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FRIENDLY

May 4-6, 2026

# NiW Today

## NATCA IN WASHINGTON 2026



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**Nick Daniels**  
President



**Mick Devine**  
Executive Vice President

## *Welcome to NATCA in Washington 2026!*

To those of you attending for the first time, thank you for stepping up to be part of this significant event. To our returning activists, we are deeply grateful for your continued leadership and commitment to advancing our Union's legislative priorities on Capitol Hill.

Since we last gathered, we have secured significant legislative victories that directly protect our profession, our benefits, and the future of federal employees. Through the tireless work of our National Legislative Committee, NATCA activists across the country, our Government Affairs team, and others on our national office staff, we successfully fought back a series of harmful proposals during the federal budget reconciliation process that would have undermined federal employees and their unions.

We protected the integrity of the Federal Employees Health Benefits (FEHB) program by preventing an increase in the share of premium contributions paid by employees. We also defeated multiple proposed changes to the Federal Employees Retirement System (FERS) that would have unfairly shifted costs onto the workforce.

Among those victories:

- A proposed 4.4% FERS contribution rate for all federal employees — We first secured an exemption for air traffic controllers, then worked with allies to defeat the provision entirely.
- A proposed 15.6% FERS contribution rate for newly hired employees — Again, we protected ATCs first and ultimately helped defeat it for all federal employees.
- A proposed elimination of the supplemental annuity — We ensured controllers were exempted and then defeated the proposal outright.
- A change from a High-3 to High-5 average salary calculation for retirement benefits — successfully blocked after initially protecting ATCs.
- A proposal to impose at-will status or an additional 5% FERS contribution increase on newly hired employees — first stopped for ATCs, then for all feds.

In addition, we defeated proposals that would have imposed a filing fee for Merit System Protection Board appeals, charged unions for the use of official time and office space, and taxed union dues and federal employees' charitable contributions. These were direct attacks on federal workers and organized labor — and together, we stopped them.

We also continued educating Congress on the harmful effects of the recent government shutdown on aviation safety and the National Airspace System. Our advocacy helped move lawmakers toward ending the 43-day shutdown and worked to minimize the Jan. 31 shutdown to just four days — reinforcing that aviation safety professionals must never again be used as leverage in political disputes. Several members of Congress told us that they voted to end the shutdown specifically because of the advocacy of the air traffic controllers and other aviation safety professionals NATCA represents.

At the same time, we have advanced forward-looking legislation to strengthen safety and support our workforce. The Mental Health in Aviation Act of 2025 has passed the House and is gaining momentum in the Senate. This important bill would improve the special issuance medical process, allowing controllers to regain their medical clearances more efficiently while maintaining the highest safety standards.

# Welcome *(continued)*

We also advocated for S. 2503, the Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act, which would enhance safety in and around our airports by requiring ADS-B for certain aircraft and improving coordination between military operations and the FAA. This common-sense legislation reflects our commitment to proactive safety improvements across the National Airspace System. The ROTOR Act passed the Senate and we are now working with the House to improve the Airspace Location and Enhanced Risk Transparency (ALERT) Act (H.R. 7613) so that leaders from both chambers can work to resolve their differences on the two bills.

These victories demonstrate the power of unified advocacy. In many cases, we first ensured protections for our bargaining unit members — and then expanded those protections to benefit all federal employees. That is the strength of a union that leads.

But our work is not done.

Over the next few days, we will equip you with the knowledge and tools you need to speak confidently about staffing, training, modernization, funding, retirement security, and aviation safety. The materials you've received and the training ahead will ensure we continue delivering one clear, consistent message to every member of Congress.

You will also build and strengthen relationships with senators, representatives, and their staffs. Congressional staff play a critical role in shaping legislation, and sustained engagement with them is essential to advancing our priorities long after this year's conference ends.

NATCA in Washington will once again feature influential members of Congress and experts whose perspectives will help guide our path forward.

Finally, remember that your greatest resource is each other. Share your experiences. Ask questions. Exchange ideas. Whether this is your first NATCA in Washington or your 10th, this is your opportunity to grow as an activist and strengthen our collective voice.

Thank you for what you have already accomplished — and for what we know you will achieve in the days, weeks, and months ahead.

In Solidarity,



Nick Daniels  
President



Mick Devine  
Executive Vice President

# Code of Conduct

## 2026 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](mailto: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 are available at the NiW registration desk.*

# Agenda

## SUNDAY, May 3

1 – 5 p.m. ■ **Ballroom Level, District B**

- 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, May 4

7 a.m. – 6 p.m. ■ **Ballroom Level, District B**

- 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 p.m. ■ **Ballroom Level, Regency Ballroom**

- General Session

12 – 2 p.m. ■ **Various Locations**

- Regional Breakout I (includes lunch)

2 – 5 p.m. ■ **Ballroom Level,  
Regency Ballroom**

- General Session

5 – 6 p.m. ■ **Various Locations**

- Regional Breakout II

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

- Group Dinner

### Monday Regional Breakout I and II Locations

Regions will meet in these locations for Breakout I (12 – 2 p.m.) and Breakout II (5 – 6 p.m.) on Monday.

- NAL Regional Breakout – Lobby Level, Congressional C
- NCE Regional Breakout – Ballroom Level, Concord
- NEA Regional Breakout – Ballroom Level, Columbia A
- NGL Regional Breakout – Ballroom Level, Regency D
- NNE Regional Breakout – Ballroom Level, Lexington
- 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 meet in Congressional D during Breakout I. For Breakout II, Region X will meet in their geographical region's breakout location.

# Agenda

## TUESDAY, May 5

7 a.m. – 12 p.m. ■ **Ballroom Level, District B**

- 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

8 – 11:30 a.m. ■ **Ballroom Level, Regency Ballroom**

- General Session

11:30 a.m. – 12 p.m. ■ **Various Locations**

- Regional Breakout III

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

- Lunch and Meeting Supplies

1 – 5 p.m. ■ **Capitol Hill**

- Congressional Meetings

4:45 p.m. ■ **Capitol Steps**

- Group Photo

5:30 – 7 p.m. ■ **Capitol Hill**

- House Congressional Reception
- Senate Congressional Reception

7:30 p.m. ■ **Various Locations**

- Regional Dinners

## WEDNESDAY, May 6

9 a.m. – 5 p.m. ■ **Capitol Hill**

- Congressional Meetings

### Tuesday Regional Breakout III Locations

Regions will meet in these locations for Breakout III (11:30 a.m. – 12 p.m.) on Tuesday before visiting Capitol Hill.

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

For Breakout III, Region X will meet in their geographical region's breakout location.

# NATCA Legislative Team

NATCA takes a comprehensive approach to its legislative and political program. The team is guided by NATCA's national leadership — the president, executive vice president and regional vice presidents — and includes National Office staff in the executive office, government affairs, public affairs, safety and technology, and labor relations departments; the National Legislative Committee (NLC), which is composed of one appointed

member from each region; state legislative coordinators; facility legislative representatives; and, of course, our dedicated member activists. Although it is very important to be well represented in Washington, D.C., it is equally important that our activism reaches members of Congress back in their home states and districts. Here is a breakdown on how NATCA makes our voices heard in the legislative and political arenas.

## NATCA National Office

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

## National Office Staff



**Tyler Longpine**  
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**Eugene Freedman**  
*Special Counsel to the President,  
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**Greg Shoemaker**  
*Senior Counsel for Policy*  
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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 Comprehensive Legislative Activism Training (CLAT) class.

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.



**David Skarphol**  
*NLC Chair*  
Phoenix TRACON (P50)  
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**Allison Schwaegel**  
*NLC Vice Chair*  
St. Louis ATCT (STL)  
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# NATCA Legislative Team

## National Legislative Committee



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**Western Pacific Region**  
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**Region X**  
**Jason Holland**  
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# NATCA Legislative Team

## National Legislative Committee Alternate Members



**Alaskan Region**  
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Anchorage TRACON (A11)  
anovak@natca.net



**Central Region**  
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**Eastern Region**  
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**Great Lakes Region**  
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**New England Region**  
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**Northwest Mountain Region**  
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**Southern Region**  
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**Southwest Region**  
**Cory Hajicek**  
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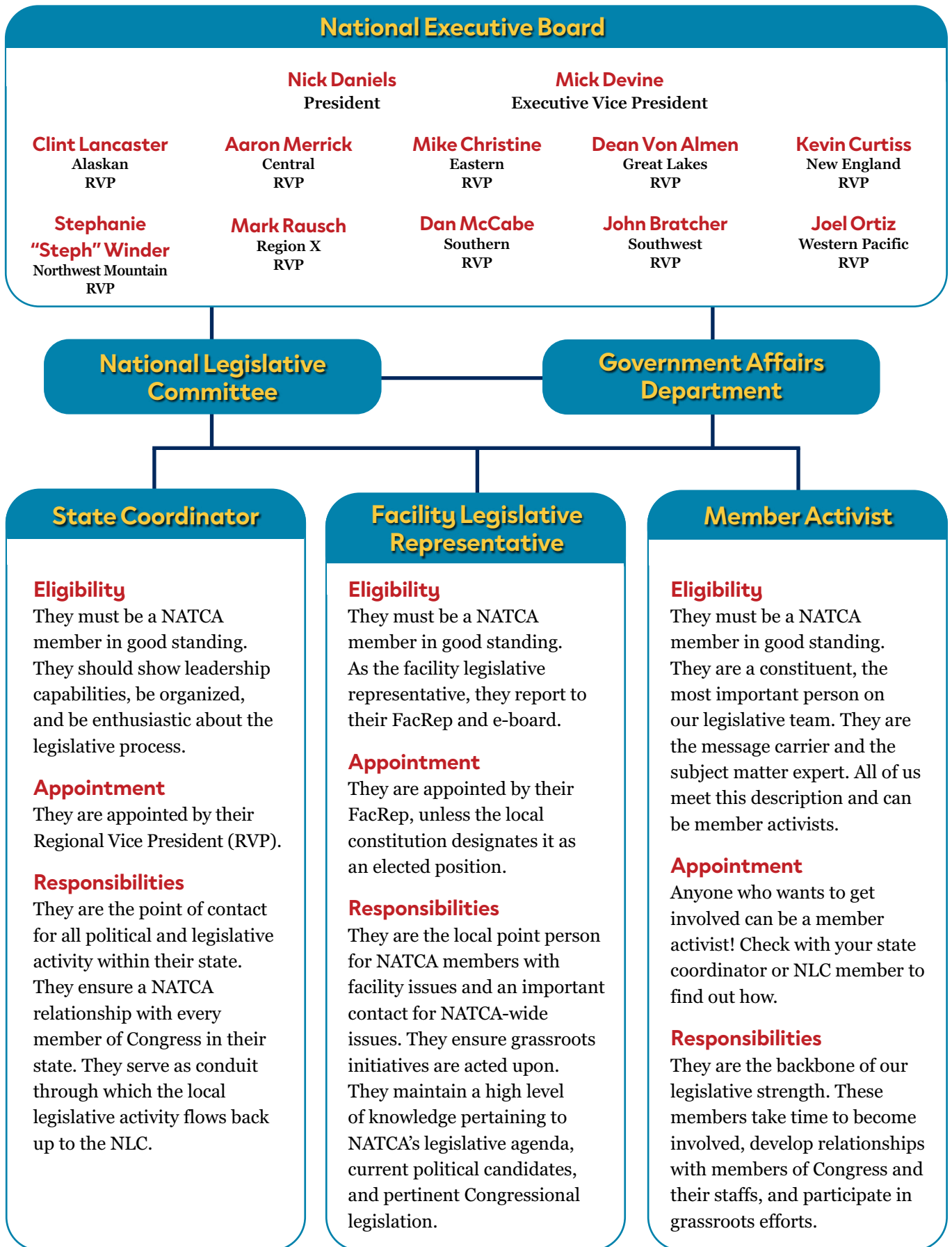


**Western Pacific Region**  
**Christina Munro Wilcko**  
Southern California TRACON (SCT)  
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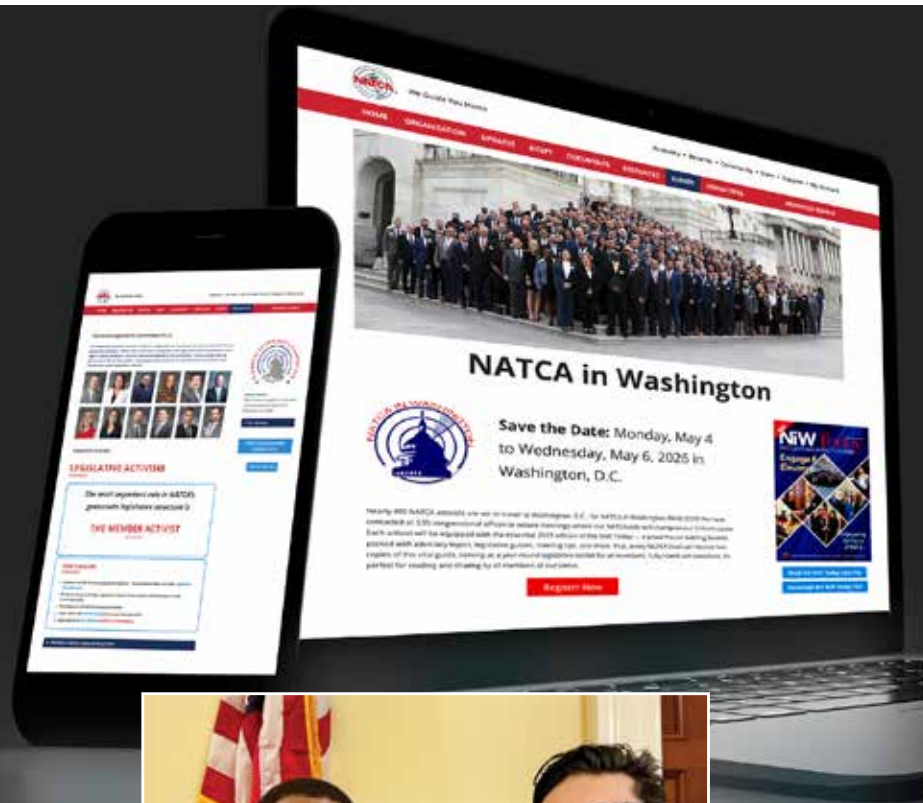


**Region X**  
**Alexander Hendrickson**  
Engineers New England (ENE)  
ahendrickson@natca.org

# NATCA Legislative Structure



# NiW & NLC: Online Resources



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

**[natca.org/niw](http://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 this year's 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](http://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 representative 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 extends its sincere appreciation to these former National Legislative Committee (NLC) members for their years of commitment and tireless efforts advancing our legislative priorities. Our Union's success is built on the solidarity, dedication, and grassroots strength of these individuals and the many other NATCAvists who continue to step up and lead.



**Jenny Chhetri**

Southern Region Representative



**Jami Davis**

Central Region Alternate



**Jamie Green**

New England Region Representative



**Matt Morgan**

New England Region Alternate



**Erin Phelps**

Great Lakes Region Alternate

# Trish Gilbert

## Legislative Activism Award

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

In 2009, NATCA established the National Legislative Activism Award to be presented at 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.

In 2025, NATCA President Nick Daniels and EVP Mick Devine, joined by Western Pacific Region RVP Joel Ortiz, NLC Chair David Skarphol, and NLC Vice Chair Allison Schwaegel, had the privilege of presenting the 2025 award to two longtime legislative all-stars and true power couple, Rosa Serai and Jimmy Lake (Hawaii Control Facility, HCF).

Throughout their careers, Rosa and Jimmy built lasting relationships with Hawaii's congressional delegation and consistently advanced NATCA's legislative priorities. In retirement, they have continued that commitment as dedicated Retired NATCA Active Volunteers (RNAV), exemplifying a lifelong dedication to activism and solidarity.



### Previous winners of the award

- |                                 |                                   |   |
|---------------------------------|-----------------------------------|---|
| <b>2024:</b> Andre Jean         | <b>2018:</b> Trisha Pesiri-Dybvik | <b>2012:</b> Betsy Beaumont and AnnMarie Taggio |
| <b>2023:</b> Corey Soignet      | <b>2017:</b> Noel Kingston        | <b>2011:</b> Brody McCray                       |
| <b>2022:</b> Kristena Jones     | <b>2016:</b> Steve Weidner        | <b>2010:</b> Trish Gilbert and Mark Griffin     |
| <b>2021:</b> Erin Phelps        | <b>2015:</b> Jason Arnold         | <b>2009:</b> Linda Miller                       |
| <b>2020:</b> Tom Thompson       | <b>2014:</b> Toby Hauck           |   |
| <b>2019:</b> Richard Kennington | <b>2013:</b> Mitch Herrick        |   |

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.

# NATCA Charitable Foundation



## 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](mailto:natcacharitable@natca.net)  
[natca.org/ncf](http://natca.org/ncf)  
202.220.9831

The NATCA Charitable Foundation is building on a record 2025, where it supported 123 charities across 38 states, the District of Columbia and Puerto Rico. The foundation is a 501(c)(3) nonprofit run entirely by volunteers — NATCA members, their families, and partners. Because there is no paid staff, donations go directly to community programs rather than overhead. Over the last 30 years, the foundation has given more than \$3.5 million to various causes, often focusing on smaller organizations that larger national drives might miss. Every dollar is tax-deductible and the majority of its funding is through the generous giving of our NATCA members.

Visit the NCF booth throughout NATCA in Washington to establish automatic, tax-deductible contributions. Volunteers will be available to assist members in completing the payroll deduction form for recurring donations each pay period.

The NCF silent auction opens Sunday, May 3, when registration begins and concludes Tuesday, May 5, as the conference program begins. Bidding is conducted online through the GiveSmart platform. Participants can register to bid by texting NCFNIW to 76278 or by visiting [NCFNIW.givesmart.com](http://NCFNIW.givesmart.com)

Purchase raffle tickets for a chance to win the Grand Door Prize. This raffle provides a direct way for members to support the foundation’s community programs while competing for a featured prize package.



# Disaster Response Committee

## *Support the NATCA Disaster Relief Fund*

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, 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](mailto: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**

# Congressional Office Structure

*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 Director*
  - *Volunteer Coordinator*
- **Communications Director**
- **Financial Director**

# Congressional Meeting Tips



## *Meeting Prep*

### **Do your homework.**

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

### **Assign tasks for meeting attendees.**

Two people per meeting is ideal.

- Choose a lead speaker for the meeting.
- Designate someone to take notes.

### **Understand The Ask.**

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

## *Be prepared, friendly, and on time.*

### **Create a meeting agenda.**

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

### **Practice.**

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

## Quick Reference

### ■ **Introduce Yourself**

- Who you are
- Where you are from (note if you are a constituent)
- Where you work
- What you do in simple, non-technical 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.



# Congressional Meeting Tips



## MEETINGS



Know your member of Congress. Learn the member's political party, district, voting record, committee assignments, nearby facilities, and where their subject matter specialties lie.



Be on time. It's generally good to arrive 5-10 minutes in advance.



Keep your presentation simple and lead with the most important points. Plan to have 15-20 minutes with the member but be prepared with a short, five-minute "elevator speech" in case the meeting gets cut short. Be prepared with facts, figures, legislative history, and backup materials in case you need them. Make your arguments and, when possible, relate to situations in their home state or district.



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.



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 and divide talking points among the group. Everyone should contribute to the discussion.



Stop periodically to ask whether there are any questions. This should be a conversation that will be part of an ongoing relationship with the office.



Thank members for positions they have taken that align with the issues NATCA supports. If you are meeting with a member whose position does not align with NATCA's, view this as an opportunity to educate the member of Congress and their staff on the issue, provide local impact and information, and perhaps change their position.



Dress comfortably, but professionally. You may have to do a lot of walking. Remember you are representing NATCA and dress accordingly.

# Congressional Meeting Tips



## 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 often drive an issue, and are responsible for bringing consensus to the member's attention and drafting legislation. Use an unexpected staff-level meeting as an opportunity to build an important relationship with staff. The staffer you meet with may be a future chief of staff or even a member of Congress.



Don't cut off a member who shows real interest in one of your points simply to make it through your list. Answer their questions and move on to your next talking point. If possible, use their interest as an opportunity to suggest they visit a local facility.



Don't argue with, 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. Leave time for discussion and be sure to highlight how your issue affects the Congressperson's district and constituents.



Don't expect members of Congress to be experts. Their schedules and workloads tend to make them generalists. Avoid using acronyms and industry lingo.



Don't convey negative attitudes about politics or politicians. This is not the time to express your personal political thoughts – you are representing NATCA. 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.



Don't interrupt a meeting that has already begun. If you arrive late, wait outside until the meeting concludes.

# Issue

## FAA Needs Funding Stability and Robust Appropriations Levels

### ► Quick Reference

**1** One of the most serious challenges facing the FAA is a persistently unpredictable, unstable funding stream due to government shutdowns and threatened shutdowns due to lapses in appropriations. NATCA remains concerned about the risks inherent in a government shutdown and the compounding negative effects that a shutdown can have on aviation safety, efficiency, and the U.S. economy.

**2** It is never “business as usual” for air traffic controllers and other aviation safety professionals during a government shutdown. Shutdowns threaten the safety and efficiency of the National Airspace System (NAS) and negatively affect the approximately 10 million aviation-related jobs and the \$1.5 trillion annually that aviation contributes to the U.S. economy.

**3** NATCA is also concerned with a lack of adequate funding for the FAA, as a result of historical annual budget requests not meeting all of its needs. Congress has consistently provided the FAA with its requested funding levels. However, those requests often have fallen short of what is needed and have not kept up with inflation.

**4** NATCA strongly supports the FAA’s plan to develop a Brand New Air Traffic Control System (BNATCS) and thanks Congress for providing a historic \$12.5 billion down payment for this critical initiative. BNATCS will replace outdated equipment and technology such as radar, software, hardware, and telecommunications networks. The FAA will need an additional \$20 billion in dedicated funding to complete the entire BNATCS program.

ISSUES

### 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 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 – as a result of expiring appropriations or authorization, create uncertainty and stress for NATCA members about when they will be paid for working during a shutdown. These funding disruptions also impede controller hiring and training efforts and delay critical modernization and safety programs.

# Issue

## FAA Funding Requires Robust Authorization and Appropriations Levels

### Overview

The FAA, like much of the federal government, has faced an unstable and unpredictable funding stream over the last 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 political parties have submitted insufficient budget requests to Congress. The 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.

NATCA strongly supports the development of a Brand New Air Traffic Control System (BNATCS) and thanks Congress for providing a historic \$12.5 billion downpayment to replace outdated equipment and technology. The FAA will need an additional \$20 billion in dedicated funding to complete the entire program.

### 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. Conversely, FAA appropriations provide the Agency with funding to pay for those programs and activities. When there is a lapse in appropriations, the FAA cannot spend the federal government's money. That 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 address FAA authorization, which passed in 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 required 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 the Collaborative Resource Workgroup's (CRWG) controller staffing model that NATCA and the FAA's Air Traffic Organization collaboratively developed. The law also required the FAA to use the CRWG Certified Professional Controller (CPC) staffing targets as the basis for its 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 hampered by the lack of "regular order" in the annual appropriations process. In fact, 1996 was the last time all 12 appropriations bills were enacted by the start of the new fiscal year and Congress rarely passes a stand-alone Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill – which funds the FAA. Over the past two decades, Congress instead has used temporary, short-term funding measures called continuing resolutions (CRs), as well as omnibus spending packages (which combine multiple appropriations bills together) or some combination of the two, to fund the government.

Unfortunately, funding for fiscal year (FY) 2026 was disrupted by two shutdowns, including the longest government shutdown in U.S. history. During the 43-day government shutdown, controllers and other aviation safety professionals received one partial paycheck and then missed two consecutive full paychecks. Asking these dedicated, patriotic American workers to work full time for more than a month without pay was simply not sustainable and created substantial distractions for individuals who are already engaged in extremely stressful work. The financial and mental strain of shutdowns increase

## FAA Funding Requires Robust Authorization and Appropriations Levels

risk within the NAS, making the system less safe with each passing day of the shutdown.

Unstable FAA funding continues to damage the NAS, some of which is irreversible. The unpredictability of a stop-and-go funding stream, especially the stringing together of multiple short-term CRs, has made planning for long-term improvement and modernization programs extremely difficult.

### Message

#### FAA Needs Stable and Predictable Funding

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.

During the 43-day government shutdown, NATCA advocates were tireless in our pursuit and support of all possible solutions to end the shutdown. NATCA consistently said that it would support any measure that would end the shutdown and pay air traffic controllers and other aviation safety professionals. However, NATCA also strongly supported other bills that would have temporarily funded the FAA and paid its employees despite the continued shutdown.

Now that FAA appropriations have passed and the agency has funding through the end of FY 2026 (Sept. 30, 2026), it is time to pass long-term, meaningful legislation that will eliminate disruptions and provide stability for controllers and other aviation safety professionals so they never have to experience that level of stress and financial instability again.

#### Several Bills Would Ensure Stable and Predictable Funding for FAA

With the recent shutdown in the past, but with another funding deadline looming in September, NATCA is focused on supporting, advocating for, and passing meaningful legislation to ensure stable and predictable funding for the FAA. For example, the Aviation Funding Solvency Act (H.R. 6086) would protect the FAA and its employees from future lapses in appropriations by providing funding from the Avi-

ation Insurance Revolving Fund. Transportation and Infrastructure (T&I) Chairman Sam Graves (Missouri 6th District), Ranking Member Rick Larsen (Washington 2nd District), Aviation Subcommittee Chairman Troy Nehls (Texas 22nd District) and Ranking Member André Carson (Indiana 7th District), introduced this innovative bill and quickly completed markup in the T&I Committee.

NATCA also strongly supports S. 1045, the Aviation Funding Stability Act of 2025, introduced by Sen. Jerry Moran (Kansas), which would provide continuing appropriations for the FAA out of the Airport and Airway Trust Fund in the event of a shutdown.

Over the years, NATCA has supported previous versions of this bill and currently also supports substantially similar bills in the House of Representatives introduced by Rep. Aaron Bean (Florida 4th District), H.R. 5455, and Rep. Steve Cohen (Tennessee 9th District) and Rep. André Carson (Indiana 7th District), H.R. 5451. During the shutdown, NATCA also supported several other Senate bills that would have appropriated funds to pay federal employees, including NATCA air traffic controllers.

Shutdowns create real problems for real American workers, but many of these bills solve those problems in a practical and sustainable way. If the Aviation Funding Solvency Act or the Aviation Funding Stability Act were to pass, both bills would ensure that the FAA could operate despite a government-wide shutdown, meaning that controllers would not be forced to make difficult practical and financial choices as a result of not being paid such as how to pay for housing/rent, gas, food, and/or childcare services. Thus, these controllers and other aviation safety professionals would be able to remain completely focused on their safety-critical jobs, instead of worrying about paying the bills.

#### Congress Has Always Met FAA's Stated Budgetary Needs

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 and facilities and equipment (F&E) budgets.

Congress has consistently provided the FAA with the resources it requests through both authorization

## FAA Funding Requires Robust Authorization and Appropriations Levels

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 Facilities & Equipment Budget Requires Robust Funding Levels

FAA's budgets have not kept up with inflation over the past 15 years. For instance, the FAA consistently requested roughly \$3 billion in annual appropriations for F&E, even though in the Agency's internal budgetary estimates showed that it needed at least \$4.5 billion in FY 2024. This loss of spending and buying power for F&E programs forced the FAA into a "fix-on-fail" model by requiring it to prioritize mandatory costs, leaving little to no money for modernization and infrastructure programs.

However, the FAA's FY 2025 F&E budget request, for the first time in over a decade, acknowledged the Agency's true need. Congress funded \$4 billion for F&E and supplemented that with \$1 billion from the Infrastructure Investment and Jobs Act (IIJA), which will expire after FY 2026. For FY 2027, the FAA will need over \$5.5 billion.

Last year, after the administration requested a significant increase in its overall funding levels, Congress passed an operations budget of \$13.4 billion from the 2024 CR level of \$12.7 billion. The FAA's FY 2026 operations budget also must continue to increase to account for the agency's plan to hire 2,500 additional controller trainees and customary cost-of-living adjustments.

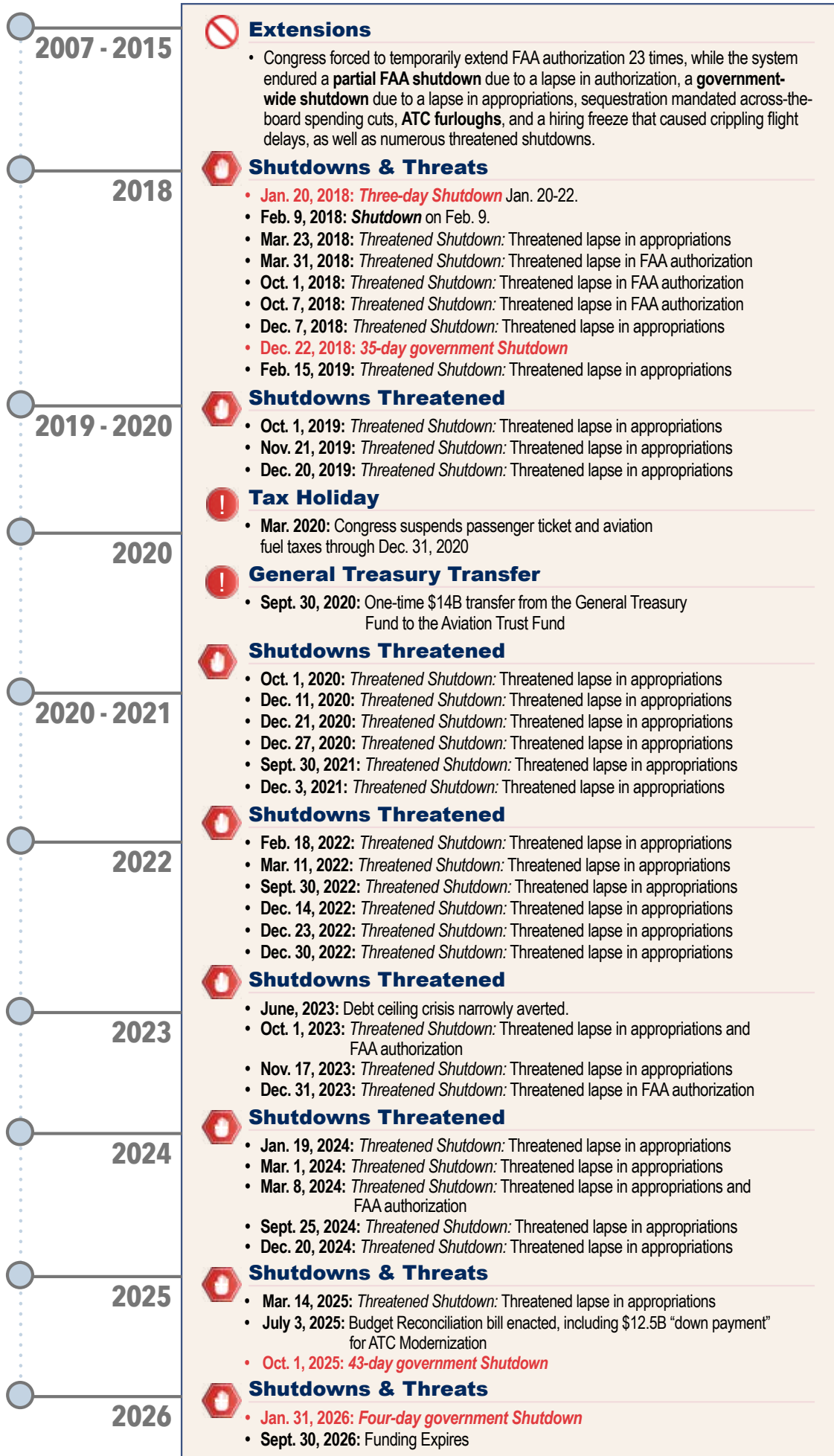
To maintain aviation safety, efficiency, and capacity, the FAA's future budget requests must account for current and future funding needs to prevent further budget shortfalls that could jeopardize hiring, training, modernization, sustainment of critical equipment and programs, and physical infrastructure. The Agency must 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 Requires Sustained Funding

NATCA continues to partner with the administration and Congress to improve 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.

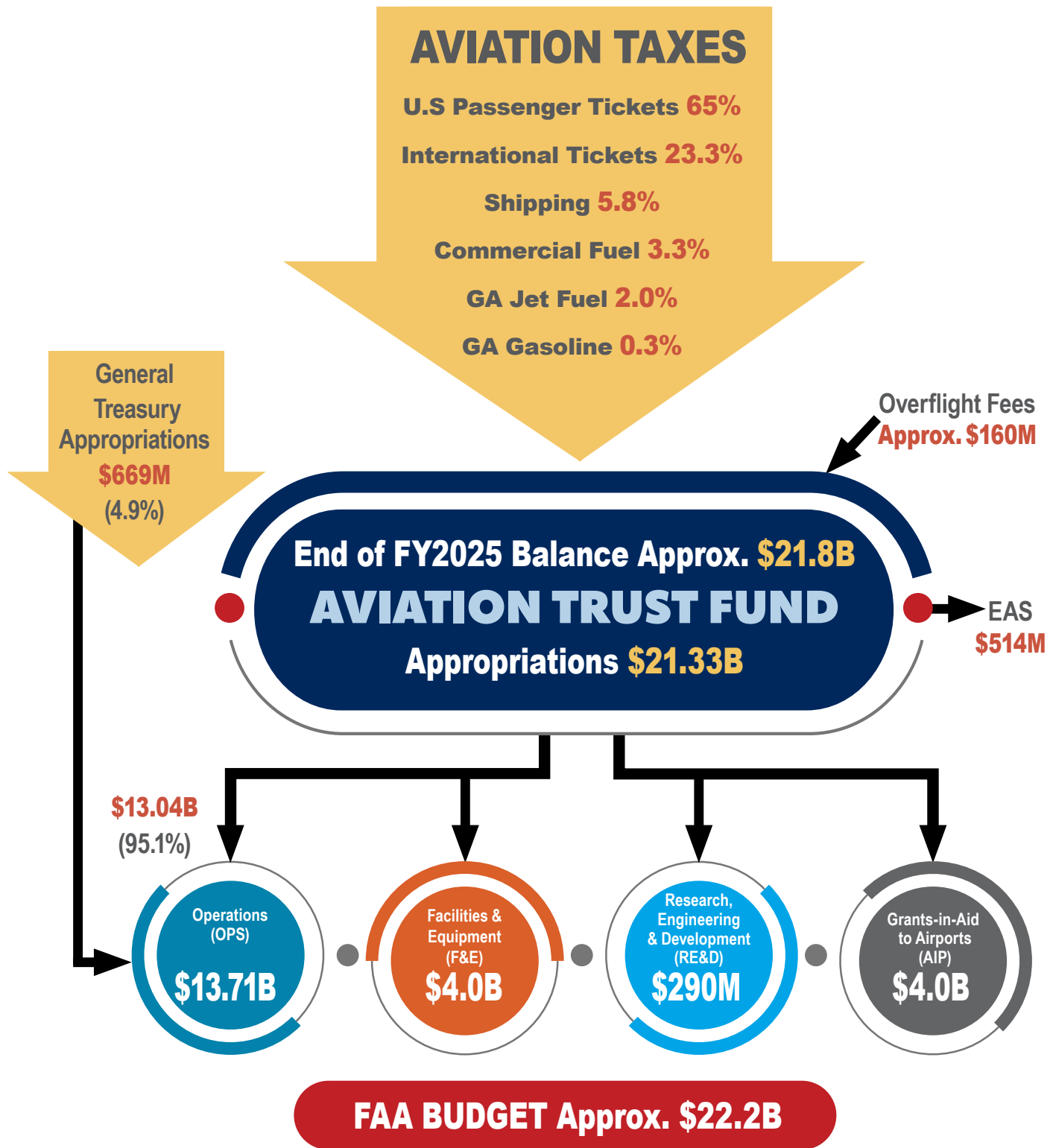
Until recently, the FAA had not kept up with air traffic controller attrition as a result of missing its hiring targets for much of the last decade. Fortunately, the FAA has met or exceeded its air traffic controller trainee hiring targets for four consecutive years, and plans to hire 2,500 new controller trainees in FY 2026. These improvements have resulted in some progress, but the FAA will need to sustain its commitment to maximum controller hiring for many years into the future to see positive, tangible results in controller staffing levels.

# Funding Timeline



# FAA Funding Structure

DOT Excise Tax Estimate FY2026 = \$21.3B



# Issue

## *Increased Funding Critical for Modernization and Infrastructure Efforts*

### ► Quick Reference

**1** NATCA is proud of our role as an aviation safety organization representing nearly 20,000 aviation safety professionals who stand shoulder to shoulder with Congress, the administration, and industry stakeholders to ensure that the NAS remains the safest and most efficient aviation system in the world.

**2** In 2025, Congress provided a historic \$12.5 billion down payment to the FAA to develop a Brand New Air Traffic Control System (BNATCS). This new system will replace outdated equipment and technology such as radar, software, hardware, and telecommunications networks. FAA will need an additional \$20 billion in dedicated funding to complete the entire BNATCS program.

**3** Historically, funding disruptions and a flat budget for facilities and equipment (F&E), which has not kept up with inflation until recent years, required the FAA to implement a “fix-on-fail” policy focused on spending the bare minimum to sustain certain programs, while diverting the remainder of funding to whatever programs need it the most.

### How This Issue Affects NATCA Members

For more than a decade, NATCA and the FAA achieved collaborative successes on modernization and safety programs such as En Route Automation Modernization (ERAM), DataComm, Metroplex, and a fast-tracked runway surface situational awareness tool. Despite these important accomplishments, the FAA continues to face significant modernization, technology, and infrastructure challenges. Funding disruptions and, until recently, insufficient resources for the FAA’s facilities F&E budget have delayed many programs. The FAA consistently, across several different administrations, had requested far less funding for F&E than it needed. Moreover, insufficient staffing of fully certified professional controllers (CPCs) has hampered the FAA’s ability to deliver modernization programs on time and within budget, because only CPCs can provide the subject matter expertise necessary on this critical work.

# Issue

## Increased Funding Critical for Modernization and Infrastructure Efforts

### Overview

NATCA takes great pride in our role making the National Airspace System (NAS) the safest and most efficient in the world. The air traffic controllers and other aviation safety professionals who NATCA represents throughout the FAA, Department of Defense (DOD), and 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 NAS.

However, one issue that could jeopardize our ability to maintain the highest standards of safety and efficiency for the NAS is the lagging effort to maintain the FAA's current air traffic control (ATC) technology, modernize outdated ATC technology, and upgrade its rapidly aging physical infrastructure.

### Message

NATCA members have been collaborating with the FAA to implement modernization programs for more than 15 years. NATCA plays a critical role in testing, developing, and implementing important modernization and safety programs. We have had many successes, and we anticipate many more, as we work with the FAA to ensure the strategic prioritization of resources allocated to these programs.

Since last year, Secretary of Transportation Sean Duffy announced his critical initiative to modernize the FAA's physical and technological infrastructure, titled the Brand New Air Traffic Control System (BNATCS). BNATCS aims to ensure that the U.S. continues to be the gold standard for global aviation by replacing outdated equipment and technology such as radar, software, hardware, and telecommunications networks.

NATCA continues to strongly support BNATCS and we thank Congress for providing a \$12.5 billion downpayment to modernize the air traffic control system. Although FAA will need an additional \$20 billion in dedicated funding to complete the entire BNATCS program, NATCA stands ready to partner with Congress, the administration, and industry stakeholders to achieve these goals.

Historically, the FAA struggled to maintain and modernize the NAS due to an unstable and unpredictable funding stream, which negatively affected all aspects of the FAA. The FAA's annual F&E budget requests were not sufficient and did

not keep up with inflation for most of the past 15 years, resulting in 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. This loss of spending and buying power for F&E programs forced the FAA into a fix-on-fail model by requiring it to prioritize mandatory costs, leaving little to no money for modernization and infrastructure programs.

For example, in fiscal year (FY) 2024, the FAA requested roughly \$3 billion in annual appropriations for F&E, even though the Agency's internal budgetary estimates showed that it needed at least \$4.5 billion. FAA also projected that its F&E needs would quickly approach \$6 billion. However, last year the FAA's FY 2025 F&E budget request, for the first time in over a decade, acknowledged the Agency's true need.

In addition to needing another \$20 billion in supplemental funding to complete BNATCS, the FAA must continue to be transparent with its annual request for increased F&E funding so that it can meet its equipment sustainment, replacement, and modernization needs into the future.

### 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.

### Integration of New Technologies

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.

### **NATCA Subject Matter Experts are Critical to Modernization and Safety Programs**

As a result, controller staffing and infrastructure progress are inextricably linked. A properly-staffed workforce of fully certified controllers is needed for the FAA to successfully develop, test, deploy, and train the workforce on new technology and modernization programs on time and under budget. Without proper controller staffing, investments in infrastructure and modernization programs will not yield their full potential.

NATCA subject matter experts must continue to be productive and collaborative participants throughout all stages of development, testing, training, and implementation across a wide range of safety, technology, and modernization programs. NATCA's continued involvement will ensure that the FAA delivers these initiatives to the flying public and industry stakeholders on time and at a cost savings to the American taxpayers. When NATCA representatives are not involved throughout the entire process, modernization programs are delayed and experience cost overruns, because of extensive, costly, and time-consuming revisions following development, testing, and after implementation.

### **FAA Modernization and Technology Programs Were Constrained by Flat F&E Funding**

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 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.

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 previous 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 En Route Automation Modernization (ERAM) and Standard Terminal Automation Replacement System (STARS) are currently the 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 Terminal Flight Data Manager (TFDM), which not only provides controllers with electronic flight strips, but also promotes efficiency gains throughout the NAS through modern updated software. TFDM was originally planned to deploy to 89 air traffic facilities, but insufficient funding forced the FAA to divert funding from TFDM to other programs slashing the TFDM deployment schedule to 49 sites. However, additional funding for BNATCS allowed the FAA to expand deployment back to the original 89 facilities.

Now that the FAA is focused on BNATCS, a single, prime integrator will consolidate many of these prior systems under one umbrella covering: communication, surveillance, automation, and facilities. BNATCS will aim to enhance safety, reduce delays, and improve air travel by ensuring controllers have a modern system with the safety functions and modern technology they need such as radar, software, hardware, and telecommunications networks. NATCA strongly supports BNATCS and stands ready to partner with Congress, the administration, and industry stakeholders to achieve these goals.

### **FAA's Rapidly Aging Physical Infrastructure Must Be Addressed**

NATCA continues to advocate for additional funding to fix the FAA's rapidly-aging physical infrastructure and improve working conditions. NATCA leadership has testified about this issue numerous times over the past decade in both chambers of Congress.

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) 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.

# Issue

## *Increased Funding Critical for Modernization and Infrastructure Efforts*

In addition, the FAA has 121 combined TRACON/towers, which are, on average, more than 35 years old. Finally, the FAA has an additional 142 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 the economy.

The FAA is addressing its aging infrastructure through a combination of (1) realignments and consolidations, (2) repairing, sustaining, and maintaining some facilities, and (3) replacing a

handful of others. However, that process has been hampered by funding limitations. The FAA will need a substantially increased investment in its annual F&E budget or a supplemental funding source to adequately maintain, let alone, replace its aging physical infrastructure.

Although NATCA recognizes that the FAA's future facility footprint is likely to be different than the current footprint, realigning and consolidating facilities for the sake of consolidation – or based on real estate considerations unrelated the agency's core mission – is not in the best interest of the NAS or the flying public. As the FAA considers options for ATC facility realignment and consolidation, several factors should be considered such as safety, continuity, capacity, efficiency, cost savings, and effects on the workforce. NATCA stands ready to partner with Congress, the administration, and the FAA to address these critical issues.

# Issue

## Staffing and Training Challenges Persist

### ► Quick Reference

**1** Air traffic controller staffing and training continue to be critical areas of concern as the FAA remains near a 30-year low for Certified Professional Controllers (CPCs).

**2** Controller staffing levels had a significant effect on the system during the recent 43-day government shutdown. Nevertheless, controllers continued to show up and step up for the American flying public and each other, despite operating the system 3,800 controllers short of the FAA's staffing target.

**3** The FAA Reauthorization Act of 2024 contained many of NATCA's top legislative priorities. By law, the FAA must conduct maximum hiring of new air traffic controller trainees and adopt the Collaborative Resource Workgroup's controller staffing model as the basis for its annual Controller Workforce Plan.

### 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 work mandatory overtime, including six-day workweeks and 10-hour days. 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).

# Issue

## Staffing and Training Challenges Persist

### Overview

Air traffic controller staffing and training have been concerns for many years. The controller workforce has been understaffed for more than a decade, resulting in mandatory overtime, including regular 10-hour days and six-day weeks. Last year, controllers at 40% of FAA facilities worked six days a week at least once per month. Several facilities require six-day workweeks every week.

The FAA and NATCA are both acutely aware of these thin staffing margins and the compounding effects they have on controller stress and fatigue. However, despite some recent progress, these staffing and training challenges persist. The FAA remains near a 30-year low in the number of Certified Professional Controllers (CPCs), approximately 3,800 controllers short of its staffing target.

Funding disruptions have made this problem worse over the years. 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 FAA Academy for significant periods of time. Moreover, during the COVID-19 pandemic, training was suspended at the FAA Academy, and when it restarted, enrollment was reduced by 50% to maintain health and safety protocols.

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.” Moreover, in November 2023, the FAA’s NAS Safety Review Team (SRT) concluded that under the 2023-2032 Controller Workforce Plan (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.”

Thankfully, during the recent 43-day government shutdown, Department of Transportation Secretary Sean Duffy kept the FAA’s controller hiring and training pipeline open. For the first time ever, the FAA continued hiring and training controller candidates at the FAA’s Academy in Oklahoma City during the shutdown, thereby ensuring controller staffing would not be as negatively affected compared to previous shutdowns. NATCA also continues to strongly support

the administration’s plan to “supercharge” the hiring of controller trainees, bringing in the best and brightest controller candidates.

### Message

NATCA remains 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 sustainable hiring and training, and a 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.

Two years ago, 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%).

The law also required the FAA to implement the Collaborative Resources Workgroup’s (CRWG) more accurate operational staffing targets on an interim

basis, something it did in the 2025-34 CWP. Proper and timely implementation of these provisions is essential to the safety, efficiency, and 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.

In addition, the FAA and NATCA have 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 FAA Academy graduates. Subsequently, it allows the Agency to place FAA Academy graduates in the less complex and less busy facilities where they are more likely to certify. Previously, FAA Academy graduates often were placed in high-traffic, high-complexity towers and radar facilities upon graduation, which resulted in poor success rates.

### Background

#### Staffing and 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 35-day government shutdown that stretched from December 2018 through January 2019.

Despite meeting its own hiring goals for much of the past decade, the FAA has not kept up with air traffic controller attrition over the same period. At the end of fiscal year (FY) 2025, there were 1,059 fewer CPCs than there were at the end of FY 2012, more than a 10% decrease. CPC totals have remained essentially flat since the end of FY 2016 even when the FAA has met or exceeded its own hiring targets. Maximum hiring for at least the 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. It will likely take as many as 10 years of max hiring to reach the CRWG CPC target.

#### Controller Training Challenges

The FAA must have sufficient funding to train each of the approximately 2,500 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 2026 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, presently 93 have tower simulator systems. 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 workweek 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 FAA Academy graduates. In some cases, the trainees at a facility outnumber the CPCs, which creates a backlog of trainees and sparse training opportunities.

# Issue

## Staffing and Training Challenges Persist

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 eight to 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. In 2024, 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 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**—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.

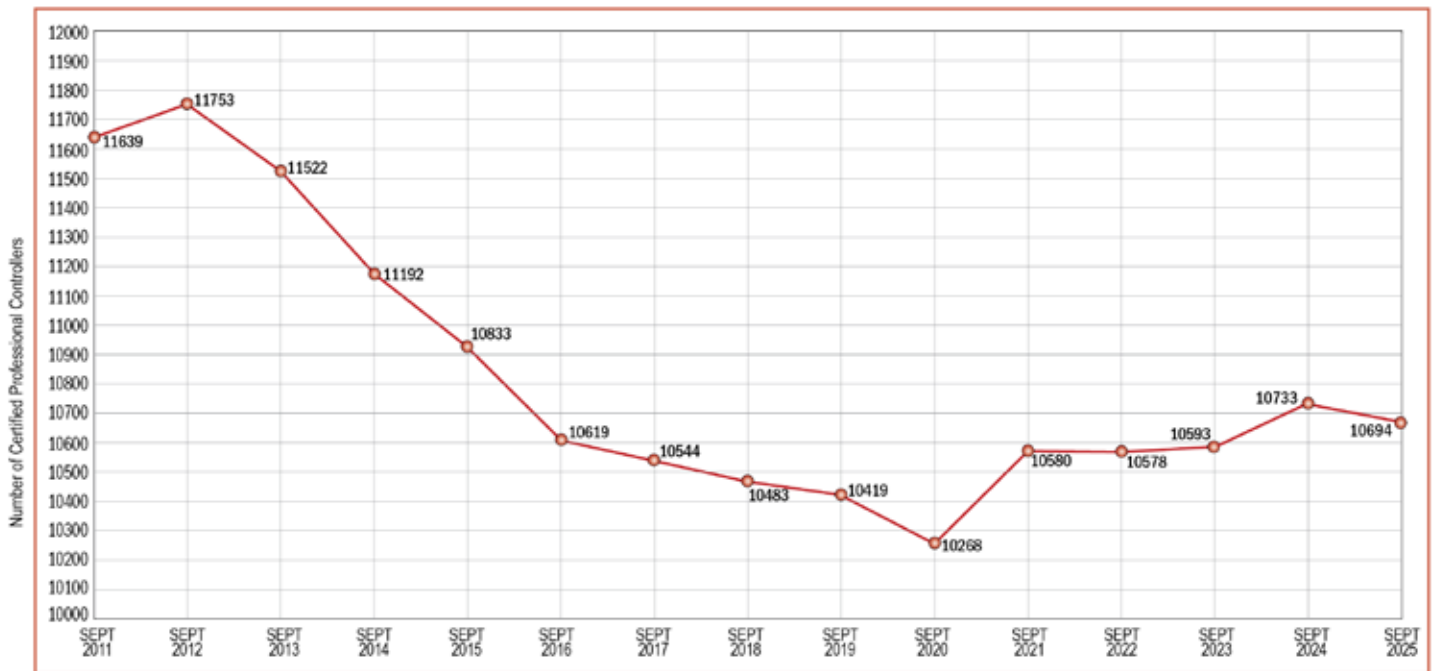
**Delayed Deployment of Modernization Programs**—Understaffing hinders facilities throughout the NAS from deploying and training for modernization programs, procedures, and equipment.

**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 (NTSB) has identified fatigue as one of its highest priority safety concerns. Although NATCA and the FAA, along with other stakeholders, worked collaboratively to develop the "Fully Charged" fatigue awareness and education campaign, the only long-term solution is sufficient staffing.

# Staffing and Training Challenges

## Air Traffic Controller Staffing: 2011-2025



FISCAL YEAR	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
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	13,777	14,224
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	10,733	10,694
CRWG														14,633***	14,633***
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	953	1,001
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	2,091	2,529
AG	676	671	440	665	936	878	883	980	882	873	917	643	762	878	1,058
Retirement Eligible	3,064	3,224	3,077	2,982	3,355	2,915	2,410	1,842	1,004	1,143	≈1,000	515	526	463	404
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	1,800	2,000
FAA Actually Hired	824	925	554	1,112	1,345	1,680	1,880	1,786	1,010	920	510	1,026	1,514	1,811	2,026

Source: FAA Finance Staffing Data

\*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.

\*\*\*NATCA and the FAA agreed to the operational staffing target for CPCs as part of the Collaborative Resource Workgroup (CRWG).

CPC: Certified Professional Controller

CRWG: The Collaborative Resources Workgroup (CRWG) established CPC targets for each of FAA's 313 air traffic control facilities. This is the aggregate of those facility targets.

CPC-IT: Certified Professional Controller in Training (fully certified elsewhere, transferred to a new facility and began training there)

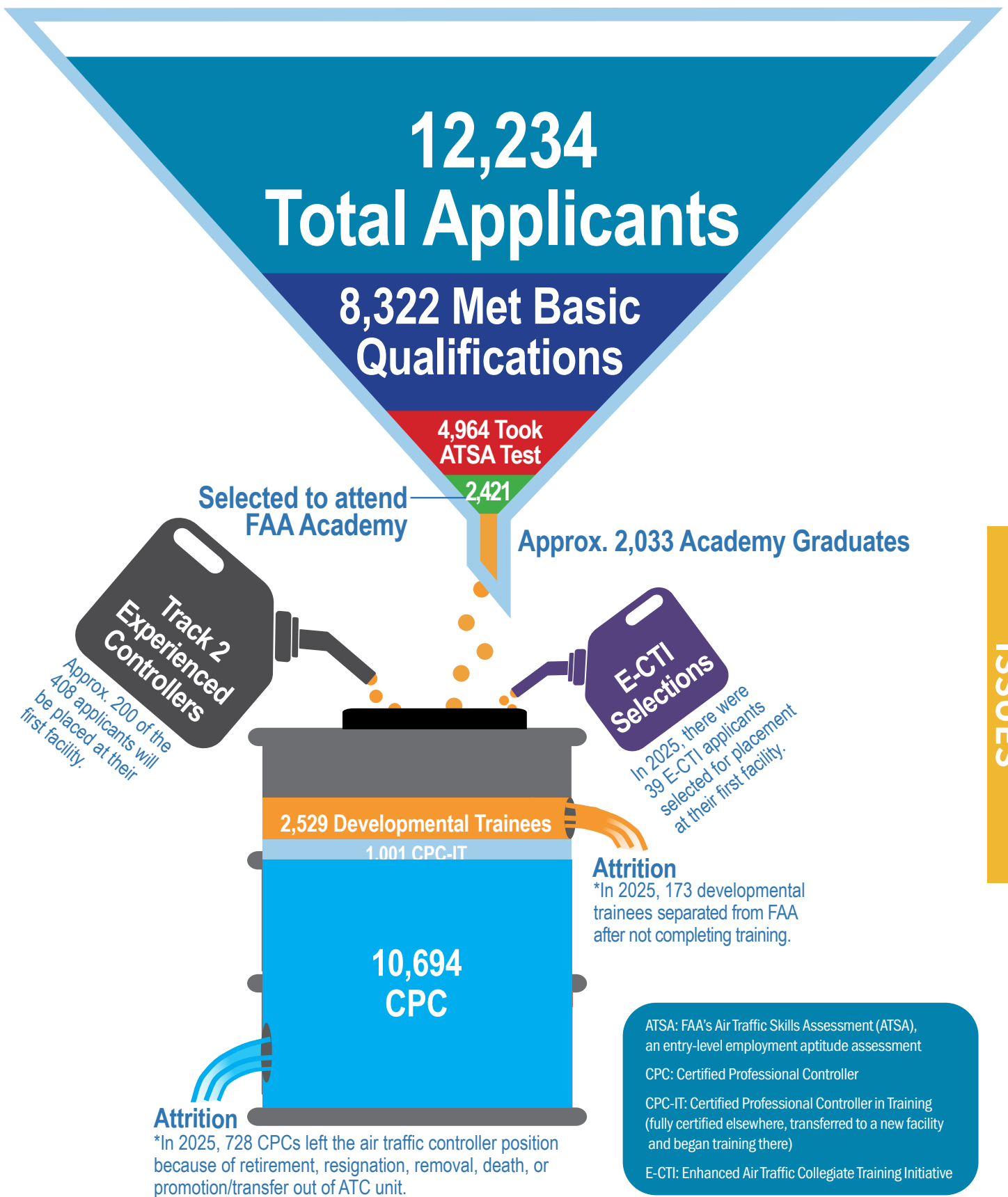
DEV: Developmental (trainee)

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

# From Application to Certification

## Very Few Applicants Become CPCs

\* Hiring process numbers spanning Fiscal Year 2025



ISSUES

\* Source: Fiscal Year 2025 data

# Issue

## ATC Facility Realignment and Consolidation

### ► Quick Reference

**1** NATCA recognizes that the Federal Aviation Administration (FAA's future facility footprint will be different than the current footprint. However, decisions to realign and/or consolidate ATC facilities must result in a solution that is in the best interest of the National Airspace System (NAS) and the flying public.

**2** NATCA believes that facility realignment and consolidation decisions must consider five core principles including safety, continuity, capacity and efficiency, cost savings, and effects on the workforce.

**3** The FAA should consider realignment and consolidation options that do not simply combine facilities of the same type but instead consider merging some centers and stand-alone terminal radar approach control facilities (TRACONs) that are within 50 miles of each other into a combined control facility (CCF).

### How This Issue Affects NATCA Members

FAA facility realignment and consolidation decisions can have a profound effect on the lives of air traffic controllers, other aviation safety professionals, and their families. Although these realignments and consolidations open new opportunities for growth, both professionally and financially, they can also be the source of stress and uncertainty for professionals who already work in a high-stress environment. NATCA believes that, even though some facility realignment and consolidation is inevitable, these decisions must only be made after thoughtfully considering a host of factors, one of which must be the effect on the workforce.

# Issue

## ATC Facility Realignment and Consolidation

### Overview

The air traffic control section of the Budget Reconciliation Act of 2025 provided \$1.9 billion to construct a new air route traffic control center (ARTCC) and to divest and integrate at least three existing ARTCCs into a newly constructed ARTCC. It also provided \$100 million to conduct an ARTCC realignment and consolidation effort under which at least 10 existing ARTCC facilities would be closed or consolidated to facilitate recapitalization of ARTCC facilities. Finally, the act allocated another \$1 billion to support recapitalization and consolidation of terminal radar approach control facilities (TRACONS).

As a result, this influx of dedicated funding prompted FAA to begin planning for increased facility realignments and consolidations that were not feasible at previous appropriations levels. However, NATCA believes that facility realignment and consolidation efforts must be holistic and strategic – aiming to increase aviation safety, efficiency, and reliability – and not arbitrary.

### Background

The FAA operates more than 300 air traffic control facilities of varying ages and conditions. In addition to its efforts to repair and maintain its rapidly aging physical infrastructure, the FAA also plans to address facility concerns through realignments and consolidations.

Although NATCA recognizes that the FAA's future facility footprint will be different than the current footprint, arbitrary facility realignment and consolidation for the sake of consolidation is not in the best interest of the NAS. Air traffic control (ATC) facility realignment and consolidation decisions must consider five core principles: safety, continuity, capacity and efficiency, cost savings, and effects on the workforce.

Currently, the FAA is focused on consolidating all 21 ARTCCs – spread across the country spanning 18 different states – into six large radar facilities. Those existing 21 ARTCCs are in the following locations:

- Alaska: Anchorage (ZAN)
- California: Palmdale (ZLA) and Fremont (ZOA)
- Colorado: Longmont (ZDV)
- Florida: Hilliard (ZJX), Miami (ZMA)
- Georgia: Hampton (ZTL)
- Illinois: Aurora (ZAU)
- Indiana: Indianapolis (ZID)

- Kansas: Olathe (ZKC)
- New Hampshire: Nashua (ZBW)
- Minnesota: Farmington (ZMP)
- New Mexico: Albuquerque (ZAB)
- New York: Ronkonkoma (ZNY)
- Ohio: Oberlin (ZOB)
- Tennessee: Memphis (ZME)
- Texas: Ft. Worth (ZFW), Houston (ZHU)
- Utah: Salt Lake City (ZLC)
- Virginia: Leesburg (ZDC)
- Washington: Auburn (ZSE)

### Message

#### Facility Realignment and Consolidation Decisions Must Consider Five Core Principles

NATCA believes the consolidation for the sake of consolidation would not be in the best interest of the National Airspace System (NAS), the aviation industry, or the flying public. Instead, ATC facility realignment and consolidation decisions must consider five core principles: safety, continuity, capacity and efficiency, cost savings, and effects on the workforce.

**Safety** – When realigning or consolidating one or more facilities, it is essential to prioritize the safety of the NAS for both the American flying public and those who operate within it. This process should involve careful consideration and identification of specific facilities to ensure that these actions do not increase risk in the system and, whenever possible, enhance safety.

**Continuity** – Realignment or consolidation of one or more facilities should consider the resiliency and continuity of the NAS. Air Route Traffic Control Center (ARTCC) facilities are responsible for tens of thousands of miles of airspace. If multiple ARTCCs are combined into one, it would be responsible for hundreds of thousands of miles of airspace. If a combined facility suffered an equipment failure, natural disaster, or illegal activity interrupting service, it would likely disrupt the entire NAS for an extended period. Redundancy reduces risk and ensures the resiliency and continuity of the NAS. Careful consideration must be given to exposing the NAS to increased risk as an unintended consequence of realignment or consolidation.

# Issue

## ATC Facility Realignment and Consolidation

**Capacity & Efficiency** – Realignment or consolidation of one or more facilities should (1) provide enhanced capacity and/or increased efficiency; (2) mitigate aviation delays affecting the American flying public; and (3) prepare for the future traffic of the NAS. Careful consideration of a proposed realignment or consolidation will inform decisions that will create a more integrated and dynamic NAS, while reducing existing complexities within the operation.

**Cost Savings** – Realignment or consolidation of one or more facilities should provide a cost savings to the American taxpayer, including, among other things, construction costs, single site maintenance, and upgrades of future automation and other systems. In addition, any decision must consider the costs associated with relocating hundreds or thousands of employees hundreds or thousands of miles from their current duty station.

**Workforce** – Realignment or consolidation of one or more facilities should consider the significant effects of relocating hundreds or thousands of air traffic controllers and other aviation safety professionals, along with their families, hundreds or even thousands of miles from their current homes. Such a relocation would not only affect their professional lives but also disrupts their personal stability and community involvement. As mentioned above, there is potentially a significant cost associated with the relocation of the workforce. It also could lead to attrition at a time when the FAA is finally making some progress on addressing the long-term air traffic controller staffing crisis.

### One Possible Solution That Meets All Five Core Principles

The FAA is considering facility realignments and consolidations as part of its recapitalization of the air traffic control system. However, we should not be relying solely on existing facility combinations but should be considering other combinations that make sense within the framework of the five core principles discussed above.

For instance, ARTCCs and TRACONs are both radar facilities. Thirteen of the existing 21 ARTCCs could be replaced with Combined Control Facilities (CCF) by merging an ARTCC with a current stand-alone TRACON facility that is within 50 miles. (See proposed facility consolidation graphic on page xx.)

In this scenario, each of the identified ARTCC's airspace already overlies the associated TRACON's airspace. This would reduce the FAA's existing physical infrastructure footprint by thirteen large radar facilities, maintain safety, ensure continuity of operations, enhance capacity and efficiency, reduce construction and maintenance costs, make implementing a common automation platform more efficient, and avoid additional costs and other negative effects associated with workforce relocation.

NATCA believes this is one viable option that solves many of the problems that the Budget Reconciliation Act of 2025 was trying to address. There may also be other reasonable alternatives that meet NATCA's five core principles, and we stand ready to partner with the administration and aviation industry to ensure the NAS of the future is fully supported by the FAA's future facility footprint.

# FAA Facility Realignment ARTCC+TRACON into CCF

Anchorage CCF combining Anchorage TRACON (A11) and Anchorage ARTCC (ZAN)	approximately 150 NATCA represented Bargaining Unit Employees (BUEs)
Atlanta CCF Atlanta TRACON(A80), Peachtree City, GA and Atlanta ARTCC (ZTL), Hampton, GA)	~555 NATCA represented BUEs
Boston CCF Boston Consolidated TRACON (A90), Merrimack, NH and Boston ARTCC (ZBW), Nashua, NH	~345 NATCA represented BUEs
Chicago CCF Chicago TRACON (C90), Elgin, IL and Chicago ARTCC (ZAU), Aurora, IL	~540 NATCA represented BUEs
Denver CCF TRACON (D01) and Denver ARTCC (ZDV), Longmont, CO	~500 NATCA represented BUEs
Dallas-Fort Worth CCF Dallas-Fort Worth TRACON (D10), Dallas, TX, and Fort Worth ARTCC (ZFW)	~470 NATCA represented BUEs
Houston CCF Houston TRACON (I90) and Houston ARTCC (ZHU)	~440 NATCA represented BUEs
Memphis CCF Memphis TRACON (M03) and Memphis ARTCC (ZME)	~340 NATCA represented BUEs
Minneapolis CCF Minneapolis TRACON (M98) and Minneapolis ARTCC (ZMP), Farmington, MN	~395 NATCA represented BUEs
New York CCF New York TRACON (N90) Westbury, NY and New York ARTCC (ZNY), Ronkonkoma, NY	~550 NATCA represented BUEs
Salt Lake CCF Salt Lake City TRACON (S56) and Salt Lake City ARTCC (ZLC)	~250 NATCA represented BUEs
Seattle CCF Seattle TRACON (S46), Burien, WA and Seattle ARTCC (ZSE), Auburn, WA	~265 NATCA represented BUEs
Washington CCF Potomac Consolidated TRACON (PCT), Warrenton, VA and Washington ARTCC (ZDC), Leesburg, VA	~570 NATCA represented BUEs
<b>TOTAL: ~5,300 NATCA represented BUEs</b>	

## FAA Reauthorization Legislation

### What is the status of FAA Reauthorization?

- The FAA is authorized until 2029 due to 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 required the FAA to use the NATCA and FAA Air Traffic Organization's jointly developed Collaborative Resources Workgroup (CRWG) Certified Professional Controller (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?

- Until the 43-day shutdown in 2026, the 35-day shutdown, which started in December 2018 and went through January 2019, was the longest shutdown in U.S. government history. It 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.
- 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 back online safety processes 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 were also 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.
- During the 43-day shutdown in late-2025, the FAA did not shut down the FAA Academy, so staffing was not set back like in previous shutdowns.

## Debt Ceiling Crisis

### What is 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 until Jan. 1, 2025, and cap discretionary spending during FY 2024 and FY 2025.
- NATCA continues 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 operations 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 downtime 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 and modernization programs.

## 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.

### What is NATCA's position on Beyond Visual Line of Sight (BVLOS) UAS Operations?

- In August 2025, the FAA published a Notice of Proposed Rulemaking (NPRM) titled: "Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations."
- As required by the FAA Reauthorization Act of 2024, the NPRM outlines performance-based regulations intended to enable and support the safe and routine use UAS operating BVLOS at low altitudes. The NPRM was also intended to provide a clear and scalable framework for integrating various types of UAS operations into the NAS for activities such as package delivery, agriculture, aerial surveying, and recreation, among others.
- NATCA has been consistently collaborating on UAS matters with the FAA and the aviation industry for years, including our participation on the BVLOS Aviation Rulemaking Committee.
- NATCA supports the stated goals of the BVLOS NPRM, i.e. to provide a clear and scalable framework for safely integrating various types of UAS operations into the NAS.
- Air traffic controllers and other aviation safety professionals represented by NATCA are critical to this process and we stand ready to partner with the DOT, FAA, administration, Congress, and industry stakeholders to accomplish this goal.

## 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 initial track record for this technology was not encouraging, based on testing at Fort Collins, Colorado (FNL) and at Leesburg Executive Airport (JYO) in Virginia. Those early systems struggled to deliver certain critical capabilities. For instance, it could not clearly depict the aircraft type when close to the runway.
- However, as the FAA continues to work toward certifying the first RTS for single runway operations, NATCA continues to be actively engaged with the administration and industry stakeholders to evaluate and assess its safe and efficient integration into the NAS.

## Does NATCA support the Remote Tower program?

- Throughout testing and pilot program, NATCA expressed several concerns regarding the 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 technological advancements in remote tower technology could have a place in the NAS, especially at locations in which tower services are not currently offered or where air traffic control (ATC) services could be enhanced. Those enhanced services could include:
  - As part of a contingency plan or for possible use to monitor remote airports during midnight operations;
  - For assistance with line-of-sight issues at current towers; or
  - Possibly providing a level of service that may include traffic advisories, but without separation responsibilities.
- As with all modernization and safety programs, NATCA must remain actively involved and engaged in the discovery, development, and testing of remote tower technologies to safeguard the NAS and ensure that the frontline workforce has a voice in all future changes to the NAS.

## Federal Employee Legislation

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

- For more than a decade, NATCA 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

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

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

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

- Yes. At the FAA, official time is paid time that employee representatives may use to resolve disputes, negotiate changes in working conditions, and collaborate on workgroups that implement new modernization programs and procedures.
- Official time saves the FAA and taxpayers' time and money by allowing NATCA representatives and the FAA to avoid costly arbitrations and other less-efficient means of dispute resolution.
- Official time is necessary for NATCA members to perform their representational duties owed to all bargaining unit employees, regardless of union membership status.

- Limiting official time at the FAA would lead to extremely inefficient labor relations. Today, NATCA representatives use official time for these essential functions:
  - Participate in labor-management workgroups that collaborate on issues like new technology implementation, development of new procedures, and increased airspace efficiencies.
  - Represent bargaining unit employees in meetings with FAA management.
  - Facilitate implementation of new workplace initiatives including training on new technology and procedures.
  - Assist the FAA in communicating important information about workplace matters to employees.
  - Negotiate contracts and other collective bargaining agreements that concern employee working conditions, pay, and benefits.
  - Represent employees in grievances and disciplinary actions.
  - Represent employees before other federal agencies in administrative proceedings.
- However, NATCA DOES NOT use official time for any of the following prohibited activities:
  - Conduct internal union business.
  - Recruit new union members.
  - Collect union dues.
  - Conduct union elections.
  - Electioneer for union offices.
  - Engage in political activity.

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### **35-Day Government Shutdown**

At the time, 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. NATCA works 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.

### **43-Day Government Shutdown**

During the longest government shutdown in U.S. history, air traffic controllers and other excepted aviation safety professionals continued to step up for the flying public and each other. These dedicated professionals performed their safety-critical functions at the highest level despite operating 3,800 fully-certified controllers short of the FAA's operational staffing target. Unlike previous shutdowns, the FAA's controller hiring and training pipeline remained open, including training at the FAA Academy and on-the-job training within facilities. Likewise, the FAA continued supporting modernization, safety, and infrastructure programs throughout the shutdown. However, during this shutdown, controllers and other aviation safety professionals received one partial paycheck and then missed two consecutive full paychecks. That situation created substantial distractions, such as financial and mental strain, which increased risks in the NAS and made the system less safe with each passing day.

### **Administrative Furlough**

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

### **Advanced Air Mobility (AAM)**

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

### **Airport and Airway Trust Fund (Trust Fund)**

The FAA is funded primarily by the Airport and Airway Trust Fund (Trust Fund), which receives revenues from a series of excise taxes paid by users of the NAS. The Trust Fund was created in 1970 in an attempt to provide a dedicated source of funding for the NAS that is independent of the general treasury fund. Although the FAA still receives a variable amount of funding for operations and maintenance from the general treasury fund, in recent years, the Trust Fund has accounted for between 80-95 percent of the total appropriations for the FAA's operations budget and 100 percent of the FAA's other budgeted expenditures.

### **Air Traffic Controller (ATC) Hiring Reform Act of 2019 (S.1148)**

Bipartisan legislation introduced by Sen. Jeanne Shaheen (N.H.), and Sen. John Hoeven (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 FY 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 percent of the world's airspace and includes all of the United States and large portions of the Atlantic and Pacific Oceans and the Gulf of Mexico.

### **Airport Improvement Program (AIP)**

This program provides grants to public agencies and, in some cases, to private owners and entities, for the planning and development of public-use airports that

# Glossary

are included in the National Plan of Integrated Airport Systems (NPIAS). AIP is authorized as part of the FAA's authorizing legislation, and it is appropriated as grants-in-aid to airports.

## **Aircraft Certification Safety and Accountability Act (ACSA)**

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

## **Appropriations Bill**

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

## **Beyond Visual Line of Sight (BVLOS) Operations**

In August 2025, the FAA published a notice of proposed rulemaking (NPRM) titled "Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations," which outlined performance-based regulations intended to enable and support the safe and routine use of UAS operating BVLOS at low altitudes. The NPRM was also intended to provide a clear and scalable framework for integrating various types of UAS operations into the NAS for activities such as package delivery, agriculture, aerial surveying, and recreation, among others. NATCA has been consistently collaborating on UAS matters with the FAA and the aviation industry for years, including our participation on the BVLOS Aviation Rulemaking Committee. NATCA supports the stated goals of the BVLOS NPRM and stands ready to partner with the FAA, Congress, and the aviation industry on the safe integration of BVLOS operations in the NAS.

## **Brand New Air Traffic Control System (BNATCS)**

In 2025, Congress provided a historic \$12.5 billion downpayment to the FAA to develop a Brand New Air Traffic Control System (BNATCS). BNATCS aims to

ensure that the U.S. continues to be the gold standard for global aviation by replacing outdated equipment and technology such as radar, software, hardware, and telecommunications networks. FAA will need an additional \$20 billion in dedicated funding to complete the entire BNATCS program. NATCA strongly supports BNATCS and stands ready to partner with Congress, the Administration, and industry stakeholders to achieve these goals.

## **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 completed its study on controller staffing.

## **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

# Glossary

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.

## **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 Jan. 1, 2025, and capped discretionary spending during fiscal year (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 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 (Fla.) and former Rep. Sean Patrick Maloney (N.Y.). NATCA strongly supported this legislation, which garnered 260 co-sponsors thanks to NATCA activists.

## **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 Enterprise Network Services**

(FENS) is the program that will upgrade FAA's 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** Privately-operated, for-profit air traffic control towers under contract with the FAA. These towers often provide service to rural America. NATCA represents 183 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 FY 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.

# Glossary

## **Fix-on-Fail Maintenance**

Maintenance that 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 House of Representatives 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 (Mo.), and the ranking member is Rep. Rick Larsen, (Wash). The Aviation Subcommittee is chaired by Rep. Troy Nehls (Texas), and the ranking member is Rep. André Carson (Ind.).

## **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**

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 educational 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**

The overarching modernization project that was intended to advance the FAA beyond its ground-based radar system to more sophisticated, satellite-based, and digital technologies, along with new procedures that combine to make air travel more efficient, predictable, and environmentally friendly. Despite some recent successes achieved through collaboration between NATCA and the FAA, NextGen is being subsumed under BNATCS. NATCA supported NextGen and strongly supports BNATCS as air traffic controllers and other aviation safety professionals NATCA represents play a critical role in all modernization, safety, and infrastructure programs.

## **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 conducting internal union business, recruiting new union members, collecting union dues, conducting union election, electioneering for union offices, nor engaging in political activity.

## **Omnibus**

A term that is used to refer to a spending bill that combines most or all appropriations spending bills into one larger bill that can be passed with only one floor vote in each chamber of Congress. There are 12 separate regular appropriations bills that need to be passed

each year to fund the federal government and avoid a partial or complete government shutdown. Unlike a CR, which is merely an extension of previous funding levels, an omnibus bill typically sets new funding levels and lasts for the remainder of fiscal year.

## **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**

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.

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

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

## **Remote Towers System (RTS) Program**

Air traffic control tower services performed remotely, that is, somewhere other than at the local control tower. The RTS program is an ongoing project for which NATCA remains actively engaged with the FAA. NATCA believes technological advancements in RTS technology could have a place in the NAS, especially at locations in which tower services are not currently

offered. However, NATCA does not consider it to be a viable “replacement” for legacy air traffic control towers. As the FAA continues to work toward certifying the first RTS for single runway operations, NATCA continues to collaborate with the administration and industry stakeholders to evaluate and assess its safe and efficient integration into the NAS.

## **Senate Commerce, Science, and Transportation Committee**

This is the committee that has jurisdiction over FAA reauthorization, among many other things. The committee is chaired by Sen. Ted Cruz (Texas) and the ranking member is Sen. Maria Cantwell (Washington). The Subcommittee on Aviation Safety, Operations, and Innovation, which oversees the FAA, is chaired by Sen. Jerry Moran (Kansas), and the ranking member is Sen. Tammy Duckworth (Illinois).

## **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 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.

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## **THUD**

The Transportation, Housing and Urban Development (THUD) Subcommittee of the Appropriations Committee. The THUD Subcommittee writes the appropriations bill and oversees funding for the FAA.

## **THUD Appropriations Bill**

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

## **Title 49**

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

## **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 percent (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**

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.

# Key Legislative Votes

## Air Traffic Controllers Hiring Act of 2023 (S. 2839)

This bill directs the Federal Aviation Administration (FAA) to set the hiring target for new air traffic controllers as the maximum number of individuals who are able to be trained at the FAA Academy.

## Continuing Resolution (H.R. 5371)

Passage of the bill made continuing appropriations for FY 2026 through Jan. 30, 2026, and ended the 43-day government shutdown.

- The bill passed the House 222-209 and the Senate 60-40.

## Mental Health in Aviation Act of 2025 (H.R. 2591 & S. 3257)

This bill requires the Federal Aviation Administration (FAA) to update regulations and take any other actions necessary to implement the recommendations of (1) the Aviation Workforce Mental Health Task Group, and (2) the Mental Health and Aviation Medical Clearances Aviation Rulemaking Committee (the ARC). The bill authorizes the FAA to take actions to recruit and train additional medical examiners.

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

This amendment was proposed by Rep. Scott Perry (Pennsylvania 4th District). 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.

## 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 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 88-4.

## 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.

# Key Legislative Votes

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

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.

- ✓ – The member voted correctly from NATCA’s perspective, or the member co-sponsored the bill.
- ✗ – The member voted incorrectly from NATCA’s perspective.
- – The member did not vote on the bill, voted present, was not serving in office when the vote took place, or the member has not co-sponsored the bill or letter endorsed by NATCA.

# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
<b>ALABAMA</b>					
Robert Aderholt, R AL-4	—	✗	✓	✓	—
Shomari Figures, D AL-2	—	—	✗	—	—
Barry Moore, R AL-1	—	✗	✓	✓	—
Gary Palmer, R AL-6	—	✗	✓	✓	—
Mike Rogers, R AL-3	—	✗	✓	✓	—
Terri Sewell, D AL-7	—	✓	✗	✓	—
Dale Strong, R AL-5	—	✓	✓	✓	—
<b>ALASKA</b>					
Nicholas Begich, R AK-AL	—	—	✓	—	✓
<b>AMERICAN SAMOA</b>					
Aumua Amata Radewagen, R AS-AL	—	✗	—	—	—
<b>ARIZONA</b>					
Yassamin Ansari, D AZ-3	—	—	✗	—	—
Andy Biggs, R AZ-5	—	✗	✓	✗	—
Juan Ciscomani, R AZ-6	✓	✗	✓	✓	—
Eli Crane, R AZ-2	—	✗	✓	✗	—
Paul Gosar, R AZ-9	✓	✗	✓	✓	—
Adelita Grijalva, D AZ-7	—	—	✗	—	—
Abraham Hamadeh, R AZ-8	—	—	✓	—	—
David Schweikert, R AZ-1	—	✓	✓	✓	—
Greg Stanton, D AZ-4	—	✓	✗	✓	✓
<b>ARKANSAS</b>					
Rick Crawford, R AR-1	—	✗	✓	✓	—
French Hill, R AR-2	—	✗	✓	✓	—
Bruce Westerman, R AR-4	—	✗	✓	✓	—
Steve Womack, R AR-3	✓	✗	✓	✓	—
<b>CALIFORNIA</b>					
Pete Aguilar, D CA-33	—	✓	✗	✓	—
Nanette Barragán, D CA-44	✓	✓	✗	✓	—
Ami Bera, D CA-6	—	✓	✗	✓	—
Julia Brownley, D CA-26	✓	✓	✗	✓	—
Ken Calvert, R CA-41	✓	✗	✓	✓	—
Salud Carbajal, D CA-24	—	✓	✗	✓	✓
Judy Chu, D CA-28	—	✓	✗	✓	—
Gil Cisneros, D CA-31	—	—	✗	—	—
Lou Correa, D CA-46	—	✓	✗	✓	—
Jim Costa, D CA-21	—	✓	✗	✓	—

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Mark DeSaulnier, D CA-10	✓	✓	✗	✓	—
Vince Fong, R CA-20	—	—	✓	—	—
Laura Friedman, D CA-30	—	—	✗	—	—
John Garamendi, D CA-8	✓	✓	✗	✓	—
Robert Garcia, D CA-42	✓	✓	✗	✓	✓
Jimmy Gomez, D CA-34	✓	✓	✗	✓	—
Adam Gray, D CA-13	—	—	✓	—	—
Josh Harder, D CA-9	—	✓	✗	✓	—
Jared Huffman, D CA-2	—	✓	✗	✓	—
Darrell Issa, R CA-48	—	—	✓	✓	—
Sara Jacobs, D CA-51	—	✓	✗	✓	—
Sydney Kamlager-Dove, D CA-37	—	✓	✗	✓	—
Ro Khanna, D CA-17	✓	✓	✗	✓	—
Kevin Kiley, R CA-3	—	✗	✓	✓	—
Young Kim, R CA-40	✓	✗	✓	✓	—
Mike Levin, D CA-49	—	✓	✗	✓	—
Sam Liccardo, D CA-16	—	—	✗	—	—
Ted Lieu, D CA-36	—	✓	✗	✓	—
Zoe Lofgren, D CA-18	✓	✓	✗	✓	✓
Doris Matsui, D CA-7	✓	✓	✗	✓	—
Tom McClintock, R CA-5	—	✗	✓	✗	—
Dave Min, D CA-47	—	—	✗	—	—
Kevin Mullin, D CA-15	—	✓	✗	✓	—
Jay Obernolte, R CA-23	—	✗	✓	✓	✓
Jimmy Panetta, D CA-19	—	✓	✗	✗	—
Nancy Pelosi, D CA-11	—	✓	✗	✓	—
Scott Peters, D CA-50	—	✓	✗	✓	—
Luz Maria Rivas, D CA-29	—	—	✗	—	—
Raul Ruiz, D CA-25	—	✓	✗	✓	—
Linda Sánchez, D CA-38	—	✓	✗	✓	—
Brad Sherman, D CA-32	✓	✓	✗	✓	—
Lateefah Simon, D CA-12	—	—	✗	—	—
Eric Swalwell, D CA-14	—	✓	✗	✓	—
Mark Takano, D CA-39	✓	✓	✗	✓	—
Mike Thompson, D CA-4	—	✓	✗	✓	—
Norma Torres, D CA-35	—	✓	✗	✓	—
Derek Tran, D CA-45	—	—	✗	—	—

✓=voted correctly

✗=voted incorrectly

— = did not vote, voted present, not serving, not co-sponsored

# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
David G. Valadao, R CA-22	✓	✗	✓	✓	✓
Juan Vargas, D CA-52	—	✓	✗	✓	—
Maxine Waters, D CA-43	✓	✓	✗	✓	—
George Whitesides, D CA-27	—	—	✗	—	—
Vacant at time of print, CA-1 To be filled with a special election on August 4.					
<b>COLO=RADO</b>					
Lauren Boebert, R CO-4	—	✗	✓	✓	—
Jeff Crank, R CO-5	—	—	✓	—	—
Jason Crow, D CO-6	—	✓	✗	✓	—
Diana DeGette, D CO-1	—	✓	✗	✓	—
Gabe Evans, R CO-8	—	—	✓	—	✓
Jeff Hurd, R CO-3	—	—	✓	—	—
Joe Neguse, D CO-2	—	✓	✗	✓	—
Brittany Pettersen, D CO-7	✓	✓	✗	✓	—
<b>CONNECTICUT</b>					
Joe Courtney, D CT-2	—	✓	✗	✓	—
Rosa DeLauro, D CT-3	—	✓	✗	✓	—
Jahana Hayes, D CT-5	—	✓	✗	✓	—
Jim Himes, D CT-4	—	✓	✗	✓	—
John Larson, D CT-1	—	✓	✗	✓	—
<b>DELAWARE</b>					
Sarah McBride, D DE-AL	—	—	✗	—	—
<b>DISTRICT OF COLUMBIA</b>					
Eleanor Holmes Norton, D DC-AL	✓	✓	—	—	✓
<b>FLORIDA</b>					
Aaron Bean, R FL-4	✓	✗	✓	✓	—
Gus Bilirakis, R FL-12	—	✗	✓	✓	—
Vern Buchanan, R FL-16	—	✗	✓	✓	—
Kat Cammack, R FL-3	—	✗	✓	✓	—
Kathy Castor, D FL-14	✓	✓	✗	✓	—
Sheila Cherfilus-McCormick, D FL-20	—	✓	✗	✓	—
Mario Diaz-Balart, R FL-26	✓	✗	✓	—	—
Byron Donalds, R FL-19	—	✗	✓	✓	—
Neal Dunn, R FL-2	—	✗	✓	✓	—
Randy Fine, R FL-6	—	—	✓	—	—
Lois Frankel, D FL-22	✓	✓	✗	✓	—
Scott Franklin, R FL-18	—	✗	✓	✓	—
Maxwell Frost, D FL-10	✓	✓	✗	✓	—

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Carlos Gimenez, R FL-28	✓	✗	✓	✓	—
Mike Haridopolos, R FL-8	—	—	✓	—	—
Laurel Lee, R FL-15	—	✗	✓	✓	—
Anna Paulina Luna, R FL-13	—	✗	✓	✗	—
Brian Mast, R FL-21	—	✗	✓	✓	—
Cory Mills, R FL-7	—	✗	✓	✓	—
Jared Moskowitz, D FL-23	✓	✓	✗	✓	—
Jimmy Patronis, R FL-1	—	—	✓	—	✓
John Rutherford, R FL-5	—	✗	✓	✓	—
Maria Elvira Salazar, R FL-27	✓	✗	✓	✓	—
Darren Soto, D FL-9	✓	✓	✗	✓	—
Greg Steube, R FL-17	—	✗	✗	✗	—
Debbie Wasserman Schultz, D FL-25	—	✓	✗	✓	—
Daniel Webster, R FL-11	—	✗	✓	✓	—
Frederica Wilson, D FL-24	✓	✓	✗	—	✓
<b>GEORGIA</b>					
Rick Allen, R GA-12	—	✗	✓	✓	—
Sanford Bishop Jr., D GA-2	—	✓	✗	✓	—
Earl Carter, R GA-1	✓	✗	✓	✓	—
Andrew Clyde, R GA-9	—	✗	✓	✓	—
Mike Collins, R GA-10	✓	✗	✓	✓	—
Brian Jack, R GA-3	—	—	✓	—	—
Hank Johnson, D GA-4	✓	✓	✗	✓	✓
Barry Loudermilk, R GA-11	—	✗	✓	✓	—
Lucy McBath, D GA-6	—	✓	✗	✓	—
Rich McCormick, R GA-7	—	✗	✓	✓	—
Austin Scott, R GA-8	—	✗	✓	✓	—
David Scott, D GA-13	—	✓	✗	✓	—
Nikema Williams, D GA-5	—	✓	✗	✓	—
James Moylan, R GU-AL	—	✗	—	—	✓
Vacant at time of print, GA-14 To be filled with a special election on April 7.					
<b>HAWAII</b>					
Ed Case, D HI-1	—	✓	✗	✓	—
Jill Tokuda, D HI-2	✓	✓	✗	✓	✓
<b>IDAHO</b>					
Russ Fulcher, R ID-1	—	✗	✓	✓	—
Michael K. Simpson, R ID-2	✓	✗	✓	✓	—

✓=voted correctly

✗=voted incorrectly

— = did not vote, voted present, not serving, not co-sponsored

# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
<b>ILLINOIS</b>					
Mike Bost, R IL-12	✓	✓	✓	✓	—
Nikki Budzinski, D IL-13	✓	✓	✗	✓	—
Sean Casten, D IL-6	✓	✓	✗	✓	—
Danny K. Davis, D IL-7	✓	✓	✗	✓	—
Bill Foster, D IL-11	✓	✓	✗	✓	—
Jesus Garcia, D IL-4	✓	✓	✗	✓	—
Jonathan Jackson, D IL-1	—	—	✗	✗	—
Robin Kelly, D IL-2	✓	✓	✗	✓	—
Raja Krishnamoorthi, D IL-8	✓	✓	✗	✓	✓
Darin LaHood, R IL-16	✓	✗	✓	✓	—
Mary Miller, R IL-15	—	✗	✓	✓	—
Mike Quigley, D IL-5	✓	✓	✗	✓	—
Delia Ramirez, D IL-3	✓	✓	✗	✓	—
Jan Schakowsky, D IL-9	✓	✓	✗	✓	—
Brad Schneider, D IL-10	✓	✓	✗	✓	—
Eric Sorensen, D IL-17	✓	✓	✗	✓	—
Lauren Underwood, D IL-14	✓	✓	✗	✓	—
<b>INDIANA</b>					
Jim Baird, R IN-4	—	✗	✓	✓	—
André Carson, D IN-7	—	✓	✗	✓	✓
Erin Houchin, R IN-9	—	✗	✓	✓	—
Mark Messmer, R IN-8	—	—	✓	—	—
Frank Mrvan, D IN-1	—	✓	✗	✓	—
Jefferson Shreve, R IN-6	—	—	✓	—	—
Victoria Spartz, R IN-5	—	✗	✓	✗	—
Marlin A. Stutzman, R IN-3	—	—	✓	—	—
Rudy Yakym, R IN-2	✓	✗	✓	✓	—
<b>IOWA</b>					
Randy Feenstra, R IA-4	—	✗	✓	✓	—
Ashley Hinson, R IA-2	—	✗	✓	✓	✓
Mariannette Miller-Meeks, R IA-1	—	✗	✓	✓	—
Zach Nunn, R IA-3	—	✗	✓	✓	—
<b>KANSAS</b>					
Sharice Davids, D KS-3	✓	✓	✗	✓	✓
Ron Estes, R KS-4	—	✗	✓	✓	—
Tracey Mann, R KS-1	✓	✗	✓	✓	✓
Derek Schmidt, R KS-2	—	—	✓	—	—

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
<b>KENTUCKY</b>					
Andy Barr, R KY-6	✓	✗	✓	—	—
James Comer Jr., R KY-1	—	✗	✓	✓	—
Brett Guthrie, R KY-2	—	✗	✓	✓	—
Thomas Massie, R KY-4	—	✗	✗	✗	—
Morgan McGarvey, D KY-3	✓	✓	✗	✓	—
Hal Rogers, R KY-5	✓	✗	✓	✓	—
<b>LOUISIANA</b>					
Troy Carter, D LA-2	—	✓	✗	✓	—
Cleo Fields, D LA-6	—	—	✗	—	—
Clay Higgins, R LA-3	—	✗	✓	✗	—
Mike Johnson, R LA-4	—	✗	✓	✓	—
Julia Letlow, R LA-5	—	✗	✓	✓	—
Steve Scalise, R LA-1	—	✗	✓	✓	—
<b>MAINE</b>					
Jared Golden, D ME-2	—	✓	✓	✓	—
Chellie Pingree, D ME-1	—	✓	✗	✓	—
<b>MARYLAND</b>					
Sarah Elfreth, D MD-3	—	—	✗	—	—
Andy Harris, R MD-1	—	✗	✓	✓	—
Steny Hoyer, D MD-5	—	✓	✗	✓	—
Glenn Ivey, D MD-4	—	✓	✗	✓	—
April McClain-Delaney, D MD-6	—	—	✗	—	—
Kweisi Mfume, D MD-7	✓	✓	✗	✓	—
John Olszewski Jr., D MD-2	—	—	✗	—	—
Jamie Raskin, D MD-8	—	✓	✗	✓	—
<b>MASSACHUSETTS</b>					
Jake Auchincloss, D MA-4	—	✓	✗	✓	—
Katherine Clark, D MA-5	—	✓	✗	✓	—
Bill Keating, D MA-9	—	✓	✗	✓	—
Stephen Lynch, D MA-8	—	✓	✗	✓	—
Jim McGovern, D MA-2	—	✓	✗	✓	—
Seth Moulton, D MA-6	✓	✓	✗	✓	—
Richard Neal, D MA-1	—	✓	✗	✓	—
Ayanna Pressley, D MA-7	—	✓	✗	✓	—
Lori Trahan, D MA-3	—	✓	✗	✓	—
<b>MICHIGAN</b>					
Tom Barrett, R MI-7	—	—	✓	—	—

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# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Jack Bergman, R MI-1	✓	✗	✓	✓	✓
Debbie Dingell, D MI-6	✓	✓	✗	✓	—
Bill Huizenga, R MI-4	—	✗	✓	✓	—
John James, R MI-10	—	✗	✓	✓	—
Lisa McClain, R MI-9	—	✗	✓	—	—
Kristen McDonald Rivet, D MI-8	—	—	✗	—	✓
John Moolenaar, R MI-2	—	✗	✓	✓	—
Hillary Scholten, D MI-3	—	✓	✗	✓	✓
Haley Stevens, D MI-11	—	✓	✗	✓	—
Shri Thanedar, D MI-13	✓	✓	✗	✓	—
Rashida Tlaib, D MI-12	—	✓	✗	✓	—
Tim Walberg, R MI-5	—	✗	✓	✓	—
<b>MINNESOTA</b>					
Angie Craig, D MN-2	—	✓	✗	✓	✓
Tom Emmer, R MN-6	—	✗	✓	✓	—
Brad Finstad, R MN-1	—	✗	✓	✓	—
Michelle Fischbach, R MN-7	—	✗	✓	✓	—
Betty McCollum, D MN-4	✓	✓	✗	✓	—
Kelly Morrison, D MN-3	—	—	✗	—	—
Ilhan Omar, D MN-5	—	✓	✗	✓	—
Pete Stauber, R MN-8	✓	✓	✓	✓	✓
<b>MISSISSIPPI</b>					
Mike Ezell, R MS-4	—	✗	✓	✓	—
Michael Guest, R MS-3	✓	✗	✓	✓	—
Trent Kelly, R MS-1	—	✗	✓	✓	—
Bennie Thompson, D MS-2	—	✓	✗	✓	—
<b>MISSOURI</b>					
Mark Alford, R MO-4	—	✗	✓	✓	—
Wesley Bell, D MO-1	—	—	✗	—	—
Eric Burlison, R MO-7	—	✗	✓	✓	—
Emanuel Cleaver, D MO-5	✓	—	✗	—	—
Sam Graves, R MO-6	—	✗	✓	✓	—
Bob Onder, R MO-3	—	—	✓	—	—
Jason Smith, R MO-8	—	✗	✓	✓	—
Ann Wagner, R MO-2	—	✗	✓	✓	—
<b>MONTANA</b>					
Troy Downing, R MT-2	—	—	✓	—	—
Ryan Zinke, R MT-1	—	✗	✓	✓	—

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
<b>NEBRASKA</b>					
Don Bacon, R NE-2	✓	✓	✓	✓	✓
Mike Flood, R NE-1	✓	✗	✓	✓	—
Adrian Smith, R NE-3	✓	✗	✓	✓	—
<b>NEVADA</b>					
Mark Amodei, R NV-2	—	✗	✓	✓	—
Steven Horsford, D NV-4	✓	✓	✗	✓	—
Susie Lee, D NV-3	—	✓	✗	✓	—
Dina Titus, D NV-1	✓	✓	✗	✓	✓
<b>NEW HAMPSHIRE</b>					
Maggie Goodlander, D NH-2	—	—	✗	—	—
Chris Pappas, D NH-1	—	✓	✗	✓	—
<b>NEW JERSEY</b>					
Herbert C. Conaway Jr., D NJ-3	—	—	✗	—	—
Josh Gottheimer, D NJ-5	✓	✓	✗	✓	—
Thomas Kean Jr., R NJ-7	✓	✓	✓	✓	✓
LaMonica McIver, D NJ-10	—	—	✗	—	✓
Robert Menendez Jr., D NJ-8	✓	✓	✗	✓	—
Donald Norcross, D NJ-1	✓	✓	✗	✓	—
Frank Pallone Jr., D NJ-6	—	✓	✗	✓	—
Nellie Pou, D NJ-9	—	—	✗	—	—
Chris Smith, R NJ-4	✓	✓	✓	✓	—
Jeff Van Drew, R NJ-2	—	✓	✓	✓	✓
Bonnie Watson Coleman, D NJ-12	—	✓	—	✓	✓
Vacant at time of print, NJ-11 To be filled with a special election on April 16.					
<b>NEW MEXICO</b>					
Teresa Leger Fernandez, D NM-3	—	—	✗	✓	—
Melanie Ann Stansbury, D NM-1	✓	✓	✗	✓	—
Gabriel Vasquez, D NM-2	✓	✓	✗	✓	—
<b>NEW YORK</b>					
Yvette Clarke, D NY-9	—	✓	✗	✓	—
Adriano Espaillat, D NY-13	—	✓	✗	✓	—
Andrew Garbarino, R NY-2	✓	✓	✓	✓	✓
Laura Gillen, D NY-4	—	—	✗	—	—
Daniel Goldman, D NY-10	—	✓	✗	✓	—
Hakeem Jeffries, D NY-8	—	✓	✗	✓	—
Timothy Kennedy, D NY-26	—	—	✗	✓	—
Nick LaLota, R NY-1	✓	✓	✓	✓	✓

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# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Nick Langworthy, R NY-23	✓	✗	✓	✓	—
George Latimer, D NY-16	—	—	✗	—	—
Michael Lawler, R NY-17	✓	✓	✓	✓	✓
Nicole Malliotakis, R NY-11	—	✓	✓	✓	—
John Mannion, D NY-22	—	—	✗	—	—
Gregory Meeks, D NY-5	—	✓	✗	—	—
Grace Meng, D NY-6	✓	✓	✗	✓	—
Joseph Morelle, D NY-25	✓	✓	✗	✓	—
Jerry Nadler, D NY-12	✓	✓	✗	✓	✓
Alexandria Ocasio-Cortez, D NY-14	—	✓	✗	✓	—
Josh Riley, D NY-19	—	—	✗	—	—
Pat Ryan, D NY-18	—	✓	✗	✓	✓
Elise Stefanik, R NY-21	—	✗	✓	✓	—
Tom Suozzi, D NY-3	—	—	✓	✓	✓
Claudia Tenney, R NY-24	—	✗	✓	✓	—
Paul Tonko, D NY-20	—	✓	✗	✓	—
Ritchie Torres, D NY-15	✓	✓	✗	✓	—
Nydia Velazquez, D NY-7	—	✓	✗	✓	—
<b>NORTH CAROLINA</b>					
Alma Adams, D NC-12	—	✓	✗	✓	—
Donald Davis, D NC-1	✓	✓	✓	✓	—
Chuck Edwards, R NC-11	—	✗	✓	✓	—
Valerie Foushee, D NC-4	✓	✓	✗	✓	—
Virginia Foxx, R NC-5	—	✗	✓	✓	—
Pat Harrigan, R NC-10	—	—	✓	—	—
Mark Harris, R NC-8	—	—	✓	—	—
Richard Hudson, R NC-9	—	✗	✓	✓	—
Brad Knott, R NC-13	—	—	✓	—	—
Addison McDowell, R NC-6	—	—	✓	—	—
Tim Moore, R NC-14	—	—	✓	—	—
Greg Murphy, R NC-3	—	✗	✓	✓	—
Deborah Ross, D NC-2	✓	✓	✗	✓	—
David Rouzer, R NC-7	—	✗	✓	✓	—
<b>NORTH DAKOTA</b>					
Julie Fedorchak, R ND-AL	—	—	✓	—	✓
<b>NORTHERN MARIANA ISLANDS</b>					
Kimberlyn King-Hinds, R MP-AL	—	—	—	—	✓

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
<b>OHIO</b>					
Troy Balderson, R OH-12	—	✗	✓	✓	—
Joyce Beatty, D OH-3	—	✓	✗	✓	—
Shontel Brown, D OH-11	—	✓	✗	✓	—
Mike Carey, R OH-15	—	✗	✓	✓	—
Warren Davidson, R OH-8	—	✗	✓	✗	—
Jim Jordan, R OH-4	—	✗	✓	✓	—
David Joyce, R OH-14	—	✗	✓	✓	—
Marcy Kaptur, D OH-9	—	✓	✗	✓	—
Greg Landsman, D OH-1	✓	✓	✗	✓	—
Bob Latta, R OH-5	—	✗	✓	✓	—
Max Miller, R OH-7	—	✗	✓	✓	—
Michael Rulli, R OH-6	—	—	✓	—	—
Emilia Sykes, D OH-13	✓	✓	✗	✓	—
David Taylor, R OH-2	—	—	✓	—	—
Michael Turner, R OH-10	—	✗	✓	✓	✓
<b>OKLAHOMA</b>					
Stephanie Bice, R OK-5	—	✗	✓	✓	—
Josh Brecheen, R OK-2	—	✗	✓	✗	—
Tom Cole, R OK-4	—	✗	✓	✓	—
Kevin Hern, R OK-1	—	✗	✓	✓	—
Frank Lucas, R OK-3	✓	✗	✓	✓	—
<b>OREGON</b>					
Cliff Bentz, R OR-2	—	✗	✓	✓	—
Suzanne Bonamici, D OR-1	—	✓	✗	✓	—
Janelle Bynum, D OR-5	—	—	✗	—	—
Maxine Dexter, D OR-3	—	—	✗	—	—
Val Hoyle, D OR-4	✓	✓	✗	✓	—
Andrea Salinas, D OR-6	—	✓	✗	✓	—
<b>PENNSYLVANIA</b>					
Brendan Boyle, D PA-2	—	✓	✗	—	—
Rob Bresnahan Jr., R PA-8	—	—	✓	—	—
Madeleine Dean, D PA-4	—	✓	✗	✓	—
Chris Deluzio, D PA-17	—	✓	✗	✓	✓
Dwight Evans, D PA-3	—	✓	✗	—	—
Brian Fitzpatrick, R PA-1	✓	✓	✓	✓	✓
Chrissy Houlahan, D PA-6	—	✓	✗	✓	—
John Joyce, R PA-13	—	✗	✓	✓	—

✓=voted correctly

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# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Mike Kelly, R PA-16	—	✗	✓	✓	—
Summer Lee, D PA-12	—	✓	✗	✓	—
Ryan Mackenzie, R PA-7	—	—	✓	—	—
Dan Meuser, R PA-9	—	✗	✓	✓	—
Scott Perry, R PA-10	—	✗	✓	✗	—
Guy Reschenthaler, R PA-14	✓	✗	✓	✓	—
Mary Gay Scanlon, D PA-5	—	✓	✗	✓	—
Lloyd Smucker, R PA-11	—	✗	✓	✓	—
Glenn Thompson, R PA-15	—	✗	✓	✓	—
<b>PUERTO RICO</b>					
Rivera Hernandez, D PR-AL	—	✗	—	—	—
<b>RHODE ISLAND</b>					
Gabe Amo, D RI-1	—	—	✗	✓	—
Seth Magaziner, D RI-2	—	✓	✗	—	—
<b>SOUTH CAROLINA</b>					
Sheri Biggs, R SC-3	—	—	—	—	—
James Clyburn, D SC-6	—	✓	✗	✓	—
Russell Fry, R SC-7	—	✗	✓	✓	—
Nancy Mace, R SC-1	—	✗	✓	✓	—
Ralph Norman, R SC-5	—	✗	✓	✓	—
William Timmons, R SC-4	—	✗	✓	✓	—
Joe Wilson, R SC-2	—	✗	✓	✓	—
<b>SOUTH DAKOTA</b>					
Dusty Johnson, R SD-AL	—	✗	✓	—	—
<b>TENNESSEE</b>					
Tim Burchett, R TN-2	—	✗	✓	✗	—
Steve Cohen, D TN-9	—	✓	✗	✓	—
Scott DesJarlais, R TN-4	—	✗	✓	✓	—
Charles Fleischmann, R TN-3	—	✗	✓	✓	—
Diana Harshbarger, R TN-1	—	✗	✓	✓	—
David Kustoff, R TN-8	—	✗	✓	✓	—
Andy Ogles, R TN-5	—	✗	✓	✗	—
John Rose, R TN-6	✓	✗	✓	✓	—
Matt Van Epps, R TN-7	—	—	—	—	—
<b>TEXAS</b>					
Jodey Arrington, R TX-19	—	✗	✓	✓	—
Brian Babin, R TX-36	—	✗	✓	✓	—
John Carter, R TX-31	—	✗	✓	✓	—

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Greg Casar, D TX-35	✓	✓	✗	✓	—
Joaquin Castro, D TX-20	✓	—	✗	✓	—
Michael Cloud, R TX-27	—	✗	✓	✓	—
Daniel Crenshaw, R TX-2	—	✗	✓	✓	—
Jasmine Crockett, D TX-30	—	✓	✗	✓	—
Henry Cuellar, D TX-28	✓	✓	✓	✓	—
Monica De La Cruz, R TX-15	—	—	✓	✓	—
Lloyd Doggett, D TX-37	✓	✓	✗	✓	—
Jake Elzey, R TX-6	✓	✗	✓	✓	—
Veronica Escobar, D TX-16	—	✓	✗	✓	—
Pat Fallon, R TX-4	—	✗	✓	✓	—
Lizzie Pannill Fletcher, D TX-7	✓	✓	✗	✓	—
Sylvia Garcia, D TX-29	—	✓	✗	✓	—
Brandon Gill, R TX-26	—	—	✓	—	—
Craig Goldman, R TX-12	—	—	✓	—	—
Tony Gonzales, R TX-23	✓	✗	✓	✓	—
Vicente Gonzalez Jr., D TX-34	✓	✗	✗	✓	—
Lance Gooden, R TX-5	—	✗	✓	✓	—
Al Green, D TX-9	—	✓	✗	✓	—
Wesley Hunt, R TX-38	—	✗	✓	✓	—
Ronny Jackson, R TX-13	—	✗	✓	✓	—
Julie Johnson, D TX-32	—	—	✗	—	—
Morgan Luttrell, R TX-8	—	✗	✓	✓	—
Michael McCaul, R TX-10	—	✗	—	✓	—
Christian Menefee, D TX-18	—	—	—	—	—
Nathaniel Moran, R TX-1	—	✗	✓	✓	—
Troy Nehls, R TX-22	—	✗	✓	✓	—
August Pfluger, R TX-11	—	✗	✓	✓	—
Chip Roy, R TX-21	—	✗	✓	✓	—
Keith Self, R TX-3	—	✗	✓	✓	—
Pete Sessions, R TX-17	—	✗	✓	✓	—
Beth Van Duyne, R TX-24	—	✗	✓	✓	—
Marc Veasey, D TX-33	✓	✓	✗	✓	—
Randy Weber, R TX-14	✓	✗	✓	✓	—
Roger Williams, R TX-25	—	✗	✓	✓	—

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✗=voted incorrectly

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REFERENCES

# U.S. House of Representatives

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
<b>UTAH</b>					
Mike Kennedy, R UT-3	—	—	✓	—	—
Celeste Maloy, R UT-2	—	✗	✓	✓	—
Blake Moore, R UT-1	—	✗	✓	✓	—
Burgess Owens, R UT-4	—	✗	✓	✓	—
<b>VERMONT</b>					
Becca Balint, D VT-AL	—	✓	✗	✓	—
Stacey Plaskett, D VI-AL	—	✓	—	—	—
<b>VIRGINIA</b>					
Donald Beyer, D VA-8	—	✓	✗	✗	—
Ben Cline, R VA-6	—	✗	✓	✓	—
Morgan Griffith, R VA-9	—	✗	✓	✓	—
Jennifer Kiggans, R VA-2	✓	✗	✓	✓	—
Jennifer McClellan, D VA-4	—	✓	✗	✗	—
John McGuire, R VA-5	—	✗	✓	—	—
Bobby Scott, D VA-3	—	✓	✗	✗	—
Suhas Subramanyam, D VA-10	—	—	✗	—	—
Eugene Vindman, D VA-7	—	—	✗	—	—
James Walkinshaw, D VA-11	—	—	✗	—	—
Rob Wittman, R VA-1	✓	✗	✓	✓	—
<b>WASHINGTON</b>					
Michael Baumgartner, R WA-5	—	—	✓	—	—
Suzan DelBene, D WA-1	—	✓	✗	✓	—

MEMBER	YAKUM-TITUS	PERRY AMEND	NOV. CR	FAA REAUTH	AVIATION MENTAL HEALTH
Marie Gluesenkamp Pérez, D WA-3	—	✓	✓	✓	—
Pramila Jayapal, D WA-7	—	✓	✗	✓	—
Rick Larsen, D WA-2	—	✓	✗	✓	✓
Dan Newhouse, R WA-4	—	✗	✓	✓	—
Emily Randall, D WA-6	—	—	✗	—	—
Kim Schrier, D WA-8	✓	—	✗	✓	—
Adam Smith, D WA-9	—	✓	✗	✓	—
Marilyn Strickland, D WA-10	✓	✓	✗	✓	—
<b>WEST VIRGINIA</b>					
Carol Miller, R WV-1	—	✗	✓	✓	—
Riley Moore, R WV-2	—	—	✓	—	—
<b>WISCONSIN</b>					
Scott Fitzgerald, R WI-5	—	✗	✓	✓	—
Glenn Grothman, R WI-6	—	✗	✓	✗	—
Gwen Moore, D WI-4	✓	✓	✗	✓	—
Mark Pocan, D WI-2	✓	✓	✗	✓	—
Bryan Steil, R WI-1	—	✗	✓	✓	—
Tom Tiffany, R WI-7	—	✗	✓	✓	—
Derrick Van Orden, R WI-3	—	✗	✓	✓	—
Tony Wied, R WI-8	—	—	✓	—	✓
<b>WYOMING</b>					
Harriet Hageman, R WY-AL	—	✗	✓	✓	—

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# U.S. Senate

MEMBER	NOV. CR	SHUTDOWN FAIRNESS (2025)	FAA REAUTH	AVIATION MENTAL HEALTH	ATC HIRING ACT (2023)
<b>ALABAMA</b>					
Katie Britt, R	✓	✓	—	✓	—
Tommy Tuberville, R	✓	—	✓	—	—
<b>ALASKA</b>					
Lisa Murkowski, R	✓	✓	✓	✓	✓
Dan Sullivan, R	✓	✓	✓	✓	✓
<b>ARIZONA</b>					
Ruben Gallego, D	✗	✗	—	—	—
Mark Kelly, D	✗	✗	✓	—	✓
<b>ARKANSAS</b>					
John Boozman, R	✓	✓	✓	—	✓
Tom Cotton, R	✓	✓	✓	—	—
<b>CALIFORNIA</b>					
Alex Padilla, D	✗	✗	✓	—	✓
Adam Schiff, D	✗	✗	—	—	—
<b>COLORADO</b>					
Michael Bennet, D	✗	✗	✓	—	—
John Hickenlooper, D	✗	✗	✓	✓	—
<b>CONNECTICUT</b>					
Richard Blumenthal, D	✗	✗	✓	—	—
Chris Murphy, D	✗	✗	✓	—	—
<b>DELAWARE</b>					
Lisa Blunt Rochester, D	✗	✗	—	—	—
Chris Coons, D	✗	✗	✓	—	—
<b>FLORIDA</b>					
Ashley Moody, R	✓	✓	—	—	—
Rick Scott, R	✓	✓	✓	—	—
<b>GEORGIA</b>					
Jon Ossoff, D	✗	✓	✓	—	—
Raphael Warnock, D	✗	✓	✓	✓	✓
<b>HAWAII</b>					
Mazie Hirono, D	✗	✗	✓	—	✓
Brian Schatz, D	✗	✗	✓	—	—
<b>IDAHO</b>					
Mike Crapo, R	✓	✓	✓	—	—
Jim Risch, R	✓	✓	✓	✓	✓
<b>ILLINOIS</b>					
Tammy Duckworth, D	✗	✗	✓	✓	—
Dick Durbin, D	✓	✗	✓	✓	—

MEMBER	NOV. CR	SHUTDOWN FAIRNESS (2025)	FAA REAUTH	AVIATION MENTAL HEALTH	ATC HIRING ACT (2023)
<b>INDIANA</b>					
Jim Banks, R	✓	✓	—	—	—
Todd Young, R	✓	✓	✓	—	—
<b>IOWA</b>					
Joni Ernst, R	✓	✓	✓	—	—
Chuck Grassley, R	✓	✓	✓	—	—
<b>KANSAS</b>					
Roger Marshall, R	✓	✓	✓	—	✓
Jerry Moran, R	✓	—	✓	✓	✓
<b>KENTUCKY</b>					
Mitch McConnell, R	✓	✓	✓	—	—
Rand Paul, R	✗	✓	✓	—	—
<b>LOUISIANA</b>					
Bill Cassidy, R	✓	✓	✓	—	✓
John Kennedy, R	✓	✓	✓	✓	✓
<b>MAINE</b>					
Susan Collins, R	✓	✓	✓	—	—
Angus King, I	✓	✗	✓	—	✓
<b>MARYLAND</b>					
Angela Alsobrooks, D	✗	✗	—	—	—
Chris Van Hollen, D	✗	✗	✗	—	✓
<b>MASSACHUSETTS</b>					
Ed Markey, D	✗	✗	✓	—	—
Elizabeth Warren, D	✗	✗	✓	—	—
<b>MICHIGAN</b>					
Gary Peters, D	✗	✗	✓	—	✓
Elissa Slotkin, D	✗	✗	—	—	—
<b>MINNESOTA</b>					
Amy Klobuchar, D	✗	✗	✓	✓	✓
Tina Smith, D	✗	✗	✓	—	✓
<b>MISSISSIPPI</b>					
Cindy Hyde-Smith, R	✓	✓	✓	—	—
Roger Wicker, R	✓	✓	✓	—	—
<b>MISSOURI</b>					
Josh Hawley, R	✓	✓	✓	—	—
Eric Schmitt, R	✓	✓	✓	—	—
<b>MONTANA</b>					
Steve Daines, R	✓	✓	✓	—	—
Tim Sheehy, R	✓	✓	—	—	—

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# U.S. Senate

MEMBER	NOV. CR	SHUTDOWN FAIRNESS (2025)	FAA REAUTH	AVIATION MENTAL HEALTH	ATC HIRING ACT (2023)
<b>NEBRASKA</b>					
Deb Fischer, R	✓	✓	✓	✓	✓
Pete Ricketts, R	✓	✓	✓	—	—
<b>NEVADA</b>					
Catherine Cortez Masto, D	✓	✗	✓	—	—
Jacky Rosen, D	✓	✗	✓	—	—
<b>NEW HAMPSHIRE</b>					
Maggie Hassan, D	✓	✗	✓	—	—
Jeanne Shaheen, D	✓	✗	✓	—	✓
<b>NEW JERSEY</b>					
Cory Booker, D	✗	✗	✓	—	—
Andy Kim, D	✗	✗	—	✓	—
<b>NEW MEXICO</b>					
Martin Heinrich, D	✗	✗	✓	✓	✓
Ben Ray Lujan, D	✗	✓	✓	—	✓
<b>NEW YORK</b>					
Kirsten Gillibrand, D	✗	✗	✓	—	✓
Chuck Schumer, D	✗	✗	✓	—	—
<b>NORTH CAROLINA</b>					
Ted Budd, R	✓	✓	✓	—	✓
Thom Tillis, R	✓	✓	✓	—	—
<b>NORTH DAKOTA</b>					
Kevin Cramer, R	✓	✓	✓	—	—
John Hoeven, R	✓	✓	✓	—	—
<b>OHIO</b>					
Jon Husted, R	✓	✓	—	—	—
Bernie Moreno, R	✓	✓	—	✓	—
<b>OKLAHOMA</b>					
James Lankford, R	✓	✓	✓	—	✓
Markwayne Mullin, R	✓	✓	✓	—	—
<b>OREGON</b>					
Jeff Merkley, D	✗	✗	✓	✓	—
Ron Wyden, D	✗	✗	✓	—	—
<b>PENNSYLVANIA</b>					
John Fetterman, D	✓	—	✓	—	—
David McCormick, R	✓	✓	—	—	—

MEMBER	NOV. CR	SHUTDOWN FAIRNESS (2025)	FAA REAUTH	AVIATION MENTAL HEALTH	ATC HIRING ACT (2023)
<b>RHODE ISLAND</b>					
Jack Reed, D	✗	✗	✓	✓	—
Sheldon Whitehouse, D	✗	✗	✓	—	—
<b>SOUTH CAROLINA</b>					
Lindsey Graham, R	✓	✓	✓	—	—
Tim Scott, R	✓	✓	✓	—	—
<b>SOUTH DAKOTA</b>					
Mike Rounds, R	✓	✓	✓	—	✓
John Thune, R	✓	✓	✓	—	—
<b>TENNESSEE</b>					
Marsha Blackburn, R	✓	✓	✓	—	✓
Bill Hagerty, R	✓	✓	—	—	—
<b>TEXAS</b>					
John Cornyn, R	✓	—	✓	—	✓
Ted Cruz, R	✓	✓	✓	—	—
<b>UTAH</b>					
John Curtis, R	✓	✓	—	✓	—
Mike Lee, R	✓	✓	✓	—	—
<b>VERMONT</b>					
Bernie Sanders, I	✗	✗	✓	—	✓
Peter Welch, D	✗	✗	✓	—	✓
<b>VIRGINIA</b>					
Tim Kaine, D	✓	✗	✗	—	—
Mark Warner, D	✗	✗	✗	—	—
<b>WASHINGTON</b>					
Maria Cantwell, D	✗	✗	✓	—	—
Patty Murray, D	✗	✗	✓	—	—
<b>WEST VIRGINIA</b>					
Shelley Moore Capito, R	✓	✓	✓	—	—
Jim Justice, R	✓	✓	—	—	—
<b>WISCONSIN</b>					
Tammy Baldwin, D	✗	✗	✓	✓	✓
Ron Johnson, R	✓	✓	✓	—	—
<b>WYOMING</b>					
John Barrasso, R	✓	✓	—	—	—
Cynthia Lummis, R	✓	✓	✓	—	✓

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✗=voted incorrectly

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# U.S. House of Representatives

## Committee on Transportation & Infrastructure (T&I)



Sam Graves, *Chair*  
Missouri

### Majority Party



Nick Begich  
Alaska



Rick Crawford  
Arkansas



Bruce Westerman  
Arkansas



Vince Fong  
California



Kevin Kiley  
California



Jeff Hurd  
Colorado



Brian Mast  
Florida



Jimmy Patronis  
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



Dave Taylor  
Ohio



Rob Bresnahan  
Pennsylvania



Scott Perry  
Pennsylvania



Dusty Johnson  
South Dakota



Tim Burchett  
Tennessee



Brian Babin  
Texas



Troy Nehls  
Texas



Mike Kennedy  
Utah



Burgess Owens  
Utah



Tony Wied  
Wisconsin

### Aviation Subcommittee

#### Troy E. Nehls, Texas, *Chair*

- Tom Barrett, Mich.
- Nicholas J. Begich, III, Alaska
- Robert P. Bresnahan, Jr., Pa.
- Tim Burchett, Tenn.
- Jefferson Van Drew, N.J.
- Sam Graves, Mo. (*ex officio*)
- Jeff Hurd, Colo.
- Dusty Johnson, S.D.
- Kimberlyn King-Hinds, Northern Mariana Islands
- Brad Knott, N.C.
- Tracey Mann, Kan.
- Thomas Massie, Ky.
- Brian J. Mast, Fla.
- Addison P. McDowell, N.C.
- Robert F. Onder, Jr., Mo.
- Burgess Owens, Utah
- Jimmy Patronis, Fla.
- Scott Perry, Pa.
- Jefferson Shreve, Ind.
- Pete Stauber, Minn.
- Tony Wied, Wis.

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



Shomari Figures  
Alabama



Greg Stanton  
Arizona



Julia Brownley  
California



Salud Carbajal  
California



Mark DeSaulnier  
California



Laura Friedman  
California-30



John Garamendi  
California



Robert Garcia  
California



Jared Huffman  
California



Maxwell Frost  
Florida



Frederica Wilson  
Florida



Henry "Hank" Johnson  
Georgia



Jesús "Chuy" García  
Illinois



André Carson  
Indiana



Sharice Davids  
Kansas



Seth Moulton  
Massachusetts



Kristen McDonald Rivet  
Michigan



Hillary Scholten  
Michigan



Dina Titus  
Nevada



Chris Pappas  
New Hampshire



Nellie Pou  
New Jersey



Laura Gillen  
New York



Jerry Nadler  
New York



Pat Ryan  
New York



Valerie Foushee  
North Carolina



Emilia Sykes  
Ohio



Val Hoyle  
Oregon



Chris Deluzio  
Pennsylvania



Marilyn Strickland  
Washington



Eleanor Holmes Norton  
Washington, D. C.

## Aviation Subcommittee

### André Carson, Ind., *Ranking Member*

- Julia Brownley, Calif.
- Salud O. Carbajal, Calif.
- Sharice Davids, Kan.
- Chris Deluzio, Pa.
- Mark DeSaulnier, Calif.
- Valerie Foushee, N.C.
- Jesús "Chuy" García, Ill.
- Robert Garcia, Calif.
- Laura Gillen, N.Y.
- Val Hoyle, Ore.
- Henry "Hank" Johnson, Jr., Ga.
- Rick Larsen, Wash. (*ex officio*)
- Eleanor Holmes Norton, D.C.
- Nellie Pou, N.J.
- Hillary Scholten, Mich.
- Greg Stanton, Ariz.
- Dina Titus, Nev.
- Frederica Wilson, Fla.

# 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 Elzey  
Texas



Tony Gonzales  
Texas



Celeste Maloy  
Utah



Ben Cline  
Virginia



Dan Newhouse  
Washington



Riley Moore  
West Virginia

## Transportation, Housing, & Urban Development Subcommittee

### Steve Womack, Ark., *Chair*

- Hal Rogers, Ala.
- Dale Strong, Ala.
- Juan Ciscomani, Ariz.
- John Rutherford, Fla.
- Ryan Zinke, Mont.
- Dave Joyce, Ohio
- Stephanie Bice, Okla.,  
*Vice Chair*
- Tony Gonzales, Texas

The Appropriations 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

 <b>Pete Aguilar</b> California	 <b>Josh Harder</b> California	 <b>Mike Levin</b> California	 <b>Norma Torres</b> California	 <b>Lois Frankel</b> Florida	 <b>Debbie Wasserman Schultz</b> Florida
 <b>Sanford Bishop</b> Georgia	 <b>Ed Case</b> Hawaii	 <b>Mike Quigley</b> Illinois	 <b>Lauren Underwood</b> Illinois	 <b>Frank Mrvan</b> Indiana	 <b>Chellie Pingree</b> Maine
 <b>Steny Hoyer</b> Maryland	 <b>Glenn Ivey</b> Maryland	 <b>Betty McCollum</b> Minnesota	 <b>Susie Lee</b> Nevada	 <b>Bonnie Watson Coleman</b> New Jersey	 <b>Adriano Espaillat</b> New York
 <b>Grace Meng</b> New York	 <b>Joseph Morelle</b> New York	 <b>Marcy Kaptur</b> Ohio	 <b>Madeleine Dean</b> Pennsylvania	 <b>James Clyburn</b> South Carolina	 <b>Henry Cuellar</b> Texas
 <b>Veronica Escobar</b> Texas	 <b>Marie Gluesenkamp Perez</b> Washington	 <b>Mark Pocan</b> Wisconsin			

## Transportation, Housing, & Urban Development Subcommittee

### James Clyburn, S.C., *Ranking Member*

- Pete Aguilar, Calif.
- Mike Quigley, Ill.
- Bonnie Watson Coleman, N.J.
- Adriano Espaillat, N.Y.
- Norma Torres, N.Y.

# U.S. House of Representatives

## Oversight and Government Reform



James Comer, *Chair*  
Kentucky

### ■ Majority Party



Gary Palmer  
Alabama



Andy Biggs  
Arizona



Eli Crane  
Arizona



Paul Gosar  
Arizona



Lauren Boebert  
Colorado



Byron Donalds  
Florida



Anna Paulina Luna  
Florida



Brian Jack  
Georgia



Clay Higgins  
Louisiana



Nick Langworthy  
New York



Virginia Foxx  
North Carolina



Jim Jordan  
Ohio



Michael Turner  
Ohio



Eric Burlison  
Missouri



Scott Perry  
Pennsylvania



Nancy Mace  
South Carolina



William Timmons  
South Carolina



Tim Burchett  
Tennessee



Michael Cloud  
Texas



Pat Fallon  
Texas



Brandon Gill  
Texas



Pete Sessions  
Texas



John McGuire  
Virginia



Glenn Grothman  
Wisconsin

### Government Operations Subcommittee

Pete Sessions, Texas, *Chair*

- Gary Palmer, Ala.
- Brian Jack, Ga.
- Virginia Foxx, N.C.
- Tim Burchett, Tenn.
- Brandon Gill, Texas

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.



Robert Garcia, *Ranking Member*  
California

## ■ Minority Party



Yassamin Ansari  
Arizona



Ro Khanna  
California



Dave Min  
California



Lateefah Simon  
California



Maxwell Frost  
Florida



Raja Krishnamoorthi  
Illinois



Kweisi Mfume  
Maryland



Stephen Lynch  
Massachusetts



Ayanna Pressley  
Massachusetts



Rashida Tlaib  
Michigan



Wesley Bell  
Missouri



Melanie Stansbury  
New Mexico



Shontel Brown  
Ohio



Summer Lee  
Pennsylvania



Greg Casar  
Texas



Jasmine Crockett  
Texas



James Walkinshaw  
Virginia



Suhas Subramanyam  
Virginia



Emily Randall  
Washington



Eleanor Holmes Norton  
Washington, D. C.

## Government Operations Subcommittee

Kweisi Mfume, Md., *Ranking Member*

- Eleanor Holmes Norton, D.C.
- Maxwell Frost, Fla.
- Emily Randall, Wash.

# U.S. Senate

## 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, Kan., *Chair*

- Ted Budd, N.C.
- Shelly Moore Capito, W.Va.
- Eric Schmitt, Mo.
- Tim Sheehy, Mont.
- John Thune, S.D.

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, Ill., *Ranking***

- John Hickenlooper, Colo.
- John Fetterman, Pa.
- Andy Kim, N.J.
- Jacky Rosen, Nev.

# U.S. Senate

## 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, Miss., *Chair*

- John Boozman, Ark.
- Katie Britt, Ala.
- Jerry Moran, Kan.
- John Kennedy, La.
- Suzanne Collins, Maine
- John Hoeven, N.D.
- Lindsey Graham, S.C.
- Shelley Moore Capito, W.Va.

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



Chris Murphy  
Connecticut



Christopher Coons  
Delaware



Jon Ossoff  
Georgia



Brian Schatz  
Hawaii



Richard Durbin  
Illinois



Chris Van Hollen  
Maryland



Gary Peters  
Michigan



Jeanne Shaheen  
New Hampshire



Martin Heinrich  
New Mexico



Kirsten Gillibrand  
New York



Jeff Merkley  
Oregon



Jack Reed  
Rhode Island



Tammy Baldwin  
Wisconsin

## Transportation, Housing, & Urban Development Subcommittee

### Kirsten Gillibrand, N.Y., *Ranking Member*

- Chris Murphy, Conn.
- Christopher Coons, Del.
- Richard Durbin, Ill.
- Chris Van Hollen, Md.
- Jack Reed, R.I.
- Patty Murray, Wash.
- Brian Schatz, Hawaii

# U.S. Senate

## 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

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



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

REGION/STATE/FACILITIES	TOTAL MEMBERS	REGION/STATE/FACILITIES	TOTAL MEMBERS
<b>Alaskan Region</b>		<b>Great Lakes Region (cont.)</b>	
<b>Alaska</b> A11, ANC, EAL, FAI, FS1, FS2, FS3, FS4, JNU, MRI, ZAN	<b>349</b>	<b>Minnesota</b> DLH, FCM, M98, MIC, MSP, RST, STP, ZMP	<b>486</b>
<b>Central Region</b>		<b>North Dakota</b> BIS, FAR, GFK	<b>65</b>
<b>Iowa</b> ALO, CID, DBQ, DSM, SUX	<b>85</b>	<b>Ohio</b> BLK, CAK, CGF, CLE, CMH, DAY, LUK, MFD, OSU, TOL, YNG, ZOB	<b>577</b>
<b>Kansas</b> FOE, ICT, MHK, SLN, ZKC	<b>294</b>	<b>South Dakota</b> FSD, RAP	<b>23</b>
<b>Missouri</b> ECE, COU, JEF, MCI, MKC, SGF, STL, SUS, T75	<b>195</b>	<b>Wisconsin</b> ATW, ENW, GRB, LSE, MKE, MSN, OSH	<b>96</b>
<b>Nebraska</b> LNK, OMA, R90	<b>50</b>	<b>New England Region</b>	
<b>Eastern Region</b>		<b>Connecticut</b> BDL, DXR, GON, Y90	<b>58</b>
<b>Delaware</b> ILG	<b>15</b>	<b>Maine</b> BGR, PWM	<b>50</b>
<b>Maryland</b> ADW, BWI, HGR, MTN	<b>52</b>	<b>Massachusetts</b> ACK, BAF, BED, BOS, BVY, ENE, EWB, HYA, LWM, MUY, ORH, OWD	<b>175</b>
<b>New Jersey</b> ACY, CDW, EWR, MMU, TEB	<b>152</b>	<b>New Hampshire</b> A90, LEB, MHT, ZBW	<b>343</b>
<b>New York</b> ALB, BGM, BUF, EE1, EEA, ELM, FRG, HPN, IAG, ISP, ITH, JFK, LGA, N90, POU, ROC, SWF, SYR, ZNY	<b>978</b>	<b>Rhode Island</b> PVD	<b>36</b>
<b>Pennsylvania</b> ABE, AGC, AVP, CXY, ERI, MDT, PHL, PIT, PNE, RDG	<b>339</b>	<b>Vermont</b> BTV	<b>27</b>
<b>Virginia</b> CHO, DCA, DCC, HEF, IAD, LYH, ORF, PCT, PHF, RIC, ROA, ZDC	<b>796</b>	<b>Northwest Mountain Region</b>	
<b>Washington, D.C.</b> EHQ	<b>80</b>	<b>Colorado</b> APA, ASE, BJC, COS, D01, DEN, FNL, PUB, ZDV	
<b>West Virginia</b> CKB, CRW, HTS	<b>54</b>	<b>Idaho</b> BOI, SUN, TWF	<b>36</b>
<b>Great Lakes Region</b>		<b>Montana</b> BIL, BZN, GTF, HLN	<b>50</b>
<b>Illinois</b> ARR, BMI, C90, CMI, CPS, DPA, EGL, MDH, MDW, MLI, MWA, ORD, PIA, PWK, RFD, SPI, ZAU	<b>872</b>	<b>Oregon</b> EUG, HIO, P80, PDX, TTD, UAO	<b>102</b>
<b>Indiana</b> EVV, FWA, HUF, IND, LAF, SBN, ZID	<b>427</b>	<b>Utah</b> S56, SLC, ZLC	<b>242</b>
<b>Michigan</b> ARB, AZO, D21, DTW, FNT, GRR, LAN, MBS, MKG, PTK, TVC, YIP	<b>263</b>	<b>Washington</b> BFI, ENM, GEG, MWH, PAE, PSC, RNT, S46, SEA, ZSE	<b>644</b>
		<b>Wyoming</b> CPR, JAC	<b>15</b>

# NATCA Members by State

REGION/STATE/FACILITIES	TOTAL MEMBERS	REGION/STATE/FACILITIES	TOTAL MEMBERS
<b>Southern Region</b>		<b>Southwest Region</b>	
<b>Alabama</b> BFM, BHM, DHN, HSV, JKA, MGM, MOB, TCL	<b>108</b>	<b>Arkansas</b> ASG, FSM, FYV, LIT, ROG, TXK, XNA	<b>74</b>
<b>Florida</b> 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	<b>1372</b>	<b>Louisiana</b> AEX, BTR, CWF, DTN, HUM, LCH, LFT, MLU, MSY, NEW, SHV	<b>142</b>
<b>Georgia</b> A80, ABY, AGS, ATL, CSG, ESO, FTY, LZU, MCN, PDK, RYY, SAV, ZTL	<b>801</b>	<b>New Mexico</b> ABQ, AEG, FMN, HOB, ROW, SAF, ZAB	<b>270</b>
<b>Kentucky</b> CVG, LEX, LOU, OWB, PAH, SDF	<b>119</b>	<b>Oklahoma</b> ADM, CSM, EAC, END, ESW, LAW, OKC, OUN, PWA, RVS, SWO, TUL, WDG	<b>326</b>
<b>Mississippi</b> GPT, GTR, HKS, HSA, JAN, OLV, TUP	<b>42</b>	<b>Texas</b> 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	<b>1549</b>
<b>North Carolina</b> AVL, CLT, EWN, FAY, GSO, HKY, ILM, INT, ISO, JOF, NKT, OAJ, RDU	<b>274</b>	<b>Western Pacific Region</b>	
<b>Puerto Rico</b> BQN, SIG, SJU, ZSU	<b>92</b>	<b>Arizona</b> CHD, DVT, FFZ, GCN, IWA, P50, PHX, PRC, SDL, TUS, U90	<b>241</b>
<b>South Carolina</b> CAE, CHS, CRE, FLO, GMU, GSP, GYH, MYR	<b>111</b>	<b>California</b> APC, BFL, BUR, CCR, CMA, CNO, CRQ, EMT, EW1, EWP, FAT, FUL, HHR, HWD, JCF, LAX, LGB, LVK, MRY, MYF, NCT, OAK, ONT, PAO, POC, PSP, RAL, RHV, SAN, SBA, SCK, SCT, SEE, SFO, SJC, SLI, SMF, SMO, SNA, STS, TOA, VNY, ZLA, ZOA	<b>1670</b>
<b>Tennessee</b> BNA, CHA, JWN, M03, MEM, MKL, MQY, NQA, TRI, TYS, ZME	<b>429</b>	<b>Guam</b> ZUA	<b>20</b>
<b>Virgin Islands</b> STT, STX	<b>15</b>	<b>Hawaii</b> HCF, HHI, ITO, JRF, MKK, OGG	<b>137</b>
		<b>Nevada</b> HNO, L30, LAS, RNO, VGT	<b>120</b>

# NATCA Members by Congressional District

## ALASKAN REGION

### Alaska

AK-01 ..... 341

## CENTRAL REGION

### Iowa

IA-01 ..... 17  
IA-02 ..... 36  
IA-03 ..... 24  
IA-04 ..... 17

### Kansas

KS-01 ..... 7  
KS-02 ..... 23  
KS-03 ..... 210  
KS-04 ..... 33

### Missouri

MO-01 ..... 14  
MO-02 ..... 29  
MO-03 ..... 34  
MO-04 ..... 19  
MO-05 ..... 58  
MO-06 ..... 42  
MO-07 ..... 26  
MO-08 ..... 1

### Nebraska

NE-01 ..... 29  
NE-02 ..... 23  
NE-03 ..... 4

## EASTERN REGION

### Delaware

DE-01 ..... 26

### Maryland

MD-01 ..... 7  
MD-02 ..... 8  
MD-03 ..... 20  
MD-04 ..... 17  
MD-05 ..... 25  
MD-06 ..... 52  
MD-07 ..... 6  
MD-08 ..... 11

### New Jersey

NJ-01 ..... 22  
NJ-02 ..... 49  
NJ-03 ..... 20  
NJ-04 ..... 7  
NJ-05 ..... 20

NJ-06 ..... 15  
NJ-07 ..... 11  
NJ-08 ..... 12  
NJ-09 ..... 11  
NJ-10 ..... 12  
NJ-11 ..... 18  
NJ-12 ..... 11

### New York

NY-01 ..... 249  
NY-02 ..... 190  
NY-03 ..... 79  
NY-04 ..... 88  
NY-05 ..... 27  
NY-06 ..... 29  
NY-07 ..... 10  
NY-08 ..... 11  
NY-09 ..... 8  
NY-10 ..... 4  
NY-11 ..... 15  
NY-12 ..... 5  
NY-13 ..... 6  
NY-14 ..... 16  
NY-15 ..... 5  
NY-16 ..... 14  
NY-17 ..... 13  
NY-18 ..... 10  
NY-19 ..... 22  
NY-20 ..... 33  
NY-21 ..... 3  
NY-22 ..... 20  
NY-23 ..... 31  
NY-24 ..... 14  
NY-25 ..... 28  
NY-26 ..... 19

### Pennsylvania

PA-01 ..... 15  
PA-02 ..... 14  
PA-03 ..... 15  
PA-04 ..... 12  
PA-05 ..... 29  
PA-06 ..... 32  
PA-07 ..... 30  
PA-08 ..... 24  
PA-09 ..... 5  
PA-10 ..... 37  
PA-11 ..... 19  
PA-12 ..... 11  
PA-13 ..... 4  
PA-14 ..... 6  
PA-15 ..... 3  
PA-16 ..... 19  
PA-17 ..... 44

### Virginia

VA-01 ..... 19

VA-02 ..... 20  
VA-03 ..... 19  
VA-04 ..... 4  
VA-05 ..... 8  
VA-06 ..... 74  
VA-07 ..... 66  
VA-08 ..... 40  
VA-09 ..... 7  
VA-10 ..... 401  
VA-11 ..... 46

### Washington, D.C.

DC-01 ..... 15

### West Virginia

WV-01 ..... 34  
WV-02 ..... 73

## GREAT LAKES REGION

### Illinois

IL-01 ..... 18  
IL-02 ..... 11  
IL-03 ..... 27  
IL-04 ..... 17  
IL-05 ..... 44  
IL-06 ..... 51  
IL-07 ..... 22  
IL-08 ..... 84  
IL-09 ..... 33  
IL-10 ..... 16  
IL-11 ..... 241  
IL-12 ..... 10  
IL-13 ..... 27  
IL-14 ..... 146  
IL-15 ..... 9  
IL-16 ..... 34  
IL-17 ..... 27

### Indiana

IN-01 ..... 10  
IN-02 ..... 27  
IN-03 ..... 19  
IN-04 ..... 183  
IN-05 ..... 43  
IN-06 ..... 69  
IN-07 ..... 67  
IN-08 ..... 34  
IN-09 ..... 15

### Michigan

MI-01 ..... 12  
MI-02 ..... 6  
MI-03 ..... 21  
MI-04 ..... 36  
MI-05 ..... 12

MI-06 ..... 65  
MI-07 ..... 33  
MI-08 ..... 28  
MI-09 ..... 9  
MI-10 ..... 5  
MI-11 ..... 21  
MI-12 ..... 11  
MI-13 ..... 3  
Minnesota

### Minnesota

MN-01 ..... 29  
MN-02 ..... 308  
MN-03 ..... 48  
MN-04 ..... 25  
MN-05 ..... 19  
MN-06 ..... 25  
MN-07 ..... 6  
MN-08 ..... 31

### North Dakota

ND-01 ..... 59

### Ohio

OH-01 ..... 8  
OH-02 ..... 7  
OH-03 ..... 25  
OH-04 ..... 21  
OH-05 ..... 234  
OH-06 ..... 16  
OH-07 ..... 120  
OH-08 ..... 3  
OH-09 ..... 34  
OH-10 ..... 17  
OH-11 ..... 25  
OH-12 ..... 16  
OH-13 ..... 15  
OH-14 ..... 21  
OH-15 ..... 18

### South Dakota

SD-01 ..... 23

### Wisconsin

WI-01 ..... 30  
WI-02 ..... 22  
WI-03 ..... 3  
WI-04 ..... 9  
WI-05 ..... 14  
WI-06 ..... 4  
WI-07 ..... 10  
WI-08 ..... 19

## NEW ENGLAND REGION

### Connecticut

CT-01 ..... 30

CT-02 ..... 18  
CT-03 ..... 3  
CT-04 ..... 3  
CT-05 ..... 7

### Maine

ME-01 ..... 28  
ME-02 ..... 25

### Massachusetts

MA-01 ..... 7  
MA-02 ..... 14  
MA-03 ..... 18  
MA-04 ..... 14  
MA-05 ..... 23  
MA-06 ..... 24  
MA-07 ..... 9  
MA-08 ..... 17  
MA-09 ..... 21

### New Hampshire

NH-01 ..... 168  
NH-02 ..... 203

### Rhode Island

RI-01 ..... 9  
RI-02 ..... 23

### Vermont

VT-01 ..... 30

## NW MOUNTAIN REGION

### Colorado

CO-01 ..... 25  
CO-02 ..... 156  
CO-03 ..... 26  
CO-04 ..... 62  
CO-05 ..... 40  
CO-06 ..... 32  
CO-07 ..... 33  
CO-08 ..... 125

### Idaho

ID-01 ..... 17  
ID-02 ..... 18

### Montana

MT-01 ..... 3  
MT-02 ..... 51

### Oregon

OR-01 ..... 31  
OR-02 ..... 1  
OR-03 ..... 19  
OR-04 ..... 20  
OR-05 ..... 7  
OR-06 ..... 3

# NATCA Members by Congressional District

## NW MOUNTAIN REGION (CONT.)

### Utah

UT-01 ..... 52  
 UT-02 ..... 91  
 UT-03 ..... 37  
 UT-04 ..... 62

### Washington

WA-01 ..... 37  
 WA-02 ..... 17  
 WA-03 ..... 36  
 WA-04 ..... 33  
 WA-05 ..... 44  
 WA-06 ..... 41  
 WA-07 ..... 78  
 WA-08 ..... 159  
 WA-09 ..... 139  
 WA-10 ..... 74

### Wyoming

WY-01 ..... 15

## SOUTHERN REGION

### Alabama

AL-01 ..... 29  
 AL-02 ..... 11  
 AL-03 ..... 11  
 AL-04 ..... 5  
 AL-05 ..... 24  
 AL-06 ..... 23  
 AL-07 ..... 8

### Florida

FL-01 ..... 62  
 FL-02 ..... 14  
 FL-03 ..... 8  
 FL-04 ..... 252  
 FL-05 ..... 70  
 FL-06 ..... 52  
 FL-07 ..... 60  
 FL-08 ..... 23  
 FL-09 ..... 42  
 FL-10 ..... 31  
 FL-11 ..... 23  
 FL-12 ..... 18  
 FL-13 ..... 17  
 FL-14 ..... 21  
 FL-15 ..... 11  
 FL-16 ..... 27  
 FL-17 ..... 8  
 FL-18 ..... 4  
 FL-19 ..... 42  
 FL-20 ..... 53

FL-21 ..... 41  
 FL-22 ..... 35  
 FL-23 ..... 75  
 FL-24 ..... 26  
 FL-25 ..... 174  
 FL-26 ..... 62  
 FL-27 ..... 63  
 FL-28 ..... 66

### Georgia

GA-01 ..... 32  
 GA-02 ..... 4  
 GA-03 ..... 377  
 GA-04 ..... 18  
 GA-05 ..... 59  
 GA-06 ..... 45  
 GA-07 ..... 11  
 GA-08 ..... 12  
 GA-09 ..... 8  
 GA-10 ..... 75  
 GA-11 ..... 16  
 GA-12 ..... 18  
 GA-13 ..... 53  
 GA-14 ..... 4

### Kentucky

KY-01 ..... 5  
 KY-02 ..... 10  
 KY-03 ..... 27  
 KY-04 ..... 34  
 KY-05 ..... 2  
 KY-06 ..... 25

### Mississippi

MS-01 ..... 88  
 MS-02 ..... 2  
 MS-03 ..... 18  
 MS-04 ..... 18

### North Carolina

NC-01 ..... 2  
 NC-02 ..... 20  
 NC-03 ..... 26  
 NC-04 ..... 7  
 NC-05 ..... 15  
 NC-06 ..... 19  
 NC-07 ..... 41  
 NC-08 ..... 18  
 NC-09 ..... 12  
 NC-10 ..... 10  
 NC-11 ..... 19  
 NC-12 ..... 17  
 NC-13 ..... 19  
 NC-14 ..... 25

### Puerto Rico

PR-01 ..... 92

### South Carolina

SC-01 ..... 22  
 SC-02 ..... 28  
 SC-03 ..... 7  
 SC-04 ..... 23  
 SC-05 ..... 29  
 SC-06 ..... 14  
 SC-07 ..... 36

### Tennessee

TN-01 ..... 26  
 TN-02 ..... 29  
 TN-03 ..... 13  
 TN-04 ..... 9  
 TN-05 ..... 22  
 TN-06 ..... 11  
 TN-07 ..... 9  
 TN-08 ..... 131  
 TN-09 ..... 118

### Virgin Islands

VI-01 ..... 18

## SOUTHWEST REGION

### Arkansas

AR-01 ..... 10  
 AR-02 ..... 21  
 AR-03 ..... 44  
 AR-04 ..... 2

### Louisiana

LA-01 ..... 31  
 LA-02 ..... 15  
 LA-03 ..... 26  
 LA-04 ..... 40  
 LA-05 ..... 25  
 LA-06 ..... 11

### New Mexico

NM-01 ..... 210  
 NM-02 ..... 42  
 NM-03 ..... 28

### Oklahoma

OK-01 ..... 39  
 OK-02 ..... 16  
 OK-03 ..... 35  
 OK-04 ..... 37  
 OK-05 ..... 56

### Texas

TX-01 ..... 21  
 TX-02 ..... 247  
 TX-03 ..... 19  
 TX-04 ..... 29  
 TX-05 ..... 9

TX-06 ..... 34  
 TX-07 ..... 22  
 TX-08 ..... 50  
 TX-09 ..... 14  
 TX-10 ..... 5  
 TX-11 ..... 34  
 TX-12 ..... 146  
 TX-13 ..... 23  
 TX-14 ..... 14  
 TX-15 ..... 6  
 TX-16 ..... 23  
 TX-17 ..... 28  
 TX-18 ..... 41  
 TX-19 ..... 49  
 TX-20 ..... 7  
 TX-21 ..... 23  
 TX-22 ..... 15  
 TX-23 ..... 17  
 TX-24 ..... 214  
 TX-25 ..... 41  
 TX-26 ..... 126  
 TX-27 ..... 37  
 TX-28 ..... 13  
 TX-29 ..... 11  
 TX-30 ..... 27  
 TX-31 ..... 19  
 TX-32 ..... 20  
 TX-33 ..... 47  
 TX-34 ..... 4  
 TX-35 ..... 19  
 TX-36 ..... 11  
 TX-37 ..... 10  
 TX-38 ..... 56

## WESTERN PACIFIC REGION

### Arizona

AZ-01 ..... 29  
 AZ-02 ..... 25  
 AZ-03 ..... 10  
 AZ-04 ..... 18  
 AZ-05 ..... 87  
 AZ-06 ..... 33  
 AZ-07 ..... 9  
 AZ-08 ..... 19  
 AZ-09 ..... 14

### California

CA-01 ..... 3  
 CA-02 ..... 4  
 CA-03 ..... 44  
 CA-04 ..... 14  
 CA-05 ..... 26  
 CA-06 ..... 50  
 CA-07 ..... 42  
 CA-08 ..... 12

CA-09 ..... 26  
 CA-10 ..... 41  
 CA-11 ..... 13  
 CA-12 ..... 29  
 CA-13 ..... 4  
 CA-14 ..... 147  
 CA-15 ..... 27  
 CA-16 ..... 12  
 CA-17 ..... 48  
 CA-18 ..... 13  
 CA-19 ..... 19  
 CA-20 ..... 50  
 CA-21 ..... 5  
 CA-22 ..... 4  
 CA-23 ..... 16  
 CA-24 ..... 29  
 CA-25 ..... 8  
 CA-26 ..... 17  
 CA-27 ..... 264  
 CA-28 ..... 20  
 CA-29 ..... 19  
 CA-30 ..... 14  
 CA-31 ..... 19  
 CA-32 ..... 12  
 CA-33 ..... 16  
 CA-34 ..... 11  
 CA-35 ..... 23  
 CA-36 ..... 44  
 CA-37 ..... 7  
 CA-38 ..... 19  
 CA-39 ..... 13  
 CA-40 ..... 25  
 CA-41 ..... 28  
 CA-42 ..... 18  
 CA-43 ..... 21  
 CA-44 ..... 21  
 CA-45 ..... 25  
 CA-46 ..... 11  
 CA-47 ..... 19  
 CA-48 ..... 60  
 CA-49 ..... 26  
 CA-50 ..... 91  
 CA-51 ..... 86  
 CA-52 ..... 17

### Guam

GU-01 ..... 24

### Hawaii

HI-01 ..... 84  
 HI-02 ..... 68

### Nevada

NV-01 ..... 41  
 NV-02 ..... 21  
 NV-03 ..... 33  
 NV-04 ..... 25



# NATCA Bargaining Units

## 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.

## 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. This group includes computer

specialists, computer scientists, electronic engineers, and air traffic control specialists. 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,

# NATCA Bargaining Units

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.

**Purple:** Units covered by the Indigo Book Collective Bargaining Agreement (CBA)

**Grey:** Units covered by the Slate Book CBA

**Black:** Units covered by other CBAs



# NATCA ATX

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**DEC. 7-9, 2026**

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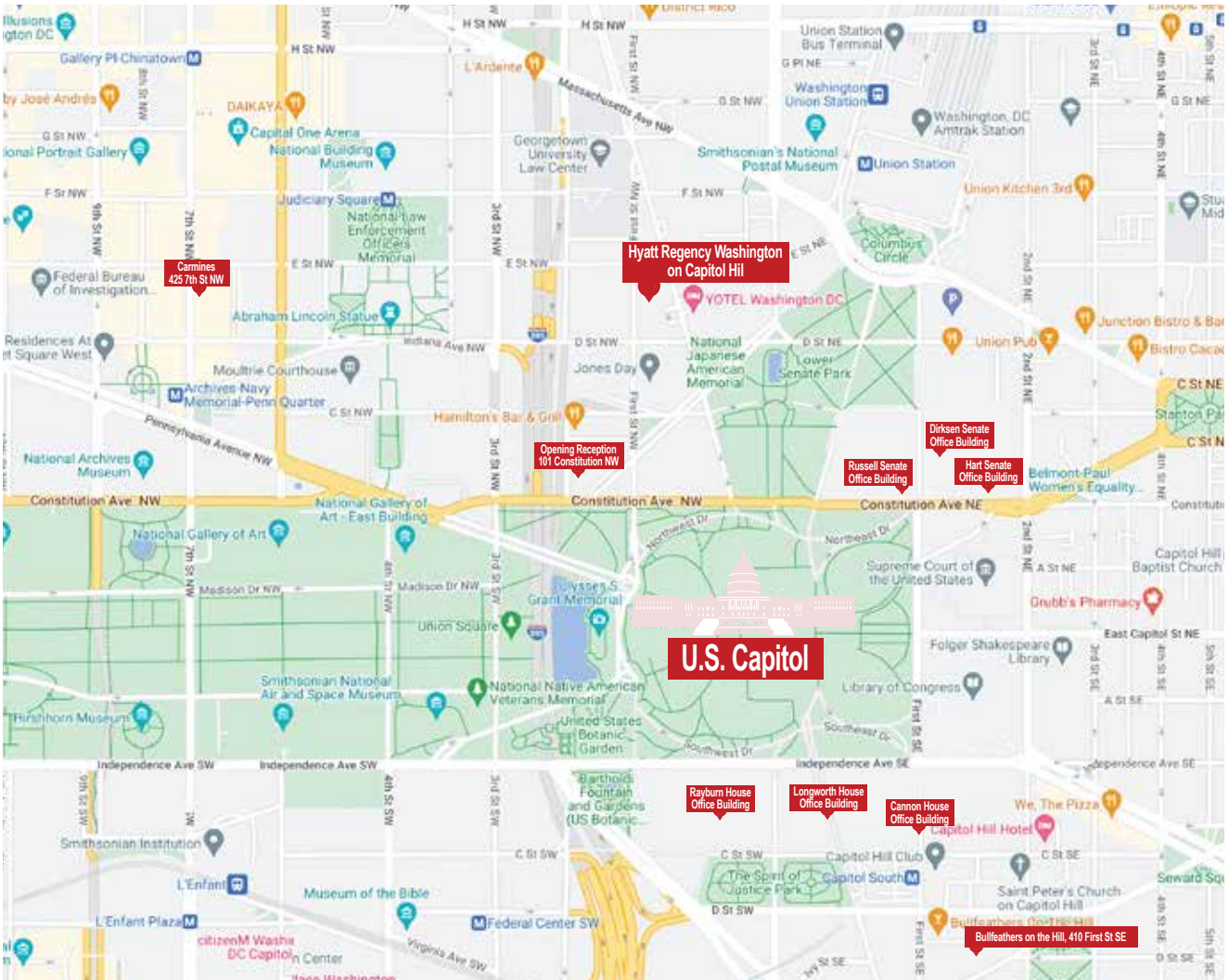
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# Map:

## Hyatt Regency Washington on Capitol Hill



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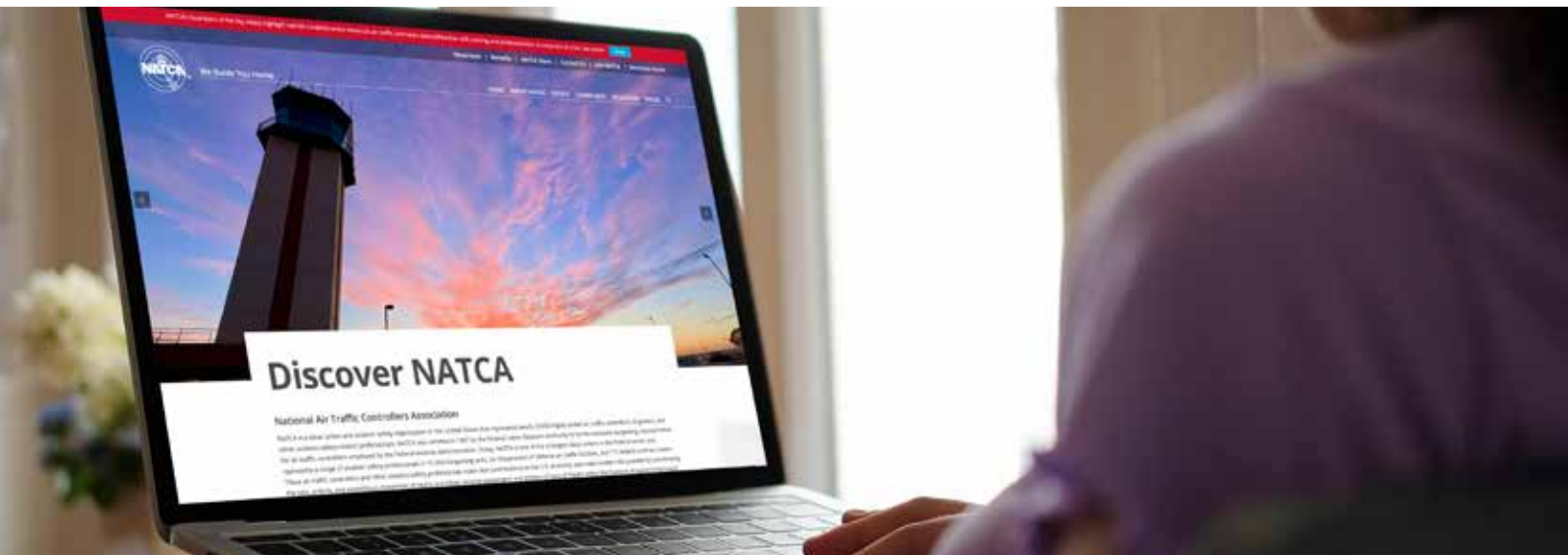
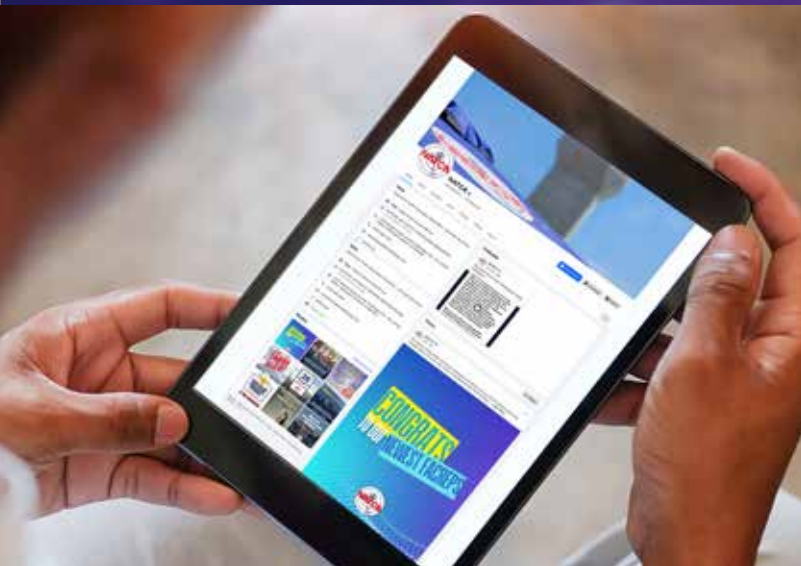
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### **Hyatt Regency Washington on Capitol Hill**

400 New Jersey Avenue, NW,  
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