

EDUCATION
THE KEY
TO SUCCESS

THERE IS
NO END TO
EDUCATION

KNOWLEDGE
IS POWER

TRAINING IS
EVERYTHING



CELLENCE
HAS GOT TO
THE NORTH
NOT THE
DEVIATION



Where Aviation Leaders Come Together

SEPT. 16-18
2019

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Welcome to Communicating For Safety (CFS) 2019!



Paul Rinaldi
President

Brothers and Sisters,

We are so happy to join you once again for Communicating For Safety (CFS). As a part of CFS 2019, NATCA is committing to an ongoing training culture with our important new safety initiative: "Every Day Is a Training Day." The critical nature of aviation safety requires that we commit to effective training and learning, especially at a time when technology is always changing, and the National Airspace System (NAS) is getting more complex.

We all have heard that practice makes perfect. Repetition of information and practicing skills is essential to efficient and effective learning. The more we review a piece of information, the easier it is for our brain to remember it. The more we repeat doing a task in the right way, the more proficient we become at it.

The "Every Day Is a Training Day" initiative and our commitment to ongoing, effective learning will continue after we've left CFS. It will become a foundation for all of NATCA's training. For this initiative to be successful, we will be encouraging NATCA members to commit to this ongoing training concept and take advantage of training opportunities. Excellence has got to be the norm when it comes to aviation and the NAS. All of the time. We all need to be committed to this idea and uphold our profession by making a lifelong commitment to training.

At CFS 2019, there will be lots of important training opportunities. FAA Administrator Steve Dickson, ALPA President Capt. Joe DePete, A4A President Nick Calio, and SR-71 pilot Brian Shul currently are confirmed to address attendees. In other panels, we will discuss weather, new technologies, and how to better communicate with pilots. We will explore the challenges we face in our professions and how they affect airspace safety.

In addition to training, CFS gives us opportunities to renew our friendships with one another and make new friends and professional contacts.

We also will take time to honor the best in our professions, starting with recognizing deserving award winners for elevating our Union's efforts to improve safety and concluding with our 15th annual Archie League Medal of Safety Awards. For the second straight year, we also will present the Region X Commitment to Safety Award.

We're thrilled you're with us. For every one of your colleagues working back home, we say thank you and offer them the opportunity to watch CFS on our live stream on natca.org and, after the conference, on our YouTube CFS channel.

In solidarity,



Steve Hansen
Chair, NATCA Safety
Committee



Jim Ullmann
Director, NATCA Safety &
Technology Dept.

2019 CFS Code of Conduct

2019 CFS Code of Conduct

(Please refer to the full NATCA Code of Conduct in your registration packet.)

The National Air Traffic Controllers Association, AFL-CIO (NATCA) is committed to providing an environment free from discrimination and harassment, regardless of an individual's race, ethnicity, religion, color, sex, age, national origin, sexual orientation, disability, gender identity or expression, ancestry, pregnancy, or any other characteristic protected by law. As such, NATCA will not tolerate discriminatory, harassing, or otherwise unacceptable behavior in the workplace or at any of its activities, events or meetings. In this effort, NATCA adopts the following Code of Conduct, and expects its staff, its members, its leadership and any other participants in NATCA activities, events, or meetings, to abide by it.

NATCA expects its staff, its members, its leadership, and any other participants at NATCA activities, events, or meetings to:

- Respect others and their views
- Recognize and value individual differences
- Not engage in aggressive, bullying, or intimidating behavior
- Not engage in discriminatory or harassing behavior

If you experience or witness unacceptable behavior, please inform one of the designated individuals listed in this notice. If you are NATCA staff and covered by the ONEU-NATCA CBA, you may also report to your supervisor, the NATCA General Counsel, or the NATCA Executive Vice President, pursuant to Article 57 of the Parties' CBA.

NATCA takes these complaints seriously and any individual engaged in discriminatory and/or harassing conduct will be subject to disciplinary action, which may include exclusion from the event or meeting, up to and including termination of employment, or expulsion from NATCA, as appropriate.

If needed or requested, NATCA staff and/or officials will help complainants contact security or local law enforcement, provide escorts, or otherwise assist complainants to feel safe for the duration of the activity, event, or meeting. In instances involving allegations of assault or other criminal activity, NATCA shall advise the complainant to file a report with the appropriate law enforcement agency but will not pressure complainant to file such report. The NATCA official will also make NATCA bargaining unit employee complainants aware of their rights under Article 57 of the CBA.

Any complaint brought under this Code of Conduct will be treated confidentially to the extent that it is possible to do so while properly assessing the situation. NATCA will take all appropriate steps to ensure that the complainant is no longer subject to the unacceptable behavior. NATCA shall thoroughly investigate any allegations or complaints of discriminatory conduct, including sexual harassment, when properly notified and shall take corrective action to stop any and all such conduct found to be occurring.

NATCA will not tolerate retaliation against any individual who complains of unacceptable behavior under this Code of Conduct. NATCA will take any steps necessary and appropriate to ensure that retaliation does not occur and, if there is reason to believe that retaliation has occurred, NATCA will immediately take all necessary and appropriate action to stop the retaliation.

If you want to report an incident or have any issues during the event, please feel free to send an email to CFS19Conduct@natcadc.org or contact any one of the following designated Code of Conduct representatives:

Trish Gilbert: cell: (713) 305-3039
Dean Iacopelli: cell: (516) 356-3983
Cheryl Lewis: cell: (202) 365-0755
Meagan Roper: cell: (202) 445-1775

email: pgilbert@natcadc.org
email: diacopelli@natcadc.org
email: clewis@natcadc.org
email: mroper@natcadc.org

Agenda

MONDAY, SEPTEMBER 16

8 am–6 pm | Registration open

10 am | Exhibit Hall opens

Tech Talks | Skyview 5/6

9:30–9:40 am | Opening Remarks

Jim Ullmann, Director of Safety and Technology, NATCA

9:40–10 am | Time Based Flow Management (TBFM)

Matt Gammon, TBFM Rep, NATCA; Perry Casselle, FAA

10–10:20 am | Commercial Space

Paul Behan, Commercial Space Rep, NATCA

10:20–10:40 am | Remote Towers

Adam Rhodes, NextGen Rep, NATCA; Matt Richardson,

JYO Remote Tower Program Manager, FAA

10:40–11 am | Enroute DataComm

Ray Berndt, DataComm Rep, NATCA

11 am – Noon | Break

General Session | Bally's Events Center

Noon | Welcome

Steve Hansen, Chair, National Safety Committee, NATCA

12:05–12:15 pm | Presenting the Colors

United States Air Force Color Guard

National Anthem

12:15–12:45 pm | Keynote Address

Paul Rinaldi, President, NATCA

12:45–2 pm | Panel: Every Day is a Training Day

Moderators: Tom Adcock, National Training Rep, NATCA; Steve

Hansen, Chair, National Safety Committee, NATCA

Panelists: Patrick Morrison, Assistant General President for Health, Safety, and Medicine, International Association of Fire Fighters; Capt. Frank Cheeseman, Human Factors and Training

Group Chairman, Air Line Pilots Association, Int'l (ALPA); Ron Kittle, retired Major League Baseball player; John Allison, former Blue Angels pilot

2–2:45 pm | Break

2:45–4 pm | Panel: The Impact of Weather on the Operation

Moderators: Jim Ullmann, Director of Safety and Technology, NATCA; Tony Schneider, Director of Safety, FAA Air Traffic

Organization

Panelists: Jessica Strahley, ATCSCC, NATCA; Ben Dengler, ZDC TMC, NATCA; Dave Cook, ATSAP ERC Rep, NATCA; Gerald Quayle, JFK Facility Rep, NATCA; Rachel Rae, ASAP Rep, International Brotherhood of Teamsters Local 357; Mike Sterenchuk, Dispatcher, American Airlines

4–5:15 pm | Panel: Pilot/Controller Communications

Moderators: Dawn Johnson, NATCA; Richard Kennington, NATCA

Panelists: Brandon Johnson, Northwest Mountain Region Safety Rep, NATCA; John Murdock, National Procedures Rep, NATCA; Erin Phelps, Central Service Area ATSAP ERC Analyst, NATCA; Don Dobias, Air Line Pilots Association, Int'l (ALPA); Matthew Cain, Safety Chair, Southwest Airlines Pilots Association (SWAPA); Paul Flynn, NetJets Association of Shared Aircraft Pilots (NJASAP)

5:15–5:30 pm | Keynote Address

Trish Gilbert, Executive Vice President, NATCA

Evening Events | Exhibit Hall

5:30–7:30 pm | Sponsors and Exhibitors Meet & Greet | Exhibit Hall

5:45–6:15 pm | Partnership for Safety Demonstration | Palace 2

6:45–7:30 pm | NCF Live Auction | Exhibit Hall

7:30 pm | NCF Poker Tournament | Exhibit Hall

TUESDAY, SEPTEMBER 17

7:30–8:30 am | Continental Breakfast

7:30 am–3 pm | Registration

General Session | Bally's Events Center

8:30–8:35 am | Welcome

8:35–9 am | Keynote Speaker

Capt. Joe DePete, President, Air Line Pilots Association, Int'l (ALPA)

9–10:15 am | Panel: ATC Training: Excellence Has Got to Be the Norm, Not the Deviation

Moderators: Trish Gilbert, Executive Vice President, NATCA; Tim Arel, Deputy Chief Operating Officer, FAA Air Traffic Organization

Agenda

Panelists: Tom Adcock, National Training Rep, NATCA; Jeffrey Vincent, VP of Air Traffic Services, FAA Air Traffic Organization; Glen Martin, VP of Safety and Technical Training, FAA Air Traffic Organization; Don Moran, National Supcom Chair, FAA Air Traffic Organization; Brian Shallenberger, ZDC Facility Rep, NATCA; Carl Adams, ZDC Air Traffic Manager, FAA Air Traffic Organization

10:15–11 am | Break

11–11:45 am | Panel: Surface Safety: Don't Let That Airport Mislead You

Bridget Singratanakul, National Runway Safety Rep, NATCA; Capt. Steve Jangelis, Aviation Safety Chairman, Air Line Pilots Association, Int'l (ALPA); Jim Fee, Runway Safety Manager, FAA Air Traffic Organization; Emily Banuelos, Runway Safety Team Manager, Western Service Area, Air Traffic Organization

11:45–1:15 pm | Awards Luncheon

1:15–2:15 pm | Panel: Unmanned Aircraft Systems: Impacting Your Airspace Sooner Than You Think

Greg Tennille, Director of Safety and Operations, The MITRE Corporation; Tom Prevot, Director of Engineering, Airspace Systems, UBER Elevate

2:15–3:15 pm | Panel: Commercial Space: Integrating the Future of the NAS

*Introduction: Paul Behan, Commercial Space Rep, NATCA
Panelists: Kevin Hatton, Senior Project Manager, ACTA; Jim Kuzma, Senior Vice President & General Manager, Space Florida*

3:15–4 pm | Break

4–5:30 pm | Keynote Speaker

Brian Shul, Author and Retired USAF Fighter and SR-71 Pilot

Evening Events | Exhibit Hall

5:30–7 pm | Sponsors and Exhibitors Meet & Greet

WEDNESDAY, SEPTEMBER 18

7:30–8:30 am | Continental Breakfast

7:30–11 am | Registration

General Session | Bally's Events Center

8:30–8:45 am | Welcome

8:45–9:15 am | Keynote Address

Nick Calio, President & CEO, Airlines for America

9:15–10:30 am | Panel: International Collaboration

Moderators: Peter Duffey, President & CEO, Canadian Air Traffic Control Association; David Grizzle, Dazzle Partners, LLC

Panelists: Paul Winstanley, Chair, U.K. Prospect ATCOs' Branch; Kelvin Vercoe, ATC Director, New Zealand Air Line Pilots' Association (NZALPA); Rudy Kellar, Executive Vice President Service Delivery, NAV CANADA; Vincent Capezzuto, Chief Technology Officer and Vice President, Engineering, Aireon; Rachel Jackson, Executive Technical Director, Raytheon; Fran Hill, Sr. VP Operations, Leidos

10:30–11:30 am | Break

11:30–12:30 pm | Fireside Chat

FAA Administrator Steve Dickson and NATCA President Paul Rinaldi

Breakout Sessions

1–3 pm | Track 1: Personal Leadership

Skyview 2

Instructors: Kelly Richardson, Jeremy Ferg, Justin Faircloth

1–3 pm | Track 2: Professional Development

Skyview 3

Human Performance | Aaron Katz

Professional Standards | Josh Cooper

CISM | Chris Schenk

VSRPs | Cher Oxenbarg

Partnership for Safety | Erin Murdock

Procedures | John Murdock

1–3 pm | Track 3: Every Day is a Training Day

Skyview 5/6

Instructors: Richard Kennington, Jamaal Haltom, Tom Adcock

Evening Events | Bally's Events Center

15th Annual Archie League Medal of Safety Awards

6–7 pm | Reception

7 pm | Banquet

Seating begins at 6:45 pm; dinner will be served at 7:15 pm

Keynote Address

Teri Bristol, Chief Operating Officer, FAA Air Traffic Organization

Every Day is a Training Day



With renewed focus and passion, NATCA has developed a new initiative to confront and defeat the status quo and emphasize the importance of training. It's called "Every Day is a Training Day," and reflects the ongoing effort to change the way the workforce perceives training.

"Every Day is a Training Day" is built upon the goals of working to challenge the NATCA membership to pursue professional development throughout their aviation career and embracing a willingness to learn daily.

NATCA has spent the last few months emphasizing the necessity of a commitment to effective, regular training in pursuit of excellence. Attendees to Communicating For Safety will see this emphasis here in Las Vegas during the conference but the work will continue in earnest when members return home to their facilities.

NATCA President Paul Rinaldi: *"As the professionals that we are, we have to break the cycle of complacency. Training is a badge of honor. We have to want to be the best. NATCA is the most important entity in aviation and in the airspace system. We need to make sure that we have given everything that we can to this organization and to the next generation that's going to be able to accomplish all this work for our profession."*

"Pilots embrace training on a daily basis, and we as aviation safety professionals need to do the same. We have to combat complacency to continue to be 100 percent, 100 percent of the time."

NATCA National Training Representative Tom Adcock: *"The purpose behind this effort is to help our members understand that training is something that continues throughout our entire career. Whether it is new procedures, new equipment, or new rules, training is a part of a continuous self-improvement process, from the time we start as a developmental, to the time we retire. We should always be looking for ways to improve our performance as a workforce to make sure we are always operating at peak levels whenever we plug in."*

NATCA National Safety Committee Chairman Steve Hansen: *"Training has been viewed negatively based on previous FAA administrations' use of training in a punitive manner. Even though those days are over, and have been over for years, the perception for many still exists."*

"Professional athletes train in order to be the best they can be at their chosen profession. We should strive to do the same, taking every opportunity to be the best at our chosen profession. One simple way is by learning from mistakes that are made and safety trends in the system. This is a foundational approach to ensure the U.S. maintains its position as the safest aviation system in the world."

Every Day is a Training Day: Gordon Graham Video Series



A Lot of People are Dependent on You Being Excellent All the Time

<https://www.youtube.com/watch?v=8LwRI2sU1P4>

So here I go again folks. Every day has got to be a training day. Every day has got to be a training day. And not random training, but focused training. In every job description in your facility, let's identify the tasks that are over-represented in tragedy, study your past tragedies – not just your center but nationally and internationally – learn how people in your job get in trouble, and let's make every day a training day. And please don't get complacent. Having a piece of paper saying you went to a training day, having logged in to an online course to say that you completed it, that's not the answer. You need to take it seriously folks. A lot of people are dependent on you being excellent all the time.

Excellence Has Got to be the Norm Not the Deviation

<https://www.youtube.com/watch?v=LtjiHIBPaKo>

Excellence has got to be the norm, not the deviation. We're not occasionally excellent. 'Oh, it's OK to be excellent 70 percent of the time, 80 percent of the time,' ... no it's not. Excellence has got to permeate everything we do. It's got to be the norm, not the deviation. Your job is so filled with risk. We have got to make sure that everyone understands what their role is, regardless of what you do in your facility. Excellence has got to be the norm, not the deviation. We do things right and we treat people right. Not some of the time, not most of the time, but all of the time.

It's In Your Hands to Make Every Day a Training Day

<https://youtu.be/-0ksaTQAH9Q>

Remember: Absent experience, all you've got to rely on is training. If you're training was one time, any time, some time ago, that's a problem lying in wait. And it could lead to a tragedy. Once again, it's in your hands to make every day a training day.

Spotlight: The Alliance

The Global Air Traffic Controllers Alliance, known more informally as “The Alliance,” was founded in March 2018 by a coalition of like-minded labor unions representing aviation safety professionals from Australia, Canada, New Zealand, Spain, the United Kingdom, and the United States. The Alliance is guided by global solidarity and unity and establishes a collective voice to speak on a range of subjects that have a common effect on the profession and the professionals the member unions represent. The Alliance is an agile organization that is able to respond quickly and effectively to its mutual challenges.



The increasing liberalization and commercialization of air traffic services, together with new technologies, are changing the nature of air traffic management and the structures of the companies or agencies that provide air traffic services. Air Navigation Service Providers (ANSPs) have formed partnerships and alliances amongst themselves, with Air Traffic Management (ATM) companies, service customers, and other aviation stakeholders. The Alliance believes that it is vital that its perspective is represented due to the critical role its members play in ensuring that safety standards are upheld while championing the commitment and expertise of the aviation workers it represents.

Recognizing that ATM is a global industry, the member unions of The Alliance work together to meet individual and shared challenges and raise important issues to a global audience while developing and cultivating global relationships.

Below are the perspectives of several members of The Alliance on why the perfect time is now to join together in a spirit of collaboration and solidarity around the world as ATC labor:

What is the importance of joining together as ATC unions and what lessons can be learned from NATCA's collaborative approach with the Federal Aviation Administration and aviation stakeholders that it's taken for the last decade?

Paul Rinaldi, National Air Traffic Controllers Association (NATCA) President:

"I think you can see air traffic control unions around the world talking about collaboration, talking about the ANSP being profitable and successful, getting the best technology. All too often, labor unions are not on the cutting edge of technology, so I think there is a natural symbiotic relationship that happens around the world with air traffic control unions."

"We are different, we are a little odd when it comes to the structure of labor because we want the technology. We are safety first, we are driven that way, along with making sure that our membership is taken care of. We are different so having us all together kind of makes us stronger. It helps us and helps the ANSP and certainly helps modernize our systems for sure."

Spotlight: The Alliance

Why do we do this? Why come together as a coalition?

Peter Duffey, Canadian Air Traffic Control Association (CATCA) National President:

"One of the biggest reasons is that we'd see each other at conferences around the world, got to know each other fairly well, and discovered quickly that we have a lot of the same problems and the same issues. Staffing being one of them. And there was a lot we could learn from each other, experience-wise, talking to my colleagues around the world, hearing what their problems were, what some of the solutions were, and applying that to things that were going on in our country."

What has The Alliance brought forward thus far that was missing prior to its formation?

Jeremy Thompson, New Zealand Air Line Pilots' Association (NZALPA):

"Prior to the Alliance we were lacking representation in an effective global ATC industrial forum. This Alliance is new, forward thinking, nimble, and not held back by outdated politics and procedures. It's really great to interact with each other, and I'm sure as the expansion continues to include other unions, we will become the global go-to organization for ATC labor representation."

"Every time I visit another country and talk to the air traffic controllers, they identify the same issues: rosters, equipment, staffing, and remuneration. These are the most important things to us. Generally, the issues in each country have very common themes and this means we can work together on them, taking a more global approach. The timing was perfect for the Alliance to form. We are entering an era of high-paced technology development, and many changes are expected in our industry over the coming few years. We need to be at the forefront of the changes."

What do you think is ahead of us and what measures do we need to take to either be part of the solution or to fix/ combat the issues ahead of us?

Paul Winstanley, Chair, U.K. Prospect ATCOs' Branch:

"It's an exciting time. We need to continue to establish the Alliance in the ATM community. Ensure our presence is felt and fully understood by both industry and the ANSPs. We need to break down some of the 'baggage' that form barriers so that we can exist as partners with a genuine collaborative approach. The six founding unions have formed a strong bond. It's important we build on that, bring in like-minded unions who want to make a difference and ensure that best practice is shared amongst us. In addition, the Alliance must work to raise the profile of what labor unions in ATM do, to ensure that ATM unions are right in the heart of ATM industry, to help create talent pools that can be used to help others and to help identify capability gaps between member organizations."

Learn more about The Alliance at <https://www.atcalliance.world>



Spotlight: NATCA Safety and Technology



Jim Ullmann
*Director, NATCA Safety &
Technology Dept.*

Welcome to NATCA's 2019 Communicating For Safety Conference. It is our goal to continue to make this event the premier aviation safety conference in the world. While there are many different conferences around the globe, we pride ourselves on the fact this is the one event designed to encourage all participants to openly exchange ideas and information focusing on aviation safety, and all sessions in the main conference room are open to all CFS attendees.

We continue to have a positive response from many different entities within aviation who see the great value in showing our workforce some of the different technologies that are being developed worldwide. You will find our exhibition hall continues to expand as some of these new technologies are put on display. There are many current modernization programs with a presence in the exhibit hall, and in most cases, the exhibits will be staffed by our NATCA Article 114 Representatives and their FAA program management counterparts. We strongly encourage all CFS attendees to take the time to walk through our exhibit hall and spend some time conversing with our Reps, program managers, and sponsors about some of the current and upcoming technologies that will impact everyone's career.

As we move closer to 2020, there are some significant changes on the horizon that will change the shape of the National Airspace System (NAS). This certainly includes the ADS-B 2020 mandate, which greatly enhances surveillance in some geographical areas that have

historically been non-radar. It is NATCA's wish to pursue all available benefits associated with ADS-B, which would include the availability of "altitude intent" data in the operations, and the new surveillance capabilities available with Satellite Space-Based ADS-B technology, which has recently come online in some parts of the world.

While one of the big changes being pushed by industry and the FAA will be Trajectory Based Operations (TBO), this is but one of many challenges that lie ahead. The concept of TBO was discussed at last year's CFS conference, and there continues to be momentum on this project. In its NAS TBO Vision 2025, the FAA defines TBO as: Trajectory Based Operations (TBO) is an Air Traffic Management (ATM) method for strategically planning, managing, and optimizing flights throughout the NAS by using time-based management, information exchange between air and ground systems, and the aircraft's ability to fly precise paths in time and space. This will require not only the optimum use of Time-Based Flow Management (TBFM) at facilities across the NAS, but also the implementation of some new technologies that would include a surface metering component.

We will also see increased demand for access to the NAS from many different users. The Unmanned Aircraft Systems (UAS) industry is on the forefront of an aviation revolution. Granted, many hurdles remain before the use of drones that many envision becomes fully realized, but the industry has many well-funded entities pushing for a quick integration into the NAS. We haven't even touched on other new entrants that will change the shape of our airspace system. The expanding and lucrative commercial space industry, with an ever-growing number of spaceports, will increase demand on air traffic control facilities. There are roughly 90 launch vehicles in use worldwide, with another 50 in development, and a dozen commercial launch and re-entry sites in the United States. These numbers will undoubtedly grow in the coming years.

As if these changes aren't enough, there are many additional new technologies that will impact the jobs of the workforce NATCA represents. This includes Enroute Data Comm, Electric Vertical Takeoff and Landing aircraft

that some envision being as easy to access as a taxi, increased push for new supersonic and hypersonic flight technology, Remote Air Traffic systems including virtual towers, and much more.

Compound the potential impacts of these challenges with another 150 or so programs, projects and initiatives NATCA is working collaboratively on and we should all quickly realize how drastically our careers could change. It is imperative that NATCA continues its involvement in these changes. NATCA has worked hard to become the preeminent experts on Air Traffic Control and without our active participation, success on many of these programs and initiatives will be very hard to come by.

NATCA has proven time and time again that through our collaborative efforts, the workforce we represent will embrace new technologies and procedures. This is accomplished through early involvement, including in the requirements phase, and through robust, hands-on testing.

As we work through our current staffing crisis and take into consideration all the future impacts that lie ahead, we clearly have our work cut out for us. While never losing sight that the operations come first, we must also realize that these changes are coming - with our assistance or without. We must continue to work collaboratively with the FAA and other aviation stakeholders to ensure that our priorities are clear. Safety Above All is, and will remain, NATCA's mantra and only through our continued participation can we guarantee our active voices are heeded and the NAS remains the crown jewel of aviation.

I would like to personally thank each and every one of you for your hard work and professionalism and I am immensely proud to be part of the NATCA family.



American Airlines

American Airlines is proud to support NATCA

Collaboration helps us safely transport
millions of customers each year.

Speaker Spotlight



Capt. Joe DePete

Capt. Joe DePete, ALPA President

The Air Line Pilots Association, Int'l (ALPA) represents over 62,000 professional airline pilots in the United States and Canada and is the largest non-governmental aviation safety organization in the world. NATCA and ALPA have a long history of collaboration

and solidarity that has advanced the lives and professions of the members of our two great unions. ALPA works with NATCA to improve, modernize, and preserve the safety of our National Airspace System (NAS). There are several important programs NATCA members now have and greatly value, which were inspired by ALPA, including the Air Traffic Safety Action Program (ATSAP) and Professional Standards.

Captain Joe DePete took office as ALPA's 11th president on Jan. 1, 2019. As president, he serves as ALPA's chief executive. He oversees his association's daily operations and is the chief spokesman for the union, advancing airline pilots' views before the U.S. Congress, Canadian Parliament, government agencies, airline and other business executives, and the news media.



NATCA President Paul Rinaldi and Capt. DePete at DCA

Capt. DePete has been a true friend of NATCA and an outspoken supporter of all aviation safety professionals. Just days after taking office, Capt. DePete visited Washington National ATCT (DCA) and bought lunch for the controllers and safety specialists on duty. He also made public statements and did media interviews in support of NATCA and its members and signed onto aviation community letters. At NATCA's rally on Capitol Hill in January, DePete spoke forcefully and passionately, "These folks are literally

'shepherds in the sky,' and they do an outstanding job keeping us safe and secure in the air."

NATCA is thrilled to welcome Capt. DePete to Communicating For Safety, where he will express support for NATCA's "Every Day Is a Training Day" program and speak about ALPA's "Trained for Life" training initiative. For more than 80 years, the airline pilot union has fought for rigorous training and qualification standards. U.S. pilots are the best-trained in the world and always are committed to passenger safety.



Capt. DePete joins NATCA members Micah Maziar (left, Toledo ATCT, TOL) and Cody Hammer (Grand Forks ATCT, GFK)

Both Capt. DePete and NATCA President Paul Rinaldi are members of the AFL-CIO Executive Council. Capt. DePete is also a member of the International Committee as well as the Legislative and Policy Committee. Capt. DePete serves on the Transportation Security Administration's Aviation Security Advisory Committee and co-chairs its International Aviation Security Committee. He is a member of the Federal Aviation Administration's NextGen Advisory Committee and Drone Advisory Committee. He also led an aviation industry initiative to begin collaboration with the commercial space industry on operational integration and safety enhancements.

Prior to his current role, Capt. DePete served as ALPA's first vice president and national safety coordinator. He was also executive vice president, FedEx Express Master Executive Council chairman, and Local Executive Council chairman. He was an active member of the ALPA Organizing Committee for the merger with the Flying Tiger Line Pilots Association as well as for the merger with the FedEx Pilots Association.

Based in Memphis, Tenn., Capt. DePete flew and served as a line check airman on the A310/300 for FedEx Express.

Spotlight: NATCA Awards

NATCA will present several awards at CFS, including at the annual awards luncheon on Tuesday, Sept. 17, in the main conference room. Several aviation safety professionals from around the National Airspace System (NAS) will be honored with these awards:

Helping Hearts

This award is presented by NATCA's Occupational Safety and Health Administration (OSHA) Committee to the facility with 15 or more employees that has the highest percentage of people trained to use an Automated External Defibrillator (AED).

Beacon of NATCA

The Beacon of NATCA award is given to a facility that rises above and handles an emergency or disaster situation with grace under pressure. It was created to recognize those facilities that go above and beyond to perform the essential and difficult task of disaster response. The recipients of this award provide exceptional ATC services. The individuals in these facilities show incredible perseverance and inspire us. They are the beacon that guides us home and the heroes that rise above the chaos to keep the NAS running as safely and efficiently as possible.

NATCA National Professionalism Award

The goal of NATCA's Professional Standards program is to maintain and promote professionalism across all of NATCA's bargaining units. NATCA members achieve that through a commitment to safety and through upholding the public's trust. They work to inspire, to motivate, to provide personal examples of our professionalism to others, and to maintain the highest standard of excellence. They know their actions represent all of their fellow professionals, and we work to bring honor and respect to all that they do. The NATCA National Professional Standards Committee (PSC) created the "NATCA National Professionalism Award" as a means to recognize the actions of those who continually strive to achieve these goals.

Steve Hansen Safety Advocate Award

Named for the Chairman of the NATCA National Safety Committee, the Steve Hansen Safety Advocate Award is presented to a NATCA member who has made extraordinary achievements and has worked tirelessly on NATCA's behalf to be a leader in furthering the cause of aviation safety. While each winner has contributed their skills, dedication, and work ethic in different ways, with varying areas of expertise, there is one thing that ties them all together: they are all passionate about safety and aviation. This award was first presented in 2011.

Dale Wright Award for Distinguished, Professional and Exceptional Career Service to NATCA and the National Airspace System

Named for NATCA's former Director of Safety and Technology, the Dale Wright Award honors an extraordinary, positive impact made on our ability to call the U.S. National Airspace System the world's safest. This award, first presented in 2012, symbolizes a career devoted to service to NATCA and safety.

James L. Oberstar Sentinel of Safety Award

NATCA created the Sentinel of Safety Award as a way to honor aviation leaders outside NATCA who have displayed outstanding achievement in the advancement of aviation safety. On Oct. 2, 2014, at its Biennial Convention in Minneapolis, NATCA proudly renamed the award to honor Congressman Jim Oberstar, who was a tireless advocate for aviation, air traffic control, and NATCA during his tenure in Congress and as the Chairman of the House Transportation and Infrastructure Committee. Congressman Oberstar died on May 3, 2014, just a few weeks before NATCA in Washington, the event he supported and attended for many years, and at which in 2005 he was awarded the first Sentinel of Safety Award.

Speaker Spotlight

Brian Shul



After suffering massive injuries and burns from being shot down over Cambodia during the Vietnam War, pilot Brian Shul found the will to live and to recover. But he was not expected to be able to fly again at all, let alone fly the fastest and, arguably, most exciting and awe-inspiring aircraft ever built, the SR-71 Blackbird spy plane.

It's an extraordinary story, one which Brian tells with emotion and passion. He riveted and inspired the Communicating For Safety audience in 2018 and NATCA is very excited to welcome him back to the CFS stage this year. He is one of only 93 men in history to fly the SR-71. His amazing life has been marked by perseverance, fearlessness, and pursuing his passion.

The 71-year-old Vietnam War veteran and former attack pilot in the U.S. Air Force spoke at CFS 2018 about his illustrious career and the life lessons he's learned. He flew 212 combat missions before he was shot down and was burned so badly that he was given almost no chance to live. He overcame his injuries, went through multiple surgeries, and eventually returned to full flight status, flying the SR-71 Blackbird. Major Shul completed a 20-year career in the Air Force. Out of all his life experiences, he left the audience with insight that he considers very valuable: "life is short and not certain; pursue your passion and live your dream," he said.

Once Major Shul was able to return to the Air Force, he became a safety officer and constantly reminded his employees about their attitude, perspective and making choices. He said during his CFS remarks what he told his officers could also be applied to air traffic controllers. "Don't be afraid to do something,

anything, that you feel is out of the box," he said. "You don't have to be the most accomplished, the best, or the smartest."

It's been 20 years since the SR-71 made its final flight. Remarkably, many of its speed and altitude records are still intact. It flew at three and a half times the speed of sound and reached a maximum altitude of over 85,000 feet. Shul and his fellow Blackbird pilots had to wear space suits to handle those heights. And, as Shul noted in his 2018 remarks, none of the 32 Blackbirds built was ever shot down.

Shul is also an experienced, accomplished photographer and delights his audiences with stories of how he was able to take photos of the SR-71, which obviously was a delicate and challenging undertaking. His books have featured these stunning photographs, including *Sled Driver: Flying the World's Fastest Jet*.

As Major Shul ended his talk at CFS 2018, he thanked the controllers for all that they do. "Thank you for being air traffic controllers. Whether you realize it or not, you are that still, calm voice when things get sketchy for pilots. What a treat for me to finally address you and thank you."



Brian Shul speaks at CFS 2018.

Speaker Spotlight

FAA Administrator Steve Dickson



Steve Dickson was sworn in as the 18th administrator of the Federal Aviation Administration (FAA) by U.S. Department of Transportation Secretary Elaine L. Chao on August 12, after being confirmed for a five-year term by the U.S. Senate on July 24, 2019. NATCA is honored to welcome him to the stage at Communicating For Safety as a keynote speaker for the first time.

Dickson recently retired from service as the Senior Vice President of Flight Operations for Delta Air Lines. In this role, he was responsible for the safety and operational performance of Delta's global flight operations, as well as pilot training, crew resources, crew scheduling, and regulatory compliance. He also flew in line operations as an A320 captain, and previously flew the B727, B737, B757, and B767 during his career. Captain Dickson is a strong advocate for commercial aviation safety and improvements to our National Airspace System, having served as chairman of several industry stakeholder groups and Federal advisory committees.

NATCA congratulates Administrator Dickson as he begins his term. "We look forward to continuing our great working relationship with him," NATCA President Paul Rinaldi said. "For nearly a decade, I have had the pleasure of working with Administrator Dickson, as we have served as members on the FAA's Management Advisory Committee. I have personally experienced his leadership in the aviation safety community. NATCA shares with Administrator Dickson a strong commitment to the safety of our National Airspace System."

At his swearing-in ceremony at DOT headquarters last month, Dickson praised collaboration in aviation safety.

"The U.S. aviation system is the safest, most dynamic, and innovative in the world, largely due to the collaborative approach to safety championed by the FAA and shared by various segments of the industry represented here today," Dickson said. "I am honored to join the outstanding team at the FAA. I want all FAA people to know that I look forward to working with them to ensure our aviation system maintains its proper place leading the world in both safety and operational performance. Nowhere else in the world sees the volume, complexity and pace of innovation that we have in our aviation system here in America. That certainly presents challenges, but also tremendous opportunities."

A former United States Air Force Officer and F-15 fighter pilot, Dickson is a Distinguished Graduate of the Class of 1979 at the United States Air Force Academy, as well as a graduate of the Georgia State University College of Law, magna cum laude.

"A lesson I learned in my service to our country in the Air Force, and will bring to my leadership of the FAA, is that safety is a journey, and not a destination," Dickson said. "It's a journey that we must embark upon with renewed vigor each and every day."



Steve Dickson (fourth from left) joins NATCA President Paul Rinaldi (right) on a recent panel discussion.

Speaker Spotlight

Nick Calio



Nick Calio is president and CEO of Airlines for America (A4A), the trade association for the country's leading passenger and cargo airlines. Calio leads the organization, which advocates for America's airlines as models of safety, customer service and environmental responsibility and as the indispensable network that

drives nearly \$1.5 trillion in U.S. economic activity and 10 million U.S. jobs.

Under Calio's leadership, A4A rebranded and honed its focus on being an influential voice in helping to shape legislative and regulatory policies and priorities that improve air travel for everyone. Known for his ability to build consensus, Calio focused the re-launched association on working collaboratively with airlines, labor unions, Congress and the Administration to promote safety, security and a healthy U.S. airline industry.

Calio and NATCA President Paul Rinaldi have often appeared together over the last decade at many aviation industry events, speaking on panels, testifying before Congress, and even appearing in a video together to discuss the collaborative relationship between the U.S. airline industry and air traffic controllers to ensure passengers get to their destinations safely and efficiently. A4A spoke out against the 35-day government shutdown earlier this year and co-signed an industry letter to President Trump and Congressional leaders urging an end to the shutdown.

During testimony before the House Aviation Subcommittee in February, Calio – while sitting next to Rinaldi – echoed NATCA's long-held position that the critical need for the National Airspace System is a stable, predictable funding stream.

"This vicious budgetary cycle of stops and starts with little to no stability or predictably has simply got to stop," Calio said in his written testimony. "The traveling and shipping public and the dedicated federal employees who protect and maintain our nation's aviation system deserve continuity."

Prior to joining A4A in January 2011, Calio was Citigroup's executive vice president for Global Government Affairs and a member of its senior leadership committee.

Calio served President George W. Bush as Assistant to the President for Legislative Affairs from January 2001 to January 2003. As the president's principal liaison to Congress, Calio worked closely with the leadership and members of the U.S. Senate and House of Representatives and had the primary responsibility for formulating and implementing White House strategy on all legislative issues. He held the same position during the administration of President George H.W. Bush.

Between the Bush Administrations, Calio was a partner at O'Brien*Calio, a law and lobbying firm he co-founded in 1993. A 1998 Fortune magazine survey of members of Congress, congressional staff, administration staff and lobbyists rated the firm as one of the "ten most powerful" in Washington.

Calio is a graduate of Ohio Wesleyan University and Case Western Reserve University School of Law. He serves as Vice Chairman of the Board of Trustees of Ohio Wesleyan University. He also serves on the Board of the U.S. Capitol Historical Society. He has received the Excellence in Business Award from the Sons of Italy Foundation, the philanthropic arm of the nation's largest and oldest organization for people of Italian heritage; the Business Leadership Award from The Fund for American Studies; and the People Who Move America Award from the Boy Scouts of America.



NATCA President Paul Rinaldi and A4A President Nick Calio discuss the collaborative relationship between the U.S. airline industry and air traffic controllers.

Breakout Sessions

Wednesday, September 18

➔ TRACK 1: PERSONAL LEADERSHIP

1 – 3 pm | Skyview 3 (26th floor; take North Tower elevators)

Instructors: Kelly Richardson, Jeremy Ferg, Justin Faircloth

This session will include two classes emphasizing communication and relationship building. Good relationships are the key to getting things done and are essential when your success is dependent on others. This session will show why building sustainable relationships will lead to greater progress and give techniques on how to accomplish this objective.

➔ TRACK 2: PROFESSIONAL DEVELOPMENT

1 – 3 pm | Skyview 2 (26th floor; take North Tower elevators)

During this session, discussion will touch on the various aspects of the Foundations of Professionalism, including Professional Standards, Respect, Turn Off Tune In, Fully Charged, ATSAP, and ATSAP-X. It will also include topics intended to enhance the thinking for those that run, maintain, and utilize technology.

Human Performance – Aaron Katz

How does today's ATC training culture shape your mindset? Is your learning valve open or shut? We will discuss the difference between the "learner" and the "knower" and how easily a small shift in your approach can make an immediate impact.

Professional Standards – Josh Cooper

This session will cover professionalism as a concept – how improved professionalism enhances all of our work relations, and how challenges to professionalism affect us all. Cooper will also tie in the opportunity to utilize the Professional Standards program to work towards an improved and more professional work environment, with a focus on confidentiality and its approach to working cases. Also to be discussed is the methodology for personal professional development.

Critical Incident Stress Management (CISM) – Chris Schenk

Learn about your NATCA CISM team – who we are, why we are here, and how we can help after a traumatic event.

VSRPs – Cher Oxenburgh

This session will provide information regarding updates on Air Traffic Safety Action Program (ATSAP) reporting. Discussion will include recent reporting rates, trends, best practices, ATSAP positives, and where the data goes that's collected through ATSAP.

Partnership for Safety – Erin Murdock

Murdock will lead a discussion that will cover these questions: What is Partnership for Safety? What are Local Safety Councils (LSC) and what do they have access to? What are SAFE discussions?

Procedures – John Murdock

Murdock will be focusing on procedures and wake turbulence topics that affect the NAS. The presentations will discuss wrong surface landings and takeoffs, hearback/readback, issues related to weather, and the future of wake turbulence, recategorization (RECAT), and Consolidated Wake Turbulence.

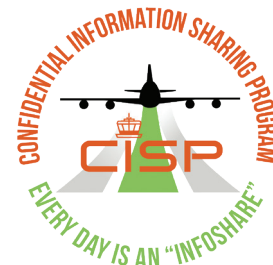
➔ TRACK 3: EVERY DAY IS A TRAINING DAY

1 – 3 pm | Skyview 5/6 (26th floor; take North Tower elevators)

Instructors: Richard Kennington, Jamaal Haltom, Tom Adcock

This entertaining and informative workshop will focus on the culture of training in air traffic control facilities. How is the culture influenced and what factors determine if training is viewed positively or negatively? We will explore the idea that "Every Day is a Training Day" and why this is so important in a safety industry. Participants will learn their potential for leadership and affecting change in their facilities.

Safety Reporting Systems



Since that historic day in July 2008 when a Midway ATCT (MDW) air traffic controller filed the first Air Traffic Safety Action Program (ATSAP) report, Voluntary Safety Reporting Programs (VSRPs) have taken off for NATCA and the Federal Aviation Administration (FAA).

ATSAP, which began as an 18-month demonstration project, was developed during a very contentious labor/management period. It became the first collaborative effort by NATCA and the FAA and has grown into the largest VSRP in the world, generating over 166,000 reports since its inception.

The foundation of a robust VSRP is to provide a non-punitive environment where employees are free to report mistakes or instances of non-compliance without fear of reprisal or discipline. This was quite a cultural shift back in 2008, but has now led to a healthy learning culture through the implementation of recurrent training, Partnership for Safety, and monthly ATSAP and Confidential Information Sharing Program (CISP) discussion sheets. This new working environment is one where employees who share issues and recommendations voluntarily has positively impacted the safety of the National Airspace System (NAS) by providing invaluable data that had never been captured before.

The success of ATSAP for employees engaged in air traffic activities was the impetus for NATCA seeking expansion of VSRPs to other bargaining units it represents. ATSAP-X, a program for NATCA Engineers and Architects, was the next initiative, where reports concerning system/equipment/ facility designs have led to system improvements.

Federal Contract Tower (FCT) employees represented by NATCA are now able to participate in a program known as SAFER-FCT to address issues and concerns they have for operational improvement. In addition, NATCA bargaining unit members in the Aircraft Certification Directorate have

a program as well, called the Safety Reporting Program (SRP).

Participating in a VSRP is one thing, but what about tangible results? Funny you should ask...

There have been over 190 formal Corrective Action Requests (CARs) issued from the VSRPs to address serious system safety concerns, of which 115 have been closed/resolved. The remainder are in various stages of resolution. There have been at least 805 systemic positive changes that have been developed from voluntary reporting and informal changes taking place at FAA facilities at various levels are constant and numerous. In addition, information from NATCA VSRPs helps to develop recurrent training curricula, as well as contribute to the development of the FAA Air Traffic Organization's Top 5.

But that's not the end of the story.

In 2010, CISP was developed to share ATSAP reports with airline Aviation Safety Action Program (ASAP) reports. The intent of the initiative was to provide a more comprehensive view of events occurring throughout the NAS by including both pilot and controller perspectives. What began with sharing reports with one airline – United – has now grown to over 30 participants and has shared over 111,000 reports.

Also since 2010, NATCA has been a member of the Aviation Safety Information Analysis and Sharing (ASIAS) program, which compiles and analyzes additional sources of safety data from commercial carriers and general aviation.

All of the data collected through VSRPs has contributed to the safest 10-year period in U.S. domestic aviation history, but we know there is more work to do. Voluntary reports are crucial to keep this safety record growing and improving, so we ask, "keep 'em coming!"

Spotlight: Flight Safety Foundation

Connect, influence, and lead global aviation safety. That's the mission of the Flight Safety Foundation (FSF), which makes

NATCA's decision recently to become a benefactor of the FSF especially beneficial and noteworthy.

The FSF is an international, non-profit organization exclusively chartered to provide impartial, independent, expert safety guidance and resources for the aviation and aerospace industry. Founded in 1947, the Foundation serves as a catalyst to address and identify global safety issues and sets priorities through data collection, information sharing, education, advocacy, and communications. Information provided by FSF is useful to NATCA members' daily operations.

"The FSF is a great organization that NATCA has worked with for many years," said NATCA National Safety Committee Chairman Steve Hansen. "Elevating our membership to the Benefactor level strengthens our partnership and allows us to be more involved in important safety discussions that impact not only the U.S., but the larger international aviation industry as a whole."

The Foundation's effectiveness in bridging proprietary, cultural and political differences in the common cause of safety has earned worldwide respect. The common good of safer air travel continues to inspire individuals and organizations to rise above competitive interests towards shared objectives.

Today, FSF membership includes more than 1,000 organizations and individuals in 150 countries. The Foundation is based in Alexandria, Va., and has a regional office in Melbourne, Australia.

As a member of the Flight Safety Foundation, NATCA will be able to participate in pertinent safety discussions, while also including our counterparts from air traffic controller unions around the globe through the Global Air Traffic Controllers Alliance. This is another step in the right direction to ensure we have the right people at the table to have these critical discussions that impact the national and international aviation workforce.



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Collaborative Safety Program: Tune Off Tune In

"It Can Wait"

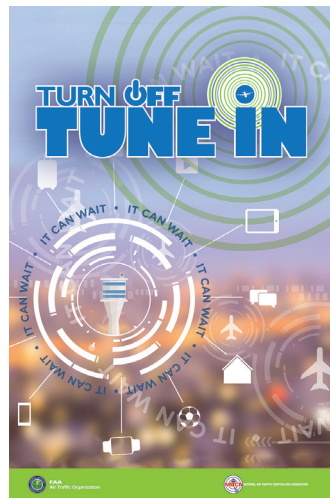
That smartwatch you may be wearing is a great piece of technology that has revolutionized the smartphone industry. But it's also distracting if used in the wrong places – including the operational environment.

Here at CFS this week, we are launching a new awareness campaign to draw attention to the continuing important need to eliminate all distractions from the operation, including smartwatches.

It Can Wait. No matter what may flash on your smartwatch, it can wait.

Turn Off Tune in is a collaborative, proactive initiative launched at CFS in 2013 by NATCA and the FAA to eliminate distractions in the operational workplace. The goal of the collaborative workgroup tasked the Turn Off Tune In communications campaign is to educate and increase awareness of the safety impact of distractions, with an emphasis on electronic distractions.

Each of these posters below will be presented for viewing in the Grand Salon at CFS. We invite you to take a closer look and cast your vote on which is your favorite. You might end up seeing it in your facility soon!



Collaborative Safety Program: RESPECT

RESPECT

What do **RESPECT** in the workplace and maintaining safety of the NAS have in common?

YOU.

The RESPECT Initiative is all about creating a workplace environment of mutual dignity, support and respect between all individuals that work together to maintain the safety of the National Airspace System.

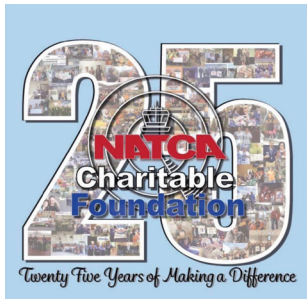
We can build a supportive workplace culture through awareness, education and meaningful conversations.

We make critical choices every day and this is no different. When we choose to respect each other, together we create and maintain a culture of collaboration, safety and professionalism.

What is **YOUR** role in creating a respectful and supportive workplace?



Spotlight: NATCA Charitable Foundation



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2018-2020 BOARD OF DIRECTORS

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

natcacharitable@natca.net
 202.220.9831

The NATCA Charitable Foundation (NCF) is a nonprofit 501(c)(3) corporation that works to make a difference in the lives of many. NCF has no paid employees and continues to be a 100% volunteer organization of all ages and professions. This keeps costs down and helps ensure donations make a difference to those most in need. NCF's philanthropic efforts stretch across the country. NCF seeks out areas of need that go unfunded or are missed through other donor drives. It seeks out smaller charities that help the underserved in the communities where NATCA members live and work. Across the country, through NCF, NATCA members and their family and friends give and volunteer to make a big impact and help bring smiles to those in need.

A hallmark of NCF is its low operating expense. At the end of 2018 NCF had donated \$1,829,845 to charities across the United States over the course of the last 25 years. In 2019, NCF is expected to pass the \$2 million mark in donated money. In 2018, NCF donated more than \$260,000 to 122 charities across the United States. For 2019, NCF has allocated \$250,000 in donations.

✓ DONATIONS

NATCA President Paul Rinaldi issued a tremendous challenge at NATCA's Biennial Convention in 2018: Make NCF a million-dollar charity! At our booth at CFS, you can complete an 1187 payroll deduction form to establish an automatic donation to NCF each pay period. If you begin payroll deduction – or increase your donation – you will receive an NCF T-shirt.

✓ SILENT AUCTION

NCF is again hosting a silent auction this week in the exhibition hall that includes a tremendous array of mostly donated items, including food and wine, crafts, sports memorabilia, travel, NATCA-related items, and much more. The silent auction opens at 10 a.m. on Monday and runs through Wednesday morning. Your bid number can be found on your CFS badge. Use that to bid on any item.

✓ LIVE AUCTION

We are excited to host our second live auction at CFS. It will be held on Monday, Sept. 16, starting at 6:45 p.m. in the American Airlines theater in the exhibition hall. The auction will again be hosted by Kelly Richardson, NATCA Deputy Director of Public Affairs.

✓ POKER TOURNAMENT

NCF is again hosting its wildly popular poker tournament here at CFS. It starts at 7:30 p.m. on Monday evening. There is a \$100 buy-in. Prizes will be awarded to the top five places.

✓ NCF COFFEE MUG

Make sure to get your NCF special edition coffee mug!

Spotlight: NATCA Benefits

NATCA Members: You Could Win One of These Two Ford Vehicles!

Thanks to Evans Consoles, NATCA members here at Communicating For Safety (CFS) have the opportunity to obtain up to three scratch-off cards. Each card gives you the chance to drive off with a new Ford, also one of our NATCA benefit partners which offers members great savings and customer incentives as part of the Ford X-plan. NATCA members: learn more at natca.org/benefits.

To get a scratch-off card, you must have a stamp card filled out.

Each attendee will receive one stamp card in their registration packet listing booths to visit in the exhibition hall. As you visit each booth, you will receive a stamp and then move on to the next assigned booth. From that point, please follow these steps:

Step 1: Take your completed stamp card to the NATCA Benefits Committee booth. **NATCA MEMBERS:** Receive two things in return – 1.) A second stamp card to get filled out; 2.) A scratch-off card that gives you a chance to win \$50,000, which can be put toward the purchase of a Ford vehicle. **ALL OTHER CFS ATTENDEES:** Receive a second stamp card.

Step 2: Take your SECOND completed stamp card back to the NATCA Benefits Committee booth. **NATCA MEMBERS:** Receive two things in return – 1.) A third stamp card to get filled out; 2.) Another scratch-off card. **ALL OTHER CFS ATTENDEES:** Receive a third stamp card.

Step 3: Take your THIRD completed stamp card back to the NATCA Benefits Committee booth. NATCA members will receive another scratch-off card at that point.

All CFS attendees who complete a stamp card and turn it in to the Benefits Committee booth will be entered for a chance to win daily prizes.



Many of you have heard about or used AMAS, one of the best benefits you have as NATCA members. Did you know that AMAS has a booth here at CFS? Would you like to learn more about the invaluable service they provide our members? Do you have a medical question and would like a consultation? Would you simply like to come by and say thank you for help they may have provided in the past? All of that and more is available at the AMAS booth! Come by and meet Dr. Phillip Parker during the conference!

AMAS is your trusted source for confidential risk-free assistance with the FAA medical certification process. As aviation experts, they employ a full-time team of board-certified aerospace medicine physicians with a wealth of commercial and military experience for NATCA members. Online, on the phone or in person, AMAS is here for you, free of charge.

➔ Learn more at aviationmedicine.com

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Aireon **100**

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ARIA **603**

ATO Top 5 **C6**

Benefits Committee **B5**

Brian Shul **502**

Cambridge Financial Partners **B7**

CDM **C3**

Child Care **704**

Collaboration Facilitators **C12**

Commercial Space **C9**

Community College of Beaver County **609**

Concept Seating **407**

Delta Airlines **500**

Disaster Response Committee **706**

Dynamic Travel **B6**

Evans Consoles **205**

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MITRE **101**

Mosaic ATM **106**

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NATCA CISM Team **702**

NATCA Organizing Committee **B1**

NATCA OSHA Committee **705**

NHCFAE **606**

NAVCANatm **401**

NBCFAE **604**

NBP **403**

NTSB **600**

Operational Risk Management (ORM) **C5**

Partnership For Safety/Training/ATSAP **C13**

Poly **103**

Professional Women Controllers, Inc **605**

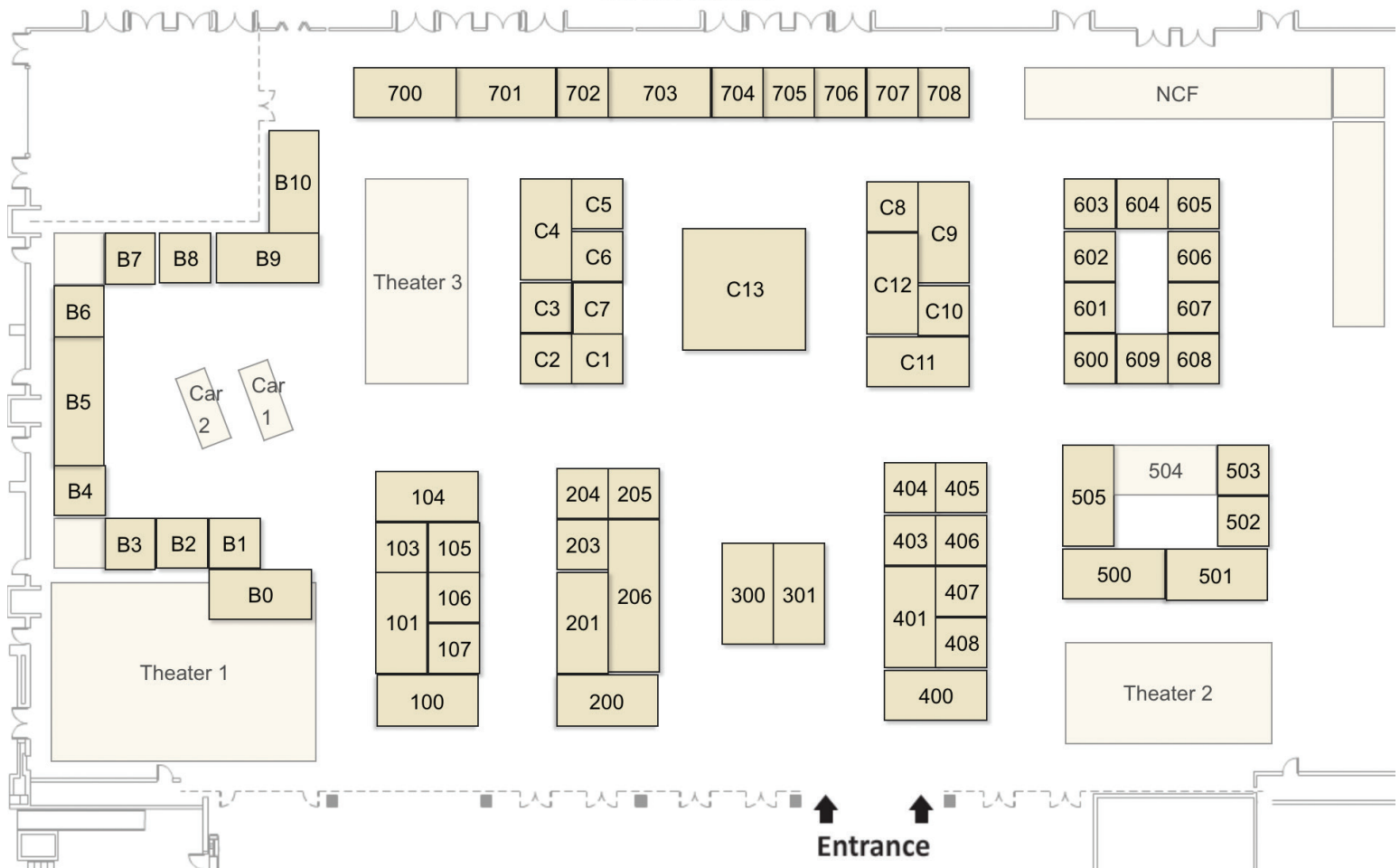
Professional Standards/Respect/TOTI/Fully

Charged **C11**

Raytheon **400**

Region X **703**

Sponsors & Exhibitors



Retired NATCA Active Volunteers **708**

Runway Safety **C7**

Russ Bassett Consoles **405**

SAIC **200**

SBS/ADSB **C8**

ScioTeq **201**

SENNHEISER Comm.s ATC/C3 Systems **406**

SIG **B4**

SkyOne FCU **B3**

SkySoft-ATM **300**

Systems Atlanta, Inc. **404**

Take a Stand for Safety **C1**

The Alliance **505**

Transportation Safety Institute **602**

TSS **607**

UFA **104**

UND SATCA **608**

United Airlines **C4**

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Long Term Disability Insurance

Would fulfilling your dreams be possible if you no longer received your paycheck? Come and see how NATCA's Group Long Term Disability Income Protection Insurance offered through UNUM is important to consider.

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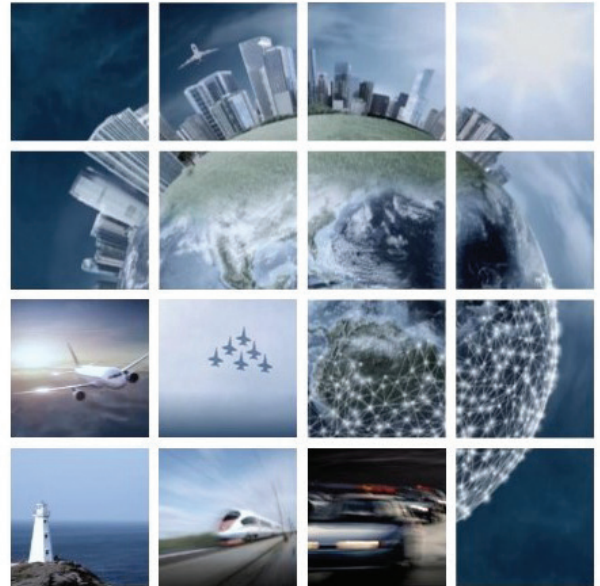
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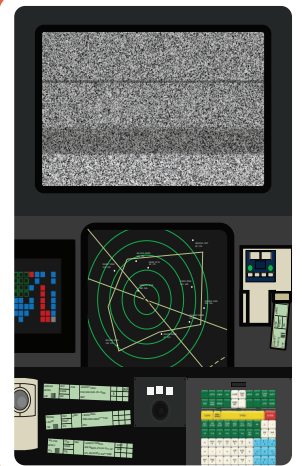
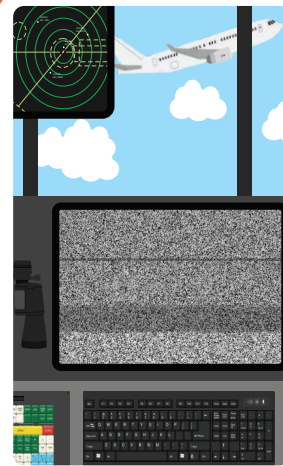
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