HATCH ACT FRIENDLY

NiW Today

May 1–3, 2024

NATCA IN WASHINGTON 2024

Guiding the Course:
Activating Our Members for Success

NiW Today

NATCA IN WASHINGTON 2023

May 1–3, 2024

Contents

National Air Traffic Controllers Association
www.natca.org | facebook.com/NATCAfamily | twitter.com/natca

Welcome

Rich Santa
President

Andrew LeBovidge
*Executive
Vice President*

Brothers and Sisters,

Welcome to NATCA in Washington 2024! For those of you who are attending NATCA in Washington for the first time, thank you for choosing to participate in this important event. And for the members in the room who are participating in NATCA in Washington again, thank you for your continued commitment to championing our issues with members of Congress.

Since we last came together for this event, we have experienced a year filled with legislative challenges that continue to have serious implications for our Union. We faced the threat of a government shutdown multiple times before Congress passed an appropriations bill on March 8 to fund the Federal Aviation Administration (FAA) through Sept. 30, 2024. Additionally, as of this writing, Congress has not yet passed a long-term FAA reauthorization bill. A third, short-term extension to FAA's authorization was signed into law on March 8 and expires on May 10.

NATCA is cautiously optimistic Congress will pass a five-year FAA reauthorization bill prior to the May 10 deadline – or, at minimum, another short-term extension. However, if a long-term bill is not agreed to, we must be prepared to continue our outreach and advocacy to legislators and their staffs on Capitol Hill. Messaging our top priorities directly to policy makers in Congress is a critical part of achieving legislative success for our Union.

That is where you come in. We will work with you this week to ensure you understand the issues, from staffing and training to modernization and funding. This briefing book and the training you will receive during NATCA in Washington will prepare you and your fellow activists to represent our Union by presenting a consistent message and a unified front. Each of you will be prepared to speak with one clear voice so that every member of Congress understands what our priorities are as a Union.

You also will be given the tools and training you need to build and maintain relationships with members of Congress and, just as importantly, their staffs. Congressional staff play a pivotal role in the legislative process. Developing and maintaining strong relationships with them is as important as getting to know your Senators and Representatives to effectively advocate for our Union.

NATCA in Washington also will feature remarks from some of the leading voices in politics and government. Their insight into how we must move forward to succeed will be invaluable.

Finally, remember that your most important resource could be sitting right next to you. Please take the time to learn from each other by asking questions and sharing your experiences. Many of you at NATCA in Washington are veterans while others are here for the first time. Support each other during this process and be open to discovering innovative ways to be effective activists.

In Solidarity,

Rich Santa
President

Andrew LeBovidge
Executive Vice President

Code of Conduct

2024 NATCA in Washington Code of Conduct
(Please refer to the full NATCA Code of Conduct in your registration packet.)

The National Air Traffic Controllers Association, AFL-CIO (NATCA) is committed to providing an environment free from discrimination and harassment, regardless of an individual's race, ethnicity, religion, color, sex, age, national origin, sexual orientation, disability, gender identity or expression, ancestry, pregnancy, or any other characteristic protected by law. As such, NATCA will not tolerate discriminatory, harassing, or otherwise unacceptable behavior in the workplace or at any of its activities, events or meetings. In this effort, NATCA adopts the following Code of Conduct, and expects its staff, its members, its leadership and any other participants in NATCA activities, events, or meetings, to abide by it.

NATCA expects its staff, its members, its leadership, and any other participants at NATCA activities, events, or meetings to:

- Respect others and their views
- Recognize and value individual differences
- Not engage in aggressive, bullying, or intimidating behavior
- Not engage in discriminatory or harassing behavior

If you experience or witness unacceptable behavior, please inform one of the designated individuals listed in this notice. If you are NATCA staff and covered by the ONEU-NATCA CBA, you may also report to your supervisor, the NATCA General Counsel, or the NATCA Executive Vice President, pursuant to Article 57 of the Parties' CBA.

NATCA takes these complaints seriously and any individual engaged in discriminatory and/or harassing conduct will be subject to disciplinary action, which may include exclusion from the event or meeting, up to and including termination of employment, or expulsion from NATCA, as appropriate.

If needed or requested, NATCA staff and/or officials will help complainants contact security or local law enforcement, provide escorts, or otherwise assist complainants to feel safe for the duration of the activity, event, or meeting. In instances involving allegations of assault or other criminal activity, NATCA shall advise the complainant to file a report with the appropriate law enforcement agency but will not pressure complainant to file such report. The NATCA official will also make NATCA bargaining unit employee complainants aware of their rights under Article 57 of the CBA.

Any complaint brought under this Code of Conduct will be treated confidentially to the extent that it is possible to do so while properly assessing the situation. NATCA will take all appropriate steps to ensure that the complainant is no longer subject to the unacceptable behavior. NATCA shall thoroughly investigate any allegations or complaints of discriminatory conduct, including sexual harassment, when properly notified and shall take corrective action to stop any and all such conduct found to be occurring.

NATCA will not tolerate retaliation against any individual who complains of unacceptable behavior under this Code of Conduct. NATCA will take any steps necessary and appropriate to ensure that retaliation does not occur and, if there is reason to believe that retaliation has occurred, NATCA will immediately take all necessary and appropriate action to stop the retaliation.

If you want to report an incident or have any issues during the event, please feel free to send an email to *NiW24Conduct@natca.net* or contact the designated Code of Conduct representative:

Dean Iacopelli
Chief of Staff
516.356.3983

NiW Overview

Notes

Agenda

Tuesday Apr 30

2 – 5 p.m. .... *Independence ABC (Meeting Level 4)*
Registration
NATCA Store
Disaster Relief Committee (DRC)

Independence and Liberty Ballroom Foyers (Meeting Level 4)
National Charitable Foundation (NCF) Silent Auction
Historical Committee Display

5 – 7 p.m. ....*Mezzanine (Meeting Level 2)*
Opening Reception
Dogwood Room (Meeting Level 2)
NCF Bingo

Wednesday May 1

7 a.m. – 5 p.m. .... *Independence ABC (Meeting Level 4)*
Registration
NATCA Store
Disaster Relief Committee (DRC)

Independence and Liberty Ballroom Foyers (Meeting Level 4)
National Charitable Foundation (NCF) Silent Auction
Historical Committee Display

7 – 8:30 a.m. ....*Liberty Ballroom Foyer and Capitol Room (Meeting Level 4)*
Breakfast

8:30 a.m. – 12:30 p.m. ....*Liberty Ballroom (Meeting Level 4)*
General Session

12:30 – 1:45 p.m. ....**Lunch and Regional Breakouts**

2 – 5 p.m. ....*Liberty Ballroom (Meeting Level 4)*
General Session

5 – 6 p.m. ....**Regional Breakouts**

7 – 10 p.m. .... **Dinner at *Carmines (425 7th Street, NW)***

Thursday May 2

7 – 9 a.m. ....*Independence ABC (Meeting Level 4)*
Registration
NATCA Store
Disaster Relief Committee (DRC)

Independence and Liberty Ballroom Foyers (Meeting Level 4)
Historical Committee Display

Agenda

7 – 9 a.m. ....*Liberty Ballroom Foyer and Capitol Room (Meeting Level 4)*

Breakfast

8 – 8:45 a.m. ....*Archives (Meeting Level 4)*

First Timers' Class

9 – 11 a.m. ....*Liberty Ballroom Foyer and Capitol Room (Meeting Level 4)*

General Session

11 a.m. – 7 p.m. ....**Buses leave for the Hill/Congressional Meetings**

12 – 5 p.m. ....***Bullfeathers on the Hill (410 First St SE)***

4:30 p.m. .... *Near the steps for the U.S. House of Representatives on the East Front of the U.S. Capitol*

Group Photo

5 – 6:30 p.m. ....**House Congressional Reception**

Senate Congressional Reception

8 p.m. ....**Regional Dinners**

<div style="background:#5a6b8c; color:white;">

Regional Dinners

- Alaskan & Southwest Regions, *Spin DC (1332 F St., NW)*
- Central Region, *Cuba Libre (801 9TH St., NW)*
- Eastern Region, *Alta Strada (465 K St., NW)*
- Great Lakes & New England Region, *Hill Country BBQ (410 7th St., NW)*
- Northwest Mountain Region, *City Tap (901 9th St., NW)*
- Region X, *The Smith (901 F St., NW)*
- Southern Region, *Kitchen and Kocktails (1300 I St., NW)*
- Western Pacific Region, *Clyde's (707 7th St., NW)*

</div>

Friday May 3

8 a.m. – 2 p.m. ....**Buses to the Hill**

9 a.m. – 5 p.m. ....**Congressional Meetings**

NATCA Legislative Team

NATCA takes a comprehensive approach to its legislative and political program. The team is guided by NATCA's national leadership (the President, Executive Vice President, and Regional Vice Presidents), and includes National Office staff in the Executive Office, Government Affairs, Public Affairs, Safety and Technology, and Labor Relations departments; the National Legislative Committee (NLC), which is composed of one appointed member from each region; state legislative coordinators; facility legislative representatives; and, of course, our dedicated member activists. Although it is very important to be well represented in Washington, D.C., it is equally important that our activism reaches members of Congress back in their home states and districts. Here is a breakdown on how NATCA makes our voices heard in the legislative and political arenas.

NATCA National Office

NATCA's National Office works to carry out the goals and initiatives set by the Union's National Executive Board. NATCA influences U.S. aviation policy by educating elected officials in Congress and the executive branch (the White House, Department of Transportation, and the Federal Aviation Administration) about aviation safety-related matters and other policy issues affecting NATCA's membership at the federal, state, and local levels. The NATCA staff collaborates internally as well as with external organizations to conduct research on air traffic control issues for policy and position papers. The staff also works alongside the NLC to lead a stellar political program with the goal of increasing NATCA's visibility and influence on Capitol Hill.

Government Affairs Department

Josh Nassar

Director of Government Affairs
202.220.9835
jnassar@natca.org

Sean Maxwell

Sr. Political and Legislative
Representative
202.266.9852
smaxwell@natca.org

Annika Olson

Political and Legislative
Representative
202.770.6693
aolson@natca.org

Joanna Satterley

PAC & Political
Coordinator
202.266.9852
jsatterley@natca.org

NATCA Legislative Team

National Legislative Committee

The NLC strives to advance the status, professionalism, benefits, and working conditions of all NATCA bargaining unit employees through political and legislative activism. The NLC accomplishes these tasks through grassroots activism, educating, and training NATCA members on how to become effective legislative activists, as well as providing political education. NATCA is proud to have one of the most effective grassroots networks in all of organized labor. Working in conjunction with the National Office, the NLC helps craft grassroots messages to make sure NATCA is represented on Capitol Hill. The NLC is responsible for ensuring our grassroots network of state legislative coordinators, facility legislative representatives, and — most importantly — our member activists are having the greatest possible influence on members of Congress.

Legislative Training The NLC is primarily responsible for the development of NATCA's Basic and Advanced Legislative Activism classes. Committee members also serve as instructors for these classes, working to develop NATCA's ever-growing army of legislative activists.

Education and Activity The NLC educates our members about NATCA's legislative tools and the vital role each one of us plays in the overall success of our organization.

David Skarphol
NLC Chair
Phoenix TRACON (P50)
701.361.5516
dskarphol@natca.net

Allison Schwaegel
NLC Vice Chair
St. Louis ATCT (STL)
618.316.8906
aschwaegel@natca.net

NATCA Legislative Team

National Legislative Committee

Alaskan Region
Robert Kindred
907.240.1946
robert.kindred@natca.net

Central Region
Lisa Cunningham
816.868.9237
lisa.cunningham@natca.net

Eastern Region
Dave Romano
631.252.1486
dave.romano78@gmail.com

Great Lakes Region
Erin Phelps
612.382.9084
erin.phelps@natca.net

New England Region
Jamie Green
619.787.4602
jgreen@natca.net

Northwest Mountain Region
Jennifer Benjamin
970.215.7028
jenny.benjamin@natca.net

Southern Region
Jenny Chhetri
850.291.3088
jchhetri24@gmail.com

Southwest Region
Corey Soignet
337.298.2891
soignet@gmail.com

Western Pacific Region
Juan Serna-Spuler
408.761.6625
Juan.Serna-Spuler@natca.net

Region X
Jason Holland
860.573.3729
jason.holland@natca.net

NATCA Legislative Team

National Legislative Committee Alternate Members

Alaskan Region
Aaron Novak
559.999.0503
anovak@natca.net

Central Region
Jami Davis
913.544.6850
jami.davis@natca.net

New England Region
Nicholas Monahan
603.479.6131
nmonahan4310@gmail.com

Great Lakes Region
Randall Anderson II
847.323.3858
randall.anderson@natca.net

New England Region
Natelie Chappell
304.670.2437
natelie.chappell@natca.net

Northwest Mountain Region
Matthew Scala
720.238.9000
matt.scala@natca.net

Southwest Region
Cory Hajicek
218.791.7270
cory.hajicek@natca.net

Western Pacific Region
Christina Munro Wilcko
850.210.3228
christina.wilcko@natca.net

Region X
Dawn Forde
631.796.3658
dforde03@gmail.com

NATCA Legislative Structure

National Executive Board

Rich Santa
President

Brian Shallenberger
Eastern Regional VP

Dan McCabe
Southern Regional VP

Andrew LeBovidge
Executive Vice President

Drew MacQueen
Great Lakes Regional VP

Nick Daniels
Southwest Regional VP

Clint Lancaster
Alaskan Regional VP

Mick Devine
New England Regional VP

Joel Ortiz
Western Pacific Regional VP

Aaron Merrick
Central Regional VP

Alex Navarro III
Northwest Mountain Regional VP

Brad Davidson
Region X VP

National Legislative Committee

Government Affairs Department

State Coordinator

Eligibility
NATCA member in good standing. Shows leadership capabilities, organized, enthusiastic about the legislative process.

Appointed by
Regional Vice President.

Responsibilities
Point of contact for all political and legislative activity within their state; ensures a NATCA relationship with every member of Congress in their state; serves as conduit through which the local legislative activity flows back up to the NLC.

Facility Legislative Representative

Eligibility
NATCA member in good standing. As the facility legislative representative, you work for your FacRep and E-Board.

Appointed by
FacRep, unless the local constitution designates it as an elected position.

Responsibilities
Point person for local NATCA members with facility issues and important contact for NATCA-wide issues; ensures grassroots initiatives are acted upon; and maintains a high level of knowledge pertaining to NATCA's legislative agenda, current political candidates, and pertinent Congressional legislation.

Member Activist

Eligibility
NATCA member in good standing. You are a constituent, the most important person on our legislative team. You are the message carrier and the subject matter expert. All of us meet this description. All of us can be member activists.

Appointed by
Self-appointed for anyone who wants to get involved! Check with your State Coordinator or NLC member to find out how.

Responsibilities
The backbone of our legislative strength. These members take time to become involved, develop relationships with members of Congress and their staffs, and particpate in grassroots efforts.

NiW & NLC: Online Resources

NATCA members are encouraged to stay informed and legislatively active throughout the year. We have assembled an array of resources on the NATCA.org website on these two sections:

natca.org/niw All NATCA in Washington (NiW) news and information is located on our NiW website, accessible only by members using their MyNATCA login credentials. Coverage of the 2024 event, complete with video on demand, will be located on this site after NiW. There's also an archive section where you can find video, photos, and past coverage.

natca.org/nlc The National Legislative Committee (NLC) website is packed with important and interesting information with the goal of educating and advocating. Including:

Legislative Activism

The most important role in NATCA's grassroots legislative structure is the member activist. Discover ways that you as a NATCA member can become, and stay, legislatively active. Your NLC regional rep is a great resource as well. Their contact info can be found on the NLC webpage.

Educate

The NLC offers many ways that you can learn more about all things legislative, ranging from NATCA Academy classes, the Hatch Act, and how Congress works. Find more info on the NLC webpage, in the "educate" section.

Advocate

Are you a facility legislative representative or state legislative coordinator? There are resources available on the NLC webpage, including position duties & responsibilities, how to build and maintain a congressional relationship, NATCA issue booklets, and more.

Thank You

to Former NLC Members

NATCA thanks these former
National Legislative Committee (NLC)
members and alternate members
for their years of dedication and work
in helping NATCA achieve its legislative priorities.
Our Union succeeds because of the great solidarity
of these and other NATCAvists.

Berkley Atkins
Southwest Region
NLC Alternate Member
Representative

Toby Hauck
Great Lake Region
NLC Alternate Member
Representative

Trish Gilbert

Legislative Activism Award

NATCA is proud to honor members who have demonstrated the passion to serve the Union through legislative activism

In 2009, NATCA established the National Legislative Activism Award to be presented at NATCA in Washington (NiW). The following year, at her first NiW as Executive Vice President (EVP), the award was named for Trish Gilbert, one of NATCA's most effective activists in its history. Gilbert set the standard and defined what it means to be a legislative activist in the Union.

In 2001, Gilbert became the Southwest Region Representative on the National Legislative Committee (NLC). In 2005, she earned the position of NLC Chair, which she held until becoming NATCA's EVP in 2009. The award was named after Trish because of her incredible work ethic, her

drive to take NATCA from "good" to "great," and the inspiration she has been to others.

The award is given each year to an activist who has demonstrated the passion to serve the Union through legislative activism and stepped up to do extraordinary work.

Last year, NATCA President Rich Santa and EVP Andrew LeBovidge joined National Legislative Committee (NLC) Chair David Skarphol and NLC Vice Chair Allison Schwaegel in bestowing the honor of this award on NLC Southwest Region Representative Corey Soignet (Houston Intercontinental ATCT, IAH).

Pictured from left to right at NATCA in Washington 2023: National Legislative Committee (NLC) Vice Chair Allison Schwaegel, Executive Vice President Andrew LeBovidge, Trish Gilbert Award Winner NLC Southwest Region Representative Corey Soignet (Houston Intercontinental ATCT, IAH), NATCA President Rich Santa and NLC Chair David Skarphol.

Previous winners of the award

2023: Corey Soignet
2022: Kristena Jones
2021: Erin Phelps
2020: Tom Thompson
2019: Richard Kennington

2018: Trisha Pesiri-Dybvik
2017: Noel Kingston
2016: Steve Weidner
2015: Jason Arnold
2014: Toby Hauck

2013: Mitch Herrick
2012: Betsy Beaumont and AnnMarie Taggio
2011: Brody McCray
2010: Trish Gilbert and Mark Griffin
2009: Linda Miller

NATCA also honors activists chosen by their RVP from each region. These member activists have devoted a lot of time and energy to build congressional relationships, educate other members

about NATCA's legislative efforts, and advance legislation important to NATCA. Each region will award this year's winner during their regional breakout meetings.

NATCA Charitable Foundtion

The NATCA Charitable Foundation (NCF) is a non-profit 501(c)(3) organization that touches the lives of many people across the United States. The foundation is a 100% volunteer organization consisting of NATCA members, family, friends, NATCA staff, and aviation partners. Often, these volunteers have full time jobs outside of NCF, making their dedication to the success of the charity even more inspiring. A hallmark of NCF is its low operating expense.

NCF was established when the realization was made that many NATCA chapters were volunteering individually, in their local communities. NCF knew that combining its energies on a national level would raise more money and allow for a bigger impact while bringing recognition to the air traffic profession.

NCF is NATCA's Charity of Choice. NCF is a charity of charities, giving back to multiple causes across the nation. NCF strives to be at the doorstep of every cause and every NATCA member's need.

NCF seeks out organizations that serve a similar purpose and focus on helping the underserved. While NCF does give to large, well known charities, it likes to focus and seek out charities that are underfunded and are often missed through typical charity drives, allowing a bigger impact on smaller underfunded charities.

Over the foundation's 29-year history, NCF has donated over $3 million to charities across the United States.

Our members choose the charities that are supported by NCF. To find out how to support a charity that is important to you, visit the NCF booth or email *natcacharitable@natca.net*.

✔ Donations
At our booth at NATCA in Washington (NiW), you can complete an 1187 payroll deduction form to establish an automatic donation to NCF each pay period. All donations are tax deductible.

✔ Silent Auction
NCF is again hosting a silent auction this week in the exhibition hall that includes a tremendous array of mostly donated items, including food and wine, crafts, travel, NATCA-related items, and much more.

Auction opens on Tuesday April 30th at 2pm and closes May 1st at 5pm. Silent auction bidding will be online through the GiveSmart platform. To register to bid and join the fun, Text NCFNIW to 76278 or visit *NCFNIW.givesmart.com*.

✔ Grand Prize Raffle
Buy some raffle tickets from an NCF volunteer and take your chances on winning an awesome Grand Prize Raffle!

NiW Overview

Notes

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Congressional Office Structure

Member of Congress

OFFICIAL SIDE

▪ **Chief of Staff**

▪ **Scheduler**

▪ **State/District Director**
– *Field Representative*
– *Caseworker*

▪ **Communications Director**
– *Press Secretary*

▪ **Legislative Director**
– *Legislative Assistant*
– *Legislative Correspondent*
– *Staff Assistant*

CAMPAIGN SIDE

▪ **Campaign Manager**

▪ **Political Director**
– *Field Redirector*
– *Volunteer Coordinator*

▪ **Communications Director**

▪ **Financial Director**

Meetings

Congressional Meeting Tips

Meeting Prep

Do your homework.

Review your NiW materials. Refer to the Congress In Your Pocket phone app to find out if your members of Congress sit on any committees that affect NATCA. Know the name(s) of the staffer(s) with whom you will be meeting.

Assign tasks for meeting attendees.

Two people per meeting is ideal.
- Choose a lead speaker for the meeting.
- Designate someone to take notes.

Understand The Ask.

Review NiW Today and the leave-behinds to understand the issues at hand. DO NOT leave this NiW Today magazine behind in Congressional Offices.

Be prepared, friendly, and on time.

Create a meeting agenda.

Refer to the Quick Reference to create an agenda ahead of time.

Practice.

- After you create an agenda, each person with a speaking role should practice it with another person.
- Be brief, clear, and to the point — and don't be afraid to show your passion.
- Practice potential rebuttals to members or staffers who may challenge our position.
- Don't be nervous. You don't have to be a polished speaker. Just be yourself and speak from the heart. As a constituent, air traffic controller, or aviation safety-related employee, you will be a great advocate for NATCA.

Quick Reference

■ **Introduce Yourself**
- Who you are
- Where you are from (note if you are a constituent)
- Where you work
- What you do (in layman's terms!)

■ **Thank** the member of Congress or staffer for taking the time to meet with you.

■ **Mention Voting Record**
Before each meeting, check the Voter Guide on page 64 to see how members voted on our issues. If they voted with us on any of our issues, thank them for their support. If they did not, be polite and thank them again for meeting with you.

■ **The Ask**
Begin your conversation by stating our "Ask."

■ **Educate**
Elaborate how our "Ask" impacts the member of Congress and their constituents. Be specific, but don't provide excessive details. Whenever you introduce them to a problem, always bring possible solutions. This is usually the "Ask."

■ **Repeat The Ask**
- Thank them for their time, and recommend a tour of their closest ATC facility.
- Follow up with a thank you note and an offer to meet in their district.

Congressional Visit Tips

DO: 👍

☑ **Know your member.** Learn the member's political party, district, voting record, committee assignments and where his/her specialties lie.

☑ **Be on time.** It's generally good to arrive 10-15 minutes in advance if possible.

☑ **Keep your presentation simple and lead with the most important points.** Plan to have 15-20 minutes with the member. Be well prepared for your meeting with facts, figures, legislative history, and backup materials in case you need them, but resist the temptation to tell the member everything you know. Make your arguments but be aware of the pressures on legislators and their world of competing priorities. Relate to situations in his/her home state or district.

☑ **If you are attending the meeting with others,** make sure everyone in your group is prepared ahead of the meeting and understands the ground rules. Choose a spokesperson who is in charge of the discussion, makes sure all the points are covered, and who can lead any runaway conversations back to the point. It is important to have one person take the lead, but others should be ready to help in case they lose their train of thought or get stuck.

☑ **If asked a question you don't know the answer to,** it's completely acceptable to admit you don't know. Offer to try to find out the answer and send information back to the office.

☑ **Thank members for positions they have taken that align with the issues NATCA supports.** Meeting with a member whose position is against a NATCA issue is okay as well. View the time as an opportunity to lessen his/her opposition and perhaps change it.

☑ **Dress comfortably.** You may have to do a lot of walking. Remember you are representing your organization and dress accordingly.

DON'T:

- [✓] Don't overload a Congressional visit with too many issues; be concise and focused.

- [✓] Don't get distracted. Small talk takes away time from discussing your issue. Introduce yourself but keep introductory comments brief. If a member shows a real interest in one of your points, don't cut him/her off just to make it through your list.

- [✓] Don't be argumentative, pressure, beg or threaten a member. Be polite and respectful even if his/her views differ from your own. Speak calmly and state your points. It's okay to disagree in a respectful manner.

- [✓] Don't overstate the case. Keep any presentation brief and leave time for discussion. Don't lose a member's attention by being too wordy. If possible, highlight how your issue affects the member's district and constituents.

- [✓] Don't expect members to be experts. Their schedules and workloads tend to make them generalists. Avoid using acronyms. This is easier said than done and takes some practice and preparation. Explain any highly-specific, complex phrases used by experts in your field that members may not understand.

- [✓] Don't be offended if a member is unable to meet at the last moment and requests that you meet with his/her staff. Vote schedules and committee action can change minute-to-minute and scheduling conflicts do occur. Staff communicate with members. Use an unexpected staff-level meeting as an opportunity to build an important relationship with staff.

- [✓] Don't convey negative attitudes about politics or politicians. This is not the time to express your personal political thoughts – you are representing our organization. Remember that most legislators and staff are hardworking even though you may not agree with their point of view. Be sure to express appreciation for past support.

Issue

Staffing And Training Challenges Persist

▶ **QUICK REFERENCE**

1 Air traffic controller staffing and training continue to be critical areas of concern for NATCA as the FAA remains near a 30-year low for CPCs. Controller staffing levels have fallen over 10% since 2011 and over 6% of the CPC workforce is eligible to retire.

2 Despite increasing its hiring target to 1,500 trainees in Fiscal Year 2023 and meeting that goal, the FAA netted only an additional 15 trainees by the end of that fiscal year compared to the previous year, for a net total of 30 additional "on board" air traffic controllers.

3 The FAA must take a holistic, collaborative approach to resolving its historical staffing and training challenges. The first step is implementing the Collaborative Resource Workgroup's (CRWG) jointly-developed operational CPC staffing targets for each facility as the basis for its annual Controller Workforce Plan (CWP), while conducting maximum controller hiring for the foreseeable future.

4 Congress has the opportunity to improve this situation drastically by passing a FAA reauthorization bill that would (1) revamp how the FAA establishes and reports its controller staffing targets, and (2) require the FAA to conduct maximum controller hiring for the next five years.

How This Issue Affects NATCA Members

Air traffic controllers and other aviation safety professionals are dedicated and highly skilled workers who take great pride in keeping the traveling public safe. Unfortuntately, they are forced to shoulder the burden of chronically understaffed facilities all too often. Controllers at the most critically understaffed facilities are forced to work mandatory overtime including 6-day workweeks and 10-hour days to maintain current system capacity.

No one wants flight delays, interruptions to air traffic service, or decreased system capacity, but chronic understaffing of air traffic controllers threatens their ability to provide the type of service the flying public deserves. We must continue to improve the hiring, training, and placement of controllers throughout the National Airspace System (NAS). Last year, collaboration between the FAA's Air Traffic Organization (ATO) and NATCA, along with the MITRE Corporation's Center for Advanced Aviation System Development resulted in the creation of jointly developed CPC staffing targets to meet all of FAA's operational, statutory, agency, and contractual requirements for air traffic controllers at each facility. Using these CPC staffing targets as the basis for the CWP will ensure that Congress and all aviation stakeholders have a complete and accurate understanding of each facility's operational staffing needs. Unfortunately, the Administrator has not yet adopted the jointly developed CPC staffing targets.

Full Background

ISSUE

Air traffic controller staffing and training have been problematic for many years. Despite some recent progress, they remain challenges that were further exacerbated by the COVID-19 pandemic as well as the ripple effects from the 35-day government shutdown that began in late 2018 and persisted into early 2019. The FAA continues to remain near a 30-year low in the number of CPCs. Controller staffing levels have fallen over 10% since 2011 and over 6% of the CPC workforce is eligible to retire.

The lack of stable and sufficient funding for the FAA has made this problem worse. The 35-day government shutdown and sequestration-mandated funding cuts in 2013 forced the FAA to suspend hiring and shutter its training academy for significant periods of time. Moreover, during the COVID-19 pandemic, training was suspended at the academy, and when it restarted, enrollment was reduced by 50% to maintain health and safety protocols. If the FAA were to experience further decreases in CPC staffing levels, the agency would be hard-pressed to maintain pre-pandemic capacity, let alone modernize the system and expand it for new users.

The Department of Transportation (DOT) Office of Inspector General (OIG) issued a report in June 2023 (AV2023035) that concluded: "FAA continues to face staffing challenges and lacks a plan to address them, which in turn poses a risk to the continuity of air traffic operations." DOT OIG Report at 6. Moreover, in November 2023, the FAA's NAS Safety Review Team (SRT) concluded that under the most recent CWP submitted to Congress: "when retirements and other attrition is accounted for, the hiring plan produces a negligible improvement over today's understaffed levels, resulting in a net increase of fewer than 200 air traffic controllers by 2032."

MESSAGE

Even before the pandemic, the FAA faced major staffing and training challenges due in-part to flawed budgetary and hiring practices, and COVID-19 made them worse. The 35-day government shutdown also was a disaster for the FAA workforce, including air traffic controllers, traffic management coordinators, and other aviation safety professionals who worked without pay, while more

than 3,000 NATCA-represented FAA employees were furloughed without pay. The FAA suspended hiring and training for new hires during the shutdown. The academy also was closed, and it took the FAA several weeks to restart those classes after the shutdown ended. In addition, controller advanced skills classes were canceled. Prior to the shutdown, the FAA's hiring target for fiscal year (FY) 2019 was 1,431, but following the shutdown, the Agency reduced it by more than one-third.

The first step to addressing this issue is revising FAA's CWP so that it is based on the CRWG's jointly-developed CPC staffing targets for each facility to ensure that Congress and aviation stakeholders have a complete understanding of each facility's operational staffing needs.

For much of the previous decade, NATCA, the FAA, and Congress have taken steps in the right direction toward resolving these issues. For instance, in 2016, Congress passed a bill that improved the FAA's hiring process by streamlining the hiring of controllers who have prior experience, as well as veterans and Collegiate Training Initiative (CTI) program students. In 2018, NATCA again worked with Congress to reinstate the FAA's Retired Military Controller (RMC) program, as well as provide the FAA authority to post local communiting area vacancy announcements for certain critically understaffed facilities in New York. Then, in 2019, Congress passed the ATC Hiring Reform Act of 2019, which made technical changes to the hiring process to make it less bureaucratic and more accountable.

Most recently, the House passed its version of FAA Reauthorization that would require (1) FAA set its annual controller hiring target at "the maximum number of individuals able to be trained" at the Academy for FY 2024-2028; and (2) the interim adoption of the CRWG's "staffing models and methodologies" as the basis for the CWP until the Transportation Research Board (TRB) complete an assessment and the FAA adopts a new controller staffing model. The House bill also would require the FAA to identify in all future CWPs the limiting factors preventing FAA from hiring and training to the new staffing standard and all actions taken to resolve those impediments.

Similarly, the Senate's version of FAA Reauthorization also requires the FAA to adopt

Issue

Staffing And Training Challenges Persist

the CRWG staffing standard as the basis for the CWP but would delay the adoption until after Sept. 30, 2024. In the meantime, the Senate bill would require a study by the National Academies of Sciences, Engineering, and Medicine (of which the TRB is a subsidiary division) to review the differences and similarities between the "methodologies used by the [CRWG] to determine CPC operational staffing targets" and the FAA Office of Finance and Management's (AFN) failed staffing model. The Senate bill also would require future CWPs to report for each air traffic facility: (1) current CPC levels; (2) CRWG operational staffing targets; (3) anticipated CPC attrition for the next 3 years; and (4) the number of CPC trainees.

However, unlike the House bill, the Senate base bill does not currently contain a provision directing the FAA to engage in maximum controller hiring for the duration of the bill. Instead, a standalone bipartisan bill, the Air Traffic Controllers Hiring Act of 2023 (S. 2839), sponsored by Senator Mike Braun (R-IN), along with over 30 additional bipartisan cosponsors, would require maximum controller hiring for the duration of the bill. Maximum hiring for the duration of the reauthorization bill is a critical element to begin resolving the staffing crisis and NATCA strongly supports its inclusion in the final FAA reauthorization legislation.

NATCA believes the FAA must continue to take a holistic, collaborative approach to resolving its historical staffing and training challenges. Step one is implementing the CRWG's operational CPC staffing targets as the basis for the CWP, while conducting maximum controller hiring for the foreseeable future. This is a step that the FAA could have taken more than a year ago without requiring Congressional intervention.

NATCA remains committed to working with all stakeholders to develop a permanent, sustainable solution, and also recommends the following near-term actions:

- The FAA should routinely post vacancy announcements for experienced air traffic controllers and should continue to hire as many experienced controllers as are qualified.

- The FAA should continue posting, at minimum on an annual basis, an all-sources open announcement for non-experienced candidates, many of whom come from CTI schools, the military, and other aviation-related professions.

- The FAA should hire as many controller candidates as maximum throughput (nearly 2,000) would allow at the FAA Academy in Oklahoma City, without waiting for a Congressional mandate.

- The FAA should continue to streamline the hiring process, specifically easing the bottlenecks and bureaucratic delays in HR, security, and medical.

In addition to these hiring improvements, the FAA and NATCA collaboratively establihsed a less bureaucratic and more expeditious transfer policy for current FAA controllers that encourages experienced controllers at lower-level facilities to voluntarily move up (at their own expense) to busier, more complex facilities. Although this alone will not resolve the staffing and training issues, it does allow experienced controllers to move to busier facilities where they are more likely to certify than newly placed academy graduates. Subsequently, it allows the FAA to place academy graduates in the less complex and less busy facilities where they are more likely to certify. Previously, academy graduates often were placed in busy towers and radar facilities upon graduation, which resulted in poor success rates.

BACKGROUND
Staffing & Hiring Challenges

The air traffic controller workforce is continuing to experience a CPC shortage. In 2013, sequestration forced the FAA to institute a hiring freeze and shutter the FAA Academy between March and December of that year. That compounded an already tenuous staffing situation in which the FAA was struggling to replace retiring controllers. The FAA has not yet made up for the sequester-related hiring freeze or the 35-day government shutdown that stretched from December 2018 through January 2019, which stifled recent efforts to address this concern.

During the early months of the COVID-19 pandemic, the FAA closed its training academy and once it reopened, capacity was reduced by 50%. The FAA revised its hiring target downward in FY 2021 from 910 new trainees to only 500. Although the FAA met its reduced goal, that reduction of more than 400 new hires just two years after the FAA

reduced its hiring target by 400 as a result of the 35-day shutdown was significant setback for the agency.

Despite meeting its self-imposed hiring goals for much of the past decade, FAA has not kept up with air traffic controller attrition over the same period. At the end of FY 2023, there were 1,160 fewer CPCs than there were at the end of FY 2012, a 10% decrease. CPC totals have remained essentially flat since end of FY 2016 despite the FAA meeting or exceeding its hiring targets. It is the FAA's annual hiring targets that are set by AFN that are the problem. At the end of FY 2023, the FAA had 2,855 ATCs in training, including 1,870 developmental stage trainees and 985 CPCs-in-training (CPC-ITs, who transferred to new facilities, but have not yet certified on the new airspace). At the end of FY 2018, the FAA had 2,482 developmental stage trainees and 1,320 CPC-ITs for a total of 3,802 trainees. This decline of over 900 trainees means that the pipeline has dwindled, and the FAA is not making progress on hiring and training ATCs. Consequently, as of the end of FY 2023, the FAA netted an additional 15 CPC compared to the end of FY 2022, resulting in 1,160 fewer CPCs employed by the FAA than a decade earlier.

Although the FAA upwardly adjusted its hiring goal for each of FY 2024 through 2026 to 1,800 new trainees, only 60% of all controller trainees reach full certification within five years (many of those who do not are removed or resign from employment with the FAA). Thus, this increased hiring goal will take several years to have a positive effect on CPC totals. In addition, without updating the CWP to be based on the CRWG's CPC staffing standard the FAA will struggle to determine appropriate staffing targets at each facility.

Controller Training Challenges

The FAA must be funded sufficiently to train each of the 1,800 new hires annually at the FAA Academy and provide them with classroom, simulator, and on-the-job training instruction at their assigned facilities. New hires who were admitted into the FAA Academy in 2024 will require between two and four years of training before they become fully certified and capable of separating traffic on their own.

Another contributing factor in the length of controller training time and attrition is the underfunding of simulation training and an inability,

often because of staffing shortages, to use qualified controllers in the simulation portion of certification training. Of the FAA's 263 towers and tower/approach control facilities, only 40 have one of the two permanent platforms of tower simulators. Understaffing within individual facilities also forces the FAA to delay or cancel required refresher, recurrent, and crew resource management training for CPCs. This training is paramount to developing and maintaining CPC skills, such as issuing safety alerts and recovering from unforeseen circumstances. Moreover, CPCs train new hires, often taking those controllers away from their primary job of separating traffic. Thus, facilities that already are at critical staffing levels, requiring mandatory overtime and a six-day work week to fully staff all positions, face a difficult situation when the way to improve staffing levels is for CPCs to undertake the time-intensive process of training academy graduates. In some cases, the trainees at a facility outnumber the CPCs, which creates a backlog of trainees and sparse training opportunities.

As a result, the FAA also relies on contractors to provide on-the-job training during simulation. However, even when contract instructors are available for training, they are often hired at facilities where they never have worked, meaning that they may not be familiar with the facilities' unique operations. Further, many contract instructors have not been operationally current for years. In some cases, contract instructors are capable of providing only general information during simulation training. Although CPCs are better equipped to serve as simulation/classroom instructors, historically low CPC staffing levels have hindered their ability to do so. In addition to instructor availability concerns, most radar facilities only have one person who is proficient with the simulation development software, which creates a bottleneck when that person is unavailable.

This issue also persists at the FAA's 21 Air Route Traffic Control Centers (ARTCCs), in which the average training time is nearly 2.5 years. However, at two en route facilities that fully engaged CPCs in the simulation/classroom training process, Los Angeles Center (ZLA) and Fort Worth Center (ZFW), training time was reduced by 8-12 months. When CPCs provide training within a facility, it allows the most relevant information to be passed directly to

Staffing And Training Challenges Persist

trainees, which streamlines the learning process. For instance, from 2009 to 2014 at ZLA, training times were reduced by more than a year, which allowed at least 26 controllers to reach certification faster. This is an example of how the FAA and NATCA have worked collaboratively to decrease certification times and take a step toward addressing the CPC staffing challenges.

National Training Initiative

The National Training Initiative (NTI) began in July 2019 and is a collaborative effort between the FAA and NATCA. The NTI is based on a joint expectation for training developmental controllers that has resulted in a more efficient and effective progression of trainees towards CPC status. Although the NTI was temporarily suspended during the COVID-19 pandemic, these efforts resumed in April 2022.

Currently, there are a large number of developmental trainees who are in various stages in training. In order to achieve increased CPC certifications, it will take a concerted effort on behalf of both the FAA and NATCA to reach this shared goal. For instance, the NTI collaboratively established target On the Job Training (OJT) hours to be obtained by individual trainees on a weekly basis at their respective facilities. At facilities in which individuals in training already meet the training hour expectations, those facilities will collaboratively monitor and ensure the training hours accomplish the parties' shared goals. For facilities that do not meet the weekly OJT training expectations, the FAA and NATCA engage in collaborative discussions at the local level to determine the appropriate course of action. When local collaborative discussions are unable to resolve

matters that impede the meeting of NTI expectations and goals, the issue is elevated to the national level for assessment and possible intervention.

Additional Consequences of Staffing and Training Challenges:

Reduced Capacity—A further reduction in CPCs could have an immediate and detrimental effect on capacity, meaning fewer planes in the sky and greater potential for delays.

Deployment of Modernization Programs—Understaffing hinders facilities throughout the NAS from deploying and training for modernization programs, procedures, and equipment.

Overtime—Critically understaffed facilities require controllers to work mandatory overtime to provide adequate coverage of all needed positions. Some facilities may lack sufficient staffing — even with mandatory overtime and extended workweeks — to open all positions.

Fatigue—These extended workdays and workweeks can lead to significant fatigue problems for the workforce. The National Transportation Safety Board has identified fatigue as one of its highest priority safety concerns. Although NATCA and the FAA, along with other stakeholders, have worked collaboratively to develop a fatigue awareness and education campaign called "Fully Charged," which is part of the collaborative Foundations of Professionalism program, the only long-term solution is sufficient staffing.

Issues

Air Traffic Controller Staffing: 2011-2023
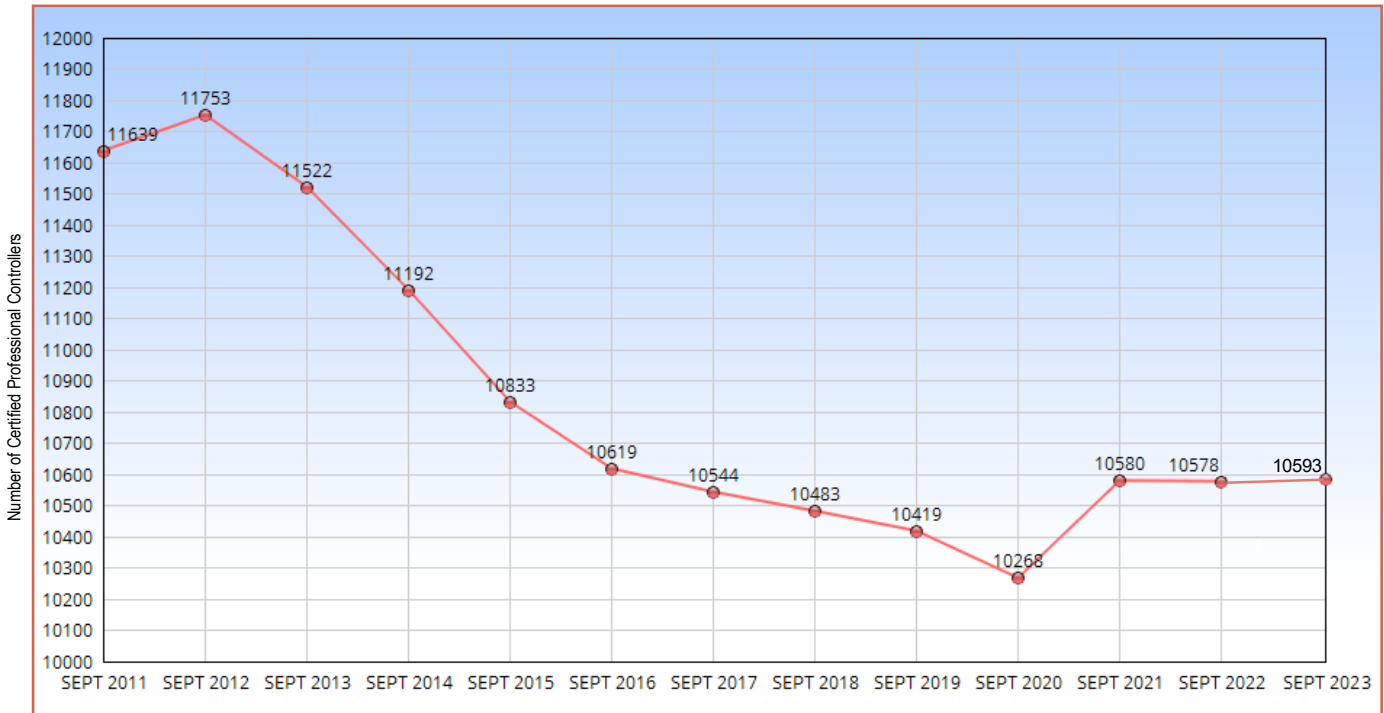
FISCAL YEAR	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
On-Board	15,236	15,063	14,461	14,059	14,010	14,050	14,009	14,285	14,193	13,830	13,715	13,418	13,448
CPC	11,639	11,753	11,522	11,192	10,833	10,619	10,544	10,483	10,419	10,268	10,580	10,578	10,593
CPC-IT	965	1,143	1,187	1,200	1,218	1,259	1,205	1,320	1,414	1,309	1,031	943	985
DEV (Including AG)	2,632	2,167	1,741	1,667	1,959	2,172	2,260	2,482	2,360	2,253	2,104	1,897	1,870
AG	676	671	440	665	936	878	883	980	882	873	917	643	762
Retirement Eligible	3,064	3,224	3,077	2,982	3,355	2,915	2,410	1,842	1,004	1,143	≈1,000	631	714
FAA Planned To Hire	829	981	1,315	1,286	1,772	1,619	1,781	1,701	1,431*	910	910**	1,020	1,500
FAA Actually Hired	824	925	554	1,112	1,345	1,680	1,880	1,786	1,010	920	510	1,026	1,514

FAA reduced its FY 2019 hiring target from 1,431 to 907 following the 35-day government shutdown.

**FAA reduced its FY 2021 hiring target from 910 to 500 due to the COVID-19 pandemic and increased its hiring targets for FY 2022 – 2024.

Source: FAA Finance Staffing Data Snapshot

These data are prior to the implentation of the Collaborative Resource Workgroup's recommendation to establish new CPC staffing targets for FAA's 313 air traffic control facilities.

CPC: Certified Professional Controller
CPC-IT: Certified Professional Controller in Training (fully certified elsewhere, transferred to a new facility and began training there)
DEV: Developmental (trainee)
AG: Graduate of the FAA Initial Classroom Training Academy in Oklahoma City, newly hired, and started at their first facility as a trainee

From Application to Certification

Very Few Applicants Become CPCs

12,748 Total Applicants

7,855 Met Basic Qualifications

4,723 Took ATSA Test

1,475

Selected to attend FAA Academy

Approx. 935 Academy Graduates (based on 2023 passage rate of 63.4%)

Track 2 Experienced Controllers

Fewer than 200 of the 623 applicants will be hired and placed at their first facility.

1,870 Developmental Trainees

985 CPC-IT

10,593 CPC

Attrition

*In 2022, 107 developmental trainees separated from FAA after not completing training.

Attrition

*In 2022, 826 CPCs left the Air traffic Controller position because of retirement, resignation, removal, death, or promotion/transfer out of ATC unit.

*Source: 2023-2032 FAA Controller Workforce Plan

Issues

Notes

Issue

FAA Funding Requires Robust Authorization and Appropriations Levels

▶ **QUICK REFERENCE**

1 One of the most serious issues facing the FAA is a lack of funding as a result of the its annual budget requests not meeting all of its needs, which jeopardizes the safety, efficiency, and capacity of the NAS.

2 Traditionally, Congress has provided the funding requested by the FAA based on the Administration's budget requests; however, those requests often have fallen short of what is needed and failed to keep up with inflation, especially for the Agency's Facilities & Equipment budget, which pays for modernization programs and infrastructure sustainment and improvement throughout the NAS.

3 The FAA must request, and Congress must provide, adequate funding through the annual appropriations process — particularly for the Agency's Operations and Facilities and Equipment budgets for fiscal year 2025 and beyond — by anticipating increased future needs. Reduced funding, or even flat funding, would undermine the safety, efficiency, and capacity of the NAS.

How This Issue Affects NATCA Members

Disruptions to Federal Aviation Administration (FAA) funding and significant budgetary shortfalls create a more stressful, less productive work environment for aviation safety professionals. Unstable and insufficient funding also can delay the implementation of vital modernization technology, sustainment and repair of existing safety-critical equipment, and the hiring and training of new controllers and other aviation safety professionals. Shutdowns — even threatened shutdowns — related to the expiration of appropriations or FAA authorization create uncertainty and unnecessary stress for NATCA members about when they will be paid for working during a shutdown.

Issues

ISSUE

For years, the FAA has faced an unstable, unpredictable funding stream with interruptions that have negatively affected all aspects of the Agency. Recently, it has become clear that although the FAA has been funded consistently based on current and previous Administrations' appropriations requests, those requests have failed to keep up with inflation and often have been insufficient to meet the Agency's obligations. NATCA believes that this continues to be one of the most serious challenges facing the FAA and the National Airspace System (NAS). Without a stable and sufficient funding stream, the FAA will be hard-pressed to address the controller staffing shortage and maintain capacity, let alone modernize the physical and technological infrastructure of the system while expanding it for new users including unmanned aircraft systems, advanced air mobility systems, commercial space launches, and supersonic aircraft.

WHAT'S THE DIFFERENCE BETWEEN FAA "AUTHORIZATION" AND "APPROPRIATIONS"?

Simply defined, FAA *authorization* sets the policies on a wide range of issues related to aviation, establishing the rules and details for programs within the Agency, whereas an FAA *appropriations* bill allows the agency to pay for those programs and activities. When there is a lapse in appropriations, the FAA cannot spend the federal government's money, which shuts down *most* programs and activities. When there is a lapse in authorization, the FAA is not permitted to perform *most* of its functions.

FAA Authorization

The FAA is currently operating under a short-term extension (through May 10, 2024) to H.R. 302, the FAA Reauthorization Act of 2018, which the president signed into law on Oct. 5, 2018. This bill passed both chambers of Congress with resounding bipartisan support. It authorized the FAA to continue to operate, while also establishing, continuing, and/or modifying FAA programs, activities, and policy priorities through the end of lastfiscal year (FY), Sept. 30, 2023. It also authorized the collection of taxes into and expenditure of funds from the Airport and Airway Trust Fund (Trust Fund).

Prior to the FAA Reauthorization Act of 2018, there were five short-term extensions to FAA authorization in the three years between the expiration of the last long-term extension and the current authorization. The previous FAA reauthorization bill also was delayed more than five years and faced 23 short-term extensions and a partial FAA shutdown between February 2012 through October 2015 before a new authorization bill was signed into law.

FAA Appropriations

The FAA's funding stream has been negatively affected by the lack of regular order in the appropriations process primarily due to partisan political issues. In fact, 1996 was the last time all 12 appropriations bills were enacted by the start of the new fiscal year. A stand-alone Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill – which funds the FAA – has not been enacted since 2006. Over the past two decades, Congress has become reliant on temporary, short-term funding measures called continuing resolutions (CRs) and, omnibus spending packages (funding bills that combine multiple appropriations bills together) or some combination of the two, to fund the government.

On Dec. 30. 2022, the Consolidated Appropriations Act of 2023 (FY 2023 Omnibus) was passed and signed by the president, which funded the government through the end of this fiscal year, Sept. 30, 2023. Since then, however, despite reaching an agreement in principle on funding in Summer 2023, Congress again was unable to pass a THUD appropriations bill to fund the FAA, instead opting for multiple short-term CRs that were accompanied by a threatened shutdown each time. Finally, in early March, the FAA was funded for the remainder of the fiscal year, Sept. 30, 2024.

This lack of stable and sufficient funding continues to cause damage to the NAS, some of which is irreversible. For example, we know that the 35-day government shutdown was estimated to cost taxpayers up to $8 million in order to repeat training for controllers related to the implementation and deployment of en route Controller Pilot Data Link

FAA Funding Requires Robust Authorization and Appropriations Levels

Communications (CPDLC), most often referred to as DataComm. This system is the next generation of communication between pilots and controllers and is just one example of the harm caused by the shutdown.

The unpredictability of a stop-and-go funding stream, and specifically stringing together multiple short-term CRs, makes planning for long-term improvement and modernization programs inefficient and extremely difficult. Stopping and restarting modernization programs can cause significant delays to development, testing, and implementation timelines, while also making them more expensive. Some program development, testing, and implementation may need to completely start over. For instance, the April 2013 sequestration-mandated furloughs caused delays to modernization programs such as En Route Automation Modernization (ERAM) that cost $6 million per month. More recently, the 35-day shutdown also delayed implementation of dozens of modernization projects including en route DataComm.

MESSAGE

Stable & Sufficient Funding

The NAS moves over 45,000 flights and 2.9 million passengers, and more than 59,000 tons of cargo every day across more than 29 million square miles of airspace. Although it is the safest, most efficient, and most complex system in the world, we always strive to bolster safety, mitigate risk, and improve efficiency. Stable and sufficient funding for the FAA has become increasingly critical to accomplishing these goals. Although we are hopeful that the current uncertainty with FAA reauthorization soon should be resolved, the FAA continues to grapple with stop-and-go funding and significant budgetary shortfalls. This instability places the NAS in jeopardy of falling behind on safety, efficiency, and capacity.

Traditionally, the FAA has been funded consistent with its budget requests. However, those requests consistently have been insufficient to meet the Agency's obligations and have failed to account for or keep up with inflation, especially for its Ops and F&E budget line. The FAA's future budget requests must account for current *and future* funding needs to prevent further budget shortfalls that could jeopardize hiring, training, modernization, sustainment of critical equipment and programs, and physical infrastructure.

Moreover, robust authorization levels also will help protect the $5 billion in air traffic control facility repairs and upgrades provided in the Infrastructure Investment and Jobs Act (IIJA). NATCA believes IIJA funding should remain supplemental – as Congress intended – and not serve as an offset to justify lower base appropriations.

Controller Hiring & Training

Despite meeting its self-imposed air traffic controller hiring goals for much of the past decade, the FAA has not kept up with attrition. Consequently, as of the end of FY 2023, the FAA netted only 15 additional Certified Professional Controllers (CPCs) compared to FY 2022, resulting in 1,160 fewer CPCs employed by the FAA than a decade earlier. Although the FAA upwardly adjusted its hiring goal for each of FY 2024 through 2026 to 1,800 new trainees, only 60% of all controller trainees reach full certification within five years (many of those who do not are removed or resign from employment with the FAA). This increased hiring goal will take several years to have a positive effect on CPC totals.

In addition to increasing controller hiring targets over the next three fiscal years, the FAA Operations (Ops) account must be funded sufficiently to appropriately and successfully train each of the 1,800 new hires annually at the FAA Academy and provide classroom, simulator, and on-the-job training instruction once they reach their assigned facilities.

Facilities & Equipment

The FAA's F&E budget has not kept pace with inflation over the past 14 years. In FY 2009, the F&E budget was $2.94 billion. It subsequently was lower than that in each fiscal year through 2017, before it peaked at $3.3 billion in 2018. However, since then it has remained just above or below $3 billion. Estimating for a modest 2% average annual inflation rate over the last 15 years, the FAA's F&E budget should be approximately $3.9 billion based on its 2009 budget. The FY 2024 appropriations package that was signed into law in March of this year boosted F&E funding to approximately $3.19 billion. Although this was a positive development, the F&E budget still falls short of what the Agency needs and NATCA will continue to advocate for additional increases in FY 2025 and beyond.

The loss of spending and buying power for F&E over the last 15 years has required the FAA to

FAA Funding Requires Robust Authorization and Appropriations Levels

prioritize mandatory costs such as subscription services and leases, basic ATC facility sustainment, salaries, travel, major support contracts, and NAS system sustainment. Additionally, FAA has no choice but to replace its copper wire telecommunications lines with fiberoptic internet protocol systems, because local telecommunications companies are shutting off copper wire service. This prioritization leaves very few resources for important programs such as ATC facility replacement, the NAS facility sustainment backlog, the NAS system sustainment backlog, NAS system improvements, radar and surveillance sustainment and replacement, and Air Route Traffic Control Center (ARTCC) and Terminal Radar Approach Control facility (TRACON) consolidation, just to name a few.

As a result, FAA must request and Congress must provide robust funding levels in the near-term while planning ahead for future increased budgetary needs – especially for the Ops and F&E budgets. As is the case in most fiscal years, the Ops budget will need to be increased to accommodate increased hiring, personnel, and other fixed costs that are integral to the safe and efficient operation of the NAS.

EXAMPLES

Below are key examples of disruptions to FAA funding from the past decade and how each negatively affected the NAS and its frontline workforce.

April 2013 Sequestration Cuts

Sequestration was the result of a congressional money-saving approach that resulted in automatic cuts to government spending that were mandated by law. They were across the board cuts to all budget lines and did not prioritize safety critical projects and programs. It cut nearly $493 million from the FAA's Ops budget without regard for the safety or efficiency of the NAS.

When sequestration went into effect in April 2013, preventative maintenance was halted, and engineers had to contend with a "fix-on-fail" policy, requiring that they wait until equipment actually breaks before replacing it. The FAA also considered closing towers in order to achieve the mandated spending cuts. Sequestration forced the FAA to issue a "save money furlough" affecting every employee, including air traffic controllers. During the week of April 21-27, 2013, delays nearly tripled at our nation's

airports, from 5,103 to 13,694. NATCA led the wide-ranging legislative campaign for enactment of The Reducing Flight Delays Act of 2013, which authorized the Secretary of Transportation to transfer $253 million from other FAA accounts to the FAA's operations account in order to end the FAA furloughs and allow aviation safety professionals to return to work full time. This legislative campaign was recognized as one of the top lobbying victories of the 113th Congress.

From the beginning, NATCA was a leading voice in opposing sequestration and in 2019, Congress passed, and the president enacted a bipartisan budget deal that raised spending caps and effectively ended sequestration. With that, sequestration officially ended. A save money furlough also could have been required last summer if Congress and the White House had not reached an agreement on the debt ceiling.

2013 Federal Government Shutdown

By September 2013, the end of FY 2013, Congress still had not passed appropriations bills to fund the government for FY 2014. On Oct. 1, the government was forced to shut down for 16 days (at the time it was the second-longest shutdown in U.S. history), shuttering much of the FAA along with it, which resulted in furloughs to FAA employees. The Office of Management and Budget (OMB) estimates that these furloughs cost the government a total of $2.5 billion.

2018 Government Shutdowns

In early 2018, Congress and the White House failed – on two separate occasions – to enact funding legislation and the government was shut down for three days between Jan. 20-22, and then again on Feb. 9. On March 23, Congress narrowly avoided its third federal government shutdown in a two-month period when it passed an omnibus spending package that funded the government and also extended FAA authorization through Sept. 30, 2018. Prior to that, Congress was on its fifth consecutive CR and fifth consecutive extension to FAA authorization.

35-Day Government Shutdown (Dec. 2018 – Jan. 2019)

Although the NAS is the safest and most efficient system in the world, the longest government shutdown

FAA Funding Requires Robust Authorization and Appropriations Levels

in U.S history eroded the critical layers necessary to support and maintain the safety of the system. When the shutdown finally ended, the NAS was on the verge of unravelling, as many programs that reduce risk and increase safety completely stopped.

NATCA and our members work hard to mitigate distractions and reduce fatigue in our workforce, but the shutdown increased fatigue and introduced unnecessary distractions for controllers while they were working airplanes. The pressure and the extra stress that this shutdown inserted into the NAS was intense. Controllers were distracted because they were thinking about the shutdown and how they would pay their mortgages, car payments, and for food and other household expenses. To earn income and take care of their families, in addition to performing their regular stressful duties of separating and sequencing traffic, some controllers also drove an Uber or Lyft or waited tables before and after their FAA shift. NATCA is committed to ensuring that the people we represent are never again put in this position.

Issues

Funding Timeline

2007 - 2015

🚫 Extensions
- Congress forced to temporarily extend FAA authorization 23 times, while the system endured a **partial FAA shutdown** due to a lapse in authorization, a **government-wide shutdown** due to a lapse in appropriations, sequestration mandated across-the-board spending cuts, **ATC furloughs**, and a hiring freeze that caused crippling flight delays, as well as numerous threatened shutdowns.

2018

✋ Shutdowns & Threats
- **Jan. 20, 2018: Three-day Shutdown** Jan. 20-22.
- **Feb. 9, 2018:** *Shutdown* on Feb 9.
- **Mar. 23, 2018:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Mar. 31, 2018:** *Threatened Shutdown:* Threatened lapse in FAA authorization.
- **Oct. 1, 2018:** *Threatened Shutdown:* Threatened lapse in FAA authorization.
- **Oct. 7, 2018:** *Threatened Shutdown:* Threatened lapse in FAA authorization.
- **Dec. 7, 2018:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 22, 2018:** *35-day government Shutdown.*
- **Feb. 15, 2019:** *Threatened Shutdown:* Threatened lapse in appropriations.

2019 - 2020

✋ Shutdowns Threatened
- **Oct. 1, 2019:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Nov. 21, 2019:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 20, 2019:** *Threatened Shutdown:* Threatened lapse in appropriations.

2020

❗ Tax Holiday
- **Mar 2020:** Congress suspends passenger ticket and aviation fuel taxes through Dec. 31, 2020.

❗ General Treasury Transfer
- **Sept. 30, 2020:** One-time $14B transfer from the General Treasury Fund to the Aviation Trust Fund.

2020 - 2021

✋ Shutdowns Threatened
- **Oct. 1, 2020:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 11, 2020:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 21, 2020:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 27, 2020:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Sept. 30, 2021:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 3, 2021:** *Threatened Shutdown:* Threatened lapse in appropriations.

2022

✋ Shutdowns Threatened
- **Feb. 18, 2022:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Mar. 11, 2022:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Sept. 30, 2022:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 14, 2022:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 23, 2022:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 30, 2022:** *Threatened Shutdown:* Threatened lapse in appropriations.

2023

✋ Shutdowns Threatened
- **June, 2023:** Debt ceiling crisis narrowly averted.
- **Oct. 1, 2023:** *Threatened Shutdown:* Threatened lapse in appropriations and FAA authorization.
- **Nov. 17, 2023:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Dec. 31, 2023:** *Threatened Shutdown:* Threatened lapse in FAA authorization.

2024

✋ Looming Funding Deadlines
- **Jan. 19, 2024:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Mar. 1, 2024:** *Threatened Shutdown:* Threatened lapse in appropriations.
- **Mar. 8, 2024:** *Threatened Shutdown:* Threatened lapse in appropriations and FAA authorization.
- **May 10, 2024:** FAA Authorization Expires.
- **Sept. 30, 2024:** Funding Expires.

FAA Funding Structure

DOT Excise Tax Estimate FY2024 = $16.7B

AVIATION TAXES*

U.S Passenger Tickets **65%**

International Tickets **23.3%**

Shipping **5.8%**

Commercial Fuel **3.3%**

GA Jet Fuel **2.0%**

GA Gasoline **0.3%**

General Treasury Appropriations $636M (5%)

Overflight Fees Approx. $154M

Current Balance Approx. **$17.49B**

AVIATION TRUST FUND

Appropriations **$18.914B**

EAS **$349M**

$12.09B (95%)

Operations (OPS) **$12.73B**

Facilities & Equipment (F&E) **$3.19B**

Research, Engineering & Development (RE&D) **$280M**

Grants-in-Aid to Airports (AIP) **$3.35B**

FAA BUDGET Approx. $19.551B

Approximate numbers based on 2019 estimates; passenger ticket taxes and aviation fuel taxes were suspended by Congress from Mar. 25 – Dec. 31, 2020, due to COVID-19 Pandemic.

Issue

Budgetary Shortfalls Plague Modernization and Infrastructure Efforts

▶ **Quick Reference**

1 The FAA requires stable and sufficient funding to repair, maintain, and modernize the NAS while continuing to improve its physical infrastructure.

2 Despite collaborative success between NATCA and the FAA on several modernization programs, the Agency is still lagging behind in efforts to modernize outdated technology, keep pace with system sustainment needs, and replace or repair its rapidly aging infrastructure.

3 Funding disruptions and a flat Facilities & Equipment (F&E) budget that has failed to keep pace with inflation for much of the past decade have required the FAA to play program whack-a-mole by spending the bare minimum to sustain certain programs, while diverting the remainder of money to whatever program needs it the most. This process has stifled FAA modernization program development, testing, and deployment, and caused significant delays in their implementation.

How This Issue Affects NATCA Members

For more than a decade, NATCA and the FAA have achieved collaborative successes on modernization programs such as En Route Automation Modernization (ERAM), DataComm, and Metroplex. Despite these achievements, the FAA continues to lag behind in its effort to maintain its current technology, modernize its outdated technology, and upgrade its physical infrastructure. Stop-and-go funding has delayed many of these programs. More importantly, the FAA has consistently, across several administrations, requested far less Facilities and Equipment (F&E) funding than it needed to meet programmatic demands. Additionally, any further degradation to the number of certified professional controllers (CPCs) could cripple the FAA's ability to deliver modernization programs on time and within budget, because only CPCs can provide the subject matter expertise necessary to perform this critical work.

Issues

ISSUE

In terms of air traffic control (ATC) technology, the FAA is lagging behind in efforts to maintain its current technology, modernize outdated technology, and upgrade its rapidly aging physical infrastructure. The FAA has been criticized in the past for its management of NextGen, but those critics often fail to see the full picture. NATCA and our members have been collaborating with the FAA to implement modernization programs for the past 15 years. We take great pride in our role as a partner in testing, developing, and implementing important modernization programs. We have had many successes, and we anticipate many more as we work with the FAA to ensure that we are strategic in the prioritization of resources allocated to these programs.

Although NATCA is pleased that Congress averted a government shutdown on March 8 when it passed and the president signed the appropriations bill that will provide for the FAA's F&E budget at a $3.19 billion funding level through the end of Fiscal Year (FY) 2024, we believe this should be a steppingstone to an increased, robust F&E budget for FY 2025 and beyond.

The FAA's F&E budget has not kept pace with inflation over the past 15 years. In FY 2009, the F&E budget was $2.942 billion. It subsequently was lower than that in each fiscal year through 2017, before it peaked at $3.3 billion in 2018. However, since then it has remained hovering around $3 billion. Estimating for a modest 2% average annual inflation rate over the last 15 years, the FAA's F&E budget should be over $3.8 billion based on its 2009 budget.

Even when the FAA is not facing the threat of a shutdown, multiple administrations from both parties have submitted insufficient FAA budget requests to Congress. The FAA's requests have often fallen well short of the resources need to meet the full needs of the National Airspace System (NAS). Historically, Congress has consistently met the Agency's stated need through both authorization of top-line numbers and the annual appropriations process. However, because the FAA consistently requested insufficient funding, there are significant backlogs of NAS sustainment and ATC facility sustainment, in addition to mounting delays in the implementation of NAS modernization and system improvements, as well as ATC tower and radar facility replacement. That backlog will worsen if FAA continues to submit annual budget requests that do not reflect its true budgetary needs moving forward.

This loss of spending and buying power for modernization and infrastructure programs over the past 15 years has forced the FAA into a "fix-on-fail" model by requiring it to prioritize mandatory costs such as subscription services and leases, basic ATC facility sustainment, salaries, travel, and major support contracts, along with NAS sustainment. This prioritization leaves little to no money for important programs such as ATC facility replacement, the NAS facility sustainment backlog, the NAS sustainment backlog, NAS improvements, radar and surveillance sustainment and replacement, and Air Route Traffic Control Center (ARTCC) and Terminal Radar Approach Control facility (TRACON) consolidation, just to name a few.

In order to meet all of it's capital needs, FAA's own analysis indicates that the F&E budget must be approximately $6 billion for FY 2025 and will approach $8 billion in the near future. Even if funding provided by the Infrastructure Investment and Jobs Act (IIJA) theoretically could help fill the funding gaps in FY 2025, that was not IIJA's intended purpose and the FAA still would experience significant budgetary shortfalls.

In the coming years, the FAA will face unprecedented technological challenges. If not integrated properly, the continued development and rapid proliferation of advanced air mobility, drones, and other new entrants could jeopardize NAS safety and efficiency. NATCA must be involved in all discussions surrounding the safe and efficient integration of new entrants and emerging technologies.

PROGRAM PRIORITIES AND NEEDS

NATCA's top priorities include maintaining and upgrading our air traffic automation platforms, surveillance systems, and Notice to Air Missions (NOTAM) system across all en route and terminal facilities, which deliver flight plan and surveillance information to controllers on a real-time basis. These programs are the foundational systems that keep our aviation system operating safely every day. Our top priorities also include replacing the antiquated automation platform that supports Guam, Puerto Rico, Hawaii, and Alaska, as well as the continued operability and future enhancement of long-range radar surveillance.

In addition, NATCA remains concerned about the development, testing, and deployment of airport

Budgetary Shortfalls Plague Modernization And Infrastructure Efforts

FAA's Projected F&E Funding Needs

Dollars in Billions

Source: Federal Aviation Administration, March 2024

Issues
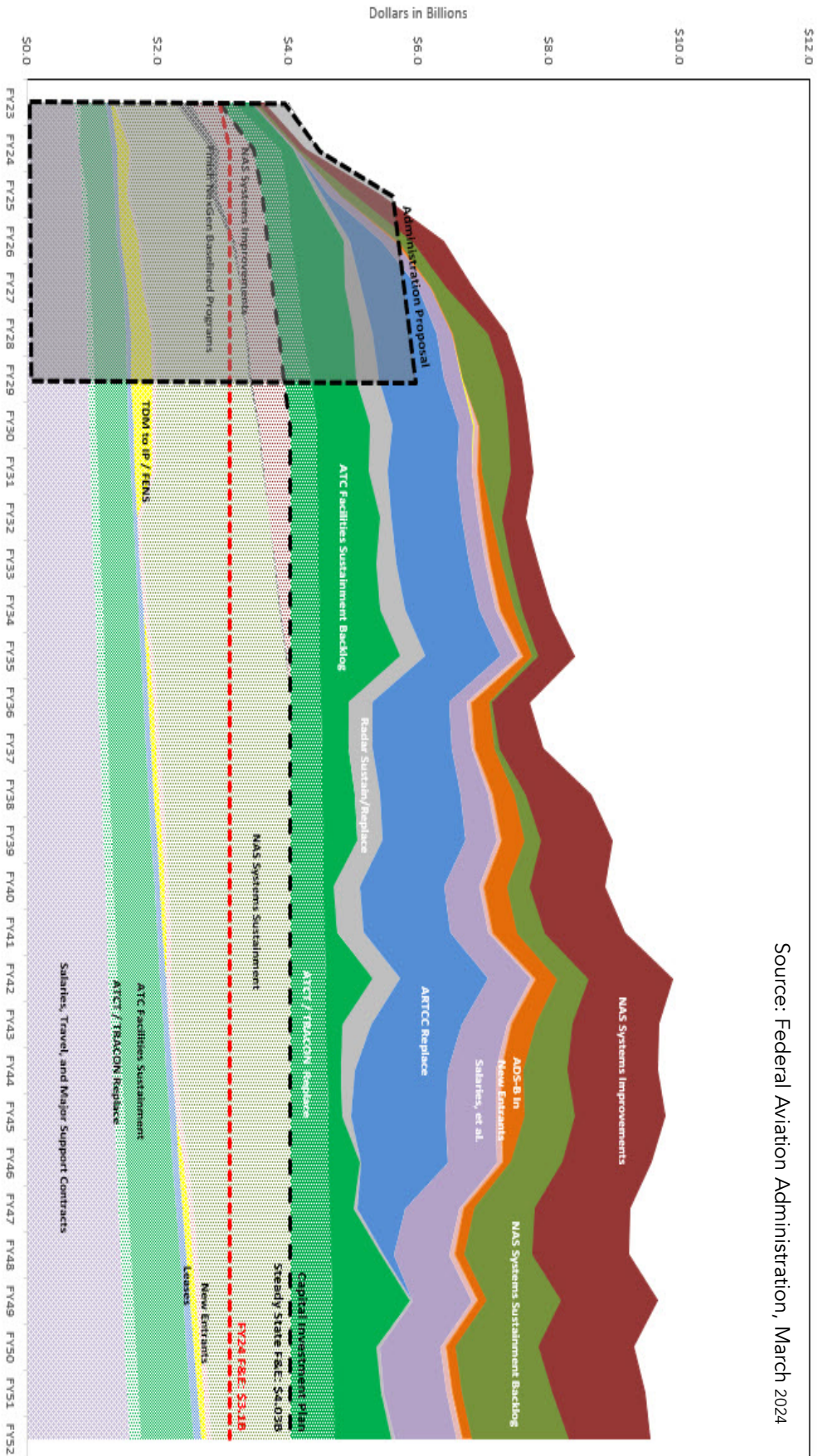
Budgetary Shortfalls Plague Modernization And Infrastructure Efforts

surface detection systems and situational awareness tools that can help air traffic controllers address runway incursions and mitigate the risk of aircraft landing on an incorrect surface. Each year, the NAS experiences hundreds of safety events such as wrong-surface landings and runway incursions. As a result, the FAA has begun working on a new surface surveillance situational awareness tool that will help controllers identify and detect when and where aircraft and ADS-B equipped vehicles are on airport surfaces.

Although it is still in its infancy of development, this situational awareness tool would fulfill a similar role as the Airport Surface Detection System – Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) at airports that do not currently have any surface surveillance technology. However, unlike ASDE-X and ASSC, this tool would be limited only to visual indicators and will not include "safety logic" enhancements, which is the predictive software that alerts controllers and provides an audible alarm as soon as the safety risk is detected by the program.

Only 44 airports across the NAS have either ASDE-X or ASSC, and despite being a recent technological upgrade, these programs are in a sustainment-only posture within the FAA. The FAA does not have the funding nor contractual capability to expand these programs to new facilities.

The successful and timely implementation of this new situational awareness tool likely will hinge on two factors: the availability of sufficient funding for this program, and an intentional acceleration of the FAA's acquisitions management process, so this tool can reach air traffic facilities sooner rather than later.

NATCA is also concerned about the funding for other modernization and infrastructure priorities in the areas of communications, support tools in automation, and traffic management tools for existing users and new entrants like Advanced Air Mobility (AAM), Unmanned Aircraft Systems (UAS), and Commercial Space.

Although the FAA's development and deployment of modernization programs has improved over time, the COVID-19 pandemic and the 35-day government shutdown stifled FAA modernization work and new user integration. The lasting effects of these events caused significant delays to these programs and projects, wasting critical resources and federal taxpayer dollars.

PHYSICAL INFRASTRUCTURE NEEDS

The FAA's physical infrastructure also continues to need attention. The FAA's air route traffic control centers are more than 60 years old. The FAA has many towers and TRACONs that need repair or replacement. Many of these facilities have exceeded their expected lifecycle, while others need replacement of critical systems including roofs, windows, HVAC systems, elevators, and plumbing.

In order for modernization and infrastructure programs to be successfully completed in a timely fashion and at the lowest possible cost to taxpayers, the FAA needs stable and sufficient funding above and beyond the $5 billion in supplemental funding provided by Congress in the IIJA. Without stable and sufficient funding, modernization programs and new user integration will continue to be threatened by delays and budget shortfalls that will jeopardize their timely deployment and success.

MESSAGE

In recent years, significant disruptions, stop-and-go funding, and threatened shutdowns of both the FAA and the federal government have stifled FAA modernization work and new user integration, causing significant delays to these projects, wasting critical resources and federal taxpayer money. Unfortunately, the FAA also has requested insufficient F&E funding from Congress, leading to further challenges and delays for modernization programs, as well as deferred repair and replacement of critical infrastructure. The FAA, NATCA, and our industry partners must continue to work together in order to overcome the delays caused by budgetary shortfalls in order to achieve similar successes to those already realized on modernization programs such as ERAM, DataComm, and Metroplex. Increased funding for F&E programs is essential to prevent the FAA from lagging behind in its system sustainment, modernization, and infrastructure upgrade efforts.

BACKGROUND
Modernization and Infrastructure Funding Priorities

NATCA has identified the following platforms and programs as being the most critical to maintaining and upgrading the NAS. These platforms and programs have been sorted into four tiers based on their relationship and necessity to the continued safe and efficient operation of the NAS.

Issue

Budgetary Shortfalls Plague Modernization And Infrastructure Efforts

■ Tier 1 Funding Priority
– *Automation Platforms, Surveillance Systems, NOTAMS*

■ **Standard Terminal Automation Replacement (STARS)**, Advanced Technologies & Oceanic Procedures (ATOP), and En Route Automation Modernization (ERAM) are automation platforms that deliver flight plan and surveillance information to air traffic controllers on a real-time basis. These platforms are the foundational systems that keep our NAS operating safely day and night. The FAA must be able to sustain and upgrade each of these automation platforms. For instance, the base equipment (hardware, monitors, and keyboards) used to operate STARS will reach its end of lifecycle in 2026. (i.e., the manufacturer-determined date upon which the equipment will need to be replaced based on its anticipated use). NATCA is concerned with funding constraints that could jeopardize the program, in addition to safety and efficiency of the NAS. These systems operate 24 hours a day, seven days a week and, therefore, the hardware must be monitored and replaced at scheduled intervals.

■ **A replacement program for Microprocessor En Route Automated Radar Tracking System (Micro-EARTS)**, which is the air traffic platform that supports Guam, Hawaii, and Alaska. The FAA has identified the need to replace Micro-EARTS with ERAM. These replacement programs will improve NAS interoperability and reduce costs by standardizing the training, maintenance, and development efforts by bringing these facilities under the NextGen automation umbrella.

■ **Advanced Air Mobility (AAM) & Unmanned Aircraft Systems (UAS)** are new entrant aviation systems that move people and cargo using new aircraft designs that are integrated into existing airspace operations. The ATC system must adapt in order to support the safe and efficient integration of these technologies and to accommodate a mix of crewed and unmanned aircraft in the NAS. Sufficient funding is necessary to ensure that the frontline controller workforce continues to be involved in all development, testing, and deployment of AAM and UAS integration.

■ **Enhance Existing Automatic Dependent Surveillance-Broadcast (ADS-B)** Infrastructure. ADS-B is an advanced surveillance technology that utilizes an aircraft's positioning source, aircraft avionics, and a ground-based infrastructure to create an accurate surveillance interface between aircraft and controllers. With the advent and proliferation of new entrants such as AAM and UAS, there is a need for expanding and enhancing the existing ADS-B infrastructure. There also is a need for additional ADS-B radio stations in certain areas such as the Caribbean, which continues to be serviced by only one Long Range Radar site.

■ **Long Range Radar services for both En Route and Terminal environments.** Even with the wide deployment of ADS-B Out, there is still a need for non-cooperative surveillance tools such as Long-Range Radar services, which allow controllers to see aircraft that are not ADS-B Out equipped. These services are critical to controllers fulfilling their safety functions.

■ **Airport Surveillance Radars (ASR) and Air Route Surveillance Radars (ARSR)** combined equal an infrastructure of over 750 surveillance sources in the NAS, the oldest of which was deployed in 1952. These radars are vital to the daily safe and efficient operation of the NAS. Due to age and funding constraints, these critical surveillance systems are in dire need of replacement and/or tech refresh.

■ **Federal Notice to Air Missions (NOTAM) System (FNS)**, which provides critical information to controllers and pilots about issues in the NAS, for which timely knowledge of the issue is essential for personnel concerned with flight operations. NOTAM modernization has been a FAA Top 5 safety priority and will require appropriate funding levels in order to sustain and upgrade the system. This issue is underscored by the NOTAMS outage on January 11, 2023, which caused widespread flight delays and cancellations throughout the NAS. A subsequent reduction in NOTAMS availability roughly two weeks later

Budgetary Shortfalls Plague Modernization And Infrastructure Efforts

further emphasized the need for secure and robust NOTAMS infrastructure.

■ **Airport Surface Detection Systems** such as the Airport Surface Detection System Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) are examples of runway safety enhancement tools that help prevent wrong surface landings. NATCA and the FAA have been working on the implementation and development of a new situational awareness tool can help address and mitigate runway incursions. ASDE-X and ASSC are fully deployed at 44 airports, but funding for these programs has expired and currently are in a sustainment-only posture. Additional funding is needed to expand existing systems and to develop new surface surveillance systems to deploy at airports that currently lack this type of technology.

■ Tier 2 Funding Priority
– Communications

■ **Voice Over Internet protocol Communications Enterprise (VoICE),** which is comprised of the program and new equipment that will replace the aging (physical) communications technology that controllers use to communicate with pilots and other air traffic facilities. The current equipment is outdated, is approaching end of lifecycle on multiple systems, and replacement parts are getting harder to acquire because the existing systems are no longer supported by their manufacturers.

■ **Time Division Multiplexing (TDM) – to – Internet Protocol (IP) (TDM-to-IP),** is the program that will upgrade all copper wiring infrastructure with fiber optic cable wiring. This program is critical because major U.S. telecommunications carriers have communicated their intention to discontinue current TDM-based services (supported by the current copper wiring)

as early as this year. The FAA is highly dependent on these services to receive and transmit information at approximately 6,000 sites. Any discontinuation or disruption of TDM services without first transitioning to IP communication services would lead to potential safety risks and/or delays in air traffic services.

■ **Operational and Supportability Implementation System (OASIS II),** is a critical piece of the communications system that is used by Flight Service Air Traffic Control Specialists at the 17 Flight Service Stations (FSS) throughout Alaska to provide weather briefing and flight planning services to general aviation pilots. OASIS II is beyond its end of lifecycle and is beginning to experience system failures; however, it must be maintained until a replacement system can be implemented.

■ Tier 3 Funding Priority
– Support Tools in Automation

■ **Legacy weather systems** must be maintained until the NextGen Weather Processor (NWP) can be implemented. NWP is a program that will consolidate multiple weather systems into one, while also incorporating new weather products. FAA facilities currently utilize several different systems that are beyond the "end of lifecycle" stage and replacement parts are becoming harder to acquire. Additionally, there have been multiple safety reports of issues related to legacy Information Display Systems (IDS) from

FAA's ATC facilities. It is important that funding for legacy IDS be maintained until Enterprise Information Display Systems (E-IDS) can be deployed in approximately 2025-27. E-IDS will provide a wide variety of information to air traffic controllers such as current weather, airspace delegation, access to approach plates, NOTAMS, SIGMETS, flight route verification, and aircraft information, once deployment is complete. Implementing E-IDS would resolve these safety issues.

Issue

◾ Tier 4 Funding Priority
– Decision Support Tools and Commercial Space Operations

◾ **Traffic Flow Management System (TFMS)** must be maintained until a replacement system can be implemented. TFMS is a strategic planning tool for identifying and managing air traffic flow constraints in the NAS related to congestion in certain geographical areas. TFMS processes all available data sources such as flight plan messages, flight plan amendment messages, and departure and arrival messages. TFMS identifies constraints such as a weather event or major sporting event and helps the FAA plan for and execute that plan to minimize its negative effects on the NAS. TFMS will need to be replaced by a new system in the near future. Maintaining and upgrading TFMS also affects Commercial Space operations. By providing the FAA with these critical decision support tools, the agency can minimize the disruption to the NAS during the launch and scheduled re-entry of Commercial Space vehicles, rather than segregating 1,000 square miles of airspace with temporary flight restrictions each time.

◾ **Terminal Flight Data Manager (TFDM)** will provide improvements to flight data coordination and management for air traffic users, as well as enhanced surface traffic flow management capabilities. Among other things, TFDM will replace air traffic control tower paper flight strips with electronic flight strips, provide automation for electronic flight and airport data management, and interface with other NAS systems to share electronic flight data. Due to funding constraints and budgetary cuts to TFDM, the 89-site implementation waterfall was slashed to just 49 sites. This drastic reduction will not only limit TFDM's ability to improve efficiency, but it also will limit system enhancement opportunities as air traffic grows throughout the NAS.

FAA Programs Face Significant Constraints From Flat F&E Funding

Prior to FY 2022, the FAA generally distributed F&E funding evenly among all F&E programs. However, this approach was unsustainable because an evenly spread flat budget that did not keep up with inflation over the past 15 years was always going to result in chronically underfunded programs. Most programs were instructed to and learned how to operate with less money than requested by revising a program's scope, functionality, deployment timelines, and overall positive effects on the NAS.

For example, both ERAM and STARS are foundational platforms that affect the safety and efficiency of the NAS. However, as a result of lower-than needed budget requests by the FAA, both programs have been forced to defer much-needed controller enhancements and strictly focus on sustainment efforts. Another example is TFDM, which not only provides controllers with electronic flight strips, but also promotes efficiency gains throughout the NAS through modern updated software. TFDM was originally planned to deploy to 89 air traffic facilities, but insufficient funding forced the FAA to divert funding from TFDM to other programs slashing the TFDM deployment schedule to 49 sites. If a flat F&E budget continues into FY 2025, these programs are at risk of further cuts.

A flat F&E budget forces the FAA to play program whack-a-mole with taxpayer money by spending close to the bare minimum to sustain existing programs while diverting the remainder of the money to wherever it is needed the most. Time-sensitive issues in FY 2023 exacerbated this problem by further straining a flat F&E budget when telecommunications companies began to mandate that FAA facilities replace their existing copper wire infrastructure with fiber optics. This issue required the FAA to reprioritize certain programs over others and postpone work on an offshore automation program, for example, making it impossible to spread F&E funds evenly among all F&E programs.

Currently, the FAA's own analysis shows that the F&E budget is underfunded by approximately $2 billion, however it is difficult to ascertain an accurate financial picture in the midst of continuing resolutions, threatened government shutdowns,

Issues

and FAA's own chronically insufficient budget requests. While this vicious cycle continues, the NAS also continues to grow and evolve, leaving the FAA behind and ill-equipped to sustain or advance NAS technology. Existing programs will remain in a sustainment-only posture with zero enhancements that could assist in increasing safety and efficiency.

Specifically, F&E funding in FY 2024 appears to underfund telecommunications work by about $19 million, meaning that the FAA will take money from some other existing F&E programs to fund that telecommunications work. In addition, although STARS and TFDM appear to be appropriately funded based on FAA's request, ERAM and FAA's airborne surveillance portfolio are underfunded by $4.5 million and $10 million, respectively, despite each of these programs operating in sustainment-only posture.

Negative Effects of the 35-Day Shutdown

On Jan. 25, 2019, the longest federal government shutdown in U.S. history ended after 35 days. However, no one should be under the illusion that it was business as usual for aviation during the shutdown. Although the NAS is the safest and most efficient system in the world, during the shutdown, many activities and processes that proactively reduce risk and increase safety were suspended. This is unacceptable considering that, just prior to the shutdown, approximately 70,000 flights and over two million passengers moved through the NAS every day.

For instance, during the shutdown, safety enhancements that prevent wrong surface landings were suspended. Each year, there are more than 300 events in which an aircraft lands or attempts to land on the wrong runway, on a taxiway, or at the wrong airport entirely. Development of this technology was significantly delayed because of the shutdown. However, NATCA and the FAA worked collaboratively to develop and implement software enhancements for existing surface surveillance systems that now provide an early warning to controllers to mitigate the risk of an aircraft landing on an incorrect surface (i.e. wrong runway or taxiway).

Modernization Programs

NextGen has been the term to describe the primary, comprehensive modernization project that

is shifting the FAA from its current ground-based radar system to a smarter, satellite-based aircraft tracking system and digital technologies, along with new procedures that will enable the FAA to guide and track aircraft more precisely on more direct routes. Modernization is producing efficiencies that enhance safety, reduce delays, save fuel, and reduce aircraft exhaust emissions. Modernization is also vital to preserving the United States' position as the world leader in aviation. This investment is important due to the significant contribution that aviation makes to our economy.

Many modernization programs were delayed due to the COVID-19 pandemic. However, even before the pandemic, these programs faced delays and funding challenges as a result of an unpredictable stop-and-go funding stream hampered by threatened shutdowns and continuing resolutions. For instance, during the 35-day shutdown, all FAA modernization work and new user integration stopped. That shutdown caused significant delays to these projects and wasted critical resources and federal taxpayer money. Delays to the timelines for each project had a cascading effect on other projects even after the FAA restarted programs and deconflicted waterfall timelines.

Although the FAA has been criticized for its management of NextGen, NATCA takes great pride in its role as a partner on the leading edge of these important modernization projects. In fact, the FAA and NATCA have developed a strong collaborative relationship and are experiencing meaningful progress within many of the key modernization programs.

In collaboration with NATCA and industry stakeholders, prior to the COVID-19 pandemic, the FAA had delivered $2.7 billion in benefits, completing 103 commitments of NextGen and the NextGen Advisory Committee (NAC) Prioritization Plan.

Collaboration between the FAA and NATCA allows the Agency to deliver cost savings on modernization projects that otherwise would not be possible. If NATCA representatives were not involved, many modernization programs would need to go through extensive, costly, and time-consuming revisions following testing and/or implementation. Through collaboration, the FAA is on or ahead of schedule with some of its most critical modernization programs.

Issue

Budgetary Shortfalls Plague Modernization And Infrastructure Efforts

Despite this progress, reduced controller staffing would have a detrimental effect on system capacity and modernization efforts. In April 2013, sequestration and the resulting furloughs, as well as the government shutdown six months later, created needless delays in the development, design, and implementation of NextGen. These delays also increased costs in these key modernization programs for our aviation system. The shuttering and reactivation of modernization programs not only delayed progress, but also increased costs.

Without a stable and sufficient funding stream, critical system sustainment, modernization programs, and new user integration will continue to be threatened by delays and funding shortages that will jeopardize the NAS.

FAA's Rapidly Aging Physical Infrastructure

NATCA has been and continues to advocate for additional funding to fix the FAA's physical infrastructure and improve NATCA members' working conditions. NATCA testified about this issue in June 2021 before the Senate Commerce Committee's Subcommittee on Aviation.

The FAA operates more than 300 ATC facilities of varying ages and conditions. In the continental United States, the FAA operates 20 ARTCCs that were built in the 1960s and are approximately 60 years old. The FAA's large, stand-alone TRACONs are, on average, more than 25 years old. In addition, the FAA has 132 combined TRACON/towers, which, on average, are about 35 years old. Finally, the FAA has another 131 stand-alone towers which average more than 30 years old. Many of these facilities have exceeded their expected lifecycle. Others have major systems such as roofs, windows, HVAC systems, or elevators that have exceeded their expected functional lifecycle and no longer perform their necessary function.

Although the FAA began the process of addressing its rapidly aging infrastructure through a combination of realignments, sustaining and maintaining some facilities, and replacing a handful of others, that process has been slow and hampered by stop-and-go funding. During the 35-day shutdown in late 2018 into early 2019, critical physical infrastructure construction projects stopped at airports and radar facilities across the country.

In addition, some of the critical safety equipment and technology that controllers use every day is decades old and at risk of malfunctioning. Even before the shutdown, the FAA had moved to a "fix-on-fail" maintenance philosophy and had stopped stockpiling critical parts for essential operational equipment. However, because of the shutdown, critical maintenance and repair projects were delayed even more, creating a backlog of maintenance projects at facilities around the country.

In recent years, NATCA conducted a survey of our local leaders to determine which facilities have critical infrastructure needs for replacement or repair. These identified defects need immediate attention and range from workplace safety issues, concerns about building physical integrity, heating, ventilation, and air conditioning failures, needs for elevator replacement, substandard restrooms, lighting issues, and building security concerns. Some of these issues have led to periodic airspace shutdowns and many others lead to safety concerns for the workforce. When major systems fail, or facilities have integrity problems, it can lead to a less efficient airspace.

With NATCA's support, on Nov. 15, 2021, the landmark Infrastructure Investment and Jobs Act (IIJA) was signed into law, addressing many physical infrastructure deficiencies. This was a big legislative win for our members and the NAS. The IIJA provides an unprecedented level of dedicated funding of $5 billion, to help bring ATC facilities up to standard. These facilities include FAA-owned towers, TRACONs, and ARTCCs, as well as Federal Contract Tower (FCT) program infrastructure. IIJA funding also covers a wide variety of other eligible projects including unstaffed infrastructure, landing and navigation aids, power systems, and environmental compliance. Although this funding will not resolve every issue in every facility across the country, it was a major step in the right direction to upgrade working conditions for NATCA members.

The IIJA also provides a significant investment of $20 billion to modernize our nation's airports and provide U.S. airports with the necessary boost to compete on a global scale. These funds are administered by our Region X members in the FAA's Airports Division. They will be available for repair and replacement of airport-owned infrastructure such as towers, including FCTs, and provide local airport authorities with new resources to improve runways, taxiways, and other safety-related infrastructure.

Notes

Q & A

HIRING AND STAFFING

Is the National Airspace System (NAS) facing controller staffing and training challenges?

- Yes. The number of certified professional controllers (CPCs) has fallen by 10% in the last decade, and overall staffing remains near a 30-year low.

- As of the end of FY 2023, there were 1,160 fewer CPCs employed by the FAA than in FY 2012.

- Although the FAA frequently touts the number of trainees in the system to counter the concern about the lack of CPCs, the FAA netted only an additional 15 trainees at the end of FY 2023 compared to the end of FY 2022 for a net total of 30 additional "on board" Air Traffic Control Specialists (ATCS).

- At the end of FY 2023, the FAA had 2,855 ATCS in training, including 1,870 developmental stage trainees and 985 CPCs-in-training (CPC-ITs; certified controllers who transferred to new facilities, but have not yet certified in the new airspace). At the end of FY 2018, the FAA had 2,482 developmental stage trainees and 1,320 CPC-ITs for a total of 3,802 trainees. This decline of over 900 trainees means that the pipeline has dwindled and FAA is not making progress on hiring and training ATCS.

- More than 6% of our certified controller workforce is eligible to retire.

- If we experience another significant decrease in CPC staffing levels, the FAA will be hard-pressed to maintain capacity, let alone modernize the system and expand it for new users, such as commercial space, Unmanned Aircraft Systems (UAS), and Advanced Air Mobility (AAM).

What is NATCA's position on the FAA's controller hiring process and what changes have taken place?

- NATCA's primary concern continues to be ensuring a steady stream of eligible, qualified candidates who can pass through the academy and succeed once assigned to facilities across the country.

- For many years, NATCA has advocated for the FAA to improve and streamline its hiring process.

- We believe the best way to begin accomplishing this, is for the FAA to conduct maximum hiring of new controllers and replace FAA Finance's controller staffing model, which serves as the basis for its annual Controller Workforce Plan (CWP), with the Collaborative Resource Workgroup's (CRWG) jointly-developed CPC staffing targets for each facility.

- Using the CRWG staffing model will ensure that Congress and aviation stakeholders have a comprehensive understanding of each facility's operational staffing needs.

- NATCA supports hiring to the maximum throughput of the FAA Academy in addition to experienced controller hiring for all five years of the FAA authorization. NATCA also would be willing to support the enhanced Collegiate Training Initiative (eCTI) provided the FAA collaborates with NATCA in its development and implementation and it maintains the same curriculum, standards, and grading provided by the FAA Academy.

- NATCA also supports the FAA taking a holistic, collaborative approach to resolving its controller staffing and training challenges. NATCA will continue to work closely with members of Congress and their staffs on legislative solutions that will further this goal.

- In the past, NATCA worked closely with members of Congress to pass hiring reforms as part of the FAA Extension, Safety, and Security Act of 2016. This bill created a two-track process for hiring new controllers:
  - Under Track One, the FAA is required to give "preferential consideration to qualified individuals maintaining 52 consecutive weeks of air traffic control experience," as these experienced controllers will be assigned directly to ATC facilities and do not need to attend the FAA Academy in Oklahoma City.
  - Under Track Two, the FAA must balance its hiring between two pools of candidates: (1) veterans and graduates of Collegiate Training Initiative (CTI) programs, and (2) off-the-street hires.

- In 2019, Sen. Jeanne Shaheen, D-N.H., and Sen. John Hoeven, R-N.D., introduced S. 1148, the Air Traffic Controller (ATC) Hiring Reform Act of 2019, bipartisan legislation that improved the FAA's controller hiring process by making technical changes that made it less bureaucratic and more accountable. NATCA strongly supported this legislation.

- Although these changes were steps in the right direction, we still need to do more to improve the process. The FAA must continue to hire the next generation of controllers at a rate that exceeds controller attrition, and we must continue our commitment to training developmental controllers.

- Although the FAA upwardly adjusted its hiring goal for each of FY 2024 through FY 2026 to 1,800 new trainees (and plans to hire 2,000 new trainees in FY 2025 if funding is made available by Congress), only 60% of all controller trainees reach full certification within five years (almost all of those who do not are removed or resign from employment with the FAA). Thus, this increased hiring goal will take several years to have a positive effect on CPC totals.

FAA REAUTHORIZATION LEGISLATION

What is the status of FAA Reauthorization?

- The FAA currently is operating under a short-term extension to 2018 FAA authorization. The 2018 FAA bill helped to provide a more stable and predictable funding stream for the FAA and the Airport & Airway Trust Fund, but it needs to be updated. The current extension to the reauthorization bill runs through May 10, 2024.

- Last summer, the House passed its version of FAA reauthorization that would require the FAA to hire the maximum controller candidates from FY 2024 through FY 2028, as well as require the FAA's interim adoption of the CRWG's "staffing models and methodologies" as the basis for the CWP until the Transportation Research Board (TRB) completes an assessment and the FAA adopts a new controller staffing model. NATCA strongly supports these provisions.

- The Senate's version of FAA Reauthorization also requires the FAA to adopt the CRWG staffing standard as the basis for the CWP, but it would delay the adoption until after Sept. 30, 2024. In the meantime, the Senate bill would require a study by the National Academies of Sciences, Engineering, and Medicine (of which the TRB is a subsidiary division) to review the differences and similarities between the "methodologies used by the [CRWG] to determine CPC operational staffing targets" and FAA Finance's (AFN) failed staffing model.

- However, unlike the House bill, the Senate base bill does not currently contain a provision directing the FAA to engage in maximum controller hiring for the duration of the bill. (But a standalone bipartisan bill, the Air Traffic Controllers Hiring Act of 2023, sponsored by Senator Mike Braun (R-IN), along with over 31 additional bipartisan cosponsors, would require maximum controller hiring for the duration of the bill.)

- The Senate bill also includes deployment of tower simulator systems at all FAA air traffic control towers, which will (1) improve training times for developmental stage trainees, and (2) provide CPCs with the opportunity to participate in recurrent and refresher training on scenarios that are infrequent, such as emergency landings and missed approaches.

- NATCA is committed to continuing to work with members of Congress, their staffs, and the relevant committees of jurisdiction in the House and Senate until a new five-year reauthorization is signed into law.

The 35-Day Government Shutdown

How did the government shutdown affect NATCA members?

- The shutdown was a disaster for the FAA workforce, including air traffic controllers, traffic management coordinators, and other aviation safety professionals who worked without pay for

more than a month. It also was disastrous for more than 3,000 NATCA-represented FAA employees who were furloughed without pay. Congress and the White House must not allow another shutdown to happen.

- The shutdown eroded layers of safety within the NAS. Many safety activities that proactively reduce risk and increase the safety of the system were suspended. The NAS was less safe during the shutdown and in the months after it ended than before it began.

- NATCA worked collaboratively with the FAA to bring safety processes back online that were suspended because of the shutdown, but it is harder to restart these programs and processes than it is to shut them down.

- The shutdown reinforced our strong belief that the status quo is broken. The constant funding crises that arise from a stop-and-go funding stream continue to wreak havoc on the NAS and perpetuate controller staffing and training challenges.

- The NAS requires a stable and sufficient funding stream to adequately support air traffic control services, staffing, hiring and training, long-term modernization projects, preventative maintenance, ongoing modernization to the physical infrastructure, integration of new entrants, and the timely implementation of modernization projects.

How did the 35-day government shutdown affect hiring, staffing, and training?

- The FAA Training Academy in Oklahoma City was closed during the shutdown, and it took the FAA several weeks to restart those classes after the shutdown ended.

- The FAA suspended hiring and training for all new hires. Controller advanced skills classes also were canceled throughout the shutdown.

- Initially, the FAA's hiring target for FY 2019 was 1,431, but following the shutdown, the Agency reduced its target to 907.

DEBT CEILING CRISIS

What was the Debt Ceiling and how could a default have negatively affected the FAA and NATCA members?

- The gap between federal revenues and existing financial commitments is financed by issuing federal debt. The U.S. Treasury does this by selling various kinds of debt securities (such as bonds) to investors. Congress created the debt limit by statute, which places a constraint on the amount of money that the U.S. Treasury may borrow to fund federal obligations.

- On June 3, 2023, Congress passed, and the president signed a bill that suspended the debt limit until January 1, 2025, and cap discretionary spending during FY 2024 and FY 2025.

- The United States has never defaulted on its debt. In the event of a future default, the effect on NATCA members would depend on how Congress deals with the resulting appropriations restrictions. After the 2011 debt ceiling debate, Congress enacted legislation that resulted in sequestration and tremendously disruptive save-money furloughs.

- Much like with an impending threat of shutdown due to lapse in appropriations and/or authorization, NATCA will continue to educate Congress about how damaging and disruptive such crises are to the NAS, and we will continue to advocate for what is best for all of our members and the NAS.

SEQUESTRATION

How did sequestration affect the FAA?

- When it went into effect in 2013, sequestration resulted in furloughs for the workforce and created the potential for closures or reductions in service hours at many facilities.

- Sequestration forced the FAA to institute a hiring freeze and close the FAA Academy for most of 2013, meaning it was unable to hire new air traffic controller trainees. This hiring freeze worsened an already critical air traffic controller staffing situation, which reached a 30-year low for CPCs.
- Sequestration also caused preventative maintenance delays, meaning that engineers and technicians had to contend with a "fix-on-fail" policy that forces them to wait until equipment breaks before replacing it. This policy resulted in down time for systems and negatively affects the efficiency of the system.

How did furloughs resulting from sequestration affect the FAA?

- Sequestration forced the FAA to furlough employees (including air traffic controllers) for one week in April 2013. Congress quickly intervened by passing a NATCA-initiated bill, the Reducing Flight Delays Act of 2013.

What is the status of sequestration? Is sequestration still a problem for NATCA?

- Congress passed legislation that avoided sequestration in recent years. Moreover, because the law that implemented sequestration expired at the end of FY 2021, sequestration is no longer an imminent threat.
- However, sequestration was a major concern for NATCA, and its effects are still being felt, especially in the areas of controller staffing challenges and delays to modernization programs.

NEXTGEN

What is NextGen?

- NextGen describes a comprehensive collection of modernization programs and projects that is shifting the FAA from its current ground-based radar system to a smarter, satellite-based aircraft tracking system and digital technologies, along with new procedures that is making air travel more efficient, predictable, and environmentally friendly.
- NextGen improvements enable the FAA to guide and track aircraft more precisely on more direct routes. NextGen is producing efficiencies that enhance safety, reduce delays, save fuel, and reduce aircraft exhaust emissions.
- NextGen and other modernization programs are vital to preserving the United States as the world's leader in aviation. This is important due to the significant contribution aviation makes to our economy.

Does NATCA support NextGen?

- Yes. NATCA and the FAA continue to work collaboratively on the development and implementation of modernization programs under the NextGen umbrella.
- NATCA representatives who work on modernization programs use official time to work collaboratively with the FAA to modernize the system. These efforts are vital to the successful development and implementation of NextGen.
- We take great pride in our role as a partner on the leading edge of modernization.

What is the status of NextGen?

- For NextGen to be successful, the FAA needs a stable and sufficient funding stream.
- Many modernization programs were delayed due to the COVID-19 pandemic and continue to be hampered by budgetary shortfalls. Even before the pandemic, these programs faced delays and funding challenges as a result of an unpredictable stop-and-go funding stream hampered by threatened shutdowns and continuing resolutions.

Q & A

- The 35-day government shutdown from December 22, 2018, to January 25, 2019, also halted all FAA modernization programs, causing significant delays and wasting critical resources and federal taxpayer money. The FAA and NATCA continue to work together collaboratively to keep these programs on track.

- Sequestration, the resulting April 2013 furloughs, and the October 2013 government shutdown created needless delays in the development, design, and implementation of NextGen and increased costs in these key modernization programs for our aviation system.

- Despite these challenges, thanks to collaboration between the FAA and NATCA, we have achieved several successes on NextGen projects including ERAM, DataComm, and Metroplex.

UNMANNED AIRCRAFT SYSTEMS/DRONES

Does NATCA support the use of Unmanned Aircraft Systems (UAS)?

- The safe and efficient integration of UAS into the NAS is a top priority for NATCA.

- NATCA believes that the widespread commercial application of UAS must not be permitted until the FAA establishes clear and enforceable operating standards.

- It is important to strike a balance between maintaining existing safety levels within the NAS, the potential value of UAS to the economy, and the need for protocols to regulate the wide spectrum of UAS operations.

REMOTE TOWERS

What is the status of the Remote Tower program?

- The 2018 FAA reauthorization bill created a pilot program for remote towers at up to six locations. The current track record for this technology is not encouraging. To date, the testing program at Ft. Collins, Colorado (FNL) has been unsuccessful. A remote tower system was deployed and extensively tested at Leesburg airport in Virginia. However, that system struggled to deliver certain critical capabilities. For instance, it could not clearly depict the aircraft type when close to the runway.

- NATCA has concerns about any expansion of this program without better planning and evaluation of the technology involved.

Does NATCA support the Remote Tower program?

- NATCA has numerous concerns regarding the possible operation of remote towers, from human factors to the ability of controllers to identify and maintain visual contact with aircraft in the traffic pattern.

- NATCA believes there are technological advancements in remote tower systems that may have a place in the NAS as a way to enhance certain air traffic levels of services, rather than looking at this new technology as a "replacement" for current air traffic control towers (ATCTs). These enhanced levels of service could be included:

  - As part of a contingency plan or for possible use to monitor remote airports during midnight operations,
  - For assistance with line-of-sight issues at current ATCTs, or
  - For possibly providing a level of service that may include traffic advisories, but without separation responsibilities.

- NATCA must remain engaged in the discovery, development, and testing of new technologies to safeguard the NAS and ensure that the workforce has a voice in all future changes to the NAS.

References

5G Deployment

What is NATCA's position regarding the broad deployment of 5G services?

- NATCA supports efforts to minimize risks to aviation because of 5G deployment by mitigating 5G C-Band spectrum interference with aircraft radar altimeters so that they can operate effectively at performance levels.

- We also believe that any further discussion about spectrum allocation, wireless technology integration, and related issues should involve aviation stakeholders, including NATCA.

- On Jan. 19, 2022, the U.S. telecommunications industry launched 5G services across 46 markets utilizing radio spectrum frequencies known as the C-band. These C-band radio frequencies are adjacent to the frequencies used by aircraft radar altimeters, which provide pilots with accurate information about an aircraft's height above the ground.

- Because the frequencies are so close, deployment of 5G services has led to disruption and interference with certain types of radar altimeter equipment, resulting in erroneous altitude readings on the flight deck.

- Although aircraft manufacturers and operators continue to work to identify and mitigate 5G disruption and interference, the negative effects of this interference have the potential to be significant, particularly during landings in poor weather.

BOEING 737 MAX

What is NATCA's position regarding the Boeing 737 MAX?

- The safety and efficiency of the NAS remain our top priorities.

- NATCA supported the decisions to suspend the use of 737 Max 8 and Max 9 aircraft until all investigations were completed and the aircrafts were certified to resume service, which occurred on Nov. 18, 2020.

- NATCA also continues to support the various investigations and work being done to shed light on safety concerns following the January 5, 2024, Alaska Airlines door plug incident.

- In December 2020, as part of an omnibus appropriations bill, Congress passed the Aircraft Certification Safety and Accountability Act (ACSA), which makes several critical improvements to the FAA's Organization Designation Authorization (ODA) program and ensures that the Aircraft Certification Service will have the same type of voluntary safety reporting system that NATCA and the FAA have developed and implemented successfully in the Air Traffic Organization.

- NATCA strongly supported this legislation and worked closely with Congressional leadership to ensure our input was included in the final bill. NATCA remains committed to working with the FAA and industry stakeholders on aircraft certification issues, as the FAA continues to implement the ACSA.

- NATCA also has a representative on the Department of Transportation's Safety Oversight and Certification Advisory Committee (SOCAC), which has been tasked by the Secretary to recommend policy guidance on the FAA's aircraft certification and oversight processes, among other things.

ANTI-FEDERAL EMPLOYEE ATTACKS

What is NATCA's position on legislation that targets the federal workforce?

- For more than a decade, NATCA has defended against harmful attacks on federal employees and our workforce, such as attempts to eliminate official time, cuts to pay and benefits, reductions in workforce, and a proposed elimination of the Social Security annuity supplement.

- FAA employees are essential to the safety and efficiency of the NAS, and Congress should not target FAA employees in an attempt to balance the federal budget or cut spending in the name of deficit reduction.

Q & A

- The FAA remains near a 30-year low for CPCs, and many of them are eligible to retire. If retirement-eligible CPCs know that their retirement benefits will be reduced significantly, it will greatly incentivize them to retire before that law goes into effect. A large wave of unanticipated retirements could cripple the NAS by exacerbating the current staffing and training challenges.

OFFICIAL TIME

Are you using duty or official time to be in Washington, D.C. today?

- No. NATCA members do not lobby on duty time or official time. We are on leave or on our regular days off.

Is official time necessary for NATCA members to perform their statutory and contractual duties?

- Yes. At the FAA, official time is paid time that employee representatives may use to resolve disputes, negotiate changes in working conditions, and collaborate on workgroups that implement new modernization programs and procedures.

- Official time saves the FAA and taxpayers' time and money by allowing NATCA representatives and the FAA to avoid costly arbitrations and other less-efficient means of dispute resolution.

- Official time is necessary for NATCA members to perform their representational duties owed to all bargaining unit employees, regardless of union membership status.

- Limiting official time at the FAA would lead to extremely inefficient labor relations. Today, NATCA representatives use official time for these essential functions:
  - Participate in labor-management workgroups that collaborate on issues like new technology implementation, development of new procedures, and increased airspace efficiencies.
  - Represent bargaining unit employees in meetings with FAA management.
  - Facilitate implementation of new workplace initiatives including training on new technology and procedures.
  - Assist the FAA in communicating important information about workplace matters to employees.
  - Negotiate contracts and other collective bargaining agreements that concern employee working conditions, pay, and benefits.
  - Represent employees in grievances and disciplinary actions.
  - Represent employees before other federal agencies in administrative proceedings.

- However, NATCA DOES NOT use official time for any of the following prohibited activities:
  - Conduct internal union business.
  - Recruit new union members.
  - Collect union dues.
  - Conduct union elections.
  - Electioneer for union offices.
  - Engage in political activity.

Save the Date

Communicating For SAFETY
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION

Where Aviation Leaders Come Together

September 16 - 18, 2024
Horseshoe Las Vegas

Visit *www.natca.org/cfs* for updates

Glossary

35-Day Government Shutdown
The longest government shutdown in U.S. history eroded the critical layers necessary to support and maintain the safety of the National Airspace System (NAS). The shutdown began at midnight Dec. 22, 2018, and lasted until Jan. 25, 2019. We work hard to mitigate distractions and reduce fatigue in our workforce, but the shutdown increased fatigue and introduced unnecessary risk. Even though the NAS was safer after the shutdown ended than it was during the shutdown, it took considerable time for the system to return to the normal safety level as compared to before the shutdown began.

5G Services
The radio spectrum frequency known as C-band, which is used by the U.S. telecommunications industry to provide wireless services. C-band radio frequencies are adjacent to the ones used by aircraft radar altimeters, which provide pilots to accurate information about an aircraft's height above the ground. Deployment of 5G services has led to disruption and interference with radar altimeter equipment, resulting in erroneous altitude readings on the flight deck. NATCA believes that it is critical for the FAA, aircraft manufacturers, operators, the telecommunications industry, and other stakeholders to continue collaboration on mitigating and resolving 5G disruption and interference concerns before aircraft are cleared to operate in the NAS.

Administrative Furlough
A discretionary ("save money" or "non-emergency") furlough. It involves the placing of an employee in a temporary non-duty, non-pay status because of a lack of work or funds, or for other non-disciplinary reasons. It is a planned event designed to absorb reductions necessitated by downsizing, reduced funding, lack of work, or any other event that requires the Agency to save money. This kind of furlough is "non-emergency" in that the FAA has sufficient time to reduce spending and therefore give adequate notification of its specific furlough plan and how many furlough days or hours will be required for each affected employee. (See also "Shutdown Furlough.")

Advanced Air Mobility (AAM)
Much like Unmanned Aircraft Systems (UAS), AAM is a new entrant aviation system that moves people and cargo using new aircraft designs that are integrated into existing airspace operations. The air traffic control system must evolve to support the safe and efficient integration of this technology and to accommodate a mix of crewed and unmanned aircraft in the NAS. Sufficient funding is necessary to ensure that the frontline controller workforce continues to be involved in all development, testing, and deployment of AAM and UAS integration.

Airport and Airway Trust Fund (Trust Fund)
The FAA is funded primarily by the Airport and Airway Trust Fund (Trust Fund), which receives revenues from a series of excise taxes paid by users of the NAS. The Trust Fund was created in 1970 in an attempt to provide a dedicated source of funding for the NAS that is independent of the general treasury fund. Although the FAA still receives a variable amount of funding for operations and maintenance from the general treasury fund, in recent years, the Trust Fund has accounted for between 80-90% of the total appropriations for the FAA's Operations budget and 100% of the FAA's other budgeted expenditures.

Air Traffic Controller (ATC) Hiring Reform Act of 2019 (S.1148)
Bipartisan legislation introduced by U.S. Sen. Jeanne Shaheen, D-N.H., and Sen. John Hoeven, R-N.D., helped improve the FAA's controller hiring process. NATCA strongly supported the ATC Hiring Reform Act of 2019, which was signed into Public Law as part of S. 1790, the National Defense Authorization Act for Fiscal Year 2020 (Public Law No: 116-92).

Air Traffic Organization (ATO)
The operational arm of the FAA. The ATO is responsible for providing safe and efficient air navigation services for 30.2 million square miles of airspace. This represents more than 17% of the world's airspace and includes all of the United States and large portions of the Atlantic and Pacific Oceans and the Gulf of Mexico.

Airport Improvement Program (AIP)
This program provides grants to public agencies and, in some cases, to private owners and entities, for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). AIP is authorized as part of the FAA's authorizing legislation, and it is appropriated as Grants-in-Aid to Airports.

Aircraft Certification Safety and Accountability Act (ACSA)

Bipartisan legislation included in the December 2020 omnibus spending bill that made several critical improvements to the FAA's Organization Designation Authorization (ODA) program and ensured that the Aircraft Certification Service (AIR) had the same type of voluntary safety reporting system that NATCA and the FAA have developed and implemented successfully within the ATO. NATCA strongly supported this legislation and worked closely with congressional leadership to ensure our input was included in the final bill.

Appropriations Bill

Legislation that allows the government and its administrative agencies to spend money. It is a bill that sets money aside for specific spending.

Collaborative Resource Workgroup (CRWG)

In December 2022, Acting Administrator of the FAA Billy Nolen directed the Air Traffic Organization (ATO) to restart the CRWG and partner with NATCA to collaboratively determine the number of Certified Professional Controllers (CPCs) needed to meet operational, statutory, and contractual requirements, including resources to develop, evaluate, and implement processes and initiatives affecting the NAS. The FAA and NATCA worked with the MITRE Corporation's Center for Advanced Aviation Systems Development to develop CPC operational staffing targets at each of FAA's 313 air traffic control facilities. The CRWG completed its work by the end of January 2023 and presented its report to the Acting Administrator and NATCA President in February 2023. NATCA believes that these jointly developed CPC targets must be used in the FAA's annual Controller Workforce Plan (CWP) to provide Congress with a more complete and transparent view of FAA's operational workforce needs.

Continuing Resolution (CR)

When Congress and the president fail to agree to and pass one or more of the regular appropriations bills, a CR is sometimes used to temporarily fund the government. If enacted, a CR continues the pre-existing appropriations at the same levels (or with minor modifications) as the previous fiscal year for a set amount of time. The CR's funding extends until a specific date or regular appropriations bills are enacted, whichever comes first.

Consolidated Appropriations Act, 2018

This was in the omnibus spending bill (see also "Omnibus") that was signed into law on March 23, 2018, which set appropriations levels through the remainder of the fiscal year and extended FAA authorization through the same period. This bill also included several policy provisions of importance to NATCA, such as language that allowed the FAA to post a vacancy announcement to recruit from the local hiring area for New York TRACON (N90) and New York Center (ZNY), as well as a provision that allowed the FAA to reinstate the retired military controller (RMC) program.

Controller Workforce Plan (CWP)

The FAA's Controller Workforce Plan is an annual report that the FAA must provide to the House Transportation and Infrastructure Committee and the Senate Committee on Commerce, Science and Transportation by March 31 each year. The CWP was originally intended to provide Congress with a comprehensive look at the FAA's hiring goals and attrition projections, as well as provide actual on-board numbers and staffing ranges for all FAA air traffic facilities. However, the FAA's current iteration of the CWP is fundamentally flawed because: (1) it is not using as its basis the updated CRWG collaboratively established CPC targets that the FAA and NATCA developed to meet the FAA's operational staffing needs at each facility; and (2) the CWP staffing numbers are inaccurate and misleading because they conflate actual on-board numbers (headcount) with CPC staffing levels and they fail to consider all of the operational, statutory, contractual, and regulatory requirements that controllers must perform as part of their duties.

Debt Ceiling Crisis

The gap between federal revenues and existing financial commitments is financed by issuing federal debt. The U.S. Treasury does this by selling various kinds of debt securities (such as bonds) to investors. Congress created the debt limit by statute, which places a constraint on the amount of money that the U.S. Treasury may borrow to fund federal obligations. On June 3, 2023, Congress passed, and the president signed a bill that suspended the debt limit until January 1, 2025, and capped discretionary spending during FY 2024 and FY 2025. In the event of a future default, the effect on NATCA members would depend on how Congress deals with the resulting appropriations restrictions.

Glossary

FAA Authorization
Every several years (depending on when the previous authorization expires), Congress is required to enact legislation to authorize funding and set policy priorities for the FAA. The FAA is currently operating under a short-term extension of its authorization until May 10, 2024, while Congress continues to negotiate another five-year reauthorization bill to help stabilize the FAA's funding stream. NATCA also is advocating for several key policy provisions that would help address controller staffing, training, and modernization.

FAA Enterprise Network Services
(FENS) is a program that will upgrade all copper wiring infrastructure with fiber optic cable wiring. This program is critical because major U.S. telecommunications carriers are discontinuing services supported by the current copper wiring as early as this year. The FAA is highly dependent on these services to receive and transmit information at thousands of sites. Any discontinuation or disruption to these services without transitioning to internet protocol-based communication services would lead to potential safety risks and/or significant delays in air traffic services.

FAA Extension, Safety, and Security Act of 2016
This FAA reauthorization legislation was signed into law in July 2016 and ran through Sept. 30, 2017. In addition to providing a 14-month reauthorization extension for the FAA, the law also contained certain policy provisions such as drone regulations, security provisions, and customer protections. Equally important, the law also mandated the FAA adopt a new air traffic controller hiring process that was aimed at improving and streamlining that controller hiring process, while also stripping away more of the FAA's bureaucratic red tape. The hiring reform language that was included in the FAA bill was from H.R. 5292, the Air Traffic Controller Hiring Improvement Act of 2016, sponsored by former Rep. Carlos Curbelo, R-Fla., and former Rep. Sean Patrick Maloney, D-N.Y. NATCA strongly supported this legislation, which garnered 260 co-sponsors thanks to NATCA activists.

Federal Contract Tower Program
Privately-operated, for-profit air traffic control towers under contract with the FAA. These towers often provide service to rural America. NATCA represents 132 of the 252 federal contract towers in the U.S.

Federal Employee Paid Leave Act (FEPA)
This bill became law on Dec. 17, 2019, as part of the National Defense Authorization Act for Fiscal Year 2020. Although the intent of the law was to provide all federal employees with 12 weeks of paid parental leave to parents of children born or adopted on or after Oct. 1, 2020, a loophole in the language inadvertently excluded at least six federal workforces, including all FAA employees, because those employees were not covered by the leave provisions contained in title 5 of the U.S. Code. Once the technical error was discovered, NATCA worked to close the loophole legislatively, while also negotiating with the FAA to establish the same benefits for our members in the absence of a legislative fix. On Jan. 1, 2021, Congress passed legislation that closed the loophole.

Fix-on-Fail Maintenance
Fix-on-Fail Maintenance performed only after equipment has failed or when breakdown is imminent. The FAA adopted this philosophy, instead of preventative maintenance, in response to sequestration.

House Transportation and Infrastructure Committee (T&I Committee)
This is the committee with jurisdiction over FAA reauthorization, along with all other modes of transportation. The Subcommittee on Aviation has jurisdiction over all aspects of civil aviation, including safety, infrastructure, labor, commerce, and international issues. The committee is chaired by Rep. Sam Graves, R-Mo., and the ranking member is Rep. Rick Larsen, D-Wash. The Aviation Subcommittee is chaired by Rep. Garret Graves, R-La., and the ranking member is Rep. Steve Cohen, D-Ten.

Infrastructure Investment and Jobs Act (IIJA)
On Nov. 15, 2021, the landmark IIJA was signed into law, addressing many physical infrastructure deficiencies. This was a big legislative win for NATCA members and the NAS. The IIJA provides $5 billion in dedicated funding, which supplements the annual appropriations process to help bring ATC facilities up to standard, as well as modernize our nation's airports so they can compete globally. Although this funding does not resolve every issue in every facility across the country, it is a major step in the right direction to upgrade working conditions for NATCA members.

Glossary

Markup

A formal process of reviewing and revising a bill by a committee via debate and amendments prior to voting on whether the committee will accept or reject the final bill. This is a key step in advancing any legislation for a possible floor vote.

National Legislative Committee (NLC)

NATCA's National Legislative Committee is responsible for organizing and implementing the Union's grassroots legislative efforts and identifying and addressing the legislative education needs of NATCA's members. Additionally, the NLC works as part of NATCA's legislative team to develop training sessions, recruit volunteers, and disseminate information about legislative activities.

National Training Initiative (NTI)

The National Training Initiative, which began in July 2019 and was paused during the COVID-19 Pandemic, was restarted in April 2022. The NTI is a collaborative initiative between FAA and NATCA dedicated to a more efficient training progression for developmental controllers.

NextGen

The overarching modernization project that is shifting the FAA from its current ground-based radar system to more sophisticated, satellite-based, and digital technologies, along with new procedures that are combining to make air travel more efficient, predictable, and environmentally friendly. In short, NextGen is making the necessary upgrades to modernize the NAS.

Official Time

At the FAA, official time gives employee representatives a voice to resolve disputes, negotiate changes in working conditions, and implement new procedures and technologies such as NextGen systems. In the past, members of Congress have introduced legislation and amendments that would eliminate official time, but NATCA has been successful in defeating these attempts.

Omnibus

A term that is used to refer to a spending bill that combines most or all appropriations spending bills into one larger bill that can be passed with only one floor vote in each chamber of Congress. There are 12 separate regular appropriations bills that need to be passed each year to fund the federal government and avoid a partial or complete government shutdown. Unlike a CR, which is merely an extension of previous funding levels, an omnibus is a collection of appropriation bills.

Organization Designation Authorization (ODA)

Under Title 49, the FAA may delegate to a qualified private person a matter related to issuing certificates, or related to the examination, testing, and inspection necessary to issue a certificate on behalf of the FAA Administrator. The Organization Designation Authorization (ODA) program is the means by which the FAA grants designee authority to organizations or companies. ODA holders are typically authorized to conduct the types of functions which they would normally seek from the FAA. For example, aircraft manufacturers may be authorized to approve design changes in their products and repair stations may be authorized to approve repair and alteration data. Regular FAA oversight of an ODA is accomplished by a team of FAA engineers and inspectors to ensure the ODA holder functions properly and that any approvals or certificates issued meet FAA safety standards.

Ranking Member

The highest-ranking member of the minority party on a committee. The ranking member, along with the committee Chair, often serve as members of each subcommittee as a result of their status on the committee.

Reducing Flight Delays Act of 2013 (H.R. 1765)

Legislation led by NATCA to end sequestration-related FAA furloughs in April 2013. Once signed into law, it authorized the FAA to shift funds from the Airport Improvement Program fund to its operations account in order to bring air traffic controllers and other aviation safety professionals back to work. See also Airport Improvement Program.

Remote Towers System (RTS) Program

Air traffic control tower services performed remotely, that is, somewhere other than at the local control tower. The RTS program is an ongoing project for which NATCA continues its engagement with the FAA. NATCA believes technological advancements in remote tower system technology could have a place in the NAS to enhance certain air traffic levels of services, rather than viewing this new technology as a "replacement" for current air traffic control towers. A remote tower system was deployed and extensively

tested at Leesburg Executive Airport (JYO) in Virginia. However, that system struggled to deliver certain critical capabilities. NATCA stands ready to continue our collaborative partnership with the FAA in researching and assessing how RTS can be safely and efficiently integrated into the NAS.

Rescission

In May 2018, the president sent a package of cuts, known as "rescissions," to Congress for consideration. This proposal would have cut $15.4 billion in spending across ten federal departments. In June 2018, the Congressional Budget Office released analysis saying that taking away the budget authority in these areas only would stop $1.1 billion from being spent over a decade because most of the programs in question already were expired, overfunded, or otherwise defunct. While the rescissions bill passed in the last House of Representatives, the package failed by a 48-50 vote in the U.S. Senate.

Senate Commerce, Science, and Transportation Committee

This is the committee that has jurisdiction over FAA reauthorization, amongst many other things. The committee is chaired Sen. Maria Cantwell, D-Wash., and the ranking member is Sen. Ted Cruz, R-Texas. The Subcommittee on Aviation Safety, Operations, and Innovation, which oversees the FAA, is chaired by Sen. Tammy Duckworth, D-Ill., and the ranking member is Sen. Jerry Moran, R-Kan.

Sequestration

Members of Congress implemented sequestration as a tool to reduce federal expenditures via across-the-board spending cuts when it passed the Budget Control Act of 2011 (BCA). Under the law, sequestration was intended to be in effect through FY 2021. In 2013, sequestration drastically cut the FAA's budget and as a result, forced the FAA to institute a hiring freeze and shutter the FAA Academy between March and December 2013. In recent years, Congress passed legislation that avoided sequestration, and the BCA expired at the end of FY 2021. Although no longer an imminent threat, sequestration was a major concern for NATCA for years and its effects are still being felt, especially in the areas of controller staffing challenges and delays to modernization programs.

Shutdown Furlough (also called an Emergency Furlough)

In the event that funds are not available due to a lapse in appropriations or an agency's authorization expires, a shutdown furlough may occur. A shutdown furlough will be triggered when a federal agency no longer has the necessary funds or authority to operate and must shut down those activities that are not excepted, pursuant to applicable laws and regulations. Even employees who perform excepted activities cannot be paid for their work during a shutdown furlough. Based on the nature of an emergency or lapse of appropriation/authorization furlough, the agency has very little advanced notice prior to implementation.

THUD

The Transportation, Housing and Urban Development (THUD) Subcommittee of the Appropriations Committee. The THUD Subcommittee writes the appropriations bill and oversees funding for the FAA. The House THUD Subcommittee is chaired by Rep. Tom Cole, R-Okla., and the ranking member is Rep. Mike Quigley D-Ill. The Senate THUD Subcommittee is chaired by Sen. Brian Schatz, D-Hawaii, and the ranking member is Sen. Cindy Hyde-Smith, R-Miss.

THUD Appropriations Bill

The appropriations legislation that provides funding for the Department of Transportation, the Department of Housing and Urban Development, and other related agencies.This includes funding for the FAA. See also Appropriations Bill.

Title 49

The provision of the United States Code that applies to transportation, including the FAA.

Unmanned Aircraft Systems (UAS)

UAS are also known as unmanned aerial vehicles, unpiloted aerial vehicles (UAV), or remotely piloted aircraft (RPA). In the mainstream, UAS are also known as "drones" (i.e. aircraft without a human pilot aboard).

White Paper

A government or other authoritative report explaining a complex issue in a concise manner. It is meant to help readers understand an issue, solve problems, and/or make decisions.

Notes

Key Legislative Votes

Infrastructure Investment and Jobs Act (IIJA - Bipartisan Infrastructure Law)

The Infrastructure Investment and Jobs Act (IIJA) was enacted into law on November 15, 2021. The IIJA provided FAA with $5 billion over five years for various Facilities & Equipment upgrades. NATCA supported IIJA and urged members of Congress to vote in favor.

Perry Amendment to H.R. 140 (Official Time)

This amendment was proposed by Rep. Scott Perry of Pennsylvania. The Perry Amendment singled out official time as a time when federal employees could not engage in a specific activity that would be a new prohibition under the Hatch Act. The duty time restriction already covers official time, so there is no reason to include official time specifically.

- Although the Perry amendment did not attempt to eliminate official time, the vote essentially was a proxy for those who supported or opposed official time.
- NATCA opposed the Perry amendment, and it was defeated on the House floor in March 2023.
- The House tally was 207-223-10.
- A similar vote did not occur in the Senate.

Fiscal Responsibility Act (FRA)

Enacted into law in June 2023, the FRA increased the federal debt limit to avoid a catastrophic default that would have been devastating to the economy, FAA operations, and our members. The FRA also established new discretionary spending limits to ensure that the appropriations process could move forward for the 2024 fiscal year. The measure was negotiated and passed on a largely bipartisan basis.

H.R. 3935 (House FAA Reauthorization)

This legislation is the House version of the pending FAA five-year reauthorization bill (you won't find this on your Senate key vote list). The measure included provisions to implement five years of maximum hiring of new air traffic controllers and require FAA to revise and update the Controller Workforce Plan based on the new staffing targets developed by the Collaborative Resources Workgroup. Both of these provisions are top NATCA priorities. You will not find in your Senate key vote list.

Reps. Yakym-Titus Letter (ATC Max Hiring)

This bipartisan letter, sent in December of 2023, called on the leadership of the House Transportation & Infrastructure Committee and the Senate Commerce Committee to maintain provisions to bolster controller staffing that were included the House-passed FAA reauthorization bill (H.R. 3935) in any final FAA reauthorization measure that is sent to the president.

- This includes a requirement for FAA to utilize the CRWG staffing targets and another provision to conduct maximum controller hiring for the next five fiscal years.
- The letter was signed by 138 Members of the House from both parties.

H. Res. 1061 (FY24 Consolidated Appropriations Bill & FAA Funding)

Enacted into law on March 9, 2024, this six-bill appropriations package kept the government open and avoided a damaging shutdown. It also included funding increases for FAA Operations and Facilities & Equipment programs, one of NATCA's top funding priorities. NATCA urged all Members of Congress to support this legislation. This vote is listed as "FY24 THUD" in your House and Senate key vote lists.

H.R. 4366 (Senate THUD Appropriations "Minibus" Package)

On November 3, 2023, the Senate passed legislation to provide fiscal year 2024 appropriations for several departments and agencies, including the U.S. Department of Transportation and the FAA. The measure was eventually modified and passed into law March 2024, alongside several other appropriations measures.

- This bipartisan funding package included key NATCA priorities, including full funding for the FAA Operations account and a substantial increase for the Facilities & Equipment account.
- NATCA urged all Senators to support the measure.

References

Key Legislative Votes

S. 2839 (Air Traffic Controller Hiring Act of 2023)

This bipartisan legislation, introduced by Sen. Mike Braun (R-IN), would require the FAA to conduct maximum controller hiring for the next five fiscal years, a key NATCA priority for this year's FAA reauthorization bill.

- While this provision was included in the House-passed FAA bill, similar language has not yet been included in the Senate version.
- The measure is currently cosponsored by 17 Democrats, 13 Republicans, and 1 Independent.
- This legislation is only pending in the Senate.

Members of the House of Representatives are grouped by state and listed alphabetically by last name.

    ✔   – The member voted correctly from NATCA's perspective, or the member co-sponsored the bill.

    ✘   – The member voted incorrectly from NATCA's perspective.

    NV   – The member did not vote on the bill.

    ✻   – The member was not serving in office when the vote took place.

    ✻✻   – The member has not co-sponsored the bill or letter endorsed by NATCA.

These votes all occurred during the 117th and 118th Congresses. It is important to remember that there are new members listed who were not yet elected when some of the votes occurred. Members who voted on these bills but are no longer in office are not listed.

U.S. House of Representatives

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
ALASKA						
Mary Peltola, D-AL	✱	✔	✔	✔	✱✱	✔
ALABAMA						
Robert Aderholt, R-4	✗	✗	✔	✔	✱✱	✔
Jerry Carl, R-1	✗	✗	✔	✔	✱✱	✔
Barry Moore, R-2	✗	✗	✗	✗	✱✱	✗
Gary Palmer, R-6	✗	✗	✗	✔	✱✱	✗
Mike Rogers, R-3	✗	✗	✔	✔	✱✱	✔
Terri Sewell, D-7	✔	✔	✔	✔	✱✱	✔
Dale Strong, R-5	✱	✔	✗	✗	✱✱	✔
AMERICAN SAMOA						
Aumua A. C. Radewagen, R-1	NV	NV	NV	NV	✱✱	NV
ARIZONA						
Andy Biggs, R-5	✗	✗	✗	✗	✱✱	✗
Juan Ciscomani, R-6	✱	✗	✔	✔	✔	✔
Elijah Crane, R-2	✱	✗	✗	✗	✱✱	✗
Ruben Gallego, D-3	✔	✔	✔	NV	✔	✔
Paul Gosar, R-9	✗	✗	✗	✔	✔	NV
Raul Grijalva, D-7	✔	✔	✗	✗	✱✱	NV
Debbie Lesko, R-8	✗	✗	✗	✔	✱✱	✗
David Schweikert, R-1	✗	✔	✔	✔	✱✱	✗
Greg Stanton, D-4	✔	✔	✔	✔	✱✱	✔
ARKANSAS						
Rick Crawford, R-1	✗	✗	✗	✔	✱✱	✔
French Hill, R-2	✗	✗	✔	✔	✱✱	✔
Bruce Westerman, R-4	✗	✗	✔	✔	✱✱	✔
Steve Womack, R-3	✗	✗	✔	✔	✔	✔
CALIFORNIA						
Pete Aguilar, D-33	✔	✔	✔	✔	✱✱	✔
Nanette Barragan, D-44	✔	✔	✗	✔	✔	✔
Ami Bera, D-6	✔	✔	✔	✔	✱✱	✔
Julia Brownley, D-26	✔	✔	✔	✔	✔	✔

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
Ken Calvert, R-41	✗	✗	✔	✔	✔	✗
Salud Carbajal, D-24	✔	✔	✔	✔	✱✱	✔
Tony Cardenas, D-29	✔	✔	✔	✗	✔	✔
Judy Chu, D-28	✔	✔	✗	✗	✱✱	✔
Lou Correa, D-46	✔	✔	✔	✗	✱✱	✔
Jim Costa, D-21	✔	✔	✔	✔	✱✱	✔
Mark DeSaulnier, D-10	✔	✔	✗	✔	✔	✔
John Duarte, R-13	✱	✗	✔	✔	✱✱	✔
Anna Eshoo, D-16	✔	✔	✗	✗	✱✱	✔
John Garamendi, D-8	✔	✔	✔	✔	✔	✔
Mike Garcia, R-27	✗	✗	✔	✔	✔	✔
Robert Garcia, D-42	✱	✗	✔	✔	✔	✔
Jimmy Gomez, D-34	✔	✔	✗	✗	✔	✔
Josh Harder, D-9	✔	✔	✔	✔	✱✱	✔
Jared Huffman, D-2	✔	✔	✗	✔	✱✱	✔
Sara Jacobs, D-51	✔	✔	✔	✔	✱✱	✔
Sydney Kamlager-Dove, D-37	✱	✔	✗	✗	✱✱	✔
Ro Khanna, D-17	✔	✔	✗	✔	✔	✔
Kevin Kiley, R-3	✗	✗	✔	✔	✱✱	✔
Young Kim, R-40	✗	✗	✔	✔	✔	✔
Doug LaMalfa, R-1	✗	✗	✔	✔	✱✱	✱
Barbara Lee, D-12	✔	✔	✗	✔	✔	✔
Mike Levin, D-49	✔	✔	✔	✗	✱✱	✔
Ted Lieu, D-36	✔	✱	✔	✗	✱✱	✔
Zoe Lofgren, D-18	✔	✔	✔	✔	✔	✔
Doris Matsui, D-7	✔	✔	✔	✔	✔	✔
Vacant, R-20	✱	✱	✱	✱	✱✱	✱
Tom McClintock, R-5	✗	✗	✗	✔	✱✱	✗
Kevin Mullin, D-15	✱	✔	✔	✗	✱✱	✔
Grace Napolitano, D-31	✔	✔	✔	✔	✔	✔
Jay Obernolte, R-23	✗	✗	✔	✔	✱✱	✔

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
CALIFORNIA (cont.)						
Jimmy Panetta, D-19	✔	✔	✔	✗	**	✔
Nancy Pelosi, D-11	✔	✔	✔	✔	**	✔
Scott Peters, D-50	✔	✔	✔	✔	**	✔
Katie Porter, D-47	✔	✔	✗	✗	**	NV
Raul Ruiz, D-25	✔	✔	✔	✔	**	✔
Linda Sanchez, D-38	✔	✔	✔	✗	**	✔
Adam Schiff, D-30	✔	✔	✔	✔	**	NV
Brad Sherman, D-32	✔	✔	✔	✔	✔	✔
Michelle Steel, R-45	✗	✗	✔	✔	**	✔
Eric Swalwell, D-14	✔	✔	✔	✔	**	✔
Mark Takano, D-39	✔	✔	✔	✔	✔	✗
Mike Thompson, D-4	✔	✔	✔	✔	**	✔
Norma Torres, D-35	✔	✔	✗	✔	**	✔
David Valadal, R-22	✗	✗	✔	✔	✔	✔
Juan Vargas, D-52	✔	✔	✗	✔	**	✔
Maxine Waters, D-43	✔	✔	✔	✗	✔	✔
COLORADO						
Lauren Boebert, R-3	✗	*	*	✔	**	✗
Vacant, R-4	*	*	*	*	*	*
Yadira Caraveo, D-8	*	✔	✔	✔	✔	✔
Jason Crow, D-6	✔	✔	✔	✔	**	✔
Diana DeGette, D-1	✔	✔	✔	✔	**	✔
Doug Lamborn, R-5	✗	✗	✔	✔	**	✔
Joseph Neguse, D-2	✔	✔	✔	✔	**	✔
Brittany Pettersen, D-7	*	✔	✔	✔	✔	✔
CONNECTICUT						
Joe Courtney, D-2	✔	✔	✔	✔	**	✔
Rosa DeLauro, D-3	✔	✔	✗	✔	**	✔
Jahana Hayes, D-5	✔	✔	✗	✔	**	✔
Jim Himes, D-4	✔	✔	✔	✔	**	✔
John Larson, D-1	✔	✔	✗	✔	**	

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
DELAWARE						
Lisa Blunt Rochester, D-AL	✔	✔	✔	✔	**	✔
DISTRICT OF COLUMBIA						
Eleanor Holmes Norton, D-AL	NV	✔	NV	NV	✔	NV
FLORIDA						
Aaron Bean, R-4	*	✗	✔	✔	✔	✗
Gus Bilirakis, R-12	✗	✗	✔	✔	**	✗
Vern Buchanan, R-16	✗	✗	✗	✔	**	✔
Kat Cammack, R-3	✗	✗	✗	✔	**	✗
Kathy Castor, D-14	✔	✔	✔	✔	✔	✔
Sheila Cherfilus-McCormick, D-20	*	✔	✔	✔	**	✔
Mario Diaz-Balart, R-26	✗	✗	✗	✔	**	✔
Byron Donalds, R-19	✗	✗	✔	✗	**	✗
Neal Dunn, R-2	✗	✗	✔	✔	**	✗
Lois Frankel, D-22	✔	✔	✔	✔	✔	✔
C. Scott Franklin, R-18	✗	✗	✔	✔	**	✗
Maxwell Frost, D-10	*	✔	✔	✗	✔	✔
Matt Gaetz, R-1	✗	✗	✗	✗	**	✗
Carlos Gimenez, R-28	✗	✗	✔	✔	✔	✔
Laurel Lee, R-15	*	✗	✔	✔	**	✔
Anna Paulina Luna, R-13	*	✗	✗	✗	**	✗
Brian Mast, R-21	✗	✗	✗	✔	**	✗
Cory Mills, R-7	*	✗	✗	✔	**	✗
Jared Moskowitz, D-23	*	✔	✔	✔	✔	✔
Bill Posey, R-8	✗	✗	✗	✔	✔	✗
John Rutherford, R-5	✗	✗	✔	✔	**	✔
Maria Salazar, R-27	✗	✗	✔	✔	✔	✔
Darren Soto, D-9	✔	✔	✔	✔	✔	✔
Greg Steube, R-17	✗	NV	✗	✗	**	✗
Michael Waltz, R-6	✗	✗	✗	✔	**	✔
Debbie Wasserman Schultz, D-25	✔	✔	✔	✔	**	✔
Daniel Webster, R-11	✗	✗	✔	✔	**	✔
Frederica Wilson, D-24	✔	✔	✗	✔	**	✔

U.S. House of Representatives

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
GEORGIA						
Rick Allen, R-12	✗	✗	✔	✔	★★	✗
Sanford Bishop, D-2	✔	✔	✔	✔	★★	✔
Buddy Carter, R-1	✗	✗	✔	✔	✔	✔
Andrew Clyde, R-9	✗	✗	✗	✗	★★	✗
Mike Collins, R-10	★	✗	✗	✔	✔	✗
Drew Ferguson, R-3	✗	✗	✔	✔	✔	✔
Marjorie Taylor Greene, R-14	✗	✗	✔	✗	★★	✗
Hank Johnson, D-4	✔	✔	✔	✗	✔	✔
Barry Loudermilk, R-11	✗	✗	✔	✔	★★	✗
Lucy McBath, D-7	✔	✔	✔	✔	★★	✔
Rich McCormick, R-6	★	✗	✗	✔	★★	✗
Austin Scott, R-8	✗	✗	✔	✔	★★	✔
David Scott, D-13	✔	✔	✔	✔	★★	✔
Nikema Williams, D-5	✔	✔	✗	✔	★★	✔
GUAM						
James Moylan, D-AL	NV	✗	NV	NV	★★	NV
HAWAII						
Ed Case, D-1	✔	✔	✔	✔	★★	✔
Jill Tokuda, D-2	★	✔	✔	✔	✔	✔
IDAHO						
Russ Fulcher, R-1	✗	✗	✗	✗	★★	✗
Mike Simpson, R-2	✗	✗	✔	✔	✔	✔
ILLINOIS						
Mike Bost, R-12	✗	✔	✗	✔	✔	✗
Nikki Budzinski, D-13	★	✔	✔	✔	✔	✔
Sean Casten, D-6	✔	✔	✔	✔	✔	✔
Danny Davis, D-7	✔	✔	✔	✔	✔	✔
Bill Foster, D-11	✔	✔	✔	✔	✔	✔
Jesus Garcia, D-4	✔	✔	✗	✔	✔	✔
Jonathan Jackson, D-1	★	NV	✔	✔	★★	✔
Robin Kelly, D-2	✔	✔	✔	✔	✔	✔
Raja Krishnamoorthi, D-8	✔	✔	✔	✔	✔	✔
Darin LaHood, R-16	✗	✗	✗	✔	✔	✗
Mary Miller, R-15	✗	✗	✗	✗	★★	✗
Mike Quigley, D-5	✔	✔	✔	✔	✔	✔
Delia Ramirez, D-3	★	✔	✗	✗	✔	✔
Jan Schakowsky, D-9	✔	✔	✗	✔	✔	✔
Brad Schneider, D-10	✔	✔	✔	✔	✔	✔
Eric Sorensen, D-17	★	✔	✔	✔	✔	✔
Lauren Underwood, D-14	✔	✔	✔	✔	✔	✔
INDIANA						
James Baird, R-4	✗	✗	✔	✔	★★	✔
Jim Banks, R-3	✗	✗	NV	✔	★★	✗
Larry Bucshon, R-8	✗	✗	✔	✔	★★	✔
Andre Carson, D-7	✔	✔	✔	✔	★★	✔
Erin Houchin, R-9	★	✗	✔	✔	★★	✔
Frank Mrvan, D-1	✔	✔	✔	✔	★★	✔
Greg Pence, R-6	✗	✗	✔	✔	✔	✔
Victoria Spartz, R-5	✗	✗	✗	✗	★★	✗
Rudy Yakym, R-2	★	✗	✔	✔	✔	✔
IOWA						
Randy Feenstra, R-4	✗	✗	✔	✔	★★	✔
Ashley Hinson, R-2	✗	✗	✔	✔	★★	✔
Mariannette Miller-Meeks, R-1	✗	✗	✔	✔	★★	✔
Zachary Nunn, R-3	★	✗	✔	✔	★★	✔
KANSAS						
Sharice Davids, D-3	✔	✔	✔	✔	✔	✔
Ron Estes, R-4	✗	✗	✔	✔	★★	✗
Jake LaTurner, R-2	✗	✗	✔	✔	✔	✔
Tracey Mann, R-1	✗	✗	✗	✔	✔	✗

References

U.S. House of Representatives

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
KENTUCKY						
Andy Barr, R-6	✗	✗	✔	✔	✔	✔
James Comer, R-1	✗	✗	✔	✔	**	✗
Brett Guthrie, R-2	✗	✗	✔	✔	**	✔
Thomas Massie, R-4	✗	✗	✔	✗	**	✗
Morgan McGarvey, D-3	*	✔	✔	✔	✔	✔
Hal Rogers, R-5	✗	✗	✔	✔	✔	✔
LOUISIANA						
Troy Carter, D-2	✔	✔	✔	✔	**	✔
Garret Graves, R-6	✗	✗	✔	✔	**	✔
Clay Higgins, R-3	✗	✗	✗	✗	**	✗
Mike Johnson, R-4	✗	✗	✔	✔	**	✔
Julia Letlow, R-5	✗	✗	✔	✔	**	✔
Steve Scalise, R-1	✗	✗	✔	✔	**	✔
MAINE						
Jared Golden, D-2	✔	✔	✔	✗	**	✔
Chellie Pingree, D-1	✔	✔	✔	✔	**	✔
N. MARIANA ISLANDS						
Gregorio Sablan, D-AL	NV	✔	NV	NV	**	NV
MARYLAND						
Andy Harris, R-1	✗	✗	✗	✔	**	✗
Steny Hoyer, D-5	✔	✔	✔	✔	**	✔
Glenn Ivey, D-4	*	✔	✔	✔	**	✔
Kweisi Mfume, D-7	✔	✔	✔	✔	✔	✔
Jamie Raskin, D-8	✔	✔	✔	✔	**	✔
Dutch Ruppersberger, D-2	✔	✔	✔	✔	✔	✔
John Sarbanes, D-3	✔	✔	✔	✔	**	✔
David Trone, D-6	✔	✔	✔	✔	**	✔
MASSACHUSETTS						
Jake Auchincloss, D-4	✔	✔	✔	✔	**	✔
Katherine Clark, D-5	✔	✔	✔	✔	**	✔
Bill Keating, D-9	✔	✔	✔	✔	**	✔
Stephen Lynch, D-8	✔	✔	✔	✔	**	✔
Jim McGovern, D-2	✔	✔	✗	✗	**	✔
Seth Moulton, D-6	✔	✔	✔	✔	✔	✔
Richard Neal, D-1	✔	✔	✔	✔	**	✔
Ayanna Pressley, D-7	✗	✔	✗	✗	**	✔
Lori Trahan, D-3	✔	✔	✔	✔	**	✔
MICHIGAN						
Jack Bergman, R-1	✗	✗	✔	✗	✔	✗
Debbie Dingell, D-6	✔	✔	✔	✔	✔	✔
Bill Huizenga, R-4	✗	✗	✔	✔	**	✔
John James, R-10	*	✗	✔	✔	**	✔
Dan Kildee, D-8	✔	✔	✔	✗	**	✔
Lisa McClain, R-9	✗	✗	✔	✔	**	✔
John Moolenaar, R-2	✗	✗	✔	✔	✔	✔
Hillary Scholten, D-3	*	✔	✔	✔	**	✔
Elissa Slotkin, D-7	✔	✔	✔	✔	**	✔
Haley Stevens, D-11	✔	✔	✔	✔	**	✔
Rashida Tlaib, D-12	✗	✔	✗	✗	**	✔
Shri Thanedar, D-13	*	✔	✔	✔	✔	✔
Tim Walberg, R-5	✗	✗	✔	✔	**	✔
MINNESOTA						
Angela Craig, D-2	✔	✔	NV	✔	**	✔
Thomas Emmer, R-6	✗	✗	✔	✔	**	✔
Brad Finstad, R-1	*	✗	✗	✔	**	✗
Michelle Fischbach, R-7	✗	✗	✗	✔	**	✗
Betty McCollum, D-4	✔	✔	✔	✔	✔	✔
Ilhan Omar, D-5	✗	✔	✔	✗	**	✔
Dean Phillips, D-3	✔	NV	✔	✔	**	✔
Pete Stauber, R-8	✗	✔	✔	✔	✔	✔

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
MISSISSIPPI						
Mike Ezell, R-4	✱	✗	✔	✔	✱✱	✔
Michael Guest, R-3	✗	✗	✗	✔	✔	✔
Trent Kelly, R-1	✗	✗	✔	✔	✱✱	✔
Bennie Thompson, D-2	✔	✔	✔	✔	✱✱	✔
MISSOURI						
Mark Alford, R-4	✱	✗	✗	✔	✱✱	✗
Eric Burlison, R-7	✱	✗	✗	✔	✱✱	✗
Cori Bush, D-1	✗	✔	✗	✗	✔	✔
Emanuel Cleaver, D-5	✔	NV	✔	✔	✔	✔
Sam Graves, R-6	✗	✗	✔	✔	✱✱	✔
Blaine Luetkemeyer, R-3	✗	✗	✔	✔	✱✱	✔
Jason Smith, R-8	✗	✗	✔	✔	✱✱	✔
Ann Wagner, R-2	✗	✗	✔	✔	✱✱	✔
MONTANA						
Matthew Rosendale, R-2	✗	✗	✗	✗	✱✱	✗
Ryan Zinke, R-1	✱	✗	✗	✔	✱✱	✔
NEBRASKA						
Don Bacon, R-2	✔	✔	✔	✔	✔	✔
Mike Flood, R-1	✱	✗	✔	✔	✔	✔
Adrian Smith, R-3	✗	✗	✔	✔	✔	✔
NEVADA						
Mark Amodei, R-2	✗	✗	✔	✔	✱✱	✔
Steven Horsford, D-4	✔	✔	✔	✔	✔	✔
Susie Lee, D-3	✔	✔	✔	✔	✱✱	✔
Dina Titus, D-1	✔	✔	✔	✔	✔	✔
NEW HAMPSHIRE						
Ann McLane Kuster, D-2	✔	✔	✔	✔	✔	✔
Chris Pappas, D-1	✔	✔	✔	✔	✱✱	✔
NEW JERSEY						
Josh Gottheimer, D-5	✔	✔	✔	✔	✔	✔

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
Thomas Kean, R-7	✱	✔	✔	✔	✔	✔
Andy Kim, D-3	✔	✔	✔	✗	✔	✔
Robert Menendez, D-8	✱	✔	✔	✔	✔	✔
Donald Norcross, D-1	✔	✔	✔	NV	✔	✔
Frank Pallone, D-6	✔	✔	✔	✗	✱✱	✔
Bill Pascrell, D-9	✔	✔	✔	✗	✔	✔
Donald Payne, D-10	✔	✔	✔	NV	✔	✔
Mikie Sherrill, D-11	✔	✔	✔	✔	✱✱	✔
Chris Smith, R-4	✔	✔	✔	✔	✔	✔
Jeff Van Drew, R-2	✔	✔	✗	✔	✱✱	✗
Bonnie Watson Coleman, D-12	✔	✔	✔	✗	✱✱	✔
NEW MEXICO						
Teresa Leger Fernandez, D-3	✔	NV	✔	✔	✱✱	✔
Melanie Stansbury, D-1	✔	✔	✗	✔	✔	✔
Gabe Vasquez, D-2	✱	✔	✔	✔	✔	✔
NEW YORK						
Jamaal Bowman, D-16	✗	✔	✗	✗	✱✱	✔
Yvette Clarke, D-9	✔	✔	✗	✗	✱✱	✔
Anthony D'Esposito, R-4	✱	✔	✔	✔	✔	✔
Adriano Espaillat, D-13	✔	✔	✗	✔	✱✱	✔
Andrew Garbarino, R-2	✔	✔	✔	✔	✔	✔
Dan Goldman, D-10	✱	✔	✗	✔	✱✱	✔
Vacant, D-26	✱	✱	✱	✱	✱	✱
Hakeem Jeffries, D-8	✔	✔	✔	✔	✱✱	✔
Nick Langworthy, R-23	✱	✗	✔	✔	✔	✔
Mike Lawler, R-17	✱	✔	✔	✔	✔	✔
Nick LaLota, R-1	✱	✔	✔	✔	✔	✔
Nicole Malliotakis, R-11	✔	✔	✔	✔	✱✱	✔
Gregory Meeks, D-5	✔	✔	✔	✔	✱✱	✔
Grace Meng, D-6	✔	✔	✗	✗	✔	✔
Marc Molinaro, R-19	✱	✔	✔	✔	✔	✔

U.S. House of Representatives

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
NEW YORK (cont.)						
Joseph Morelle, D-25	✔	✔	✔	✔	✔	✔
Jerry Nadler, D-12	✔	✔	✗	✗	✔	✔
Alexandria Ocasio-Cortez, D-14	✗	✔	✗	✗	**	✔
Pat Ryan, D-18	*	✔	✔	✔	**	✔
Elise Stefanik, R-21	✗	✗	✔	✔	**	✔
Thomas Suozzi, R-3	✔	*	*	*	**	✔
Claudia Tenney, R-24	✗	✗	✔	✔	**	✗
Paul Tonko, D-20	✔	✔	✔	✔	**	✔
Ritchie Torres, D-15	✔	✔	✗	✔	✔	✔
Nydia Velazquez, D-7	✔	✔	✗	✗	**	✔
Brandon Williams, R-22	*	✔	✔	✔	**	✔
NORTH CAROLINA						
Alma Adams, D-12	✔	✔	✔	✔	**	✔
Dan Bishop, R-8	✗	✗	✗	✗	**	NV
Donald Davis, D-1	*	✔	✔	✔	✔	✔
Chuck Edwards, R-11	*	✗	✔	✔	**	✔
Virginia Foxx, R-5	✗	✗	✔	✔	**	✔
Valerie Foushee, D-4	*	✔	✔	✔	✔	✔
Richard Hudson, R-9	✗	✗	✔	✔	**	✔
Jeff Jackson, D-14	*	✔	✔	✔	**	NV
Kathy Manning, D-6	✔	✔	✔	✔	**	✔
Patrick McHenry, R-10	✗	✗	✔	✔	**	✔
Gregory Murphy, R-3	✗	✗	✔	✔	**	✗
Wiley Nickel, D-13	*	✔	✔	✔	✔	✔
Deborah Ross, D-2	✔	✔	NV	✔	✔	✔
David Rouzer, R-7	✗	✗	✔	✔	**	✔
NORTH DAKOTA						
Kelly Armstrong, R-AL	✗	✗	✔	✔	**	✗
OHIO						
Troy Balderson, R-12	✗	✗	✔	✔	**	✔

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
Joyce Beatty, D-3	✔	✔	✔	✔	**	✔
Shontel Brown, D-11	✔	✔	✔	✔	**	✔
Mike Carey, R-15	✗	✗	✔	✔	**	✔
Warren Davidson, R-8	✗	✗	✔	✔	**	✗
Vacant, R-6	*	*	*	*	*	*
Jim Jordan, R-4	✗	✗	✔	✔	**	✗
Dave Joyce, R-14	✗	✗	✔	✔	**	✔
Marcy Kaptur, D-9	✔	✔	✔	✔	**	✔
Greg Landsman, D-1	*	✔	✔	✔	✔	✔
Bob Latta, R-5	✗	✗	✔	✔	**	✔
Max Miller, R-7	*	✗	✔	✔	**	✔
Emilia Sykes, D-13	*	✔	✔	✔	✔	✔
Michael Turner, R-10	✗	✗	✔	✔	**	✔
Brad Wenstrup, R-2	✗	✗	✔	✔	**	✔
OKLAHOMA						
Josh Brecheen, R-2	*	✗	✗	✗	**	✗
Stephanie Bice, R-5	✗	✗	✔	✔	**	✔
Tom Cole, R-4	✗	✗	✔	✔	**	✔
Kevin Hern, R-1	✗	✗	✗	✔	**	✗
Frank Lucas, R-3	✗	✗	✔	✔	✔	✔
OREGON						
Cliff Bentz, R-2	✗	✗	✔	✔	**	✔
Earl Blumenauer, D-3	✔	✔	✔	✔	✔	✔
Suzanne Bonamici, D-1	✔	✔	✗	✔	**	✔
Lori Chavez-DeRemer, R-5	*	✔	✔	✔	✔	✔
Val Hoyle, D-4	*	✔	✗	✔	✔	✔
Andrea Salinas , D-6	*	✔	✔	✔	**	✔
PENNSYLVANIA						
Brendan Boyle, D-2	✔	✔	✔	NV	**	✔
Matt Cartwright, D-8	✔	✔	✔	✗	**	✔
Madeleine Dean, D-4	✔	✔	✔	NV	**	✔

U.S. House of Representatives

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
PENNSYLVANIA (cont.)						
Christopher Deluzio, D-17	✱	✔	✔	✔	✱✱	✔
Dwight Evans, D-3	✔	✔	✔	✔	✱✱	✔
Brian Fitzpatrick, R-1	✔	✔	✔	✔	✔	✔
Chrissy Houlahan, D-6	✔	✔	✔	NV	✱✱	✔
John Joyce, R-13	✗	✗	✔	✔	✱✱	✔
Mike Kelly, R-16	✗	✗	✔	✔	✱✱	✔
Summer Lee, D-12	✱	✔	✗	✗	✱✱	✔
Dan Meuser, R-9	✗	✗	✔	✔	✱✱	✔
Scott Perry, R-10	✗	✗	✗	✗	✱✱	✗
Guy Reschenthaler, R-14	✗	✗	✔	✔	✔	✔
Mary Gay Scanlon, D-5	✔	✔	✔	NV	✱✱	✔
Lloyd Smucker, R-11	✗	✗	✔	✔	✱✱	✔
Glenn Thompson, R-15	✗	✗	✔	✔	✱✱	✔
Susan Wild, D-7	✔	✔	✔	✔	✱✱	✔
PUERTO RICO						
Jenniffer Gonzalez-Colon, R-1	NV	✗	NV	NV	✱✱	NV
RHODE ISLAND						
Gabe Amo, D-1	✱	✱	✱	✱	✱✱	✔
Seth Magaziner, D-2	✱	✔	✔	✔	✱✱	✔
SOUTH CAROLINA						
James Clyburn, D-6	✔	✔	✔	✔	✱✱	✔
Jeff Duncan, R-3	✗	✗	✔	✔	✱✱	✗
Russell Fry, R-7	✱	✗	✗	✔	✱✱	✗
Nancy Mace, R-1	✗	✗	✗	NV	✱✱	✗
Ralph Norman, R-5	✗	✗	✗	✗	✱✱	✗
William Timmons, R-4	✗	✗	✗	✔	✱✱	✗
Joe Wilson, R-2	✗	✗	✔	✔	✱✱	✔
SOUTH DAKOTA						
Dusty Johnson, R-AL	✗	✗	✔	✔	✱✱	✔

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
TENNESSEE						
Tim Burchett, R-2	✗	✗	✗	✗	✱✱	✗
Steve Cohen, D-9	✔	✔	✔	✔	✱✱	✔
Scott DesJarlais, R-4	✗	✗	✗	✔	✱✱	✗
Chuck Fleischmann, R-3	✗	✗	✔	✔	✱✱	✗
Mark Green, R-7	✗	✗	✔	✔	✱✱	✗
Diana Harshbarger, R-1	✗	✗	✗	✔	✱✱	✗
David Kustoff, R-8	✗	✗	✔	✔	✱✱	✗
Andrew Ogles, R-5	✱	✗	✗	✗	✱✱	✗
John Rose, R-6	✗	✗	✗	✔	✔	✗
TEXAS						
Colin Allred, D-32	✔	✔	✔	✔	✔	✔
Jodey Arrington, R-19	✗	✗	✔	✔	✱✱	✗
Brian Babin, R-36	✗	✗	✔	✔	✱✱	✔
Michael Burgess, R-26	✗	✗	✔	✔	✱✱	✔
John Carter, R-31	✗	✗	✗	✔	✱✱	✔
Greg Casar, D-35	✱	✔	✗	✔	✔	✔
Joaquin Castro, D-20	✔	NV	✗	✔	✔	✔
Michael Cloud, R-27	✗	✗	✗	✗	✱✱	✗
Dan Crenshaw, R-2	✗	✗	✔	✔	✱✱	✗
Jasmine Crockett, D-30	✱	✔	✗	✔	✱✱	✔
Henry Cuellar, D-28	✔	✔	✔	NV	✔	✔
Monica De La Cruz, R-15	✱	NV	✔	✔	✱✱	✔
Lloyd Doggett, D-37	✔	✔	✔	✔	✔	✔
Jake Ellzey, R-6	✗	✗	✗	✔	✔	✔
Veronica Escobar, D-16	✔	✔	✔	✔	✱✱	
Pat Fallon, R-4	✗	✗	✗	✔	✱✱	✗
Lizzie Fletcher, D-7	✔	✔	✔	✔	✔	✔
Sylvia Garcia, D-29	✔	✔	✗	✔	✱✱	✔
Tony Gonzales, R-23	✗	✗	✗	✔	✔	✔
Vicente Gonzalez, D-34	✔	✔	✔	✔	✔	✔
Lance Gooden, R-5	✗	✗	✗	✔	✱✱	✔

U.S. House of Representatives

MEMBER	IIJA	PERRY AMEND	FRA	H.R. 3935	YAKYM-TITUS	FY 24 THUD
TEXAS (cont.)						
Kay Granger, R-12	✗	✗	✔	NV	✹✹	✔
Al Green, D-9	✔	✔	✔	✔	✹✹	✔
Wesley Hunt , R-38	✱	✗	✗	✔	✹✹	✗
Ronny Jackson, R-13	✗	✗	✗	✗	✹✹	NV
Sheila Jackson Lee, D-18	✔	✔	✔	✔	✹✹	✔
Morgan Luttrell, R-8	✱	✗	✗	✔	✹✹	✔
Michael McCaul, R-10	✗	✗	✔	✔	✹✹	✔
Nathaniel Moran, R-1	✱	✗	✗	✔	✹✹	✔
Troy Nehls, R-22	✗	✗	✔	✔	✹✹	✗
August Pfluger, R-11	✗	✗	✔	✔	✹✹	✔
Chip Roy, R-21	✗	✗	✗	✗	✹✹	✗
Keith Self, R-3	✱	✗	✗	✔	✹✹	✗
Pete Sessions, R-17	✗	✗	✗	✔	✹✹	✔
Beth Van Duyne, R-24	✗	✗	✗	✔	✹✹	✗
Marc Veasey, D-33	✔	✔	✔	✔	✔	✔
Randy Weber, R-14	✗	✗	✗	✔	✔	✗
Roger Williams, R-25	✗	✗	✔	✔	✹✹	✗
UTAH						
John Curtis, R-3	✗	✗	✔	✔	✹✹	✗
Blake Moore, R-1	✗	✗	✔	✔	✹✹	✔
Burgess Owens, R-4	✗	✗	✔	✔	✹✹	✔
Celeste Maloy, R-2	✱	✱	✱	✱	✹✹	✔
VERMONT						
Becca Balint, D-AL	✱	✔	✔	✔	✹✹	✔
U.S. VIRGIN ISLANDS						
Stacey Plaskett, D-AL	NV	✔	NV	NV	✹✹	NV
VIRGINIA						
Don Beyer, D-8	✔	✔	✔	✔	✹✹	✔
Benjamin Cline, R-6	✗	✗	✗	✗	✹✹	✗
Gerry Connolly, D-11	✔	✔	✗	✔	✔	✔
Bob Good, R-5	✗	✗	✗	✗	✹✹	✗
Morgan Griffith, R-9	✗	✗	✗	✔	✹✹	✗
Jen Kiggans, R-2	✱	✗	✔	✔	✔	✔
Jennifer McClellan, D-4	✱	✔	✔	✔	✹✹	✔
Bobby Scott, D-3	✔	✔	✗	✔	✹✹	✔
Abigail Spanberger, D-7	✔	✔	✔	✔	✹✹	✔
Jennifer Wexton, D-10	✔	✔	✔	NV	✔	✔
Rob Wittman, R-1	✗	✗	✔	✔	✔	✔
WASHINGTON						
Suzan DelBene, D-1	✔	✔	✔	✔	✹✹	✔
Pramila Jayapal, D-7	✔	✔	✗	✔	✹✹	✔
Derek Kilmer, D-6	✔	✔	✔	✔	✹✹	✔
Rick Larsen, D-2	✔	✔	✔	✔	✹✹	✔
Daniel Newhouse, R-4	✗	✗	✔	✔	✹✹	✔
Marie Gluesenkamp Perez, D-3	✱	✗	✔	✔	✹✹	✔
Cathy Rodgers, R-5	✗	✗	✔	✔	✹✹	✗
Kim Schrier, D-8	✔	NV	✔	✔	✔	✔
Adam Smith, D-9	✔	✔	✔	✔	✹✹	✔
Marilyn Strickland, D-10	✔	✔	✔	✔	✔	✔
WEST VIRGINIA						
Carol Miller, R-1	✗	✗	✔	✔	✹✹	✔
Alex Mooney, R-2	✗	✗	✗	✔	✹✹	✗
WISCONSIN						
Scott Fitzgerald, R-5	✗	✗	✔	✔	✹✹	✔
Vacant, R-8	✱	✱	✱	✱	✱	✱
Glenn Grothman, R-6	✗	✗	✔	✔	✹✹	✔
Gwen Moore, D-4	✔	✔	✗	✗	✔	✔
Mark Pocan, D-2	✔	✔	✗	✗	✔	✔
Bryan Steil, R-1	✗	✗	✔	✔	✹✹	✔
Thomas Tiffany, R-7	✗	✗	✗	✗	✹✹	✗
Derrick Van Orden, R-3	✱	✗	✔	✔	✹✹	✔
WYOMING						
Harriet Hageman, R-AL	✱	✗	✗	✔	✹✹	✗

U.S. Senate

MEMBER	IIJA	FRA	THUD/MiniBus	S 2839	FY 24 THUD
ALASKA					
Lisa Murkowski, R	✔	✔	✔	✔	✔
Daniel Sullivan, R	✔	✗	✔	✔	✔
ALABAMA					
Katie Boyd Britt, R	✱	✗	✔	✱✱	✔
Tommy Tuberville, R	✗	✗	✗	✱✱	✗
ARIZONA					
Mark Kelly, D	✔	✔	✔	✔	✔
Kyrsten Sinema, I	✔	✔	✔	✱✱	✔
ARKANSAS					
John Boozman, R	✗	✔	✔	✔	✔
Tom Cotton, R	✗	✗	✔	✱✱	✔
CALIFORNIA					
Laphonza Butler, D	✱	✱	✔	✱✱	✔
Alex Padilla, D	✔	✔	✔	✱✱	✔
COLORADO					
Michael Bennet, D	✔	✔	✔	✱✱	✔
John Hickenlooper, D	✔	✔	✔	✱✱	✔
CONNECTICUT					
Richard Blumenthal, D	✔	✔	✔	✱✱	✔
Chris Murphy, D	✔	✔	✔	✱✱	✗
DELAWARE					
Tom Carper, D	✔	✔	✔	✱✱	✔
Christopher Coons, D	✔	✔	✔	✱✱	✔
FLORIDA					
Marco Rubio, R	✗	✗	✔	✱✱	✗
Rick Scott, R	✗	✗	✗	✱✱	✗
GEORGIA					
Jon Ossoff, D	✔	✔	✔	✱✱	✔
Raphael Warnock, D	✔	✔	✔	✱✱	✔
HAWAII					
Mazie Hirono, D	✔	✔	✔	✔	✔
Brian Schatz, D	✔	✔	✔	✱✱	✔

MEMBER	IIJA	FRA	THUD/MiniBus	S 2839	FY 24 THUD
IDAHO					
Mike Crapo, R	✔	✗	✗	✱✱	✗
James Risch, R	✔	✗	✗	✔	✗
ILLINOIS					
Tammy Duckworth, D	✔	✔	✔	✱✱	✔
Dick Durbin, D	✔	✔	✔	✱✱	✔
INDIANA					
Mike Braun, R	✗	✗	✔	✔	✗
Todd Young, R	✗	✔	✔	✱✱	✔
IOWA					
Joni Ernst, R	✗	✔	✗	✱✱	✔
Chuck Grassley, R	✔	✔	✔	✱✱	✔
KANSAS					
Roger Marshall, R	✗	✗	✔	✔	✗
Jerry Moran, R	✗	✔	✔	✱✱	✔
KENTUCKY					
Mitch McConnell, R	✔	✔	✔	✱✱	✔
Rand Paul, R	✗	✗	✗	✱✱	✗
LOUISIANA					
Bill Cassidy, R	✔	✗	✔	✔	✔
John Kennedy, R	✗	✗	✔	✔	✔
MAINE					
Susan Collins, R	✔	✔	✔	✱✱	✔
Angus King, I	✔	✔	✔	✔	✔
MARYLAND					
Ben Cardin, D	✔	✔	✔	✱✱	✔
Chris Van Hollen, D	✔	✔	✔	✔	✔
MASSACHUSETTS					
Ed Markey, D	✔	✗	✔	✱✱	✔
Elizabeth Warren, D	✔	✗	✔	✱✱	✔
MICHIGAN					
Gary Peters, D	✔	✔	✔	✔	✔
Debbie Stabenow, D	✔	✔	✔	✔	✔

MEMBER	IIJA	FRA	THUD/MiniBus	S 2839	FY 24 THUD
MINNESOTA					
Amy Klobuchar, D	✔	✔	✔	✔	✔
Tina Smith, D	✔	✔	✔	✔	✔
MISSISSIPPI					
Cindy Hyde-Smith, R	✗	✗	✔	**	✔
Roger Wicker, R	✔	✗	✔	**	✔
MISSOURI					
Eric Schmitt, R	*	✗	✗	**	✗
Josh Hawley, R	✗	✗	✗	**	✗
MONTANA					
Steve Daines, R	✗	✗	✔	**	✗
Jon Tester, D	✔	✔	✔	**	✔
NEBRASKA					
Deb Fischer, R	✔	✗	✔	✔	✔
Pete Ricketts, R	*	✗	✗	**	✗
NEVADA					
Catherine Cortez-Masto, D	✔	✔	✔	**	✔
Jacky Rosen, D	✔	✔	✔	**	✔
NEW HAMPSHIRE					
Maggie Hassan, D	✔	✔	✔	**	✔
Jeanne Shaheen, D	✔	✔	✔	✔	✔
NEW JERSEY					
Cory Booker, D	✔	✔	✔	**	✔
Robert Menendez, D	✔	✔	✔	**	✔
NEW MEXICO					
Martin Heinrich, D	✔	✔	✔	✔	✔
Ben Ray Luján, D	✔	✔	✔	✔	✔
NEW YORK					
Kirsten Gillibrand, D	✔	✔	✔	✔	✔
Chuck Schumer, D	✔	✔	✔	**	✔
NORTH CAROLINA					
Ted Budd, R	*	✗	✗	✔	✗
Thom Tillis, R	✔	✔	NV	**	✔
NORTH DAKOTA					
Kevin Cramer, R	✔	✔	✔	**	✔
John Hoeven, R	✔	✔	✔	**	✔
OHIO					
Sherrod Brown, D	✔	✔	✔	✔	✔
J.D. Vance, R	*	✗	✔	**	✗
OKLAHOMA					
Markwayne Mullin, R	*	✔	✔	**	✔
James Lankford, R	✗	✗	✔	✔	✔
OREGON					
Jeff Merkley, D	✔	✗	✔	**	✔
Ron Wyden, D	✔	✔	✔	**	✔
PENNSYLVANIA					
Bob Casey, D	✔	✔	✔	✔	✔
John Fetterman, D	*	✗	✔	**	✔
RHODE ISLAND					
Jack Reed, D	✔	✔	✔	**	✔
Sheldon Whitehouse, D	✔	✔	✔	**	✔
SOUTH CAROLINA					
Lindsey Graham, R	✔	✗	✔	**	✔
Tim Scott, R	✗	✗	✗	**	✗
SOUTH DAKOTA					
Mike Rounds, R	NV	✔	✔	✔	✔
John Thune, R	✗	✔	✔	**	✔
TENNESSEE					
Marsha Blackburn, R	✗	✗	✔	**	✗
Bill Hagerty, R	✗	NV	✔	**	✗
TEXAS					
John Cornyn, R	✗	✔	✔	**	✔
Ted Cruz, R	✗	✗	✔	**	✗
UTAH					
Mike Lee, R	✗	✗	NV	**	✗
Mitt Romney, R	✔	✔	✔	**	NV

References

U.S. Senate

MEMBER	IIJA	FRA	THUD/ MiniBus	S 2839	FY 24 THUD	MEMBER	IIJA	FRA	THUD/ MiniBus	S 2839	FY 24 THUD
VERMONT						**WEST VIRGINIA**					
Peter Welch, D	✔	✔	✔	✔	✔	Shelley Moore Capito, R	✔	✔	✔	✱✱	✔
Bernie Sanders, I	✔	✘	✔	✔	✔	Joe Manchin, D	✔	✔	✔	✱✱	NV
VIRGINIA						**WISCONSIN**					
Tim Kaine, D	✔	✔	✔	✱✱	✔	Tammy Baldwin, D	✔	✔	✔	✔	✔
Mark Warner, D	✔	✔	✔	✱✱	✔	Ron Johnson, R	✘	✘	✘	✱✱	✘
WASHINGTON						**WYOMING**					
Maria Cantwell, D	✔	✔	✔	✱✱	✔	John Barrasso, R	✘	✘	✘	✱✱	NV
Patty Murray, D	✔	✔	✔	✱✱	✔	Cynthia Lummis, R	✘	✘	✘	✔	✘

Notes

U.S. House of Representatives

Committee on Transportation & Infrastructure (T&I)

Sam Graves, Ex Officio, Chair
Missouri

■ **MAJORITY PARTY**

John Duarte California	**Rick Crawford** Arkansas	**Aaron Bean** Florida	**Daniel Webster** Florida	**Thomas Massie** Kentucky	**Scott Perry** Pennsylvania
Mike Collins Georgia	**Rudy Yakym** Indiana	**Brian Babin** Texas	**Garret Graves** Louisiana	**David Rouzer** North Carolina	**Mike Bost** Illinois
Tracey Mann Kansas	**Doug LaMalfa** California	**Bruce Westerman** Arkansas	**Brian Mast** Florida	**John James** Michigan	**Eric Burlison** Missouri
Jenniffer González Puerto Rico	**Brandon Williams** New York	**Pete Stauber** Minnesota	**Tim Burchett** Tennessee	**Dusty Johnson** South Dakota	**Jeff Van Drew** New Jersey
Tom Kean, Jr. New Jersey	**Marc Molinaro** New York	**Anthony D'Esposito** New York	**Troy Nehls** Texas	**Mike Ezell** Mississippi	
Lori Chavez-DeRemer Oregon	**Derrick Van Orden** Wisconsin	**Burgess Owens** Utah	**Celeste Maloy** Utah		

Aviation Subcommittee

Garret Graves, *Chairman*

- Rudy Yakym, III *Vice Chair*
- Eric A. "Rick" Crawford
- Thomas Massie
- Scott Perry
- Bruce Westerman

- Brian J. Mast
- Pete Stauber
- Tim Burchett
- Dusty Johnson
- Jefferson Van Drew

- Tracey Mann
- Burgess Owens
- Lori Chavez-DeRemer
- Thomas H. Kean, Jr.
- Anthony D'Esposito

- John James
- Marcus J. Molinaro
- Mike Collins
- Aaron Bean
- Sam Graves

References

T&I has jurisdiction over aviation and is responsible for drafting the legislation that reauthorizes FAA programs. The subcommittee lays the groundwork for FAA reauthorization by working with the aviation industry and stakeholders to analyze the best ways to modernize the NAS.

References

Rick Larsen, Ex Officio, Ranking Member
Washington

■ **MINORITY PARTY**

Eleanor Holmes-Norton Washington, D.C.	**Pat Ryan** New York	**Mary Peltola** Alaska

Grace Napolitano California

Steve Cohen Tennessee

John Garamendi California

Hank Johnson Georgia

André Carson Indiana

Dina Titus Nevada

Rob Menendez New Jersey

Jared Huffman California

Julia Brownley California

Frederica Wilson Florida

Donald Payne Jr. New Jersey

Val Hoyle Oregon

Mark DeSaulnier California

Emilia Sykes Ohio

Salud Carbajal California

Hillary Scholten Michigan

Valerie Foushee North Carolina

Greg Stanton Arizona

Colin Allred Texas

Sharice Davids Vice Chair, Kansas

Jesús G. "Chuy" García Illinois

Marilyn Strickland Washington

Chris Pappas New Hampshire

Troy Carter Michigan

Seth Moulton Massachusetts

Jake Auchincloss Massachusetts

Aviation Subcommittee

Steve Cohen, *Ranking Member*

- Henry C. "Hank" Johnson Jr.
- André Carson
- Julia Brownley
- Mark Desaulnier
- Greg Stanton
- Colin Z. Allred
- Sharice Davids
- Jesús G. "Chuy" García
- Jake Auchinchloss
- Mary Sattler Peltola
- Hillary J. Scholten
- Dina Titus
- Donald M. Payne Jr.
- Salud O. Carbajal
- Robert Menendez
- Eleanor Holmes-Norton
- Frederica S. Wilson
- Rick Larsen

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION | *WWW.NATCA.ORG*   *NiW Today*   **75**

U.S. House of Representatives

Committee on Appropriations (Approps)

Kay Granger, Chair
Texas

■ MAJORITY PARTY

Harold Rogers
Kentucky

Robert Aderholt
Alabama

Michael Simpson
Idaho

John Carter
Texas

Ken Calvert
California

Tom Cole
Oklahoma

Mario Diaz-Balart
Florida

Steve Womack
Arkansas

Chuck Fleischmann
Tennessee

Jerry Carl
Alabama

David Joyce
Ohio

Andy Harris
Maryland

Mark Amodei
Nevada

Juan Ciscomani
Arizona

Scott Franklin
Florida

David Valadao
California

Dan Newhouse
Washington

John Moolenaar
Michigan

John Rutherford
Florida

Ben Cline
Virginia

Guy Reschenthaler
Pennsylvania

Mike Garcia
California

Ashley Hinson
Iowa

Tony Gonzales
Texas

Julia Letlow
Louisiana

Michael Guest
Mississippi

Ryan Zinke
Montana

Stephanie Bice
Oklahoma

Michael Cloud
Texas

Jake Ellzey
Texas

Jake Laturner
Kansas

Andrew Clyde
Georgia

Chuck Edwards
North Carolina

Transportation, Housing, & Urban Development Subcommittee

Tom Cole, *Chair*

- Mario Diaz-Balart (FL)
- Steve Womack (AR)
- John Rutherford (FL)
- Tony Gonzales (TX)
- David Valadao (CA)
- Ben Cline (VA)
- Ryan Zinke (MT)
- Juan Ciscomani (AZ)

The Approps committee allocates funds from the federal treasury to government agencies, including the FAA. Each year's appropriations amounts are limited to the levels set by a budget resolution, or a compromise reached by leadership in the House and Senate. THUD has specific jurisdiction over funding for the Department of Transportation and is responsible for allocating funding for operations, personnel, equipment, and other programs at the FAA.

Rosa DeLauro, Ranking Member
Connecticut

■ **MINORITY PARTY**

Marcy Kaptur — Ohio	Steny Hoyer — Maryland	**Joseph Morelle** — New York	Sanford Bishop — Georgia	Barbara Lee — California	Betty McCollum — Minnesota
Dutch Ruppersberger — Maryland	Debbie Wasserman Schultz — Florida	Henry Cueller — Texas	Chellie Pingree — Maine	Mike Quigley — Illinois	Derek Kilmer — Washington
Matt Cartwright — Pennsylvania	Grace Meng — New York	Mark Pocan — Wisconsin	Pete Aguilar — Callifornia	Lois Frankel — Florida	**Ayanna Pressley** — Massachusetts
Bonnie Watson Coleman — New Jersey	Norma Torres — California	Ed Case — Hawaii	Adriano Espaillat — New York	Josh Harder — California	Jennifer Wexton — Virginia
David Trone — Maryland	Lauren Underwood — Illinois	Susie Lee — Nevada			

Transportation, Housing, & Urban Development Subcommittee

Mike Quigley, *Ranking Member*

- Bonnie Watson Coleman
- Norma Torres
- Pete Aguilar
- Adriano Espaillat
- Jennifer Wexton

References

U.S. House of Representatives

Committee on Oversight & Accountability

■ **MAJORITY PARTY**

James Comer, Chair
Kentucky

Jim Jordan Ohio	**Virginia Foxx** North Carolina	**Michael Waltz** Florida	**Glenn Grothman** Wisconsin	**Mike Turner** Ohio	**Eric Burlison** Missouri
Clay Higgins Louisiana	**Paul Gosar** Arizona	**Gary Palmer** Alabama	**Pete Sessions** Texas	**Andy Biggs** Arizona	**Kelly Armstrong** North Dakota
Nancy Mace South Carolina	**Scott Perry** Pennsylvania	**Jake LaTurner** Kansas	**Pat Fallon** Texas	**Nick Langworthy** New York	**Byron Donalds** Florida
William Timmons South Carolina	**Tim Burchett** Tennessee	**Marjorie Taylor Green** Georgia	**Lisa McClain** Michigan	**Lauren Boebert** Colorado	**Russell Fry** South Carolina
Anna Paulina Luna Florida	**Michael Cloud** Texas				

Government Operations Subcommittee

Pete Sessions, *Chair*

- Gary Palmer
- Clay Higgins
- Andy Biggs
- Byron Donalds

- William Timmons
- Tim Burchett
- Marjorie Taylor Greene
- Lauren Boebert

- Russell Fry
- Eric Burlison

O&R deals with federal employee pay, benefits, and personnel laws. It provides oversight to any action the federal government takes, including federal workforce policies, and works to expose waste, fraud, and abuse in the government. The Government Operations subcommittee (Gov-Ops) has jurisdiction over federal employees including air traffic controllers and other aviation safety professionals at the FAA. The subcommittee analyzes federal employee pay and benefits, and offers recommendations on those to Congress as a whole.

■ MINORITY PARTY

Jamie Raskin, Ranking Member
Maryland

Eleanor Holmes Norton Washington, D.C.	**Stephen Lynch** Massachusetts	**Robert Garcia** California	**Gerald E. Connolly** Virginia	**Raja Krishnamoorthi** Illinois	**Maxwell Frost** Florida
Ro Khanna California	**Kweisi Mfume** Maryland	**Alexandria Ocasio-Cortez** New York	**Dan Goldman** New York	**Katie Porter** California	**Cori Bush** Missouri
Shontel Brown Ohio	**Melanie Stansbury** New Mexico	**Summer Lee** Pennsylvania	**Jared Moskowitz** Florida	**Greg Casar** Texas	**Jasmine Crockett** Texas
Rashida Tlaib Michigan	**Robin Kelly** Illinois	**Ayanna Pressley** Massachusetts			

Government Operations Subcommittee

Kweisi Mfume, *Ranking Member*

- Eleanor Holmes Norton
- Gerald E. Connolly
- Melanie Stansbury
- Robert Garcia
- Maxwell Frost
- Summer Lee
- Greg Casar
- Jasmine Crockett
- Rashida Tlaib

U.S. Senate

Committee on Commerce, Science, & Transportation

■ **MAJORITY PARTY**

Maria Cantwell, Chair
Washington

Amy Klobuchar Minnesota	**Brian Schatz** Hawaii	**Ed Markey** Massachusetts	**Gary Peters** Michigan

Tammy Baldwin Wisconsin | **Tammy Duckworth** Illinois | **Jon Tester** Montana | **Kyrsten Sinema** Arizona (Independent) | **Jacky Rosen** Nevada

Ben Ray Luján New Mexico | **John Hickenlooper** Colorado | **Raphael Warnock** Georgia | **Peter Welch** Vermont

Aviation Safety, Operations, & Innovation Subcommittee

Tammy Duckworth, *Chair*

- John Hickenlooper
- Kyrsten Sinema
- Jacky Rosen
- Jon Tester
- Raphael Warnock
- Maria Cantwell, Ex Officio

References

Senate Commerce has jurisdiction over aviation and is responsible for drafting the legislation that reauthorizes FAA programs. The subcommittee lays the groundwork for FAA reauthorization by working with the aviation industry and stakeholders to analyze the best ways to modernize the NAS.

■ **MINORITY PARTY**

Ted Cruz, Ranking Member
Texas

John Thune
South Dakota

Roger Wicker
Mississippi

J.D. Vance
Ohio

Deb Fischer
Nebraska

Jerry Moran
Kansas

Dan Sullivan
Alaska

Ted Budd
North Carolina

Shelley Moore Capito
West Virginia

Todd Young
Indiana

Eric Schmitt
Missouri

Marsha Blackburn
Tennessee

Cynthia Lummis
Wyoming

Aviation Safety, Operations, & Innovation Subcommittee

Jerry Moran, *Ranking Member*

- Roger Wicker
- John Thune
- Todd Young
- Dan Sullivan
- Ted Cruz, Ex Officio

U.S. Senate

Committee on Appropriations (Approps)

■ **MAJORITY PARTY**

Patty Murray, Chair
Washington

Krysten Sinema
Arizona

Dick Durbin
Illinois

Jack Reed
Rhode Island

Jon Tester
Montana

Gary Peters
Michigan

Jeanne Shaheen
New Hampshire

Jeff Merkley
Oregon

Chris Coons
Delaware

Brian Schatz
Hawaii

Tammy Baldwin
Wisconsin

Chris Murphy
Connecticut

Joe Manchin
West Virginia

Chris Van Hollen
Maryland

Martin Heinrich
New Mexico

Transportation, Housing, & Urban Development Subcommittee

Brian Schatz, *Chair*

- Patty Murray
- Dick Durbin
- Krysten Sinema

- Jack Reed
- Christopher Coons
- Chris Murphy

- Joe Manchin
- Chris Van Hollen

This committee writes the legislation that allocates federal funds to the numerous government agencies, departments, and organizations on an annual basis. Appropriations are generally limited to the levels set by a Budget Resolution drafted by the Senate Budget Committee. Twelve subcommittees are tasked with drafting legislation to allocate funds to government agencies within their jurisdictions.

■ MINORITY PARTY

Susan Collins
Vice Chair, Maine

Mitch McConnell
Kentucky

Katie Britt
Alabama

Lisa Murkowski
Alaska

Lindsey Graham
South Carolina

Deb Fischer
Nebraska

Jerry Moran
Kansas

John Hoeven
North Dakota

John Boozman
Arkansas

Shelley Moore Capito
West Virginia

John Kennedy
Louisiana

Cindy Hyde-Smith
Mississippi

Bill Hagerty
Tennessee

Marco Rubio
Florida

Transportation, Housing, & Urban Development Subcommittee

Cindy Hyde-Smith, *Ranking Member*

- Susan Collins
- John Boozman
- Shelley Moore Capito
- Lindsey Graham
- John Hoeven
- John Kennedy
- Jerry Moran

U.S. Senate

Committee on Homeland Security & Governmental Affairs

■ **MAJORITY PARTY**

Gary Peters, Chair
Michigan

Tom Carper
Delaware

Maggie Hassan
New Hampshire

Kyrsten Sinema
Arizona

Jacky Rosen
Nevada

Laphonza Butler
California

Jon Ossoff
Georgia

Richard Blumenthal
Connecticut

References

HSGAC provides oversight over any action the federal government takes, including federal workforce policies, and works to expose waste, fraud, and abuse in the government.

■ **MINORITY PARTY**

Rand Paul
Ranking Member, Kentucky

Ron Johnson
Wisconsin

Roger Marshall
Kansas

James Lankford
Oklahoma

Mitt Romney
Utah

Rick Scott
Florida

Josh Hawley
Missouri

NATCA Members by State

REGION/STATE/FACILITIES	TOTAL MEMBERS
Alaskan Region	
Alaska A11, ANC, EAL, FAI, FS1, FS2, FS3, FS4, JNU, MRI, ZAN	**356**
Central Region	
Iowa ALO, CID, DBQ, DSM, SUX	**76**
Kansas FOE, ICT, ZKC	**267**
Missouri ECE, JEF, MCI, MKC, SGF, STL, SUS, T75	**179**
Nebraska LNK, OMA, R90	**53**
Eastern Region	
Delaware ILG	**11**
Maryland ADW, BWI, HGR, MTN	**48**
New Jersey ACY, CDW, EWR, MMU, TEB	**107**
New York ALB, BGM, BUF, EE1, EEA, ELM, FRG, HPN, IAG, ISP, ITH, JFK, LGA, N90, POU, ROC, SWF, SYR, ZNY	**980**
Pennsylvania ABE, AGC, AVP, CXY, ERI, MDT, PHL, PIT, PNE, RDG	**293**
Virginia CHO, DCA, DCC, HEF, IAD, ORF, PCT, PHF, RIC, ROA, ZDC	**757**
Washington, D.C. EHQ	**45**
West Virginia CKB, CRW, HTS	**51**
Great Lakes Region	
Illinois ARR, BMI, C90, CMI, CPS, DPA, EGL, MDH, MDW, MLI, MWA, ORD, PIA, PWK, RFD, SPI, ZAU	**802**
Indiana EVV, FWA, HUF, IND, LAF, SBN, ZID	**449**
Michigan ARB, AZO, D21, DTW, FNT, GRR, LAN, MBS, MKG, PTK, TVC, YIP	**242**

REGION/STATE/FACILITIES	TOTAL MEMBERS
Great Lakes Region (cont.)	
Minnesota DLH, FCM, M98, MIC, MSP, RST, STP, ZMP	**451**
North Dakota BIS, FAR, GFK	**49**
Ohio CAK, CGF, CLE, CMH, DAY, LUK, MFD, OSU, TOL, YNG, ZOB	**539**
South Dakota FSD, RAP	**21**
Wisconsin ATW, ENW, GRB, LSE, MKE, MSN, OSH	**88**
**New England Region**	
Connecticut BDL, DXR, GON, Y90	**50**
Maine BGR, PWM	**43**
Massachusetts ACK, BAF, BED, BOS, BVY, ENE, EWB, HYA, LWM, ORH, OWD	**164**
New Hampshire A90, LEB, MHT, ZBW	**333**
Rhode Island PVD	**34**
Vermont BTV	**22**
Northwest Mountain Region	
Colorado APA, ASE, BJC, COS, D01, DEN, PUB, ZDV	**433**
Idaho BOI, SUN, TWF	**31**
Montana BIL, GTF, HLN	**45**
Oregon EUG, HIO, P80, PDX, UAO	**88**
Utah S56, SLC, ZLC	**214**
Washington BFI, ENM, GEG, MWH, PAE, PSC, RNT, S46, SEA, ZSE	**554**

NATCA Members by State

REGION/STATE/FACILITIES	TOTAL MEMBERS
Southern Region	
Alabama BFM, BHM, DHN, HSV, JKA, MGM, MOB, TCL	**102**
Florida APF, BCT, CRG, DAB, DTS, ECP, EVB, EYW, F11, FIN, FLL, FMY, FPR, FXE, GNV, HWO, ISM, JAX, LAL, LEE, MCO, MIA, MLB, OCF, OMN, OPF, ORL, P31, PBI, PGD, PIE, PMP, PNS, RSW, SFB, SGJ SPG, SRQ, SUA, TIX, TLH, TMB, TPA, VQQ, VRB, ZJX, ZMA	**1,244**
Georgia A80, ABY, AGS, ATL, CSG, ESO, FTY, LZU, MCN, PDK, RYY, SAV, ZTL	**723**
Kentucky CVG, LEX, LOU, OWB, PAH, SDF	**112**
Mississippi GPT, GTR, HKS, HSA, JAN, OLV, TUP	**50**
North Carolina AVL, CLT, EWN, FAY, GSO, HKY, ILM, INT, ISO, JQF, OAJ, RDU	**252**
Puerto Rico BQN, SIG, SJU, ZSU	**89**
St. Croix, V.I STX	**3**
St. Thomas, V.I. STT	**9**
South Carolina CAE, CHS, CRE, FLO, GMU, GSP, GYH, MYR	**101**
Tennessee BNA, CHA, JWN, M03, MEM, MKL, MQY, NQA, TRI, TYS, ZME	**450**

REGION/STATE/FACILITIES	TOTAL MEMBERS
Southwest Region	
Arkansas ASG, FSM, FYV, LIT, ROG, TXK, XNA	**68**
Louisiana BTR, CWF, DTN, HUM, LCH, LFT, MLU, MSY, NEW, SHV	**148**
New Mexico ABQ, AEG, FMN, HOB, ROW, SAF, ZAB	**269**
Oklahoma ADM, CSM, EAC, ESW, LAW, OKC, PWA, RVS, SWO, TUL	**282**
Texas ABI, ACT, ADS, AFW, AMA, AUS, BAZ, BPT, BRO, CLL, CNW, CRP, CXO, D10, DAL, DFW, DTO, DWH, ELP, FTW, FWS, GGG, GKY, GLS, GTU, GYI, HOU, HRL, HYI, I90, IAH, LBB, LRD, MAF, MFE, RBD, SAT, SGR, SJT, TKI, VCT, ZFW, ZHU	**1,314**
Western Pacific Region	
Arizona CHD, DVT, FFZ, GCN, IWA, P50, PHX, PRC, SDL, TUS, U90	**207**
California APC, BFL, BUR, CCR, CMA, CNO, CRQ, EMT, EW1, EWP, FAT, FUL, HHR, HWD, JCF, LAX, LGB, LVK, MRY, MYF, NCT, OAK, ONT, PAO, POC, PSP, RAL, RHV, SAN, SBA, SCK, SCT, SEE, SFO, SJC, SMF, SMO, SNA, STS, TOA, VNY, ZLA, ZOA	**1,581**
Guam ZUA	**20**
Hawaii HCF, ITO, MKK, OGG	**120**
Nevada L30, LAS, RNO, VGT	**114**

References

NATCA Members by Congressional District

as of March 18, 2024

ALASKAN REGION

Alaska
AK-00 320

CENTRAL REGION

Iowa
IA 01 22
IA 02 33
IA 03 17
IA 04 18

Kansas
KS 01 1
KS 02 23
KS 03 187
KS 04 36

Missouri
MO 01 12
MO 02 32
MO 03 28
MO 04 14
MO 05 51
MO 06 38
MO 07 22
MO 08 1

Nebraska
NE 01 21
NE 02 25
NE 03 3

EASTERN REGION

Delaware
DE-00 15

Maryland
MD 01 6
MD 02 8
MD 03 13
MD 04 9
MD 05 31
MD 06 44
MD 07 8
MD 08 8

New Jersey
NJ 01 14
NJ 02 42
NJ 03 18
NJ 04 8
NJ 05 12
NJ 06 14
NJ 07 9
NJ 08 11
NJ 09 16
NJ 10 9
NJ 11 19
NJ 12 9

New York
NY 01 195
NY 02 249
NY 03 82
NY 04 87
NY 05 23
NY 06 22
NY 07 15
NY 08 13
NY 09 7
NY 10 8
NY 11 6
NY 12 5
NY 13 6
NY 14 11
NY 15 3
NY 16 9
NY 17 10
NY 18 19
NY 19 24
NY 20 33
NY 21 8
NY 22 24
NY 23 31
NY 24 11
NY 25 24
NY 26 23

Pennsylvania
PA 01 19
PA 02 8
PA 03 11
PA 04 13
PA 05 21
PA 06 27
PA 07 28
PA 08 20
PA 09 6
PA 10 33
PA 11 10
PA 12 12
PA 13 2
PA 14 9
PA 15 1
PA 16 17
PA 17 39

Virginia
VA 01 14
VA 02 20
VA 03 13
VA 04 5
VA 05 6
VA 06 62
VA 07 54
VA 08 36
VA 09 13
VA 10 415
VA 11 43

Washington, D.C.
DC 00 11

West Virginia
WV 01 42
WV 02 58

GREAT LAKES REGION

Illinois
IL 01 16
IL 02 7
IL 03 36
IL 04 10
IL 05 38
IL 06 47
IL 07 25
IL 08 55
IL 09 41
IL 10 15
IL 11 196
IL 12 12
IL 13 18
IL 14 148
IL 15 15
IL 16 45
IL 17 25

Indiana
IN 01 10
IN 02 26
IN 03 25
IN 04 209
IN 05 38
IN 06 56
IN 07 66
IN 08 33
IN 09 12

Michigan
MI 01 9
MI 02 8
MI 03 21
MI 04 40
MI 05 13
MI 06 58
MI 07 48
MI 08 19
MI 09 5
MI 10 6
MI 11 17
MI 12 11
MI 13 5

Minnesota
MN 01 29
MN 02 288
MN 03 34
MN 04 26
MN 05 22
MN 06 17
MN 07 10
MN 08 24

North Dakota
ND 00 43

Ohio
OH 01 5
OH 02 5
OH 03 14
OH 04 19
OH 05 237
OH 06 13
OH 07 114
OH 08 3
OH 09 32
OH 10 11
OH 11 28
OH 12 22
OH 13 20
OH 14 23
OH 15 8

South Dakota
SD 00 21

Wisconsin
WI 01 28
WI 02 27
WI 03 1
WI 04 5
WI 05 9
WI 06 9
WI 07 5
WI 08 23

NEW ENGLAND REGION

Connecticut
CT 01 26
CT 02 17
CT 03 1
CT 04 4
CT 05 14

Maine
ME 01 23
ME 02 20

Massachusetts
MA 01 5
MA 02 14
MA 03 18
MA 04 13
MA 05 11
MA 06 21
MA 07 4
MA 08 18
MA 09 8

New Hampshire
NH 01 168
NH 02 198

Rhode Island
RI 01 9
RI 02 29

Vermont
VT 00 27

NW MOUNTAIN REGION

Colorado
CO 01 29
CO 02 141
CO 03 26
CO 04 44
CO 05 28
CO 06 28
CO 07 27
CO 08 116

Idaho
ID 01 13
ID 02 16

Montana
MT 01 4
MT 02 51

Oregon
OR 01 18
OR 03 10
OR 04 26
OR 05 9
OR 06 3

References

NATCA Members by Congressional District

NW MOUNTAIN REGION (CONT.)

Utah
UT 01 51
UT 02 74
UT 03 35
UT 04 56

Washington
WA 01 15
WA 02 12
WA 03 32
WA 04 27
WA 05 37
WA 06 41
WA 07 48
WA 08 173
WA 09 111
WA 10 51

Wyoming
WY 00 16

SOUTHERN REGION

Alabama
AL 01.............28
AL 02.............24
AL 03...............9
AL 04...............3
AL 05.............25
AL 06.............16
AL 07...............5

Florida
FL 01 54
FL 02 17
FL 03 6
FL 04 217
FL 05 67
FL 06 46
FL 07 52
FL 08 28
FL 09 26
FL 10 30
FL 11 18
FL 12 11
FL 13 16
FL 14 20
FL 15 12
FL 16 24
FL 17 5
FL 18 2
FL 19 38
FL 20 63

FL 21 32
FL 22 33
FL 23 72
FL 24 44
FL 25 150
FL 26 52
FL 27 56
FL 28 58

Georgia
GA 01 25
GA 02 12
GA 03 327
GA 04 22
GA 05 51
GA 06 14
GA 07 13
GA 08 8
GA 09 7
GA 10 92
GA 11 21
GA 12 18
GA 13 75
GA 14 5

Kentucky
KY 01 3
KY 02 14
KY 03 14
KY 04 32
KY 05 2
KY 06 29

Mississippi
MS 01............74
MS 02.............3
MS 03............24
MS 04............23

North Carolina
NC 01 4
NC 02 24
NC 03 29
NC 04 3
NC 05 1
NC 06 21
NC 07 37
NC 08 15
NC 09 13
NC 10 14
NC 11 16
NC 12 19
NC 13 9
NC 14 20

Puerto Rico
PR 00.............83

South Carolina
SC 01 21
SC 02 23
SC 03 7
SC 04 27
SC 05 37
SC 06 10
SC 07 36

Tennessee
TN 01 23
TN 02 26
TN 03 9
TN 04 9
TN 05 19
TN 06 9
TN 07 7
TN 08 132
TN 09 149

Virgin Islands
VI 00.............18

SOUTHWEST REGION

Arkansas
AR 01 10
AR 02 23
AR 03 37
AR 04 2

Louisiana
LA 01.............30
LA 02...............8
LA 03.............42
LA 04.............31
LA 05.............24
LA 06.............25

New Mexico
NM 01.........155
NM 02..........86
NM 03..........23

Oklahoma
OK 01 34
OK 02 5
OK 03 28
OK 04 27
OK 05 38

Texas
TX 01 23
TX 02 262
TX 03 21
TX 04 28
TX 05 5

TX 06 35
TX 07 24
TX 08 36
TX 09 8
TX 10 12
TX 11 30
TX 12 119
TX 13 30
TX 14 14
TX 15 4
TX 16 14
TX 17 21
TX 18 14
TX 19 47
TX 20 3
TX 21 19
TX 22 14
TX 23 28
TX 24 182
TX 25 33
TX 26 105
TX 27 35
TX 28 14
TX 29 17
TX 30 32
TX 31 13
TX 32 14
TX 33 57
TX 34 3
TX 35 9
TX 36 8
TX 37 11
TX 38 56

WESTERN PACIFIC REGION

Arizona
AZ 01 22
AZ 02 30
AZ 03 6
AZ 04 13
AZ 05 77
AZ 06 18
AZ 07 16
AZ 08 18
AZ 09 17

California
CA 01.............2
CA 02...........10
CA 03..........42
CA 04............12
CA 05...........36
CA 06...........51
CA 07...........35
CA 08...........20

CA 09...........13
CA 10............49
CA 11.............8
CA 12............36
CA 13...........19
CA 14..........114
CA 15............20
CA 16.............4
CA 17...........79
CA 18...........13
CA 19...........18
CA 20...........46
CA 21.............2
CA 22.............9
CA 23...........18
CA 24...........27
CA 25.............7
CA 26...........19
CA 27.........234
CA 28...........39
CA 29...........16
CA 30...........14
CA 31...........14
CA 32...........15
CA 33...........11
CA 34...........10
CA 35...........19
CA 36...........38
CA 37.............6
CA 38...........17
CA 39.............7
CA 40...........22
CA 41...........28
CA 42...........22
CA 43...........24
CA 44...........16
CA 45...........19
CA 46.............8
CA 47...........11
CA 48...........62
CA 49...........23
CA 50...........81
CA 51...........76
CA 52...........11

Guam
GU 00 24

Hawaii
HI 01 75
HI 02 70

Nevada
NV 01............43
NV 02............22
NV 03............27
NV 04............15

NATCA Bargaining Units*

ATO: AUTOMATION SUPPORT SPECIALISTS
Provide operational computer software support and maintenance for en route centers and terminal environments

AIR: ENGINEERING
Approves aircraft design, including communication and navigation equipment; performs accident investigations

ATO: ENGINEERS & ARCHITECTS
Flight Inspection Operations Group checks navigational aids such as Instrument Landing Systems, Distance Measuring Equipment, VHF Omnidirectional Range, radars, etc. (Flight Check)

ATO: AIR TRAFFIC CONTROL
Ensures the safe, orderly, and expeditious movement of aircraft using communication and navigation equipment

ATO: FLIGHT PROCEDURES
Designs approaches to airports
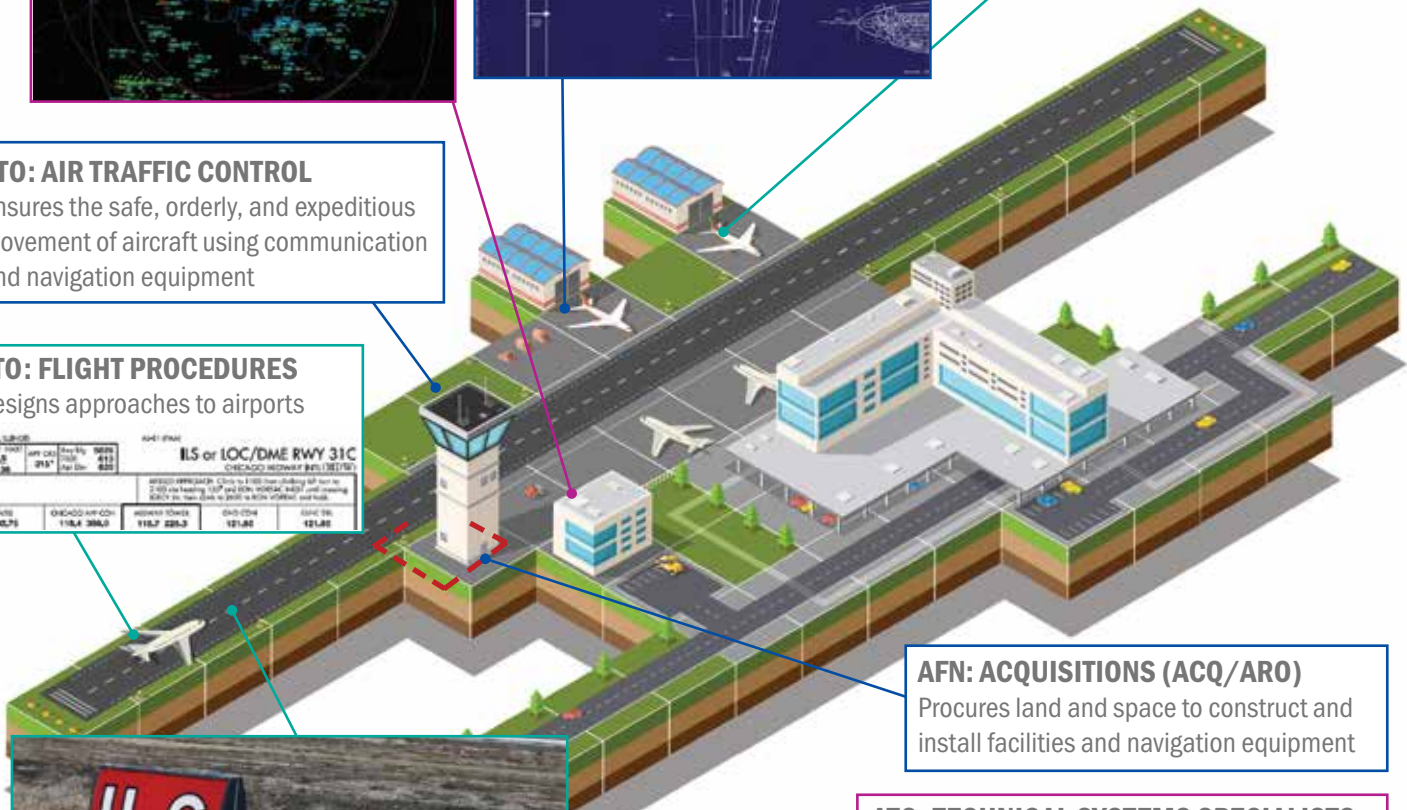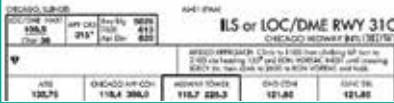
AFN: ACQUISITIONS (ACQ/ARO)
Procures land and space to construct and install facilities and navigation equipment

ATO: TECHNICAL SYSTEMS SPECIALISTS
Support ATC work and tasks including training, planning, and requirements

ARP: AIRPORTS
Distributes grant money to build airports; oversees signage and airport procedures; runway incursions

ATO: STAFF SUPPORT SPECIALISTS
Support the daily operation of the air traffic system including initiating procedural and traffic management changes, as well as quality assurance

ATO: ENGINEERING
Designs, constructs, and installs communication and navigation equipment

AFN: INFORMATION TECHNOLOGY
Provides IT support for all lines of business

DAI: DRUG ABATEMENT
Ensures U.S. air carriers comply with federal drug and alcohol testing regulations and policy

References

NATCA Bargaining Units

Air Traffic Controllers (ATC)

NATCA represents the FAA's dedicated and well-trained air traffic controller workforce. Air traffic control specialists (ATCS) work in airport control towers, terminal radar approach control facilities, and air route traffic control centers. These employees coordinate the safe, orderly, and expeditious movement of over 140 million operations and nearly one billion aviation passengers within the National Airspace System (NAS) each year.

Aircraft Certification Specialists (AIR)

This group is comprised of aerospace engineers, senior engineers, program managers, flight test pilots, aircraft certification assistants, and various administrative and technical support personnel. These bargaining unit employees approve new designs and modifications of aircraft, engines, propellers, and related components and accessories.

Aircraft Certification Specialists (AIR-110)

This group also develops, coordinates, and assesses national policy and procedures related to certification, certification delegation, and continued airworthiness issues as they relate to aircraft design, manufacture, modification, and maintenance.

Airports Division (ARP)

NATCA represents Airports Division employees in Airports District Offices (ADO) nationwide. Employees are responsible for the distribution of all airport improvement funds, coordination of airport design, oversight of land purchases, and annual safety inspections.

Automation Support Specialists (AOS)

NATCA represents Automation Support Specialists in en route centers and terminal field facilities nationwide. Computer specialists, computer scientists, electronic engineers, and air traffic control specialists make up this group. Their primary function is to provide operational computer software support and maintenance for en route centers and terminal environments.

Aviation Technical System Specialists (ATSS)

NATCA represents the employees who support the work and overall tasks of ATC and the NAS, including training, planning, and requirements at the three ATO service centers.

Department of Defense Air Traffic Controllers (DOD)

NATCA represents the air traffic control specialists (ATCS) employed by the Department of Defense (DoD) in several DoD towers: Marine Corps Air Station Cherry Point (NKT), N.C., Kalaeloa Tower (JRF), Hawaii, Los Alamitos Army Airfield (SLI), Calif., Alexandria International Airport Tower Louisiana Air National Guard (AEX), Alexandria, La., Wheeler Army Airfield (HHI), Honolulu, Hawaii, and Vance Air Force Base (END), Enid, Okla..

Drug Abatement Division/Compliance and Enforcement Branch Inspectors (DAI)

NATCA represents the inspectors who operate out of seven FAA regional offices, Miami, the Mike Monroney Aeronautical Center, and FAA Headquarters who report directly to the Office of Aerospace Medicine. These members ensure that air carriers operating within the U.S. are in compliance with FAA/Department of Transportation Drug and Alcohol Testing regulations and policies.

"NATCA Represents..."

Engineers & Architects (E&A)

NATCA represents the engineers and architects who design new ATC facilities, construct or remodel new or existing ATC facilities, and replace aging NAS equipment. They evaluate systems and provide technical support to fix problems with NAS equipment. In addition, they analyze radar and communications coverage, correct deficiencies in existing systems, propose changes and upgrades, and present those changes to the agency to secure funding and support. Engineers determine whether facilities will be replaced or upgraded, develop plans for improvements and implement upgrades and construction, conduct installation projects, and much more. Employees in this unit are assigned to both Technical Operations (Tech Ops) Engineering Services and the Service Centers. They are located in all nine FAA regional offices, three service centers, and many Technical Operations District Offices. The engineers in Oklahoma City and Atlantic City in the Flight Inspection Services and Operations Support organizations are also part of this E&A unit. Operations Support provides field support, maintains the configuration management of systems, and performs modifications of equipment. Flight Inspection Services provides airborne flight inspection of Navigational Aids and procedures.

NATCA Bargaining Units

Finance Management (AFN)

NATCA represents the employees included in the AFN bargaining unit in FAA offices nationwide. This includes Finance (ABA), Acquisitions (ACQ), Information Technology (AIT), and Regional Operations (ARO) throughout the Agency. Members in these lines of business provide shared services to all employees across the Agency and to the public. Professions represented include real estate, acquisition, materiel/material, property, building services, accounting, payroll, finance, budget, and computer specialists. They provide materiel/material purchasing and inventory control, asset management and accountability, land and associated fixtures purchasing, budget planning, payroll for all employees, accounts receivable and payable, network planning, programming, and computer support.

Flight Procedures Team (FPT)

NATCA represents the employees who manage and facilitate the FAA's Instrument Flight Procedures Program in accordance with National Policy directives. A primary function of the FPT is to design, coordinate, and integrate instrument flight procedures into the NAS. FPT specialists must have a working knowledge of the responsibilities of national/regional organizations (i.e. WAAS, NextGen, PBN offices, etc.) and other FAA Lines of Business involved in the coordination of Instrument Flight Procedures.

Alaska Flight Service Station ATCS (FSS)

NATCA represents all 17 Flight Service Stations in Alaska, including four hub locations — Fairbanks, Juneau, Kenai, and Palmer. These controllers provide airport advisory services, pre-flight briefings, and search and rescue operations, among other services.

Notice to Airmen (NOTAM)

NATCA represents employees at the FAA's David J. Hurley Air Traffic Control Systems Command Center's (ATCSCC) Notice to Airmen (NOTAM) Office (USNOF) Unit in Warrenton, Va. The members in this bargaining unit are responsible for operational compliance with policies and procedures and communicate this data to pilots on any issue that affects flight safety.

Federal Contract Towers

NATCA represents this group of ATCSs who work for three private employers: Midwest Air Traffic Control Services, Robinson Aviation (RVA), Inc., and Serco Management Services, Inc. These contract towers tend to be smaller in size and operation, typically employing between five and 10 controllers.

Staff Support Specialists (SSS)

NATCA represents the staff specialists who are air traffic controllers located in service centers, air route traffic control centers, terminal radar approach controls, and airport traffic control towers. Staff Specialists support the daily operation of the air traffic system through a variety of functions. Primary responsibilities are to initiate procedural and traffic management changes to enhance the air traffic controller's ability to move aircraft through the system and support the work and overall tasks of ATCSs, including quality assurance, training, and personnel.

Traffic Management Coordinators (TMC)

NATCA represents these employees in en route centers and terminal facilities. These employees maximize the NAS by coordinating the flow of aircraft on a national scale. They are continuously aware of the traffic flow, status of navigational aids, weather conditions, and traffic forecasts to preclude situations that may cause sector saturation, excessive en route and terminal delays, and flights undesirable atmospheric conditions.

COMING SOON

LOADING...

NATCA ATX

ACTIVISIM & TRAINING EXPO
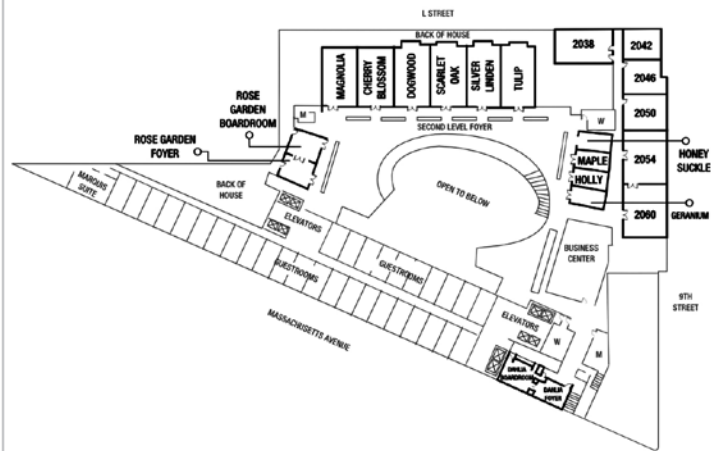
December 9-12, 2024

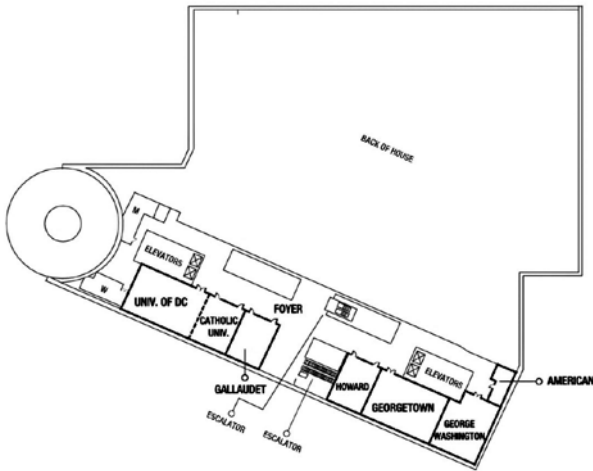## CAESARS PALACE, LAS VEGAS, NV

For more information visit www.natca.org/events/atx
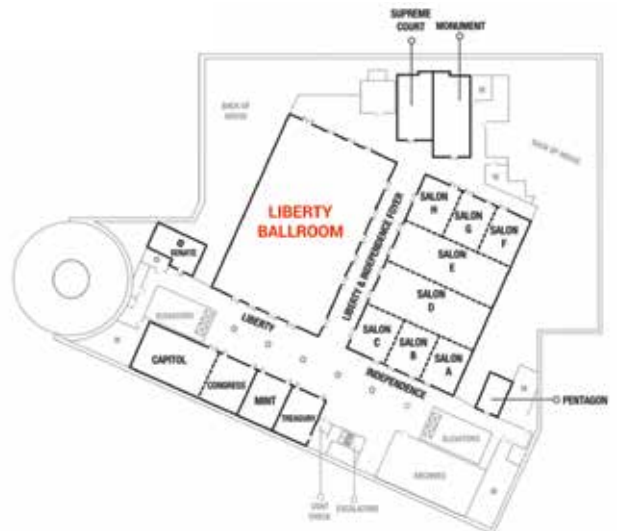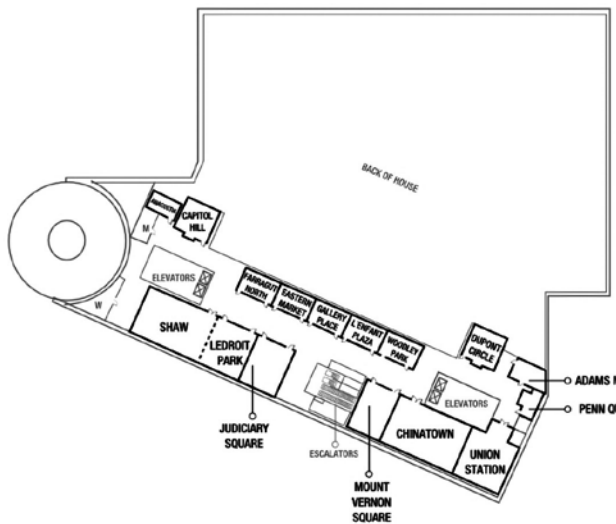
Map: Marriott Marquis

Meeting Level 1 (M1) (one level below lobby)

2nd Floor (one level above lobby)

Meeting Level 3 (M3) (three level below lobby)

Meeting Level 4 (M4) (four level below lobby)

Map: Capitol Hill

References

Speak Like a Congressperson

Airspace Cosponsors CRWG Funding

Hearing House Legislation Lobbying

Max Hiring New Entrants Senate Congressmember

Staffing THUD Turbulence Separation

Appropriations Authorization Caucus

```
C L N O I T A Z I R O H T U A H
O O A T O R H O U S E P F N H A
N B C O S P O N S O R S X S G P
G B R O W E A G E T A N E S N P
R Y G N N R N I D V S E E T I R
E I T R E I W O L E C G C A D O
S N A I R W E S P U N N A F N P
S G T A R D E A A I U O P F U R
M T E G R I R N R E S A S I F I
E H C H C A Y I T U O D R N I A
M P L R T F H A C R D V I G E T
B I N I W X R U Y S A D A D U I
E A O M A G A H T E I N U U S O
R N H M O C R I N A F H T B C N
T U R B U L E N C E T E D S S S
L E G I S L A T I O N A R T U L
```

Connect With Us

Like us on Facebook
facebook.com/NATCAfamily

Follow us on Twitter
twitter.com/natca

Visit us at
www.natca.org

👍 Like

💬 Comment

➤ Share

Save The Date

MARCH 24-26
NATCA in WASHINGTON
2025

NATCA IN WASHINGTON

Hyatt Regency Washington on Capitol Hill
400 New Jersey Avenue, NW, Washington, DC 20001

National Air Traffic Controllers Association | *www.natca.org* | *facebook.com/NATCAfamily* | *twitter.com/natca*