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NiW Today

March 24–26, 2025

NATCA IN WASHINGTON 2025

Engage & Elevate



Empowering
the Future
of NATCA



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NiW Today

NATCA IN WASHINGTON 2025

March 24–26, 2025

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Nick Daniels
President

Mick Devine
Executive Vice President

Welcome to NATCA in Washington 2025!

To those of you attending NATCA in Washington for the first time, thank you for being a part of this important event. And to our returning members, we deeply appreciate your ongoing commitment to advocating for our legislative priorities with Congress.

Since we last gathered, we have navigated significant challenges that continue to affect our Union. Thanks largely in part to the work of our National Legislative Committee, the activists in this room, and NATCA's Government Affairs department, we were able to secure our Union's top legislative priorities in the FAA Reauthorization Act of 2024.

That groundbreaking legislation requires the FAA to conduct maximum hiring of new air traffic controller trainees for five years and to adopt the controller staffing model that was jointly developed by NATCA and the FAA's Air Traffic Organization – which meets all the FAA's operational, statutory, and contractual requirements – as the basis for the 2025 Controller Workforce Plan.

The 2024 Reauthorization Act also directs the FAA to deploy tower simulator systems at all FAA towers to enhance and expedite training time and requires FAA to study and implement expansion of the capacity of the FAA's Training Academy.

These legislative victories demonstrate what we can accomplish collectively when we share our expertise and communicate our top priorities directly to policymakers. As we move forward, our Union will face both new and old challenges, and we carry the responsibility to educate our elected representatives about these issues so that they can help us secure the future for every aviation safety professional.

This is where you come in. Over the next few days, we will equip you with the knowledge you need on critical issues such as staffing, training, modernization, and funding. The materials you have received, along with your training during NATCA in Washington, will ensure you and your fellow activists are prepared to represent our Union with one clear, consistent message. Each of you will be prepared to speak with a unified voice so that every member of Congress fully understands the importance of our priorities.

Additionally, we will provide you with the tools and training needed to build and strengthen relationships with your members of Congress and their staffs this week and for weeks to come. Congressional staff play a crucial role in the legislative process, and developing lasting relationships with them is just as important as engaging with your Senators and Representatives.

NATCA in Washington will also feature remarks from influential political leaders and legislative experts, whose insights will be invaluable as we continue to move forward.

Finally, remember that your most valuable resource is likely sitting right next to you. Take time to engage with one another—ask questions, share experiences, and support each other. Whether you're a veteran of this event or attending for the first time, this is an opportunity to learn from each other and discover innovative ways to become more effective activists.

Thank you for what you have done and for what we know you will do in the days, weeks, and months ahead.

In Solidarity,

Nick Daniels
President

Mick Devine
Executive Vice President

2025 NATCA in Washington Code of Conduct

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 conduct@natca.net. or contact the designated Code of Conduct representative:

Dean Iacopelli
Chief of Staff
516.356.3983

Note: Printed copies of the full NATCA Code of Conduct may be requested at the NiW registration desk.

Agenda

SUNDAY, March 23

1 – 5 p.m. ■ *Ballroom Level, Regency Foyer*

- Registration
- NATCA Charitable Foundation (NCF)
- Disaster Response Committee (DRC)
- NATCA Store

5:30 – 8:30 p.m. ■ *101 Constitution* (101 Constitution Ave, NW)

- Opening Reception

MONDAY, March 24

7 a.m. – 5 p.m. ■ *Ballroom Level, Regency Foyer*

- Registration
- NATCA Charitable Foundation (NCF)
- Disaster Response Committee (DRC)
- NATCA Store

7 – 8:15 a.m. ■ *Ballroom Level, Hall of Battles*

- Breakfast

8:30 a.m. – 12:15 p.m. ■ *Ballroom Level, Regency Foyer*

- General Session

12:15 – 2:30 p.m. ■ *Various Locations*

- Regional Breakouts with Lunch

2:30 – 4:55 p.m. ■ *Ballroom Level, Regency Foyer*

- General Session

5 – 6 p.m. ■ *Various Locations*

- Regional Breakouts

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

- Group Dinner

Regional Breakout Lunch Locations

Regions will meet in these locations from 12:15 - 2:30 p.m. and 5 - 6 p.m.

- *NAL Regional Breakout* – *Lobby Level, Congressional C*
- *NCE & NNE Regional Breakout* – *Ballroom Level, Lexington & Concord*
- *NEA Regional Breakout* – *Ballroom Level, Columbia A*
- *NGL Regional Breakout* – *Ballroom Level, Regency D*
- *NNM Regional Breakout* – *Lobby Level, Congressional B*
- *NRX Regional Breakout* – *Lobby Level, Congressional D*
- *NSO Regional Breakout* – *Ballroom Level, Columbia B*
- *NSW Regional Breakout* – *Ballroom Level, Columbia C*
- *NWP Regional Breakout* – *Lobby Level, Congressional A*

Region X will be in Congressional A during the lunch breakout only. From 5 - 6 p.m., Region X will join their geographical locations instead of meeting in Congressional A.

TUESDAY, March 25**7 – 9 a.m. ■ Ballroom Level, Regency Foyer**

- Registration
- NATCA Charitable Foundation (NCF)
- Disaster Response Committee (DRC)
- NATCA Store

7 – 8:45 a.m. ■ Ballroom Level, Hall of Battles

- Breakfast

8 – 8:45 a.m. ■ Ballroom Level, Columbia B

- First Timers' Class

9 – 11:30 a.m. ■ Ballroom Level, Regency Foyer

- General Session

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

- Congressional Meetings

4:30 p.m. ■ Capitol Steps

- Group Photo

5 – 6:30 p.m. ■ Rayburn Cafeteria, Rayburn House Office Building

- House Congressional Reception

5 – 6:30 p.m. ■ SH-902, Hart Senate Office Building

- Senate Congressional Reception

7:30 – 10 p.m.

- Regional Dinners

WEDNESDAY, March 26**9 a.m. – 5 p.m.**

- Congressional Meetings

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 [EVP], and Regional Vice Presidents [RVPs]), 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



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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, education, and training NATCA members on how to become effective legislative activists. 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 member 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.



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National Legislative Committee



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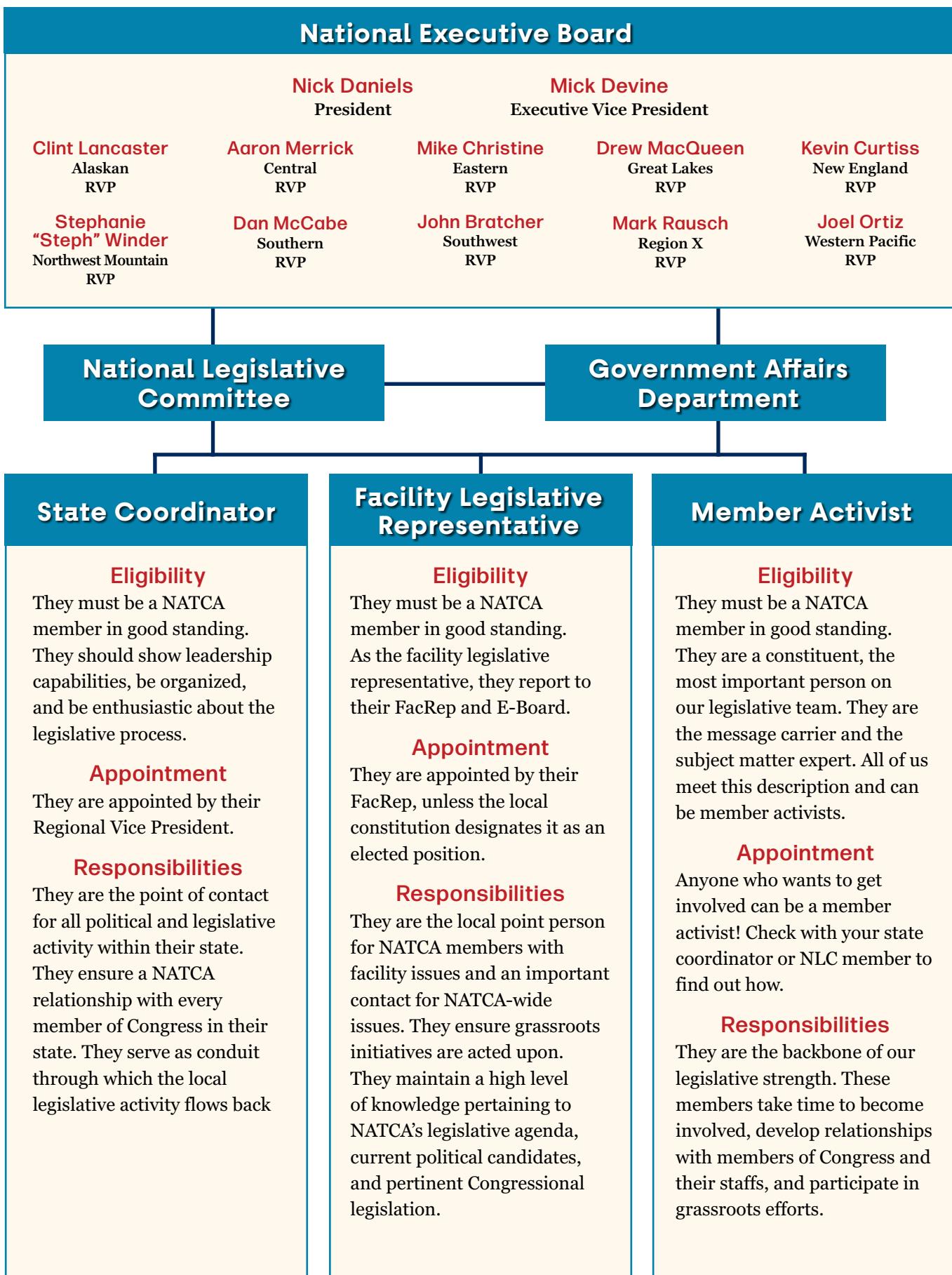
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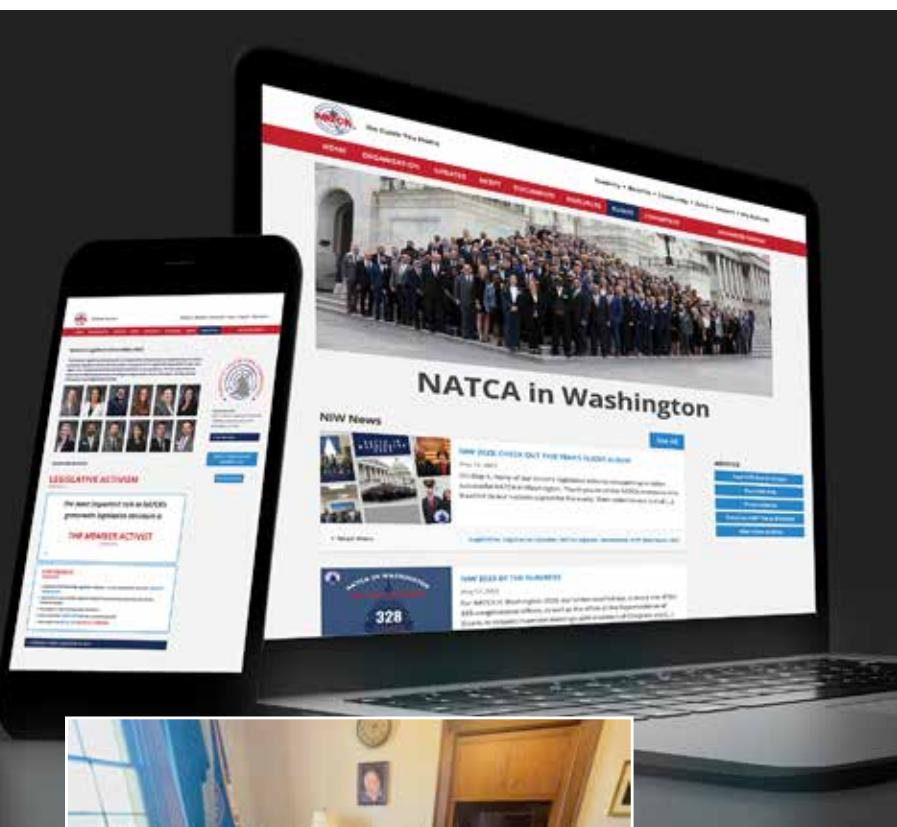
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NATCA members are encouraged to stay informed and legislatively active throughout the year. We have assembled an array of resources on the natca.org website on these two sections:

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 2025 event, complete with video on demand, will be located on this site after NiW. There's also an archive section where you can find videos, photos, and past coverage.

natca.org/nlc The NLC website is packed with important and interesting information with the goal of educating and advocating.



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 and 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) 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.



Dawn Forde
Region X
NLC Alternate Member



Nicolas Monahan
New England Region
NLC Alternate Member



Matt Scala
Northwest Mountain Region
NLC Alternate Member

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 NiW. The following year, at her first NiW as 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 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, former NATCA President Rich Santa and former EVP Andrew LeBovidge joined NLC Chair David Skarphol and NLC Vice Chair Allison Schwaegel in bestowing the honor of this award on former New England Region Legislative Representative Andre Jean (Boston TRACON, A90).



Pictured from left to right at NiW 2024: NLC Chair David Skarphol (Phoenix TRACON, P50), NLC Vice Chair Allison Schwaegel (St. Louis Tower, STL), current New England Region Legislative Representative Jamie Green (Providence Tower, PVD), Trish Gilbert Award Winner and former New England Region Legislative Representative Andre Jean (Boston TRACON, A90), former NATCA President Rich Santa, and former EVP Andrew LeBovidge.

Previous winners of the award

2023: Corey Soignet	2018: Trisha Pesiri-Dybvik	2013: Mitch Herrick
2022: Kristena Jones	2017: Noel Kingston	2012: Betsy Beaumont and AnnMarie Taggio
2021: Erin Phelps	2016: Steve Weidner	2011: Brody McCray
2020: Tom Thompson	2015: Jason Arnold	2010: Trish Gilbert and Mark Griffin
2019: Richard Kennington	2014: Toby Hauck	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 their respective winners during their regional breakout meetings.



NCF Officers

Corrie Conrad,
President

Scot Morrison
Vice President

Kristen Laubach,
Secretary

Krissy Lewandowski,
Treasurer

Board of Directors

Kimberly Beckett

Jason Boyde

Mick Devine

Steve Lewandowski
Andrea Orr

For more information
on NCF and how to
get involved, contact:

natcacharitable@natca.net
202.220.9831

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 30-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.

✓ Multi-Item Raffle

NCF will be hosting two raffle fundraising events during NATCA in Washington. Buy your raffle tickets from a NCF volunteer and take your chances to win the Grand Door Prize or one or more of several smaller prize packages.

Auction opens on Sunday, March 23 at 1 p.m. and closes Tuesday, March 25 at 9 a.m. 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 Door Prize Raffle

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



NATCA's Disaster Relief Fund is an essential resource for our members during times of crisis. Since its establishment in 1992 in response to Hurricane Andrew, the fund has assisted numerous members and their families in recovering from catastrophic events. Whether it involves rebuilding homes, replacing essential items, or providing necessities such as food and gasoline, the relief fund serves as a critical support system during the most challenging times.

Throughout the years, our Union's commitment to supporting one another has remained steadfast. NATCA members have united to aid those affected by disasters, including Hurricanes Katrina, Sandy, and Harvey, and Helene as well as the wildfires in California and many others. The continued generosity of our members has allowed this fund to grow, ensuring we can respond promptly whenever and wherever disaster strikes.

Your support is crucial to maintaining the strength and effectiveness of this fund. Every donation directly contributes to providing relief for NATCA members in need. Your contribution, whether through a one-time donation or payroll deduction, ensures that we are always ready to assist our fellow NATCA members when disaster occurs.

If you are ever in need of assistance, please call or email us immediately at 1-833-NATCADRC or drc@natca.net.

We encourage you to consider donating to the NATCA Disaster Relief Fund. Together, we ensure that no member faces these challenges alone. Please visit our GoFundMe page or set up a payroll deduction to make ongoing contributions.



Scan QR Code for more information

Member of Congress

MEETINGS

**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

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 and aviation safety professional, you will be a great advocate for NATCA.

MEETINGS

Quick Reference

■ Introduce Yourself

- Who you are
- Where you are from (note if you are a constituent)
- Where you work
- What you do (in layperson'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 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.

DO:



- Know your member of Congress. Learn the member's political party, district, voting record, committee assignments and where their specialties lie.
- Be on time. It's generally good to arrive 10-15 minutes in advance.
- 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 their 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 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 their opposition and perhaps change it.
- Dress comfortably, but professionally. 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 be offended if a member is unable to meet at the last moment and requests that you meet with their staff. Vote schedules and committee actions 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 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 them off just to make it through your list.
- Don't be argumentative, pressure, beg or threaten a member. Be polite and respectful even if their 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 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.



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 9% since 2012 and about 4% of the CPC workforce is eligible to retire.

2

Last year, with overwhelming bipartisan support, Congress passed the FAA Reauthorization Act of 2024, which contained many of NATCA's top policy priorities. By law, the FAA is now required to conduct maximum hiring of new air traffic controller trainees for the five-year duration of the law and to adopt the Collaborative Resource Workgroup's controller staffing model that the FAA's Air Traffic Organization developed with NATCA as the basis for the FY 2025 Controller Workforce Plan.

3

In order to resolve its staffing and training challenges, the FAA and Congress must continue to take a holistic approach. After reaching its hiring targets for air traffic controller trainees for three consecutive years, including increased targets of 1,500 and 1,800 the past two fiscal years, the FAA is starting to make some progress. After a decade of steady losses, in FY 2023, the FAA added 15 additional Certified Professional Controllers and 15 additional trainees. In FY 2024, the FAA added 140 CPCs and 189 trainees after accounting for attrition.

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. All too often, they are forced to shoulder the burden of chronically understaffed facilities. 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. Moreover, chronic understaffing of controllers has contributed to flight delays, interruptions to air traffic service, and decreased system capacity because controllers are not always able 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).

Full Background

Issue

Air traffic controller staffing and training have been concerns for many years. Despite some recent progress, they remain challenges. The FAA continues to remain near a 30-year low in the number of Certified Professional Controllers (CPCs). Controller staffing levels have fallen 9% since 2012 and 4% of the CPC workforce is eligible to retire.

Funding disruptions for the FAA have made this problem worse. The 35-day government shutdown that began in 2019 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 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

NATCA continues to be focused on improving the system-wide controller staffing shortage and long-standing controller training challenges. A properly-staffed controller workforce is necessary in order to safely and efficiently meet all of its operational, statutory, and contractual requirements, while also having the personnel resources to research, develop, deploy, and then train the existing workforce on new processes, technology, and modernization initiatives. Without a sustainable hiring, training, and staffing model like the one outlined in the FAA Reauthorization Act of 2024, which passed both

chambers with overwhelming bipartisan support, the FAA will have a difficult time maintaining the current capacity of the system, let alone modernize or expand it for new users.

Prior to 2024, NATCA, the FAA, and Congress were already taking steps in the right direction toward resolving these issues. For instance, in 2016, Congress passed a law 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 worked with Congress to reinstate the FAA’s Retired Military Controller (RMC) program, as well as provide the FAA authority to post local commuting area vacancy announcements for certain critically understaffed facilities in New York. 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.

Last year, Congress made significant progress when it passed the FAA Reauthorization Act of 2024, which was a critical advancement in addressing controller staffing shortages and training challenges. That law included many first-time provisions including directing the FAA to conduct maximum hiring for controllers for the duration of the bill, implementing expansion of the capacity of the FAA’s Training Academy in Oklahoma City, deploying tower simulator systems (TSS) at all FAA towers to enhance and expedite training time (by approximately 25%).

After reaching its hiring targets for air traffic controller trainees three consecutive years, including increased targets of 1,500 and 1,800 respectively the past two fiscal years (FY), the FAA is starting to make some progress. After a decade of steady losses, in FY 2023, the FAA added 15 additional Certified Professional Controllers and 15 additional trainees. In FY 2024, the FAA added 140 CPCs and 189 trainees after accounting for attrition. Maximum hiring for the full duration of the 2024 Reauthorization Act will greatly assist the FAA achieve a staffing level required to meet all of its needs.

The law also requires the FAA to implement the Collaborative Resources Workgroup’s (CRWG) more accurate operational staffing targets on an interim basis, until the Transportation Research Board

Staffing And Training Challenges Persist

– a part of the National Academies of Sciences, Engineering, and Medicine – completes a study to determine which staffing models and methodologies best account for the operational staffing needs necessary to meet facility operational, statutory, contractual and safety requirements of the air traffic control system. Proper and timely implementation of these provisions is essential to the safety, efficiency, and technological modernization of the NAS for the years to come.

NATCA believes the FAA and Congress must continue to take a holistic, collaborative approach to resolving its staffing and training challenges and we remain committed to working with all stakeholders – the Administration, Congress, and Industry – to develop permanent, sustainable solutions. NATCA also recommends the following near-term actions:

- The FAA should routinely post vacancy announcements for experienced air traffic controllers and hire the maximum number of qualified controller candidates annually from those announcements, as directed by law.
- 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 continue to streamline the hiring process, specifically easing the bottlenecks and delays in human resources, security, and medical.

In addition to these hiring advancements, the FAA and NATCA established a more efficient and 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 high-traffic, high-complexity 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 from March to December. That compounded an already tenuous staffing situation in which the FAA was trying to keep up with the pace of controller retirements. The FAA also is trying to make-up for the sequestration-related hiring freeze or the 35-day government shutdown that stretched from December 2018 through January 2019.

Despite meeting its 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 2024, there were 1,020 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 even when the FAA has met or exceeded its hiring targets.

At the end of FY 2024, the FAA had 3,044 controllers in training, including 2,091 developmental stage trainees and 953 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 750 trainees means that the pipeline has dwindled. Consequently, as of the end of FY 2023, the FAA netted an additional 15 CPC compared to the end of FY 2022. By the end of FY 2024, the FAA netted an additional 140 CPCs. Maximum hiring for the full five-year duration of the FAA Reauthorization Act of 2024 will greatly assist the FAA achieve a staffing level required to meet its needs.

However, maximum controller hiring will not solve this issue on its own. On average, 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, even maximum controller hiring 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.

Staffing And Training Challenges Persist

Controller Training Challenges

The FAA must have sufficient funding to train each of the approximately 2,000 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 are admitted into the FAA Academy in 2025 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 41 have one of the two permanent platforms of tower simulators. Thankfully, the FAA Reauthorization Act of 2024 directs the FAA to deploy tower simulator systems (TSS) to all FAA towers to enhance and expedite training time. These systems have been proven to reduce controller training times by 25%.

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. 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 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 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 worked together 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. This past December, the FAA and NATCA signed an agreement that increased on-the-job-training (OJT) premium pay. For the first time, controllers will be provided OJT premium pay when providing instruction in the simulation environment. This agreement demonstrates that both FAA and NATCA leadership are committed to training and to the NTI's program, expectations, and goals.

Currently, there are a large number of developmental trainees 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

Staffing And Training Challenges Persist

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 and Increased Delays

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

Delayed Deployment of Modernization Programs

Understaffing—Understaffing hinders facilities

throughout the NAS from deploying and training for modernization programs, procedures, and equipment.

Mandatory 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.

Controller 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.

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.

These data are prior to the implementation 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)

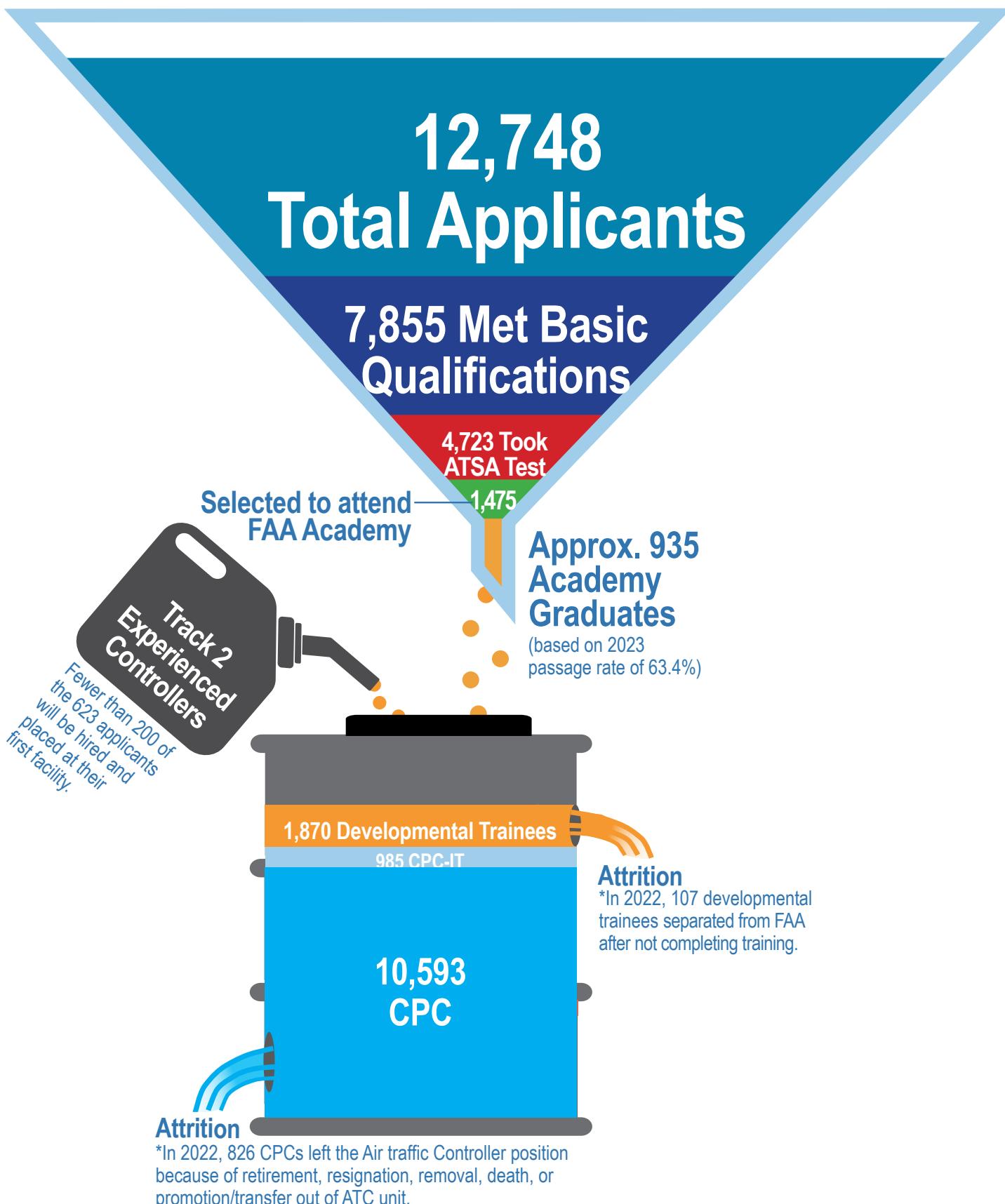
DEV: Developmental (trainee)

AG: Graduate of the FAA Initial Classroom Training Academy in Oklahoma City, newly hired, and started at their first facility as a trainee

Very Few Applicants Become CPCs

*Hiring process numbers spanning FY 2022 - 2023

ISSUES



*Source: 2023-2032 FAA Controller Workforce Plan

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FAA Funding Requires Robust Authorization and Appropriations Levels

► Quick Reference

1

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

2

Congress has historically provided the funding requested by the FAA. However, those budget requests often have fallen short of what is needed and have not kept up with inflation. This has been especially true for the Agency's F&E budget, which funds modernization programs and infrastructure sustainment and improvement throughout the NAS.

3

NATCA supports the FAA's FY 2025 F&E budget request, which acknowledges the Agency's true need and proposes a new Facility Replacement and Radar Modernization fund that would dedicate \$8 billion over the next five years – beginning with \$1 billion in FY 2025 – to replace or modernize aging ATC facilities.

4

NATCA urges the FAA to request – and for the 119th Congress to provide – adequate funding through the annual appropriations process, particularly for the Agency's Operations and F&E budgets for the remainder of FY 2025 and beyond. 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 all aviation safety professionals. Funding shortfalls have and will continue to 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. Historically, government shutdowns – even threatened shutdowns – related to the expiration of appropriations or FAA authorization, disrupt and delay critical modernization and safety programs, while also creating uncertainty and stress for NATCA members about when they will be paid for working during a shutdown.

Full Background

Issue

The FAA, like much of the federal government, has faced an unstable and unpredictable funding stream for the better part of two decades. Funding disruptions and budgetary shortfalls have negatively affected all aspects of the FAA, making it increasingly difficult to maintain the safety and efficiency of the National Airspace System (NAS). Even when the FAA is not facing the threat of a shutdown, multiple administrations from both parties have submitted insufficient budget requests to Congress. FAA's requests have fallen well-short of what it needs to adequately address its staffing, modernization, and infrastructure needs.

This continues to be one of the most serious challenges facing the FAA and the NAS. Without stable and sufficient funding, the FAA will be hard-pressed to address its controller staffing shortage and maintain capacity, let alone modernize the physical and technological infrastructure of the system while also 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. 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. The 119th Congress will not have to address FAA reauthorization, which passed in May 2024 and does not expire until 2029.

The FAA Reauthorization Act of 2024

The FAA is currently operating under the FAA Reauthorization Act of 2024, which passed Congress with overwhelming bipartisan support and was signed into law in May 2024. This five-year reauthorization act authorized the FAA to continue

to operate, while also establishing, continuing, and/or modifying FAA programs, activities, and policy priorities. It also authorized the collection of taxes into and expenditure of funds from the Airport and Airway Trust Fund (Trust Fund).

Significantly, this law requires the FAA, for the first time, to conduct maximum hiring of new air traffic controller trainees for five years (the duration of his bill) and to adopt the Collaborative Resource Workgroup's (CRWG) controller staffing model that NATCA and the FAA's Air Traffic Organization collaboratively developed. The law also requires the FAA to use the CRWG CPC staffing targets as the basis for the Fiscal Year (FY) 2025 Controller Workforce Plan (CWP).

FAA reauthorization was one of NATCA's top legislative priorities and NATCA is thankful to all members of Congress who championed, supported, and voted in favor of the bill.

FAA Appropriations

The FAA's funding stream has been constrained by the lack of "regular order" in the appropriations process. In fact, 1996 was the last time all 12 appropriations bills were enacted by the start of the new fiscal year. A standalone 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 instead has used temporary, short-term funding measures called continuing resolutions (CRs), as well as omnibus spending packages (funding bills that combine multiple appropriations bills together) or some combination of the two, to fund the government.

To begin FY 2024, Congress was unable to pass a THUD appropriations bill to fund the FAA, instead opting for multiple short-term CRs. In early March 2024, the FAA was funded for the remainder of the fiscal year, through Sept. 30, 2024 as part of the Consolidated Appropriations Act, 2024 covering six of the 12 appropriations bills. To begin FY 2025 Congress has passed two additional CRs, on Sept. 25 and Dec. 20, 2024, the last of which funds the government through March 14, 2025.

To this day, unstable FAA funding continues to cause damage to the NAS, some of which is irreversible. The unpredictability of a stop-and-go funding stream, and specifically stringing together

FAA Funding Requires Robust Authorization and Appropriations Levels

multiple short-term CRs, makes planning for long-term improvement and modernization programs extremely difficult. Stopping and restarting modernization programs has caused 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.

Message

Congress Has Always Met FAA's Stated Budgetary Needs

The NAS moves over 45,000 flights and 2.9 million passengers, and more than 61,000 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, whereas funding instability places the NAS in jeopardy of falling behind on safety, efficiency, and capacity.

The FAA, like much of the federal government, has faced an unstable and unpredictable funding stream for the better part of two decades. Unfortunately, administrations from both parties have a long history of submitting FAA budget requests to Congress that fall short of what the Agency truly needs to fund its Operations (Ops) and Facilities & Equipment (F&E) budgets.

Congress has consistently provided the FAA with the resources it requests through both authorization of top-line numbers and the annual appropriations process. However, the FAA has repeatedly requested inadequate funding levels, contributing to significant backlogs of NAS system sustainment and ATC facility sustainment, growing delays in the implementation of NAS modernization and system improvements, and delayed air traffic control (ATC) tower and radar facility replacement.

FAA's budgets have not kept up with inflation over the past 15 years. For instance, the FAA has consistently requested roughly \$3 billion in annual appropriations for F&E, even though in FY 2024 the Agency's internal budgetary estimates showed that it needed at least \$4.5 billion, with that need quickly approaching \$6 billion. This loss of spending

and buying power for F&E programs forced FAA into a "fix-on-fail" model by requiring it to prioritize mandatory costs, leaving little to no money for modernization and infrastructure programs.

NATCA supports the Department of Transportation's (DOT) FY 2025 Operations budget request, which included an increase to \$13.6 billion from the 2024 CR level of \$12.7 billion. The DOT's FY 2025 budget request accounts for the government-wide pay increase along with a \$43 million increase to hire and train at least 2,000 new air traffic controllers to rebuild the controller staffing levels and meet current and projected traffic demands. This hiring target was established in accordance with the maximum hiring requirement in the FAA Reauthorization Act of 2024 and must increase in future years as the FAA Academy expands its capacity.

Additionally, the FAA's FY 2025 F&E budget request is consistent with its true budgetary needs, although not entirely through its F&E request. In addition to its \$3.6 billion F&E request, FAA cites the \$1 billion in funds authorized for 2025 through the Infrastructure Investment and Jobs Act (IIJA) as supplementing its facilities and infrastructure funding needs. It also proposes a new Facility Replacement and Radar Modernization fund that would dedicate \$8 billion over the next five years – beginning with \$1 billion in 2025 – to replace or modernize aging ATC facilities. This includes modernizing 377 critical radar systems and more than 20 ATC facilities. NATCA, along with a wide array of industry stakeholders, strongly support this request.

Additional funding, such as the Facility Replacement and Radar Modernization proposed in the FY 2025 Budget, would provide the necessary resources to improve physical infrastructure and working conditions, while also providing for many desperately needed modernization and technology updates to aviation systems and ATC automation platforms that are used by controllers 24 hours a day, 7 days a week.

To maintain aviation safety, efficiency, and capacity, 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. The Agency must

FAA Funding Requires Robust Authorization and Appropriations Levels

continue to be transparent with its rapidly increasing need for F&E funding so that it can meet its own equipment sustainment, replacement, and modernization needs. Failing to maintain and replace critical safety equipment that has exceeded its expected life harms the NAS because it introduces unnecessary risk into the system.

Controller Hiring & Training

NATCA continues to work on improving the system-wide controller staffing shortage. A properly-staffed controller workforce is necessary in order to safely and efficiently meet all of its operational, statutory, and contractual requirements, while also having the personnel resources to research, develop, deploy, and then train the existing workforce on new processes, technology, and modernization initiatives. Short-staffing leads to fatigue, which greatly affects controllers and the system.

The FAA has not kept up with air traffic controller attrition as a result of missing its hiring targets for much of the last decade. Fortunately, the FAA has exceeded its air traffic controller trainee hiring targets for three consecutive years, including increased targets of 1,500 and 1,800 respectively over the past two fiscal years. These improvements have resulted in some progress. After a decade of steady losses, in FY 2023, the FAA added 15 additional Certified Professional Controllers (CPCs) and 15 additional trainees. In FY 2024, the FAA added 140 CPCs and 189 trainees after accounting for attrition.

Because 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), the FAA will not only need adequate resources but, just as importantly, the FAA will need to make sustained commitment to maximum controller hiring for many years into the future to see positive, tangible results in controller staffing levels.

Facilities & Equipment

FAA's F&E budget has not kept up with inflation over the past 15 years. For instance, the FAA has consistently requested roughly \$3 billion in annual appropriations for F&E, even though in FY 2024 the Agency's internal budgetary estimates showed that it needed at least \$4.5 billion, with that need quickly approaching \$6 billion.

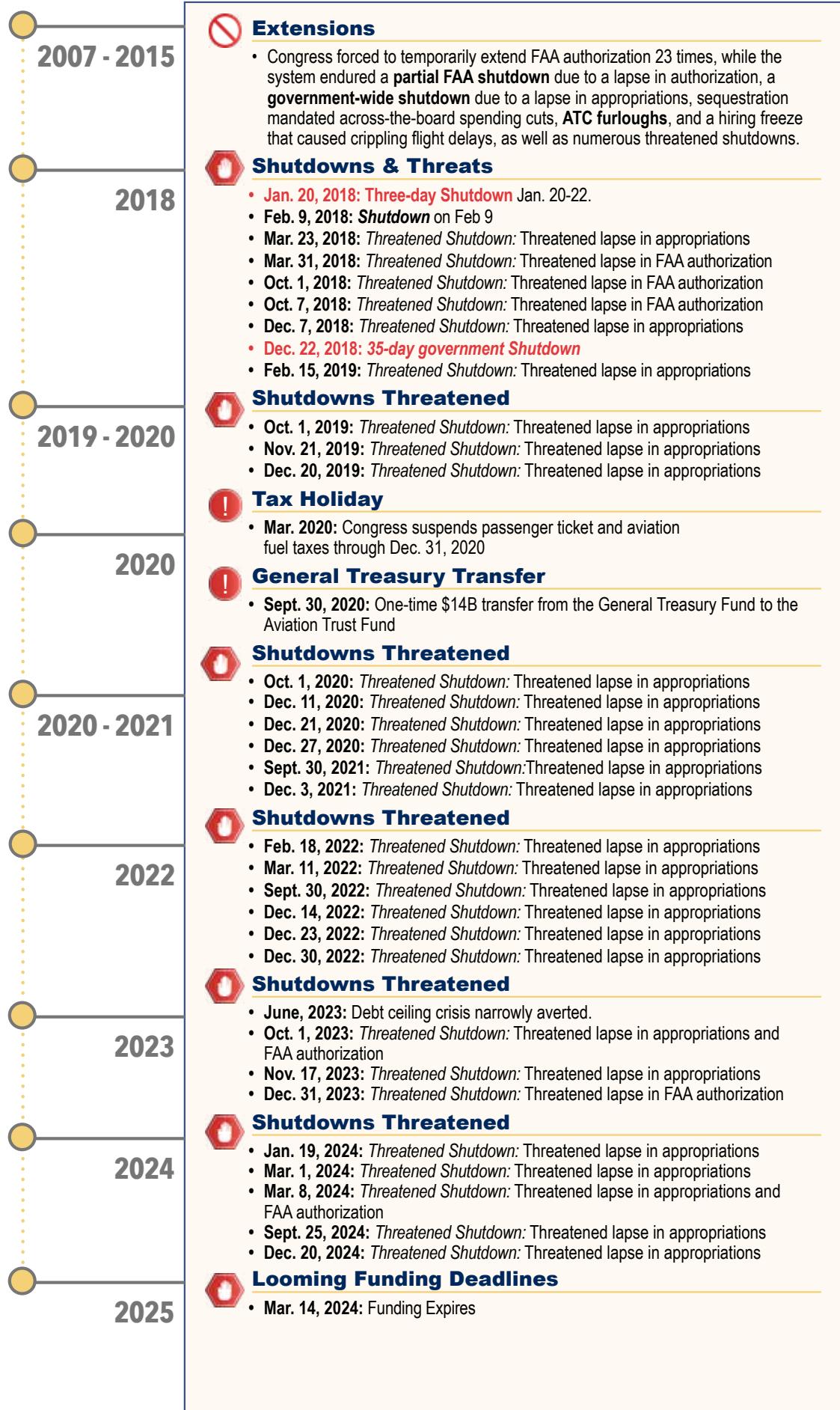
This loss of spending and buying power for F&E programs forced FAA to adopt a "fix-on-fail" model by requiring it to prioritize mandatory costs, leaving little to no money for modernization and infrastructure programs. Moreover, FAA currently has no choice but to replace its copper wire telecommunications lines with fiberoptic internet protocol systems, because local telecommunications companies are shutting off copper wire service.

This forced prioritization of certain programs and costs over others leaves limited 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) replacement, just to name a few.

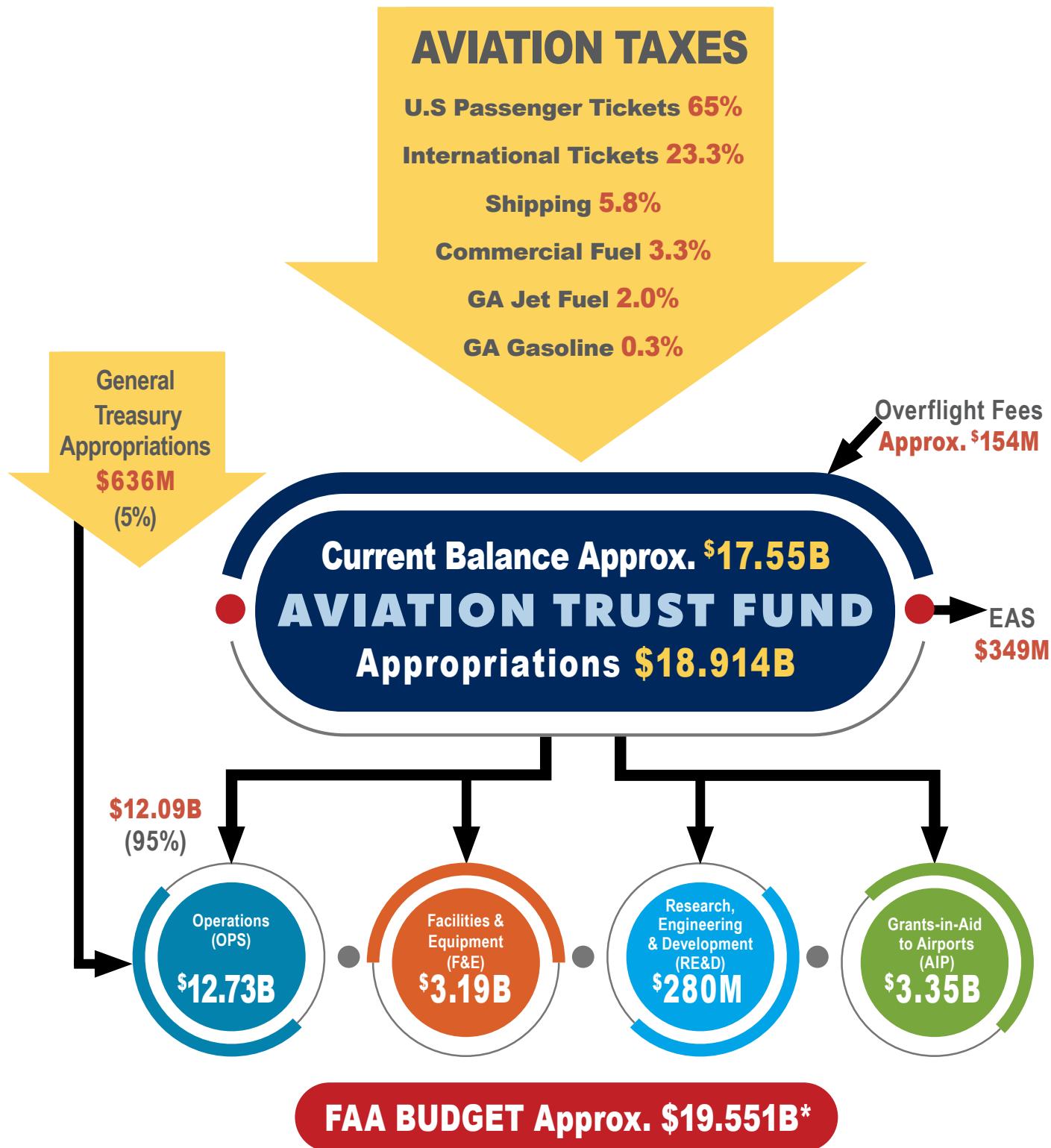
Fortunately, the FAA's FY 2025 F&E budget request, for the first time in over a decade, acknowledges its true need of nearly \$6 billion.

Going forward, the FAA must be transparent with its rapidly increasing F&E needs and continue to request, and Congress to provide, robust funding levels in the near-term while planning for future increased budgetary needs. Further shortfalls could jeopardize hiring, training, modernization, sustainment of critical equipment and programs, and physical infrastructure, which all introduce unnecessary risk into the system.

Funding Timeline



DOT Excise Tax Estimate FY2025 = \$18.71B



*Top-line funding numbers have not changed significantly since the end of FY 2024. However, last year, Congress passed the FAA Reauthorization Act of 2024, which mandates maximum hiring of air traffic controller trainees for the five-year duration of the act. As a result, both Appropriations Committees included an “anomaly” in the current CR to ensure that FAA can meet its hiring target for FY 2025 – meaning that Congress granted the FAA the power to access additional funds above and beyond the CR amounts to meet its increased hiring needs.

Increased Funding Critical for Modernization and Infrastructure Efforts

► Quick Reference

1

NATCA is proud of our role as an aviation safety organization that represents thousands of aviation safety professionals, who stand shoulder-to-shoulder with government and industry stakeholders to ensure that the NAS the safest and most efficient aviation system in the world.

2

The FAA needs increased F&E funding to repair, maintain, and modernize the NAS while continuing to repair and replace its rapidly-aging physical infrastructure. Funding disruptions and a flat budget for Facilities & Equipment – which has not kept up with inflation – have required the FAA to spend the bare minimum to sustain certain programs, while diverting the remainder of money to whatever programs need it the most.

3

Despite collaborative success between NATCA and the FAA on several modernization programs, there is still significant work to be done to modernize outdated technology, keep pace with system sustainment needs, and replace or repair the Agency's physical infrastructure.

4

One of the most serious issues is the looming threat to FAA's telecommunications infrastructure, which is the backbone of the NAS. Any discontinuation or disruption to the existing copper wire services without first transitioning to fiber optic services would lead to potential safety risks and/or significant delays in air traffic services.

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, Metroplex, and a fast-tracked runway surface situational awareness tool. Despite these achievements, the FAA is behind in its effort to maintain its current technology, modernize outdated technology, and upgrade its physical infrastructure. Funding disruptions and a flat Facilities and Equipment (F&E) budget have delayed many of these programs. The FAA has consistently, across several administrations, requested far less F&E funding than it needed to meet programmatic demands. Moreover, any further reduction to the number of certified professional controllers (CPCs) would 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.

Full Background

Issue

NATCA takes pride that our National Airspace System (NAS) remains the safest and most efficient in the world. The air traffic controllers and other aviation safety professionals who NATCA represents throughout the FAA, DOD, and the private sector Federal Contract Tower (FCT) program are vital to the U.S. economy, ensuring the safe and efficient movement of millions of tons of cargo annually within the National Airspace System (NAS).

One of the issues that could jeopardize this shared goal are the lagging efforts to maintain the FAA's current air traffic control (ATC) technology, modernize outdated ATC technology, and upgrade its rapidly aging physical infrastructure. NATCA and our members have been collaborating with the FAA to implement modernization programs for the past 15 years.

NATCA plays a critical role 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.

The FAA's unstable and unpredictable funding stream has negatively affected all aspects of the FAA, especially modernization and safety programs. The FAA's annual Facilities & Equipment (F&E) budget requests have not been sufficient and have not kept up with inflation over the past 15 years, resulting in our significant backlogs of NAS system 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.

For instance, the FAA has consistently requested only about \$3 billion in annual appropriations for F&E throughout that period, even though in Fiscal Year (FY) 2024 the Agency's internal budgetary estimates showed that it needed at least \$4.5 billion, with that need quickly approaching \$6 billion. This loss of spending and buying power for F&E programs forced FAA into a "fix-on-fail" model by requiring it to prioritize mandatory costs, leaving little to no money for modernization and infrastructure programs.

The FAA's FY 2025 budget request, for the first time in over a decade, acknowledges its true need through its F&E request and additional mandatory spending. In addition to the \$3.6 billion F&E

request, FAA cites the \$1 billion in funds authorized for 2025 through the Infrastructure Investment and Jobs Act as supplementing its facilities and infrastructure funding needs. It also proposes a new Facility Replacement and Radar Modernization fund that would dedicate \$8 billion over the next five years – beginning with \$1 billion in 2025 – to replace or modernize aging air traffic control facilities. This includes modernizing 377 critical radar systems and more than 20 air traffic control facilities. We, along with a wide array of industry stakeholders, support this request.

The FAA must continue to be transparent with its need for increased F&E funding so that it can meet its own equipment sustainment, replacement, and modernization needs. If not, it will continue to exacerbate the FAA's significant sustainment and replacement backlog. Failing to maintain and replace critical safety equipment that has exceeded its expected life introduces unnecessary risk into the system. These funding limitations also have prevented the FAA from designing and implementing new technologies that will improve safety.

Modernization Program Priorities

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

One of the most serious issues is the looming threat to the FAA's telecommunications infrastructure, which is the backbone of the air traffic control system. The FAA needs extensive telecommunications services and networking capabilities to support the operation of the NAS and other agency functions. The FAA Telecommunications Infrastructure (FTI) program currently provides these services and networking

Increased Funding Critical for Modernization and Infrastructure Efforts

capabilities through a service-based contract, in which the service provider continually updates the underlying technologies. The majority of FTI's telecommunication lines function on an aging copper wire infrastructure, which is outdated and no longer readily supported, as many local phone companies are discontinuing service to copper wire equipment throughout the country.

As a result, air traffic controllers throughout the NAS are experiencing a steady increase in unexpected outages of air traffic systems. Recent ground stops at airports in the New York and Washington, D.C. areas highlight the risks and consequences of telecommunication network failures. To date, there are over 30,000 services at over 4,600 FAA sites that must transition away from copper wire and onto a fiber optic cable network in order to avoid severe service disruptions and extensive flight delays.

NATCA also remains concerned about airport 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.

Recently, the Agency and NATCA were able to fast-track a surface surveillance situational awareness tool (SAI) that helps controllers mitigate the risks associated with wrong-surface landings and runway incursions. This situational awareness tool helps 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 is limited only to visual indicators and does 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.

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. Each of the FAA's air route traffic control centers is 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. 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 the coming years, the FAA will face unprecedented safety and technological challenges. The continued development and rapid proliferation of commercial space operations, advanced air mobility, unmanned aerial systems (drones), and other new entrants must be integrated into the existing NAS while maintaining safety and efficiency. It is critical that NATCA remain involved with the safe and efficient integration of these new technologies.

For the past 15 years, the FAA and NATCA have worked together to develop and implement safety-critical modernization programs that would not be possible without our joint efforts. For instance, NATCA and the FAA have achieved collaborative and cost-saving successes on

Increased Funding Critical for Modernization and Infrastructure Efforts

modernization programs such as En Route Automation Modernization (ERAM), DataComm, and Metroplex. Recently, the Agency and NATCA have been able to fast-track a surface surveillance situational awareness tool that will help controllers mitigate the risks associated with wrong-surface landings and runway incursions. These types of programs and initiatives enhance safety and produce efficiencies that reduce delays and save fuel, while also preserving the United States' position as the world leader in aviation.

However, under-funding for F&E will jeopardize sustainment and significantly hinder progress for many safety and modernization programs including, but not limited to: FAA Telecommunications, En Route Automation Modernization (ERAM), Standard Terminal Automation Replacement (STARS), DataComm, Voice Switch, Airborne Surveillance, Ground Surveillance, Airport Lighting, Space Integration, Aeronautical Information, Information Management, Terminal Flight Data Management (TDFM), and Facility Replacement and Radar Modernization (FRRM).

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

FAA Modernization and Technology

Programs Constrained 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 TDFM, which not only provides controllers with electronic flight strips, but also promotes efficiency gains throughout the NAS through modern updated software. TDFM was originally planned to deploy to 89 air traffic facilities, but insufficient funding forced the FAA to divert funding from TDFM to other programs slashing the TDFM deployment schedule to 49 sites. If a flat F&E budget continues into future fiscal years, these programs are at risk of further cuts.

A relatively flat F&E budget forces the FAA to spend close to the bare minimum to sustain existing programs while diverting the remainder of the money to wherever it is needed the most. The FAA has consistently requested only about \$3 billion in annual appropriations for F&E throughout that period, even though in Fiscal Year (FY) 2024 the Agency's internal budgetary estimates showed that it needed at least \$4.5 billion, with that need quickly approaching \$6 billion. This loss of spending and buying power for F&E programs forced FAA into a "fix-on-fail" model by requiring it to prioritize mandatory costs, leaving little to no money for modernization and infrastructure programs.

The FAA's FY 2025 budget request, for the first time in over a decade, acknowledges its true need through both the F&E request and additional mandatory spending. The FAA must continue to be transparent with its need for increased F&E funding so that it can meet its own equipment sustainment, replacement, and modernization needs. If not, an under-funded F&E budget will continue to exacerbate the FAA's significant sustainment and replacement backlog. Failing to maintain and replace critical safety equipment that has exceeded its expected life introduces unnecessary risk into the system.

FAA's Rapidly Aging Physical Infrastructure

NATCA has been and continues to advocate for additional funding to fix the FAA's rapidly-aging physical infrastructure and improve NATCA members' working conditions. NATCA leadership has testified

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about this issue numerous times over the past decade in both chambers on Capitol Hill.

The FAA operates more than 300 air traffic control facilities of varying ages and conditions. The FAA's 21 Air Route Traffic Control Centers (ARTCCs) located in the continental United States were built in the 1960s and are more than 60 years old. The FAA's Terminal Radar Approach Control facilities (TRACONs) are on average more than 25 years old. In addition, the FAA has 132 combined TRACON towers, which, on average, are approximately 35 years old. Finally, the FAA has another 131 stand-alone Towers which average more than 30 years old.

Many FAA facilities have exceeded their expected lifecycles. Others have major systems that have exceeded their expected functional lifecycle such as roofs, windows, HVAC systems, plumbing, and elevators, which no longer perform their necessary

functions. Some of these issues have led to periodic airspace shutdowns and many others have led to safety concerns for the workforce. When these major systems fail, or facilities have integrity problems, it can lead to increasing delays, which negatively affect the flying public and our economy.

In addition, some of the critical safety equipment and technology that controllers use every day is decades old and at risk of malfunctioning. For years, the FAA has moved to a "fix-on-fail" maintenance philosophy and has stopped stockpiling critical parts for essential operational equipment, creating a backlog of maintenance projects at facilities around the country. Although the FAA has begun addressing its 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 funding constraints.

Modernization and Infrastructure Funding Priority Tiers

NATCA has identified the following platforms and programs as being the most critical to maintaining and upgrading the National Airspace System (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.

■ 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, 7 days a week and, therefore, the hardware must be monitored and replaced at scheduled intervals.
- **Microprocessor En Route Automated Radar Tracking System (Micro-EARTS)** 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.
- Enhance **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.

Modernization and Infrastructure Paper – Supplement A

■ Federal Notice to Airmen (NOTAM)

System (FNS) 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 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 fast-tracked development and deployment of a new situational awareness tool (Surface Awareness

Initiative) that helps 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 deploy new surface surveillance systems at airports that currently lack this type of technology.

■ 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 several major U.S. telecommunications carriers have started to discontinue current TDM-based services (supported by copper wiring), while others have actually accelerated their discontinuation schedule. 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.

■ 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.

■ 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.

Modernization and Infrastructure Paper – Supplement A

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.

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.

NATCA's Position on Reforming the FAA's Structure

NATCA is not advocating to change the Federal Aviation Administration's (FAA) governmental status or the Air Traffic Organization's (ATO) organizational or reporting structure.

In February 2025, over thirty organizations in the aviation industry, including NATCA, sent a letter to congressional aviation oversight and appropriations leadership, stating, "We are aligned on not pursuing privatization of U.S. air traffic control services and believe it would be a distraction from these needed investments and reforms."

Our Union has previously stated that any proposal that seeks to privatize or fundamentally change the FAA's or ATO's governmental status must adhere to NATCA's core principles before we would consider endorsing it.

As background, in 2017 and 2018, NATCA supported one specific bill proposed by the Chair

of the House Transportation and Infrastructure Committee, which we reviewed carefully to determine that it met all of NATCA's requirements. NATCA leadership had worked closely with the bill's sponsor to ensure that all our requirements were met before it was introduced.

Although there is no proposal or bill to consider at this time, NATCA would meticulously review the details of any new proposal before taking a position.

From NATCA's perspective, reforming the existing funding process for the FAA would yield a greater return. Funding reform would enable the FAA's operations budget to meet all of its current and future hiring and training needs and its facilities and equipment budget to maintain and modernize the system would be the most efficient solution to address the FAA's current issues.

FAA Reauthorization Legislation

What is the status of FAA Reauthorization?

- The FAA is authorized until 2029 as a result of the FAA Reauthorization Act of 2024, which passed Congress with overwhelming bipartisan support and was signed into law in May 2024. This five-year reauthorization act authorized the FAA to continue to operate, while also establishing, continuing, and/or modifying FAA programs, activities, and policy priorities. It also authorized the collection of taxes into and expenditure of funds from the Airport and Airway Trust Fund (Trust Fund).
- Importantly, this law requires the FAA, for the first time, to conduct maximum hiring of new air traffic controller trainees for five years (the duration of this bill) and to adopt an updated controller staffing model once the National Academies of Science's Transportation Review Board completes its study. The law also requires the FAA to use the NATCA and FAA Air Traffic Organization's jointly developed Collaborative Resources Workgroup (CRWG) CPC staffing targets as the basis for the Fiscal Year (FY) 2025 Controller Workforce Plan (CWP).
- FAA reauthorization was one of NATCA's top legislative priorities and NATCA is thankful to all members of Congress who championed, supported, and voted in favor of the bill.

The 35-Day Government Shutdown

How did the government shutdown affect NATCA members?

- The 35-day shutdown, which started in December 2018 and went through January 2019, was a nightmare 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 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 FAA needs 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.
- 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.
- On June 3, 2023, Congress passed, and the president signed a bill that suspended the debt limit. It is expected that the debt ceiling will need to be raised again during the first half of this year.
- NATCA will continue to educate Congress about how damaging and disruptive a debt ceiling crisis can be 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?

- 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 it went into effect in 2013, sequestration resulted in save-money 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.
- 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.

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

The NextGen office is being sunset as of Dec. 31, 2025, as directed in the FAA Reauthorization Act of 2024. As of Jan. 1, 2026, the FAA Administrator will establish the Airspace Modernization Office (AMO). The AMO will be responsible for the research and development, systems engineering, enterprise architecture, and portfolio management for the continuous modernization of the national airspace system.

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 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 have been delayed over the years due to budgetary shortfalls and an unstable, insufficient funding stream.
- 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 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, the FAA and NATCA have achieved several successes on NextGen projects including ERAM, DataComm, Metroplex, and a fast-tracked surface surveillance situational awareness tool.

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 services could include:
 - Using remote towers as part of a contingency plan or to monitor remote airports during midnight operations;
 - Assisting with line-of-sight issues at current ATCTs, or
 - Providing services such as 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.

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.

Federal Employee's Rights

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

- For more than a decade, NATCA has successfully defended against legislation that would harm the federal workforce including NATCA's members, 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 – including the thousands of aviation safety professionals represented by NATCA – are essential to the safety and efficiency of the NAS, and Congress should ensure these employees are not negatively affected by sweeping, unrelated legislation.
- 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 NATCA members 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.** NATCA members contribute to the safety of the system by participating in the development and implementation of tools that focus on safety while on official time.
- 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:
 - Conducting internal union business.
 - Recruiting new union members.
 - Collecting union dues.
 - Conducting union elections.
 - Electioneering for union offices.
 - Engaging in political activity.

SAVE *the* DATE

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REFERENCES

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 is involved in all development, testing, and deployment of AAM and UAS integration.

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.

Aircraft Certification Safety and Accountability Act (ACSA)

This bipartisan legislation included in the December 2020 omnibus spending bill 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 that was signed into law.

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.

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.

Appropriations Bill

This legislation 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. As part of the FAA Reauthorization Act of 2024, Congress directed FAA to use the CRWG targets as the basis of its 2025 Controller Workforce Plan (CWP) to provide Congress with a more complete and transparent view of FAA's operational workforce needs, while the Transportation Review Board completes its study on controller staffing.

Consolidated Appropriations Act, 2018

This was 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.

Continuing Resolution (CR)

When Congress and the president cannot agree to or pass one or more appropriations bills before the previous bills expire, a CR is often passed to temporarily fund the government at 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 the expiration date specified in the law or until regular appropriations bills are enacted, whichever comes first.

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. 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 2024 iteration of the CWP: (1) did not use 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 were inaccurate because they combined actual on-board numbers (headcount) with CPC staffing levels and do not 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.

FAA Authorization

Every several years (depending on when the previous authorization expires), Congress enacts legislation to authorize funding and set policy priorities for the FAA. The FAA is currently operating under the FAA Reauthorization Act of 2024, which passed Congress with overwhelming bipartisan support and was signed into law in May 2024. This five-year reauthorization act authorized the FAA to continue to operate, while also establishing, continuing, and/or modifying FAA programs, activities, and policy priorities. It also authorized the collection of taxes into and expenditure of funds from the Airport and Airway Trust Fund (Trust Fund). FAA reauthorization was one of NATCA's top legislative priorities and NATCA is thankful to all members of Congress who championed, supported, and voted in favor of the bill.

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 reducing 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.

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 several major U.S. telecommunications carriers have begun

discontinuing services supported by the current copper wiring, while others have accelerated their timelines for disconnecting copper wire networks. 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.

Federal Contract Tower (FCT) Program

These privately-operated, for-profit air traffic control towers often provide service to rural America under contract with the FAA. NATCA represents 155 of the 252 federal contract towers in the U.S., with several additional FCTs in the process of gaining recognition.

Federal Employee Paid Leave Act (FEPA)

This bill's provisions 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 bill 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

This is performed only after equipment has failed or when breakdown is imminent. The FAA adopted this model, instead of a preventative maintenance model, in response to sequestration and limited resources.

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. Troy Nehls, R-Texas., 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.

Markup

This is 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 NTI is an initiative between FAA and NATCA dedicated to a more efficient training progression for developmental controllers, which began in July 2019, was paused during the pandemic, and was restarted in April 2022. In December 2024, the FAA and NATCA signed an MOU that increased on-the-job-training (OJT) premium pay for providing instruction in the simulation environment.

NextGen

It is 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 by educating a bipartisan coalition of members about the many time-saving and cost-saving benefits of official time within the FAA. Importantly, however, NATCA members DO NOT use official time for any prohibited activities such as conduct internal union business, recruiting new union members, collect union dues, conducting union election, electioneering for union offices, nor engaging in political activity.

Omnibus

It is 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 bill typically encompasses several 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 how 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

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

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. Although the rescissions bill passed in the House of Representatives, the package did not pass in the U.S. Senate.

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

This was 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 to bring air traffic controllers and other aviation safety professionals back to work. (See also Airport Improvement Program.)

Remote Towers System (RTS) Program

These are 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.

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. Ted Cruz, R-Texas and the ranking member is Sen. Maria Cantwell, D-Wash. The Subcommittee on Aviation Safety, Operations, and Innovation, which oversees the FAA, is chaired by Sen. Jerry Moran, R-Kan. and the ranking member is Sen. Tammy Duckworth, D-Ill.

Sequestration

In 2011, 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

It is 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. Steve Womack, R-Ark., and the ranking member is Rep. Mike Quigley D-Ill. The Senate THUD Subcommittee is chaired by Sen. Cindy Hyde-Smith, R-Miss., and the ranking member is Sen. Kirsten Gillibrand, D-NY.

THUD Appropriations Bill

It is 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

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

Tower Simulator Systems (TSS)

TSS are essential to the controller training program in the terminal environment and are a highly effective tool that significantly improves both on-the-job training instruction (OJTI) for newly hired

trainees and those who have transferred to new facilities, as well as refresher training for controllers. TSS have been shown to reduce overall OJTI time by 27% (nearly 6 months on average) for tower controllers, while also improving the success rate for controllers who need specific simulator help in one skill area or another.

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. an aircraft without a human pilot aboard). It is critical that UAS technology, as well as other rapidly expanding technologies and new entrants, be safely and efficiently integrated into the existing NAS structure.

White Paper

It is 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.

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.

- The bill passed the House 221-201 and the Senate by 69-30.

Collaborative Resource Workgroup until the National Academies of Science issues its recommendations. The law also requires the FAA to install flight training simulators at facilities throughout the country. The bill was signed into law by President Biden on May 5, 2024.

- The bill passed the House 387-26 and the Senate by 88-24.

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.

Social Security Fairness Act (H.R. 82)

Introduced by Rep. Garret Graves in the House, and Senator Sherrod Brown in the Senate, the Act repealed the government pension offset (GPO) and the windfall elimination provision (WEP) for benefits payable after December 2023 that reduced Social Security benefits for individuals who receive government pensions including those covered by the Civil Service Retirement System (CSRS) and. Passage of this bill had been one of our legislative goals since 1994, it stands to benefit certain NATCA retirees. The bill was signed into law by President Biden on Jan. 5, 2025.

- The bill passed in the House 327-75 and in the Senate 76-20.

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 include provisions to bolster controller staffing in the 2024 FAA reauthorization law. The provisions were ultimately included in the final bill and now law.

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

Federal Aviation Administration Reauthorization Act of 2024 (H.R. 3935)

The bill reauthorizes the Federal Aviation Administration (FAA) through FY2028 and directs the FAA 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 staffing targets developed by the

Continuing Resolution (H.R. 10545)

Passage of the bill avoided a harmful government shutdown by providing continuing FY2025 appropriations to federal agencies through March 14, 2025, or the

enactment of the applicable appropriations act. The law provided the FAA resources to increase the number of certified air traffic controllers. The bill was signed into law by President Biden on Dec. 21, 2024.

- The bill passed in the House 366-34 and the Senate 85-11.

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.
- P – The member voted present.
- * – 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.

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR	MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
ALABAMA													
Robert Aderholt, R-4	✗	✗	✓	✓	**	✓	Ken Calvert, R-41	✗	✗	✓	✓	✓	✓
Shomari Figures, D-2	*	*	*	*	*	*	Salud Carbajal, D-24	✓	✓	✓	✓	**	✓
Barry Moore, R-1	✗	✗	✓	✓	**	✓	Judy Chu, D-28	✓	✓	✓	✓	**	✓
Gary Palmer, R-6	✗	✗	✓	✗	**	✓	Gilbert Cisneros, D-31	*	*	*	*	*	*
Mike Rogers, R-3	✗	✗	✓	✓	**	✓	Lou Correa, D-46	✓	✓	✓	✓	**	✓
Terri Sewell, D-7	✓	✓	✓	✓	**	✓	Jim Costa, D-21	✓	✓	✓	✓	**	NV
Dale Strong, R-5	*	✓	✓	✓	**	✓	Mark DeSaulnier, D-10	✓	✓	✓	✓	✓	✓
ALASKA													
Nicholas Begich, R-AL	*	*	*	*	*	*	Vince Fong, R-20	*	*	*	✓	*	✓
AMERICAN SAMOA													
Aumua A. C. Radewagen, R-AL	NV	NV	NV	NV	**	NV	Laura Friedman, D-30	*	*	*	*	*	*
ARIZONA													
Yassamin Ansari, D-3	*	*	*	*	*	*	John Garamendi, D-8	✓	✓	✓	✓	✓	NV
Andy Biggs, R-5	✗	✗	✗	✗	**	✗	Robert Garcia, D-42	*	✗	✓	✓	✓	✓
Juan Ciscomani, R-6	*	✗	✓	✓	✓	✓	Jimmy Gomez, D-34	✓	✓	✓	NV	✓	✓
Elijah Crane, R-2	*	✗	✗	✗	**	✗	Adam Gray, D-13	*	*	*	*	*	*
Paul Gosar, R-9	✗	✗	✓	✓	✓	✓	Josh Harder, D-9	✓	✓	✓	✓	**	✓
Raul Grijalva, D-7	✓	✓	NV	NV	**	NV	Jared Huffman, D-2	✓	✓	✓	✓	**	✓
Abraham Hamadeh, R-8	*	*	*	*	*	*	Darrell Issa, R-48	*	*	✓	✓	*	✓
David Schweikert, R-1	✗	✓	✓	✗	**	✓	Sara Jacobs, D-51	✓	✓	✓	✓	**	✓
Greg Stanton, D-4	✓	✓	✓	✓	✓	✓	Sydney Kamlager-Dove, D-37	*	✓	✓	NV	**	✓
ARKANSAS													
Rick Crawford, R-1	✗	✗	✓	✗	**	✓	Ro Khanna, D-17	✓	✓	✓	✓	✓	✓
French Hill, R-2	✗	✗	✓	✓	✓	✓	Kevin Kiley, R-3	✗	✗	✓	✓	**	✓
Bruce Westerman, R-4	✗	✗	✓	✗	**	✓	Young Kim, R-40	✗	✗	✓	✓	✓	✓
Steve Womack, R-3	✗	✗	✓	✗	✓	✓	Doug LaMalfa, R-1	✗	✗	✓	✓	**	✓
CALIFORNIA													
Pete Aguilar, D-33	✓	✓	✓	✓	**	✓	Mike Levin, D-49	✓	✓	✓	✓	**	✓
Nanette Barragán, D-44	✓	✓	✓	✓	✓	✓	Sam Liccardo, D-16	*	*	*	*	*	*
Ami Bera, D-6	✓	✓	✓	✓	**	✓	Ted Lieu, D-36	✓	*	✓	✓	**	NV
Julia Brownley, D-26	✓	✓	✓	✓	✓	✓	Zoe Lofgren, D-18	✓	✓	✓	✓	✓	✓
							Doris Matsui, D-7	✓	✓	✓	✓	✓	✓
							Tom McClintock, R-5	✗	✗	✗	✗	**	✓
							Dave Min, D-47	*	*	*	*	*	*
							Kevin Mullin, D-15	*	✓	✓	✓	**	✓
							Jay Obernolte, R-23	✗	✗	✓	✓	**	✓
							Jimmy Panetta, D-19	✓	✓	✗	✓	**	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
CALIFORNIA (cont.)						
Nancy Pelosi, D-11	✓	✓	✓	✓	**	NV
Scott Peters, D-50	✓	✓	✓	✓	**	✓
Luz Rivas, D-29	*	*	*	*	*	*
Raul Ruiz, D-25	✓	✓	✓	✓	**	✓
Linda Sanchez, D-38	✓	✓	✓	✓	**	✓
Brad Sherman, D-32	✓	✓	✓	✓	✓	✓
Lateefah Simon, D-12	*	*	*	*	*	*
Eric Swalwell, D-14	✓	✓	✓	✓	**	✓
Mark Takano, D-39	✓	✓	✓	✓	✓	✓
Mike Thompson, D-4	✓	✓	✓	✓	**	✓
Norma Torres, D-35	✓	✓	✓	✓	**	✓
Derek Tran, D-45	*	*	*	*	*	*
David Valadao, R-22	✗	✗	✓	✓	✓	✓
Juan Vargas, D-52	✓	✓	✓	✓	**	✓
Maxine Waters, D-43	✓	✓	✓	✓	✓	✓
George Whitesides, D-27	*	*	*	*	*	*
COLORADO						
Lauren Boebert, R-4	✗	*	✓	✓	**	✗
Jeff Crank, R-5	*	*	*	*	*	*
Jason Crow, D-6	✓	✓	✓	✓	**	✓
Diana DeGette, D-1	✓	✓	✓	✓	**	✓
Gabe Evans, R-8	*	*	*	*	*	*
Jeff Hurd, R-3	*	*	*	*	*	*
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	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
DELAWARE						
Sarah McBride, 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	✗	✗	✓	NV	**	✓
Kat Cammack, R-3	✗	✗	✓	✗	**	✓
Kathy Castor, D-14	✓	✓	✓	✓	✓	✓
Sheila Cherfilus-McCormick, D-20	*	✓	✓	✓	**	✓
Mario Diaz-Balart, R-26	✗	✗	NV	✓	✓	✓
Byron Donalds, R-19	✗	✗	✓	✗	**	✓
Neal Dunn, R-2	✗	✗	✓	✗	**	✓
Lois Frankel, D-22	✓	✓	✓	✓	✓	✓
C. Scott Franklin, R-18	✗	✗	✓	✓	**	✓
Maxwell Frost, D-10	*	✓	✓	✓	✓	✓
Carlos Gimenez, R-28	✗	✗	✓	✓	✓	✓
Mike Haridopolos, R-8	*	*	*	*	*	*
Laurel Lee, R-15	*	✗	✓	✓	**	✓
Anna Paulina Luna, R-13	*	✗	✗	✓	**	✓
Brian Mast, R-21	✗	✗	✓	✓	**	✓
Cory Mills, R-7	*	✗	✓	✓	**	✗
Jared Moskowitz, D-23	*	✓	✓	✓	✓	✓
John Rutherford, R-5	✗	✗	✓	✓	**	✓
Maria Salazar, R-27	✗	✗	✓	✓	✓	✓
Darren Soto, D-9	✓	✓	✓	✓	✓	✓
Greg Steube, R-17	✗	NV	✗	✗	**	NV
Vacancy, R-1	*	*	*	*	*	*
Vacancy, R-6	*	*	*	*	*	*
Debbie Wasserman Schultz, D-25	✓	✓	✓	✓	**	✓
Daniel Webster, R-11	✗	✗	✓	✓	**	✓
Frederica Wilson, D-24	✓	✓	NV	NV	✓	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
GEORGIA						
Rick Allen, R-12	✗	✗	✓	✗	**	✓
Sanford Bishop, D-2	✓	✓	✓	✓	**	✓
Earl "Buddy" Carter, R-1	✗	✗	✓	✗	✓	✓
Andrew Clyde, R-9	✗	✗	✓	✗	**	✗
Mike Collins, R-10	*	✗	✓	✗	✓	✓
Marjorie Taylor Greene, R-14	✗	✗	✗	✓	**	NV
Brian Jack, R-3	*	*	*	*	*	*
Hank Johnson, D-4	✓	✓	✓	✗	✓	✓
Barry Loudermilk, R-11	✗	✗	✓	✗	**	✓
Lucy McBath, D-7	✓	✓	✓	✓	**	✓
Rich McCormick, R-6	*	✗	✓	✗	**	✗
Austin Scott, R-8	✗	✗	✓	✗	**	✓
David Scott, D-13	✓	✓	✓	NV	**	✓
Nikema Williams, D-5	✓	✓	✓	✓	**	✓
GUAM						
James Moylan, R-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 "Chuy" Garcia, D-4	✓	✓	✓	✓	✓	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
INDIANA						
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	✓	✓	✓	✓	✓	✓
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	✗	✗	✓	✗	**	✓
Tracey Mann, R-1	✗	✗	✓	✗	✓	✓
Derek Schmidt, R-2	*	*	*	*	*	*

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
KENTUCKY						
Andy Barr, R-6	✗	✗	NV	✓	✓	✓
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	✓	✓	✓	✓	**	✓
Cleo Fields, D-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	✓	✓	✓	✓	**	✓
MARYLAND						
April McClain Delaney, D-6	*	*	*	*	*	*
Sarah Elfreth, D-3	*	*	*	*	*	*
Andy Harris, R-1	✗	✗	✓	✗	**	✗
Steny Hoyer, D-5	✓	✓	✓	✗	**	✓
Glenn Ivey, D-4	*	✓	✓	✓	**	✓
Kweisi Mfume, D-7	✓	✓	✓	NV	✓	✓
Johnny Olszewski, D-2	*	*	*	*	*	*
Jamie Raskin, D-8	✓	✓	✓	✓	**	✓
MASSACHUSETTS						
Jake Auchincloss, D-4	✓	✓	✓	✓	**	✓
Katherine Clark, D-5	✓	✓	✓	✓	**	✓
Bill Keating, D-9	✓	✓	✓	NV	**	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
MICHIGAN						
Tom Barrett, R-7	*	*	*	*	*	*
Jack Bergman, R-1	✗	✗	✓	✓	✓	✓
Debbie Dingell, D-6	✓	✓	✓	✓	✓	✓
Bill Huizenga, R-4	✗	✗	✓	✓	✓	✓
John James, R-10	*	✗	✓	✓	✓	✓
Lisa McClain, R-9	✗	✗	NV	✓	**	✓
Kristen McDonald Rivet, D-8	*	*	*	*	*	*
John Moolenaar, R-2	✗	✗	✓	✗	✓	✓
Hillary Scholten, D-3	*	✓	✓	✓	✓	✓
Haley Stevens, D-11	✓	✓	✓	✓	✓	✓
Shri Thanedar, D-13	*	✓	✓	✓	✓	✓
Rashida Tlaib, D-12	✗	✓	✓	✓	✓	✓
Tim Walberg, R-5	✗	✗	✓	✓	✓	✓
MINNESOTA						
Angie Craig, D-2	✓	✓	✓	✓	✓	✓
Thomas Emmer, R-6	✗	✗	✓	✓	✓	✓
Brad Finstad, R-1	*	✗	✓	✓	✓	✓
Michelle Fischbach, R-7	✗	✗	✓	✓	✓	✓
Betty McCollum, D-4	✓	✓	✓	✓	✓	✓
Kelly Morrison, D-3	*	*	*	*	*	*
Ilhan Omar, D-5	✗	✓	✓	✓	✓	✓
Pete Stauber, R-8	✗	✓	✓	✓	✓	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
MISSISSIPPI						
Mike Ezell, R-4	*	✗	✓	✓	**	✓
Michael Guest, R-3	✗	✗	✓	✓	✓	✓
Trent Kelly, R-1	✗	✗	✓	✓	**	✓
Bennie Thompson, D-2	✓	✓	✓	✓	**	✓
MISSOURI						
Mark Alford, R-4	*	✗	✓	✓	**	✓
Wesley Bell, D-1	*	*	*	*	*	*
Eric Burlison, R-7	*	✗	✓	✗	**	✗
Emanuel Cleaver, D-5	✓	NV	NV	✓	✓	✓
Sam Graves, R-6	✗	✗	✓	✓	**	✓
Robert Onder, R-3	*	*	*	*	*	*
Jason Smith, R-8	✗	✗	✓	P	**	✓
Ann Wagner, R-2	✗	✗	✓	✓	**	✓
MONTANA						
Troy Downing, 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						
Maggie Goodlander, D-2	*	*	*	*	*	*
Chris Pappas, D-1	✓	✓	✓	✓	**	✓
NEW JERSEY						
Herbert Conaway, D-3	*	*	*	*	*	*

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
NEW JERSEY						
Josh Gottheimer, D-5	✓	✓	✓	✓	✓	✓
Thomas Kean, R-7	*	✓	✓	✓	✓	✓
LaMonica McIver, D-10	*	*	*	*	*	✓
Robert Menendez, D-8	*	✓	✓	✓	✓	✓
Donald Norcross, D-1	✓	✓	✓	✓	✓	✓
Frank Pallone, D-6	✓	✓	✓	✓	**	✓
Nellie Pou, D-9	*	*	*	*	*	*
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	✓	NV	**	✓
Melanie Stansbury, D-1	✓	✓	✓	✓	✓	✓
Gabe Vasquez, D-2	*	✓	✓	✓	✓	✓
NEW YORK						
Yvette Clarke, D-9	✓	✓	✓	✓	**	✓
Adriano Espaillat, D-13	✓	✓	✓	✓	**	✓
Andrew Garbarino, R-2	✓	✓	✓	✓	✓	✓
Laura Gillen, D-4	*	*	*	*	*	*
Dan Goldman, D-10	*	✓	✓	✓	**	✓
Hakeem Jeffries, D-8	✓	✓	✓	✓	**	✓
Timothy Kennedy, D-26	*	*	✓	✓	*	✓
Nick LaLota, R-1	*	✓	✓	✓	✓	✓
Nick Langworthy, R-23	*	✗	✓	✓	✓	✓
George Latimer, D-16	*	*	*	*	*	*
Mike Lawler, R-17	*	✓	✓	✓	✓	✓
Nicole Malliotakis, R-11	✓	✓	✓	✓	**	✓
John Mannion, D-22	*	*	*	*	*	*
Gregory Meeks, D-5	✓	✓	NV	✓	**	✓
Grace Meng, D-6	✓	✓	✓	✓	✓	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
NEW YORK (cont.)						
Joseph Morelle, D-25	✓	✓	✓	✓	✓	✓
Jerry Nadler, D-12	✓	✓	✓	✓	✓	✓
Alexandria Ocasio-Cortez, D-14	✗	✓	✓	✓	**	✓
Josh Riley, R-19	*	*	*	*	*	*
Pat Ryan, D-18	*	✓	✓	✓	**	✓
Elise Stefanik, R-21	✗	✗	✓	✗	**	✓
Thomas Suozzi, D-3	✓	*	✓	✓	**	NV
Claudia Tenney, R-24	✗	✗	✓	✓	**	✓
Paul Tonko, D-20	✓	✓	✓	✓	**	✓
Ritchie Torres, D-15	✓	✓	✓	NV	✓	✓
Nydia Velazquez, D-7	✓	✓	✓	✓	**	✓
NORTH CAROLINA						
Alma Adams, D-12	✓	✓	✓	✓	**	✓
Donald Davis, D-1	*	✓	✓	✓	✓	✓
Chuck Edwards, R-11	*	✗	✓	✗	**	✓
Valerie Foushee, D-4	*	✓	✓	✓	✓	✓
Virginia Foxx, R-5	✗	✗	✓	✗	**	✓
Pat Hargan, R-10	*	*	*	*	*	*
Mark Harris, R-8	*	*	*	*	*	*
Richard Hudson, R-9	✗	✗	✓	✓	**	✓
Brad Knott, R-13	*	*	*	*	*	*
Addison McDowell, R-6	*	*	*	*	*	*
Tim Moore, R-14	*	*	*	*	*	*
Gregory Murphy, R-3	✗	✗	✓	✓	**	✓
Deborah Ross, D-2	✓	✓	✓	✓	✓	✓
David Rouzer, R-7	✗	✗	✓	✗	**	✓
NORTH DAKOTA						
Julie Fedorchak, R-AL	*	*	*	*	*	*
NORTHERN MARIANA ISLANDS						
Kimberlyn King-Hinds, R-AL	*	*	*	*	*	*

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
OHIO						
Troy Balderson, R-12	✗	✗	✓	✓	**	✓
Joyce Beatty, D-3	✓	✓	✓	✓	**	✓
Shontel Brown, D-11	✓	✓	✓	✓	**	✓
Mike Carey, R-15	✗	✗	✓	✓	**	✓
Warren Davidson, R-8	✗	✗	✗	✓	**	✓
Jim Jordan, R-4	✗	✗	✓	✓	**	✓
Dave Joyce, R-14	✗	✗	✓	✓	**	✓
Marcy Kaptur, D-9	✓	✓	✓	✓	**	✓
Greg Landsman, D-1	*	✓	✓	✓	✓	✓
Bob Latta, R-5	✗	✗	✓	✓	**	✓
Max Miller, R-7	*	✗	✓	✓	**	✓
Michael A. Rulli, R-6	*	*	*	✓	*	✓
Emilia Sykes, D-13	*	✓	✓	✓	✓	✓
David Taylor, R-2	*	*	*	*	*	*
Michael Turner, R-10	✗	✗	✓	✓	**	✓
OKLAHOMA						
Stephanie Bice, R-5	✗	✗	✓	✓	**	✓
Josh Brecheen, R-2	*	✗	✗	✗	**	✗
Tom Cole, R-4	✗	✗	✓	✓	**	✓
Kevin Hern, R-1	✗	✗	✓	✗	**	✓
Frank Lucas, R-3	✗	✗	✓	✓	✓	✓
OREGON						
Cliff Bentz, R-2	✗	✗	✓	✗	**	✓
Suzanne Bonamici, D-1	✓	✓	✓	✓	**	✓
Janelle Bynum, D-5	*	*	*	*	*	*
Maxine Dexter, D-3	*	*	*	*	*	*
Val Hoyle, D-4	*	✓	✓	✓	✓	✓
Andrea Salinas, D-6	*	✓	✓	✓	**	✓
PENNSYLVANIA						
Brendan Boyle, D-2	✓	✓	NV	✓	**	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
PENNSYLVANIA (cont.)						
Robert Bresnahan, R-8	*	*	*	*	*	*
Madeleine Dean, D-4	✓	✓	✓	✓	**	✓
Christopher Deluzio, D-17	*	✓	✓	✓	**	✓
Dwight Evans, D-3	✓	✓	NV	NV	**	NV
Brian Fitzpatrick, R-1	✓	✓	✓	✓	✓	✓
Chrissy Houlahan, D-6	✓	✓	✓	NV	**	✓
John Joyce, R-13	✗	✗	✓	✓	**	✓
Mike Kelly, R-16	✗	✗	✓	✓	**	✓
Summer Lee, D-12	*	✓	✓	✓	**	✓
Ryan Mackenzie, R-7	*	*	*	*	*	*
Dan Meuser, R-9	✗	✗	✓	✓	**	✓
Scott Perry, R-10	✗	✗	✗	✗	**	✗
Guy Reschenthaler, R-14	✗	✗	✓	✓	✓	✓
Mary Gay Scanlon, D-5	✓	✓	✓	✓	**	✓
Lloyd Smucker, R-11	✗	✗	✓	✗	**	✓
Glenn Thompson, R-15	✗	✗	✓	✓	**	✓
PUERTO RICO						
Pablo Hernandez, D-AL	NV	✗	NV	NV	**	NV
RHODE ISLAND						
Gabe Amo, D-1	*	*	✓	✓	**	✓
Seth Magaziner, D-2	*	✓	NV	✓	**	✓
SOUTH CAROLINA						
Sheri Biggs, R-3	*	*	*	*	*	*
James Clyburn, D-6	✓	✓	✓	✓	**	NV
Russell Fry, R-7	*	✗	✓	✗	**	✓
Nancy Mace, R-1	✗	✗	✓	✗	**	✗
Ralph Norman, R-5	✗	✗	✗	✗	**	✓
William Timmons, R-4	✗	✗	✓	✗	**	✓
Joe Wilson, R-2	✗	✗	✓	✗	**	✓
SOUTH DAKOTA						
Dusty Johnson, R-AL	✗	✗	NV	✓	**	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
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	✗	✗	✓	NV	**	✓
Andrew Ogles, R-5	*	✗	✗	✗	**	✗
John Rose, R-6	✗	✗	✓	✗	✓	✓
TEXAS						
Jodey Arrington, R-19	✗	✗	✓	✗	**	✓
Brian Babin, R-36	✗	✗	✓	✓	**	✓
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	*	✓	✓	✓	**	P
Henry Cuellar, D-28	✓	✓	✓	✓	✓	✓
Monica De La Cruz, R-15	*	NV	✓	✓	**	✓
Lloyd Doggett, D-37	✓	✓	✓	✗	✓	✓
Jake Ellzey, R-6	✗	✗	✓	✓	✓	✓
Veronica Escobar, D-16	✓	✓	✓	✓	**	✓
Pat Fallon, R-4	✗	✗	✓	✓	**	NV
Lizzie Fletcher, D-7	✓	✓	✓	✓	✓	NV
Sylvia Garcia, D-29	✓	✓	✓	✓	**	✓
Brandon Gill, R-26	*	*	*	*	*	*
Tony Gonzales, R-23	✗	✗	✓	✓	✓	✗
Vicente Gonzalez, D-34	✓	✓	✓	✓	✓	✓
Craig Goldman, R-12	*	*	*	*	*	*
Lance Gooden, R-5	✗	✗	✓	✓	**	✗

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
TEXAS (cont.)						
Al Green, D-9	✓	✓	✓	✓	**	✓
Wesley Hunt, R-38	*	✗	✓	✗	**	✗
Ronny Jackson, R-13	✗	✗	✓	✓	**	✓
Julie Johnson, D-32	*	*	*	*	*	*
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	✗	✗	✓	✓	**	✓
Sylvester Turner, D-18	*	*	*	*	*	*
Beth Van Duyne, R-24	✗	✗	✓	✗	**	✗
Marc Veasey, D-33	✓	✓	✓	✓	✓	✓
Randy Weber, R-14	✗	✗	✓	✓	✓	✓
Roger Williams, R-25	✗	✗	✓	✓	**	NV
UTAH						
Mike Kennedy, R-3	*	*	*	*	*	*
Celeste Maloy, R-2	*	*	✓	✓	**	✓
Blake Moore, R-1	✗	✗	✓	✗	**	✓
Burgess Owens, R-4	✗	✗	✓	✓	**	✓
VERMONT						
Becca Balint, D-AL	*	✓	✓	✓	**	✓
VIRGIN ISLANDS						
Stacey Plaskett, D-AL	NV	✓	NV	NV	**	NV
VIRGINIA						
Don Beyer, D-8	✓	✓	✗	✓	**	✓
Benjamin Cline, R-6	✗	✗	✓	✗	**	✓
Gerry Connolly, D-11	✓	✓	✗	NV	✓	✓
Morgan Griffith, R-9	✗	✗	✓	✗	**	✓

MEMBER	IIJA	PERRY AMEND	FAA REAUTH	SS FAIRNESS	YAKYM-TITUS	CR
Jen Kiggans, R-2	*	✗	✓	✓	✓	✓
Jennifer McClellan, D-4	*	✓	✗	✓	**	✓
John McGuire, R-5	*	*	*	*	*	*
Bobby Scott, D-3	✓	✓	✗	✓	**	✓
Suhas Subramanyam, D-10	*	*	*	*	*	*
Eugene Vindman, D-7	*	*	*	*	*	*
Rob Wittman, R-1	✗	✗	✓	NV	✓	✓
WASHINGTON						
Michael Baumgartner, R-5	*	*	*	*	*	*
Suzan DelBene, D-1	✓	✓	✓	✓	**	✓
Pramila Jayapal, D-7	✓	✓	✓	✓	**	✓
Rick Larsen, D-2	✓	✓	✓	✓	**	✓
Daniel Newhouse, R-4	✗	✗	✓	✓	**	NV
Marie Gluesenkamp Perez, D-3	*	✗	✓	✓	**	✓
Emily Randall, D-6	*	*	*	*	*	*
Kim Schrier, D-8	✓	NV	✓	✓	✓	✓
Adam Smith, D-9	✓	✓	✓	✓	**	✓
Marilyn Strickland, D-10	✓	✓	✓	✓	✓	✓
WEST VIRGINIA						
Carol Miller, R-1	✗	✗	✓	✗	**	✓
Riley Moore, R-2	*	*	*	*	*	*
WISCONSIN						
Scott Fitzgerald, R-5	✗	✗	✓	✗	**	✓
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	*	✗	✓	✓	**	✓
Tony Wied, R-8	*	*	*	*	*	*
WYOMING						
Harriet Hageman, R-AL	*	✗	✓	✓	**	✓

MEMBER	IIJA	FAA REAUTH	SS FAIRNESS	S 2839	CR	MEMBER	IIJA	FAA REAUTH	SS FAIRNESS	S 2839	CR
ALABAMA											
Katie Boyd Britt, R	*	NV	X	**	✓	Mike Crapo, R	✓	✓	X	**	X
Tommy Tuberville, R	X	✓	X	**	✓	James Risch, R	✓	✓	✓	✓	X
ALASKA											
Lisa Murkowski, R	✓	✓	✓	✓	✓	Tammy Duckworth, D	✓	✓	✓	**	✓
Daniel Sullivan, R	✓	✓	✓	✓	✓	Dick Durbin, D	✓	✓	✓	**	✓
ARIZONA											
Ruben Gallego, D	*	*	*	*	*	Jim Banks, R	*	*	*	*	*
Mark Kelly, D	✓	✓	✓	✓	✓	Todd Young, R	X	✓	X	**	✓
ARKANSAS											
John Boozman, R	X	✓	✓	✓	✓	Joni Ernst, R	X	✓	X	**	✓
Tom Cotton, R	X	✓	✓	**	✓	Chuck Grassley, R	✓	✓	X	**	✓
CALIFORNIA											
Alex Padilla, D	✓	✓	✓	**	✓	Roger Marshall, R	X	✓	✓	✓	✓
Adam B. Schiff, D	*	*	NV	*	NV	Jerry Moran, R	X	✓	✓	**	✓
COLORADO											
Michael Bennet, D	✓	✓	✓	**	✓	Mitch McConnell, R	✓	✓	X	**	✓
John Hickenlooper, D	✓	✓	✓	**	✓	Rand Paul, R	X	✓	X	**	X
CONNECTICUT											
Richard Blumenthal, D	✓	✓	✓	**	✓	LOUISIANA					
Chris Murphy, D	✓	✓	✓	**	✓	Bill Cassidy, R	✓	✓	✓	✓	✓
DELAWARE											
Christopher Coons, D	✓	✓	✓	**	✓	John Kennedy, R	X	✓	✓	✓	X
Lisa Blunt Rochester, D	*	*	*	*	*	MAINE					
FLORIDA											
Ashley Moody, R	*	*	*	*	*	Susan Collins, R	✓	✓	✓	**	✓
Rick Scott, R	X	✓	✓	**	✓	Angus King, I	✓	✓	✓	✓	✓
GEORGIA											
Jon Ossoff, D	✓	✓	✓	**	✓	MARYLAND					
Raphael Warnock, D	✓	✓	✓	**	✓	Angela Alsobrooks, D	*	*	*	*	*
HAWAII											
Mazie Hirono, D	✓	✓	✓	✓	✓	Chris Van Hollen, D	✓	X	✓	✓	✓
Brian Schatz, D	✓	✓	✓	**	✓	MASSACHUSETTS					
Ed Markey, D	✓	✓	✓	✓	✓	Ed Markey, D	✓	✓	✓	**	✓
Elizabeth Warren, D	✓	✓	✓	✓	✓	Elizabeth Warren, D	✓	✓	✓	**	✓
MICHIGAN											
Gary Peters, D	✓	✓	✓	✓	✓	Gary Peters, D	✓	✓	✓	✓	✓
Elissa Slotkin, D	*	*	*	*	*	Elissa Slotkin, D	*	*	*	*	*

MEMBER	IJIA	FAA REAUTH	SS FAIRNESS	S 2839	CR	MEMBER	IJIA	FAA REAUTH	SS FAIRNESS	S 2839	CR						
MINNESOTA																	
Amy Klobuchar, D	✓	✓	✓	✓	✓	Kevin Cramer, R	✓	✓	✓	**	✓						
Tina Smith, D	✓	✓	✓	✓	✓	John Hoeven, R	✓	✓	✓	**	✓						
MISSISSIPPI																	
Cindy Hyde-Smith, R	✗	✓	✓	**	✓	Jon Husted, R	*	*	*	*	*						
Roger Wicker, R	✓	✓	✗	**	✓	Bernie Moreno, R	*	*	*	*	*						
MISSOURI																	
Josh Hawley, R	✗	✓	✓	**	✗	James Lankford, R	✗	✓	✓	✓	✓						
Eric Schmitt, R	*	✓	✓	**	✗	Markwayne Mullin, R	*	✓	✓	**	✓						
MONTANA																	
Steve Daines, R	✗	✓	✗	**	✓	Jeff Merkley, D	✓	✓	✓	**	✓						
Tim Sheehy, R	*	*	*	*	*	Ron Wyden, D	✓	✓	✓	**	✓						
NEBRASKA																	
Deb Fischer, R	✓	✓	✓	✓	✓	PENNSYLVANIA											
Pete Ricketts, R	*	✓	✓	**	✓	John Fetterman, D	*	✓	✓	**	✓						
NEVADA																	
Catherine Cortez-Masto, D	✓	✓	✓	**	✓	David McCormick, R	*	*	*	*	*						
Jacky Rosen, D	✓	✓	✓	**	✓	RHODE ISLAND											
NEW HAMPSHIRE																	
Maggie Hassan, D	✓	✓	✓	**	✓	Jack Reed, D	✓	✓	✓	**	✓						
Jeanne Shaheen, D	✓	✓	✓	✓	✓	Sheldon Whitehouse, D	✓	✓	✓	**	✓						
NEW JERSEY																	
Cory Booker, D	✓	✓	✓	**	✓	SOUTH CAROLINA											
Andy Kim, D	*	*	✓	*	✓	Lindsey Graham, R	✓	✓	✓	**	✓						
NEW MEXICO																	
Martin Heinrich, D	✓	✓	✓	✓	✓	Tim Scott, R	✗	✓	✓	**	✓						
Ben Ray Luján, D	✓	✓	✓	✓	✓	SOUTH DAKOTA											
NEW YORK																	
Kirsten Gillibrand, D	✓	✓	✓	✓	✓	Mike Rounds, R	NV	✓	✗	✓	✓						
Chuck Schumer, D	✓	✓	✓	**	✓	John Thune, R	✗	✓	✗	**	✓						
NORTH CAROLINA																	
Ted Budd, R	*	✓	✗	✓	✓	TENNESSEE											
Thom Tillis, R	✓	✓	✗	**	✓	Marsha Blackburn, R	✗	✓	✓	**	✓						
UTAH																	
John R. Curtis, R	*	*	*	*	*	Bill Hagerty, R	✗	NV	✓	**	✓						
Mike Lee, R	✗	✓	✗	✗	✓	TEXAS											
John Cornyn, R	✗	✓	✓	✓	✓	John Cornyn, R	✗	✓	✓	**	✓						
Ted Cruz, R	✗	✓	✓	✗	✓	Ted Cruz, R	✗	✓	✗	**	✓						

MEMBER	IIJA	FAA REAUTH	SS FAIRNESS	S 2839	CR	MEMBER	IIJA	FAA REAUTH	SS FAIRNESS	S 2839	CR
VERMONT											
Bernie Sanders, I	✓	✓	✓	✓	✗	Shelley Moore Capito, R	✓	✓	✓	**	✓
Peter Welch, D	✓	✓	✓	✓	✓	James C. Justice, R	*	*	*	*	*
VIRGINIA											
Tim Kaine, D	✓	✗	✓	**	✓	Tammy Baldwin, D	✓	✓	✓	✓	✓
Mark Warner, D	✓	✗	✓	**	✓	Ron Johnson, R	✗	✓	✗	**	✗
WASHINGTON											
Maria Cantwell, D	✓	✓	✓	**	✓	John Barrasso, R	✗	NV	✗	**	✓
Patty Murray, D	✓	✓	✓	**	✓	Cynthia Lummis, R	✗	✓	✗	✓	✓
WEST VIRGINIA											
WISCONSIN											
WYOMING											

U.S. House of Representatives

Committee on Transportation & Infrastructure (T&I)



Sam Graves, *Chair*
Missouri

■ Majority Party



Nick Begich
Alaska-At Large



Rick Crawford
Arkansas



Bruce Westerman
Arkansas



Vince Fong
California



Kevin Kiley
California



Doug LaMalfa
California



Jeff Hurd
Colorado



Brian Mast
Florida



Daniel Webster
Florida



Mike Collins
Georgia



Mike Bost
Illinois



Jefferson Shreve
Indiana



Tracey Mann
Kansas



Thomas Massie
Kentucky



Tom Barrett
Michigan



Pete Stauber
Minnesota



Mike Ezell
Mississippi



Eric Burlison
Missouri



Bob Onder
Missouri



Jeff Van Drew
New Jersey



Brad Knott
North Carolina



Addison McDowell
North Carolina



David Rouzer
North Carolina



Kim King-Hinds
Northern Mariana Islands-At Large



Dave Taylor
Ohio



Rob Bresnahan
Pennsylvania



Scott Perry
Pennsylvania



Dusty Johnson
South Dakota-At Large



Tim Burchett
Tennessee



Brian Babin
Texas



Troy Nehls
Texas



Mike Kennedy
Utah



Burgess Owens
Utah



Tony Wied
Wisconsin

REFERENCES

Aviation Subcommittee

Troy E. Nehls, TX, *Chair*

- Nicholas J. Begich, III, AK
- Jeff Hurd, CO
- Brian J. Mast, FL
- Jefferson Shreve, IN
- Tracey Mann, KS
- Thomas Massie, KY
- Tom Barrett, MI
- Pete Stauber, MN
- Sam Graves, *ex officio*, MO
- Robert F. Onder, Jr., MO
- Kimberlyn King-Hinds, MP
- Brad Knott, NC
- Addison P. McDowell, NC
- Jefferson Van Drew, NJ
- Robert P. Bresnahan, Jr., PA
- Scott Perry, PA
- Tim Burchett, TN
- Dusty Johnson, SD
- Burgess Owens, UT
- Tony Wied, WI

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.



Rick Larsen, *Ranking Member*
Washington

■ Minority Party



Aviation Subcommittee

Steve Cohen, TN, *Ranking Member*

- Greg Stanton, AZ
- Julia Brownley, CA
- Salud O. Carbajal, CA
- Mark Desaulnier, CA
- Robert Garcia, CA
- Eleanor Holmes Norton, DC
- Frederica S. Wilson, FL
- Henry C. "Hank" Johnson, Jr., GA
- Jesús G. "Chuy" García, IL
- André Carson, IN
- Sharice Davids, KS
- Hillary J. Scholten, MI
- Valerie P. Foushee, NC
- Nellie Pou, NJ
- Dina Titus, NV
- Laura Gillen, NY
- Christopher R. Deluzio, PA
- Rick Larsen, *ex officio*, WA

U.S. House of Representatives

Committee on Appropriations (Approps)



Tom Cole, Chair
Oklahoma

■ Majority Party



Robert Aderholt
Alabama



Dale Strong
Alabama



Juan Ciscomani
Arizona



Steve Womack
Arkansas



Ken Calvert
California



David Valadao
California



Mario Diaz-Balart
Florida



Scott Franklin
Florida



John Rutherford
Florida



Andrew Clyde
Georgia



Michael Simpson
Idaho



Ashley Hinson
Iowa



Harold Rogers
Kentucky



Julia Letlow
Louisiana



Andy Harris
Maryland



John Moolenaar
Michigan



Michael Guest
Mississippi



Mark Alford
Missouri



Ryan Zinke
Montana



Mark Amodei
Nevada



Nick LaLota
New York



Chuck Edwards
North Carolina



David Joyce
Ohio



Stephanie Bice
Oklahoma



Guy Reschenthaler
Pennsylvania



Charles Fleischmann
Tennessee



John Carter
Texas



Michael Cloud
Texas



Jake Ellzey
Texas



Tony Gonzales
Texas



Celeste Maloy
Utah



Ben Cline
Virginia



Dan Newhouse
Washington



Riley Moore
West Virginia

REFERENCES

Transportation, Housing, & Urban Development

Steve Womack, AR, Chair

- Hal Rogers, AL
- Dale Strong, AL
- Juan Ciscomani, AZ
- John Rutherford, FL
- Ryan Zinke, MT
- Dave Joyce, OH
- Stephanie Bice, OK, Vice Chair
- Tony Gonzales, TX

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



Transportation, Housing, & Urban Development

James E. Clyburn, SC, *Ranking Member*

- Pete Aguilar, CA
- Mike Quigley, IL
- Bonnie Watson Coleman, NJ
- Adriano Espaillat, NY
- Norma Torres, NY

U.S. House of Representatives

Committee on Oversight & Accountability



James Comer, *Chair*
Kentucky

■ Majority Party



Government Operations Subcommittee

Pete Sessions, TX, *Chair*

- Gary Palmer, AL
- Brian Jack, GA
- Virginia Foxx, NC
- Tim Burchett, TN
- Brandon Gill, TX

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 (GovOps) 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.



Gerald E. Connolly, *Ranking Member*
Virginia

■ Minority Party



REFERENCES

Government Operations Subcommittee

Kweisi Mfume, MD, *Ranking Member*

- Eleanor Holmes Norton, DC
- Maxwell Frost, FL
- Emily Randall, WA

Committee on Commerce, Science, & Transportation



Ted Cruz, Chair
Texas

■ Majority Party



Dan Sullivan
Alaska



Todd Young
Indiana



Jerry Moran
Kansas



Roger Wicker
Mississippi



Eric Schmitt
Missouri



Tim Sheehy
Montana



Deb Fischer
Nebraska



Ted Budd
North Carolina



Bernie Moreno
Ohio



John Thune
South Dakota



Marsha Blackburn
Tennessee



John Curtis
Utah



Shelley Moore Capito
West Virginia



Cynthia Lummis
Wyoming

Aviation Safety, Operations, & Innovation Subcommittee

Jerry Moran, KS, Chair

- Dan Sullivan, AK
- Todd Young, IN
- Roger Wicker, MS
- John Thune, SD

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.



Maria Cantwell, *Ranking Member*
Washington

■ Minority Party



John Hickenlooper
Colorado



Lisa Blunt Rochester
Delaware



Brian Schatz
Hawaii



Tammy Duckworth
Illinois



Ed Markey
Massachusetts



Gary Peters
Michigan



Amy Klobuchar
Minnesota



Jacky Rosen
Nevada



Andy Kim
New Jersey



Ben Ray Luján
New Mexico



John Fetterman
Pennsylvania



Tammy Baldwin
Wisconsin

Aviation Safety, Operations, & Innovation Subcommittee

Tammy Duckworth, IL, *Ranking Member*

- John Hickenlooper, CO
- Jacky Rosen, NV
- Raphael Warnock, GA

Committee on Appropriations (Approps)



Susan Collins, Chair
Maine

■ Majority Party



Katie Britt
Alabama



Lisa Murkowski
Alaska



John Boozman
Arkansas



Jerry Moran
Kansas



Mitch McConnell
Kentucky



John Kennedy
Louisiana



Cindy Hyde-Smith
Mississippi



Deb Fischer
Nebraska



John Hoeven
North Dakota



Markwayne Mullin
Oklahoma



Lindsey Graham
South Carolina



Mike Rounds
South Dakota



Bill Hagerty
Tennessee



Shelley Moore Capito
West Virginia

Transportation, Housing, & Urban Development Subcommittee

Cindy Hyde-Smith, MS, Chair

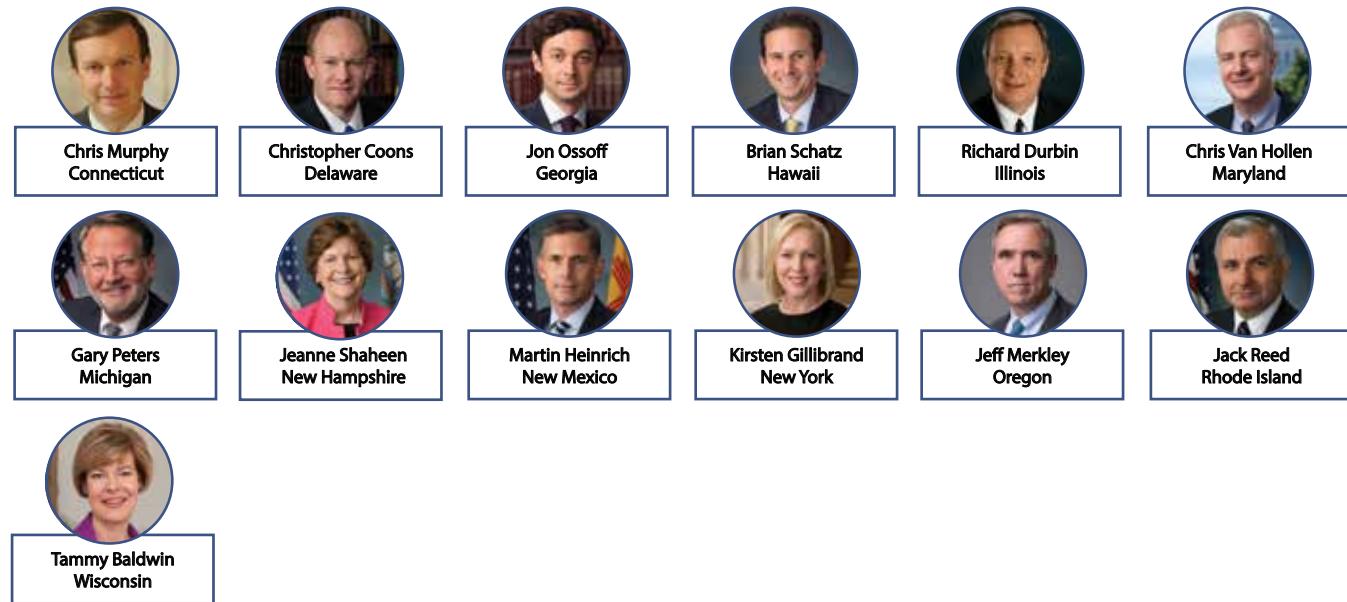
- John Boozman, AK
- Jerry Moran, KS
- John Kennedy, LA
- Suzanne Collins, ME
- John Hoeven, ND
- Lindsey Graham, SC
- Shelley Moore Capito, WV

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.



Patty Murray, *Ranking Member*
Washington

■ Minority Party



REFERENCES

Transportation, Housing, & Urban Development Subcommittee

Kirsten Gillibrand, NY, *Ranking Member*

- Chris Murphy, CT
- Christopher Coons, DE
- Richard Durbin, IL
- Chris Van Hollen, MD
- Jack Reed, RI
- Patty Murray, WA
- Brian Schatz, HI

Committee on Homeland Security & Governmental Affairs



Rand Paul, *Chair*
Kentucky

■ Majority Party



Ashley Moody
Florida



Rick Scott
Florida



Joni Ernst
Iowa



Josh Hawley
Missouri



Bernie Moreno
Ohio



James Lankford
Oklahoma



Ron Johnson
Wisconsin



Gary Peters, *Ranking Member*
Michigan

■ Minority Party



Ruben M. Gallego
Arizona



Richard Blumenthal
Connecticut



Elissa B. Slotkin
Michigan



Margaret Hassan
New Hampshire



Andy Kim
New Jersey



John Fetterman
Pennsylvania

NATCA Members by State

as of February 5, 2025

REFERENCES

REGION/STATE/FACILITIES	TOTAL MEMBERS
Alaskan Region	
Alaska A11, ANC, EAL, FAI, FS1, FS2, FS3, FS4, JNU, MRI, ZAN	351
Central Region	
Iowa ALO, CID, DBQ, DSM, SUX	76
Kansas FOE, ICT, MHK, SLN, ZKC	227
Missouri ECE, COU, JEF, MCI, MKC, SGF, STL, SUS, T75	192
Nebraska LNK, OMA, R90	51
Eastern Region	
Delaware ILG	11
Maryland ADW, BWI, HGR, MTN	53
New Jersey ACY, CDW, EWR, MMU, TEB	106
New York ALB, BGM, BUF, EE1, EEA, ELM, FRG, HPN, IAG, ISP, ITH, JFK, LGA, N90, POU, ROC, SWF, SYR, ZNY	1006
Pennsylvania ABE, AGC, AVP, CXY, ERI, MDT, PHL, PIT, PNE, RDG	313
Virginia CHO, DCA, DCC, HEF, IAD, LYH, ORF, PCT, PHF, RIC, ROA, ZDC	770
Washington, D.C. EHQ	52
West Virginia CKB, CRW, HTS	60
Great Lakes Region	
Illinois ARR, BMI, C90, CMI, CPS, DPA, EGL, MDH, MDW, MLI, MWA, ORD, PIA, PWK, RFD, SPI, ZAU	843
Indiana EVV, FWA, HUF, IND, LAF, SBN, ZID	455
Michigan ARB, AZO, D21, DTW, FNT, GRR, LAN, MBS, MKG, PTK, TVC, YIP	247
Great Lakes Region (cont.)	
Minnesota DLH, FCM, M98, MIC, MSP, RST, STP, ZMP	461
North Dakota BIS, FAR, GFK	52
Ohio BLK, CAK, CGF, CLE, CMH, DAY, LUK, MFD, OSU, TOL, YNG, ZOB	539
South Dakota FSD, RAP	22
Wisconsin ATW, ENW, GRB, LSE, MKE, MSN, OSH	96
New England Region	
Connecticut BDL, DXR, GON, Y90	48
Maine BGR, PWM	45
Massachusetts ACK, BAF, BED, BOS, BVY, ENE, EWB, HYA, LWM, MUY, ORH, OWD	168
New Hampshire A90, LEB, MHT, ZBW	352
Rhode Island PVD	34
Vermont BTW	22
Northwest Mountain Region	
Colorado APA, ASE, BJC, COS, D01, DEN, FNL, PUB, ZDV	452
Idaho BOI, SUN, TWF	26
Montana BIL, BZN, GTF, HLN	52
Oregon EUG, HIO, P80, PDX, TTD, UAO	95
Utah S56, SLC, ZLC	236
Washington BFI, ENM, GEG, MWH, PAE, PSC, RNT, S46, SEA, ZSE	618
Wyoming CPR, JAC	9

NATCA Members by State

85

as of February 5, 2025

REGION/STATE/FACILITIES	TOTAL MEMBERS	REGION/STATE/FACILITIES	TOTAL MEMBERS	
Southern Region				
Alabama BFM, BHM, DHN, HSV, JKA, MGM, MOB, TCL	104	Arkansas ASG, FSM, FYV, LIT, ROG, TXK, XNA	68	
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	1313	Louisiana AEX, BTR, CWF, DTN, HUM, LCH, LFT, MLU, MSY, NEW, SHV	145	
Georgia A80, ABY, AGS, ATL, CSG, ESO, FTY, LZU, MCN, PDK, RYY, SAV, ZTL	774	New Mexico ABQ, AEG, FMN, HOB, ROW, SAF, ZAB	272	
Kentucky CVG, LEX, LOU, OWB, PAH, SDF	113	Oklahoma ADM, CSM, EAC, END, ESW, LAW, OKC, OUN, PWA, RVS, SWO, TUL, WDG	313	
Mississippi GPT, GTR, HKS, HSA, JAN, OLV, TUP	50	Texas ABI, ACT, ADS, AFW, AMA, AUS, BAZ, BPT, BRO, CLL, CNW, CRP, CXO, D10, DAL, DFW, DTO, DWH, EDC, 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	1342	
North Carolina AVL, CLT, EWN, FAY, GSO, HKY, ILM, INT, ISO, JQF, NKT, OAJ, RDU	271	Western Pacific Region		
Puerto Rico BQN, SIG, SJU, ZSU	83	Arizona CHD, DVT, FFZ, GCN, IWA, P50, PHX, PRC, SDL, TUS, U90	212	
Virgin Islands STT, STX	13	California APC, BFL, BUR, CCR, CMA, CNO, CRO, 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, SLI, SMF, SMO, SNA, STS, TOA, VNY, ZLA, ZOA	1611	
South Carolina CAE, CHS, CRE, FLO, GMU, GSP, GYH, MYR	106	Guam ZUA	20	
Tennessee BNA, CHA, JWN, M03, MEM, MKL, MQY, NQA, TRI, TYS, ZME	441	Hawaii HCF, HHI, ITO, JRF, MKK, OGG	134	
		Nevada HNO, L30, LAS, RNO, VGT	120	

REFERENCES

NATCA Members by Congressional District

as of February 10, 2025

ALASKAN REGION

Alaska
AK-00.....345

CENTRAL REGION

Iowa
IA 0120
IA 0234
IA 0318
IA 0418

Kansas
KS 01.....3
KS 02.....25
KS 03.....191
KS 04.....31

Missouri
MO 0117
MO 0230
MO 0332
MO 0416
MO 0557
MO 0641
MO 0720
MO 081

Nebraska
NE 0121
NE 0227
NE 034

EASTERN REGION

Delaware
DE-00.....22

Maryland
MD 017
MD 027
MD 0316
MD 0412
MD 0527
MD 0652
MD 076
MD 0812

New Jersey
NJ 0120
NJ 0240
NJ 0317
NJ 045
NJ 0515

NJ 0616
NJ 0712
NJ 0813
NJ 0915
NJ 106
NJ 1117
NJ 128

New York

NY 01200
NY 02260
NY 0384
NY 0495
NY 0527
NY 0620
NY 0715
NY 0810
NY 099
NY 106
NY 119
NY 124
NY 136
NY 1413
NY 154
NY 1610
NY 1711
NY 1815
NY 1924
NY 2034
NY 218
NY 2223
NY 2334
NY 2414
NY 2526
NY 2617

Pennsylvania

PA 0113
PA 0212
PA 0312
PA 0411
PA 0526
PA 0632
PA 0732
PA 0820
PA 098
PA 1030
PA 1113
PA 1213
PA 133
PA 1413
PA 151
PA 1619
PA 1736

Virginia

VA 0120

VA 0215
VA 039
VA 042
VA 055
VA 0668
VA 0755
VA 0841
VA 0911
VA 10415
VA 1145

Washington, D.C.

DC 0011

West Virginia

WV 0141
WV 0270

GREAT LAKES REGION

Illinois
IL 0117
IL 028
IL 0335
IL 0412
IL 0540
IL 0648
IL 0724
IL 0860
IL 0941
IL 1016
IL 11223
IL 129
IL 1319
IL 14153
IL 1512
IL 1641
IL 1726

Indiana

IN 0111
IN 0223
IN 0323
IN 04210
IN 0542
IN 0665
IN 0762
IN 0830
IN 0912

Michigan

MI 0111
MI 028
MI 0319
MI 0435
MI 0511

MI 0669
MI 0741
MI 0819
MI 097
MI 103
MI 1118
MI 1210
MI 133

Minnesota

MN 0130
MN 02295
MN 0339
MN 0426
MN 0518
MN 0623
MN 077
MN 0825

North Dakota

ND 0048

Ohio

OH 015
OH 025
OH 0317
OH 0418
OH 05230
OH 0613
OH 07123
OH 083
OH 0936
OH 1014
OH 1127
OH 1222
OH 1317
OH 1423
OH 158

South Dakota

SD 0023

Wisconsin

WI 0126
WI 0223
WI 032
WI 045
WI 0511
WI 068
WI 076
WI 0823

NEW ENGLAND REGION

Connecticut
CT 0123

CT 0215
CT 031
CT 044
CT 0510

Maine

ME 0123
ME 0222

Massachusetts

MA 015
MA 0213
MA 0320
MA 0416
MA 0517
MA 0619
MA 077
MA 0816
MA 0919

New Hampshire

NH 01172
NH 02204

Rhode Island

RI 017
RI 0229

Vermont

VT 00.....26

NW MOUNTAIN REGION

Colorado

CO 0132
CO 02151
CO 0324
CO 0440
CO 0529
CO 0633
CO 0729
CO 08127

Idaho

ID 0114
ID 0217

Montana

MT 01.....6
MT 02.....51

Oregon

OR 01.....21
OR 03.....14
OR 04.....20
OR 05.....10
OR 06.....5

as of February 10, 2025

NW MOUNTAIN REGION (CONT.)**Utah**

UT 01	56
UT 02	80
UT 03	39
UT 04	66

Washington

WA 01	24
WA 02	15
WA 03	34
WA 04	24
WA 05	42
WA 06	49
WA 07	73
WA 08	188
WA 09	116
WA 10	65

Wyoming

WY 00	10
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SOUTHERN REGION**Alabama**

AL 01	32
AL 02	25
AL 03	8
AL 04	2
AL 05	25
AL 06	19
AL 07	4

Florida

FL 01	57
FL 02	18
FL 03	7
FL 04	242
FL 05	74
FL 06	51
FL 07	52
FL 08	29
FL 09	36
FL 10	27
FL 11	24
FL 12	14
FL 13	15
FL 14	22
FL 15	13
FL 16	26
FL 17	10
FL 18	4
FL 19	40
FL 20	70

FL 21	33
FL 22	30
FL 23	64
FL 24	30
FL 25	155
FL 26	54
FL 27	69
FL 28	69

GA 01	26
GA 02	9
GA 03	347
GA 04	24
GA 05	55
GA 06	15
GA 07	10
GA 08	12
GA 09	4
GA 10	101
GA 11	19
GA 12	20
GA 13	69
GA 14	5

Kentucky

KY 01	4
KY 02	14
KY 03	21
KY 04	34
KY 05	2
KY 06	30

Mississippi

MS 01	86
MS 02	1
MS 03	21
MS 04	18

North Carolina

NC 01	3
NC 02	24
NC 03	32
NC 04	3
NC 05	2
NC 06	21
NC 07	38
NC 08	16
NC 09	14
NC 10	12
NC 11	16
NC 12	19
NC 13	13
NC 14	22

Puerto Rico

PR 00	79
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South Carolina

SC 01	14
SC 02	26
SC 03	7
SC 04	25
SC 05	34
SC 06	11
SC 07	32

Tennessee

TN 01	24
TN 02	25
TN 03	9
TN 04	7
TN 05	26
TN 06	9
TN 07	5
TN 08	135
TN 09	132

Virgin Islands

VI 00	17
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SOUTHWEST REGION**Arkansas**

AR 01	11
AR 02	23
AR 03	39
AR 04	2

Louisiana

LA 01	29
LA 02	9
LA 03	33
LA 04	30
LA 05	17
LA 06	29

New Mexico

NM 01	217
NM 02	36
NM 03	21

Oklahoma

OK 01	43
OK 02	12
OK 03	29
OK 04	27
OK 05	53

Texas

TX 01	24
TX 02	276
TX 03	21
TX 04	25
TX 05	8

Arizona

AZ 01	20
AZ 02	37
AZ 03	8
AZ 04	16
AZ 05	69
AZ 06	22
AZ 07	12
AZ 08	17
AZ 09	14

California

CA 01	3
CA 02	8
CA 03	39
CA 04	12
CA 05	29
CA 06	49
CA 07	36
CA 08	19

Nevada

NV 01	39
NV 02	25
NV 03	30
NV 04	27

Guam

GU 00	22
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Hawaii

HI 01	75
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HI 02	80
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Western Pacific Region**Arizona**

AZ 01	20
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AZ 02	37
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AZ 03	8
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AZ 04	16
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AZ 05	69
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AZ 06	22
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AZ 07	12
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AZ 08	17
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AZ 09	14
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California

CA 01	3
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CA 02	8
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CA 03	39
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CA 04	12
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CA 05	29
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CA 06	49
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CA 07	36

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NATCA Bargaining Units*

*This graphic does not depict all NATCA bargaining units.

REFERENCES

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

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. They also develop, coordinate, and assess- national policy and procedures related to certification, certification delegation, and continued airworthiness issues as they relate to aircraft design, manufacture, modification, and maintenance.

Aircraft Certification Specialists (AIR-110)

This group 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.

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.

Air Traffic Controllers Under the Federal Contract Tower (FCT) Program

NATCA represents this group of ATCSs who work for four private employers: CI Squared Aviation, Inc., 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.

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.

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: Alexandria International Airport Tower Louisiana Air National Guard (AEX), Alexandria, La.; Kalaeloa Tower (JRF), Hawaii; Los Alamitos Army Airfield (SLI), Calif.; Marine Corps Air Station Cherry Point (NKT), N.C.; Vance Air Force Base (END), Enid, Okla.; and Wheeler Army Airfield (HHI), Honolulu, Hawaii.

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.

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.

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.

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.

Office of National Engagement and Regional Administration (ARA)

NATCA represents the Program Analysts and the Building Services Specialists within ARA. ARA Program Analysts serve as the regional points of contact for external outreach and relations and provide critical support to corporate leadership, facilitating horizontal integration, organizational business planning, quality management, and special projects within the ARA organization. The ARA Building Services Specialists operate within FAA Service Center Regions or the Office of Policy, International Affairs & Environment (APL) and ARA. These specialists ensure customer service and facilities support for FAA-managed buildings, as well as for properties owned by the Department of Transportation (DOT) and other federal entities.

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 through/in undesirable atmospheric conditions.

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Below Are The 2025 Retirement Benefit Briefings

Orlando, FL	2/4-2/5	Oklahoma City (Reg X).....	6/24-6/25
Kansas City, MO	2/18-2/19	Rockford, IL.....	7/8-7/9
San Diego, CA	3/4-3/5	Denver, CO.....	7/29-7/30
Charlotte, NC	3/12-3/13	Sterling, VA.....	9/2-9/3
Melville, NY	3/18-3/19	Albuquerque, NM.....	9/23-9/24
Nashville, TN.....	4/9-4/10	Phoenix, AZ.....	10/7-10/8
Houston, TX.....	4/29-4/30	Los Angeles (Reg X)	10/14-10/15
Kalamazoo, MI.....	5/13-5/14	Nashua, NH	10/28-10/29
Seattle, WA.....	5/20-5/21	Anchorage, AK	11/4-11/5
St.Louis, MO	6/4-6/5	Kenai, AK.....	11/6-11/7

Online Briefings

- January 18 (Saturday)
- February 24
- April 23
- May 29
- June 20
- July 19 (Saturday)
- August 11
- August 30 (Saturday)
- September 30
- October 22
- November 13
- December 12



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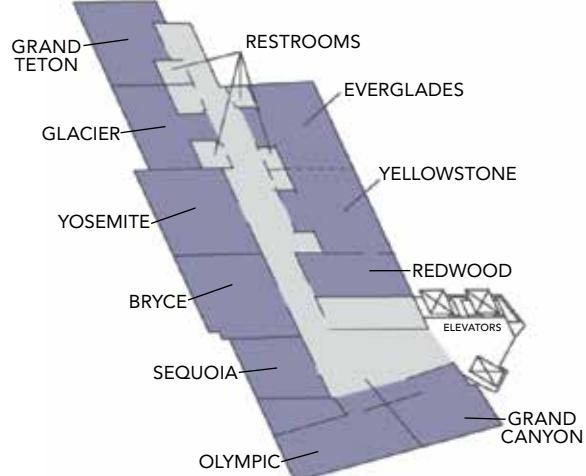
Map:

Hyatt Regency Washington on Capitol Hill

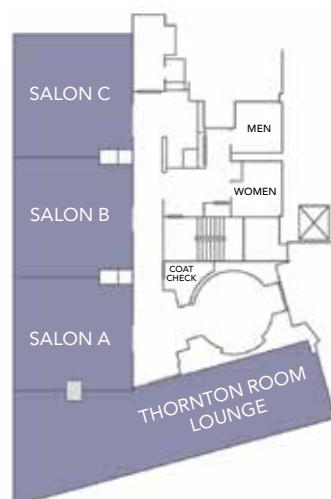


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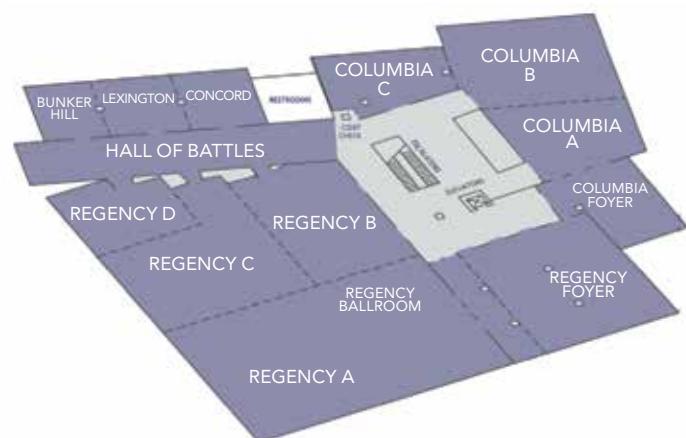
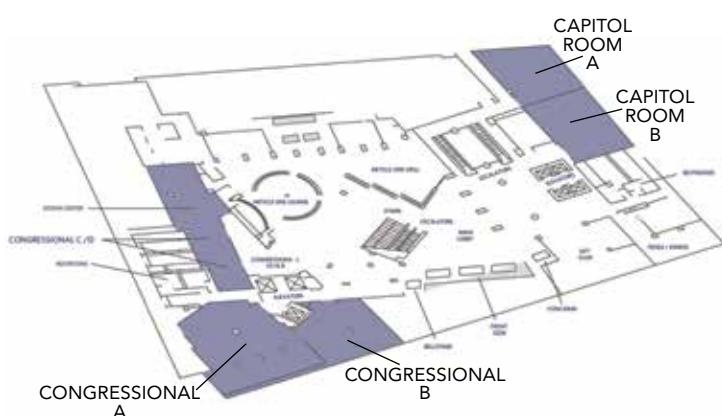
11TH FLOOR THORNTON ROOM



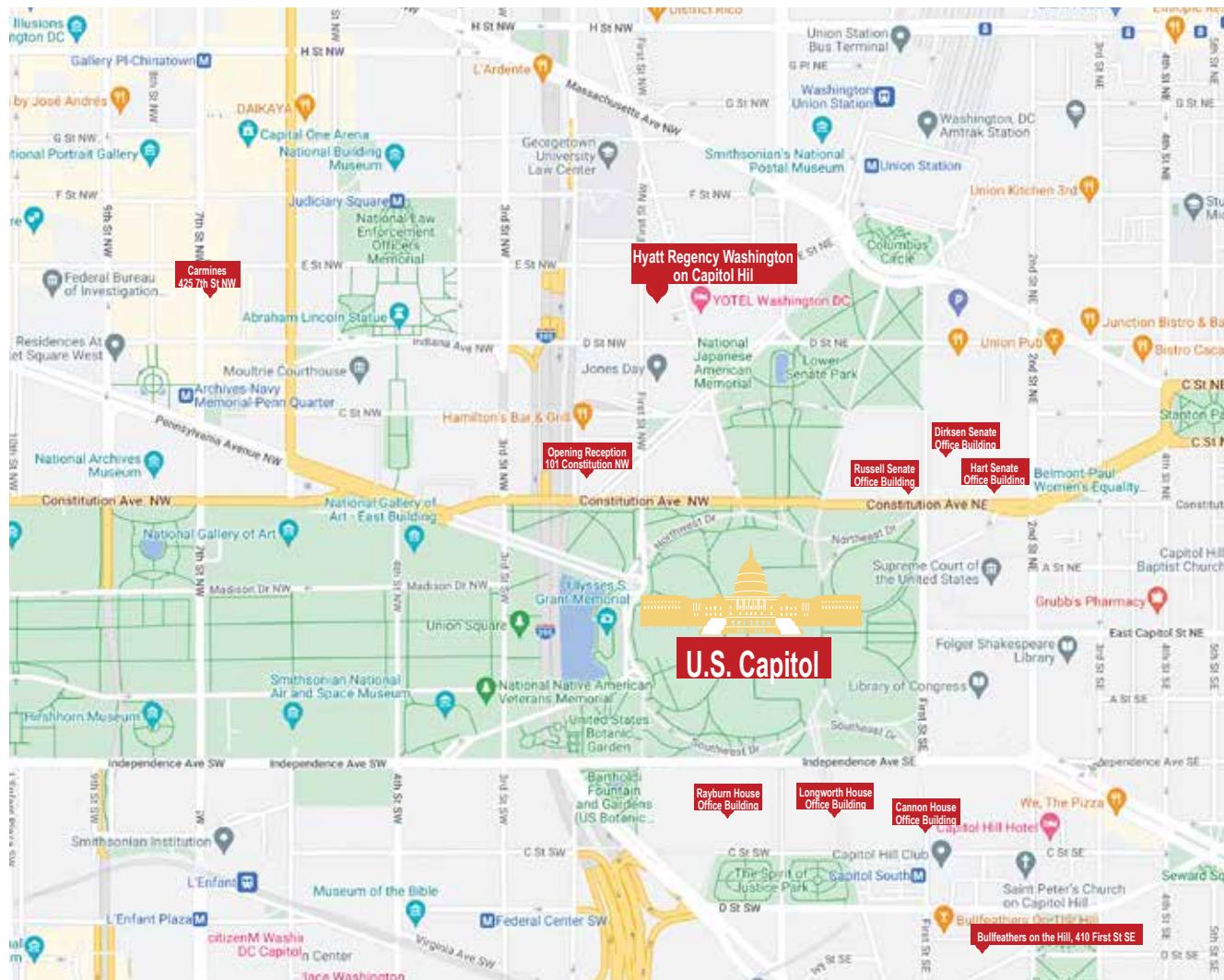
LOBBY LEVEL



BALLROOM LEVEL



Capitol Hill



REFERENCES

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Comment



Share

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2026



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