



Dear Sisters and Brothers,

According to public reports, the Senate is gearing up to move on its own version of the FAA reauthorization bill. This version will probably not include an air traffic control corporation proposal. Senate Commerce Committee Chairman John Thune (R-SD) and Senate Commerce Committee Ranking Member Bill Nelson (D-FL) are looking to draft a bipartisan bill that would likely be more limited in scope. We expect if the Senate can come together to create a bipartisan proposal, they will try to introduce a bill before the end of March.

NATCA is working with staff on both sides of the aisle on a number of issues important to our members and the National Airspace System (NAS). One of our efforts surrounds hiring of air traffic controllers. The hiring package we are striving for would provide some relief and preference to CTI graduates, raises the maximum entry age for experienced controllers with a minimum of 52 weeks of experience from age 31 to 35, fixes the enforcement provisions of veterans' preference and prohibited personnel practices for FAA to ensure that veterans are not discriminated against in hiring,

promotion, and other personnel decisions and creates a process for establishing durable staffing levels and a placement process to distribute current controllers more efficiently and new hires where they will be more likely to succeed in training.

As we [shared with you](#) on Feb. 12, the House Transportation & Infrastructure (T&I) Committee [held a markup](#) of the Aviation Innovation, Reform, and Reauthorization Act of 2016 ([H.R. 4441, the AIRR Act](#)) on Feb. 11. The committee passed the legislation by a vote of 32-26. The next step for H.R. 4441 is to receive a vote on the floor of the House of Representatives. The timing on that is uncertain. The initial goal by T&I committee staff was to try and bring H.R. 4441 to the House floor for a vote this week. Public reports have made it clear, however, that the T&I Committee still has work to do before the legislation can be considered on the floor. Concerns have arisen from appropriators, in both the House and Senate, the House Ways & Means Committee, some factions within the majority party, as well as members of the Democratic caucus.

The House Ways & Means Committee has requested to review the legislation before it can be considered on the floor of the House of Representatives. H.R. 4441 includes tax provisions on how money would be raised to pay for provisions in the bill, so the committee that oversees revenue and taxes must approve the bill before it can be considered by the body at-large. In this case, that means the House Ways & Means Committee needs to weigh in on the legislation before it can move forward in the legislative process. Its consideration of the bill could include a hearing. Right now, it is uncertain when the Ways & Means Committee could review the bill. We will keep you informed if there are any updates on progress.

Additionally, the House and Senate are considering an extension of the current FAA authorization because it

expires on March 31. This would be the second extension of the current authorization. NATCA is already working with committee staff in both the House and Senate advocating to include provisions in the extension that are important to our membership. This extension would likely last through the end of June or through the beginning of July in order to give both chambers of Congress more time to work on a new reauthorization.

We would like to remind you that before the 2012 FAA reauthorization bill passed there were 23 extensions. Each time the extension was about to lapse was another chance for a partial FAA shutdown and member furloughs. This is the sort of funding uncertainty that we have worked hard to address.

NATCA continues to push for reform to end, that funding uncertainty, which has been problematic for the workforce and the NAS for far too long. We have made clear that we will consider any and all reform proposals so long as they do not maintain the status quo or result in a for-profit system. That is why we support H.R. 4441 - it is currently the only option on the table that offers a solution to the funding uncertainty, and is consistent with all of our organization's policies, practices, and principles while also protecting our members and the unionized workforce. Paul [reiterated](#) this pledge to members of the T&I Committee on Feb. 10, during a hearing to review air traffic control reform proposals. It was during this [hearing](#) that Ranking Member Peter DeFazio said he had never seen a bill so comprehensive in its worker protections. NATCA also supported an amendment offered by Ranking Member DeFazio during the committee's markup of H.R. 4441, which would have provided stable funding for the FAA. The amendment, however, failed by a vote of 25-34 and like H.R. 4441 was not supported by the Appropriators.

These are the first steps in what will likely be a long legislative process. But we are glad our Union has a seat at the table for this important discussion. The NATCA staff, the National Legislative Committee (NLC) and the many legislative activists have worked very hard to ensure we have a voice in the process. This is too crucial of an issue for us to sit on the sidelines and let other people decide our future for us.

We will continue to keep you updated as the legislative process moves forward. Remember to view the frequently asked questions [here](#). If the answer is not there then email us at faabill@natca.net.

In Solidarity,

Paul Rinaldi - NATCA President

Trish Gilbert - NATCA EVP





NATCA Scholarship Program

Just a few days remain until the **March 1 deadline** to submit applications for the annual NATCA Scholarship Program.

ELIGIBILITY:

Spouses, children, stepchildren, and legally adopted children of active, retired, and deceased NATCA members. Applicants or their family member must have two years of continuous good standing, active union membership prior to submission of application. Applicants or their family member must be enrolled in an accredited college or university.

APPLICATION:

[Please click here for an application form.](#)

DEADLINE:

Applications must be postmarked no later than March 1, 2016. Applicants wishing to receive confirmation of receipt of their applications should send a self-addressed stamped postcard along with the application.

Applications should be sent to:

NATCA
Attn: Scholarship Fund
1325 Massachusetts Ave. NW
Washington, D.C., 20005

or

You can also email a PDF of your application and essay to forms@natcadc.org.

A notification letter will be sent to all applicants announcing their approval or denial of scholarship funds by April 30, 2016.

AWARD CRITERIA:

Awards will be based on a lottery system. Applicants must qualify for the lottery by submitting an application as well as an essay. The essay must follow the outlined question and contain no more than 500 words. NATCA's President and Executive Vice President will judge qualifications for the lottery.

ESSAY:

Please submit an essay of no more than 500 words. Please ensure that you send your essay with the completed application. Essays sent separately will not be considered. In your essay, **please describe your career goals and aspirations, and highlight the importance of the union and the labor movement to your family and/or yourself and why you are deserving of a union scholarship.**

Essays must be applicants' own work.



Air Traffic Control Specialist Hiring

The first of two hiring bids for air traffic controllers is out until June 21, for experienced controllers (52 weeks former FAA CPCs, Military controllers, DOD controllers and Federal Contract Tower controllers). Applicants will not need to take the biographical assessment, and depending on their experience may not need to go to the Academy. Click [here](#) to apply.

The FAA is planning a second bid in late summer or early fall. It will be a general public open bid. We are very concerned whether the FAA will meet their goal of a summer/fall bid. They have indicated to us that they want to validate a new ATSAT for use in that bid. Our concern is that validating a new ATSAT is requiring many controller hours out of the operation to validate it. With the workforce already short staffed, pulling the needed numbers to validate is problematic and may cause delays in the bid announcement. We will work with the FAA to help with the validation meanwhile advocating for a plan B as not to delay the bid.

Applicants in the open bid will need to pass the biographical assessment (as revised), the ATSAT (as revised, unless we can convince them to use the current one another time), and attend and pass the Academy. Academy graduates will get their facility placement upon graduation as is current practice.

NATCA URGES PARTICIPATION IN FAA'S AT-SAT REPLACEMENT VALIDATION TESTING

Recently, many NATCA BUEs received notice that they had been randomly selected to participate in the FAA's AT-SAT replacement validation testing, which the Agency is conducting in conjunction with APT Metrics. NATCA urges those CPCs selected to participate in this very important endeavor. APT Metrics must test at least 1600 CPCs to accurately validate the replacement test. Only by quickly validating a replacement to the AT-SAT can the FAA's CPC staffing crisis begin to be addressed.

Unfortunately, the current number of CPCs who have either completed testing or signed up to test is far below the needed number to validate the test. NATCA encourages selected BUEs to work closely with their FacReps and ATMs to schedule a testing date as soon as possible, and to discuss any questions or concerns with their FacReps or RVPs/ARVPs immediately.



**KEEP
CALM
I'M AN
AIR TRAFFIC
CONTROLLER**

MRA+30 and OPM

Recently, the Office of Personnel Management (OPM) resubmitted their [February 2006 guidance](#) to the FAA on Section 226 of Public Law 108-176, Vision 100, known as MRA+30. OPM advised the FAA that they still interpret section 226 as not applying to those individuals who occupy first or second level supervisory positions.

TMC time qualifies without any change. OPM has only distinguished between front line air traffic

controllers, flight service controllers, FLMs, and second level managers. There is no special category for TMCs different than other front line controllers. We believe the FAA website's distinction for CPCs is not accurate, unless they are applying our definition included in Article 108, Section 2(F) of our CBA which includes TMCs and TMSs who are certified and are involved in the traffic flow management of aircraft under the definition of CPCs.



NATCA CONVENTION - REGISTRATION IS NOW OPEN!

NATCA members planning to attend the convention in San Diego this summer (Aug. 30 - Sept. 2) can now register using this [link](#).

To Submit Proposed Convention Resolutions or Amendments:

Members should submit proposed resolutions or amendments by May 2 to the NATCA Executive Vice President at tgilbert@natcadc.org.

Proposals will then be mailed to all members at least 60 days prior the convention. The National Convention body will then vote on all proposals that are in order and properly before the body. If you have any questions please contact a [constitution committee](#) member.

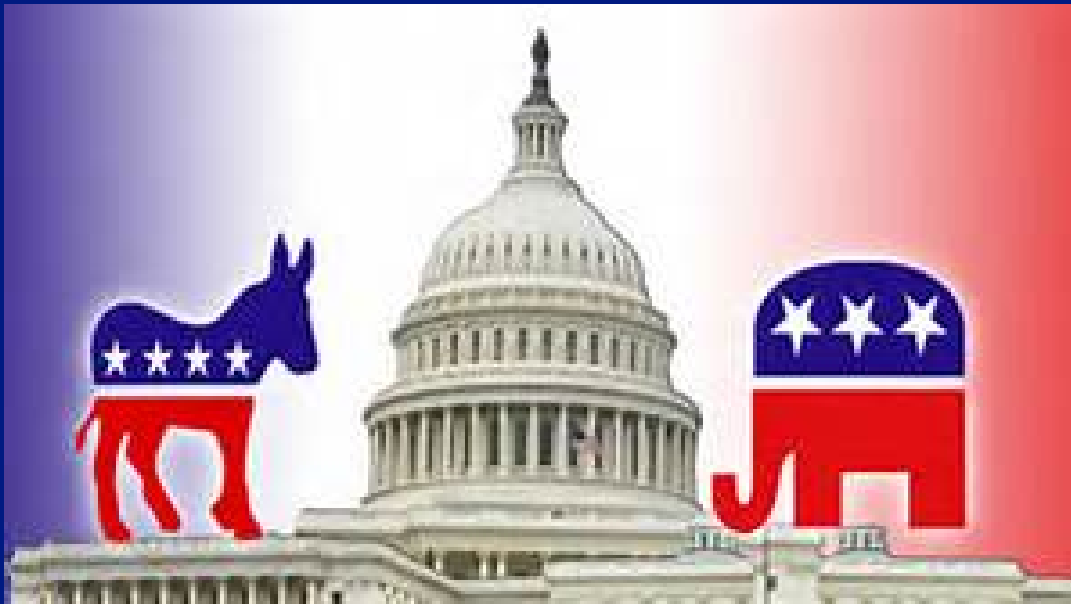
[Article XIV Section 1 of the NATCA Constitution](#) covers this subject



NATCA Academy Schedule 2016

Basic Representative Training	March 7-11	Las Vegas, NV
Advanced Representative Training	April 4-7	Las Vegas, NV
Advanced Legislative Activism Training	April 4-6	NATCA HQ - DC
Basic Representative Training	April 25-29	Las Vegas, NV
Secretary/Treasurer Training	May 4-5	Las Vegas, NV
Office of Workers Compensation Program	May 10-11	Atlanta, GA
Occupational Safety and Health Administration	May 10-11	Atlanta, GA
Drug and Alcohol Testing Representation	May 11-12	Atlanta, GA
Advanced Arbitration Training II	June 6-9	Phoenix, AZ
Federal Contract Tower	June 14-15	NATCA HQ - DC

Training Review Board	September 13-14	Las Vegas, NV
Secretary/Treasurer Training	September 13-14	Las Vegas, NV
Basic Legislative Activism Training	September 19-20	Las Vegas, NV
Basic Representative Training	September 26-30	Las Vegas, NV
Advanced Representative Training	October 17-20	Las Vegas, NV
Basic Representative Training	December 5-9	Las Vegas, NV
Basic Legislative Activism Training	December 7-8	Las Vegas, NV



2016 Legislative Activism T-Shirt Design Contest

Rules

- Entry period open until April 6th
- NATCA Logo or NATCA Legislative Logo must be incorporated into the design
- T-shirt must be legislatively themed
- No use of trademarked or copyrighted logos or slogans
- No advocating for or against a political party, candidacy for a partisan political office or partisan political group

- **Must be appropriate for workplace wear (no profanity, no HATCH Act violations)**
- **Design cannot be so intricate that the details are difficult to see**
- **The winner will be announced at NATCA In Washington in May**
- **Winner will receive a \$350 gift certificate or an iPad mini. Second place will receive a \$100 gift certificate**

All submissions become property of NATCA and must be submitted by a NATCA member in good standing.

Submit your design to National Legislative Committee (NLC) Chair Steve Weidner at steve.weidner@natca.net

ENTER FOR POSTERS

STAY CONNECTED



NATCA, 1325 Massachusetts Ave NW, Washington, DC 20005

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [Customer Contact Data Notice](#)

Sent by tgilbert@natcad.org