



TUESDAY, MARCH 21

7:30 a.m. | Registration

8:30 a.m. | Welcome

Steve Hansen, Chairman, National Safety Committee, NATCA

8:35 a.m. | Keynote Address

Hon. Christopher A. Hart, Board Member, NTSB

9:15 a.m. | Panel

Pilot/Controller Communications

10:30 a.m. | Break

11:15 a.m. | Panel

Runway Safety

12:15 p.m. | Awards Luncheon

1:30 p.m. | Panel

Weather: Complete the Picture

2:45 p.m. | Break

3:30 p.m. | Keynote Address

Gordon Graham

5:30 p.m. | Meet & Greet

CFS Sponsors and Exhibitors

5:45 p.m. | Demonstration

Partnership for Safety (Palace 6/7)

For full agenda, see page 16

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NATCA

DAILY DISPATCH



TUESDAY, MARCH 21, 2017

Paul Rinaldi: "Be Not Afraid of Greatness"

NATCA President Paul Rinaldi kicked off Communicating For Safety (CFS) 2017 with a keynote address. He began by welcoming attendees from all over the world — as far as New Zealand — and from many diverse aviation groups here in the United States. That makes this a truly global aviation conference.

Rinaldi stressed the United States' exceptional safety record in commercial aviation.

"Aviation safety is the cornerstone of our existence," he said. "Building a robust safety culture, we have done an outstanding job and we should be very proud of what we have accomplished."

But Rinaldi cautioned attendees that, "we cannot take it for granted. Everyone involved in the aviation industry must fight complacency, the enemy of progress, at all levels." He said complacency is dangerous and is unacceptable in the face of growing capacity and demand.

The status quo does not provide adequate, reliable funding for the National Airspace System (NAS). He remained resolute that we must look for a new funding stream. New, advanced aviation technology exists and is being used. Without reliable funding, however, we will not be able to implement it, he said. Implementation of new technology is imperative to improving safety even further and increasing capacity and efficiency.

Rinaldi said the future is happening now. He cited new technologies and new users such as space-based ADS-B, commercial space travel and Unmanned Aircraft Systems. We must be prepared to control airspace with these new complications, he said.

With a lack of funding, he said, "we won't be able to keep up with today's traffic, never mind the future. With continued budgetary problems, the path we are on is unsustainable."

Rinaldi cautioned that we must be able to balance increasing capacity and enhancing safety. Regulations cannot simply be removed, although some are outdated and should be reformed.

Rinaldi was adamant that attendees "ignore the Washington, D.C., noise" and misconceptions about NATCA's position. He clarified that, "we do not believe that there is only one solution to ensuring a sufficient, stable, predictable funding stream for the NAS," but that we are open to discussing any option that is not the status quo or a for-profit model.

"Make no mistake about it. Change is coming," he said. "It is a giant pain in the NAS but it is what it is. We wish we could tell you the status quo is fine. But it's not."

He reminded attendees that the NAS is an economic engine that keeps our country running. Aviation contributes approximately five percent of the GDP and 11 million jobs. NATCA members are essential to keeping the country running, yet we continue to see attacks on federal workers, he said. Rinaldi encouraged attendees to continue to focus on running the safest, most efficient, most complex aviation system in the world.

"Together we will move from a good aviation system to a truly great aviation system," he said.

Rinaldi closed by quoting William Shakespeare, "Be not afraid of greatness."

The NAS is great by nature, he said. We strive to be great every day and prove our greatness through our safety record. Additionally, we will be required to be great in the future as we overcome every challenge with which we are faced.



Paul Rinaldi, NATCA President

Gordon Graham: Fourth Time a Charmer

Today, NATCA welcomes back the wildly entertaining and insightful Gordon Graham to the conference for a fourth straight year. Graham's presentation is entitled, "Why Things Go Right And Why Things Go Wrong."

Graham made his first CFS appearance in 2014, leading a session called, "Some Thoughts for You on Real Risk Management." Graham's insight and humor made him a fast favorite of the NATCA family. Back by popular demand, his 2015 presentation, "Seven Rules of Admiral Hyman Rickover" wowed the crowd. His 2016 presentation, "The Five Concurrent Themes for Success," shared how he views the discipline of risk management.

Highlights from his previous presentations include:

"You're air traffic controllers. Every day you work you get the opportunity to make a difference in someone's life. If all you do in your entire career is avoid that one midair collision that's great!"

"We teach people how to do things, we don't teach them how to think."

"70,000 flights in this country every day and you're doing it right. You're technically competent and you're making it happen. Whenever you can, try to add a little value to it, and make some 'wow.' Be technically competent, treat people right, and always look for the next best way."

"Accountability is a dying word. Accountability starts when everybody in the organization knows their place with respect to systems."

Graham is a 33-year veteran of California law enforcement. That, along with his education as a risk manager and experience as a practicing attorney, allowed him to rapidly become recognized as a leading professional speaker in both private and public sector organizations with multiple areas of expertise.



Gordon Graham

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PANEL PREVIEW | Pilot/Controller Communications

<p>✈ Tuesday, March 21 • 9:15 a.m.</p> <p>MODERATORS:</p> <p>Dawn Johnson, Chair, Reloaded Committee, NATCA</p> <p>Ashley Callen, CPC, Las Vegas ATCT, NATCA</p> <p>PANELISTS:</p> <ul style="list-style-type: none">• Andy Marosvari, Procedures Rep, NATCA• John Drexler, Director for Air Traffic Control Procedures, ALPA• David Eiser, Safety Committee Chairman, SWAPA• Zoe Roberts, CPC, Indianapolis Center, NATCA• Paul Flynn, NetJets Association of Shared Aircraft Pilots• Leah Hickling, CPC, Southern California TRACON, NATCA• Paul Deres, Director, Education, AOPA Air Safety Institute	<p>This morning’s Pilot/Controller Communications panel continues an annual tradition: a candid, informative, exploratory discussion that is the essence of what Communicating For Safety (CFS) is about.</p> <p>“This panel is the basis for the whole conference,” said Las Vegas Tower controller Ashley Callen, who is co-moderating today’s panel with controller Dawn Johnson (Atlanta Center). “Communications is the foundation of our job.”</p> <p>This year’s panel will address several topics, including instrument flight rules/visual flight rules (IFR/VFR) conflict resolution, speech rate, standardization, and ground operations.</p> <p>The IFR/VFR topic is part of the collaborative NATCA-FAA new rollout of the second phase of the Take a Stand for Safety campaign. It addresses myths around IFR/VFR operations and encourages controllers to call traffic, issue safety alerts, and work with pilots to avoid conflicts.</p> <p>Close-proximity events occur in all air traffic environments, and there is a national focus on addressing this issue. The initiatives include the 2017 Top 5, January 2017 Recurrent Training, and Take a Stand for Safety.</p> <p>One myth that Take a Stand for Safety is addressing surrounds the idea that VFR aircraft, which operate under visual rules commonly known as “see and avoid,” don’t need or want service from air traffic control.</p>
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In addition, NATCA has expanded its outreach efforts to pilots through the use of pilot/controller communications cards. NATCA received a nice boost and great recognition last month from the Experimental Aircraft Association (EAA). In its newsletter sent to all of its members, EAA promoted NATCA’s quick reference cards for pilots, which provide information about several key safety issues.

Writes EAA: “The National Air Traffic Controllers Association (NATCA) has developed quick-reference guides for pilot-air traffic controller communications. The six cards provide succinct tips on basic information regarding airborne operations, ground operations, airspace, and weather. All pilots are free to download the cards to use as an additional resource when planning for flights.”

Links to the electronic versions of the NATCA cards:

- [Airborne](#)
- [Airspace](#)
- [Ground](#)
- [Ground Operations](#)
- [VFR Flight Following](#)
- [Weather](#)

PANEL PREVIEW | Runway Safety

<p>✈ Tuesday, March 21 • 11:15 a.m.</p> <p>MODERATORS:</p> <p>Bridget Gee, National Runway Safety Rep, NATCA</p> <p>Jim Fee, Manager, Runway Safety Group, ATO</p> <p>PANELISTS:</p> <ul style="list-style-type: none">• Capt. Steve Jangelis, Aviation Safety Chairman, ALPA• Brad Sims, SWAPA Air Traffic Services Lead• John Dermody, Director, Airport Safety and Standards, FAA• Dan Bartlett, Senior Transportation Safety Specialist, NTSB	<p>Runway incursions continue to be a safety concern within the National Airspace System (NAS). With a projected increase of operations across the NAS, the risk of a collision is always present when more than one aircraft is approaching, landing, departing, crossing, waiting on, or taxiing on the same runway.</p> <p>“With nearly 50 million IFR/VFR takeoffs and landings in our National Airspace System each year, it will take all of us working together to ensure every aircraft is safe during every phase of flight,” said NATCA National Runway Safety Rep Bridget Gee.</p> <p>The panel will include representatives from the Air Line Pilots Association (ALPA), the Southwest Airlines Pilots’ Association (SWAPA), the National Transportation Safety Board (NTSB), and FAA Airports Division. The panel will discuss what we can do to help mitigate and reduce the risk of runway incursions and surface incidents.</p>
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PANEL PREVIEW | Weather: Complete the Picture

<p>✈ Tuesday, March 21 • 1:30 p.m.</p> <p>MODERATORS:</p> <p>Steve Hansen, Chairman, National Safety Committee, NATCA</p> <p>Ed Donaldson, Director of Safety, ATO</p> <p>PANELISTS:</p> <ul style="list-style-type: none">• Matt Tucker, Weather Rep, NATCA• John Kosak, Weather Project Manager, NBAA• Nick Daniels, ZFW Facility Rep, NATCA• Adam Rhodes, I90 Vice President, NATCA• Rip Torn, Air Traffic Services Group Chair, ALPA• Mike Briskey, Voluntary Aviation Safety Information Programs Lead, SWAPA	<p>NATCA Safety Committee Chair Steve Hansen and FAA Director of Safety Ed Donaldson will moderate a panel on weather that completes the picture for controller and pilot. Through this panel, Hansen hopes to increase awareness of weather myths and debunking the common misconception that, “they see better weather on their radar/on the flight desk than we do.”</p> <p>“It’s important to remember that neither the pilot or controller has all the pieces of the weather puzzle,” said Hansen. “Only by working together and sharing information can we all complete the weather picture.”</p> <p>The panel will discuss many aspects of assessing the impact of weather, including the importance of soliciting and disseminating pilot reports (PIREPS) and turbulence.</p>
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The Importance of Collaboration: Teri Bristol, COO, ATO

Federal Aviation Administration (FAA) Air Traffic Organization Chief Operating Officer Teri Bristol returned Monday for her fourth year at Communicating For Safety (CFS). She commended the safety focus of FAA employees and credited collaboration with moving the safety mission forward.

“Every person here shares a common interest: improving the safety and efficiency of the National Airspace System,” she said. “While much will be debated in the coming days about the ATO’s structure, what we do know is that we are the best when it comes to providing exceptionally safe air traffic services. So let’s stay focused on our critical safety mission.”

Bristol said it’s a rare moment in life when we can gather together to focus on one thing. CFS is one of those moments, she said.

“It’s encouraging to see the number and array of aviation safety professionals coming together to talk about safety,” she said. “Whether it’s the effects of weather, human factors, environmental issues, or new technologies and modernization efforts, we share a common interest of safety and efficiency and it’s critical that we collaborate on these issues. Collaboration at the FAA has matured and grown in the last several years and I’m honored to be a part of that.”

Bristol noted significant progress in many NextGen programs due to collaboration. She singled out the Data Comm program for special mention. Since implementation in 2015, she said, “together we have produced astounding results.” Bristol said Data Comm is deployed at 59 airports, 29 months ahead of schedule. An additional seven airports are awaiting deployment.

“Operators have equipped over 3,500 aircraft with Data Comm’s time-saving technology,” Bristol said. “The program would not have been successfully deployed without significant contributions and involvement from NATCA and the controller subject matter experts who supported the programs, as well as our vendor Harris and our operators in the program.”

Bristol closed by imploring CFS attendees to continue their discussions around all aspects of weather and bring that back to their facilities.

“Three critical areas that I would ask you to focus on are the issuance of depicted weather, soliciting PIREPS (pilot reports), and disseminating PIREPS,” she said.

“We will see with the Archie League Awards that going the extra mile makes a difference,” Bristol continued. “We have people walking this earth today because of your attention to detail. That’s something we should all be proud of. Your actions truly do make a difference, so thank you for all you do.”



Teri Bristol

Q&A with ATO COO Teri Bristol



What are you most proud of in your work as COO of the ATO?

We have solidified a culture of working collaboratively. It strengthens our safety and technology programs today, and will help us make the changes we’ll need for the long term, as you’ll hear about in the conference’s safety and NextGen sessions. When we work together collaboratively, we yield better results.

What value have you gotten from attending CFS for the past four years, and what do you see as the value of a conference like CFS to the safety of the National Airspace System?

I’ve gotten to laser in for a few days on what’s working – and what’s not – when it comes to safety. There’s a team atmosphere here that builds comradery. Everyone hears the same message. People get charged up about our mission, and leave with better insight on where they need to personally focus to improve the safety of the NAS.

How have you seen collaboration impact aviation safety?

A great example is the Take a Stand for Safety campaign. Weather awareness saves lives. Equipment alone cannot see the full weather picture; it takes controllers and pilots to complete that picture. FAA and NATCA are working collaboratively to address safety myths, encourage controllers to issue weather early and often, and proactively solicit PIREPS. Collaboration has had a very positive impact in strengthening our recurrent and on-the-job training efforts, and has been very beneficial in reinforcing the professional standards we all must uphold.

Our members have had the benefit of hearing from you at CFS for a few years. What message do you hope they receive about the nature of collaboration between NATCA and the FAA?

Collaboration is not a program; it’s the way we do business. It withstands changes in administration and fluctuations in the budget. To be successful, collaboration requires us all to communicate openly, which CFS gives us an opportunity to do. Collaboration takes commitment and perseverance: it’s not enough to work together to identify a solution to a problem. We have to stay involved and engaged to see it through to success.

Is there anything you would like to add about your interactions and collaboration with NATCA during your term?

I have deep respect for NATCA and its leadership. There’s never a dull moment; Paul keeps me on my toes. At the end of the day, we’re one team. We have been charged with a vital safety mission for the American public, and now more than ever we need to stay focused on that job.



PANEL RECAP | Improving Safety Through Collaboration

Collaboration is always better than confrontation.

Monday's "Improving Safety Through Collaboration" panelists agree with that statement, with one caveat: "Because we're people, we're going to have conflict," said Cliff Rustad, Federal Aviation Administration Air Traffic Organization (ATO) ATSAP-X Event Review Committee member. "But you need to work on your relationships to overcome that conflict. Let's be honest. If you haven't worked with your group to handle conflict, you're going to have confrontation."

NATCA San Francisco (SFO) FacRep Fred Naujoks and SFO ATO Support Manager Dawn Cawrse credited collaboration and work with their local safety council (LSC) to ensure a successful move to the new SFO tower, which opened last year.

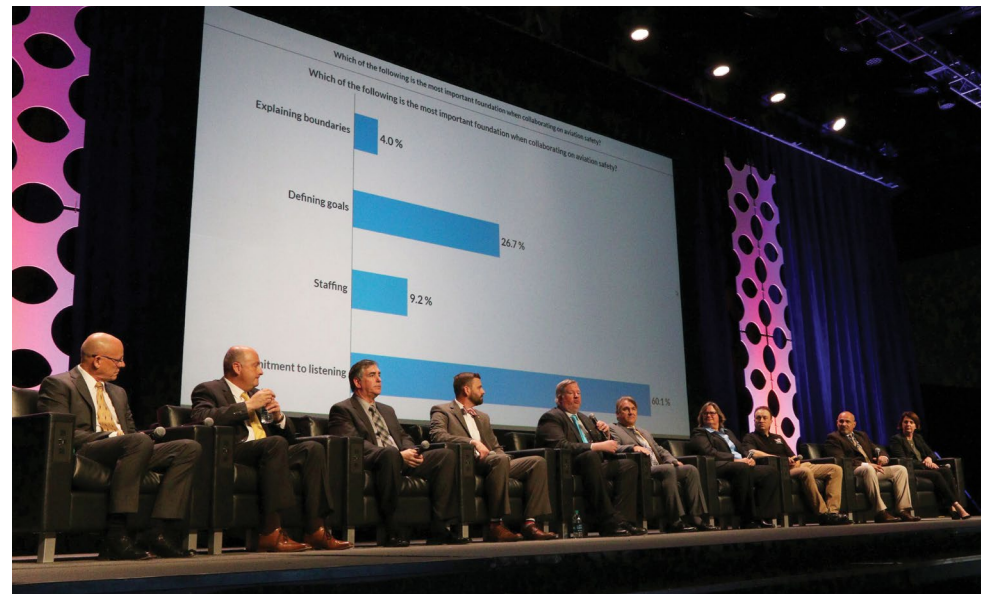
"Collaboration isn't always easy, but when it comes to safety, our goals are the same," Naujoks said. "Collaboration is part of our culture now."

ATO Human Performance Manager Jason Demagalski said the FAA and NATCA may not always agree on the route to get to a goal, "but we know what we're trying to achieve."

NATCA Safety Committee (NSC) member and Human Performance Rep Jay Barrett said the FAA does human factors research, thanks to collaboration. "From the very beginning, Jason and I have had a commitment to bring that to the operation and the employees on the floor," he said. "That requires a lot of trust and cooperation to get there."

Potomac TRACON (PCT) FacRep Brandon Miller credited the strong relationship he enjoys with PCT Manager Stephen Smith with effectively handling everything from labor-management relations to safety issues. "If we didn't have a strong relationship, there could easily be a ball dropped," he said. "We're definitely moving Potomac forward."

NSC member and Partnership for Safety Rep Chrissy Padgett said a commitment to listening is the most important factor in collaboration. She also credited local safety councils with fueling the collaborative process.



"If someone contacts us, that's usually the first question: we don't know how to get started," Padgett said. "That's when we give them the scoping document so they can define their goals. Maybe we'll put them in contact with the LSC at PCT or SFO that is doing well and they can share their scoping document."

Panelists agreed that collaboration has reached a level of maturity that makes it sustainable and the way to do business. As moderator Phil Hughes put it, collaboration has hit its "sweet spot."

"We own this," Smith said. "You can make the difference and hold onto collaboration. It doesn't matter what administration comes at you."

PANEL RECAP | NextGen Implementation Challenges and Successes



Jim Ullmann



Kris Burnham

Yesterday, a panel of distinguished experts gave their perspectives on the challenges of implementing multiple new technologies and procedures in the National Airspace System (NAS). NATCA and industry stakeholders along with the Federal Aviation Administration have delivered \$2.7 billion in benefits to date, with the Agency now being on or ahead of schedule with some of the most critical programs. What's their secret? Collaboration.

NATCA Director of Safety and Technology Jim Ullmann and FAA Vice President of the Program Management Organization (PMO) Kris Burnham moderated the panel. They were joined by NATCA Deputy Director of Safety and Technology Mark McKelligan, ATO PBN Programs and Policy Group Manager Donna Creasap, PhD, NATCA Training Rep Tom Adcock, ATO Director of Technical Training Abi Smith, NATCA PMO Rep Jeff Woods, ATO En Route and Oceanic Second Level Engineering Group Manager Steve Reynolds, NATCA National Safety Committee Chairman Steve Hansen, FAA Vice President of Safety and Technical Training Terry Biggio, NATCA Region X Vice President Mike MacDonald, and FAA Vice President of Technical Operations Vaughn Turner.

Panelists in this session discussed the importance of collaboration, adding to points made during the earlier panel, Improving Safety Through Collaboration. They elaborated on exactly what collaboration looks like when developing, deploying, and implementing new technology. Data Comm was a prime example introduced during the discussion. After several setbacks, and once collaborative practices were introduced, Phase 1 of Data Comm came in ahead of schedule and on budget.

Ullmann explained that collaboration is especially important when implementing NextGen technology because of how many different programs affect one another. Panelists agreed that the first step towards collaborating was communicating and listening to each other. This lays a foundation of trust and respect. Often, all sides of the equation will want the same thing. As Hansen pointed out, however, they may disagree about how to get there. That's when communication becomes even more important.

Woods explained that everyone on the panel has prioritized regular meetings when discussing NextGen technology. He said it's about identifying how to safely develop, implement, and train on multiple moving parts all at once. This can be challenging when there are many different opinions on how best to get to that shared end goal. All agreed, however, that collaboration is the right way to do things.

As NextGen continues to roll out NATCA, the FAA, and all industry stakeholders will have to continue to address extremely complex issues. Having a strategic approach to collaborating is essential to the success of those programs and the success of the NAS. Check back in the NATCA Insider for in-depth coverage on collaboration on NextGen programs.

Keynote Address Preview: Christopher A. Hart, NTSB



Christopher A. Hart
Board Member, NTSB

Today, we are honored to welcome Christopher A. Hart to the Communicating For Safety stage. Hart led the National Transportation Safety Board (NTSB) as its Chairman through the safest period in U.S. aviation history.

Hart's two-year appointment as Chairman expired on March 15, 2017. He continues to serve as a Member of the Board.

He became a Member of the Board in August 2009, and was subsequently designated Vice Chairman by President Barack Obama. Hart was nominated for a second term as Board Member in August 2013, and his nomination for a third term as Vice Chairman was confirmed by the Senate in October 2013. He served as Acting Chairman from April 26, 2014, until he was appointed as Chairman.

From 1973 until 1990, Hart held a series of legal positions, mostly in the private sector. He joined the Board for the first time in 1990 and served until 1993. From 1993 until 1995, he was Deputy Administrator of the National Highway Traffic Safety Administration, then went on to serve as Federal Aviation Administration (FAA) Assistant Administrator for System Safety and

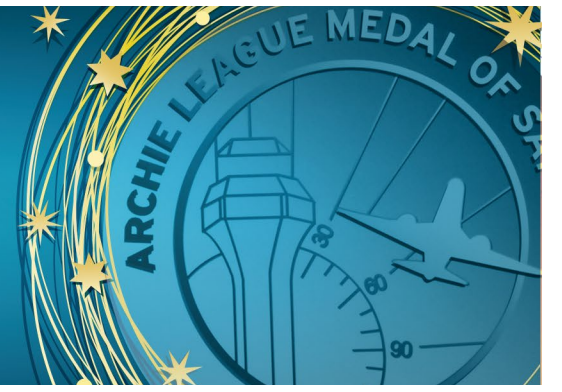
FAA Deputy Director for Air Traffic Safety Oversight before returning to the Board in 2009.

Hart's family has a tradition of accomplishment in transportation. In 1926, his great uncle, James Herman Banning, was the first African-American to receive a pilot's license issued by the US government.

Hart is a self-described "airplane addict." "My mother told me that the first thing she ever saw me draw was an airplane," said Hart during a speech last month in Houston. "I have always loved airplanes. That's why I have a master's degree in aerospace engineering, and that's why I'm a pilot. After obtaining my master's degree I went to law school, and I have been fortunate ever since that most of the positions I have worked in have drawn from both my engineering background and my legal background."

The NTSB is an independent federal agency that investigates accidents in all modes of transportation to determine what caused them and to make recommendations to prevent them from happening again. "We are not a regulator," Hart said. "Instead, our primary product is recommendations, and we send them to any entity that can improve safety. Our world-class investigators and analysts don't like to give up until they have the answer, and the recommendations that they create are so compelling that the recipients respond favorably more than 80 percent of the time, even though they are not required to."

13TH ANNUAL ARCHIE LEAGUE Medal of Safety Awards



For the last 13 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 Alaskan Region winner Jessica Earp (ZAN), Central Region winners Andrew Cullen and Jeffrey R. Volski (ZKC), Eastern Region winners Jaymi Steinberg and Richard Wallace (ZDC), Great Lakes Region winner David Stempien (ZOB), and Great Lakes Region winner Eric Vanstrom (FWA).



Jessica Earp
Anchorage Center

ALASKAN REGION: On July 25, 2016, a Navy F-18 departed Eielson Air Force Base (EIL) following a refueling stop en route to Asia for a training exercise. Nearly two hours after takeoff, the pilot shut down one engine and declared an emergency due to an aircraft malfunction. The pilot operated the second engine at reduced power in order to conserve fuel, and immediately turned back toward EIL. A second F-18 flying with the aircraft also turned back. The tanker that had accompanied the aircraft was unable to break off and give the aircraft in distress additional fuel at the time because it was refueling a different F-18 in the group. By the time the tanker was able to break from the group, the emergency was too far away for the tanker to catch up.

The weather surrounding the Aleutian Islands was poor and most airports were reporting only a quarter-mile visibility. The F-18 pilot attempted to find an airport with a runway long enough to land, and decided to head to King Salmon Airport (AKN), which has an 8,900-foot long runway.

With low fuel and a bad weather situation on the ground, the pilot was desperate to get the aircraft on the ground. Anchorage Center (ZAN) controller Jessica Earp took quick action and suggested nearby St. Paul Airport (SNP). The airport has a 6,500-foot runway and was reporting VFR (visual flight rules) conditions at the time. St. Paul Island is a small, 40-square mile island in the Bering Sea.

Until Earp suggested the airport, the pilot had not considered the possibility and, because of deteriorating conditions, was looking to ditch the F-18 in the ocean in hope of a water rescue.

When Earp relayed to the pilot that SNP reported VFR conditions, the pilot was anxious to head that way. Earp issued a heading and the pilot was able to get the airport in sight and land without incident. Without Earp's quick thinking, the pilot would have had to ditch the F-18 in the middle of the ocean. Her knowledge of ZAN airspace and the airports within it prevented a potentially tragic outcome.



Andrew Cullen
Kansas City Center

CENTRAL REGION: On Dec. 16, 2016, a Cirrus SR22 departed from Hannibal Regional Airport (HAE) with plans to land at Jefferson City Memorial Airport (JEF).

When the pilot checked in with Kansas City Center (ZKC), he immediately made a request to return to HAE due to severe icing he encountered after takeoff. As ZKC controller Andrew Cullen provided assistance on the D-side position, fellow ZKC controller Jeffrey R. Volski established the aircraft on the RNAV Runway 17 approach and issued the pilot instructions for an approach. The pilot lost visual contact with the field after attempting to execute a circle approach to Runway 35.

After the first missed approach, Volski identified the aircraft on radar and provided navigational assistance and headings for the RNAV Runway 35 approach. Volski gave as much information as possible to the pilot to assist with handling the aircraft that was still experiencing icing. Volski was also responsible for working other aircraft in an especially busy sector during this incident. The pilot had difficulty holding altitude during the approach, but was able to land the aircraft safely.

Volski and Cullen did an outstanding job providing assistance and reassurance to the pilot through two approach attempts. Volski calmly issued navigational assistance and instruction throughout, ensuring a positive outcome to a challenging flight situation.



Jeffrey R. Volski
Kansas City Center



Jaymi Steinberg
Washington Center

EASTERN REGION: On March 27, 2016, Raleigh-Durham (RDU) approach handed off a Piper PA-23-250 to the South Boston sector at Washington Center (ZDC). The pilot had encountered marginal weather after departing from Charleston International Airport (CHS). He was originally destined for Martin State Airport (MTN) near Baltimore, but was looking for a closer airport that had VFR (visual flight rules) conditions as the aircraft had lost its directional gyro and altitude indicator.

ZDC controller Jaymi Steinberg coordinated the handoff and relayed important information to fellow ZDC controller Richard Wallace, who issued no-gyro vectors to the pilot and attempted to find the closest airport with VFR conditions. As Wallace and Steinberg found information on nearby airports, the pilot reported a serious issue: The right engine had abruptly lost power. After switching fuel tanks, power was briefly restored to the engine, followed by an abrupt loss of power in both engines.

Wallace responded immediately and began to navigate him to the closest airport. The pilot stated he did not think he could remain airborne and needed a road or something similar on which he could land.

Wallace and Steinberg pulled out sectional charts and began to look for the closest highway. Wallace pointed out Highway 58 in southern Virginia and attempted to inform the pilot that the area has terrain obstructions. However, the aircraft was below ZDC frequency coverage.

Soon after, the pilot performed a forced landing onto the median of the highway, 10 miles east of Danville, Va. During the landing, the aircraft impacted a tree and came to a stop upside-down. The pilot sustained minor injuries while the three passengers on board were uninjured. Wallace and Steinberg's determination to get the pilot navigational, weather, and highway information was essential to getting the aircraft onto the ground safely. Without their coordinated efforts, the incident may have resulted in loss of life.



Richard Wallace
Washington Center

Preview: Awards Luncheon

An exciting luncheon will feature several awards given at Communicating For Safety every year, plus a few new ones. The new awards are the Beacon of NATCA and the Region X Commitment to Safety. Each fills a void for areas that NATCA has not had the opportunity to recognize in the past.

Beacon of NATCA

The Beacon of NATCA award will be given to a facility that rises above and handles an emergency or disaster situation with grace. No amount of planning, training, or preparation can prevent a disaster event. But when it occurs, whether it is natural or man-made, NATCA members answer the call. Aviation safety professionals are among the first to take direct action in response to a disaster, working with first-responders. They attend to the immediate danger and implement longer-term strategies to mitigate damage.

The Beacon of NATCA award 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 are the epitome of grace under pressure, offering 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 National Airspace System running as safely and efficiently as possible.

Region X Commitment to Safety

For the first time, NATCA is recognizing the imperative safety work done by our members in Region X with the Region X Commitment to Safety Award. This new award will be given every year to a Region X member who has shown profound dedication to ensuring the safety of the National Airspace System. This is a peer-nominated award for any Region X member in good standing. This inaugural award goes to someone whose dedication to rewriting the Part 23 rule on small aircraft certification has significantly increased the safety of the NAS.

Team Excellence Award

For the first time at CFS we will present the NATCA Team Excellence Award. The award was created last year to recognize NATCA teams, workgroups, or committees that exemplify the

true collective NATCA spirit of working together to achieve greatness. It was presented to the 2016 Slate Book team at the 16th Biennial Convention in San Diego.

Steve Hansen Safety Advocate

NATCA will present the annual Steve Hansen Safety Advocate Award. Named for the Chairman of the NATCA National Safety Committee, this award is presented to a NATCA member who has made extraordinary achievements. They have worked tirelessly on NATCA's behalf to be a leader in furthering the cause of aviation safety. Past recipients include the award's namesake, Steve Hansen, Mike Blake, Andy Marosvari, Leanne Martin, Chad Sneve, and Jeff Woods.

Tim Haines Memorial Award of Honor and Distinction, "Timmy"

Normally reserved for conventions, Union members and employees who have done an exceptional job representing NATCA values are honored with the Tim Haines Memorial Award of Honor and Distinction, otherwise known as the "Timmy Award." This prestigious honor was originally named the "Natty Award." It was first presented by former President John Carr at the 2002 Biennial Convention in Cleveland. The "Natty Award" was changed to the "Timmy Award" during the 2008 Biennial Convention in Miami in honor of the late Tim Haines. His hard work and dogged determination led to the successful implementation of a reclassification project into NATCA's third contract, the Green Book. Today, NATCA will honor another dedicated NATCA member with the Timmy Award.

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

The Dale Wright Award was first given to the award's namesake in 2012. Since then, several NATCA members have been honored for dedicating their lives to making NATCA and the NAS better. Mike Hull, Ricky Thompson, Tom Morin, Tim Leonard, Don Chapman, Kelvin Hale, and Mike Matherne have all received the award.

Other awards presented at today's luncheon include the NATCA Charitable Foundation presentation, the Raytheon Controller of the Year Award, and the Helping Hearts award for the facility with the most Automated External Defibrillator-trained members.



David Stempien
Cleveland Center

GREAT LAKES REGION: On Oct. 1, 2016, a Beechcraft 35-33 was on Cleveland Center (ZOB) frequency, climbing to a requested 9,000 feet. Five minutes later, an open microphone broadcast the sound of panic as a weather anomaly caused the pilot to lose control of the aircraft.

ZOB Morgantown sector radar controller David Stempien immediately recognized the call was from the aircraft and attempted to assist the pilot, asking several times if he was OK. With each radar update, the altitude readout told a terrifying story: 8,100; 7,400; 8,500; 7,800; 6,900; and, finally, 5,000 feet.

Eventually, the pilot responded and Stempien issued guidance to "follow your instruments," and "trust your instruments," in an effort to help the pilot regain control.

The aircraft had gotten into a very bad updraft that caused the pilot to completely lose control of the aircraft. The pilot said, "I went way up, no matter what I did it was still climbing and then all the sudden it let go the other way." Stempien responded, "You're fine, you're fine. I'm showing you level at 5,000 right now."

After Stempien was sure the pilot had regained control of the aircraft, he asked the pilot if the aircraft had sustained any damage. The fuel covers being open indicated that at some point, the aircraft had completely rolled.

The pilot and Stempien discussed airport options and weather conditions before the pilot decided to land at Arnold Palmer Regional Airport in Latrobe, Pa. (LBE).

The aircraft landed safely at LBE and telephoned ZOB, recounting his experience with the operations manager. The pilot was very grateful to Stempien for his assistance, saying, "I appreciate the help, you were right there. Thank you so much!"

N305Z departed LBE just over an hour later and continued to the original destination for a visit with family.



Eric Vanstrom
Fort Wayne ATCT

GREAT LAKES REGION: In this dramatic flight assist, a Piper PA-32R-301T lost navigation during a severe weather incident. The pilot was unable to correct course on his own and was in a circling descent. Fort Wayne (FWA) controller Eric Vanstrom immediately identified that the aircraft was in distress and began issuing navigational aid. The pilot informed Vanstrom that they were having trouble with the VSI (vertical speed indicator).

Due to the poor weather, Vanstrom recommended the pilot change course to Portland, Ind. Municipal Airport (PLD), which was reporting VFR conditions, and set the pilot up on an RNAV Runway 9 approach.

The pilot continued to appear disoriented and had trouble maintaining steady flight on final approach. Vanstrom watched the aircraft perform multiple circles and altitude changes, which caused several passes below the minimum vectoring altitude (MVA). Vanstrom calmly issued corrective headings and altitudes and made sure that the pilot had weather information for PLD.

Vanstrom continued to issue no gyro vectors until the aircraft dropped out of frequency range. Vanstrom had remained with the pilot for the duration of the event, which lasted nearly two hours. After continuing to issue important airport and weather information in hopes the pilot would hear it, another pilot eventually relayed that the aircraft was safely on the ground.

Thank you to everyone who submitted nominations in 2016. The 14th Annual Archie League Medal of Safety Awards is just around the corner! Remember, any member can nominate another member. All events since Jan. 1, 2017, are eligible for nomination. All winners will be honored during Communicating For Safety 2018 in Las Vegas. The nomination form is available at natca.org. Please contact Archie League Medal of Safety Awards Coordinator Sarah Zilonis at szilonis@natcadc.org with any questions.

COMMUNICATING FOR SAFETY | DAY 1



Captain Jennifer Sanders, Deputy Flight Commander, Unit Support, 547th Intelligence Squadron



Las Vegas Metro Police Department Honor Guard



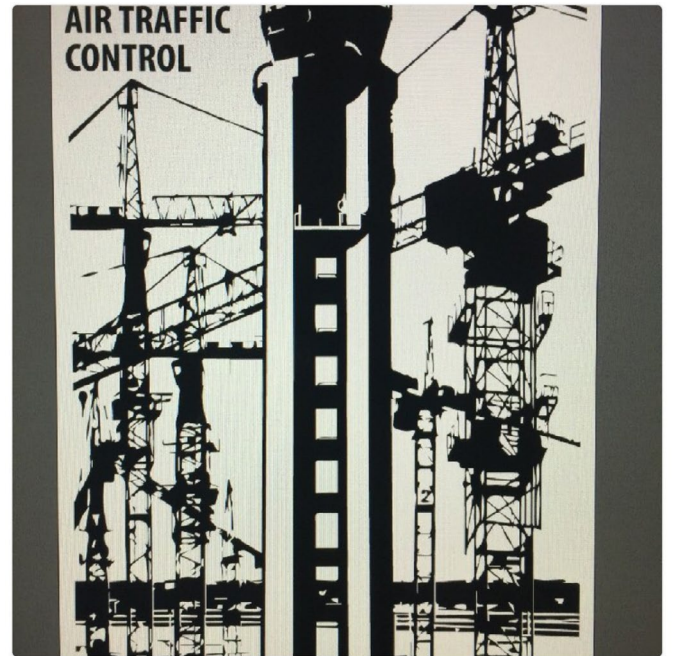
Rich Klumpp
@USAFGodfather

@SAICinc is proud to collaborate w/FAA & NATCA to create an innovative blended solution for AT Basics. Ingenuity is on our radar. #NATCACFS



Kevin J Connelly
@Kevinfsu96

San Antonio Tower/TRACON Here representing the Southwest Region in Strong Fashion! #NATCACFS



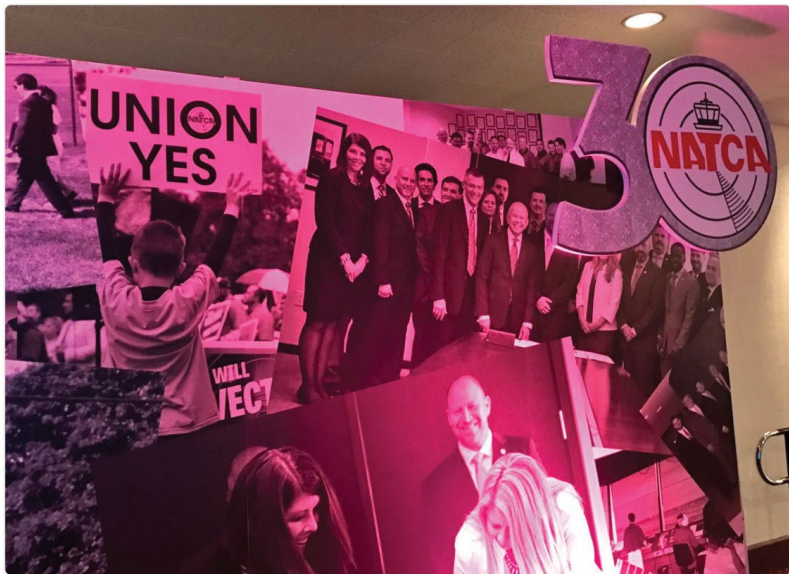
Cole Chamberlain
@ColeChamTech

Thank You #NATCACFS and all of those great men and women who make our airspace safe to FLY!!!
#NAS #SAFETY #TECH #Collaboration 😊



Dispatchers United
@PAFCAUAL

Unions united for safety. #NATCACFS @NATCA



Eddie Trujillo
@RadarCornflakes

Good discussion about how Local Safety Councils can directly affect positive changes quickly. Glad I'm part of ours. #NATCACFS



NATCA ✓
@NATCA

@PaulRinaldi "Be not afraid of greatness, brothers and sisters. Greatness starts here at CFS this week." #NATCACFS



Phil Hughes, National Lead for Collaboration, NATCA



Tammy Burroughs, Manager, ATO Collaboration, FAA



Collaboration works best when both sides have a shared intrinsic motivation #NATCACFS



✈️ IMPROVING SAFETY THROUGH COLLABORATION



#NATCACFS Thank you NATCA collaboration facilitators!



TROY HARRISON
@LOUHOOPER

NATCA puts the Labor in collaboration. #NATCACFS



Michael Treat
@michaeltreat

Collaboration is always better than confrontation in building a better NAS #NATCACFS



Kristen Powers
@KristenPowers

We have people walking this earth today because of your actions - what you do truly makes a difference. -- Teri Bristol #NATCACFS



Douglas D. Jones
@DouglasDJones

When photographing podiums and member panels become boring, it's time to get more creative!!! #NATCACFS



✈️ NEXTGEN IMPLEMENTATION CHALLENGES & SUCCESSES



Douglas Wood
@captDoug767

The Allied Pilots Association National Professional Standards committee is supporting aviation safety through NATCA CFS 2017 #NATCACFS

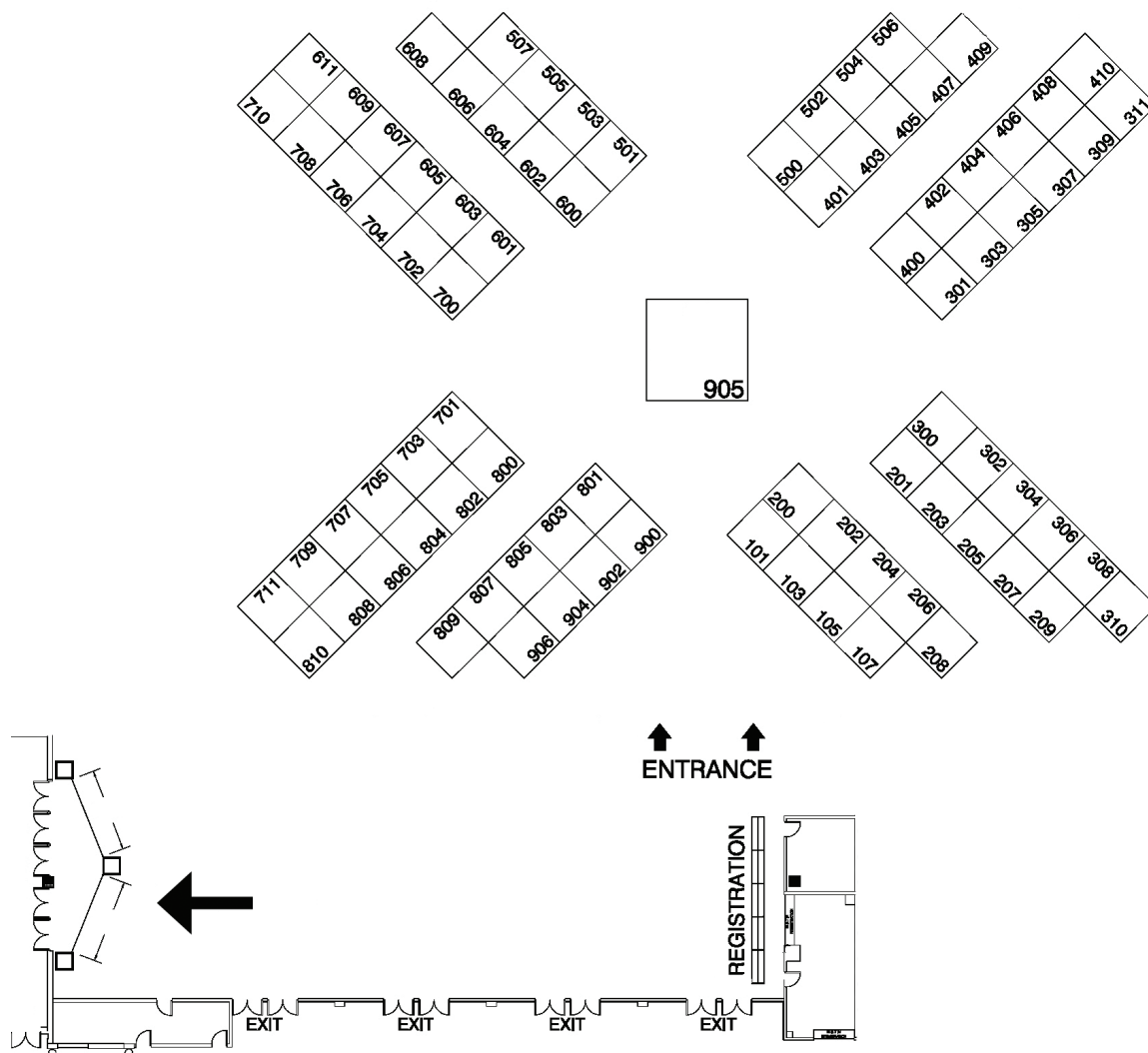


Deanna
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#Collaboration "It's a team effort" #NATCACFS



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603	NATCA Air Safety Investigators	904/906	UFA, Inc.
700/702	NATCA Benefits Committee	308	UND Student Air Traffic Control Association
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707/709/711	NATCA Charitable Foundation	504	Washington ARTCC

DIAMOND SPONSOR SPOTLIGHT:



leidos

Leidos air traffic control systems and airport management technologies are used to control more than 60 percent of the world's air traffic.

Leidos proudly supports NextGen with its En Route Automation Modernization (ERAM), Advanced Technologies and Oceanic Procedures (ATOP), and Time Based Flow Management (TBFM) programs. Design and development is underway with its newest system, Terminal Flight Data Manager (TFDM).

Leidos offers the following capabilities:

- Surveillance Using Radar and ADS-B
- Flight Data Processing
- Conflict Detection and Resolution
- Performance Based Navigation
- Trajectory-Based Operations
- Flight Tracking
- UAS Traffic Management
- Time-based Metering
- Traffic Flow Management
- Arrival/Departure Management Solutions
- Interval Management
- Airspace Flexibility
- Weather Data Integration
- Information Sharing
- Cockpit Communication

- Adverse Condition Alerting Service
- VFR/IFR Flight Plan Filing
- Flight Plan Easy Activate/Easy Close
- NextGen/Delta/Abbreviated/Specialist
- Weather Briefings
- Inflight Pilot Reports (PIREP) Submission
- Application & Satellite Communication
- Web Services
- Open, Standards-Based Software
- Highly Secure System Architecture
- Training
- Big Data for ATM
- Network Security
- Cloud Computing

Leidos believes some of the best opportunities to improve air traffic efficiency reside on the ground. TFDM takes advantage of those opportunities. It operates through four core functions: electronic flight data distribution, traffic flow management, collaborative decision-making on the airport surface, and systems consolidation. TFDM will modernize control tower equipment and processes, streamline the sequence of aircraft scheduled to depart, reduce delays, improve situational awareness, and improve the experience for passengers.

The Integrated Departure Arrival Capability (IDAC) in TBFM automates the process of monitoring departure demand

and identifying departure slots. IDAC coordinates the departure times between airports and provides situational awareness to air traffic control towers so they can select from available departure times and plan their operations to meet those times.

CFS provides Leidos with a unique opportunity to connect with the air traffic controller user community. This exchange helps them understand how their systems are being used and how the most critical needs can be developed in the future. This connection with the user is hard to achieve at other conferences.

Leidos continues to benefit from its relationship with NATCA, other National Airspace System stakeholders and, most importantly, with air traffic control professionals. This year, Leidos is looking forward to introducing its new organization, brand, and renewed commitment to the ATC mission.

The Leidos CFS booth this week includes a look at the early capability of TFDM with a simulated view from an air traffic control tower. Leidos representatives will also demonstrate the solution for Integrated Departure Arrival Capability (IDAC) as currently deployed in TBFM.

THALES

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NATCA

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MONDAY AGENDA

7:30 a.m. - 5:00 p.m. | REGISTRATION

Noon - 12:15 p.m. | WELCOME
Steve Hansen, NATCA Safety Committee Chair

12:15 p.m. - 12:45 p.m. | KEYNOTE ADDRESS
Paul Rinaldi, NATCA President

12:45 p.m. - 1:00 p.m. | KEYNOTE ADDRESS
Teri Bristol, Chief Operating Officer, ATO

1:00 p.m. - 2:30 p.m. | PANEL
Improving Safety Through Collaboration

Moderators: Phil Hughes, National Lead for Collaboration, NATCA • Tammy Burroughs, Manager, ATO Collaboration, FAA

Panelists: Chrissy Padgett, NATCA Safety Committee, Partnership for Safety Rep • Ernesto Lasen, Safety Programs Manager, ATO • Fred Naujoks, SFO Facility Rep, NATCA • Dawn Cawrse, SFO Support Manager, ATO • Jay Barrett, NATCA Safety Committee, Human Performance Rep • Jason Demagalski, Human Performance Manager, ATO • Brandon Miller, PCT Facility Rep, NATCA • Stephen Smith, PCT Manager, ATO • Al Arcese, ATSAP X ERC Member, NATCA • Cliff Rustad, ATSAP X ERC Member, ATO

2:30 p.m. - 3:15 p.m. | BREAK

3:15 p.m. - 4:45 p.m. | PANEL
NextGen Implementation Challenges & Successes

Moderators: Jim Ullmann, Director of Safety and Technology, NATCA • Kris Burnham, Vice President, Program Management Organization, FAA
Panelists: Mark McKelligan, Deputy Director, Safety and Technology, NATCA • Donna Creasap, PhD, PBN Programs and Policy Group Manager, ATO • Tom Adcock, Training Rep, NATCA • Abi Smith, Director, Technical Training, ATO • Jeff Woods, Program Management Organization Rep, NATCA • Steve Reynolds, En Route and Oceanic Second Level Engineering Group Manager, ATO • Steve Hansen, Chairman, National Safety Committee, NATCA • Terry Biggio, Vice President, Safety and Technical Training, FAA • Mike MacDonald, Region X Vice President, NATCA • Vaughn Turner, Vice President, Technical Operations, FAA

4:45 p.m. - 6:15 p.m. | MEET & GREET
CFS Sponsors and Exhibitors

5:00 p.m. - 5:30 p.m. | DEMONSTRATION
Partnership for Safety (Palace 4)

5:00 p.m. - 5:30 p.m. | PRESENTATION
ATO Operational Contingency Group (Palace 3)

TUESDAY AGENDA

7:30 a.m. - 8:30 a.m. | BREAKFAST

7:30 a.m. - 3:00 p.m. | REGISTRATION

8:30 a.m. - 8:35 a.m. | WELCOME
Steve Hansen, NATCA Safety Committee Chair

8:35 a.m. - 9:15 a.m. | KEYNOTE ADDRESS
Hon. Christopher A. Hart, Board Member, NTSB

9:15 a.m. - 10:30 a.m. | PANEL
Pilot/Controller Communications

Moderators: Dawn Johnson, Chair, Reloaded Committee, NATCA • Ashley Callen, CPC, Las Vegas ATCT, NATCA
Panelists: Paul Deres, Director, Education, AOPA Air Safety Institute • John Drexler, Director for Air Traffic Control Procedures, ALPA • David Eiser, Safety Committee Chairman, SWAPA • Paul Flynn, NetJets Association of Shared Aircraft Pilots • Leah Hickling, CPC, Southern California TRACON, NATCA • Andy Marosvari, Procedures Rep, NATCA • Zoe Roberts, CPC, Indianapolis Center, NATCA

10:30 a.m. - 11:15 a.m. | BREAK

11:15 a.m. - 12:15 p.m. | PANEL
Runway Safety

Moderators: Bridget Gee, National Runway Safety Rep, NATCA • Jim Fee, Manager, Runway Safety Group, ATO
Panelists: Dan Bartlett, Senior Transportation Safety Specialist, NTSB • John Dermody, Director, Airport Safety and Standards, FAA • Steve Jangelis, Aviation Safety Chairman, ALPA • Brad Sims, SWAPA Air Traffic Services Lead

12:15 p.m. - 1:30 p.m. | AWARDS LUNCHEON

1:30 p.m. - 2:45 p.m. | PANEL

Weather: Complete the Picture

Moderators: Steve Hansen, Chairman, National Safety Committee, NATCA • Ed Donaldson, Director of Safety, ATO
Panelists: Mike Briskey, Voluntary Aviation Safety Information Programs Lead, SWAPA • Nick Daniels, ZFW Facility Rep, NATCA • John Kosak, Weather Project Manager, NBAA • Adam Rhodes, I90 Vice President, NATCA • Rip Torn, Air Traffic Services Group Chair, ALPA • Matt Tucker, Weather Rep, NATCA

2:45 p.m. - 3:30 p.m. | BREAK

3:30 p.m. - 5:30 p.m. | KEYNOTE ADDRESS
Gordon Graham

Why Things Go Right and Why Things Go Wrong

5:30 p.m. - 6:30 p.m. | MEET & GREET
CFS Sponsors and Exhibitors

5:45 p.m. - 6:15 p.m. | DEMONSTRATION
Partnership for Safety (Palace 4)

WEDNESDAY AGENDA

7:30 a.m. - 8:30 a.m. | BREAKFAST

7:30 a.m. - 11:00 a.m. | REGISTRATION

8:30 a.m. - 8:40 a.m. | WELCOME
Steve Hansen, NATCA Safety Committee Chair

8:40 a.m. - 9:00 a.m. | KEYNOTE ADDRESS
Margaret Jenny, President, RTCA Inc.

9:00 a.m. - 9:45 a.m. | PRESENTATION
How the Media Can Shape Aviation
David Kerley, Correspondent, ABC News
Doug Church, Director of Communications, NATCA

9:45 a.m. - 10:30 a.m. | BREAK

10:30 a.m. - 12:00 p.m. | PANEL
The Effect of Government Regulations and Policies on Aviation Safety, Efficiency, and Growth

Moderator: Trish Gilbert, Executive Vice President, NATCA
Panelists: Chris Bertram, Founding Partner, B+S Strategies • Vincent Capezzuto, Chief Technology Officer and VP, Engineering, Aireon • Eugene Freedman, Esq., Special Counsel to the President, NATCA • David Grizzle, President and CEO, Dazzle Partners • Glen Martin, Vice President, Air Traffic Services, FAA • Jana Murphy, Vice President, Government Affairs, SAAB • Sharon Pinkerton, Senior Vice President, Legislative and Regulatory Policy, A4A • Steve Weidner, National UAS Rep, NATCA

12:00 p.m. - 1:45 p.m. | LUNCH
Speaker: Jessica Cox

2:00 p.m. - 4:00 p.m. | BREAKOUTS

TOWER

- 2:00 p.m. Runway Safety
- 2:20 p.m. TFDM
- 2:40 p.m. Professional Standards
- 3:00 p.m. Collaboration
- 3:20 p.m. UAS
- 3:40 p.m. TALPA

TRACON

- 2:00 p.m. UAS
- 2:20 p.m. TAMR
- 2:40 p.m. FUSION
- 3:00 p.m. PBN
- 3:20 p.m. Professional Standards
- 3:40 p.m. Collaboration

EN ROUTE

- 2:00 p.m. Professional Standards
- 2:20 p.m. Collaboration
- 2:40 p.m. UAS
- 3:00 p.m. TBFM
- 3:20 p.m. En Route Automation
- 3:40 p.m. Data Comm

ARCHIE LEAGUE MEDAL OF SAFETY AWARDS

6:30 p.m. - 7:30 p.m. | RECEPTION

7:30 p.m. | BANQUET
Keynote Address: Michael Huerta, FAA Administrator



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13th Annual
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MARCH 22, 2017
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