



For inclusion in the afternoon’s business, resolutions and untimely amendments must be submitted in writing, only after the rules have been passed, and before 11:30 a.m. of the day on which they can be heard. **Submissions can be made using the form at <http://resolutions.natca.net>.** Visit that URL directly or scan the QR code at left.

View the 2016 Convention agenda, speaker profiles, hotel maps, and local area information. Access the NATCA Constitution, Robert’s Rules of Order, Proposed Amendments and Resolutions, and other NATCA documents via the NATCA mobile app. These documents can be viewed on a smartphone, tablet, or computer. To download, visit the app store on your mobile device.

The Delegate



PUBLISHED FOR NATCA’S 16TH BIENNIAL CONVENTION FRIDAY, SEPTEMBER 2, 2016

Delegates: Keep NATCA at Table for Reform Discussions

On day two of NATCA’s 16th Biennial Convention, the convention body stood in solidarity and resoundingly struck down several resolutions that would have tied the hands of NATCA’s leadership to advocate for Union members and protect the workforce on issues related to air traffic control reform.

The body held extensive debate on resolutions R16-12, R16-06, R16-08, and R16-11. During debate, many members took to the microphones to lend their voices to the strong opposition to the resolutions. Houston Center FacRep Chris Parris argued that he would rather “our leaders be in the room to have this discussion” than be precluded from participation.

Los Angeles Center (ZLA) FacRep Nate Pair also stood in opposition and made clear that all of ZLA’s more than 250 members and its four delegates in attendance “oppose anything that would restrict the NEB (National Executive Board) and our leadership from doing what they need to do to protect our members’ rights.”

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Rinaldi’s Challenge to Delegates: Position NATCA for Greatness



Addressing NATCA’s supreme convention body for an unprecedented fourth time as its president, Paul Rinaldi took Convention attendees on a compelling and educational tour of the Union’s first 30 years and 15 conventions. He started at the birth of the Union in Chicago in 1986 and brought attendees through the challenges and triumphs that have shaped the course of both the past and the present.

As for the future, Rinaldi had a special message for the packed room in San Diego as it prepared to begin its work at NATCA’s 16th Biennial Convention.

“I believe that you will move us from good to great,” he said. “This is our time to rise above the ‘me, my, and I.’ You need to say what you need to say. You need to lead this Union into the future. You can’t sit this one out. This is serious stuff, I promise you that.”

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AGENDA

SUBJECT TO CHANGE DUE TO MOVEMENT OF BUSINESS. FOR THE MOST UP-TO-DATE AGENDA, PLEASE REFER TO NATCA'S MOBILE APP.

WEDNESDAY
COUNTRY

7:45 A.M. - 8:45 A.M.
CONTINENTAL BREAKFAST
Aqua Foyer and Sapphire Foyer

7:30 A.M. - 5:00 P.M.
REGISTRATION
Sapphire Foyer

8:00 A.M. - 5:00 P.M.
EXHIBITS / NCF AUCTION
Sapphire Foyer

8:00 A.M.
BREAKFAST WORKSHOPS

9:00 A.M.
GENERAL SESSION
Sapphire Ballroom
Paul Rinaldi, NATCA President
Morning Break
Standing Committee Reports
Lunch Workshops
Convention Business
Afternoon Break
Keynote Speaker:
Capt. Florent Groberg

5:25 P.M.
REGIONAL BREAKOUTS

Alaskan Aqua 313	Northwest Mountain Aqua 300
Central Aqua 314	Southern Aqua Salon C
Eastern Aqua Salon A/B	Southwest Aqua Salon F
Great Lakes Aqua Salon E	Western Pacific Aqua Salon D
New England Aqua 310	Region X Sapphire 400A

6:30 P.M.
SOLIDARITY / NCF EVENT
Belmont Park WaveHouse
NATCA will provide bus transportation to and from the event, with buses loading at 6:00 p.m. outside the Hilton Bayfront and running on a continuous loop throughout the evening. The last bus to the hotel will depart Belmont Park at 11:30 p.m.
WRISTBANDS ARE REQUIRED TO BOARD THE BUSES AND ATTEND THE EVENT.

THURSDAY
COMMUNITY

7:45 A.M. - 8:45 A.M.
CONTINENTAL BREAKFAST
Aqua Foyer and Sapphire Foyer

8:00 A.M. - 5:00 P.M.
REGISTRATION
Sapphire Foyer

8:00 A.M. - 5:00 P.M.
EXHIBITS / NCF AUCTION
Sapphire Foyer

8:00 A.M.
BREAKFAST WORKSHOPS

9:00 A.M.
GENERAL SESSION
Sapphire Ballroom
Keynote Speaker: Ed Wytkind, TTD
NAV CANADA: Their Reality vs. Our Status Quo
Morning Break
Convention Business
Lunch Workshops
Convention Business
Afternoon Break
Convention Business

REGIONAL DINNERS

6:00 P.M.
Eastern
Great Lakes
Southwest.....Rustic Root

7:00 P.M.
Alaskan
Western PacificRoofTop 600 @ The Andaz

Central
New England
Northwest Mountain
Region XUnion Kitchen

SouthernThe Shout! House

WRISTBANDS ARE REQUIRED TO ATTEND THESE EVENTS.

FRIDAY
UNION

7:45 A.M. - 8:45 A.M.
CONTINENTAL BREAKFAST
Aqua Foyer and Sapphire Foyer

9:30 A.M. - 12:30 P.M.
REGISTRATION
Sapphire Foyer

8:00 A.M. - 5:00 P.M.
EXHIBITS / NCF AUCTION
Sapphire Foyer

9:00 A.M.
BREAKFAST WORKSHOPS

10:30 A.M.
GENERAL SESSION
Sapphire Ballroom
Convention Business
Morning Break
Convention Business
Awards Luncheon
Convention Business
Afternoon Break
Convention Business
2020 Convention Bids

7:00 P.M.
CLOSING BANQUET
Hotel del Coronado
NATCA will provide ferry and bus transportation to and from the event. The first ferry departs the Hilton Bayfront dock at 6:00 p.m. and the second at 6:20 p.m. The ferries will board at 9:30 p.m. at the Glorietta Marina at Coronado to return to the Hilton Bayfront. There will also be five buses running on a continuous loop between the Hilton Bayfront and the Hotel del Coronado throughout the event. The first bus departing the Hilton for the event will board at 6:00 p.m.

WRISTBANDS ARE REQUIRED TO BOARD THE FERRIES/BUSES AND ATTEND THE EVENT.



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Also heard on the second day were resolutions R16-09 and R16-16 related to ensuring that NATCA leadership advocates for indemnification for employees from individual tort liability for acts within the scope of their employment. Executive Vice President Trish Gilbert stood in support and NATCA Special Counsel to the President Eugene Freedman explained the legal intricacies between private sector indemnification and Federal Tort Claims Act protections for federal employees. R16-16 passed with resounding support.

The body also held spirited debates on R16-03 (which would have limited a local's ability to use bank cards) and R16-14 (which was aimed at making all reasonable efforts for contract teams to obtain seniority provisions in each CBA including for Federal Contract Towers). These resolutions were defeated by 2/3 voice vote.

The following uncontroversial resolutions passed by voice vote: R16-01; R16-02; R16-05; R16-07. The following resolutions were withdrawn or were deemed out of order: R16-10; R16-13; R16-15.

On Wednesday, the convention body began consideration of the package of 34 proposed amendments.

The first order of business was a National Safety Committee (NSC)-sponsored amendment, A16-01, to restructure NSC membership positions by subject matter expertise rather than by facility type. Debate centered on whether the language was flawed because it could result in a committee that was comprised entirely of En Route or Terminal representatives. However, NSC Chairman Steve Hansen explained that was not the intent and was unlikely to happen. Following debate, the amendment passed by 2/3 voice vote.

The National Constitution Committee sponsored A16-02 and proposed to add a new Section 11 to Article V of the Constitution to allow for flexibility to attend national committee meetings via electronic means. This uncontroversial amendment passed by 2/3 voice vote.

A16-04 proposed to amend Article VII, Section 2, and was the first highly-debated amendment of the day. It would have required all candidates running for Regional Vice President (RVP) to be assigned to a facility of record within the region for which he or she is running. A point of information was asked and clarified that this amendment would not affect the President's ability to appoint replacements for RVPs who leave the position mid-term. The rigorous debate then centered on how this amendment was unnecessary since each member's vote in an RVP election was his or her opportunity to voice their opposition to such a situation. The amendment was defeated by 2/3 voice vote.

A16-06 was proposed to amend Article VII, Section 6, to limit all national officers to a maximum of three (3) terms in office. The limited debate on this topic was highlighted by former NATCA President John Carr, who explained that "national elections are your term limits," and if members are not satisfied with the performance of national officers

that they have an opportunity every three years to do something about it. The amendment was defeated by 2/3 voice vote.

The National Election Committee sponsored A16-07 to amend Article VII, Section 10, in order to clarify that local elections may be determined by a plurality of eligible votes unless expressly precluded by the local constitution. This amendment easily passed by 2/3 voice vote.

Amendment A16-09, was proposed to amend Article X, Section 8, which would have required locals to have a minimum of one (1) membership meeting per quarter, as opposed to the current two (2) meetings per year. Numerous members stood in opposition, explaining that local meeting frequency should not be micromanaged at the national level, and that if you are not satisfied you should vote out your FacRep. Another opposing position highlighted use of electronic communication as an alternative to additional membership meetings. Those who supported it argued that it is the FacRep's job to stand in front of the members and listen to their ideas and opinions. Ultimately, the amendment was defeated by 2/3 voice vote.

A16-11 was aimed at cleaning up some redundant loophole language in Article XIV, Section 6. This amendment passed by 2/3 standing vote.

A16-14, proposed to amend Article XV, Section 1, and was the first significantly debated seniority provision. Western Pacific RVP Ham Ghaffari, himself a retired United States Marine, stood in opposition, stating that he "did not serve" his country in order to "gain from that service." Many other veterans – who would have benefited from this provision – stood in opposition and echoed Ham's sentiment and added that such a provision would divide the union and threaten solidarity. This amendment was defeated by 2/3 voice vote. For similar reasons, A16-19 (on seniority for veterans) was also defeated by 2/3 voice vote.

A16-17 and A16-20, which were also proposals to amend seniority, were minimally debated and were soundly defeated by 2/3 voice vote.

The most hotly contested and spirited debate centered on A16-23, which proposed to amend Article XV, Section 3, on seniority. In particular, it would have narrowed the number of supervisors and managers who have their seniority reduced to zero after leaving the bargaining unit to take management positions to only those who left between Sept. 12, 2008 and Sept. 30, 2009. The intent was to continue to punish supervisors who left the unit during the "White Book" years and to not punish anyone who takes a management position for a limited time, which is more common in Region X. ★

CONGRESSIONAL MEDAL OF HONOR RECIPIENT FLORENT GROBERG



Retired U.S. Army Captain Florent "Flo" Groberg shared his remarkable story of bravery with the convention body to close the first day of business on Wednesday.

Groberg described his upbringing as a French immigrant who moved to Gary, Ind., as a child. In 1996, he got the first piece of news that shaped his future military involvement.

"My mom came into my room and told me that my uncle, my favorite person in the world at the time, had been killed," he said. "She said, 'your uncle was in Algeria in the army and his patrol was attacked. He was shot, beheaded, and dismembered.'"

Groberg was horrified that there were people in the world who could do that. In that moment, he decided that he would stop playing soldier and that he would soon don a uniform to find and destroy the individuals who took his uncle.

While military hopes never left him, another event solidified in his mind what he must do. On Sept. 11, 2001, extremists attacked the United States — his country. That same year, Groberg had become a naturalized U.S. citizen.

He called his father saying, "Dad they killed my uncle and now they come into my new country and kill 3,000 more of my brothers and sisters. They're in our home, I have to go do something."

His dad told him that when he starts something, he has to finish it because if you quit every time something happens in your life, you'll never accomplish anything. After graduating from college, he immediately went to the Army recruitment office.

Groberg went on to deploy to Afghanistan twice, overcoming a complicated process lasting 18 months to renounce his French citizenship, saying, "I was finally given the opportunity to follow my dream to go serve my country."

During his second deployment as a Personal Security Detachment Commander for Task Force Mountain Warrior in Afghanistan, an extremist wearing a suicide vest attacked his unit.

His six-man unit was on a routine patrol when a man walked towards them. Groberg immediately knew something was wrong. He hit the man in the chest and realized he was wearing the vest.

"Here I am holding a human being that wants to blow himself up and the only thing I can think of is throwing him as far away as possible as quickly as possible," he said.

When Groberg threw the man, the bomb detonated, which set off a second, unseen bomb in the process. While Groberg lived, three men in his unit died, plus a USAID foreign service officer traveling with his patrol.

Groberg described the demons in his head that immediately emerged as he suffered through survivor's guilt in addition to his severe injuries. He wondered why he lived and what he brought to the world. After another soldier visited him, he resolved that every single day he wakes up, he would try to be better and make a difference in other people's lives.

"When President Obama put the medal on my neck, I didn't know how to feel," he said. "This medal does not represent me. No one can wear this and say this is mine. This is our nation's. It's the millions of people who protect our country and our flag. The people who make this ultimate sacrifice and the families who have to live with their actions for the rest of their lives." ★



WYTKIND: “Don’t Ever Apologize” for Raising Standards for Members



Promoting Thursday’s 16th Biennial Convention focus on community service,” Transportation Trades Department (TTD), AFL-CIO President Ed Wytkind congratulated NATCA on the success of the NATCA Charitable Foundation. He noted the disturbing habit of those who levy nasty attacks on working people but then rely on those same people to help those in need or who have suffered in a natural disaster.

Helping people, he said, “has been what the labor movement is about for a long time.”

“I find the discourse of our politics to be disgusting and it’s often hurled at the people in public service,” he added. “They don’t call first responders public servants. They call them faceless bureaucrats. Somehow the wages are too high and pensions too lucrative and job protections too strong.”

Wytkind praised NATCA members’ commitment to safely guiding 70,000 flights each day, connecting families and businesses of the nation. With the anniversary of the 9/11 attacks approaching, he also praised NATCA members’ work that day while condemning those who demean federal employees.

“When NATCA members were not sitting around as an overpaid bureaucrat, they landed every flight safely without a single incident,” he said.

Wytkind detailed the current political environment in Washington, D.C., which he said is marked by continued animosity toward labor. His message to legislators is simple, he said: “If you want to help us, stop trying to destroy the bargaining rights of our members.”

He added, “Public promises and fairy dust aren’t getting us to solutions we need for transportation.”

Wytkind said, “Nobody in this hall and nobody across America who is a member of this Union should ever let the people who seek the support of Americans for office question your commitment to duty, question your commitment to service, or make you apologize for the standards that you fight like hell to protect.” ★

Rinaldi, continued from page 1

Using videos and photos, along with a review of major issues of the times, Rinaldi provided history and perspective in discussing previous conventions, particularly for the benefit of younger members – and the 60 percent of delegates attending Convention for the first time – who will take the Union forward. Of notable importance was the rise of the Union to its current state after the return of fair collective bargaining, and collaboration with the Federal Aviation Administration replacing the imposed work rules of a decade ago.

He asked the convention body, “So why did I just spend the time going over our past? Because this week, you are going to make the determination if this Union has reached the finish line, or if we are going to position ourselves for greatness. We have learned to fly together and have soared to remarkable heights over the last 29 years, especially over the last seven years!”

However, Rinaldi cautioned, for the first time in his 26 years in the Union, the proposal book is “full of amendments that will weaken our Union and some that are downright dangerous.”

He cited amendments that would “limit our elected officials’ ability to lead and limit our Union’s ability to have a say on legislation.” Of particular alarm, he said, are amendments that would undo the work of the 15th Biennial Convention body. The work of that body ensured NATCA could be engaged in discussions to shape its future, specifically regarding any proposed model of air traffic control reform.

“The amendments will not give us the flexibility to protect ourselves;



they truly weaken our ability to do so,” he said. “We will be in 100 percent fight mode if these pass. We can fight and we can fight well. But if your position is all or nothing, more often than not, you get nothing. Our current system is unsustainable as it stands today.”

Rinaldi asked delegates to make their decisions and cast their votes based on facts, logic, and reason, and what is best for the organization and their professions.

“Regardless of your decisions this week, we will leave San Diego just as we have left every other convention: as one united force to protect the best workforce in the world,” he said. “I thank you for your unity and your solidarity and I thank God we have NATCA.” ★

NAV CANADA: Their Reality vs. Our Status Quo

NATCA members Dawn Johnson (Atlanta Center) and Richard Kennington (Portland, Ore., ATCT) moderated a panel on their experience visiting Canadian facilities last month. Executive Vice President Trish Gilbert, NATCA Special Counsel to the President Eugene Freedman, CATCA's Central Regional Vice President David Doerksen, Toronto ACC Controller Paul Berry, Calgary Tower Controller Todd Gabel, and Buttonville Tower Controller Gordon Howe, joined them.

Johnson and Kennington were tasked with learning about the NAV CANADA not-for-profit system and giving their unbiased view to our membership.

At Vancouver Tower, Johnson and Kennington were amazed by the incredible technological advancements, including electronic strips that made the operational environment more streamlined and efficient.

In talking to Canadian controllers, they learned that the push to this new, private system was controller-led because of poor equipment upkeep and an inability to get new technology into the working environment.

"We were really surprised to learn controllers were pushing to get out from under government control," said Johnson.

While the updated operational environment was great, both Johnson and Kennington wanted to hear concerns from controllers but found only two problems — the potential for authoritarian management and for users to drive policy — problems which we currently face in the National Airspace System (NAS).

Some NATCA members have expressed concerns over moving to a new system similar to NAV CANADA. Gilbert clarified NATCA's stance on any potential reform, reiterating that protecting the workforce is NATCA's primary focus.

"We want to influence change that might go through the legislative process and become law," said Gilbert. "We need to be in the room to



make sure that no matter what path is taken, we are on it to protect our pay, benefits, and bargaining rights to protect the workforce."

She continued, "You name it, we want to make sure all of it is packaged in any proposal that may become law. We continue to be prepared for every possibility."

As the NAS continues to risk falling farther behind in technology and capabilities, the need to learn from other countries about what could work in our own system grows increasingly important. The status quo is unacceptable, and NATCA aims to build the best possible system for aviation to thrive for all users. The safety of the NAS remains paramount through any possible changes. Check future editions of the NATCA Insider for in-depth coverage of this important issue. ✨

SERVICE TO UNION: Honoring Those Who Go Above and Beyond

Today, NATCA will honor several distinguished and extraordinary members whose efforts have truly elevated the Union from good to great. Presented awards will include:

John Thornton Award

In Recognition of Extraordinary Contributions That Have Significantly Changed the Course of NATCA's History

NATCA lost one of its founding fathers in 2013 with the passing of John Thornton. At the 15th Biennial Convention in 2014, NATCA honored Thornton's memory with a special presentation to his widow, Ginny, and the introduction of a new award named for him and inspired by his extraordinary contributions to the birth of our Union.

Thornton embodied every great characteristic of a union man. He put his brothers and sisters' interests first. He also made the biggest sacrifice in 1981, as a member of PATCO. Those who were hired to fill the open controller positions faced the same challenges and struggles. It was Thornton who then helped them by leading a new effort to unionize.

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

Created in 2012 and named for the NATCA retired member and 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 symbolizes a career devoted to service to NATCA and safety, bettering the Union, its members, the flying public, and the airspace as a whole.

Tim Haines Memorial Award of Honor and Distinction

At each NATCA convention, 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 award was originally named the "Natty Award," first presented by former President John Carr at the 9th Biennial Convention in 2002 and again at both the 10th and 11th Biennial Conventions. The "Natty Award" was changed to the "Timmy Award" during the 12th Biennial Convention in 2008 in honor of Haines, who, with hard work and dogged determination, successfully implemented a reclassification project into NATCA's third contract, the Green Book.

Starting as a controller and then facility representative at Pittsburgh Tower (PIT), Haines was elected Eastern Region RVP in 1991. Haines is remembered as a NATCA member who never backed down and displayed staunch dedication to his Union. ✨

SPOTLIGHT: THE ARCHITECTS OF THE SLATE BOOK



L-R: Eddie De Lisle, Drew MacQueen, Ryan Smith, Phil Barbarello, Paul Rinaldi, Trish Gilbert, Dean Iacopelli, John Bratcher, Eugene Freedman, Jamaal Haltom



Going into contract negotiations for what became the recently implemented Slate Book covering the ATC/FSS/TMU/NOTAM bargaining units, NATCA President Paul Rinaldi said he had one guiding philosophy.

"I wanted to continue to build on the road of success and collaboration that NATCA and the FAA have developed over the past several years, and continue to move the Agency forward and continue to grow aviation in this country," he said.

Collaboration is named several times throughout the contract. It incorporates all of NATCA's collaborative principles and processes and will provide stability for the workforce for the next six years. Collaboration is not simply a memorandum of understanding. It is a practice that has been fostered by NATCA and the FAA for the last several years that is now memorialized by the contract.

"Most of the changes you will see in the contract really reflect just a change of acknowledging the way we have been working for quite some time," Federal Aviation Administration Air Traffic Organization (ATO) Chief Operating Officer Teri Bristol said.

Interest-based bargaining was a leap of faith, Rinaldi said, but there was trust in collaboration on both sides.

The result, NATCA's Slate Book Chief Negotiator and Eastern Regional Vice President Dean Iacopelli said, was a big step forward in the parties' relationship.

"In this case, we worked our way through a term agreement for over 14,000 employees without requiring the outside assistance for arbitration or even mediation," he said.

NATCA and the FAA developed processes to ensure collaboration at the national, regional, and local levels, setting the stage for the successful contract negotiations.

"When you reach a voluntary agreement, certainly the parties have more ownership of the words that come out on the paper, and more ownership of its implementation," NATCA Executive Vice President Trish Gilbert said.

The NATCA membership ratified the contract with the highest percentage of any collective bargaining agreement in the Union's history: 98.32 percent.

"It's the first voluntary agreement in nearly two decades," said FAA ATO Vice President Tim Arel, "That's pretty significant in and of itself. But I think it speaks volumes about the maturity of our relationship and about how far we've come in reaching a common understanding."

"I think the truth is, both sides won," Iacopelli said. 🌟

NATCA's Contract Team:

Dean Iacopelli, Chief Negotiator, Eastern Regional Vice President

Phil Barbarello, Former Eastern RVP

John Bratcher, Fort Smith ATCT

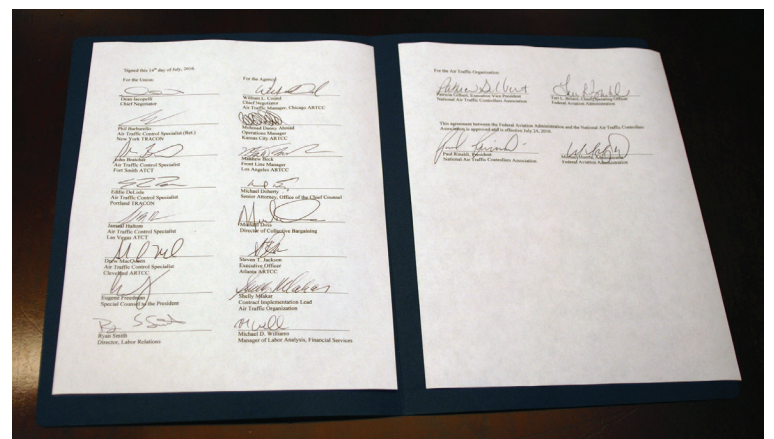
Eddie De Lisle, Portland TRACON

Jamaal Haltom, Las Vegas ATCT

Drew MacQueen, Cleveland Center

Eugene Freedman, Special Counsel to the President, National Office

Ryan Smith, Director of Labor Relations, National Office



★ OPENING RECEPTION ★



★ NCF / SOLIDARITY EVENT ★



ULLMANN: COLLABORATION IS KEY



Jim Ullmann
Director of Safety & Technology

On behalf of NATCA’s Safety and Technology Department, we’re glad you’re here at NATCA’s 16th Biennial Convention in San Diego! Air traffic control is the ultimate team “sport” and this week has been another great opportunity for the membership to work towards improving working conditions for all of NATCA’s represented aviation professionals and continue to contribute to the growth, efficiency, and prosperity of the world’s safest and most efficient air traffic control system.

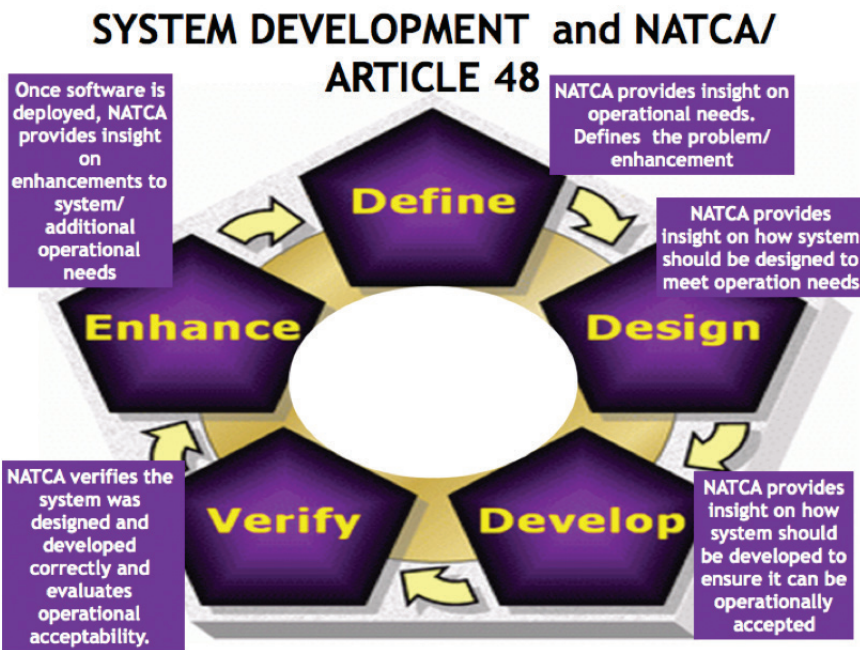
Much has changed since we last met in Minneapolis in 2014, and NATCA continues to be a highly respected organization whose opinion and insight is sought after by many stakeholders in the aviation community. The value of collaborating with the FAA and others in the aviation industry has proven to be extremely beneficial to our workforce and has led to the implementation of numerous NextGen programs.

As all of you are well aware, we are facing a staffing crisis that will ultimately take some years to improve. The staffing crisis, combined with the success NATCA has had in working on numerous projects designed to improve the efficiency of the National Airspace System, has undoubtedly caused some to question the effect on staffing at the facility level. The pressure on our facilities to release qualified NATCA representatives and subject matter experts (SMEs) is measurable, but our continued participation also holds great value.

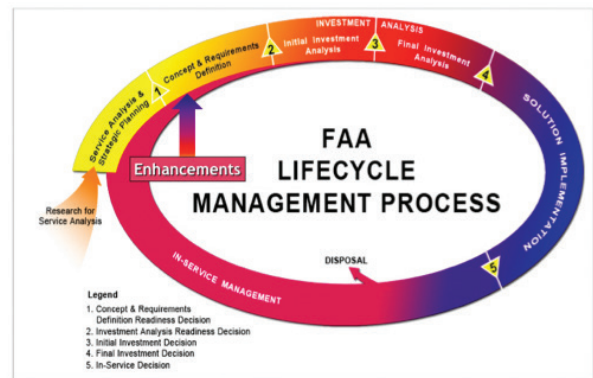
Based on our recent successes, the FAA is asking NATCA to work on many ongoing and new programs. Our value comes in ensuring the people who work airplanes every day, and our other valuable aviation experts in the field, have a say in the implementation of new technologies and procedures. As many of you are aware, a vast majority of new projects, and the development of new procedures, does not happen quickly. Many programs take years between design, development, verification, implementation, and then future enhancements. It is not unusual for some of these projects to have a five-to-10 year lifespan.

When taken from the view of just a few programs, NATCA’s involvement may not seem to some like a huge strain on our workforce. However, when considering we are involved in somewhere between 50-to-70 programs at any given time, the effect is clear. We must also consider some of the bigger projects, like ERAM, TAMR, and Data Comm, and the large number of NATCA Reps and SMEs that must be involved in their development, testing, and implementation.

As an air traffic controller for over 26 years, and with the history of being a NATCA Representative at several different levels, I’m well versed in conversations and comments that take place in the operation. I know some of our hardworking Brothers and Sisters make comments at times regarding the absence of their coworkers. With the ever worsening staffing issues being felt at a vast majority of facilities, this type of commentary is going to occur. I would simply ask everyone to attempt to understand and consider the value our workforce brings to the work that takes them away from their home facilities.



FAA SPIRAL SYSTEM DEVELOPMENT



As a former member of NATCA’s Executive Board, I know the value our organization gives to collaboration. It is the best way to do business and has greatly benefitted our workforce, as the newly ratified 2016 Collective Bargaining Agreement proves. In fact, there is an article in the 2016 CBA solely about collaboration, showing just how much we value collaboration. I encourage everyone to spend a few minutes reading the language contained in Article 114, and think about the amazing value of having that language in a Collective Bargaining Agreement. Working in collaboration is not easy and takes a vast amount of time and resources; however, it is arguably the best way to operate when we are afforded the opportunity.

We must continue to work hard to balance the duties asked of us as a collaborative stakeholder on many levels, and the job of running the busiest, safest, and most efficient airspace system in the world. NATCA’s Safety and Technology Department has a booth at this year’s convention, and we ask that you take the time to stop by and ask some of our great NATCA reps any questions you may have on anything and everything related to safety and technology. 🌟



We are proud to recognize every facility in the country that has achieved the ultimate in NATCA organizing: **100 percent union membership**. This impressive achievement is the culmination of hard work, solidarity, and unwavering commitment to NATCA. Congratulations!*

AMA	Amarillo ATCT	ELP	El Paso ATCT	PAO	Palo Alto ATCT
ARB	Ann Arbor ATCT	PAE	Everett Paine Field ATCT	PSC	Pasco Tri Cities ATCT
AVL	Asheville ATCT	FRG	Farmingdale ATCT	PNS	Pensacola ATCT
ASE	Aspen Pitken Co. ATCT	FS4	Flight Services (NAATS) PAQ Local	PTK	Pontiac ATCT
ARR	Aurora ATCT	FCM	Flying Cloud (MN) ATCT	POU	Poughkeepsie/Dutchess Co. ATCT
BFL	Bakersfield Meadows Field ATCT	FLL	Fort Lauderdale ATCT	PRC	Prescott ATCT
BPT	Beaumont Port Arthur ATCT	FXE	Fort Lauderdale Executive ATCT	PUB	Pueblo ATCT
BED	Bedford ATCT	FWA	Fort Wayne ATCT	ROA	Roanoke ATCT
BDL	Bradley International ATCT	GCN	Grand Canyon ATCT	MYF	San Diego Montgomery ATCT
BJC	Broomfield Jefferson Co. ATCT	ZUA	Guam CERAP	SJU	San Juan ATCT
BUF	Buffalo ATCT	HWD	Hayward ATCT	SFB	Sanford ATCT
CDW	Caldwell ATCT	HLN	Helena ATCT	STS	Santa Rosa/Sonoma Co. ATCT
CMA	Camarillo ATCT	ITO	Hilo ATCT	SRQ	Sarasota Bradenton ATCT
GRO	Carlsbad Palomar ATCT	HSV	Huntsville Madison Co. ATCT	SDL	Scottsdale ATCT
GID	Cedar Rapids ATCT	JNU	Juneau ATCT	SUX	Sioux City ATCT
DPA	Chicago/DuPage ATCT	MKC	Kansas City/Downtown ATCT	SPI	Springfield Capital ATCT
CNO	Chino ATCT	LAF	Lafayette/Purdue University ATCT	T75	St. Louis TRACON
CKB	North Central West Virginia ATCT	HEF	Manassas ATCT	PIE	St. Pete-Clearwater ATCT
CSG	Columbus (GA) ATCT	MHT	Manchester ATCT	HUF	Terre Haute ATCT
CCR	Concord (CA) ATCT	MIC	Minneapolis Crystal ATCT	TEB	Teterboro ATCT
CPS	St. Louis Downtown ATCT	MMU	Morristown ATCT	TOA	Torrance ATCT
		MWH	Moses Lake/Grant Co. ATCT	TVC	Traverse City ATCT
		APC	Napa County ATCT	IAD	Washington Dulles ATCT
		PHF	Newport News ATCT		
		PNE	North Philadelphia ATCT		
		OAK	Oakland ATCT		
		ORL	Orlando Executive ATCT		

*This list includes facilities that reached 100 percent membership as of August 1, 2016, and does not include FCT or DOD facilities.

COUNTRY



COMMUNITY



UNION



As attendees head home from the 16th Biennial Convention, the NATCA Charitable Foundation (NCF) wants to remind all NATCA members that they are here to support your charitable efforts!

NCF operates 365 days a year supporting local charities through its dedicated volunteers who enable it to keep operating expenses exceptionally low — below five percent since 1998.

NCF is a non-profit 501(c)(3) corporation with a mission to assist charitable, educational, scientific, and other activities that benefit the common welfare.

From 2011 to 2015, NCF has more than doubled the amount of money allocated to those in need, from \$91,000 to \$200,000. NCF even reached over \$1 million raised in 2012 with its 20th anniversary fundraisers.

Other recent milestones include taking the NCF Annual Backpack Drive from four backpack programs in 2010 to 32 backpack programs nationwide this year. The program seeks to support local schoolchildren in need with donated backpacks stuffed full of school supplies so they are prepared and eager to succeed.

NCF has also gone from six holiday programs in 2010 to 20 in 2015. This year is shaping up to be a great holiday season as well, with several programs throughout the country building up support to assist local communities.

You can donate to NCF here at Convention or at home through the NATCA app! Open the app, click on “NCF” then “Fill Out an 1187 donation.” These donations are similar to Union dues and go directly to NCF. You can also donate via the QR code included on this page.

Have a local charity drive coming up? Reach out to NCF and take your endeavors to the next level!

For more information, contact NCF at natcacharitable@natca.net or visit NCF's Facebook page and keep an eye out for the all-new NCF website, coming soon. 🌟

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ncfvicepresident@natca.net

Stephanie Soignet, Treasurer
ncftreasurer@natca.net

Dawn Taylor, Secretary
ncfsecretary@natca.net

2016-18 BOARD OF DIRECTORS

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**FOR MORE INFORMATION
ON NCF AND HOW TO GET
INVOLVED:**

**natcacharitable@natca.net
202.220.9831**



SPOTLIGHT: HOTEL DEL CORONADO

The Hotel del Coronado is a San Diego treasure, with 128 years of rich history. The Del has played host to celebrities, royalty, dignitaries, and U.S. Presidents since its debut in 1888, and was designated as a National Historic Landmark in 1977.

The Del's founders, Elisha Babcock and H.L. Story, set out to build a hotel that would stand the test of time. To do so, they established the city of Coronado prior to construction as the foundation of their vision and the center point of North Island.

When the Del debuted, it was considered a technological marvel. Electricity was still uncommon in buildings; candles were the primary form of light. In addition to having complete electrical capabilities, the hotel supplied electricity to the entire city of Coronado. The hotel even premiered the world's first electrically lit, outdoor, live Christmas tree in 1904.

The Del has stood the test of time and has been a hub of extraordinary sights, including several events and individuals representing the uniquely American tradition of aviation.



President Benjamin Harrison, Esther Williams, Marilyn Monroe, Frank Sinatra



During World War I, the hotel provided a great view of some of the nation's first pilots taking off and landing at North Island. Pilot Walter Lees, who in 1931 set the world flying endurance record (unrefueled) of 84.5 hours, was a notable visitor to the hotel following his historic flight. The hotel has also been the setting of several films, including the 1931 film *Hell Divers*, starring Clark Gable and Wallace Beery as Navy Airmen.



Charles Lindbergh

On Sept. 21, 1927, Charles Lindbergh was honored at the hotel following his solo trans-Atlantic flight from New York to France. Lindbergh's plane, the Spirit of St. Louis, was built in San Diego. An estimated 1,000 people attended the celebration in the Crown Room of the Del, which featured "Lone Eagle Stuffed Eggs," "Salad Lindbergh," and "Spirit of St. Louis Striped Bass."

In 1930, Roscoe Turner, record-breaking aviator and three-time winner of the Thompson Trophy air race, also visited the hotel with his aircraft, the Gilmore Lion, lovingly named in honor of his pet lion.



Roscoe Turner

Today, the hotel continues its strong ties to aviation. Situated next to Naval Air Station North Island (Halsey Field), guests of the hotel get a daily view of military air operations and practice flights.

Explore more of Hotel del Coronado's history during the closing reception by visiting the hotel's downstairs history hallway to view large historic photographs. ★

COMMUNITY



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Scott Davis, P80



Scott Blansett, ZFW



Timothy Alexander, SCF



Mike Robicheau, RVP, NNE



Xavier Gutierrez, ORD



Vince Greece, ZKC



Rick Cali, AKR



Steven Hartsoe, T75



Zach Rubin, FAT



Sarah Grampp, ZKC



Trevor Thompson, ZJX



Tom Thompson, ret.



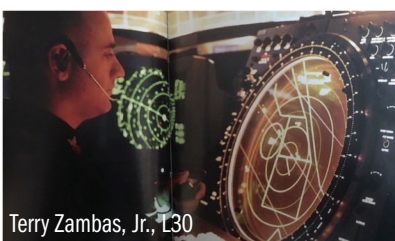
Robert Stricker, H10



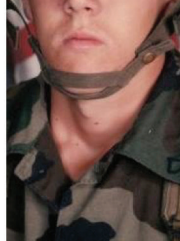
Sarah Titone, ZLA



Philip Schwalbach, GTF



Terry Zambas, Jr., L30



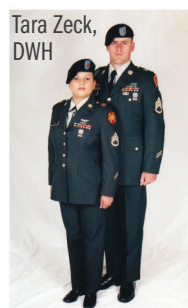
Shawn Bates, PIA



Sean Graber, TPA



Ray Evangelista, ZDV



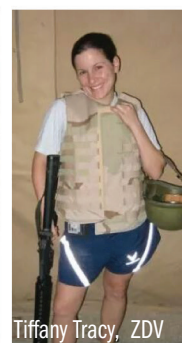
Tara Zeck, DWH



Rob Valland, ZDV



Ron McAuley, NCT



Tiffany Tracy, ZDV



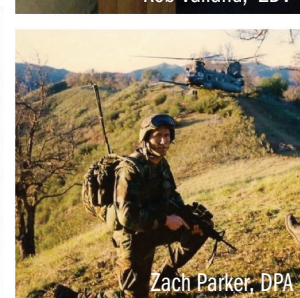
Teresa Pavljuk, DWH



Teresa Mathieu, ret.



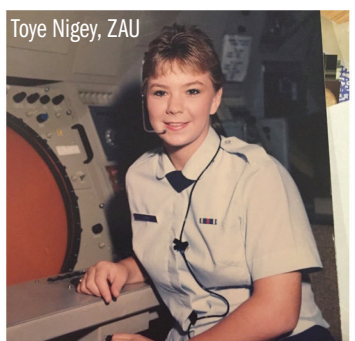
William Wills, ZAU



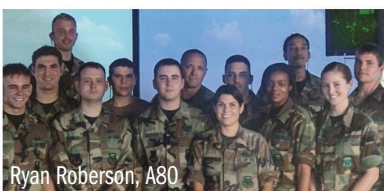
Zach Parker, DPA



Steve McKenzie, ZID



Toye Nigey, ZAU



Ryan Roberson, A80



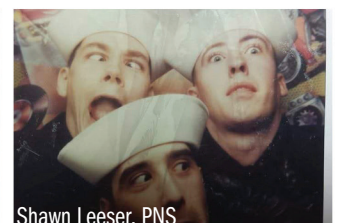
Roldan Piga, ZOA



Shannon Shuey, ABE



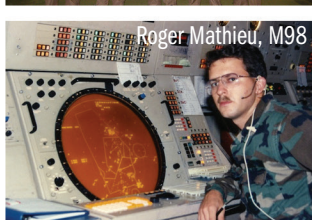
Scott Voigt, ret.



Shawn Leaser, PNS



Ron Davis, OAK



Roger Mathieu, M98



Robert Berndt, ZDV



Teddy Gonzalez, ZDV

COMMUNITY



COUNTRY

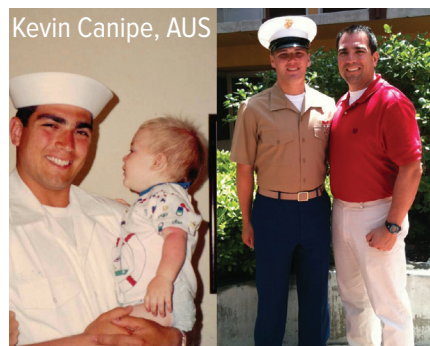
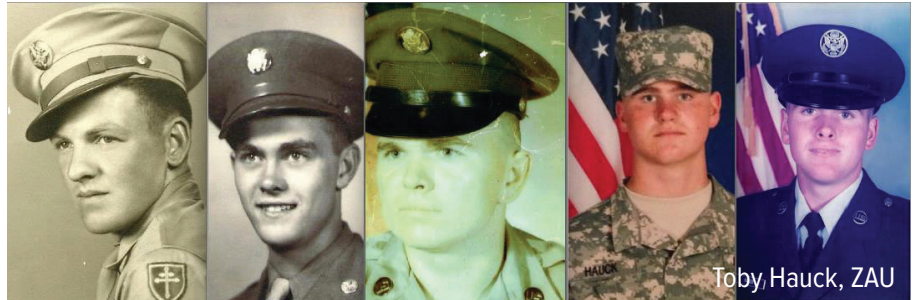


UNION

Have you or a union brother or sister you know served in the military?

This year's convention is not the only way NATCA honors its members in the military. In appreciation for all members of the NATCA family who are currently serving or have once served our country, we would like you to send us your military photos for proud display on NATCA.org.

Send photos – including military branch, years of service, and current NATCA facility – to Sarah Zilonis at szilonis@natcadc.org.



Life Insurance

If you have FEGLI, we can show you how to save by switching to an individual life policy. Come and see how you can save a substantial amount with a comparison of FEGLI vs. your individual benefit.

Retirement

If you are preparing to retire and are considering options to your Federal Survivor Annuity, come and see how you can save with with life insurance versus full survivor annuity.

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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- Preparation is Key to Prevent Any Surprises



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