

The Datasheet

NATCA Aircraft Certification Highlights

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** 10th Anniversary Edition**



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NATCA CELEBRATES IMPORTANT MILESTONE

07/14/2010 NATCA Press Release

WASHINGTON – Ten years ago NATCA expanded its membership, including a variety of employees from multiple FAA organizations, welcoming them into the NATCA family.

These units, which include professions ranging from aerospace engineers, nurses, contracting officers and attorneys, are part of what is now called Region X, the tenth region in NATCA.

In 2000, NATCA organized multiple FAA bargaining units. Included in the list of NATCA's Region X bargaining units celebrating their union anniversaries today are:

Happy 10th Anniversary to my friends, my colleagues, in NATCA's Aircraft Certification Bargaining Unit

NATCA Aircraft Certification National Representative Update by Tomaso DiPaolo

Wow, it's been ten years since we got the ballots in our mailboxes that asked us to vote or not to vote in a Union.

I remember that moment. It was our chance, our one singular point to use Our Voices, to decide our fate on our future.

So many of us had been working hard, thousands of personal hours sacrificed, to reach out to each other (from Brussels to Anchorage) and understand the positives of being in a Union...of our chance now to have an active and legal role in deciding changes in working conditions, including our pay system.

We were initially driven by the fact that we were opposed to the Core Compensation plan. The good grade pay system, what drove many of us to want to work for the FAA, was now getting tossed aside for a nebulous pay for performance system. Sadly, our management had ignored our concerns and was soon going to impose it agency wide...

Unless, we voted to join a Union.

I also remember the fear folks had expressed to me. It wasn't about losing money, it was about not achieving their goals and dreams, such as sending their kids to college and being able to retire.

And what about aircraft safety? Without a Union, who could I turn to if a manager threatened my pay concerning our decisions to defend the flying public and say no to an applicant's unsafe design?

I held that ballot in my hand and thought about everyone involved...these were not just my co-workers, these were my friends. These were good people who were looking to form a collective organization that they could always trust and would be looking out for each other. Voting in a Union meant we could legally file grievances and get things fixed. And many of us would need to step up and be our elected leaders in this organization.

It was a proud moment to know we had the right to vote in a Union. It was time to fill out the ballot and mail it in.

The rest is Our History, Our Union, and so it will continue to be Our Future.



The legal need for Aircraft Certification

****Aviation Safety begins with Safe Aircraft****

By *Tomaso DiPaolo*, NATCA Aircraft Certification
National Representative

The following citations are from the FAA Authorization Act:

Per Public Law (Title 49, Sec 44701)

“...The Administrator of the Federal Aviation Administration shall promote safe flight of civil aircraft in air commerce by prescribing...”

“...minimum standards required in the interest of safety for appliances and design, material, construction, quality of work, and performance of aircraft, aircraft engines, and propellers...”

Per Public Law (Title 49, Sec 44704)

“...the Administrator of the FAA shall issue a type certificate (TC) for an aircraft, aircraft engine, or propeller... when the Administrator finds that [they are] properly designed and manufactured, performs properly, and meets the regulations and minimum standards...The Administrator shall ...require the applicant to make tests the Administrator considers necessary in the interest of safety.”

The law requires the US public, as well as the aviation industry, to apply and comply with aircraft safety regulations. Safety is the Number 1 priority.

Aircraft must meet a minimum level of safety in regards to both the design and manufacturing of the aircraft. This is true from design concept to retirement of the aircraft.

Congress (Our Representatives) authorize and mandate the FAA, via Aircraft Certification Engineers, Flight Test Pilots, and Technical/Administrative Personnel to perform these essential and inherently governmental functions and find that the aircraft meets the regulations and minimum standards.

It’s a job we have been doing well for many years and the current level of safety is a direct result of the work done by our fellow federal employees. Aviation safety truly begins with safe aircraft.

Clearly the law mandates review of type design, not an “option” nor can it be abdicated.

My thanks to all of you for a job well done.

The September 2008 Eclipse hearings marked the first time a NATCA AIR Representative was asked by Congress to go on record in regards to aviation safety

E-Link to one of several articles written on the hearing

<http://www.ainonline.com/news/single-news-page/article/congression-al-scrutiny-proves-newest-travail-for-battered-eclipse-18104/>

How safe is the Aircraft Certification System?

Aka Is there a need for any major changes to cert system?

Per NTSB and FAA's Administrator's Fact Book (3/10)

- 2008: Aviation had 572 total fatalities
...this was lower than the total pedalcycles fatalities (716)
- 2008: Airlines had 3 fatalities
...this was lower than the total bus fatalities (67)
- 2008: General Aviation had 495 fatalities
...this was lower than the total number of trespasser and nontrespasser crossing intercity railroads (523)

So, is there a need for any major changes to the aircraft certification system?

So, is there a need for any major changes to the aircraft certification system?

The current design certification system has brought you the safest flying system in the world/history (ref. NTSB Safety Report SR-06/02).

Our 10th Anniversary...Quotes from fellow Members!!

I got involved in organizing what is now the AIR Bargaining Unit of NATCA to fight the agencies imposition of what was clearly an ill-conceived "core comp" system. While we're still fighting that battle, I have become more and more involved in NATCA, as a facility representative, AIR VP of the ENM Local, Chairman of the NATCA ENM AIR Safety Committee, and all around NATCA Activist. NATCA has allowed me to help my fellow BUE's attain what many of us view as a key compensations for our labor, that is doing everything practicable to assure the safety of the traveling public. Our membership in this brotherhood allows us to influence the agencies safety decisions through our grievances, Safety Concern Letters, NATCA comments to public rulemaking and policy dockets, NATCA petitions for rulemaking, NATCA press releases, NATCA legislative activism, and so much more. We may squabble internally over details from time to time, like the passionate debates over seniority at every Convention, but in the end we unite as a family behind our most important common goals and values, and that's what union is all about.

Mike McRae (Transport Airplane Directorate NATCA Fac. Rep.)

NATCA to me - Means that engineers finally have a voice on our jobs both with Mgmt and Congress. The small monetary commitment I make to NATCA opens up a world of opportunity we didn't have before. Ask the development engineers who were hired these past few years what their own efforts did for them and then ask them what NATCA did for them.

Tim Smyth (Chicago ACO NATCA Fac. Rep.)

When I received the card in the mail over 10 years ago to vote NATCA as our union, I immediately filled it out. I then became a dues paying member and then the last two years a facility representative. Coming from a strong union family and background, I learned early in life that the only way you can truly have checks and balances between management and labor is through a union. I am proud to be NATCA."

Scott Wessley (Small Airplane Directorate NATCA Fac. Rep.)

NATCA CELEBRATES IMPORTANT MILESTONE (Con't.)

- FAA Headquarters Budget and Finance divisions (ABA)
- Regions and Centers Operations (ARC)
- Terminal Automation Specialists (ATB)
- En Route Terminal Automation Specialists (AOS-300)
- Aerospace Medicine (AAM)
- Airports (ARP)
- Aircraft Certification (AIR)
- Delegation and Airworthiness (AIR-140)
- Office of Chief Counsel Employees (AGC)

Reflecting on the anniversary, NATCA President Paul Rinaldi said, "We share the same goals, we share the same vision and responsibility – upholding and improving the safety of the National Airspace System. There could be no better fit, no better match than our Region X bargaining unit members and the nation's air traffic controllers."

Said Region X Vice President Mike MacDonald: "With NATCA we've been able to accomplish more as a group than we ever would have alone. Our air traffic control brothers and sisters have welcomed us from day one. Like them, we are invested in the safety and modernization of the National Airspace System and together we have improved the system for the flying public."

NATCA AIR Agreement Highlights

Overview of Article 38, Overtime

Funny how for so long folks did not think they could earn overtime. No kidding. Turns out that not only can you earn overtime, but overtime is the only compensation management can legally force you to earn. If they ask you to stay after hours, but can only offer you compensatory time, then it is ok for you to say “No Thanks” and to leave. It is that simple.

Your time is yours. If management has an urgent matter and you are the only person in the “world” that can get it done, then your time is clearly important. As a matter of fact, it is so important that the law agrees that you must be compensated for it.

The NATCA AIR agreement created, for the first time in AIR history, overtime procedures and they improve our working conditions!! Take a moment to read and get familiar with these good procedures.

A Few of Our Accomplishments in these past ten years...

- Interim Agreement signed (Nov, 2000)
- Ratification of Work Rules CBA (Blue Book - Sep 2007)
- Second Contract Talks begin in Summer of 2010
- ULP win prevents agency from forcing AIR Engineers to perform product audits during ACSEPs audits
- Grievance settlements include,
 - o Use of official time to lobby Congress
 - o Management agrees to comply with plain language of Interim Agreement and Blue Book
 - o Travel Compensatory time for all NATCA AIR and AIR-140 employees
 - o Straight time overtime pay rate for FLSA exempt AIR and AIR-14- employees
- Arbitrations victories include,
 - o Restoring use official time to Union Reps without declaring start/stop times
 - o Elimination or reduction of suspensions, including one reduced to Letter of National Representative building proactive relationship with AIR-2.
 - o Hazardous Duty Pary for working at accident site.
- Various Memorandums of Agreement, recently on GASOO, Testing Designated Positions (TDP), and Office space moves

Democracy In Action:

Ten years ago, a super majority of AIR Engineers, Flight Test Pilots, and Administrative/Technical Personnel voted to Unionize under NATCA — Certified by FLRA on September 12, 2000

Upcoming Events for 2010

- Quarterly Arbitration/Grievance Settlement Talks with AIR
October 1

Websites to Checkout!!

natca.net
regionx.natca.net
www.regionx.net