



## Paul Rinaldi & Trish Gilbert **TEAM UPDATE**

Brothers and Sisters:

A year ago, each new day gave us another blow of bad news. But now, we are moving forward with increasing momentum as our country steadily and surely beats back this awful pandemic with vaccinations and cautious steps. Our immediate future looks more than promising, and the potential for exceeding expectations is high. As AFL-CIO President Rich Trumka said this week, "We are not looking to get back to normal. We are going to build back better with unions."

As the country goes, so goes NATCA. Throughout the pandemic, we have remained focused on keeping our members safe and our National Airspace System (NAS) moving. Finally, we have an opportunity to also scan our horizon and assess where we are and where we need to go. We have planned a course of action that leads us into an exciting period of a smooth and seamless transition to our Union's newly-elected leaders, President-Elect Rich Santa, and Executive Vice President-Elect Andrew LeBovidge, and our new National Executive Board (NEB) this September.

NATCA's advocacy efforts have continued throughout the pandemic. This morning (Tuesday, May 18), at 11 a.m. EDT, Paul will participate in a congressional roundtable hosted by the U.S. House of Representatives Committee on Transportation & Infrastructure (T & I) Aviation Subcommittee. This roundtable, titled, "Final Approach: An Update on ATC Modernization" will focus on the implementation of the Next Generation Air Transportation System (NextGen). During his opening remarks, along with discussing NATCA's NextGen priorities, Paul will highlight the urgent need for robust authorization funding levels for ATC facility upgrades (a top NATCA priority) in the upcoming infrastructure bill. Paul also will talk about the importance of a stable, predictable funding stream for the FAA and the National Airspace System, as well as update the committee on ATC staffing. The roundtable will be live streamed through the T & I Committee. All NATCA members are invited to watch. [You can watch it here.](#)

In August, we are proud and relieved to finally convene our supreme convention body for

the [18th Biennial Convention in Houston](#) (Aug. 10-12). [Registration is open](#), as is our room block at the [Marriott Marquis](#) in downtown Houston. We hope you will be able to join us if your schedule allows. While we plan full coverage through a live stream and news reports on our website, in NATCA's social media, and our member publications, we are excited to renew our relationships with our members in person and address the many issues that will come before the supreme body.

In addition to the solidarity events planned by the Houston Convention Organizing Committee, we will also get the wonderful opportunity to honor our [2020 Archie League Medal of Safety Award winners](#)



The following month, Sept. 27-29, we will return to Las Vegas to bring together our members, along with representatives from the Federal Aviation

Administration (FAA), and leaders of the aviation community to discuss an array of safety and modernization topics at [Communicating For Safety](#) (CFS). We're working to fill the agenda with engaging panels and again make this the best safety conference on the aviation calendar. We'll also honor the 2021 Archie League Medal of Safety Award winners, who will be chosen next month. Registration for CFS opens on June 2.

On Oct. 4-6, we will host [NATCA in Washington](#) at the Marriott Marquis near our National Office in northwest Washington, D.C. Our important legislative grassroots efforts have continued in earnest, albeit virtually, during the pandemic. The chance to meet again with our NATCA activists in person for training and legislative outreach will be invigorating, with an opportunity to chart our path forward through increasing the size and strength of the NATCA Majority in Congress.



These are still long days, working to ensure our members have safe work environments in which to continue to keep passengers, cargo, and the COVID-19 vaccine moving safely and effectively. But the worst of the pandemic seems to be behind us, and we see even brighter days ahead. Together, we will continue to grow this Union into a stronger and more cohesive organization that works for all of us. The opportunity to once again meet in person is exciting, and we are truly honored to represent you.

In solidarity,

Paul Rinaldi  
President

Trish Gilbert

## Changes Arrive at Florida Metroplex and Northeast Corridor Atlantic Coast Routes

Changes have come to the Florida Metroplex and Northeast Corridor Atlantic Coast Routes (NEC ACR), which will improve safety and efficiency in this busy airspace. "These changes will improve the efficient flow of air traffic over South-Central Florida while also decreasing the complexity and frequency of controller interactions, said Article 114 Metroplex Rep and co-lead for the project Christian Karns. "The project will improve many air traffic procedures to take advantage of the most current design criteria and to improve their connections to, and separation from, other procedures. Additionally, the project takes advantage of modern technology by creating or optimizing performance-based navigation procedures that are accurate, repeatable, and predictable."

On April 22, 54 new procedures were published, mainly impacting central Florida. Additionally, 37 of the new procedures were implemented, with 17 SIDs and STARs temporarily delayed, as indicated by Notices to Airmen (NOTAMs). The remaining 17 SIDs and STARs, mainly in the south Florida area, will be implemented in August.

Procedure changes will eventually be implemented at Orlando Executive Airport (ORL), Orlando Sanford International Airport (SAN), Punta Gorda Airport (PGD), St. Pete-Clearwater International Airport (PIE), and Tampa International Airport (TPA), among others. "The procedure changes have not yet been implemented due to COVID," said Karns. "Air traffic controllers have not been able to get in the labs and train, but all procedures will be implemented on Aug. 12."

New T routes were also effective on April 22. Although V routes are still available, the FAA encourages operators to file for the new T routes. Many of the V routes will be decommissioned over time. These new routes are the most effective for the airspace. General aviation operators, partly due to the large number of independent entities, tend to be slower adopters of route changes, so the Federal Aviation Administration (FAA) will work with flight planning and routing organizations to encourage the use of these new routes.

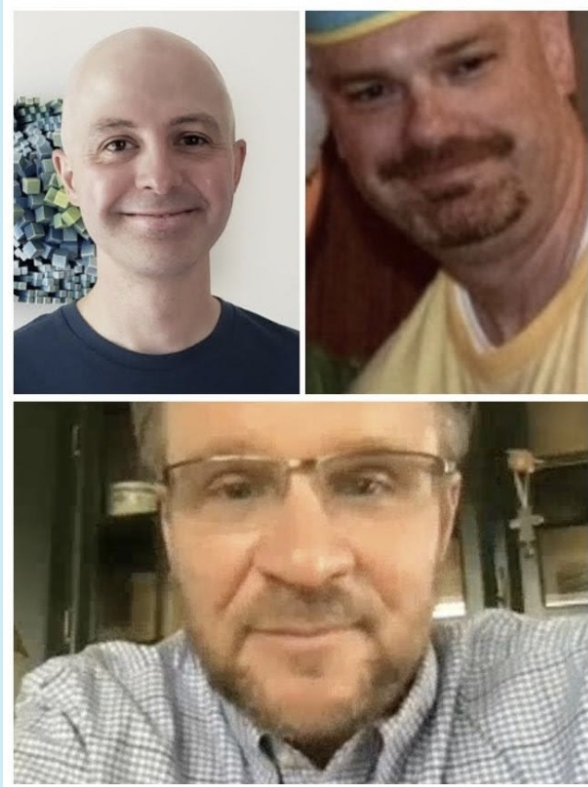
Meanwhile, major updates are planned for the NEC ACR. Full implementation of the changes has also been postponed due to the COVID pandemic and training challenges. Beginning this fall, seven Q routes will be implemented. Washington Center (ZDC) ultra-high sector 30 will be implemented on Sept. 9. Overall, almost 40 Q routes and Y routes will replace north-south high-altitude route structure along the East Coast. These routes will also decrease reliance on ground-based nav aids.

"This has been a very long project, with multiple government shutdowns, and the COVID pandemic, but it is finally coming to fruition, with the first implementation happening last month and the second happening later this year," said Karns.

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

## Eastern Region: Mark Dzindzio and Ray Hanson, Potomac TRACON (PCT)

When Ray Hanson sat down with fellow Potomac TRACON (PCT) controller Mark Dzindzio to assist Piper PA-28 pilot Karl Muller, who was having difficulty navigating in IFR conditions above the Shenandoah Valley in western Virginia, Hanson applied the full breadth of knowledge he has acquired from 13 years as a controller and nearly a quarter of a century as a pilot himself. **(Photos: Hanson, top right; Dzindzio, top left; and Muller, bottom)**



It wasn't until a couple of days after helping Muller out of the jam that Hanson realized the incident was eerily similar to his own in-flight challenge in the summer of 1999. He had just gotten his instrument rating and was flying with a friend from Daytona Beach, Fla., to Mansfield, Mass. Their rented plane was burning fuel at a much faster rate than he was expecting, and Hanson found himself over the Chesapeake Bay with thunderstorms in the path of his urgent need to land and refuel, but with Washington Center (ZDC) controllers lending a helping hand.

"I was Karl 20 years ago," said Hanson, who grew up wanting to be a 747 pilot thanks to two parents who worked at Pan Am and nurtured his love of aviation. He found his way to air traffic control as a career after the 9/11 attacks decimated the aviation industry, but earned both his Certified Flight Instructor Instrument and Multi-Engine Instructor ratings. "That is what happened with me. The only difference is that I was 19 years old and I was young and stupid and felt like I was indestructible so at the time, it didn't really register with me compared to when my friend reminded me of the situation. That hit home a lot more."

Muller began flying in 2015 and earned his license and instrument ratings over the next two years. He had just joined a flying club in Harrisonburg, Va., near Shenandoah Valley Regional Airport (SHD), and bought a home nearby. On this day in late May 2020, he planned to fly up to his previous home airport, Hagerstown (HGR) and back to SHD. The first leg was uneventful. On the flight back, Muller filed an IFR plan.

"I wanted to descend and fly





VFR along Interstate 81 (which connects Hagerstown and the Shenandoah Valley) at about 2,000 feet,” Muller said. “But my initial mistake was simply flying into the clouds at 5 or 6,000 feet on my instrument flight plan, at which point I could not descend and go VFR.”

At PCT, the COVID-19 pandemic was in its early

stages and traffic was light. “There wasn’t much flight activity. Most things had been canceled,” said Dzindzio, who this year will mark his 10-year anniversary at PCT after starting his career in 2009 at Manassas ATCT (HEF).

Muller’s flight needed special attention and an instrument approach into SHD. Conditions were windy. He was having difficulty flying straight and level and his unfamiliarity with both local approach fixes and using his onboard Garmin GPS sent him off course. By his own admission, fatigue led to confusion and made him doubt where he was.

Dzindzio vectored Muller to the localizer at SHD. But Muller was not able to pick it up, or stay on the glideslope. At that point, Dzindzio told him to go around because it was not looking like a very safe approach. Additionally, Air Force Two was on the controllers’ scope, and they had a feeling it was going to be too much to handle combined. So they split the position and Hanson sat down.

“I now had plenty of time to talk to this one individual,” said Hanson, who spent three years at Albany ATCT (ALB) and Wilmington, Del., ATCT (ILG) before transferring to PCT. “I didn’t have much of anybody else to deal with, so it gave me time to start asking questions and find out what I’m working with.”

Hanson learned Muller was inexperienced in IFR conditions, so he limited the amount of corrections, turns, and length of turns in an effort to keep things simple and lighten Muller’s workload.

“Instead of trying to manage both the iPad and the cockpit Garmin, I made sure I put the controller first, did exactly what he said, and - although I did keep an eye on both the Garmin and ForeFlight - it finally felt like, ‘I can do this,’ rather than being confused,” Muller said. “It was almost a surprise when I popped out of the clouds because I was focused on doing exactly what he said. And once I popped out of the clouds, I was just joyful in telling him, ‘airfield in sight!’”

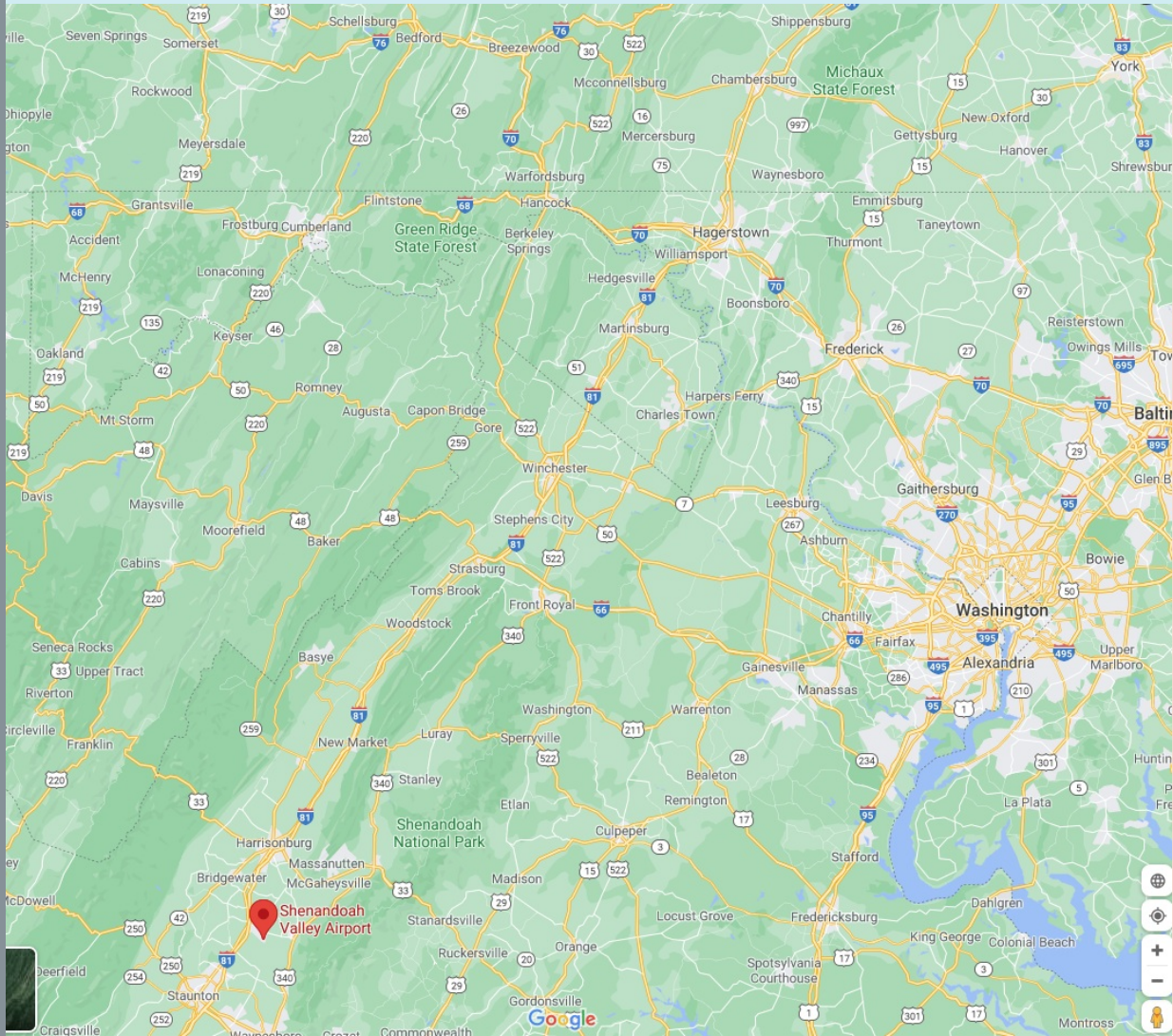
Muller, who credited the voices of Dzindzio and Hanson with having “a calming effect” on him, had the unique opportunity to thank both controllers during a recent virtual meeting.

“It means a lot because I get to say thank you to both of them,” Muller said. “It was life changing because they saved me in the clouds.”

Hanson said he and Dzindzio initially wondered why they were chosen to receive the award. “We knew we did something kind of good, but at the same time, I feel like I’ve seen people do bigger and better,” he said. “It seemed like another day at the office. But to be added to the group of controllers that have received this award is pretty damn cool.”

“It was a little surprising to be chosen,” Dzindzio added. “It definitely was such a great result, of course, and we knew that there was absolutely a danger of the pilot not landing successfully. When he said he had the field in sight, it felt really good.”

Dzindzio and Hanson are the fourth and fifth PCT members to win the Eastern Region Archie League Medal of Safety Award, joining Joseph Rodewald (2015), Matt Reed (2012), and Louis Charles Ridley (2010).



Listen as PCT members Mark Dzindzio and Ray Hanson recount this event with the pilot they assisted, Karl Muller, in the latest episode of The NATCA Podcast. [Click here to listen.](#)

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





# Celebrating Asian, Pacific Islander, and Jewish Heritage

May is both Asian American and Pacific Islander Heritage and Jewish American Heritage Month, when we recognize the contributions and influence of these Americans to the history, culture, and achievements of the United States.

Asian and Asian American workers have faced enormous challenges over the past year. Like all Americans, they have had deaths and poor health due to COVID-19 and high unemployment. In addition, they have suffered from a large increase in anti-Asian racism and violence.



This month, we celebrate the achievements of Asian Americans and Pacific Islanders in aviation like Ellison Onizuka. He was born in 1946 in Kealahou, Kona, Hawaii. He earned his bachelor's and master's degrees in Aerospace Engineering. After graduation, he entered into active duty with the U.S. Air Force and became an aerospace test flight engineer at McClellan Air Force Base in California, where he performed systems safety engineering and flight testing for a variety of aircraft. He was an astronaut who was the first person of Japanese descent to reach space. He died in the destruction of the Space Shuttle Challenger in 1986.



Aerospace test flight engineer, astronaut, and first American of Japanese descent to reach space, Ellison Onizuka



Asian-American aviation pioneer and first female Asian-American aviator, Katherine Sui Fun Cheung

Another Asian-American aviation pioneer was Katherine Sui Fun Cheung who

is designated by the Smithsonian National Air & Space Museum as the first female Asian-American aviator. She first developed an interest in flying when her father took her to an airfield to teach her how to drive a car. She was fascinated by the planes taking off and landing. Soon after, her cousin, who was a pilot, took her for an airplane ride. In 1932, Cheung became part of the 1% of licensed American pilots who were female.

The Jewish American experience is a story of faith, fortitude, and progress. Generations of Jewish people have come to the United States fleeing oppression, discrimination, and persecution in search of a better life for themselves and their children. It is a quintessential American experience connected to key principles of American identity, including our nation's commitment to freedom of religion and conscience.



This month, we celebrate noteworthy Jewish Americans, who have made invaluable contributions to aviation and the labor movement. Judith Resnik was a Jewish American, who was an astronaut and the second American woman to travel in space. Resnik was recruited by NASA for astronaut training in 1978. At NASA she worked on a number of projects in support of Orbiter development, including experiment software, the Remote Manipulator System (RMS), and training techniques. In 1984 Resnik served on the crew of the Orbiter Discovery, logging just short of 145 hours in space. The crew earned the name "Icebusters" in successfully removing hazardous ice particles from the Orbiter using the Remote Manipulator System. Resnik was killed with her six fellow crew members when the space shuttle Challenger exploded shortly after launch on January 28, 1986. She was posthumously awarded the Congressional Space Medal of Honor.





Astronaut and the second American woman to travel in space Judith Resnik

First and longest-serving president of the American Federation of Labor Samuel Gompers

Another particularly noteworthy Jewish American was Samuel Gompers. He the first and longest-serving president of the American Federation of Labor (AFL). He is credited with developing the structure and characteristic strategies of the American labor movement. Under his leadership, the AFL became the largest and most influential labor federation in the world. It grew from a marginal association of 50,000 in 1886 to an established organization of nearly 3 million in 1924 that had won a permanent place in American society. In a society renowned for its individualism and the power of its employer class, he forged a self-confident workers' organization dedicated to the principles of solidarity and mutual aid.

NATCA honors our Union's Asian and Pacific Islander and Jewish members. You make our membership stronger and our Union more powerful.

## NATCA Participates in PWC Training Conference

The Professional Women Controllers (PWC) recently hosted its 43rd Annual Training Conference. Trish was a keynote speaker and spoke about the importance of diversity within aviation and the progress of the Women in Aviation Advisory Board (WIAAB), of which she is a member. NATCA also had a virtual booth to communicate with conference attendees.



During her presentation, Trish said, "There is a significant perception gap." Trish added, "that women are well-represented in aviation careers." Trish spoke of the numbers of women in aviation being stagnant for several decades and

even declining to date.

"Diversity of representation brings diversity of thought," said Trish. "When this happens, there is better decision-making, more employee engagement, increased creativity, and reduced turnover." Trish talked about the work of her subcommittee, Understanding the Problem and Industry Trends, within the WIAAB, and the recommendations they will provide to Congress and the FAA later this year. "I've never seen as much passion from a group as this, trying to get this done right, and make a powerful punch to encourage those that will read this report to do the right thing with the recommendations provided," said Trish.

Trish also talked about the influences that encourage girls and women to enter the field of aviation. The positive

about the influences Trish discussed was that it was a much longer list than the barriers. "The system is working as intended, built without women in mind," she said. "This is not about fixing women. We want to fix the system. It's incumbent upon all of us to fix the system."



Trish said the WIAAB is set to provide recommendations to the FAA and Congress this fall. "There will be a lot of strong recommendations around culture and how to change it. Another recommendation will be to create a dashboard as a place to see all the different careers and opportunities in one place. One of the key areas for recommendations will be focused on leadership commitment from Congress, DOT, the FAA, and the aviation industry."

## Trish Talks Diversity at AUVSI

Trish had the opportunity to speak at the Association for Unmanned Vehicle Systems International (AUVSI) XPONENTIAL 2021 conference. Her panel, Beyond the Diversity Tab: If We Want To Change The World, We Must Get Our House In Order, discussed bias recognition at organizations, how to go beyond diversity statements on websites, and internal and external commitments to diversity and inclusion.

● LIVE



**MIGNONNE HOLLIS**

Arizona Regional Economic Development Foundation



**TRISH GILBERT**

National Air Traffic Controllers Association



**DEVEN DESAI**

Georgia Institute of Technology  
Scheller College of Business



**KENNETH BAILEY**

National Economic and Atmospheric Administration  
Office of Research and Civil Rights



Trish said once the diverse talent is in the door, you don't stop there. You make sure the work environment is inclusive to the diverse group. She gave several examples of how in aviation, it was once exclusive, and those policies are finally changing. She talked about the nursing mother's policies and that now there are rooms in air traffic control facilities for nursing mothers to use. She said that female airline pilots previously had to wear male uniforms and have them tailored to their physique. She also gave the example of aviation technicians, and how there were locker rooms for men, but no space for women. "Once you get them in the door, don't make them continue to feel like they don't belong there," said Trish. "Make sure you're doing the work that you

need to do so that they feel included. It will help employee engagement, unnecessary turnover, the bottom line of the company, and will make our National Airspace System safer, when everybody's engaged and feels a part of the community."

## NATCA Academy Courses Available

The NATCA Academy is planning a mixture of both virtual-learning and in-person classes during the next several months. See the full schedule of planned Academy classes [here](#).

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 courses. Once you have logged in, select "List of Events" from the Events menu tab.

If you have any questions, please contact [Chrissy Padgett](#).



## Operation Traffic Counts Across the U.S.



# Aviation System Performance Metrics (ASPM)

TUESDAY, MAY 11, 2021

ASPM77 Airport Ops

**-23.3%**

43,796 CURRENT OPS  
57,109 SEASONAL AVG

Core Airport Ops

**-29.7%**

25,781 CURRENT OPS  
36,686 SEASONAL AVG



Center Ops

**-25.5%**

var from baseline

92,705 CURRENT OPS

Top 7 TRACONs

**-26.4%**

var from baseline

23,361 CURRENT OPS

SOURCE: Federal Aviation Administration