



The Air Traffic Control Association (ATCA) presented NATCA President Paul Rinaldi with its highest honor, the Glen A. Gilbert Memorial Award, during a sparkling and uplifting banquet celebration to close its 61st Annual Conference in National Harbor, Md., on Wednesday, Oct. 19. Rinaldi is the first union leader to receive the award and now has his name inscribed alongside some of the most influential pioneers, visionaries, and leaders in aviation history.

FAA ATO Chief Operating Officer Teri Bristol's remarks:

Good evening. It's an honor to stand before you here tonight as we honor Paul Rinaldi. Like Glen Gilbert, Paul is a visionary.

Labor-management relations at the FAA have been referred to as both "storied and complex." Paul and I are very proud of where we stand today.

It was a challenging time when Paul became President of NATCA. Labor-management relations were extremely strained, third party arbitrators had just ruled on a new collective bargaining agreement, and labor input and involvement on our technology programs was scarce at best.

Paul had a vision and passion for aviation safety. With safety always at the forefront, his passion focused on enhancing the aviation system and he genuinely believed there were no limits to what we could achieve, if we worked together and collaborated with all stakeholders both inside and outside the FAA. Paul believed collaboration was the key and he was right.

One of our first major initiatives together was the implementation of ERAM and getting it back on track. Why start small?

- ERAM is a foundational system and was one of the FAA's largest automation replacement efforts. Transitioning to ERAM was one of the most complex, challenging, and ambitious programs deployed by the FAA. The project was struggling. We were dealing with cost, schedule and software issues.

- Working together and under Paul's leadership, NATCA engaged and we built a process that involved the controller workforce at all levels of the program. As Paul professed, collaboration was the key to the successful implementation of ERAM.
- Collaboration didn't stop there. Paul's vision for collaboration was broad and we sought to change a culture that had existed for decades. Working together we're building a culture that promotes collaboration at all levels of the organization as a way of doing business. The successes have been many and felt throughout the aviation community as we continue to implement new technologies and procedures that increase safety and efficiency every day.

Paul's passion for safety and collaboration extends outside the FAA as well. Communicating For Safety is an annual event hosted by NATCA that focuses on safety, technology, and building relationships. Paul recognized that collaboration shouldn't be limited to labor-management relationships and opened the event to the broader aviation community.

Paul's commitment to the air traffic system and the profession is relentless. He leads by example and has certainly changed the labor management climate from one that could be combative - to one that embraces partnerships, collaboration, and faces challenges head-on, together.

Now, that's not to say that Paul isn't hard-headed! Especially when he goes on his carb-free diets...he gets a bit grumpy. Just sayin'!!

I'm thrilled to tell you that that the FAA and NATCA recently reached a voluntary collective bargaining agreement that covers thousands of aviation professionals, including the air traffic controllers. In the history of FAA and NATCA, negotiation disputes have presented significant challenges between the parties. Those disputes often spilled over into other areas and always distracted from our mission and key issues. Embracing the tenants of collaboration, we approached these latest negotiations using interest-based principles. Neither party had approached negotiations in this manner in the past. Paul's leadership and the relationship we built over the past several years enabled us to conclude the negotiations quickly and in a manner that satisfied the interests of all without third party intervention.

The new agreement implements the best practices we've built to facilitate safety and modernization. Its six-year term provides stability that allows us to stay mission focused. Most importantly, this agreement cements collaboration into our culture as how we will engage on all workplace matters. It values the workforce as the backbone of the system and enables modernization of the NAS.

This collective bargaining agreement is historic for the FAA/NATCA relationship and could not have been achieved without Paul's leadership. Paul's passion and commitment are unrivaled. He does what he says he's going to do and always honors his word. He's a straight-shooter. I've heard him say that air traffic control is the ultimate team sport and I couldn't agree more. I'm very happy that we're on the same team! I'm proud of you my friend...congratulations!

Trish's remarks:

Some of you may know, this year Paul received the Humanitarian Award from the Sons of Italy. Those of us that had to talk about Paul "The Humanitarian" for the video they produced for that night had to really think about it. I don't think any of us ever put Paul and humanitarian in the same sentence before that award was given to him.

The reality is though - once you put it in perspective - it made sense. The definition of humanitarian is a person who works to make other people's lives better. That is Paul. He is selfless and has served others for three decades now. He not only works to make the lives of our members better but also works to enhance safety in our US airspace system and works to make it better for the future.

The best part of him getting that award - for some of us - is being able to use Paul and humanitarian in the same sentence now. Especially at times during disagreements and heated exchanges we can throw out a, "Now Paul - that doesn't seem very humanitarian like," or, "Don't forget Paul you are a recognized Humanitarian."

Seriously though, Paul has always been charitable to his church, the NATCA Charitable Foundation and others with his money. Well now, Paul the Humanitarian, needed to do much more than that. So this year at our convention he did more than give money. He agreed to ride the Wave (surf) to raise donations for the NATCA Charitable Foundation.

And the Humanitarian in me thought I might soon be working to make the lives better for our members as President if the wave ride doesn't turn out OK. I have a video of it.

As you can see, he did well, only suffered minor injuries, and that ride raised over \$52,000.

The wave that Paul has had to ride to get NATCA to this place was not as easy and there have been many more tumbles. Every time he has taken a tumble or been knocked down he gets up again and again. He goes harder when the challenges seem insurmountable. Paul's tenacity and leadership set the stage for us to collectively continue to move our organization forward.

I have had the pleasure to work closely with Paul for the last decade. First when he was NATCA's Executive Vice President and then of course since 2009 when he became President and I took over as Executive Vice President.

When he decided to run for President, we ran together as a team even though we were elected separately. It was unique and met with negativity from some that didn't like this idea at all. Those that didn't support us referred to us as the "Scheme Team." Well, we did have a scheme or what we called...a plan.

That plan was very clear to both of us. We had to repair some relationships within the FAA, DOT, NTSB, Congress and the aviation community. In addition, we also needed to create and cultivate many many more. AND - we also had to repair a divided union while educating and hopefully motivating a new generation of members that had just gotten hired and those yet to be hired.

As we started our first term we knew we needed to look forward and only look back to learn from the past, but we knew we shouldn't dwell there. Earlier that year President Obama had sent the FAA and NATCA back to the table to negotiate a collective bargaining agreement under a fair process. So while the negotiations had been completed, implementation was still right in front of us. Successful implementation took leadership focus on both sides and unfortunately the only leaders that were really working with us at the time were the Administrator and his Acting Deputy.

We quickly realized we needed to put a process in place on how to get labor-management counterparts to effectively work together and we needed to skill them up on not just a process but also effective collaborative skills. Both sides pushed back.

While doing that with the FAA, we also had to dispense of the 500,000 grievances that were leftover from what we refer to as "the lost years." By the way, today we have about 30 issues at the arbitration level. Grievances aren't always the best measure of a relationship, but they can definitely tell you when something is wrong and when things are going pretty well.

After process and training we started the long road to creating a collaborative culture. It was certainly a good thing we learned how to work together because the external challenges that came were unprecedented. It would have been more difficult, if not impossible, to handle them without working through them together. Things like:

- Fatigue Mitigation in 2011
- 23 extensions of the FAA bill
- Partial government shutdown in the Summer of 2011
- Sequestration in 2013
- Full government shutdown in 2013

In NATCA, we do not care about getting credit but rather about results. And that is why Paul is averse to getting this kind of recognition. He is worthy even if he doesn't believe so. Paul was the one that lead us through it all. He held us together during the difficult times, he has compelled many (inside and outside the FAA) to work together and he continues to be an advocate for a better system even when that makes some uncomfortable.

As important as working through the external challenges is, Paul's leadership ensured NATCA's engagement on the many significant technological changes. To him it was of the utmost importance that these changes be properly implemented and that all foreseeable problems be proactively addressed in order to avoid serious system outages, malfunctions, cost overruns and deployment delays. He believes that participation of the front-line workforce throughout development, planning and implementation allows us to foresee and avoid potentially serious glitches and usability concerns, and ultimately makes the system safer and more effective. The FAA and Industry have realized the value of NATCA's involvement in the early stages and that speaks to Paul's leadership.

Paul is not perfect as some of you can attest. First and foremost he is a freak about germs!! It can be exhausting at times and makes traveling and working together even harder. At least I know that he will have a briefcase full of pharmaceuticals and more Purell than you can imagine. You might have noticed a bottle of Purell on the podium in one of his shots in the video. His luggage is always bigger and heavier than mine, even though I have multiple pairs of shoes; he has cleaning supplies for his hotel room.

So you can imagine his dismay when testifying before the Aviation Subcommittee back 2011 when he had to share his microphone with another. You see former Administrator Blakey's microphone didn't work so Paul - sitting next to her - shared his. By 2011, the relationship had already started on the mend and he was doing what he needed to do to put the past behind us.

Little did we know that it was mended to the point where afterward the singing duo of Blakey and Rinaldi surfaced. I think I have a photo.



You may have heard some of their tunes:

No More Tears
Don't Go Breaking My Heart
Try a Little Tenderness

AND my favorite because it really conveys why we are here tonight. I have a short clip of it.

Rise Above It.

That is just what Paul has done. He has made a difference by rising above it.

He is the loudest voice and strongest advocate for our membership and the solid, credible work they do every day. He holds his head high and knows that he is right on message, commitment and dedication. The ally government, the aviation community and the flying public has in NATCA is important as we all work to make the US Airspace System better and safer every day.

PAUL, Congratulations on this well-deserved recognition!!

Paul's remarks:

After that video, it's really hard to talk to you after that. I'm going to recognize some people and please, if I leave your name out I didn't do it in a malicious way, I just forgot. Everybody in this room means a lot to me.

You're not watching the debate! You're here! You want to listen to me! Like anyone hasn't made up his or her mind yet, right?

Thank you to the members of the ATCA board for voting for me to receive this prestigious award. Words cannot do justice on how incredibly humbled and honored I am to receive this.

Back in May when I received a phone call from Neil Planzer and Pete Dumont in one day, Grace said, "They really want to get in touch with you at ATCA." I thought to myself, "what in the world did I do now?" I said, "I really stepped in it, didn't I? Both of these big guys are calling me."

But to my surprise they said that I won the Glen Gilbert Award and congratulations. I thought about it for a minute and I'm thinking this was one of the awards that they give out during the lunch and I'm thinking thank you, then to Pete I said, "Is that the big one?" He said, "Yeah, that's the big one." I go, "Are you sure?" He says, "It was unanimous." I said, "Really?"

To see my name included on that award alongside aviation greats such as the Honorable Jane Garvey, the Honorable Norman Mineta, and - God rest his soul - my dear friend, Chairman Oberstar, is surreal. It really is. I truly am honored and humbled.

To tell you a quick story, I often get asked every six weeks or so - either Trish, myself, or sometimes the both of us go out to the Oklahoma City Academy - it never fails that one student out there says, "I want to become you. How did you become you?" I immediately say, "I never wanted to be me. I didn't! I just wanted to help this organization in the best way I can. Moving it forward as the greatest profession in the world." I still believe what I said in that video. Being an air traffic controller is the best profession in the world.

I enjoy telling them about the first day at my facility as a brand new controller. Out of the academy they assigned me to Dulles Tower up/down. At that time we had level five facilities - one, two, three, four, five - five was the highest. Dulles was a level five and I was real nervous of going there but, you know, I was out of the Academy, I did well, I had fun, I loved the profession, and I was "Joe FAA."

At the Academy bookstore I bought an FAA polo shirt, I had a DOT polo shirt - I was rocking it. On my first day I was very nervous. I was in the training department filling out a whole bunch of stuff like your entrance forms for your I.D. and for the parking pass.

I went into the Administrative Office to drop off the paperwork and the Administrative Assistant there was so nice. She says, "Oh, you should meet the Air Traffic Manager, she would love to meet you." And I said, "Well, I would love to meet her! That would just be amazing." She says, "OK, wait one second." She goes into the office, says my name, and the Manager comes out.

I say, "Hi, I'm Paul Rinaldi, it's my first day here and I'm really glad to meet you!" She looks at me and says, "I don't want you here!" I go, "In your office?" She says, "No, I don't want you here at this facility. It's too busy for you." I'm like, OK...I'm thinking my wife's just signing a lease; we're renting an apartment.

Dejected, I look at the Administrative Assistant and she says, "I'm sorry." I say, "It's OK," and I went back to the training department and just sat there for about 20-to-30 minutes when all of the sudden this beaming light came into the room. It was the facility FacRep and he was giving the orientation.

I was already going to join the union and I started filling out the paperwork and I said to him, "Will this information transfer?" He looks at me and goes, "What? Where you going?" I explain I just met with the Manager and I just wanted to say hello to her and she told me she didn't want me here and she said she didn't want me in the facility. So I'm sitting here thinking, well I don't know where I'm going!

He laughed and he instantly said, "You can fill that out and you're not going anywhere. You're with us." It didn't take but three hours into my first shift that I knew which side I was going to be on the rest of my career.

It was soon after that I kind of got to the floor and if you know controllers, the urban legend kicked in immediately that on day one I got into a fight with the Manager, which was the furthest thing from the truth. I did not.

I got elevated too. I just wanted to help NATCA and I blinked and I was the Vice President of the local within two years, still not fully certified in the TRACON, but they wanted me there!

I was actually sitting across the table from the individual who didn't want me there. I got to really know her as a person and she was a wonderful person. Just first impressions could really set a career down the wrong path. She was very emotional. We would have conversations and she would cry and I would think, oh my gosh, how do you deal with this?

Shortly after that, a man named Rick Ducharme - I don't know if anyone in this room knows him- became the deputy of Dulles. I had the opportunity to sit across the table from him and he wasn't the crying type, which was good. It's amazing I became the collaboration guy though; I'm just letting you know that.

Years later, I was at Rick Ducharme's - he said he was going to be here but texted me he might not make it -retirement party and someone out there said that he gets weepy when he listens to Celine Dion. And I'm thinking, damn. If I only knew that when I was the Vice President of the local, I would have played "My Heart Will Go On" and "The Power of Love" at every meeting just to have him weepy like Frances.

Honestly, I have always believed that there needs to be a win-win in a successful relationship. Any time that someone feels like they've lost or any time somebody feels like they're getting taken advantage of, that relationship is not going to last forever. It's just simple human emotions.

All I've ever wanted to do was help this organization and this profession be as great as it possibly could, but after many years of watching this organization fight with the FAA and seeing the pendulum swing from one side to the other with whoever had the upper hand of the White House or the Administrator there were deep fights and the venom was deep. It became clear in 2006 and

2008 after twenty plus years of fighting that this system was losing its competitive edge and we needed a to do something different.

Trish talked a little bit about it - the Executive Vice President - but Trish and I decided to run as a team and we decided to run with a different philosophy: to build a collaborative relationship with the FAA and all industry stakeholders to become the answer of the problems in the aviation industry and not the problem of the aviation industry. We focused on a paradigm shift, changing the value of NATCA, changing the way people think about us externally and internally, taking on conventional wisdom and challenging the dominative "group think" culture in this country of what they think about unions, challenging the system, and challenging the status quo.

Tonight the focus is on me and I am deeply honored. But it's not me. Honestly, it's not me. I did not get here alone. So many people work hard every day to make NATCA great.

This award is really an acknowledgement of the work of the NATCA members, the staff as a whole, and a validation of the great work they do every day to make our airspace system the best it could possibly be. They work tirelessly to protect and modernize our system and ensure that the people that are working on the front line are taken care of. I call them the true champions of the National Airspace System.

The late, great Muhammad Ali once said, "Champions are not made in the gym. Champions are made from something deep inside them. They have a desire, a dream, a vision. They have to have the skills and they have to have the will to be great! But the will must always be greater than then the skill. Will beats skill every time!"

That describes the organization that I have been so fortunate to be a member of, to be an activist in, and to actually be the President of: The National Air Traffic Controllers Association.

There is a "no quit" will that our members and our staff give to you, the aviation system and the flying public everyday; after five p.m., on the weekends, on holidays, 24 hours a day, seven days a week, 365 days a year.

Our talent - and they are very, very talented - will only get us so far. Our talent with the will to be great is what makes NATCA successful.

The members of NATCA choreograph roughly 8,000 flights in the sky at any given moment. Our system is the most complex, the most diverse, and the safest airspace system in the world. It is rarely a thought in the minds of the millions of passengers who rely on it day in and day out and that's exactly how they want it. They don't want to be known.

Commercial aviation has never been safer. The professionals of NATCA have to be perfect 100 percent of the time. As the President of NATCA, I have the great fortune to work with these great champions everyday. All of the members and staff of NATCA go above and beyond to make my organization the greatest it could possibly be. It's amazing to see the work come through to fruition.

You know, I was sitting at the - I believe it was in this room - luncheon on Monday. The Air Traffic Manager of Fort Worth Center, Tommy Graham, received the Chairman's Citation of Merit Award and Tommy Graham got to the microphone and thanked NATCA and his FacRep Nick Daniels for believing strongly in collaboration.

Tommy described that while the FAA gives him the authority to lead, the people gave Nick the authority to lead, so when you put those two together, we have a powerful ability to influence the people to get the best results for the aviation system and the flying public.

That is the true spirit of collaboration. I think Nick Daniels is here and I don't know if Tommy went back to Fort Worth Center to run the facility, but I thank them both for believing in collaboration. Because it's not just Paul and Trish with Teri and Michal Huerta, it is truly at the facility level. That's where the rubber hits the runway and that's where the work is really being done.

I think Grace Colby is here and boy, this year she has been running around like a chicken without a head with all of the events that NATCA puts on. Plus, we hosted the International Air Traffic Controllers Conference for the first time in 50 years back-to-back with the our Communicating For Safety Conference. You heard about the Sons of Italy Award which was a lot of work on her part, and she's really worked hard on this event. Thank you, Grace.

At the tables here are many members of the National Executive Board. As I've told them, Trish and I can put it out there but it's a team effort of all of us working together. I am in awe of their strength and courage to stand up for safety and collaboration to build a better aviation system for this country. It would have been so much easier to say, "no, no, Mr. Shuster, we are against privatization, and the current system is fine," but the reality is the status quo is not OK. We need stable, predictable funding and this Board is united lock-step behind us, as well as the activists in the field. So it is truly a pleasure to have them here tonight too.

To my dear friend, Trish Gilbert, who goes above and beyond, pushing everybody through their comfort zone, even myself, as we try and go on this road from good to great, she makes everyone better and we are lucky to have her. I can imagine that I do have some grumpy moments. She looks at me sometimes when we sit on the airplane and I'm wiping things down with Purell and she says, "It's just exhausting being you, isn't it?" We are very lucky to have her.

So many of our NATCA members are here and staff and I want to say I am very lucky to be the president of an organization that cares so much. I sit on the shoulders of these champions. I would like to thank all the NATCA activists for the work that they do every day.

Running the safest, most efficient system in the world isn't enough for NATCA. NATCA members and staff also run the NATCA Charitable Foundation, helping those in need around the country, from adopting families around the holidays to providing gifts, meals, and clothing, to helping children in the inner cities with school supplies and learning to read, to providing resources for local food banks and assisting our military veterans around the country when they come back from serving our nation.

The NATCA Charitable foundation is an all-volunteer workforce that allows our operating costs to constantly be less than five percent. That means 95 cents of every dollar taken in goes back to helping those in need. There are members here that give their heart and soul to helping the NATCA Charitable Foundation and I thank you for everything you do.

To Teri Bristol, thank you for being here. Thank you for your friendship. Thank you for your leadership and your belief in collaboration. Together we are changing the culture of the FAA, one facility at a time, as you see with the example of Fort Worth Center, and we will build on top of all of them. It's not an easy thing but we've been at it a long time and there are many facilities that are doing the right thing out there. With our new collective bargaining agreement, I couldn't be more proud. We are going to continue down the road of collaboration for the next six years, ensuring the safety of the skies. It was your leadership that got us across the finish line, so thank you Teri. Thank you so much.

I would also like to thank my good friends, my international colleagues. Peter Duffey is the President of CATCA, the Canadian Air Traffic Control Association. Paul Winstanley is the ATCO's Chairman. We have built a relationship with air traffic controllers around the world, realizing that we are stronger together. Just having you two here just makes this that much more special in the belief that we are together for sure.

Tomorrow is the International Day of the Air Traffic Controller, October 20th. So if you know an air traffic controller, give them a hug and a kiss because they are doing God's work- that is for sure.

Ed Wytkind, the President of TTD is here and he has been a staunch supporter of NATCA for many, many years. Trish and I rely on his guidance and his wisdom as we kind of find our unconventional thinking is crossways with some of the leaders in the AFL-CIO. He is there, fighting our battles and holding that line with us. Thank you Ed for being here.

Chairman Costello, thank you for being here. Your leadership while you were in Congress and now while you're still dabbling with a few people in Congress, trying to navigate these treacherous waters, of trying to get a bill passed, I can't thank you enough for your friendship and your leadership as the Chairman as helped us get back to some type of collaboration and a fair collective bargaining so thank you sir.

Randy Babbitt and David Grizzle - David, he wore many hats including Deputy Counsel, NextGen Lead and then COO. Randy and David really believed in collaboration. They set us on the right course and it was that belief that we could actually do this. It's still not easy. Collaboration is not ever going to be easy but it's the right thing to do. You just roll up your sleeves and have the will to work through it, and you'll get it done. So thank you Randy and David for starting that process and we're going to continue for the next six years.

Margaret Jenny is here. Thank you. It is a small thing, this NextGen, right. Everybody talks about it. But if it wasn't for the NextGen Advisory Committee, and Margaret's leadership at RTCA, we would not see the benefits we are seeing in the field and the deployment. She has brought together the NextGen

Advisory Committee and really holds the reins together. So thank you Margaret for everything you do.

Lillian Ryals is here from MITRE. We didn't always have a great relationship with MITRE. It was always the secret experiment that was going on at MITRE; they're going to do this, they're going to do that. And when she took over at MITRE, she opened the doors to us and we have this working, collaborative relationship and it has really panned out to benefit the aviation community. So Lillian, thank you for your leadership.

Secretary Burnley, thank you for coming. Your leadership in the Eno Transportation Group, you've been there. We've struggled with the Eno group and you've really steered us and helped us get to a good place. So thank you for your leadership.

So like I said, I didn't get here alone. It's not about me. It's about all of us working collaboratively to build this system. I am blessed to be surrounded by strong, proud, great people who have helped me form the foundation of who I am today. We saw Jane Garvey on that film. I still seek her counsel a lot. Peter Challan, Jane, and Monte, you taught me the value of collaboration because when you guys were in charge, we were actually doing some really good things in the late 90s and the early 2000s, and then the unthinkable happened in the aviation community and everything stopped for a while. But you guys taught us how to collaborate and we picked it up from there and I thank you for your counsel, your friendship and everything you guys have been to NATCA so thank you so much.

From the strength of my parents, providing me a nurturing home life. It's safe to say I was not born with a silver rattle in my crib. We had to work hard for everything we got. My dad worked two, three, four jobs a day sometimes to make ends meet. We were taught to always work hard and never rest on good enough; to keep striving for greatness. And I thank my parents for really instilling that work ethic into me. I know sometimes it drives people crazy, but I think nothing will beat the will of getting something done, just believing we can get it done and keep working through it so thank you.

To my pride and joy, my children. I couldn't be more proud of you. Anthony is a senior at Longwood and the class he's taking - the media class - actually they have the awesome detail of covering the debates. So they went up to Hofstra, then Longwood hosted the Vice President debate and they're actually watching tonight's debate right now as part of their class assignment so he unfortunately could not make it tonight. My daughter Olivia is in her second year at UVA. She's doing very well and she's cruising on to do great things in this world. And my little buddy Nicholas, my third grader - such an infectious smile that can brighten the worst day. My little hockey player. But your 6 a.m. games on the weekend are killing your mother and I just to let you know.

To my children, I want you to continue to follow your passions, keep God's grace in your heart, always be humble and kind, always make the will stronger than your skill, and I promise you will always accomplish great things.

To my rock, my best friend, the love of my life. We did OK for two kids in high school, didn't we? Sorry 'bout the hair, wow. That still is a cruel joke isn't it? Thirty-three years and I love you more every day. We always joke about we

had our first kiss and we'll definitely share our last together. You had the young, long-haired, hot-tempered athlete, and now you have the middle-aged, balding, and chubby humanitarian. I always said we would go on a long ride and this is the long ride. Thank you for holding the household together while I do this crazy thing as president of NATCA. Your selfless sacrifice has allowed me to serve this great Union and the flying public and I could not do it without you.

In closing, I want to thank Boeing for hosting this wonderful evening. Again, I want to thank ATCA, the ATCA Board members again for recognizing me for this award and recognizing my organization as a valuable stakeholder in the National Airspace System. I am so humbled to accept this award on behalf of the champions of the National Airspace System.

God bless America and God bless our troops. Thank you so much.



The NATCA Charitable Foundation Officer Elections

The NATCA Charitable Foundation (NCF) is a nonprofit 501(c)(3) Corporation with supporters and programs across the country. We are a 100 percent volunteer organization ensuring your donations make a difference to those that need it most. NCF has no salaried employees which allows us to keep our operating costs low. The backbone of our operation and programs are our volunteers. We seek out areas of need that are under-funded or are missed through typical donor drives, helping the under-served. Our philanthropic efforts and programs stretch across the country as volunteers work to make a difference in the lives of many.

Why are we telling you this?

The NATCA Charitable Foundation has four officer positions open for election. They are two-year term positions for President, Vice President, Secretary and Treasurer beginning on Jan. 1, 2017.

We are looking for volunteers who have the energy, compassion and integrity to make NCF even bigger and better than it is today. In order to qualify to be an Officer, volunteers must be a member in good standing (active, associate or retired) as defined by Article III of the NATCA National Constitution. If you would like to be considered for nomination, please send your resume to: natcacharitable@natca.net.

Deadline for resume submission for nomination is Oct. 27, 2016. Contact Elena Nash for more information at ncf.enash@natca.net.

Thank you,
NCF Board of Directors



NCF Backpack Program - TOL Local



Stephen Wakeman, Jane Garvey, Pete Dumont and Paul

International Day of the Air Traffic Controller, Oct. 20.

On Oct. 20, Paul participated in a panel discussion at the Smithsonian National Air and Space Museum in Washington, D.C., titled "Control: Inside and Outside of the Airport Tower."

Paul was joined by fellow experts from the air traffic control community; Peter F. Dumont, President & CEO of the Air Traffic Control Association (ATCA), and Stephen Wakeman, AIA, Design Principal and Director of Architecture at Jacobs Engineering. Jane Garvey, Chairman of Meridiam North America and former Administrator of the Federal Aviation Administration, moderated the panel.

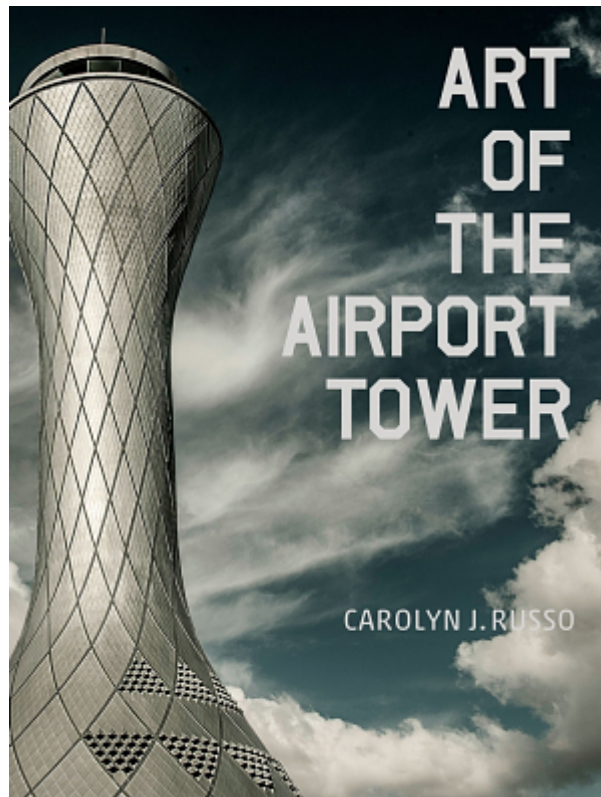
Panelists discussed tower history, technological advancements, and the design of airport towers to fit safety standards, in addition to sharing remarkable stories from inside the tower. The event was timed to both mark the International Day of the Air Traffic Controller and celebrate Smithsonian photographer Carolyn Russo's book, *Art of the Airport Tower*, whose companion exhibition at the National Air and Space Museum closes on Nov. 1 after one year and millions of visitors.

Paul opened the discussion by describing the diversity of aviation safety professionals from across the country that NATCA represents and the quick-thinking and problem-solving skills that make them successful.

They recalled being tested on Sept. 11, 2001, when the unthinkable happened. Garvey was the FAA Administrator at the time and made the difficult decision to shut down the National Airspace System (NAS).

Directing his comments toward Garvey, Paul said, "That was a time of such collaboration and I credit you, your leadership, and your team for working through some dark woods that I hope we never see anything like again."

Garvey added, "That was a time when the professionalism of the organization really came through. The air traffic controllers seemed to instinctively know what to do even before senior leadership took control."



The panel discussed the first air traffic controller, Archie League who, with a lawn chair and some flags, began giving runway clearance guidance to pilots nearly a century ago at an airfield in St. Louis. Out of League's dedication, Rinaldi said, the entire ATC industry was born.

Transitioning to modern technology is a major step towards achieving a high safety standard. Paul and Dumont credited advancements within the NAS to a culture shift. They said that moving to a non-punitive working environment has been a major step in the evolution of air traffic control.

Paul went on to highlight NATCA's Archie League Medal of Safety Awards held every year at the industry's premier safety event, Communicating For Safety. He described a 2013 save involving NATCA member Nunzio DiMillo alertly instructing a Cirrus pilot to go-around after the pilot mistakenly lined up to land on a taxiway adjacent to the intended runway at Boston's Logan Airport.

The panel's live and webcast audiences viewed the ground radar replay and listened to JetBlue pilot T.R. Wood from the 2014 Archie League Awards banquet in which he thanked DiMillo for saving the lives of him, his girlfriend who was on board, and the other passengers and crew onboard.



Archie League Medal of Safety Award Nominations

Dec. 31, 2016, is the deadline for the 13th Annual Archie League Medal of Safety Awards!

Remember - any member can nominate another member. All events since Jan. 1, 2016, are eligible for nomination. All winners will be honored during Communicating For Safety 2017 at Bally's in Las Vegas.

NATCA is proud to introduce the new Archie League Medal of Safety Awards Nomination [form](#). Please be as detailed as possible in your submissions and include all relevant materials. Nominations will be considered during the annual Archie League Medal of Safety Awards judges meeting that will take place in January 2017.

You can also mail nomination submissions (postmarked on or before Dec. 31, 2016) to the NATCA National Office at:

National Air Traffic Controllers Association
Attn: Sarah Zilonis
1325 Massachusetts Avenue, N.W.
Washington, D.C. 20005

The NATCA Communications Department is here to assist you. Direct all questions and requests for additional information to Archie League Medal of Safety Awards Coordinator Sarah Zilonis at szilonis@natcadc.org. Please do not hesitate to contact her if you have any questions, concerns, or issues in submitting the nominations.



Professionalism Award Application Now Available!

Do you know someone who is an outstanding professional? Have you seen someone whose individual contribution and performance enhanced the standings of our profession? Then help us recognize them by nominating them for the second annual NATCA National Professionalism Awards, presented at [Communicating For Safety \(CFS\) 2017](#)! The deadline for submissions is Dec. 31, 2016. [Submit a NATCA Professionalism Award Application](#) today!

The National Professional Standards Committee (PSC) will invite the award winners to attend CFS to be recognized for their achievement and to receive their award. They will be entitled to travel and expense reimbursement, in accordance with the NATCA travel policy, similar to the reimbursement provided to the Archie League Medal of Safety Award winners.

The goal of NATCA's Professional Standards program is to maintain and promote professionalism across all of NATCA's bargaining units. We achieve that through a commitment to safety and the public's trust. We work to inspire, motivate and provide personal examples of our professionalism to others and to maintain the highest standard of excellence. We know our actions represent all our fellow professionals and we work to bring honor and respect to all that we do.

The NATCA National Professional Standards Workgroup has created a "NATCA Professionalism Award" as a means to recognize the actions of those who continually strive to achieve these goals.

Last year's recipients were:

WSA-Dan Rossmango, ZLA
CSA-Randy Clark, MCI
ESA-Dave Fournier, ZME

Any NATCA member may nominate another member for the award, with no limit on the number of nominations received from a single Facility, Region or Service Area. Only members in good

standing will be eligible to receive the award(s). A team of members is also eligible for the award and will be judged in the same manner as a single member.

[The PSC must receive one \(1\) nomination via electronic submission](#) for each event in order for the committee to consider it.

Professionalism is seldom based on a single event but rather on a demonstration of consistent personal commitment to safety and excellence, on professional contributions and on individual performance that enhances the standings of our profession.

Nominations should include a description of why the nominee deserves the award and all relevant information. The nominator should identify what the nominee did that enhanced the profession or promoted and maintained professionalism, and he or she needs to include statements or testimonials from other individuals supporting the nomination. The description can include transcripts or recordings of events and official documentation. Please submit as much information as possible on the nominee to assist the PSC in determining the award winners.

Nominations can be submitted via the [NATCA National Professionalism Awards Application](#). Any documentation or questions may be sent to PS@NATCA.net or mailed to:

NATCA
Attn: Professional Standards
1325 Massachusetts Ave. N.W.
Washington, D.C. 20005

The PSC will email you proof of receipt of the nomination. All nomination forms for the second annual National Professionalism Awards must be submitted electronically or postmarked by Dec. 31, 2016.





NATCA Academy Schedule 2016

Arbitration Advocacy Training - II	Nov. 28-Dec. 1	Phoenix
Advanced Legislative Activism Training	Nov. 29-Dec. 1	Washington, D.C.
Basic Representative Training	Dec. 5-9	Las Vegas
Basic Legislative Activism Training	Dec. 7-8	Las Vegas



On Oct. 11, NATCA's National Executive Board (NEB) enjoyed a great evening in

Pensacola, Fla., during our board meeting. Controllers from Pensacola ATCT, Pensacola TRACON, Birmingham ATCT, Gulfport ATCT, and Omaha ATCT were in attendance.



The next week Trish joined the Advanced Representative Class for their first day of training. She then kicked off training for the new AFN representatives. This group will represent our second largest bargaining unit (approx. 1,250) in the AFN organization. We are very lucky to have this many in this group, previously from other unions or non-represented, join our NATCA family.



Before leaving Las Vegas, Trish joined Senate Minority Leader Harry Reid, Representative Dina Titus, Administrator Michael Huerta and others for the LAS/L30 dedication ceremony.



Paul started and ended the week at the Air Traffic Control Association (ATCA) conference in Maryland. On Monday, he participated in a panel about the challenges facing the National Airspace System as aviation stakeholders seek to safely accommodate new users, including Unmanned Aircraft Systems and the Commercial Space industry, into future operations.



Several NATCA members were honored at the ATCA Conference for their dedicated service to the National Airspace System. To read about their awards click [here](#).



Front row, left to right: Patrick Burrows (A80), Clay Sutton (A80), Jim Ullmann accepting for Mark Stoffer (MLI, now MKE), Paul Rinaldi, Nichole Surunis (A80), Andrea Martin (retired member), Shannon Thomas (GTU)

Second row, left to right: Keith Tyus (A80), Mason Braddock (A80), Steve McGreevy (ZAU), Ben Madsen (ZAU)

Top row: Tommy Graham, a ZFW manager who won the Chairman's Citation of Merit Award and, in his acceptance remarks, praised NATCA and the collaborative relationship he has built with FacRep Nick Daniels.

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