

# Team Update June 23rd



BARRETT ✕ DE LISLE ✕ MARINITTI ✕ MCCRAY

In this year of organizing, and raising our level of activism by demonstrating The NATCA Difference in a variety of ways, we

have witnessed some truly inspiring displays of solidarity. But what four of our members on bicycles and a support team of 14 members accomplished the past seven days is one of the most extraordinary displays of Union passion and solidarity we have ever seen.

Saturday night, the NATCA Flyers - Jay Barrett (MIA), Eddie De Lisle (P80), Jim Marinitti (MIA), and Brody McCray (ZDC) - triumphantly crossed the finish line of the Race Across America (RAAM) in Annapolis, Md. It was a 3,000-mile odyssey that began last Saturday, June 14, in Oceanside, Calif., and took them across 12 states, over all types of terrain, and through every kind of weather.

Assisting them every mile was a wonderful support team of NATCA members; Jerry Nash (Crew Chief), Juan Alban, Devin Barrett, Jenny Benjamin, Betsy Beaumont, Jill Collum, Dan Ellenberger, Jacqui Garlick, Luke Gerner, Linda McCray, Kelly Richardson, Steve Wallace, Ben Welsh, and Molly Welsh. They drove an RV and other vehicles, providing meals, medical care, bicycle maintenance, dozens of other duties as needed, and an unlimited amount of support, care, Union brother and sisterhood, and love. Several other wonderful members have provided support from around the country, including paying for fuel for the vehicles, and many more came out to welcome the team as they passed through their local areas, bringing food, supplies, encouragement, and more Union solidarity!

RAAM is one of the most respected and longest-running endurance sporting events in the world. For over 30 years, RAAM has been seen as a pinnacle of athletic achievement not only in cycling circles, but the greater sporting community as well. Teams ride 350-500 miles a day, and climb over 170,000 vertical feet.

None of the NATCA Flyers cyclists had attempted this type of event before. They trained for many months and set a goal of simply finishing the race. But once Annapolis started to appear as a reality a couple of days ago and not just a dream, their natural competitive instincts kicked in and they made a strong push to the finish line. To complete this event in just seven days is an awe-inspiring feat!

The best part of this race is the amount of money that is raised by various teams for charity and the NATCA Flyers have gone

above and beyond for the NATCA Charitable Foundation, both before the race began and throughout the past seven days. We can't wait to see the final tally but we know that many thousands of dollars have already been raised.

It's not too late to make a donation. Please consider giving what you can, no matter what amount. To donate, please click [here](#) to donate.

Like their professions and their Union, this event has been about the team. As Marinitti put it in one of the team's blog posts before the race began, "they are the most dedicated and professional people I know. We may be an inexperienced RAAM team, but no one is more motivated. We work as a unified force. I've watched 14 type A personalities gel into a well-oiled machine."

They have inspired us all, and shown us the powerful force that is NATCA. Congratulations to the NATCA Flyers on their truly awesome achievement! To learn more, please click [here](#). A photo album from the first several days of the race can be found [here](#).



We were thrilled and proud to celebrate NATCA's 27th anniversary on June 19. This anniversary is a great opportunity to reflect upon what brought us to this point. What a story we have to tell - a deep, rich story with many highs and some lows. As we reflect on our history, we must continue to learn from the past in order to build a stronger union.

The state of our union is strong. We're at all-time high levels of activism. We are, at this moment, the best we've ever been. We are so proud of this union! We stand together, we walk together, and we call each other "brother" and "sister." Now is the time to remain united, stand strong, focus on the path ahead, and stay professional.

You may or may not be aware of a recent incident that attracted the attention of the national media. While intending to be humorous, a controller's actions resulted in an unprofessional incident. The individual is very remorseful and has apologized to the airline and his colleagues.

NATCA takes very seriously its commitment to maintain the U.S. National Airspace System status as the safest in the world. Our nation's air traffic control workforce is held to the highest standards of professionalism, and unfortunately in this instance we fell far short of that.

Our goal will always be to solve problems in a manner that addresses the real issues, in a way that makes sense and keeps the safety of the system at the forefront of any solution. That being said, incidents of unprofessionalism generate problems for all of us. A negative perception of the profession we love is not an as easy issue to address.

Our staff and NATCA representatives and activists do an outstanding job dealing with these very tough issues when they arise. But make no mistake, the professionalism of our workforce will always be called into question due to the significance of our work. Negative perceptions of our workforce damage the confidence the flying public, Congress and the user groups, entrust in us. Without that trust - trust that we rightfully deserve and have worked so hard to earn - it is very difficult to accomplish our goals. We must remember that there are some in Congress who are very hostile to unions and federal

employees. The bottom line is that there is a Congressional push to come down hard on us (as union members and federal employees). Incidents like this only give our opponents more ammunition to use against us and make it tougher for our friends to defend us.

It is imperative that we remember, each time we plug in, that we carry the professionalism and image of every one of our 15,000 Sisters and Brothers on our shoulders. With each decision and transmission we make, we represent our entire profession.

We are consummate professionals, day in and day out. Yet occasionally, unfortunate circumstances or errors in judgment give our profession a black eye. The very public nature of our jobs will always mean that even the smallest incidents will be magnified and threaten to erode confidence and trust in our ability to maintain a safe system.

We are asking each of you to refocus on your own professionalism. Please be vigilant and understand that we are always under intense scrutiny. With each incident, pressure mounts on Congress and the Administration to do something. And we all know that "doing something" doesn't always mean doing the right thing.

Please help us get the right things accomplished. Stay committed, stay focused, and remain the dedicated professionals that you are. As we move forward, we are united in our commitment to maintain the highest standards and utmost respect for safety, professionalism and our duty to the American flying public.

Last but certainly not least, remember to Turn Off and Tune In to Safety!!





### [Our First Quarter Century: A Look Back](#)

The great moments in our Union's history since 1987, as first published in our Denver Convention event publication two years ago, celebrating our first 25 years

[Facrep Reflections](#) on our Anniversary.



Paul joined Transportation Secretary Anthony Foxx and FAA Administrator Michael Huerta at Houston Center (ZHU) on Wednesday in announcing the successful implementation of the Houston Metroplex NextGen airspace redesign project, which will deliver more on-time flights for passengers while reducing pollution by thousands of metric tons each year.



ZHU NATCA Facility Representative Andrew LeBovidge called the Houston OAPM procedures the culmination of approximately two years of intense collaborative efforts by dedicated representatives from NATCA, the FAA, and industry. The implementation was approached with a certain degree of trepidation from the workforce, especially in light of the convective weather activity forecast for May 29, the date of

implementation. However, as is always the case, the controllers handled this dramatic change in procedures with their typical aplomb and cool professionalism.

We are proud of our team's role in the exciting and important process of planning and preparing these new procedures so they could be safely implemented. NextGen is no longer the future - it's happening now. Houston is the latest in a series of successes, thanks to the strong collaboration between all stakeholders.

The Houston Metroplex project was launched in January 2012. It was selected by the Administration as one of 14 high-priority infrastructure projects that were ideal for expedited completion. Rather than taking three years to complete, the FAA says in its press release this project was completed in 30 months through environmental streamlining and concurrent reviews.

OAPM in the Houston Metroplex impacts a number of airports, including David Wayne Hooks Memorial- DWH, William P. Hobby- HOU, George Bush Intercontinental - IAH and Sugarland Regional - SGR. There are a total of 61 procedures - 50 new procedures and 11 modified or amended procedures.

## TWO NEW FAA VIDEOS

"Metroplex - Building a Better Airspace." Featuring NATCA members involvement.

## Houston Metroplex

"Redesigning the Houston Metroplex."



## Redesigning the Houston Metroplex

### PRESS CLIPS FROM WEDNESDAY'S (JUNE 18) PRESS CONFERENCE

[The Associated Press](#)

[USA Today](#)

[KHOU-TV HOUSTON](#)

[NBC News Travel](#)

[CBS News](#)

[NBC HOUSTON](#)

[Bloomberg](#)



#### The Week

Trish was on vacation last week leaving Paul with an extremely busy week with multiple media events, membership meetings, facility visits, prep work for NATCA testimony set in the Senate for Wednesday June 25th and a listening session with the Aviation



#### The National Research Council releases its report

The media has taken comments from the report and sensationalized the issue around controller schedules and fatigue.

NATCA released the following comments on the issue.  
"NASA conducted a study of



#### OPEN SEASON!!!

We are fast approaching 500 new members thus far during our NATCA Difference campaign.

Great work by all and let's keep talking to all the potential members and get them to join our efforts.

full committee and subcommittee chairman and their staff.

During his visit to Las Vegas he was able to tour the new tower. The opening of the facility will be delayed due to the contractor's poor installation of the ventilation system as they will have to replace 7000 feet of air ducts.



over 200 controllers working midnight shifts in 2010. Those findings and well respected SAFTE shift modeling (Sleep, Activity, Fatigue, and Task Effectiveness) indicated that with proper rest periods the 2-2-1 actually produced less periods of fatigue risk to the overall schedule. For instance the nine-hour requirement between the any swing shift and day shift resulted in a 14% reduction in fatigue risk on the midnight shift. Additionally the FAA instituted a "Fatigue Flex" policy allowing for a seven-hour day shift before a midnight shift that added an additional 20% reduction in fatigue risk on the midnight shift. There are ongoing policy changes being studied and implemented that gradually reduce fatigue risk on the midnight shift.

**Stronger  
Together!!**

The NATCA Difference:  
Barry Krasner



## Pay Retention

We have gotten a few questions about the application of pay retention as it relates to the June increase. A group began reviewing the issue last week and we will have guidance out soon.

Please do not file local or regional grievances at

this point. We are going  
to deal with this issue at  
the National level.

Stay Connected



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