.
 - Sequestration also causes preventative maintenance delays, meaning that engineers and technicians must contend with a “fix-on-fail” policy that forces them to wait until equipment breaks before replacing it. This policy results in down time for systems and negatively affects the efficiency of the system.

Q How did furloughs resulting from sequestration affect the FAA?

- A**
- Sequestration forced the FAA to furlough employees (including air traffic controllers) for one week in April 2013. Congress quickly intervened by passing the NATCA-initiated bill, the Reducing Flight Delays Act of 2013.

Q What is the status of sequestration? Is sequestration still a problem for NATCA?

- A**
- Sequestration remains the ‘law of the land’ and NATCA continues to urge Congress to exempt the FAA from sequestration cuts that are scheduled to return in FY 2020 and 2021.
 - Americans felt the effects of sequestration in April 2013, when the FAA was forced to furlough every employee, including air traffic controllers, and to consider closing towers to achieve the mandated spending cuts. In addition to crippling controller staffing, these sequestration-mandated furloughs caused significant delays. During the week of April 21-27, 2013, delays nearly tripled at U.S. airports.
 - Sequestration is a major concern for NATCA. The effects of sequestration are still being felt, and we expect sequestration-related cuts to return in FY 2020 and 2021 unless Congress takes specific action.

NEXTGEN

Q What is NextGen?

- A**
- NextGen describes a comprehensive modernization project that is shifting the FAA from its current ground-based radar system to a smarter, satellite-based aircraft tracking system and digital technologies, along with new procedures that will make air travel more efficient, predictable, and environmentally friendly.
 - NextGen improvements enable the FAA to guide and track aircraft more precisely on more direct routes. NextGen will produce efficiencies that will enhance safety, reduce delays, save fuel, and reduce aircraft exhaust emissions.
 - NextGen is vital to preserving the United States as the world’s leader in aviation. This is important due to the significant contribution aviation makes to our economy.

Q Does NATCA support NextGen?

- A**
- Yes. NATCA and the FAA have been working collaboratively on the development and implementation of NextGen.
 - NATCA representatives on NextGen use official time to work collaboratively with the FAA on modernizing the system. These efforts are vital to the successful development and implementation of NextGen.
 - We take great pride in our role as a partner on the leading edge of NextGen.

Q & A

Q What is the status of NextGen?

- A**
- In order for NextGen to be successfully completed, a stable and predictable funding stream is necessary.
 - Sequestration, the resulting April 2013 furloughs, and the October 2013 government shutdown created needless delays in the development, design, and implementation of NextGen and increased costs in these key modernization programs for our aviation system.
 - Thanks to collaboration between the FAA and NATCA, we have achieved several successes on NextGen projects including ERAM, DataComm, and Metroplex.

UNMANNED AIRCRAFT SYSTEMS/DRONES

Q Does NATCA support the use of Unmanned Aircraft Systems (UAS)?

- A**
- The safe integration of UAS into the NAS is a top priority for NATCA.
 - It is important to strike a balance between maintaining existing safety levels within the NAS, the potential value of UAS to the economy, and the need for protocols to regulate the wide spectrum of UAS operations.
 - NATCA believes the widespread commercial application of UAS must not be permitted until the FAA establishes clear and enforceable operating standards.

REMOTE TOWERS

Q Does NATCA support remote towers?

- A**
- There are numerous concerns with the possible operation of a remote tower, from human factors to the ability of controllers to identify and maintain visual contact with aircraft in the traffic pattern.
 - NATCA believes there are technological advancements in remote tower systems that may have a place in the NAS as a way to enhance certain air traffic levels of services, rather than looking at this new technology as a “replacement” for current air traffic control towers (ATCTs). These enhanced levels of service could include:
 - As part of a contingency plan, or for possible use to monitor remote airports during midnight operations.
 - Assistance with line-of-sight issues at current ATCTs.
 - Possibly providing a level of service that may include traffic advisories, but without separation responsibilities.
 - NATCA currently supports the ongoing remote tower technology test at Leesburg Airport (JYO) in Leesburg, Va., as well as the newly initiated test at the Northern Colorado Regional Airport (FNL) in Ft. Collins, Colo. Neither of these airports currently have an ATCT.
 - NATCA must remain engaged in the discovery, development, and testing of new technologies in order to safeguard the NAS and ensure that the workforce has a voice in all future changes to the NAS.

KEY LEGISLATIVE VOTES

Members of the House of Representatives are grouped by state and listed alphabetically by last name.



The member voted correctly from NATCA's perspective/the member co-sponsored the bill.



The member voted incorrectly from NATCA's perspective/the member did not co-sponsor the bill.



The member did not vote on the bill.



The member was not in office at the time the vote took place/not in office during the bill's duration.

These votes all occurred during the 113th, 114th, and 115th Congresses, so it is important to remember that there are new members listed who were not yet elected when those votes occurred. Likewise, members who voted on these bills but are no longer in office are not listed.

H.R. 1765 Reducing Flight Delays Act of 2013 NATCA led the legislative efforts for passage of H.R. 1765, in which the House and Senate voted to put an end to the April 2013 FAA furloughs of air traffic controllers and other aviation safety professionals. The furloughs occurred as a result of the spending cuts mandated by sequestration. The Senate passed this bill via a procedure called "unanimous consent." This means that a roll call vote was not taken, so you will not find this vote listed for your senators.

H.R. 4745 Gingrey Amendment to THUD Appropriations NATCA has been fighting anti-official time amendments and bills for the past several years. Three years ago, Rep. Phil Gingrey (R-GA) offered an anti-official time amendment to the FY 15 Transportation-HUD appropriations bill (H.R. 4745). NATCA led the fight to successfully defeat this amendment, which failed by a vote of 167-254, with 60 Republicans joining all Democrats to vote with NATCA against the amendment. A corresponding amendment was not offered in the Senate, so you will not find this vote listed for your senators.

H.R. 2029 Hice Amendment to Mil-Con VA Appropriations Just like the Gingrey Amendment that would have eliminated official time at the FAA, Rep. Jody Hice (R-GA) introduced an anti-official time amendment to the FY 16 Military Construction-Veterans Affairs (Mil-Con-VA) appropriations bill (H.R. 2029) two years ago. This amendment would have eliminated official time for federal employee union representatives in the Department of Veterans Affairs. With NATCA's help, this amendment was defeated by a vote of 190-232, with 49 Republicans joining all Democrats to vote against the amendment. If the Hice Amendment was approved for the Department of Veterans Affairs, it could eventually lead to the end of official time at other departments and agencies, such as the FAA. A corresponding amendment was not offered in the Senate, so you will not find this vote listed for your senators.

H.R. 5292 Air Traffic Controller Hiring Improvement Act of 2016 This legislation was introduced in the House by Reps. Carlos Curbelo (R-FL) and Sean Patrick Maloney (D-NY) on May 19, 2016 to streamline the hiring process for controllers and ensure a path for graduates of the Collegiate Training Initiative and military veterans. Keep in mind that this bill was introduced in the last Congress, so freshman members of the 115th Congress were not in office for the duration of this bill and some of the bill's cosponsors are no longer in office. The bipartisan bill garnered 260 cosponsors (141 Democrats and 119 Republicans) following last year's NiW, in which NATCAvists urged members of the House to sign on as cosponsors to the legislation. On July 15, former President Obama signed an FAA extension into law (P.L. 114-190) that included language from H.R. 5292. A companion bill was not offered in the Senate, so you will not find cosponsors listed for your senators.

H.R. 4 Rohrabacher/Bass Amendment to FAA Reauthorization Reps. Dana Rohrabacher (R-CA) and Karen Bass (D-CA) offered an amendment to the 2018 FAA reauthorization bill to direct the Administrator of the FAA to ensure that all aircraft transitioning from flight over ocean to flight over land "shall fly at a safe altitude." It further stated that such altitude "shall be not be lower than specific flight operations require." After carefully reviewing the amendment language, NATCA recognized the wide range of negative effects this amendment would have on the safety and efficiency of the National Airspace System. In a victory for NATCA, the amendment failed by a vote of 37-375. 210 Republicans and 174 Democrats supported NATCA in rejecting the amendment. A corresponding amendment was not offered in the Senate, so you will not find this vote listed for your senators.

H.R. 4 FAA Reauthorization Act of 2018 The FAA reauthorization bill is the authorizing measure that establishes, continues, and/or modifies FAA programs and activities. The FAA is operating under its fifth extension to its current authorization, which runs through September 30, 2018. On April 27, 2018, the House passed the FAA Reauthorization Act of 2018 by a vote of 393 to 13. H.R. 4 is a bipartisan bill that authorizes the FAA through FY 2023, as well as the collection and expenditure of taxes for the Airport and Airways Trust Fund. In order to avoid a lapse in authorization on September 30, the Senate must either take up H.R. 4 or pass its own FAA reauthorization bill, which would have to be "conferenced" with H.R. 4 to resolve any differences before being signed into law by the president. A corresponding amendment was not offered in the Senate, so you will not find this vote listed for your senators.

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
ALASKA							Nanette Barragan, D-44	*	*	*	*	✓	✓
Don Young, R-1	✓	✓	✓	✓	✓	NV	Karen Bass, D-37	✓	✓	✓	✗	✗	✓
ALABAMA							Ami Bera, D-7	✓	✓	✓	✓	✓	✓
Robert Aderholt, R-4	✓	✗	✗	✗	✗	✓	Julia Brownley, D-26	✓	✓	✓	✓	✓	✓
Mo Brooks, R-5	✓	✗	✗	✗	✓	✓	Ken Calvert, R-42	✓	✗	✗	✗	✗	✓
Bradley Byrne, R-1	*	✗	✗	✓	✓	✓	Salud Carbajal, D-24	*	*	*	*	✓	✓
Gary Palmer, R-6	*	*	✗	✗	✓	✓	Tony Cardenas, D-29	✓	✓	✓	✓	✓	✓
Martha Roby, R-2	✓	✗	✗	✗	✓	✓	Judy Chu, D-27	✓	✓	✓	✓	✓	✓
Mike Rogers, R-3	✓	✗	✓	✗	✓	✓	Paul Cook, R-8	✓	✓	✓	✓	✓	✓
Terri Sewell, D-7	✓	✓	✓	✓	NV	NV	Lou Correa, D-46	*	*	*	*	✓	✓
AMERICAN SAMOA							Jim Costa, D-16	✓	✓	✓	✓	✓	✓
Aumua A. C. Radewagen, R-1	NV	NV	NV	✗	NV	NV	Susan Davis, D-53	✓	✓	✓	✓	✓	✓
ARIZONA							Jeff Denham, R-10	✓	✓	✓	✓	✓	NV
Andy Biggs, R-5	*	*	*	*	✓	✓	Mark DeSaulnier, D-11	*	*	✓	✗	✓	✓
Ruben Gallego, D-7	*	*	✓	✓	✓	✓	Anna Eshoo, D-18	✓	✓	✓	✓	✓	✗
Paul Gosar, R-4	✓	✗	✗	✗	✓	✓	John Garamendi, D-3	✓	✓	✓	✓	✓	✓
Raul Grijalva, D-3	✓	✓	✓	✗	✓	✓	Jimmy Gomez, D-34	*	*	*	*	✓	✓
Debbie Lesko, R-8	*	*	*	*	*	*	Jared Huffman, D-2	NV	✓	✓	✓	✓	NV
Martha McSally, R-2	*	*	✗	✓	✓	✓	Duncan Hunter, R-50	✓	✓	✗	✓	✗	✓
Tom O'Halleran, D-1	*	*	*	*	✓	✓	Darrell Issa, R-49	✓	✗	✗	✗	✓	✓
Dave Schweikert, R-6	✓	✗	✗	✗	✗	✓	Ro Khanna, D-17	*	*	*	*	✓	✓
Kyrsten Sinema, D-9	✓	✓	✓	✓	✓	✓	Stephen Knight, R-25	*	*	✗	✓	✓	✓
ARKANSAS							Doug LaMalfa, R-1	✓	✗	✗	✓	✗	✓
Rick Crawford, R-1	✓	✗	✗	✓	✓	✓	Barbara Lee, D-13	✗	✓	✓	✗	✓	✓
French Hill, R-2	*	*	✗	✗	✓	✓	Ted Lieu, D-33	*	*	✓	✓	✗	✓
Bruce Westerman, R-4	*	*	✗	✗	✓	✓	Zoe Lofgren, D-19	✗	✓	✓	✓	NV	NV
Steve Womack, R-3	✓	✗	✗	✗	✓	✓	Alan Lowenthal, D-47	✓	✓	✓	✓	✗	✗
CALIFORNIA							Doris Matsui, D-6	✗	✓	✓	✓	✓	✓
Peter Aguilar, D-31	*	*	✓	✓	✓	✓	Kevin McCarthy, R-23	✓	✗	✗	✗	✓	✓



One-page leave behinds are an important tool to help support your "ask." Leave behinds will be provided for your appointments, but consider emailing a copy to the staffer as part of your meeting follow-up.

MEETING TIPS
via CQ ROLL CALL

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Tom McClintock, R-4	✓	✗	✗	✗	✗	✗	Jared Polis, D-2	NV	✓	✓	✗	✓	✓
Jerry McNerney, D-9	✓	✓	✓	✗	✓	✓	Scott Tipton, R-3	✓	✗	✗	✗	✓	✓
Grace Napolitano, D-32	✓	✓	✓	✓	✓	✓	CONNECTICUT						
Devin Nunes, R-22	✓	✗	✗	✗	✓	✓	Joe Courtney, D-2	✓	✓	✓	✓	✓	✓
Jimmy Panetta, D-20	*	*	*	*	✓	✗	Rosa DeLauro, D-3	✓	✓	✓	✓	✓	✓
Nancy Pelosi, D-12	✓	✓	✓	✗	✓	✓	Elizabeth Esty, D-5	✓	✓	✓	✓	✓	✓
Scott Peters, D-52	✓	✓	✓	✓	✓	✓	Jim Himes, D-4	✓	✓	✓	✓	✓	✓
Dana Rohrabacher, R-48	✓	✓	✗	✗	✗	✗	John Larson, D-1	✓	✓	✓	✓	✓	✓
Lucille Roybal-Allard, D-40	✓	✓	✓	✓	✓	✓	DELAWARE						
Ed Royce, R-39	✓	✗	✗	✗	✗	✓	Lisa Blunt Rochester, D-1	*	*	*	*	✓	✓
Raul Ruiz, D-36	NV	✓	✓	✓	✓	✓	DISTRICT OF COLUMBIA						
Linda Sanchez, D-38	✓	✓	✓	✓	✓	NV	Eleanor Holmes Norton, D-1	NV	NV	NV	✓	NV	NV
Adam Schiff, D-28	✓	✓	✓	✗	✗	✓	FLORIDA						
Brad Sherman, D-30	✓	✓	✓	✗	✗	✓	Gus Bilirakis, R-12	✓	✗	✗	✗	✓	✓
Jackie Speier, D-14	✓	✓	✓	✓	✓	✗	Vern Buchanan, R-16	✓	✗	✗	✓	✓	✓
Eric Swalwell, D-15	✓	✓	✓	✓	✓	✗	Kathy Castor, D-14	✓	✓	✓	✗	✓	✓
Mark Takano, D-41	✓	✓	✓	✓	✓	✓	Charlie Crist, D-13	*	*	*	*	✓	✓
Mike Thompson, D-5	✗	✓	✓	✗	✓	✓	Carlos Curbelo, R-26	*	*	✓	✓	✓	✓
Norma Torres, D-35	*	*	✓	✓	✓	✓	Val Demings, D-10	*	*	*	*	✓	✓
David Valadao, R-21	✓	✗	✓	✓	✓	✓	Ron DeSantis, R-6	✓	✗	✗	✗	✓	✓
Juan Vargas, D-51	✓	✓	✓	✗	✓	✓	Ted Deutch, D-21	✓	✓	✓	✓	✓	✓
Mimi Walters, R-45	*	*	✗	✓	✗	✓	Mario Diaz-Balart, R-25	✓	✓	✓	✗	✓	✓
Maxine Waters, D-43	✓	✓	✓	✗	✓	✓	Neal Dunn, R-2	*	*	*	*	✓	✓
COLORADO							Lois Frankel, D-22	✓	✓	✓	✓	✓	✓
Kenneth Buck, R-4	*	*	NV	✗	✓	✗	Matt Gaetz, R-1	*	*	*	*	✓	✓
Mike Coffman, R-6	✓	✗	✗	✓	✓	✓	Alcee Hastings, D-20	✓	✓	✓	✓	✓	✓
Diana DeGette, D-1	✓	✓	✓	✗	✓	✓	Al Lawson, D-5	*	*	*	*	✓	✓
Doug Lamborn, R-5	✓	✗	✗	✗	✗	✓	Brian Mast, D-18	*	*	*	*	✓	✓
Ed Perlmutter, D-7	✓	✓	✓	✓	✓	✓	Stephanie Murphy, D-7	*	*	*	*	✓	✓

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Bill Posey, R-8	✓	✓	✗	✓	✗	✓	HAWAII						
Francis Rooney, R-19	*	*	*	*	✓	✓	Tulsi Gabbard, D-2	✓	✓	✓	✗	✓	✓
Tom Rooney, R-17	✓	✗	✗	✗	✗	✓	Colleen Hanabusa, D-1	*	*	*	✗	✓	✓
Ileana Ros-Lehtinen, R-27	✓	✓	✓	✓	✓	✓	IDAHO						
Dennis Ross, R-15	✓	✗	✗	✓	✓	✓	Raul Labrador, R-1	✓	✗	✗	✗	NV	NV
John Rutherford, R-4	*	*	*	*	✓	✓	Mike Simpson, R-2	✓	✗	✗	✓	✓	✓
Darren Soto, D-9	*	*	*	*	✓	✓	ILLINOIS						
Debbie Wasserman Schultz, D-23	✓	✓	NV	✓	✓	✓	Mike Bost, R-12	*	*	✓	✓	✓	✓
Daniel Webster, R-11	✓	✗	✗	✗	✗	✓	Cheri Bustos, D-17	✓	✓	✓	✓	✓	✓
Frederica Wilson, D-24	✓	✓	✓	✓	NV	NV	Danny Davis, D-7	✓	✓	✓	✓	✓	✓
Theodore Yoho, R-3	✓	✗	✗	✗	✓	✓	Rodney Davis, R-13	✓	✓	✓	✓	✓	✓
GEORGIA							Bill Foster, D-11	✓	✓	✓	✓	✓	✓
Rick Allen, R-12	*	*	✗	✗	✓	✓	Luis Gutierrez, D-4	✓	NV	✓	✓	NV	✓
Sanford Bishop, D-2	✓	✓	✓	✗	✓	✓	Randy Hultgren, R-14	✓	✓	✗	✗	✗	✓
Buddy Carter, R-1	*	*	✗	✓	✓	✓	Robin Kelly, D-2	✗	✓	✓	✗	✓	✓
Doug Collins, R-9	✓	✗	✗	✗	✓	✓	Adam Kinzinger, R-16	✓	✓	✓	✓	✓	✓
Drew Ferguson, R-3	*	*	*	*	✓	✓	Raja Krishnamoorthi, D-8	*	*	*	*	✓	✓
Tom Graves, R-14	✓	✗	✗	✗	✓	✓	Darin LaHood, R-18	*	*	*	✓	✓	✓
Karen Handel, R-6	*	*	*	*	✓	✓	Daniel Lipinski, D-3	✓	✓	✓	✓	✓	✓
Jody Hice, R-10	*	*	✗	✓	✓	✓	Mike Quigley, D-5	✓	✓	✓	✓	✓	✓
Hank Johnson, D-4	✗	✓	✓	✗	✓	✓	Peter Roskam, R-6	✓	✗	✗	✓	✓	✓
John Lewis, D-5	✓	NV	NV	✓	NV	NV	Bobby Rush, D-1	✓	✓	✓	✓	✓	✓
Barry Loudermilk, R-11	*	*	✗	✗	✓	✓	Jan Schakowsky, D-9	✓	✓	✓	✓	✓	✓
Austin Scott, R-8	✓	✗	✓	✓	✓	✓	Brad Schneider, D-10	*	*	*	*	✓	✓
David Scott, D-13	✓	✓	✓	✓	✓	✓	John Shimkus, R-15	✓	✓	✗	✗	✓	✓
Rob Woodall, R-7	✓	✗	✗	✓	✓	✓	INDIANA						
GUAM							Jim Banks, R-3	*	*	*	*	✓	✓
Madeleine Bordallo, D-1	NV	NV	NV	✓	NV	NV	Susan Brooks, R-5	✓	✗	✗	✓	✓	✓
							Larry Bucshon, R-8	✓	✗	✗	✓	✓	✓



Only a Congressional member may introduce a bill. Bills are then referred to the appropriate committee. If the committee approves the bill, it is sent on to the Senate or the full House which then debates and votes on the bill.

DID YOU KNOW?
via government-and-constitution.org

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Andre Carson, D-7	✓	✓	✓	✓	NV	✓	Steve Scalise, R-1	✓	✗	✗	✗	✓	✓
Trey Hollingsworth, R-9	*	*	*	*	✓	✓	MAINE						
Luke Messer, R-6	✓	✗	✗	✓	✓	✓	Chellie Pingree, D-1	✗	✓	✓	✓	✓	✓
Todd Rokita, R-4	✓	✗	✗	✓	✓	✓	Bruce Poliquin, R-2	*	*	✗	✓	✓	✓
Pete Visclosky, D-1	✗	✓	✓	✗	✓	✓	N. MARIANA ISLANDS						
Jackie Walorski, R-2	NV	✗	✗	✓	✓	✓	Gregorio Sablan, D-1	NV	NV	NV	✗	NV	NV
IOWA							MARYLAND						
Rodney Blum, R-1	*	*	✗	✗	✓	✓	Anthony Brown, D-4	*	*	*	*	✓	✓
Steve King, R-4	✓	✗	✗	✗	✓	✓	Elijah Cummings, D-7	✓	✓	✓	✗	✓	✓
Dave Loebsack, D-2	✓	✓	✓	✗	✓	✓	John Delaney, D-6	✓	NV	✓	✓	✓	✓
David Young, R-3	*	*	✗	✓	✓	✓	Andy Harris, R-1	✓	✗	✗	✗	✗	✓
KANSAS							Steny Hoyer, D-5	✗	✓	✓	✗	✓	✓
Ron Estes, R-4	*	*	*	*	✓	✓	Jamie Raskin, D-8	*	*	*	*	✗	✓
Lynn Jenkins, R-2	✓	✗	✗	✓	✓	✓	Dutch Ruppersberger, D-2	✓	✓	✓	✗	✓	NV
Roger Marshall, R-1	*	*	*	*	✓	✓	John Sarbanes, D-3	✗	✓	✓	✗	✓	✓
Kevin Yoder, R-3	✓	✗	✗	✓	✓	✓	MASSACHUSETTS						
KENTUCKY							Michael Capuano, D-7	✓	✓	✓	✓	✓	✓
Andy Barr, R-6	✓	✗	✗	✓	✓	✓	Katherine Clark, D-5	*	✓	✓	✓	✓	✓
James Comer, R-1	*	*	*	✗	✓	✓	Bill Keating, D-9	✓	✓	✓	✓	✓	✓
Brett Guthrie, R-2	✓	✓	✓	✗	✓	✓	Joe Kennedy, D-4	✓	✓	✓	✗	✓	✓
Thomas Massie, R-4	✗	✗	✗	✗	✓	✓	Stephen Lynch, D-8	NV	✓	✓	✓	✗	✓
Hal Rogers, R-5	✓	✗	✗	✓	✓	✓	Jim McGovern, D-2	✗	✓	✓	✓	✓	✓
John Yarmuth, D-3	✓	✓	✓	✗	✓	✓	Seth Moulton, D-6	*	*	✓	✓	✓	✓
LOUISIANA							Richard Neal, D-1	✓	✓	✓	✗	✓	✓
Ralph Abraham, R-5	*	*	✗	✓	✓	✓	Niki Tsongas, D-3	✓	✓	✓	✗	✓	✓
Garret Graves, R-6	*	*	✗	✗	✓	✓	MICHIGAN						
Clay Higgins, R-3	*	*	*	*	✓	✓	Justin Amash, R-3	✗	✗	✗	✗	✓	✗
Mike Johnson, R-4	*	*	*	*	✓	✓	Jack Bergman, R-1	*	*	*	*	✓	✓
Cedric Richmond, D-2	✓	✓	✓	✓	✓	✓	Michael Bishop, R-8	*	*	✗	✗	✓	✓

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Deborah Insley Dingell, D-12	*	*	✓	✓	✓	✓	Vicky Hartzler, R-4	✓	✗	✗	✗	✓	✓
Bill Huizenga, R-2	✓	✗	✗	✗	✓	✓	Billy Long, R-7	✗	✗	✗	✓	✓	✓
Dan Kildee, D-5	✗	✓	✓	✓	✓	✓	Blaine Luetkemeyer, R-3	✓	✗	✗	✗	✓	✓
Brenda Lawrence, D-14	*	*	✓	✓	✓	✓	Jason Smith, R-8	*	✗	✗	✗	✓	✓
Sandy Levin, D-9	✗	✓	✓	✓	✓	✓	Ann Wagner, R-2	✓	✗	NV	✗	✓	✓
Paul Mitchell, R-10	*	*	*	*	✓	✓	MONTANA						
John Moolenaar, R-4	*	*	✗	✗	✗	✓	Greg Gianforte, R-1	*	*	*	*	✓	✓
David Trott, R-11	*	*	✗	✗	✓	✓	NEBRASKA						
Fred Upton, R-6	✓	✗	✗	✓	✓	✓	Don Bacon, R-2	*	*	*	*	✓	✓
Tim Walberg, R-7	✓	✗	✗	✓	✓	✓	Jeff Fortenberry, R-1	✓	✓	✗	✗	✓	✓
OPEN SEAT, 13							Adrian Smith, R-3	✓	✗	✗	✗	✓	✓
MINNESOTA							NEVADA						
Keith Ellison, D-5	✗	✓	✓	✗	✓	✗	Mark Amodei, R-2	✓	✓	✗	✓	✓	✓
Thomas Emmer, R-6	*	*	✗	✗	✓	✓	Ruben Kihuen, D-4	*	*	*	*	✓	✓
Jason Lewis, R-2	*	*	*	*	✓	✓	Jacky Rosen, D-3	*	*	*	*	✓	✓
Betty McCollum, D-4	✓	✓	✓	✓	✓	✓	Dina Titus, D-1	✓	✓	✓	✓	✓	✓
Rick Nolan, D-8	✗	✓	✓	✓	✓	✓	NEW HAMPSHIRE						
Erik Paulsen, R-3	✓	✗	✗	✓	✓	✓	Ann McLane Kuster, D-2	✓	✓	✓	✓	NV	NV
Collin Peterson, D-7	✓	✓	✓	✓	✗	✓	Carol Shea-Porter, D-1	*	*	*	*	✓	✓
Tim Walz, D-1	✗	✓	✓	✓	✓	NV	NEW JERSEY						
MISSISSIPPI							Rodney Frelinghuysen, R-11	✓	✗	✗	✗	✓	✓
Gregg Harper, R-3	✓	✗	✗	✓	✓	NV	Josh Gottheimer, D-5	*	*	*	*	✓	✓
Trent Kelly, R-1	*	*	*	✗	✗	✓	Leonard Lance, R-7	✓	✓	✓	✗	✓	✓
Steven Palazzo, R-4	✗	✗	✗	✗	✓	✓	Frank LoBiondo, R-2	NV	✓	✓	✓	✓	✓
Bennie Thompson, D-2	✓	✓	✓	✓	✓	✓	Thomas MacArthur, R-3	*	*	✗	✓	✓	✓
MISSOURI							Donald Norcross, D-1	*	*	✓	✓	✓	✓
Lacy Clay, D-1	✓	✓	✓	✓	✓	✓	Frank Pallone, D-6	✓	✓	✓	✓	✓	✓
Emanuel Cleaver, D-5	✓	✓	✓	✗	✓	✓	Bill Pascrell, D-9	✓	✓	✓	✓	✓	✓
Sam Graves, R-6	✓	✓	✓	✓	✓	✓	Donald Payne, D-10	✓	✓	NV	✓	✓	✓



The more time and effort that you put into building relationships with members of Congress will equate to stronger friendships where both parties understand each other, the issues that one another face, and the needs of your membership.

MEETING TIPS
via CQ ROLL CALL

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Albio Sires, D-8	✓	✓	✓	✓	NV	NV	Tom Suozzi, D-3	*	*	*	*	✓	✓
Chris Smith, R-4	✓	✓	✓	✓	✓	✓	Claudia Tenney, R-22	*	*	*	*	✓	✓
Bonnie Watson Coleman, D-12	*	*	✓	✗	✓	✓	Paul Tonko, D-20	✓	✓	✓	✓	✓	✓
NEW MEXICO							Nydia Velazquez, D-7	✗	✓	✓	✓	✓	✓
Ben Lujan, D-3	✓	✓	✓	✓	✓	✓	Lee Zeldin, R-1	*	*	✓	✓	✓	✓
Michelle Lujan Grisham, D-1	✓	✓	✓	✓	✓	✓	OPEN SEAT, 25						
Steve Pearce, R-2	✓	✗	✗	✓	✓	✓	NORTH CAROLINA						
NEW YORK							Alma Adams, D-12	*	*	✓	✓	✓	✓
Yvette Clarke, D-9	✗	✓	✓	✗	✓	✓	Ted Budd, R-13	*	*	*	*	✓	✓
Chris Collins, R-27	✓	✓	✓	✓	✓	✓	G.K. Butterfield, D-1	✓	✓	✓	✓	✓	NV
Joseph Crowley, D-14	✗	✓	✓	✓	✓	✓	Virginia Foxx, R-5	✓	✗	✗	✗	✓	✓
Daniel Donovan, R-11	*	*	*	✓	✓	✓	George E.B. Holding, R-2	✓	✗	✗	✗	✓	✓
Eliot Engel, D-16	✓	✓	✓	✓	✓	✓	Richard Hudson, R-8	✓	✗	✗	✓	✓	✓
Adriano Espaillat, D-13	*	*	*	*	✓	✓	Walter Jones, R-3	NV	✓	✗	✓	✓	NV
John Faso, R-19	*	*	*	*	✓	✓	Patrick McHenry, R-10	✓	✗	✗	✗	✓	✓
Brian Higgins, D-26	✓	✓	✓	✓	✗	✓	Mark Meadows, R-11	✓	✗	✗	✓	✓	✓
Hakeem Jeffries, D-8	✗	✓	✓	✓	✓	✓	Robert Pittenger, R-9	✓	✗	✗	✗	✓	✓
John Katko, R-24	*	*	✓	✓	✓	✓	David Price, D-4	✓	✓	✓	✓	✓	✓
Pete King, R-2	✓	✓	✓	✓	✓	✓	David Rouzer, R-7	*	*	✗	✓	✓	✓
Nita Lowey, D-17	✓	✓	✓	✓	✓	✓	Mark Walker, R-6	*	*	✗	✗	✓	✓
Carolyn Maloney, D-12	✓	✓	✓	✗	✓	✓	NORTH DAKOTA						
Sean Maloney, D-18	✓	✓	✓	✓	✓	✓	Kevin Cramer, R-1	✓	✗	✗	✓	✓	✓
Gregory Meeks, D-5	✓	✓	✓	✓	✓	✓	OHIO						
Grace Meng, D-6	✓	✓	✓	✓	✓	✓	Joyce Beatty, D-3	NV	✓	✓	✓	✓	✓
Jerrold Nadler, D-10	✓	✓	✓	✓	✓	✓	Steve Chabot, R-1	✓	✗	✗	✗	✓	✓
Tom Reed, R-23	✓	✓	✓	✗	✓	✓	Warren Davidson, R-8	*	*	*	✗	✗	✓
Kathleen Rice, D-4	*	*	✓	✓	✓	✓	Marcia Fudge, D-11	✗	✓	✓	✓	✓	✓
Jose Serrano, D-15	✗	✓	✓	✓	✓	✓	Bob Gibbs, R-7	✓	✓	✗	✓	✓	✓
Elise Stefanik, R-21	*	*	✓	✓	✓	✓	Bill Johnson, R-6	✓	✓	✓	✓	✓	✓

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Jim Jordan, R-4	✗	✗	✗	✗	✓	✓	Mike Doyle, D-14	✓	✓	✓	✓	✓	✓
Dave Joyce, R-14	✓	✓	✓	✓	✓	✓	Dwight Evans, D-2	*	*	*	✗	✓	✓
Marcy Kaptur, D-9	✓	✓	✓	✓	✓	✓	Brian Fitzpatrick, R-8	*	*	*	*	✓	✓
Bob Latta, R-5	✓	✗	✗	✗	✓	✓	Mike Kelly, R-3	✓	✓	✓	✓	✓	✓
Jim Renacci, R-16	✓	✓	✓	✓	✓	✓	Conor Lamb, D-18	*	*	*	*	✓	✓
Tim Ryan, D-13	✓	✓	✓	✓	✓	✓	Tom Marino, R-10	✓	✓	✓	✓	✓	✓
Steve Stivers, R-15	✓	✓	✓	✓	✗	✓	Scott Perry, R-4	✓	✗	✗	✗	✓	✓
Michael Turner, R-10	✓	✓	✓	✓	✓	✓	Keith Rothfus, R-12	✓	✗	✗	✗	✓	✓
Brad Wenstrup, R-2	✗	✗	✗	✓	✓	✓	Bill Shuster, R-9	✓	✓	✓	✗	✓	✓
OPEN SEAT, 12							Lloyd Smucker, R-16	*	*	*	*	✓	✓
OKLAHOMA							Glenn Thompson, R-5	✓	✗	✗	✓	✓	✓
Tom Cole, R-4	✓	✗	✓	✓	✓	✓	OPEN SEAT, 7						
Frank Lucas, R-3	✓	✗	✗	✗	✓	✓	PUERTO RICO						
Markwayne Mullin, R-2	✓	✗	✗	✗	✓	✓	Jennifer Gonzalez Colon, D-1	*	*	*	*	NV	NV
Steve Russell, R-5	*	*	✗	✗	✓	✓	RHODE ISLAND						
OPEN SEAT, 1							David Cicilline, D-1	✓	✓	✓	✗	NV	✓
OREGON							Jim Langevin, D-2	✓	✓	✓	✓	✓	✓
Earl Blumenauer, D-3	✓	✓	✓	✓	✓	✓	SOUTH CAROLINA						
Suzanne Bonamici, D-1	✓	✓	✓	✓	✓	✓	James Clyburn, D-6	✓	✓	✓	✗	✓	✓
Peter DeFazio, D-4	✓	✓	✓	✗	✓	✓	Jeff Duncan, R-3	✗	✗	✗	✗	✗	✓
Kurt Schrader, D-5	✓	✓	✓	✓	✓	✓	Trey Gowdy, R-4	✓	✗	✗	✗	NV	NV
Greg Walden, R-2	✓	✗	✗	✗	✓	✓	Ralph Norman, R-5	*	*	*	*	✓	✗
PENNSYLVANIA							Tom Rice, R-7	✓	✗	✗	✗	✓	✓
Lou Barletta, R-11	✓	✓	✓	✓	✓	✓	Mark Sanford, R-1	*	✗	✗	✓	✓	✓
Brendan Boyle, D-13	*	*	✓	✓	✓	✓	Joe Wilson, R-2	✗	NV	✗	✗	✗	✓
Robert Brady, D-1	✓	✓	✓	✓	✓	✓	SOUTH DAKOTA						
Matthew Cartwright, D-17	✓	✓	✓	✓	✓	✓	Kristi Noem, R-1	✓	✗	✗	✗	NV	NV
Ryan Costello, R-6	*	*	✓	✓	NV	✓	TENNESSEE						
Charlie Dent, R-15	✓	✓	✓	✓	✓	✓	Diane Black, R-6	✓	✗	✗	✗	NV	NV



Revenue bills (tax bills) and the power to impeach a federal official must originate in the House of Representatives.

DID YOU KNOW?
via government-and-constitution.org

HOUSE LEGISLATIVE VOTES

MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4	MEMBER	H.R. 1765	AMDT TO H.R. 4745	AMDT TO H.R. 2029	H.R. 5292	AMDT TO H.R. 4	H.R. 4
Marsha Blackburn, R-7	✓	✗	✗	✓	NV	NV	Eddie Bernice Johnson, D-30	✓	✓	✓	✓	✓	✓
Steve Cohen, D-9	✓	✓	✓	✓	✓	✓	Sam Johnson, R-3	✓	✗	✗	✗	✓	✓
Jim Cooper, D-5	✓	✓	✓	✓	✓	✓	Kenny Marchant, R-24	NV	✗	✗	✓	✓	✓
Scott DesJarlais, R-4	✗	✗	✗	✗	✓	✓	Michael McCaul, R-10	✓	✗	✗	✗	✓	✓
John Duncan, R-2	✓	✗	✗	✓	✓	✓	Pete Olson, R-22	✗	✗	✗	✓	✓	✓
Chuck Fleischmann, R-3	✓	✗	✗	✓	✓	✓	Beto O'Rourke, D-16	✓	✓	✓	✓	✓	✓
David Kustoff, R-8	*	*	*	*	NV	NV	Ted Poe, R-2	✓	✗	✗	✓	✗	✓
Phil Roe, R-1	✓	✗	✗	✓	✓	✓	John Ratcliffe, R-4	*	*	✗	✗	✓	✓
TEXAS							Pete Sessions, R-32	NV	✗	✗	✓	✓	✓
Jodey Arrington, R-19	*	*	*	*	✓	✓	Lamar Smith, R-21	✓	✗	✗	✗	✓	✓
Brian Babin, R-36	*	*	✗	✓	✓	✓	Mac Thornberry, R-13	✓	✗	✗	✗	✓	✓
Joe Barton, R-6	NV	✗	NV	✗	✓	✓	Marc Veasey, D-33	✓	✓	✓	✓	✓	✓
Kevin Brady, R-8	NV	✗	✗	✗	✗	✓	Filemon Vela, D-34	✓	✓	✓	✗	✓	✓
Michael Burgess, R-26	NV	✗	✗	✓	✓	✓	Randy Weber, R-14	✓	✗	✗	✗	✓	✓
John Carter, R-31	NV	✗	✗	✗	✓	✓	Roger Williams, R-25	NV	✗	✗	✗	✓	✓
Joaquin Castro, D-20	✓	✓	✓	✗	✓	✓	OPEN SEAT, 27						
Mike Conaway, R-11	NV	✗	✗	✗	✓	✓	UTAH						
Henry Cuellar, D-28	✓	✓	✓	✓	✓	✓	Rob Bishop, R-1	✓	✗	✓	✓	✓	✓
John Culberson, R-7	✓	✓	✗	✗	✓	✓	John Curtis, R-3	*	*	*	*	✓	✓
Lloyd Doggett, D-35	✓	✓	✓	✗	✓	✓	Mia Love, R-4	*	*	✗	✓	✓	✓
Bill Flores, R-17	NV	✗	✗	✓	✓	✓	Chris Stewart, R-2	✓	✗	✗	✗	✗	✓
Louie Gohmert, R-1	✓	✗	✗	✗	✗	✗	VERMONT						
Vicente Gonzalez, D-15	*	*	*	*	✓	✓	Peter Welch, D-1	✗	✓	✓	✓	✓	✓
Kay Granger, R-12	NV	✗	✗	✓	✓	✓	U.S. VIRGIN ISLANDS						
Gene Green, D-29	✓	✓	✓	✓	✓	✓	Stacey Plaskett, D-1	NV	NV	NV	✓	NV	NV
Al Green, D-9	✓	✓	✓	✗	✓	✓	VIRGINIA						
Jeb Hensarling, R-5	✓	✗	✗	✗	✓	✓	Donald Beyer, D-8	*	*	✓	✓	✗	✓
Will Hurd, R-23	*	*	✗	✓	✓	✓	David Brat, R-7	*	*	✗	✗	✓	✓
Sheila Jackson Lee, D-18	✓	✓	✓	✗	✓	✓	Barbara Comstock, R-10	*	*	✗	✓	✓	✓

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Gerry Connolly, D-11	✓	✓	✓	✓	✓	✓	Gwen Moore, D-4	✓	✓	✓	✓	✓	✓
Thomas Garrett, R-5	*	*	*	*	✗	✓	Mark Pocan, D-2	✗	✓	✓	✓	✓	✓
Bob Goodlatte, R-6	✓	✗	✗	✗	✓	✓	Paul Ryan, R-1	✓	✗	✗	✗	NV	NV
Morgan Griffith, R-9	✓	✗	✗	✓	✓	✓	Jim Sensenbrenner, R-5	✓	✗	✗	✗	✓	✗
Don McEachin, D-4	*	*	*	*	✓	✓	WYOMING						
Bobby Scott, D-3	✓	✓	✓	✓	✓	✓	Liz Cheney, R-1	*	*	*	*	✓	✓
Scott Taylor, R-2	*	*	*	*	✗	✓							
Rob Wittman, R-1	✓	✓	✗	✓	✓	✓							
WASHINGTON													
Suzan DelBene, D-1	✓	✓	✓	✓	✓	✓							
Denny Heck, D-10	✓	✓	✓	✗	✓	✓							
Jaime Herrera Beutler, R-3	✓	✗	NV	✓	✓	✓							
Pramila Jayapal, D-7	*	*	*	*	✓	✓							
Derek Kilmer, D-6	✓	✓	✓	✓	✓	✓							
Rick Larsen, D-2	✓	✓	✓	✓	✓	✓							
Cathy McMorris Rodgers, R-5	✓	✗	✗	✗	✓	✓							
Daniel Newhouse, R-4	*	*	✗	✓	✓	✓							
Dave Reichert, R-8	✓	✓	✓	✓	✓	✓							
Adam Smith, D-9	NV	✓	NV	✓	✓	✓							
WEST VIRGINIA													
Evan Jenkins, R-3	*	*	✓	✓	✓	NV							
David McKinley, R-1	✓	✓	✓	✓	✓	✓							
Alex Mooney, R-2	*	*	✗	✓	✓	✓							
WISCONSIN													
Sean Duffy, R-7	✓	✗	✗	✗	✓	✓							
Mike Gallagher, R-8	*	*	*	*	✓	✓							
Glenn Grothman, R-6	*	*	✗	✗	✓	✓							
Ron Kind, D-3	✓	✓	✓	✓	✓	✓							



Be prepared to think on your feet to adapt your message to address concerns the staffer brings forth. It's very much about the messaging. Frame your argument according to how it would sound to someone from a different persuasion.

MEETING TIPS
via CQ ROLL CALL

U.S. HOUSE OF REPRESENTATIVES

COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE (T&I)

T&I has jurisdiction over aviation and is responsible for drafting the legislation that reauthorizes FAA programs. The FAA is operating under its fifth extension to its current authorization, which runs through September 30, 2018. The subcommittee lays the groundwork for FAA reauthorization by working with the aviation industry and stakeholders to analyze the best ways to modernize the NAS.



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U.S. HOUSE OF REPRESENTATIVES

COMMITTEE ON APPROPRIATIONS (APPROPS)

This committee allocates funds from the federal treasury to government agencies, including the FAA. Each year's appropriations amounts are limited to the levels set by a budget resolution, or a compromise reached by leadership in the House and Senate. THUD has specific jurisdiction over funding for the Department of Transportation and is responsible for allocating funding for operations, personnel, equipment, and other programs at the FAA.



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Kevin Yoder
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Steve Womack
Arkansas



Jeff Fortenberry
Nebraska



Thomas Rooney
Florida



Chuck Fleischmann
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Jaime Herrera Beutler
Washington



David Joyce
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California



Andy Harris
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Martha Roby
Alabama



Mark Amodei
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Texas

David Young
Iowa

David Valadao
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Georgia

U.S. HOUSE OF REPRESENTATIVES

COMMITTEE ON OVERSIGHT & GOVERNMENT REFORM (OGR)

OGR deals with federal employee pay, benefits, and personnel laws. It provides oversight to any action the federal government takes, including federal workforce policies, and works to expose waste, fraud, and abuse in the government. The Government Operations subcommittee (GovOps) has jurisdiction over federal employees including air traffic controllers and other aviation safety professionals at the FAA. The subcommittee analyzes federal employee pay and benefits, and offers recommendations on those to Congress as a whole.



Elijah Cummings
Maryland



Carolyn Maloney
New York



Eleanor Holmes Norton
District of Columbia



William Lacy Clay
Missouri



Stephen Lynch
Massachusetts



Jim Cooper
Tennessee



Gerald Connolly
Virginia



Robin Kelly
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Michigan



Bonnie Watson Coleman
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Raja Krishnamoorthi
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Mark DeSaulnier
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U.S. Virgin Islands



John Sarbanes
Maryland

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Missouri

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New York

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Michigan

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District of Columbia

Bonnie Watson Coleman
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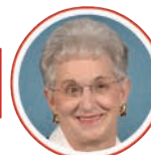
Justin Amash
Michigan



Paul Gosar
Arizona



Scott DesJarlais
Tennessee



Virginia Foxx
North Carolina



Thomas Massie
Kentucky



Mark Meadows
North Carolina



Ron DeSantis
Florida



Dennis Ross
Florida



Mark Walker
North Carolina



Rod Blum
Iowa



Jody Hice
Georgia



Steve Russell
Oklahoma



Glenn Grothman
Wisconsin



Will Hurd
Texas



Gary Palmer
Alabama



James Comer
Kentucky



Paul Mitchell
Michigan



Greg Gianforte
Montana

MAJORITY PARTY

GOVERNMENT OPERATIONS SUBCOMMITTEE

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North Carolina

Jody Hice
Georgia

Jim Jordan
Ohio

Mark Sanford
South Carolina

Thomas Massie
Kentucky

Ron DeSantis
Florida

Dennis Ross
Florida

Rod Blum
Iowa

U.S. SENATE

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION (COMMERCE)

Senate Commerce has jurisdiction over aviation and is responsible for drafting the legislation that reauthorizes FAA programs. In order to avoid a lapse in authorization on September 30, the Senate must either take up H.R. 4 or pass its own FAA reauthorization bill, which would have to be “conferenced” with H.R. 4 to resolve any differences before being signed into law by the president. The subcommittee lays the groundwork for FAA reauthorization by working with the aviation industry and stakeholders to analyze the best ways to modernize the NAS.



Bill Nelson
Florida



Gary Peters
Michigan



Maria Cantwell
Washington



Tammy Baldwin
Wisconsin



Amy Klobuchar
Minnesota



Tammy Duckworth
Illinois



Richard Blumenthal
Connecticut



Maggie Hassan
New Hampshire



Brian Schatz
Hawaii



Catherine Cortez Masto
Nevada



Edward Markey
Massachusetts



Jon Tester
Montana



Tom Udall
New Mexico

MINORITY PARTY

AVIATION OPERATIONS, SAFETY, AND SECURITY SUBCOMMITTEE

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Washington

Edward Markey
Massachusetts

Tammy Duckworth
Illinois

Amy Klobuchar
Minnesota

Tom Udall
New Mexico

Maggie Hassan
New Hampshire

Richard Blumenthal
Connecticut

Gary Peters
Michigan

Jon Tester
Montana

Brian Schatz
Hawaii

Tammy Baldwin
Wisconsin



John Thune, Chairman
South Dakota



Roger Wicker
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Jim Inhofe
Oklahoma



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Mike Lee
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Ted Cruz
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Ron Johnson
Wisconsin



Deb Fischer
Nebraska



Shelley Moore Capito
West Virginia



Jerry Moran
Kansas



Cory Gardner
Colorado



Dan Sullivan
Alaska



Todd Young
Indiana



Dean Heller
Nevada

MAJORITY PARTY

AVIATION OPERATIONS, SAFETY, AND SECURITY SUBCOMMITTEE

Roy Blunt, Chairman
Missouri

Roger Wicker
Mississippi

Dan Sullivan
Alaska

Shelley Moore Capito
West Virginia

Ted Cruz
Texas

Dean Heller
Nevada

Cory Gardner
Colorado

Deb Fischer
Nebraska

Jim Inhofe
Oklahoma

Todd Young
Indiana

Jerry Moran
Kansas

Mike Lee
Utah

U.S. SENATE

COMMITTEE ON APPROPRIATIONS (APPROPS)

This committee allocates funds from the Federal treasury to government agencies, including the FAA. Each year's appropriations amounts are limited to the levels set by a Budget Resolution, or a compromise reached by leadership in the House and Senate. THUD has specific jurisdiction over funding for the Department of Transportation and is responsible for allocating funding for operations, personnel, equipment, and other programs at the FAA.



Patrick Leahy
Vermont



Jeff Merkley
Oregon



Patty Murray
Washington



Christopher Coons
Delaware



Dianne Feinstein
California



Brian Schatz
Hawaii



Richard Durbin
Illinois



Tammy Baldwin
Wisconsin



Jack Reed
Rhode Island



Christopher Murphy
Connecticut



Jon Tester
Montana



Joe Manchin
West Virginia



Tom Udall
New Mexico



Chris Van Hollen
Maryland



Jeanne Shaheen
New Hampshire

MINORITY PARTY

TRANSPORTATION, HOUSING, & URBAN DEVELOPMENT SUBCOMMITTEE

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Rhode Island

Dianne Feinstein
California

Christopher Murphy
Connecticut

Patty Murray
Washington

Christopher Coons
Delaware

Joe Manchin
West Virginia

Richard Durbin
Illinois

Brian Schatz
Hawaii



Richard Shelby, Chairman
Alabama



Mitch McConnell
Kentucky



Lamar Alexander
Tennessee



Susan Collins
Maine



Lisa Murkowski
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Lindsey Graham
South Carolina



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Kansas



John Boozman
Arkansas



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West Virginia



James Lankford
Oklahoma



Steve Daines
Montana



John Kennedy
Louisiana



Marco Rubio
Florida



Cindy Hyde-Smith
Mississippi



John Hoeven
North Dakota

MAJORITY PARTY

TRANSPORTATION, HOUSING, & URBAN DEVELOPMENT SUBCOMMITTEE

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Maine

Richard Shelby
Alabama

John Boozman
Arkansas

Lindsey Graham
South Carolina

Lamar Alexander
Tennessee

Shelly Moore Capito
West Virginia

John Hoeven
North Dakota

Roy Blunt
Missouri

Steve Daines
Montana

U.S. SENATE

COMMITTEE ON HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS (HSGAC)

HSGAC provides oversight over any action the federal government takes, including federal workforce policies, and works to expose waste, fraud, and abuse in the government.



Claire McCaskill
Missouri



Thomas R. Carper
Delaware



Jon Tester
Montana



Heidi Heitkamp
North Dakota



Gary Peters
Michigan



Maggie Hassan
New Hampshire



Kamala Harris
California

MINORITY PARTY



Ron Johnson, Chairman
Wisconsin



John McCain
Arizona



Michael Enzi
Wyoming



Rob Portman
Ohio



John Hoeven
North Dakota



Rand Paul
Kentucky



Steve Daines
Montana



James Lankford
Oklahoma

MAJORITY PARTY

GLOSSARY

Administrative Furlough A discretionary (“save money” or “non-emergency”) furlough. It involves the placing of an employee in a temporary non-duty, non-pay status because of lack of work or funds, or for other non-disciplinary reasons. It is a planned event designed to absorb reductions necessitated by downsizing, reduced funding, lack of work, or any other event that requires the agency to save money. This kind of furlough is “non-emergency” in that the Federal Aviation Administration (FAA) has sufficient time to reduce spending and therefore give adequate notification of its specific furlough plan and how many furlough days or hours will be required for each affected employee. *See also Shutdown Furlough.*

Airport and Airway Trust Fund (AATF) The FAA is funded primarily by the Airport and Airway Trust Fund (Trust Fund or AATF), which receives revenues from a series of excise taxes paid by users of the National Airspace System (NAS). The Airport and Airway Revenue Act of 1970 created the Trust Fund in an attempt to provide a dedicated source of funding for the aviation system independent of the general fund. The FAA does receive a variable amount of funding for Operations & Maintenance from the general fund.

Air Traffic Organization (ATO) The operational arm of the FAA. The ATO is responsible for providing safe and efficient air navigation services to 30.2 million square miles of airspace. This represents more than 17 percent of the world’s airspace and includes all of the United States and large portions of the Atlantic and Pacific Oceans and the Gulf of Mexico.

Airport Improvement Program (AIP) The Airport Improvement Program provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). AIP is authorized as part of the FAA’s authorizing legislation and it is appropriated as Grants-in-Aid to Airports.

Appropriations Bill A legislative bill that authorizes the government and its administrative agencies to spend money. It is a bill that sets money aside for specific spending.

Biographical Questionnaire/Assessment (BQ) Recently-implemented questionnaire that is currently part of the FAA’s hiring process for certain controller candidates. The BQ, which has been revised at least once since its original inception in February 2014, is meant to evaluate a candidate’s personality, background, and leadership aptitude in order to predict future success as an air traffic controller. NATCA worked with the FAA to ensure that the revised BQ was validated on the current workforce of fully certified controllers; the first BQ had not been validated. Since the 2016 FAA extension, the BQ is not used to evaluate experienced controllers, military veterans, and CTI school graduates.

Continuing Resolution (CR) When Congress and the president fail to agree to and pass one or more of the regular appropriations bills, a CR can be passed instead. A CR continues the pre-existing appropriations at the same levels (or with minor modifications) as the previous fiscal year for a set amount of time. The CR’s funding extends until a specific date or regular appropriations bills are passed, whichever comes first.

Consolidated Appropriations Act, 2018 This is the omnibus spending bill (see “Omnibus” on page 80) that was signed into law on March 23, 2018, which set appropriations levels through the remainder of the fiscal year, September 30, 2018, and extended FAA authorization through the same period. This bill also included several important policy provisions, such as language that will allow the FAA to post a vacancy announcement to recruit from the local hiring area for New York TRACON (N90) and New York Air Route Traffic Control Center (ZNY), as well as a provision that allows the FAA to reinstate the retired military controller (RMC) program.

GLOSSARY

Controller Workforce Plan (CWP) The FAA's Controller Workforce Plan is an annual report that the FAA must provide to the House Transportation and Infrastructure Committee and the Senate Committee on Commerce, Science and Transportation by March 31 each year. The CWP was originally intended to provide Congress with a comprehensive look at the FAA's hiring goals and attrition projections, as well as provide actual on-board numbers and staffing ranges for all FAA air traffic facilities. However, the FAA's CWP is fundamentally flawed because: (1) it ignores the collaboratively established certified professional controller (CPC) targets that the FAA and NATCA use to meet the FAA's operational staffing needs at each facility; and (2) the CWP staffing numbers are inaccurate and misleading because they conflate actual on-board numbers (headcount) with CPC staffing levels.

FAA Extension, Safety, and Security Act of 2016 This is the FAA reauthorization legislation that was signed into law in July 2016 and ran through September 30, 2017. In addition to providing a 14-month reauthorization extension for the FAA, the law also contained certain policy provisions such as drone regulations, security provisions, and customer protections. Equally important, the law also mandated the FAA adopt a new air traffic controller hiring process that was aimed at improving and streamlining that controller hiring process, while also stripping away more of the FAA's bureaucratic red tape.

FAA Reauthorization Every several years (when the previous reauthorization expires), Congress is required to enact legislation to authorize funding and set policy priorities for the FAA. The FAA is currently operating under an extension to its authorization through September 30, 2018.

FAA Reauthorization Act of 2018 (H.R. 4) This is the reauthorization legislation that was recently passed in the U.S. House of Representatives on April 27, 2018, by a vote of 393-13. If it is passed in the Senate and is signed into law, this legislation would authorize the FAA for five years (through FY 2023) and would help stabilize the FAA's funding stream. This bill also included several critical policy provisions for NATCA.

Federal Contract Tower Program Privately-operated, for-profit air traffic control towers under contract with the FAA. These towers often provide service to rural America. NATCA represents 100 of the 252 federal contract towers in the U.S.

Fix-on-Fail Maintenance Maintenance performed only after equipment has failed or when breakdown is imminent. The FAA adopted this philosophy, instead of preventative maintenance, in response to sequestration.

House Transportation and Infrastructure Committee (T&I Committee) This is the committee that oversees FAA reauthorization, amongst many other things. The T&I Committee's Subcommittee on Aviation has jurisdiction over all aspects of civil aviation, including safety, infrastructure, labor, commerce, and international issues. The Committee's chairman is Rep. Bill Shuster (R-PA) and the ranking member is Rep. Peter DeFazio (D-OR). The Aviation Subcommittee's chairman is Rep. Frank LoBiondo (R-NJ) and the ranking member is Rep. Rick Larsen (D-WA).

NATCA's National Legislative Committee (NLC) NATCA's National Legislative Committee is responsible for organizing and implementing the Union's grassroots legislative efforts, growing the NATCA PAC, and identifying and addressing the legislative education needs of NATCA's members. Additionally, the NLC works as part of NATCA's legislative team to develop training sessions, recruit volunteers, and disseminate information about legislative activities.



If a bill is vetoed (refused) by the president, it goes back to Congress, who can override the veto with a two-thirds vote in both houses.

DID YOU KNOW?
via government-and-constitution.org

GLOSSARY

NextGen The over-arching modernization project that will shift the FAA from its current ground-based radar system to more sophisticated, satellite-based and digital technologies, along with new procedures that will combine to make air travel more efficient, predictable, and environmentally friendly. In short, NextGen will make the necessary upgrades to modernize the National Airspace System.

Official Time At the FAA, official time gives employee-representatives a voice to resolve disputes, negotiate changes in working conditions, and implement new procedures and technologies such as NextGen systems. Members of Congress have previously introduced legislation and amendments that would eliminate official time. Most recently, Rep. Jody Hice (R-GA) introduced H.R. 1364, the Official Time Reform Act, which would, if enacted, limit the use of official time.

Omnibus A term that is used to refer to a spending package that combines several or sometimes all appropriations spending bills into one larger bill that can be passed with only one floor vote in each chamber of Congress. There are 12 separate regular appropriations bills that need to be passed each year to fund the federal government and avoid a partial or complete government shutdown. Unlike a CR, which is merely an extension of previous funding levels, an omnibus is a collection of current appropriation bills. The government is currently operating under a \$1.3 trillion omnibus appropriations bill (H.R. 1625) that was signed into law in March to avoid a government shutdown. The legislation provides funding for the federal government for this remainder of this fiscal year (FY 2018). It expires on September 30, 2018.

Rescission The Administration sent a package of cuts, known as “rescissions,” to Congress for consideration. This proposal would cut \$15.4 billion in spending across 10 federal departments. The request now goes to the House Appropriations Committee, which will have 25 calendar days to craft its own bill before other House members can act on their own to bring up rescissions legislation. If the House passes a bill, it would be then be considered by the Senate where rescissions bills require only a simple majority for passage.

Reducing Flight Delays Act of 2013 Legislation prompted by NATCA’s efforts to end sequestration-related FAA furloughs in April 2013. Once signed into law, it allowed the FAA to shift funds from the Airport Improvement Program fund to its operations account in order to bring air traffic controllers and other aviation safety professionals back to work. *See also Airport Improvement Program.*

Remote Towers Air traffic control tower services performed remotely, that is, somewhere other than at the local control tower. The Remote Tower Services initiative is currently being tested at Leesburg Airport in Virginia.

Senate Commerce, Science, and Transportation Committee Chaired by Sen. John Thune (R-SD), this Senate committee has jurisdiction over FAA reauthorization, amongst many other things. The Subcommittee on Aviation Operations, Safety, and Security is chaired by Sen. Roy Blunt (R-MO) and has jurisdiction over civil aviation safety and security, with specific oversight responsibility for the FAA and the Transportation Security Administration’s (TSA) aviation security initiatives. The committee’s ranking member is Sen. Bill Nelson (D-FL) and the Aviation Subcommittee’s ranking member is Sen. Maria Cantwell (D-WA).

GLOSSARY

Sequestration Members of Congress implemented sequestration as a tool to reduce federal expenditures. In 2013, sequestration drastically cut the FAA's budget and as a result, forced the FAA to institute a hiring freeze and shutter the FAA Academy between March and December 2013. Congress avoided sequestration through passage of a variety of spending packages for FY 2014 and 2015. Congress removed the threat of sequestration through FY 2019, but it threatens to return in FY 2020 and 2021 unless Congress takes further action.

Shutdown Furlough (also called an Emergency Furlough) In the event that funds are not available due to a lapse in appropriations or authorization, a "shutdown" furlough may occur. A shutdown furlough will be triggered when a federal agency no longer has the necessary funds or authority to operate and must shut down those activities that are not excepted, pursuant to applicable laws and regulations. Even employees who perform excepted activities cannot be paid for their work during a shutdown furlough. Based on the nature of an emergency or lapse of appropriation/authorization furlough, the agency has very little advanced notice prior to implementation.

THUD The Transportation, Housing and Urban Development (THUD) Subcommittee of the Appropriations Committee. The THUD Subcommittee writes the appropriations bill and oversees funding for the FAA. The House THUD Subcommittee is chaired by Rep. Mario Diaz-Balart (R-FL) and the ranking member is Rep. David Price (D-NC). The Senate THUD Subcommittee is chaired by Sen. Susan Collins (R-ME) and the ranking member is Sen. Jack Reed (D-RI).

THUD Appropriations Bill The appropriations legislation that provides funding for the Department of Transportation, the Department of Housing and Urban Development, and other related agencies. This includes funding for the FAA. See *also Appropriations Bill*.

Title 49 The provision of the United States Code that applies to transportation, including the FAA.

Unmanned Aircraft Systems (UAS) UAS are also known as unmanned aerial vehicles, unpiloted aerial vehicles (UAV), or remotely piloted aircraft (RPA). In the mainstream, UAS are also known as "drones" (i.e. aircraft without a human pilot aboard).

White Paper A government or other authoritative report explaining a complex issue in a concise manner. It is meant to help readers understand an issue, solve problems, and/or make decisions.



Try to establish a personal connection or figure out something that you have in common with the staffer or member. But at the same time, don't get overly personal or partisan.

MEETING TIPS
via CQ ROLL CALL

MAP



■ HOUSE OFFICE BUILDINGS

■ SENATE OFFICE BUILDINGS



The NATCA Charitable Foundation (NCF) is excited to once again be at NATCA in Washington this year to continue its mission of aiding in social, health, educational or other activities benefiting or serving the under-served. We are a 100 percent volunteer organization made up of controllers, family, and friends. You don't have to be a controller to get involved or to volunteer.

NCF OFFICERS

Corrie Conrad, President
corriebconrad@gmail.com

Robin Hill, Vice President
NCFVicePresident@natca.net

Annie Olsen, Treasurer
NCF Treasurer@natca.net

Dawn Taylor, Secretary
NCF Secretary@natca.net

2018-2020 BOARD OF DIRECTORS

Jason Boyde
Carrie Connor
Patricia Gilbert
Robert Hill
Elisa Muisse

For more information on
NCF or how to get involved,
contact:

natcacharitable@natca.net
202.220.9831

NCF planned activities this week:

- Silent auction;
- Grand door prize raffle;
- Packing kits at our May 20 opening reception for a local Washington, D.C., homeless shelter (participation of attendees requested);
- Regional balloon competition fundraiser: purchase a balloon from NCF to fill the room during the opening reception with the different regional-colored balloons;
- Personal or group photos on the east-facing steps of the Capitol on May 22 ;
- Fun activities at Penn Social on the evening of May 21;
- Regional payroll deduction donation challenge, winning region wins \$1,000 donation to charity of choice.

About NCF:

- NCF allocated \$200,000 in funds to charities in 2017 and is allocating \$250,000 in 2018, taking a big step toward meeting a new goal set by NATCA President Paul Rinaldi:

MAKE NCF A MILLION-DOLLAR CHARITY THROUGH PAYROLL DEDUCTIONS!

- Not only can you help NCF with general donations and automatic payroll deductions, NCF can help you support a charity that is near and dear to your heart. The NCF Philanthropy program is a great way to solicit NCF for donations to your favorite charity. NCF has a walk/run budget, programs budget, and set aside budget to accommodate your needs. Visit NCF.NATCA.NET for more information and request the payroll deduction form.
- How you can help: volunteering at events such as NiW, Convention or CFS, automatic payroll deductions, general donations, making something or donating items to silent auctions, or supporting NCF through fundraising efforts including T-shirt sales, etched glass sales, silent auction bidding, step challenge, 5K runs, wine pulls, and other NCF event activities.