

**VOTE NOW FOR**

# NATCA

NEWSLETTER

MAY 1987

## Final Touches Put on Election Campaign

**G**et Out the NATCA Vote is the message being spread at Controller events held across the nation.

Hundreds of Controllers have been meeting in recent weeks to ensure a NATCA victory in the election that will determine Controller representation. The secret mail balloting began on May 6th and ballots must be returned by June 10th to be considered eligible. *Continued on page 2*



Controllers from the Kansas City area meet to discuss the NATCA organizing campaign.



Pat Pascazi (left) and Rita Centner working late again to make sure that NATCA national mailings get out on time.

**Have You Received  
Your Ballot?  
Have You Any  
Questions?**

**R**EMEMBER.... Controllers who have not received an election ballot by May 20th, and believe they are eligible to vote in the election, should contact the Washington Regional Office of the Federal Labor Relations Authority, FTS 653-8512, Commercial (202) 653-8512, to obtain the required material.

**REMEMBER....** If you have any questions about the election or NATCA, call us collect at (202) 347-4572. NATCA also operates a 24-hour HOTLINE at (202) 753-2556.



Continued from page 1

On April 21st, the NATCA Executive Board met in Washington, DC to receive reports on regional election activities.

NATCA - sponsored information events over the past few weeks have ranged from barbecues and picnics to phone banks and letter-writing campaigns. Many of the NATCA Representatives are also attempting to revisit every ATC facility in their area during these last crucial weeks of the election.



But no matter what the event, the message behind it is clear: these are Controllers meeting and talking with other Controllers who are concerned about their future and the integrity of the ATC System.

And more and more Controllers are coming away from these meetings knowing that NATCA -- the Controllers' association -- is the one voice that can best address Controller issues. They are counting on you to join them when you vote.



Members of the NATCA Executive Board receiving reports on election activities.

## NTSB Head Wants To Trim Summer Flight Schedule

**N**ational Transportation Safety Board Chairman Jim Burnett recently called upon the government to force cuts in the number of flights this summer in order to ensure safety.

NATCA National Coordinator John Thornton commented: "The NTSB is right on top of the situation and NATCA agrees with the chairman's recommendation. Our association has testified on numerous occasions that flights should be reduced until the ATC system is rebuilt. Cutting back flights now would be a clear indication from the Administration that it is committed to air safety first."

In an interview with *The Washington Post*, Mr. Burnett

stated that reductions were necessary in view of the recent rise in operational errors and near mid-air collisions.

The NTSB chairman told *The Washington Post*: "The issue is what level of protection should the American flying public have this summer, and what can they expect to have with the system we have, and how serious is the gap between them."

Mr. Burnett also expressed the fear that the recent outcry "to



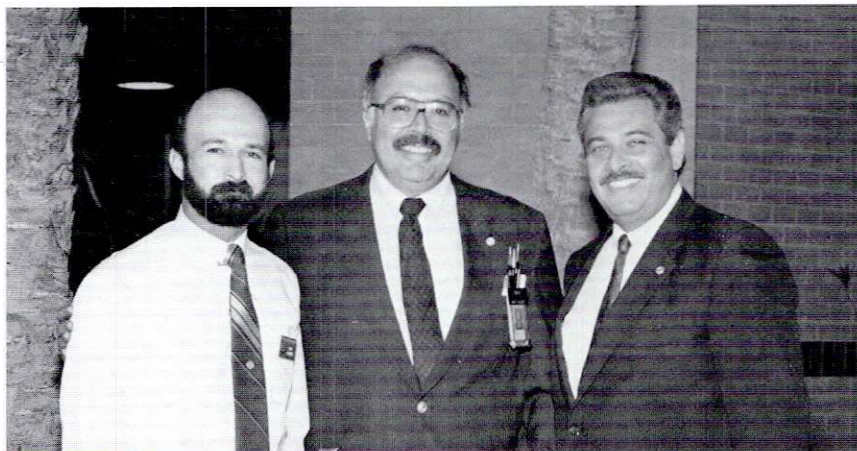
## Congressman Smith Visits Ft. Lauderdale Tower

**R**ep. Larry Smith (D - FL) recently paid a visit to the Ft. Lauderdale Tower to get a first-hand report on the problems facing the Air Traffic Control System.

Rep. Smith, who first addressed a meeting of MEBA District One affiliates, made a visit to the facility accompanied by NATCA Miami Center Representative Arthur Joseph and NATCA Miami Tower Representative Fred R. Spencer.

Rep. Smith was briefed on budgetary, staffing and equipment problems. He expressed great concern for the plight of the nation's Controllers who are faced with rampant air traffic growth and little corresponding expansion of the ATC System.

Those who attended the meeting were impressed by the breadth of Rep. Smith's knowledge of the ATC System, and were heartened by his enthusiastic support of NATCA.



Congressman Larry Smith of Florida (right) meets with NATCA Representatives Fred R. Spencer (left) and Arthur Joseph (center) before a tour of the Ft. Lauderdale Tower.



Congressman Smith (far right) being briefed on flight operations at the Ft. Lauderdale Tower.

reduce delays may overwhelm the counter - pressure to maintain the public safety."

The reaction from the FAA was predictable yet nevertheless disappointing. FAA Administrator Engen told the *Post*: "If [Mr. Burnett] wants to restrict air commerce, he better talk to the President of the United States."

According to the report, Admiral Engen said that the NTSB chief does not understand the Air Traffic Control System. "Chairman

**"There is an abundance of warning signs that I believe the Department of Transportation and the FAA will ignore at the peril of the traveling public."**

**Jim Burnett,  
Chairman,  
National Transportation  
Safety Board**

Burnett is not responsible for the system.... He does not have a feel for the system."

Mr. Burnett told the *Post* that he has become more critical and blunt in his criticism of the FAA because the agency has failed to act on many of the NTSB's recommendations.

"There is an abundance of warning signs that I believe the Department of Transportation and the FAA will ignore at the peril of the traveling public," he concluded.



## House Committee Releases O'Hare Recommendations

**T**he House Government Operations Committee, echoing warnings by NATCA and Controllers on the job, has released a report that is highly critical of the FAA's management of the Air Traffic Control System at O'Hare Airport. It concluded that the "FAA cannot afford to continue its laissez-faire approach to air traffic control problems" at the facility.

The report is based in part on a hearing that the Subcommittee on Government Activities and Transportation held at O'Hare earlier this year at which three NATCA representatives testified.

Among the committee's findings were the following:

- Reported Controller errors at O'Hare Airport increased from 14 in 1985 to 23 in 1986.
- The increase in reported Controller errors at O'Hare occurred

in the context of a 13-percent decline in such errors nationwide.

■ The work of the GAO, the NTSB and the subcommittee revealed serious problems at O'Hare in terms of staffing levels, training, Controller recertification following an error, quality assurance, and management.

■ The FAA did not respond in an adequate or timely fashion to the problems at O'Hare as reported by its own in-house evaluators and as underscored by the subsequent increase in Controller errors.

The Government Operations Committee made four recommendations to remedy the situation at O'Hare:

1. The FAA Administrator should appoint an Administrator's Review Board to examine the FAA's ATC System at O'Hare and to monitor the implementation of the FAA's September 1986 "Action Plan" to improve safety at the facility.
2. In conducting that review, the Review Board should elicit testimony from interested parties in

public session. "Individual controllers should be encouraged to participate with no fear of reprisals."

3. The Review Board should report to the Administrator with its recommendations for improving the safety of the ATC System at O'Hare within 120 days of its formation.

4. The FAA Administrator should report with his views on the Review Board's recommendations within 45 days of receipt of the report.

**"The key to improved safety at O'Hare does not, therefore, admit to facile solutions in terms of merely increasing controllers or merely reducing flights. The problems are deeper in pointing to an air traffic control system that has been badly managed."**

**Report by the House Committee on Government Operations on improving air traffic safety at O'Hare.**

### NATCA REGIONAL REPRESENTATIVES

#### ALASKA REGION

Joseph W. Dunigan (ANC) 907/279-2973  
1476 West 25th Anchorage, AK 99503

#### CENTRAL REGION

Daniel L. Brandt (OFF) 402/331-1144  
1012 Conestoga Rd. Papillion, NE 68046

#### EASTERN REGION

Steve Bell (N90) 516/821-3178  
182 Parkside Avenue Miller Place, NY 11764

#### GREAT LAKES REGION

Fred Gilbert (ZAU) 312/897-4881  
P.O. Box 26 N. Aurora, IL 60542

#### NORTHWEST MOUNTAIN REGION

Gary Molen (ZLC) 801/561-0440  
7906 South 450 East Sandy, UT 84070

#### NEW ENGLAND REGION

Howie Barte (PVD) 401/568-7828  
P.O. Box 446 Mapleville, RI 02839

#### SOUTHERN REGION

Dennis Delaney (PNS) 904/994-0147  
400 Sheridan Dr. Pace, FL 32570

#### SOUTHWEST REGION

Edward Mullin (DAL) 214/248-2920  
4748 Old Bent Tree Ln. # 1202 Dallas, TX 75252

#### WESTERN PACIFIC REGION

Karl Grundmann (L90) 805/251-2204  
28007 Foxlane Dr. Canyon Country, CA 91351



**NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION MEBA/AFL-CIO**  
Suite 800 444 North Capitol Street Washington, D.C. 202/347-8585

