



TUESDAY, MARCH 22

7:30 am
BREAKFAST

8:30 am
WELCOME: Steve Hansen,
NATCA Safety Committee Chair

8:35 am
PANEL: Remote Tower Systems

9:35 am
PANEL: Pilot/Controller
Communications

10:40 am
BREAK

11:25 am
PANEL: Challenges of
Integrating UAS into the NAS

12:30 pm
AWARDS LUNCHEON

1:45 pm
PANEL: Aviation Weather

2:45 pm
BREAK

3:30 pm
PRESENTATION:
Gordon Graham

5:30 pm
MEET & GREET:
CFS Sponsors & Exhibitors

For full agenda,
see page 16

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NATCA

DAILY DISPATCH

TUESDAY, MARCH 22, 2016

KEYNOTE: Rinaldi Makes the Case for Stable, Predictable Funding for the National Airspace System

NATCA President Paul Rinaldi opened CFS 2016 with strong remarks on the need to fight complacency, and improve the status quo of our National Airspace System. Following a week of International Federation of Air Traffic Controllers' Associations meetings, Rinaldi said it could not be more clear that airspace systems are "rapidly becoming one gigantic, dynamic, global aviation system," and that we will have to modernize as a global airspace one way or another.

In his remarks, Rinaldi commended the workforce for one of the safest years for air travel on record in the United States, but cautioned that while we have done a good job, now is not the time for complacency. As he has said before, "good enough is the enemy of great." He added that we must look to the future to ensure that we are keeping up with growing capacity and modernizing with the rest of the world.

With everything running smoothly for now, some may question why the status quo has become unacceptable. In 2014, U.S. air traffic controllers guided 750 million passengers through our national airspace. By 2034, that number will be 1.2 billion. The capacity of our airspace is growing faster than we can imagine, and Rinaldi stressed the need for a stable, predictable funding stream to ensure that we transition into the future on solid ground with the best technology available.

Around the world, air traffic control is taking advantage of advanced technology. "The rest of the modern world has moved to electronic flight strips, yet in our towers and TRACONS we're still using paper strips. Not because the technology doesn't exist, but because we don't have the funding," said Rinaldi. He advocated for a new funding stream in order to prepare for a future with saturated sectors and increased complexity.

In the current system, with the FAA's budget controlled by Congress, we have seen the detrimental effects of sequestration, 24 short-term FAA Reauthorization extensions, partial government shutdowns, and full government shutdowns, all creating a culture

Gordon Graham: Back For a Third Time, MmHm!

Today will mark the third consecutive year at CFS for Professional Risk Manager Gordon Graham. His education as a risk manager and his experience as a practicing attorney, coupled with his 33 years in California law enforcement, have resulted in his recognition as a leading professional speaker in both private and public sector organizations, with multiple areas of expertise.

Graham made his first appearance at CFS in 2014, where he led a session called, "Some Thoughts for You on Real Risk Management." Graham's insight and humor paired with his wealth of knowledge made him a hit with the crowd. Back by popular demand in 2015, he gave another riveting and highly educational keynote about the "Seven Rules of Admiral Hyman Rickover."

Highlights from his previous presentations include:

"If you ignore the problems lying in wait, sooner or later, all the holes in the Swiss cheese will line up. And when all the holes in the Swiss cheese line up, we will have a triggering event; the cause, the tragedy and then the lawyers will get involved. And they will definitely identify the problems that were lying in wait and nobody did anything about."

"The uphill battle I have is status quo. Too many people are satisfied with the status quo. Those days are gone, folks. We have got to get better and better at what we do. It's essential."



NATCA President Paul Rinaldi

of unpredictable, unstable funding. Without a level of certainty that comes with a dedicated funding stream, we have not been able to adequately address the challenges facing the system.

Rinaldi discussed many of those challenges we face today, including inadequate staffing levels, aging infrastructure, implementing advanced technology, adding new users to the system, modernizing equipment and procedures, obtaining a stable, predictable funding stream, and the looming FAA Reauthorization. Each of these challenges requires thoughtful consideration, and a unified approach. He urged NATCA members to educate themselves, learn about these issues, take an active role in our future, and take a stand for safety. By joining us for CFS you are accepting that role to learn about the issues we face, and to help educate others about the issues you face.

Setting the stage for a productive conference full of important conversations, Rinaldi said, "we must prepare for growth; we must protect the workers and by doing so protect the system as a whole. The choice is ours: stand up and build a better tomorrow! We must be proactive, strategic, and professional with addressing the changes to our National Airspace System."

"Predictable is preventable. The errors you're going to make can be predicted from the errors already made."

Today Graham will discuss, "The Five Concurrent Themes for Success." With work getting more and more complex, Graham says we need a systematic approach for getting things done right. He will talk about how the discipline of risk management, coupled with an understanding of systems and complemented with customer service, accountability, and integrity, can all work together to better assure that things get done right. Graham says knowing these five themes is essential for everyone in the workplace regardless of position, job description, or type of organization.



Gordon Graham

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TUESDAY: PANEL PREVIEWS

→ 8:35 am

Remote Tower Systems

MODERATORS:

Jeff Woods
PMO Rep., NATCA
Jennifer Post
Director, Air Traffic Services, ATO

Remote Tower Services system technology holds great potential. Today's panel discussion, moderated by NATCA Program Management Organization (PMO) Representative Jeff Woods and Federal Aviation Administration (FAA) Director of Air Traffic Services Jennifer Post, will explore appropriate testing and development necessary to ensure its safe integration. NATCA, with safety as its top priority, has proudly participated in testing the country's first remote tower at Leesburg Executive Airport (JYO) in Virginia.

First stage testing at Leesburg included passive monitoring during a four-month phase that ended in November 2015. System developer Saab-Sensis presented the data to the FAA for approval in order to move on to the next phase, which will include active controlling.

This technology is being tested and deployed worldwide. Sweden is already working an airport via remote tower technology, with plans to remotely control three more. NATCA views remote tower systems as cutting-edge technology that gives the U.S. aviation industry the ability to expand air traffic control services where they are not currently provided, and provide a better margin of safety at non-towered airports.

NATCA sees versatility in remote tower technology. For example, in radar rooms, this technology could be used to provide a picture for controllers working approach so they can see aircraft they've cleared for an instrument approach to a non-towered airport actually touch down and turn off the runway. This will help controllers provide quicker and more efficient direction to other aircraft on approach.

→ 9:35 am

Pilot/Controller Communications

MODERATOR:

Andy Marosvari
Procedures Rep., NATCA

One of the most entertaining, engaging, and informative discussions each year at Communicating for Safety is a panel that goes to the core mission and purpose of the annual event – analyzing pilot/controller communications, addressing the challenges that arise, and taking steps to improve communication with safety as the guiding principle.

Today's panel will be composed of veteran pilot John Drexler from the Air Line Pilots Association, Int'l (ALPA), Andy Marosvari and Jennie Sandland from NATCA, Dave Callen, police sergeant and helicopter pilot for the Las Vegas Metropolitan Police Department, Southwest Airlines pilot John Peschio, and Paul Flynn of NetJets Association of Shared Aircraft Pilots (NJASAP).

The panel will address a wide array of topics, such as weather, airspace issues, and procedures. The discussion will also present an in-depth perspective from pilots of their view of controllers and give them an opportunity to pose questions to the largest gathering of controllers in one room all year. What are the pilots' biggest pet peeves? What do controllers do that is most helpful? These and many other questions will be discussed.

→ 11:25 am

Challenges of Integrating Unmanned Aircraft Systems into the NAS

MODERATOR:

Steve Weidner
UAS Rep., NATCA

In a system as complicated as the National Airspace System (NAS), integrating new technology takes intentional, concerted effort and planning across government, labor, industry, and commercial interest groups. The full potential for innovation with Unmanned Aircraft Systems (UAS) is yet to be seen, but the potential for creating unsafe flying conditions is also extremely high. The FAA Modernization and Reform Act of 2012 mandated the FAA develop a plan to integrate UAS into the NAS. The diversity of platforms is staggering, ranging from aircraft that will fit in the palm of your hand to aircraft with a wingspan the size of a Boeing 737. As UAS become more widely available, integrating all of these platforms into the NAS presents very unique challenges.

Join us this morning for a panel moderated by Steve Weidner, NATCA's UAS Representative, with Marke "Hoot" Gibson, FAA Senior Advisor on UAS Integration; Steve Pennington, Executive Director, Department of Defense Policy Board on FAA; Parimal Kopardekar, Manager, State Autonomous System Operations, NASA; Keziah Ogutu, IFATCA Executive Vice President, Africa & Middle East; and Travis Mason, Chief of Staff, Project Wing. These panelists represent a wide range of UAS proponents, each of whom brings a unique perspective on the challenges, opportunities, and successes in the UAS industry. They will provide a global understanding of the challenges ahead and how best to meet them, as UAS become part of everyday life.

→ 1:45 pm

Aviation Weather

MODERATORS:

Jim Ullmann
Deputy Director of Safety & Technology, NATCA
Terry Biggio
Vice President of Safety and Technical Training, ATO

This afternoon, NATCA Deputy Director of Safety and Technology Jim Ullmann and FAA Vice President of Safety and Technical Training Terry Biggio will lead a panel discussing the importance of communicating weather information among pilots and controllers. Ullmann says that through this panel, he hopes to raise awareness about the importance of air traffic controllers issuing the weather information they have to pilots.

"Neither the pilot nor the controller have all the information and we need to work together to complete the picture for the pilots so they can make a decision based on all available information," he says.

The panel will also discuss a new weather awareness campaign, "Take a Stand for Safety: Weather, Complete the Picture," created by the FAA and NATCA.

Joining Ullmann and Biggio on the stage will be Matt Tucker, National Weather Representative, NATCA; Bruce Landsberg, Senior Safety Advisor, Aircraft Owners and Pilots Association (AOPA) Air Safety Institute; Mike Schilz, Safety Information Analysis Programs, ALPA; and Matt Cabak, Safety Focal for SUPCOM, ATO.

SPOTLIGHT: SAFETY REPORTING

When in doubt, fill it out! That's our simple message for NATCA members. The purpose of these programs is clear: Give employees an avenue to resolve safety concerns without fear of retaliation or discipline. But these programs are nothing without participation from employees. We strongly encourage all affected bargaining unit employees to file reports about safety concerns they have. We know they are out there, and we want to hear about them so the process can begin to address them and resolve them. It's very important.



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AIR SRP

WHEN IN DOUBT, FILL IT OUT!

MONDAY: PANEL RECAPS

→ The Pros and Cons of the Aviation Innovation Reform & Reauthorization Act (AIRR)

Former FAA Administrator Randy Babbitt, now Senior Vice President, Labor Relations, at Southwest Airlines, effectively summarized the current discussion about FAA reauthorization during Monday's panel: "Everybody hates change and everybody hates the way we do things today."

Babbitt and fellow panelist Dr. Dorothy Robyn, who served as special assistant to President Clinton from 1993-2001, both support breaking off the air traffic control system from the FAA to an independent, federally-chartered, not-for-profit corporation. That is what the U.S. House of Representatives' Aviation Innovation Reform & Reauthorization Act (AIRR) proposes.

NATCA also supports the AIRR Act because it protects its members, creates a stable funding stream, and does not create a for-profit system. NATCA Executive Vice President Trish Gilbert, who moderated the panel, said she understands the apprehension that some members feel.

"Everybody understands the devil they know," Gilbert said. "It's almost accepted because at least we know what it is. We know what a shutdown looks like. We know what it's like to walk 20 flights of stairs when the elevator is out. We know that world. To have this other world, other than to look at NavCanada and see how it's worked out well for them, it's unknown. This is why we worked so hard to put in protections for our workforce."

Babbitt, a former commercial airline pilot, has spent 50 years in the current system. He said, "I think it is time to try something new." Robyn, a Democrat and an economist who said she "believes deeply in government," agreed, citing her experience advocating restructuring since 1993. She downplayed fears of a new funding model. "You don't have to worry about bleeding red ink," she said. "You do need to worry about not taking advantage of this opportunity."

→ NextGen and SESAR

Air traffic controllers operate in a global airspace. The airspace systems in the United States, Europe, and around the world are complex. Interoperability must be attained to ensure that what functions in the United States also functions globally. Technology like NextGen and the European modernization project SESAR are the driving forces in design systems for the next generation of air travel.

Moderator Mary McMillan, Vice President, Aviation Safety and Operational Services, Inmarsat led the discussion with panelists Kevin McLaughlin, NATCA NextGen Representative, Eric Risdon, EVP Professional, International Federation of Air Traffic Controllers' Associations; Simon Hocquard, Operations Director, NATS, UK; and Donald Ward, NextGen International, FAA.

Ward focused on ICAO and its function as a global initiative. The FAA has sent controllers to work with ICAO and drive industry forward for years. Controller viewpoints in all aspects of ICAO are exceedingly important to the collaborative nature of NextGen and SESAR to ensure this next round of technology is built correctly.

Risdon shared information on Single European Sky ATM research. Performance, safety, technology, human performance, and human factors are all elements that can be enhanced through this research collection. He explained that designing technology through this research should make things easier, faster, and safer, but must never replace the human element.

Hocquard focused on the collaborative nature of SESAR and NextGen, pointing out that this is a collaborative effort, not a race to the top. Continuously learning and supporting each other will create a high-functioning and safe global aviation environment. NextGen

RECAP: Dr. Jerry Cockrell

"No one's job is unimportant," began Dr. Jerry Cockrell's meaningful and humorous comments on his extensive experience within the aviation field.

Despite being told he wouldn't amount to anything, he made the dean's list in academic excellence — all while working three jobs.

"In my humble opinion, there are three things critical to success: discipline, motivation, and having a goal," he said. "Discipline means you do what you're supposed to do. You have to adhere to the discipline, to the standard."

He described these goals as being attainable through self-motivation and went on to describe his goal from his piloting days: having zero defects in every single flight he handled.

"There's always some anomaly that causes you to have to change your goal," he explained. "It may never be absolute perfection, but as close as I can get it, I want zero defects. If your goal isn't zero defects, then you will condone mediocrity in performance."

Dr. Cockrell went on to describe his tumultuous first piloting job for a skydiver. He said the fear of failure is much less motivating to accomplishing goals than receiving compliments. These human factors are incredibly important in a pilot who is disciplined,

Panelist Ed Wytkind, President of the Transportation Trades Department, AFL-CIO, said he has "grown weary of a system that uses FAA employees as scapegoats and it's time for that nonsense to end." He stressed that the House bill still needs work, much like the recent highway bill. However, he said staying engaged to continue to work through it is important. The real work will likely be done in the next Congress, he said.

The Air Line Pilots Association, Int'l (ALPA) does not support the bill. ALPA President Capt. Tim Canoll, expressed on the panel his concerns about the AIRR Act funding proposal. He said his members have had to endure numerous airline bankruptcies but added that an ATC corporation monopoly would be different. "Let's face it, you can't go out of business as a monopoly."

Panelist David Grizzle, former FAA Air Traffic Organization Chief Operating Officer, now CEO of Dazzle Partners, LLC, said even when the system is adequately funded, the procurement system is broken. "It is designed and controlled by the same people who control the budget, which sets up an impossible task. It requires the FAA to plan and schedule something that will not deliver a system for 10 years."

As the panel concluded, news came that the House cleared an extension of the current FAA authorization that runs through mid-July and continues this discussion.

and SESAR are the biggest changes ever undertaken in the United States and European airspace systems. Hocquard described them as a picture of what is happening today, and what will come tomorrow, stating, "we have the opportunity to make it what we want it to be."

McLaughlin discussed the future of 4D Trajectory and the information sharing that will lead to its success. The transformational nature of NextGen has been happening and will continue to drive the future as controllers and engineers improve technology. He stated that users want efficiency and predictability moving forward, warning that we could lose both if we do not incorporate new technologies and apply data collected to the NAS and global airspace. He stated that, "ATC wins through these programs, and the possibilities for this technology moving forward is robust."

McMillan closed by describing the paradigm shift occurring through NextGen and SESAR, saying, "the future depends upon successful collaboration between these programs and I encourage everyone to be engaged in these important conversations."



motivated, and able to meet their goals.

"Get 'er done,' because no one makes any money or is transported anywhere until pilots get it done," Dr. Cockrell said.

Cockrell warned the audience of having an ego, because it "will get in your way." He recounted the problems it caused for airlines years ago because many men and women who served as single-seat, single-engine pilots in the military were used to doing everything themselves and then they became immersed in a team environment.

"It was a struggle to get that evened out, which is why we started the CRM (crew resource management) thing," says Cockrell.



RECAP: NATCA FUTURE LEADERS DINNER

NATCA President Paul Rinaldi, Executive Vice President Trish Gilbert, National Safety Committee Chairman Steve Hansen, NATCA Reloaded Committee Chair Dawn Johnson, and Professional Standards Co-Lead Garth Koleszar came together with NATCA professionals for the Future Leaders Dinner Sunday night. The event allows aspiring and future local leaders to meet with and learn from the experience of current leaders.

Attendees included new and seasoned controllers and engineers from nearly every region across the country with a wide range of experience. They engaged in inspiring conversations on the future of NATCA and how the next generation of leaders can build on the incredible work of veteran leadership to maintain the Union's strength.



"It was motivating to meet the next generation of NATCA leaders," said Hansen. "Listening to their questions and seeing the energy they have for our Union was a great experience."

Attendees discussed how to inspire membership at both

large and small facilities to engage with NATCA, how air traffic controllers and engineers can support each other, the importance of face time and access to leadership, and the transmission of essential information from retiring leadership to the next generation to take this Union into the future.

"It is always rewarding to have an opportunity to sit with impassioned individuals to talk about what we love," Koleszar said. "Our future is dependent on the involvement, dedication, and drive of these enthusiastic NATCAvists. Our ability to educate the 'now' generation of our up-and-coming leaders is critical to the future of our organization and to sustain our leadership in the aviation profession."

Attendees were Andrea Moore, CLT, Johnny Albanez, NCT, Chris Dalbec, Terminal Surveillance Weather Engineering, Atlanta, Benjamin Dodd, GTF, David Harness, TYS, Nick Valadez, DAL, Dan Sherritt, DSM, J.T. Lenhart, ZOA, Joseph Tamulonis, BWI, Andrew Pegler, ALB, Lydia Baune, GEG, Nicholas Pachuca, ACT, Larry Anderson, Project



Integrator, Kansas City, Chris Walden, ZHU, Travis Hawes, ZHU, Dianna Hawes, ZHU, Cassandra Saum, ZAN, and Katarzyna Zych, MRI.

Rinaldi and Gilbert were proud to meet with and discuss NATCA with these passionate members who will help take this great Union forward. They are NATCA's future. The transfer of knowledge from top NATCA leadership, through these individuals, back to local membership will inspire even more engagement within the Union.



In-depth coverage of this event from the perspective of the attendees will be featured in an upcoming issue of the NATCA Insider, our weekly e-newsletter delivered to each member via email on Fridays.



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WEATHER

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Aviation Weather Breakout Session
 Tuesday, March 22 from 1:45 PM to 2:45 PM

The session will include an introduction by Teri Bristol, Chief Operating Officer of the ATO, with moderators Steve Hansen, Safety Chair for NATCA and Terry Biggio, VP of Safety & Technical Training of the ATO.



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ARCHIE LEAGUE MEDAL OF SAFETY AWARDS



For the last 12 years, the Archie League Medal of Safety Awards banquet has paid homage to heroic flight assists that exemplify the dedication, professionalism, and commitment of our members. This year is no different. We are featuring winners in each issue of the Daily Dispatch so you can better understand the events that led them to win the award.

Today we have the honor of introducing Great Lakes Region winner David Kilgus (CMH), New England Region winner Joseph J. White (PVD), and Northwest Mountain Region winner Joshua J. Pate (S46).

Great Lakes Region

David Kilgus plugged in on position on March 10, 2015, and began working a Piper Comanche. The pilot was flying to CMH having begun his long journey from Guatemala. Weather in the area was instrument flight rules (IFR) with a 200-foot cloud ceiling and a half-mile of visibility. Kilgus began vectoring him to instrument landing system (ILS) Runway 10R, but the pilot was having a hard time understanding his instructions. English was not the pilot's first language, and the difficult flying conditions combined with the lengthy flight made that barrier harder to overcome. Suddenly, the pilot made a hard right turn towards final approach without instruction, directly into oncoming, inbound traffic. Kilgus immediately caught the pilot's error and issued him a hard right turn and again began vectoring him towards Runway 10R for a second landing attempt.

The pilot was having a hard time maintaining the ILS, his altitude, and flight course. Kilgus was continuously giving corrections as well as the ILS frequency when the pilot asked Kilgus to, "keep an eye on me." The pilot was unable to navigate the ILS approach so Kilgus decided to offer him the location of a nearby satellite airport, Rickenbacker International (LCK).

After a failed first approach into LCK, the pilot reported he had run out of fuel. Kilgus relayed to him the distance to LCK and, after a few intense seconds, the pilot reported that he was able to transfer fuel from his other tank. Kilgus was then able to safely work the pilot into LCK, all while working other air traffic on final approach to CMH.



DAVID
KILGUS
CMH

New England Region

On April 20, 2015, the pilot of a Mooney M20 was experiencing a gear malfunction. Joseph J. White was on position and began assisting the pilot, who was having a hard time staying calm. White told the pilot, "It's OK, we're going to work with you on this," and took control. Adding to the difficult situation, the airport surveillance radar antenna (ASR-9) at PVD was out of service, which was causing loss of radar contact with aircraft below 2,000 feet in the vicinity of the airport. The PVD front line manager (FLM) at the time began coordinating from another scope to help White track the aircraft by using long-range radar (LRR). This helped White identify the aircraft's location at low altitudes.

The pilot reported his GPS and auto-pilot were inoperative. White attempted to vector him towards the airport for nearly 40 minutes, then initiated no-gyro vectors for ILS Runway 5 at PVD. But the pilot was unable to intercept the localizer, so at the FLM's direction, White advised the pilot to descend to 1,200 feet — well below the minimum vectoring altitude in that area. Because of this lower altitude, the pilot of N5773S was able to break through the low cloud ceiling and identify nearby Quonset (OQU) airport, visually. The pilot inquired if he could attempt to proceed to PVD, but White knew that with the pilot's equipment failures and options for handling them running out, the pilot should attempt to land at OQU. White's quick actions and calm, reassuring tone ensured that the pilot was able to land the malfunctioning aircraft safely.



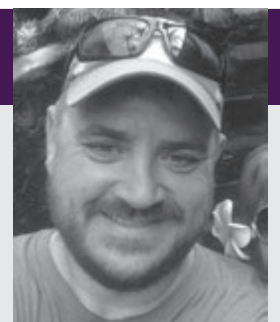
JOSEPH J.
WHITE
PVD

Northwest Mountain Region

Joshua J. Pate was working the departure east sector at S46, which borders the 14,411-foot Mount Rainier and the Cascade Mountain Range, when the pilot of a single-engine Cessna 150 departed Ranger Creek Airport. The pilot planned to follow the White River valley northwest towards lower terrain and eventually land at Boeing Field (BFI). But when the visual flight rules (VFR) pilot turned the aircraft to follow the valley to the west, he encountered a wall of clouds.

"I am lost in the clouds, in the mountains and a VFR pilot...help me," the pilot said to Pate. He was at 5,900 feet. Pate pulled up his emergency obstruction video map (EOVM) map and saw that the aircraft was less than five miles north of a 6,400 foot elevation profile and seven miles west of another rise in terrain.

As an experienced controller, Pate knew that the most important thing he could do was help the pilot establish a straight and level flight. When the pilot informed him that he was having navigation issues, Josh immediately began issuing no-gyro vectors. The pilot began circling because of his disorientation and inability to get a sense of his direction without his instruments. Pate continued to provide these vectors for an additional five minutes. Thanks to Pate's experience and expertise, the inexperienced pilot was able to overcome conditions that normally would have caused a fatal incident for the pilot and his passenger. The pilot was eventually able to break his aircraft through the clouds and continue to his destination safely.



JOSHUA J.
PATE
S46



Thank you to everyone who submitted nominations in 2015. The nomination period for 2016 has already begun! Archie League Awards Coordinator Sarah Zilonis is working on a new submission form for nominations of events occurring in the calendar year of 2016. That form will soon be available at natca.org. In the meantime, please contact Sarah at szilonis@natcadc.org with your nomination.

HIGHLIGHTS: CFS SOCIAL WALL

#NATCACFS



Edward Wytkind
@EdWytkind

My friend @PaulRinaldi has it correct - #aviation problems aren't due to a knowledge gap but due to a funding gap #NATCACFS

SWAPA
@swapilots

SWAPA Pilots working together with controllers in and out of the cockpit to improve safety #NATCACFS



NATCA CFS #NATCACFS - 15h
We want to know where your front Thrilled and Tobege on the board! #NATCACFS

Andrew Meyer
@UpPlayer

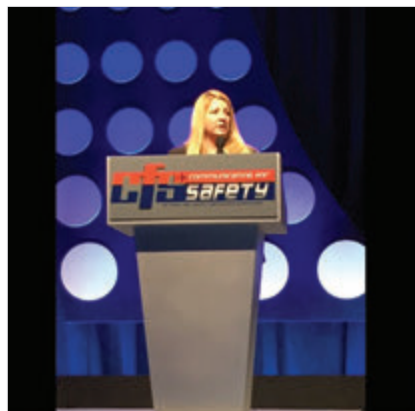
Awesome video to kickoff CFS!!! Working together to improve safety! #NATCACFS #OneTeamOneGoal

Josh Hollands
@JHollaCanuckFan

Dr. Jerry Cockrell is definitely bringing the #NATCACFS house down this afternoon!

Todd Mariani
@ToddMariani

Take a stand for safety. #NATCACFS



Mike MacDonald @mikedonald
"We have to lead from the front, not from the back", NATCA EVP
Trish Gilbert #NATCACFS

(EJ)
@EJSCV

#NATCACFS "It's not about the technology, it's about the people. Without the people the technology means nothing." Simon Hocquard
NATS UK

Adam
@adamrhodesR5

Dr. Jerry Cockrell, you can be my wingman anytime!
#NATCACFS #topgun



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CFS: DAY 1



AnnMarie Tagglo



Steve Hansen

PANEL: The Pros and Cons of the Aviation Innovation Reform & Reauthorization Act (AIRR)



Trish Gilbert



Ed Wytkind



Dr. Dorothy Robyn



David Grizzle



Randy Babbitt



Tim Canoll

PANEL: NextGen and SESAR

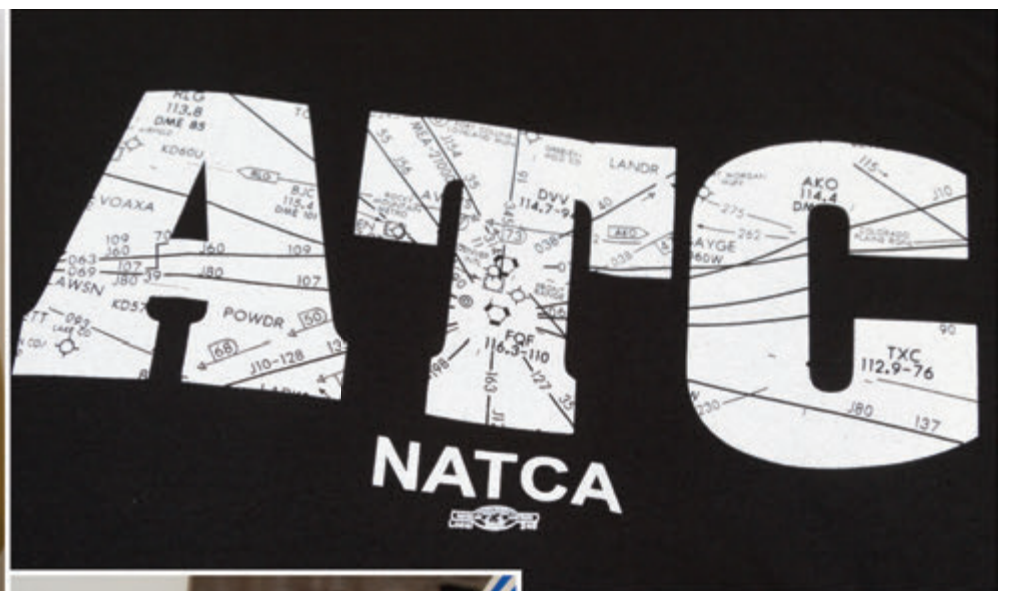


Kevin McLaughlin

Donald Ward

Mary McMillan

Eric Risdon



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| <ul style="list-style-type: none"> 411 All Points Safety 208 Allerdice, Boyce, Chambers & Clarke, LLC 108 Angel Flight 206 Art of the Airport Tower 310 ATCA 323 Atoms 225 Boston ATCT/Boston TRACON 408 Cambridge Financial 322 CEDAR/FALCON 107 Chicago ATC Facilities 213 Collaboration Facilitators 308 Evans Consoles | <ul style="list-style-type: none"> 321 FAA ATCSCC 405 FAA WorkLife 320 FAA Surveillance & Broadcast Services =413 Ford F150 =413 Ford Mustang 407 Foundations of Professionalism 103 Ft. Worth ARTCC & Kansas City ARTCC 316 Harris 422 Indianapolis ARTCC 324 JMA Solutions 425 Las Vegas ATCT | <ul style="list-style-type: none"> 302 Lockheed Martin 313 Los Angeles ARTCC 112 Memphis ARTCC 114 Miami ATCT/TRACON 420 Minneapolis ARTCC 111 NATCA ASI 413 NATCA Benefits Comm. 106 NATCA Charitable Foundation 403 NATCA CISM Team 421 NATCA OSHA Comm. 419 NATCA Reloaded 307 NATS 203 NAVCANatm | <ul style="list-style-type: none"> 306 NBP Corp/Safegate 110 New York ARTCC 223 NHCFAE 207 Northrop Grumman 113 NTSB 406 Partnership for Safety 404 Penn State World Campus 423 Potomac TRACON 221 Professional Women Controllers Association 202 Raytheon 325 Rigil Corp. 210 Russ Bassett Corp. | <ul style="list-style-type: none"> 416 Saab Sensis 303 SAIC 417 San Diego Convention 2016 410 SIG 402 SkyOne Federal Credit Union 312 Systems Atlanta, Inc. 317 Thales 217 UFA, Inc. 424 UND SATCA 209 Unmanned Aircraft Pilots 211 Washington ARTCC |
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EXHIBIT HALL INDUSTRY THEATER PRESENTATIONS

TUESDAY, MARCH 22

10:40 - 11:25 am

SAIC Theater	Raytheon Theater	Airspace Theater
SAIC: <i>Training a New Generation</i>	Inmarsat: <i>Powering Cockpit and ATC Communication</i>	Northrop Grumman: <i>RPAS Airspace Integration Challenges for Air Navigation Service Providers</i>

2:45 - 3:30 pm

SAIC Theater	Raytheon Theater	Airspace Theater
NAVCANatm	Raytheon	NATCA: <i>PBN Implementation</i>

WEDNESDAY, MARCH 23

11:00 - 11:45 am

SAIC Theater	Raytheon Theater	Airspace Theater
Thales	Evans Consoles: <i>Slatwall Consoles Supporting Safety in the NAS</i>	NATCA: <i>Decision Support Tools</i>

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Attend our presentation by:

Joseph Teixeira

VP, Aviation Safety and Cybersecurity

Raytheon Industry Theater

10:40 a.m. – 11:25 a.m





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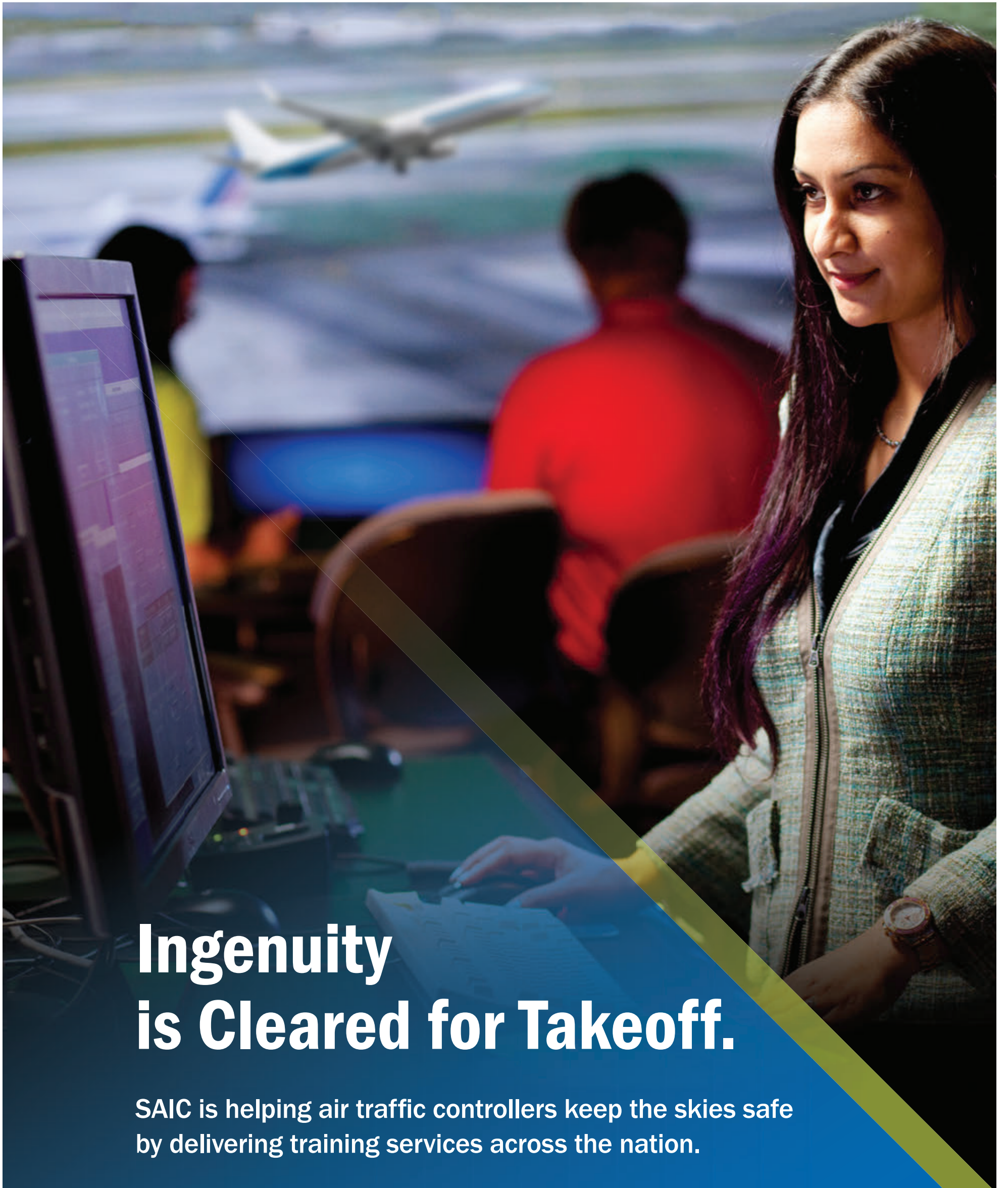
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MONDAY AGENDA

7:30 am - 5:00 pm | REGISTRATION

Noon - 12:15 pm | WELCOME

Steve Hansen, NATCA Safety Committee Chair

12:15 pm - 12:45 pm | KEYNOTE ADDRESS

Paul Rinaldi, NATCA President

12:45 pm - 2:00 pm | PANEL

The Pros and Cons of the Aviation Innovation Reform and Reauthorization Act (AIRR)

Trish Gilbert, Executive Vice President, NATCA (moderator)

Randy Babbitt, Sr. VP Labor Relations, Southwest Airlines

Tim Canoll, President, ALPA

David Grizzle, Dazzle Partners LLC

Dr. Dorothy Robyn, Former Special Assistant to the President, 1993-2001

Ed Wytkind, President, Transportation Trades Dept.

2:15 pm - 3:00 pm | BREAK

3:00 pm - 4:00 pm | PANEL

NextGen and SESAR

Mary McMillan, VP Aviation Safety and Operational Services, Inmarsat (moderator)

Simon Hocquard, Operations Director, NATS, UK

Kevin McLaughlin, NextGen Rep., NATCA

Eric Risdon, EVP Professional, IFATCA

Donald Ward, NextGen International, FAA

4:00 pm - 5:15 pm | PRESENTATION

Dr. Jerry Cockrell

5:15 pm - 7:00 pm | MEET & GREET

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TUESDAY AGENDA

7:30 am - 8:30 am | BREAKFAST

7:30 am - 3:00 pm | REGISTRATION

8:30 am - 8:35 am | WELCOME

Steve Hansen, NATCA Safety Committee Chair

8:35 am - 9:35 am | PANEL

Remote Tower Systems

Jeff Woods, PMO Rep., NATCA (moderator)

Jennifer Post, Director, Air Traffic Services, ATO (moderator)

Kieron Heflin, Remote Tower Rep., NATCA

Daryl Hickey, President, Civil Air, Australia

Keith McCrea, Executive Director, Virginia SATSLab, Inc.

Patrik Peters, President and CEO, IFATCA

9:35 am - 10:40 am | PANEL

Pilot/Controller Communications

Andy Marosvari, Procedures Rep., NATCA (moderator)

Dave Callen, Las Vegas Metro Police Dept.

John Drexler, Director for ATC Procedures, ALPA

Paul Flynn, NetJets Association of Shared Aircraft Pilots

John Peschio, Southwest Airlines

Jennie Sandland, Anchorage Center, NATCA

10:40 am - 11:25 am | BREAK

11:25 am - 12:30 pm | PANEL

Challenges of Integrating UAS into the NAS

Steve Weidner, UAS Rep., NATCA (moderator)

Marke "Hoot" Gibson, Sr. Advisor on UAS Integration, FAA

Parimal Kopardekar, Manager, State Autonomous System Operations, NASA

Keziah Ogutu, Executive Vice President, Africa and Middle East, IFATCA

Steve Pennington, Exec. Director, DOD Policy Board on FAA

Travis Mason, Chief of Staff, Project Wing

12:30 pm - 1:45 pm | AWARDS LUNCHEON

1:45 pm - 2:45 pm | PANEL

Aviation Weather

Opening Comments by Teri Bristol, FAA Air Traffic Organization Chief Operating Officer

Jim Ullmann, Deputy Director of Safety & Technology, NATCA (moderator)

Terry Biggio, VP Safety & Technical Training, ATO (moderator)

Matt Cabak, Safety Focal, SUPCOM, ATO

Bruce Landsberg, Sr. Safety Advisor, AOPA

Mike Schilz, Accident Investigation Board Member, ALPA

Matt Tucker, Weather Rep., NATCA

2:45 pm - 3:30 pm | BREAK

3:30 pm - 5:30 pm | PRESENTATION

Gordon Graham

The Five Concurrent Themes for Success

5:30 pm - 6:30 pm | MEET & GREET

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WEDNESDAY AGENDA

7:30 am - 8:30 am | BREAKFAST

7:30 am - 11:00 am | REGISTRATION

8:30 am - 8:35 am | WELCOME

Steve Hansen, NATCA Safety Committee Chair

8:35 am - 9:00 am | KEYNOTE ADDRESS

Michael Whitaker, Deputy Administrator, FAA

9:00 am - 10:00 am | PRESENTATION

How the Media Can Shape Aviation

David Kerley, Correspondent, ABC News

Sarah McCann, Senior Communications & Public Affairs Associate, NATCA

10:00 am - 11:00 am | PANEL

Improving Safety Through Collaboration

Opening Comments by Teri Bristol, FAA Air Traffic Organization Chief Operating Officer

Steve Wallace, Collaboration Facilitator, NATCA (moderator)

Vern Huffman, Collaboration Facilitator, ATO (moderator)

Jim Apone, MYR Facility Rep., NATCA

Jay Barrett, Human Performance Rep., NATCA

Nick Daniels, ZFW Facility Rep., NATCA

Jason Demagalski, Human Performance Manager, ATO

Tommy Graham, ZFW Manager, ATO

Bob Hildebidle, MIA Manager, ATO

Bill Kisseadoo, MIA Facility Rep., NATCA

Ricky Washington, MYR Manager, ATO

11:00 am - 11:45 am | BREAK

11:45 am - 12:45 pm | PANEL

International Air Navigation Service Provider (ANSP) Fireside Chat

Peter Duffey, President & CEO, CATCA

Daryl Hickey, President, Civil Air, Australia

Paul Rinaldi, President, NATCA

Paul Winstanley, Chair, ATCOS Branch, UK

12:45 pm - 2:30 pm | LUNCH

Speaker: Capt. Al Haynes

2:45 pm - 3:45 pm | WORKSHOPS*

3:45 pm - 4:15 pm | BREAK

4:15 pm - 5:15 pm | WORKSHOPS*

*WORKSHOPS

- Human Factors in ATC
- Partnership for Safety Workshop
- Helicopter Emergency Handling
- ADS-B
- Safety Reporting
- Aircraft Accident Investigation and Litigation
- Collaboration
- Air Traffic Training
- Unmanned Aircraft Systems

ARCHIE LEAGUE MEDAL OF SAFETY AWARDS

6:30 pm - 7:30 pm | RECEPTION

7:30 pm | BANQUET

Keynote Address: Michael Huerta, FAA Administrator

