

NATCA *INSIDER*

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— CELEBRATES — **BLACK HISTORY MONTH**



To celebrate Black History Month, NATCA has honored historical figures in aviation in our social media throughout February. African Americans have made,

and continue to make, significant contributions to flight and space exploration, often despite overwhelming obstacles. For the first half century of powered flight, Black people flew in segregated circumstances. The story of Black aviation has included the history of people breaking through such restrictions.

We encourage you to learn about inspiring people who stood in the face of adversity and paved the way for all people to work and fly in our National Airspace System. Today, we are proud to introduce you to three NATCA members who have made history in their own right: Joshua Control Facility (JCF) FacRep Christina Lewis, Bismarck ATCT (BIS) member Mikosha Phoenix, and Minneapolis-St. Paul ATCT (MSP) member Melanie Whittaker. They share having been the first Black women to work in their respective facilities.

Lewis (pictured at right) is the first Black woman in her position at JCF. Hailing from New Haven, Conn., Lewis never even thought of the possibility of being in an aviation career field until she joined the Navy. “The moment I made my first transmission on frequency,” she said, “I was immediately hooked.”

Lewis joined the Federal Aviation Administration (FAA) in 2008 and trained at her first facility, Camarillo ATCT (CMA). “Training is always a battle of proving myself and debunking any preconceived notions,” she said. “But I must admit, it was pretty shocking and somewhat nerve-racking when I first checked into my first facility. I’ve definitely grown accustomed to being the only Black woman at a facility, but the toughest part is ignoring any differences in standards in comparison to myself.



“It is a double whammy, working in a male-dominated career, but you have to understand the circumstances and power through it to be successful. All of my experiences have allowed me to grow and become a better person. I know I can reach back to those that come after me and help to ensure that their experiences are better and that they see more representation in their future.”

Lewis joined NATCA in 2008 while working at CMA, under the White Book. She said she didn’t get much education on NATCA at that time, but still understood and embraced the concept of a collective coming together to make things better. “I am grateful for all of the NATCA members I’ve met along the way. Those that mentored me, supported me, and became a friend. In doing that, it gave me plenty of opportunities for me to express my experiences to open ears,” she said.

“I am very proud of the steps NATCA has made towards diversity,” Lewis continued. “I am humbled to even have the opportunity to share my words considering where I came from. It has been a full circle moment for me and I am excited to continue my journey with my NATCA brothers and sisters. Throughout this process, I hope to pull more with me from all walks of life to prove that a seat

at the table is a reality. Just keep walking, climbing, and swimming. You'll be surprised how many people not like yourself are willing to take that journey with you. In solidarity, we are the absolute best!"



Phoenix (pictured at left) said when people think of Black history, they often think of legends of the past. But in aviation, she emphasizes, a lot of Black history is happening today. Black women only represent 0.65% of air traffic controllers in the FAA.

On Dec. 1, 2014, Phoenix became the first Black air traffic controller at BIS. She described how as a Texas native, she had to adapt to a new community, as well as a change in environment of minus 20 degrees and ice and snow. "North Dakota was all new to me and so was I to my co-workers, many of whom had never worked with a person of color, let alone a woman. There was definitely a learning period, but we got through it."

When Phoenix joined NATCA in 2014, she knew the support of a union would be key to her development as an air traffic controller, and would help her to learn and settle into her career much faster. "Additionally," she says, "fellow controllers spoke highly of NATCA and the access it gave them to a wider network. Having been a NATCA member for more than six years, I can truly say it has added significant value to my growth as a controller by exposing me to colleagues from various parts of the FAA."

"I would urge NATCA members to take a hard and honest look at what tangible actions have been taken to create a more inclusive environment within their facilities for members of underrepresented groups--including racial minorities, women, and people with disabilities."

Phoenix says stories of her experiences and that of other members who are minorities shows that NATCA members could do more by tackling discrimination head on. Daily experiences of micro- and macro-aggressions mostly get overlooked and dismissed, she says.

Concludes Phoenix, "It is our responsibility as NATCA members to hold each other accountable and to collectively ensure that our representatives act in the best interest of all members."

Whittaker (pictured at right) also created history when she became the first Black woman to certify as an air traffic controller at MSP in 2018. "Training came with its challenges," said Whittaker. "I would be lying if I said being a Black woman was not one of those challenges during training."

Whittaker dreamed of becoming a pilot at 12 years old after attending an Organization

of Black Aerospace Professionals convention in Minneapolis. She fulfilled that dream by becoming a licensed pilot at the age of 19.

"It's my duty to help inspire future aviators," said Whittaker. If I can influence and motivate at least one little Black girl to be a pilot or air traffic controller, my heart will be full. Representation matters and is imperative, especially for the future of aviation. Diversity is important because it makes the workplace more solid by having unique perspectives and a variety of knowledge from different backgrounds.



"To every facility and NATCA member, please understand that there is success in diversity and unmeasurable power in inclusion; not only in the workplace, but in life itself."

Union Synergy Committee's Second Town Hall Focuses on Involvement



More than 580 NATCA members watched the second Union Synergy (US) Committee virtual town hall on Feb. 10. It was a discussion on how NATCA can continue to engage our membership, further build our volunteer army, and inspire the next generation of members to step up and help propel us into the future.

Eight members who represent a broad cross-section of our activist core

described their journeys to becoming involved in NATCA: John Bratcher (Fort Smith ATCT, FSM), Stephen Cooper (Charlotte ATCT, CLT), Brad Davidson (Engineer/Great Lakes Region, Region X Vice President), Aubrey Farrar (Washington National ATCT, DCA), Dawn Johnson (Atlanta Center, ZTL), Jamie Sanders (Denver/Centennial ATCT, APA), LaKecia Shuron (Reading ATCT, RDG), and Eric Yates (Indianapolis Center, ZID). The town hall was moderated by US Committee member Adrienne Turley (Atlanta ATCT, ATL), and Southwest Regional Vice President Andrew LeBovidge.

"There is so much work to be done, and it requires all of our members to be involved to accomplish that work," LeBovidge said in opening the panel, which shared helpful points and suggestions to get new members engaged, and not-so-new members more engaged, in the work of our Union.

A key theme among many of the panelists' paths to involvement was seeing a need and finding themselves rising to the occasion.

"I think we can agree we each have a purpose in this Union, but we must find it and take consistent steps to work towards it," Turley said. "It's not always a tap on the shoulder to do something. Sometimes it takes you raising your hand."

All the panelists cited different opportunities for learning in NATCA, especially attending classes, meetings, and national events.

Getting involved, as the panelists reiterated, begins with education. During the global pandemic, in-person gathering and education has been replaced with virtual gatherings, like those in the NATCA US Facebook group. Out of more than 1,000 members in the US Facebook group, more than 940 were active in the group in the past month, including 814 on the day of the town hall. Because of the town hall, activity in the group increased 483 percent over the previous week.

"We need you to be here because we need to hear what it is you have to say," Shuron said. "Because your input is important, just like everyone else's is, and we're trying to move this Union forward. And if you want to be a part of that, then be a part of that."

Watch the town hall to hear all the stories of lessons these leaders learned, challenges and barriers they faced, and moments of inspiration and motivation they encountered along the way. [Join the NATCA US Facebook Group](#) to watch now, and learn more ways to begin your activist journey.

Atlanta Center Member Receives the 2020 Steve Hansen Safety Advocate Award

The Steve Hansen Safety Advocate Award is presented to a NATCA member who has made extraordinary achievements and has worked tirelessly on NATCA's behalf to be a leader in furthering the cause of aviation safety. While each winner has contributed their skills, dedication, and work ethic in different ways, with varying areas of expertise, there is one thing that ties them all together: they are all passionate about safety and aviation.

Congratulations to the 2020 award recipient, **Atlanta Center (ZTL) member Cher Oxenborg**.

Hired in March 2005 at ZTL, Oxenborg has served in multiple roles and on various committees within NATCA, including on the Communicating For Safety Planning Committee, the ATSAP Analyst Team, and the National Safety Committee (NSC). She is also a NATCA Academy instructor.

"For nearly a decade, I had the pleasure of working with Cher," said retired member and former NSC Chair Steve Hansen. "During that time, she was deeply involved in representing the NATCA membership by serving in multiple roles as a safety rep at the national level. Her dedication to the membership and commitment to



the safety of the NAS (National Airspace System) is amazing."

"Cher Oxenburg is one of the most committed NATCA representatives I've had the honor to work with," added NSC Chair Chrissy Padgett. "Regardless of the challenge that is placed in front of her, she will accept it and work through it with grace and perseverance."

"It is an honor to receive this award," said Oxenburg. "I'm so thankful for the opportunities I have to work with so many of the amazing members of the NATCA safety team."

[Click here](#) to view the past recipients of the Steve Hansen Safety Advocate Award.

Rinaldi Praises Collaboration in Dealing With COVID-19 During FAA Safety Town Hall Panel



NATCA President Paul Rinaldi spoke as part of the Federal Aviation Administration's (FAA) virtual Commercial Aviation Safety Town Hall on Tuesday, Feb. 23. Other panelists included FAA Administrator Steve Dickson, FAA Deputy Administrator Bradley Mims, Air Line Pilots Association, Int'l (ALPA) Aviation Safety Chair Capt. Steve Jangelis, and representatives from other labor and aviation groups.

Rinaldi and Dickson pointed out that it has been approximately a year since NATCA worked with the FAA to deal with the first positive COVID-19 cases among the air traffic operation workforce.

"Through communication and collaboration, I'm proud of what we developed on the fly," Rinaldi said. "There was no plan and no playbook to go by. We established constant telcons to make sure every time we had a positive or possible positive we could do contact tracing.

"We really worked this crazy balance of keeping the system up and running and protecting the workforce at the same time. It is still ongoing and continuing to

evolve. It has been an incredible journey; keeping the safety of the workforce first and foremost, and keeping that system up and running and a huge success.”

“[NATCA’s] leadership in working with our managers and facilities has been absolutely critical to our nation’s success, and not just that of the aviation system,” Dickson said.

“It’s a profession that you can’t socially distance,” Rinaldi said. “Even when you can wear a mask, at times you’re 18 inches apart. We established the backup crews, and that was a change to their negotiated watch schedules, and that was a tremendous thing to do. But with very little complaining, they understood what we were trying to do. We were trying to protect them from this disease and at the same time keep the system up and running.”

“Air traffic controllers are very resilient,” he added. “We smile sometimes at their ingenuity to keep air traffic moving when a facility went down due to a positive COVID-19 case. From working outside with hand-held radios from the top of a parking garage to see the runway and work airplanes in and out of Palm Beach, to going to airlines’ operation ramps in big airports and using that as a backup, it is really amazing the will that they have just to keep the system up and running and to run it safely and efficiently.”

Over the past year, there have been more than 3,500 positive cases of COVID-19 in the FAA workforce.

“Honestly I’m very proud to say there has been very little disruption to the National Airspace System,” Rinaldi said. “We were able to keep that system up and running and keep them safe.”

16th Annual Archie League Medal of Safety Award Winners' Spotlight

Northwest Mountain Region: Byron Andrews, Josh Fuller, Brian Hach, Ryan Jimenez, and Michael Sellman

As Seattle Center (ZSE) member Josh Fuller’s shift was ending on the Saturday afternoon before Thanksgiving in 2019, a supervisor from Area C walked through Area B urgently looking for anyone with pilot experience. A VFR-rated Cessna 182 Skylane pilot in far northern Idaho, Tim Bendickson, had departed Boundary County Airport (65S) on what was supposed to be a 40-



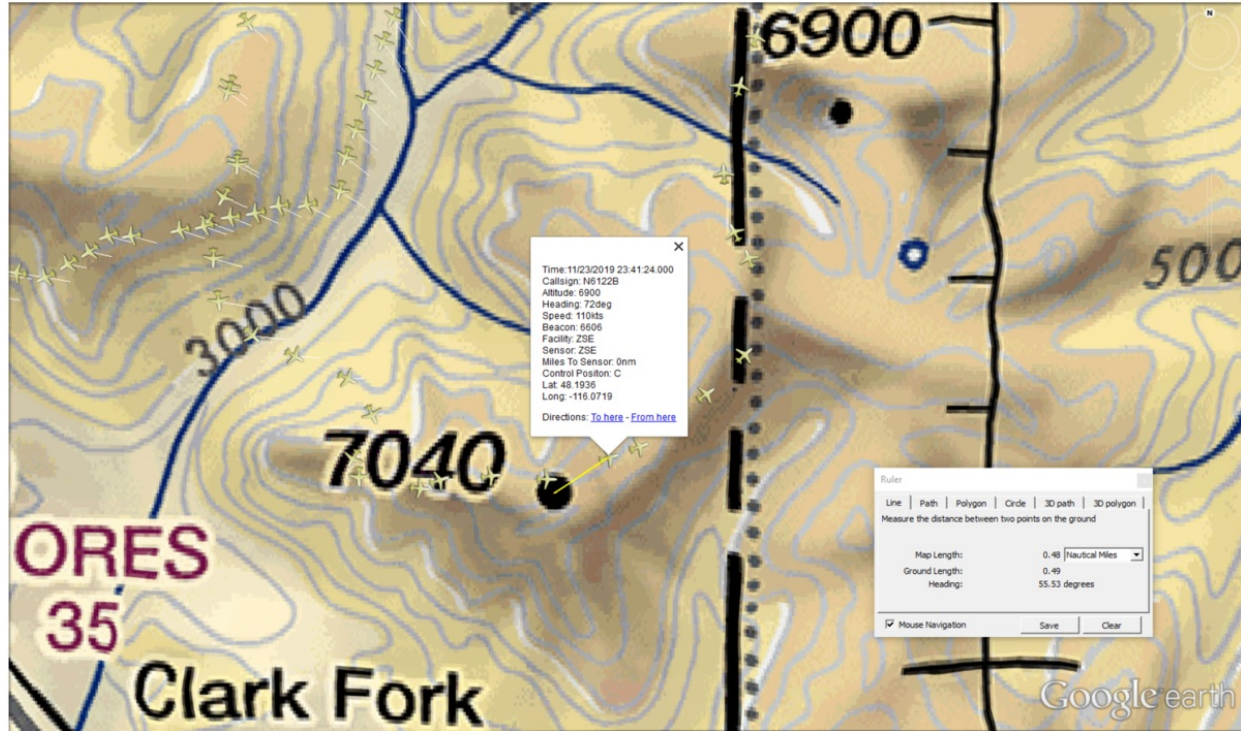
minute flight to the southwest back to his home airport in Priest River, Idaho (1S6). Instead, he immediately encountered fog and severe icing conditions, typical for that time of year, ending up in Canadian airspace.

Bendickson, knowing he could not find his own way back to the airport, called ZSE. "I just almost hit another mountain, I don't know where I am," he said.

Fuller grabbed his headset, went to Area C, and told the supervisor he

had limited pilot experience but not in a Cessna 182. He plugged in. "My stomach was in my throat," he said, "because I did not have any idea what we were getting into. My first thoughts were, let's just get him on a heading and keep his wings level."

Fuller spent the next two hours working with fellow ZSE members Byron Andrews, Brian Hach, Ryan Jimenez, and Michael Sellman. *(Pictured above - clockwise from top left: Brian Hach, Josh Fuller, Ryan Jimenez, Byron Andrews, and Michael Sellman)* It was an unforgettable team effort that saved the life of Bendickson, who was facing an array of challenges including disorientation that often leads to disaster for pilots. He was also 2,000 feet below the minimum IFR altitude. At ZSE, with 12 seconds between updates on their radar scopes, Bendickson's position changed dramatically with each sweep. "Any adjustments we make, we have to wait 12 seconds to see if those adjustments work out," Fuller said.



“Being in the control room, everyone could feel the weight of the situation,” Sellman said.

Sellman was working the low altitude sectors adjacent to where the emergency was occurring. It was a busy football Saturday, with Washington State hosting Oregon State in Pullman, Wash. Sellman worked to free up frequency space on the emergency sector (sector 8) by instructing other controllers to put any aircraft going to low altitude on his frequency. He said the airspace Bendickson was in is worked with non-radar procedures most of the time. Additionally, he said, “our radio coverage is pretty bad,” except for part of a valley where fortunately Bendickson was when ZSE first started to hear him. But that coverage was spotty when he was over the mountains.

Andrews was training a new controller on high altitude that day. He stopped training and ran over to the low altitude D-side position to assist Sellman and coordinated with high altitude controllers, approach controllers, and flight data. Jimenez worked with Sellman to split up initial coordination duties. He also took key steps to alleviate controller workload and frequency congestion. “We had to keep that sector as sterile as possible, to minimize any chance of interference,” Jimenez said. “We needed to keep Josh’s life as easy as possible in that situation.”

Perhaps the most harrowing part of Bendickson’s zig-zagging path above the mountainous terrain occurred near Scotchman Peak (pictured right), near the Montana border. It rises to 7,040 feet above the town of Lake Pend Oreille, Idaho. Bendickson’s altitude,



captured in three successive radar updates: 7,000, 7,100, and 6,900 feet.

“It’s crazy to think that if Tim had another body on board, or 50-60 pounds of baggage, or even eight more gallons of fuel that day, it would have negated the last bit of performance of the aircraft which was already deeply affected due to massive ice buildup once cresting Scotchman Peak,” said Hach, a 22-year veteran controller who is also a Skylane pilot. “In reality, the fact that he couldn’t see the terrain was probably best.”

It was clear at that point that Bendickson had no opportunity to go east, given the terrain and his ice-induced descent. Hach, who like Fuller was an Area B controller working in Area C for this emergency, said the plan at that point needed to be revised. “That is when I learned the sectional chart really quickly,” Hach said, “and we devised the best plan to get to the west.” That’s where lower terrain and a large valley held the probability of better visibility and no ice.

Next, Sellman, Andrews, and Jimenez all played a critical role in using a Washington Air National Guard KC-135 Stratotanker flight - Expo91 - inbound to Fairchild Air Force Base (SKA) in Spokane, Wash., to begin search and rescue instead of landing. The controllers used the flight to find VFR conditions and relay it to Bendickson.

Fuller told Bendickson, “November 2-2 Bravo, you’ve made it a long way so far, so thanks for hanging in there.” Bendickson replied, “Thank you so much!” The crisis was not over, but everyone involved started to have a much higher degree of confidence in a safe outcome. Expo91 reported that Bendickson, on his current heading, would break out of the clouds in 8-10 miles. Ninety minutes after his initial call to ZSE, he emotionally transmitted that he could see land. After ZSE shipped Bendickson to approach control for handling into Coeur d’Alene Airport (COE), east of Spokane, Wash., the relief was joyous and overwhelming.

“A couple of us unplugged and there was some applause in the room,” Fuller said. “It was kinda cool.”

“Thus far into my career, this was the craziest situation we’ve been involved with,” Jimenez said. “I just think it’s really remarkable that Josh and Brian were able to show up and plug into airspace that they are almost completely unfamiliar with. Everybody involved had one goal and we were singularly focused on that, trying to find Tim a place to land safely.”



Pictured left to right: Brian Hach, Josh Fuller, pilot Tim Bendickson, Byron Andrews, and Michael Sellman. Not pictured, Ryan Jimenez.

At the 11th Annual Washington Air National Guard Awards banquet on Feb. 8, 2020, Col. Larry Gardner, 141st Air Refueling Wing (ARW) Commander, showcased what he called an act of heroism by the airmen from Team Fairchild. The crew of Expo91 included pilots Lt. Col. Mike Harris and Capt. Charles Roark from the 141st ARW and Senior Airman Kendall Bryant, a 92nd ARW boom operator.

Calling Seattle Center for help “saved my life,” said Bendickson, who has been flying for 10 years. “They were nurturing and just kept me calm and kept me focused on what my task at hand was. Everything boils down to what my instructor said which is, first and foremost, fly the airplane. That’s what I did.”

“This was an incredible thing to be a part of,” Fuller said. “These guys did one hell of an incredible job. Tim did a remarkable job just holding it together. He’s the one that actually fought for two hours while we coached.”



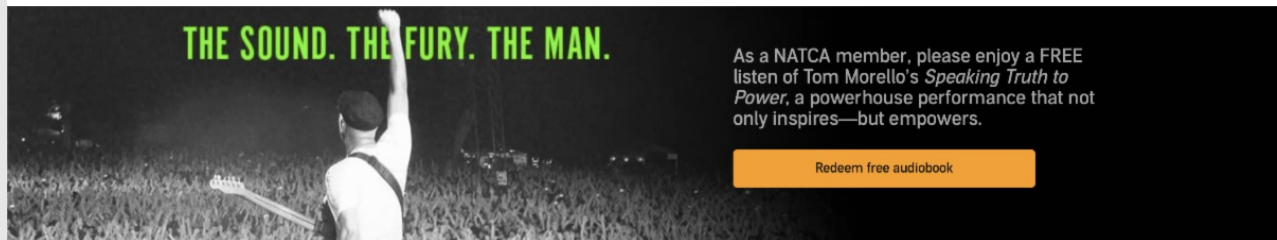
Listen as the five NATCA ZSE members involved in this dramatic, two-hour long event reconnect virtually with Idaho pilot Tim Bendickson - whom they first met in person at the facility after the event (before COVID-19) - and recount how it all happened. [Click here](#) to listen.

Other ways to listen to The NATCA Podcast:
[Apple Podcasts](#) | [iHeart Radio](#) | [Google Podcasts](#)

We’re currently seeking nominations for the 2021 Archie League Medal of Safety Awards. Any member can nominate another member who was involved in the best saves that have occurred at your facilities since June 1, 2020. [Click here](#) for the nomination form.



Hear Tom Morello Speak Truth to Power



Rage Against the Machine's pioneering guitar virtuoso, fearless justice fighter, and honorary NATCA member Tom Morello could not be any louder or clearer in his soaring new Audible Original: *Speaking Truth to Power Through Stories and Song*. Experience the American renegade and bold truth teller on his own terms as he fuses the personal with the political in an unforgettable one-man show, now available to NATCA members as a special FREE download.

To listen, just visit audible.com/NATCA.

NCF Concludes its Successful Step Challenge



The NATCA Charitable Foundation's (NCF) First Annual Step Challenge ended on Monday, Feb. 15. Thank you to everyone who participated to support NCF. We raised over \$23,000 and had over 800 steppers in this challenge. Steppers walked a total of 360,035,584 steps and 164,701.22 miles. We had 45 steppers walk over one million miles in 45 days.

"When we set up the challenge and capped the steps at 40,000 per day, we never imagined people would not only meet this challenge, much less exceed it

every day for 45 days," said NCF President Corrie Conrad.

Two steppers – Atlanta TRACON (A80) member Yuri Force and Fort Worth Center (ZFW) member Chris Thompson – walked over 40,000 steps every day of the step challenge (the maximum allowed per day) and tied for first place. Since a tie-breaker was not announced, both steppers are receiving the first place prize, a \$600 Visa gift card. Congratulations to Force and Thompson, who each totaled 1,800,000 steps. The third-place stepper – El Monte ATCT (EMT) member Nastran Yousefi (1,795,420 steps) – was not far behind and will receive a \$200 Visa Gift

NCF 45 Day Step Challenge
January 2nd - February 15th, 2021
Our Top Individual Winners!!

	Yuri Force "foxforce"		1st place Tied	\$600 Visa Gift Card 1,800,000 Steps
	Christopher Thompson "CThompsonZFW"		1st place Tied	\$600 Visa Gift Card 1,800,000 Steps
	Nastran Yousefi "Nastran"		3rd place	\$200 Visa Gift Card 1,795,420 Steps

See You Next year

Sponsored by **SkyOne**
FEDERAL CREDIT UNION



Seventy-two teams competed against one another in friendly competition for top average steps per day.

Congratulations to Spokane ATCT (GEG), taking first place in the Team Challenge, with an average step count of 26,650 per day. They will receive \$2,000 to donate to their charity of choice, a trophy to try to defend in 2022, and major bragging rights.

Congratulations to A80 for taking second place with an average of 17,611 steps per day. They will receive \$1,000 to donate to their charity of

choice along with bragging rights.

"Thank you to everyone who participated and donated," said Conrad. "And thank you to SkyOne Federal Credit Union for sponsoring the Step Challenge. We are looking forward to the NCF's next Step Challenge in 2022!"

Purchase NCF COVID-19 Relief Coins

At the end of last summer, with crazy schedules and uncertainty regarding the future of aviation, Houston TRACON (I90) member Andrew Stachowiak began to think about the impact that COVID-19 has had on us all. He recognized a need to honor the hard work and dedication that has pulled the aviation community through this pandemic. Whether at home or at work, everyone played a role to help keep each other safe.

Stachowiak thought the best way to capture this moment of pain, suffering, sacrifice, and loss in a positive and hopeful light would be through a challenge coin. The idea being that anyone who purchases one of these coins will reflect on it with ultimate pride and reverence.



COVID RELIEF COINS

\$25 Each (\$20 each on 10 or more)
Use **PROTECT20** at Checkout

Proceeds to Benefit
World Central Kitchen and the
NATCA Charitable Foundation




"PROTECT"
Represents All Our Members
Protecting Each Other,
No Matter the Challenge
"We Are NATCA"

Compass Rose
Signifies the
Passage or Time and
Directions Away
from the Virus

Baby Blue Airplane
Silhouettes Depict
Our Flight Path to Safety
Vectored Away from
the Pandemic



"COVID-19"
Represents the
Active Runway

Runway Hold Short Bars
For The Tower Peeps

To help make a difference in the lives of others who were not able to keep their jobs or are struggling to meet their basic needs, proceeds from the purchase of this coin will benefit the [NATCA Charitable Foundation](#) and [World Central Kitchen](#).

May this memento remind you of NATCA's continued unity and symbolize our ability to persevere, even through the toughest of times.

[Click here](#) to purchase your Challenge Coin.

Continue Your Contributions to Support the
Disaster Relief Fund



The NATCA Disaster Response Committee (DRC) continues to help our members in dire conditions in the Southwest Region after severe winter weather.

"As temperatures across Texas, Louisiana, and Arkansas return to normal ranges, I want to take a moment to say thank you to the members of the NATCA Disaster Response Committee, all the volunteers, and those across the country who donated and continue to donate to assist our brothers and sisters who were affected by the recent frigid temperatures in the region," said Southwest Regional Vice President Andrew LeBovidge. "Many lost power and water for significant periods and some had to flee to find shelter. Broken and leaking pipes caused damage to residences and many are still under 'boil water' directives. Our members and their families from Texas and Louisiana have certainly seen their share of natural disasters – more than their share, really. Let's hope for a better spring and an uneventful hurricane season."

"I couldn't agree more," added Fort Worth Center (ZFW) FacRep Nick Daniels. "NATCA's DRC took so much stress off of the FacReps and members, once again helping us find everything from hotel rooms for those in need, equipment to clean up the damage, and continued checking on us daily, asking how they could help."

"Did I mention that the DRC is completely funded by donations and made up of volunteers? Having the entire NATCA family behind you when events like this occur truly makes all the difference in the world. Thank you to each and every person who reached out as many of us faced no heat and water for days. We felt the love and will always pay it forward. It's another example of what this NATCA family is all about!"



NATCA's Disaster Relief Fund aids members who have experienced catastrophic losses of property and helps provide a lifeline during those most desperate times. NATCA will work directly with affected members to help them purchase food, gasoline, or any other supplies that might be required. We will have volunteers ready to deliver supplies as soon as we know the need.

[Please consider donating to the NATCA Disaster Relief Fund](#) For more information, please [visit the DRC page](#) or email drc@natca.net.

NATCA Virtual Academy Courses Available

NATCA Academy classes for virtual learning are scheduled through the end of March. We hope that you will take this opportunity to learn more about your Union, your rights, and how you can become more active in the areas that interest you.

Visit the [NATCA Membership Portal](#) to sign up for any of the NATCA Academy Virtual Learning courses. Once you have logged in, select "List of Events" from the Events menu tab, then select "NATCA Academy Virtual Learning." If you have any questions, please contact [Chrissy Padgett](#).

NATCA ACADEMY VIRTUAL LEARNING



Sign up at
portal.
natca.org



SUN
FEB 28

1:00 pm EST
Building Lasting Relationships (60 min)

TUE
MAR 2

6:00 pm EST
End of Year Forms (60 min)

THU
MAR 4

12:00 pm EST
Amending a Local Constitution (60 min)

MON
MAR 8

11:00 am EST Conducting a Local Meeting (60 min)
1:00 pm EST End of Year Forms (60 min)
1:00 pm EST Having a Difficult Conversation (60 min)
7:00 pm EST Conducting Local Elections (60 min)

TUE
MAR 9

12:00 pm EST FAA Funding (60 min)
2:00 pm EST Social Media (60 min)
6:00 pm EST Robert's Rules (60 min)

NATCA Academy Virtual Learning Series: End of Year Forms

Due to the coronavirus pandemic, NATCA has had to change how it trains its members. Virtual courses are currently replacing in-person classes and events. While some courses are familiar and popular favorites, the pandemic has brought with it the ability for NATCA to offer new and popular courses to many more members. NATCA's Chrissy Padgett explains how our Union wants to share these courses with you.

What have been the positive aspects of transitioning the NATCA Academy to virtual learning? What have been some of the challenges?

Padgett: The positive aspects of transitioning these courses to virtual learning is that we're able to reach a much broader audience. Members that were previously limited by travel restrictions or had issues getting off the schedule to attend the training in person can now join online from their home.

Some of the challenges of virtual learning have been the personal interaction or lack thereof. We knew that would be a hurdle going in so we try to do everything we can to keep the interaction and engagement that has made all of our in-person classes so successful. I know the virtual classes that I've been a part of, whether it was as an instructor or a participant, have really made an effort to maintain that personal interaction, even staying on for discussions until the last participant logs off.

Why is it important for NATCA members to participate in these courses?

Padgett: It's so important for NATCA members to participate in virtual learning

because this is such a unique opportunity where pretty much every aspect of NATCA is being offered as an online class. All members should be taking advantage of this chance to learn more about our Union and what interests them.

What is the benefit members gain from taking these courses?

Padgett: The benefits that members gain from taking these courses is learning more about what NATCA is doing on their behalf and on behalf of their profession and how they can get involved. Members can also gain a better understanding of the roles that they play in their Union and ways they can help improve our Union.

This week we will focus on the **End of Year Forms** webinar with instructors Dallas/Love Field ATCT (DAL) FacRep Dontae Siders and Seattle Center (ZSE) Treasurer Devin Carlisto.

What is this course about?

Siders: The End of Year Forms course gives step-by-step instructions on filling out the required forms NATCA locals are required to file with the Department of Labor and the Internal Revenue Service (IRS). These forms include the LM-4, LM-3 and IRS 990-N (e-Postcard).

Who would benefit from taking this course?

Siders: This course is designed to benefit incoming FacReps and treasurers, and serves as a refresher for more seasoned E-board members, since filling out these forms is something we only do once a year.

Why is this course important?

Siders: This course is important because it gives all of our locals the tools they need to accomplish their responsibilities and be in compliance with SRD-8 of the NATCA National Constitution.

Why do you enjoy teaching this course?

Siders: Devin and I are both on the NATCA National Finance Committee, so we love talking about finances! In all honesty, we enjoy teaching this course because we are helping our brothers and sisters become more educated. When you take on more responsibilities, the extra tasks can sometimes become overwhelming; we like being able to simplify, provide helpful resources to free up your plate, and make your job that much easier. With this course, we can show you how to do that.

Union Members Feature: The International Transport Workers' Federation

NATCA continues to highlight our union sisters and brothers who are also essential workers during the COVID-19 national emergency. The International Transport

Workers' Federation (ITF) is a federation of nearly 700 affiliated trade unions from 150 countries. ITF's affiliate unions represent nearly 20 million working men and women across the world. ITF helps their affiliate unions secure rights, equality,



**International
Transport Workers'
Federation**

and justice. Our Union is one of 20 ITF affiliate unions in the United States, and NATCA's Executive Vice President Trish Gilbert serves as Vice Chair of the ITF Air Traffic Services Committee. ITF's goals include.

- Promoting respect for trade union and human rights worldwide,
- Working for peace based on social justice and economic progress,
- Helping our affiliated unions defend the interests of their members,
- Providing research and information services to our affiliates, and
- Provide general assistance to transport workers in difficulty.

[Click here](#) to read more about what ITF is doing to advance workers' rights around the world.

Final Days to Apply for NATCA's 2021 College Scholarship



NATCA offers a scholarship program for spouses, children, stepchildren, and legally adopted children of active, retired, and deceased members in good standing for at least two consecutive years. This scholarship is for full-time attendance at accredited colleges and universities within the United States and its territories for an undergraduate degree program.

Applicants must apply in writing to the NATCA National President no later than March 1 for the college/university attendance in 2021, and submit a qualifying 500-word essay.

During a crisis, like COVID-19, many workers have been able to perform their work from home. Many essential workers, like air traffic controllers, are unable to do so. Describe in 500 words or less: "What has NATCA been able to attain on behalf of the professionals we represent through advocacy, collaboration and negotiations?"

NATCA will notify applicants as to whether they will receive the scholarship by April 30, 2021. For details about the NATCA Scholarship Program, including the application, [click here](#).

Operation Traffic Counts Across the U.S.

Aviation System Performance Metrics (ASPM)

TUESDAY, FEBRUARY 23, 2021

ASPM77 Airport Ops

-31.8%

35,778 CURRENT OPS

52,429 SEASONAL AVG

Core Airport Ops

-40.5%

20,140 CURRENT OPS

33,868 SEASONAL AVG



Center Ops

-33.2%

var from baseline

77,363 CURRENT OPS

Top 7 TRACONs

-28.6%

var from baseline

20,176 CURRENT OPS

SOURCE: Federal Aviation Administration

VFR Flights Index 7 Day Rolling Average

