

STOP THE SHUTDOWN!

The partial government shutdown is detrimental to the safety and efficiency of our National Airspace System (NAS). The National Air Traffic Controllers Association (NATCA) and the aviation safety professionals we represent strongly oppose the government shutdown, which includes the Federal Aviation Administration (FAA). The shutdown of the FAA threatens the NAS and negatively affects the 12 million aviation-related jobs and the \$1.5 trillion that aviation annually contributes to the U.S. economy.

No one should be under the illusion that it's business as usual for aviation safety during the shutdown. Every day the shutdown continues, the negative consequences to the NAS and its employees are compounding. Inside are examples of the effects the government shutdown has on the FAA and our workforce. **We implore Congress to end the shutdown.**



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(844)-336-1123

END THE GOVERNMENT SHUTDOWN IMMEDIATELY!



PROTECT THE NATIONAL AIRSPACE SYSTEM, AVIATION SAFETY PROFESSIONALS, AND THE U.S. ECONOMY

SAFETY

Approximately 3,000 NATCA-represented FAA safety professionals are furloughed. That includes staff support specialists who provide tactical, strategic, and administrative support at air traffic control facilities.

Air traffic controllers are working to maintain the safety and efficiency of the NAS without the necessary contribution of other safety professionals.

- ✈ The FAA has stopped issuing Airworthiness Directives, which mandate safety fixes to existing aircraft.
- ✈ FAA workgroups are unable to meet, which will delay implementation of new safety procedures.
- ✈ Delays in maintenance put the technology we rely on at risk of falling behind or malfunctioning.

TRAINING

The FAA has suspended hiring and closed its training academy in Oklahoma City where new air traffic controller hires begin their careers. Classroom and simulator training at air traffic control facilities also is suspended. And training development for controllers relating to safety and modernization is delayed due to the shutdown.

- ✈ The number of fully certified controllers is now at a 30-year low.
- ✈ Due to a halt in hiring and training, the current air traffic controller staffing crisis will be exacerbated. If the staffing shortage gets any worse, we will see reduced capacity in the NAS, meaning more flight delays.

MODERNIZATION

Critical work on FAA NextGen modernization and new user integration projects has stopped. Despite the great progress the FAA has made on modernization projects, the shutdown will cause significant delays to these projects implementing new technology and procedures and waste federal taxpayer dollars.

- ✈ Infrastructure construction and equipment modernization has ceased at airports and radar facilities across the country, including the new air traffic control tower and terminal radar approach control facility in Charlotte and modernization of the Seattle Air Route Traffic Control Center.
- ✈ Air traffic controllers and aviation safety professionals are prevented from participating as subject matter experts on modernization projects, which limits the collaboration between the FAA and its workforce.
- ✈ Work to integrate new users such as Unmanned Aircraft Systems (UAS), commercial space launches, and supersonic aircraft into the NAS has been put on hold, negatively affecting private sector innovation.

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