

Professional Aviation Safety Specialists, AFL-CIO

PASS In Review

2016–2017



www.passnational.org

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Members of Chapter NG3 with PASS National President Mike Perrone at the chapter's annual meeting in 2017.

Message from the National President

Mike Perrone

To my PASS Brothers and Sisters:

It is my honor to present to the members *PASS In Review*, a biennial report covering 2016 and 2017. The past two years were challenging, celebratory, full of energy but, most importantly, successful for the entire union! We set the stage for what will be happening in 2018, 2019 and beyond, and we have done that together.



National President Mike Perrone addresses delegates, members and guests at the 2017 PASS Convention.

While privatizing the nation's air traffic control (ATC) system had been proposed numerous times in the past, 2016 seemed to present a solid opening for proponents of this misguided scheme. Republicans controlled both chambers of Congress and a presidential election was looming. And, on February 3, 2016, Rep. Bill Shuster (R-Pa.), chair of the House Transportation & Infrastructure Committee, introduced H.R.4441, the Aviation Innovation, Reform, and Reauthorization (AIRR) Act, which would reauthorize the FAA and privatize the ATC.

In response, PASS mounted a full-court press.

We launched a new public website, www.opposeATCprivatization.com, with information and resources

“You spoke up at congressional meetings and trade shows, invited lawmakers to your worksites for tours to demonstrate the important work you do for the American public.”

for PASS members as well as all concerned FAA employees and the flying public to join in the fight to oppose the misguided measure. We created and distributed Oppose ATC Privatization buttons to members so that you were a walking billboard in your meetings with elected officials and the traveling public, letting them know where we stood on the issue and that PASS was not backing down. We sent you Oppose ATC Privatization posters to display in the workplace, galvanizing opposition to the measure by the majority of unions at the FAA. In addition, you spoke up at congressional meetings and trade shows, invited lawmakers to your worksites for tours to demonstrate the important work you do for the American public. You made phone calls and sent emails, keeping up the pressure.

Your efforts paid off when Congress passed legislation in July reauthorizing the FAA through September 2017 that did not include privatization language. However, we knew even then that the battle against privatization was far from over.

Of course, 2016 ended on a bittersweet note for PASS as two long-time employees announced their retirements. General Counsel Mike Derby guided the union's labor relations efforts for more than two decades and Legislative Director Abby Bernstein gave the union 33 years of dedicated service. Both the union—and more importantly, all federal employees—are better off because of the dedication and commitment Mike and Abby so ably demonstrated.

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Message from the National President

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When 2017 began, PASS was on the road to two important events. First was the year-long celebration of PASS's 40th anniversary. In 1977, a small group of dedicated FAA employees saw that they were being treated unfairly and decided to take matters into their own hands and form a union. From that humble beginning grew the strong and committed union you are a member of today. At the year's largest event, the 2017 PASS Convention in New Orleans, we were honored to have Founding President Howard Johannssen join us to talk about those early days and what PASS has meant to him over the years.

At the convention, we heard from distinguished guest speakers and collectively debated amendments to the PASS Constitution. On behalf of all the employees we represent, the PASS delegates and guests recommitted themselves to protecting one another in the workplace and to serving the American people by protecting the National Airspace System. It was a successful week filled with lively and respectful discussions about the state of our union. In addition, we took time to honor some PASS members for their accomplishments and contributions to the union.

Of course, as we well knew, privatization did not go away. Rep. Shuster again introduced his legislation to hand over the ATC to a private monopoly in 2017. And again, because of the union's allies on Capitol Hill, throughout the labor movement and, of course, the resolve and activism of our members, privatization was headed toward defeat as the year ended.

Our members were exceptionally busy over the last two years. You contributed to modernization projects and agency initiatives. You worked to ensure safety of the NAS and your workplace. You attended events, meetings and conferences to make sure PASS's voice was heard. Thank you for all you do every day on behalf of PASS and the American public.

I look forward to seeing our union grow and flourish over the next two years and to work with each and every one of you to ensure a stronger and even more productive union.



PASS Founding President Howard Johannssen shows off his special license plate from 1987 at the 2017 PASS National Convention.

Mike Perrone



The PASS Executive Board (left to right): National President Mike Perrone, Region III Vice President Joan Matthiesen, Region I Vice President Luke Drake, Region V Vice President Bob Abbott, National Vice President Rich Casey, Region IV Vice President Mike Gonzales and Region II Vice President David Spero.

PASS Members in Action

- Chapter WA3 President Monika Warner and Chapter WA3 members Stan Godek and Kerry Mayfield attended the Northwest Aviation Conference and Tradeshow, bringing PASS's position against privatization the air traffic control (ATC) system to the public.
- Chapter NV3 President Patrick Peterson welcomed FAA ATO Chief Operating Officer Teri Bristol to the Las Vegas Tower/TRACON, which presented a prime opportunity for frontline employees to share PASS issues with senior FAA leadership.
- Demonstrating the union's support of our nation's veterans, National President Mike Perrone, National Vice President Rich Casey and Region IV Vice President Mike Gonzales attended a round-table meeting with the Assistant Secretary of Labor for Veterans' Employment and Training, hosted by the Union Veterans Council.
- National President Mike Perrone and Region IV Vice President Michael Gonzales joined PASS members at the Showcasing Aviation for Empowering Education (SAFE) Flight Expo in Florida, hoping to inspire the next generation to consider a career in aviation with the FAA.
- The conference room at the PASS national office was named for, and dedicated to, Howard Johannssen, the union's founding president.
- National President Mike Perrone joined then-Department of Transportation Secretary Anthony Foxx at the Transportation Trades Department, AFL-CIO, Executive Meeting to continue voicing PASS's opposition to privatizing the air traffic control system.
- Continuing to inspire the next generation of aviation workers, PASS members from different chapters across the country volunteered at the FAA's Aviation Career Education (ACE) Academy in the summer. Chapter FL1 President Doug Lowe also helped to coordinate and participate in the Organization of Black Aerospace Professionals ACE Camp in Orlando and Chapter IN3 member Bridget Turner (now with Chapter VA3) facilitated an ACE summer program held in Indianapolis.
- Chapter MD1 member Paulette Scoggins represented PASS at the 2016 FAA Technical Women's Organization conference, helping to recruit more women to technical careers in aviation. Scoggins is an aeronautical information specialist in Mission Support Services.
- Chapter IM3 member Brian Klinkner was named ATO Outstanding Technician for 2016. Klinkner works as a Nav/Comm technician at the Des Moines System Support Center (SSC).



Membership Activity 2017

- PASS launched a year-long celebration of its 40th anniversary. Chapters across the country shared stories and PASS memorabilia at events and on social media.
- Chapter AK3 members John Farley and Paul Mueller were featured as “Icons of Aviation Safety” for their heroic efforts that resulted in safely recovering two passengers and a pilot from a Cessna 180 that was initially deemed lost in Alaska.
- At trade shows and the Aircraft Owners and Pilots Association’s four regional fly-ins throughout 2017, PASS members, chapters and national officers brought the mission of PASS to the general public. They engaged attendees, outlined the dangers of privatization and encouraged careers in aviation beyond the cockpit.
- Chapter FL2 member Gordon Schmidt was awarded the Charles Taylor Master Mechanic Award in recognition of his 50 years as an FAA certificated mechanic.
- Chapter OH3 member Bill Takala was honored by the FAA as the Regional ASI (Avionics) Inspector of the Year. The Flight Standards Recognition Annual Awards honor outstanding achievements in support of the Flight Standards mission.
- Chapter FL1 was proud to host more than two dozen students from the Organization of Black Aerospace Professionals’ South Florida ACE Academy, which provides middle and high school youth exposure to opportunities in aerospace and aviation, hoping to inspire more minorities to pursue an aviation career. Chapter FL1 President Doug Lowe, along with members Kyle Weeks, Charles Smith and Michael Friend, gave tours, answered questions and shared their love of aviation.
- In July, PASS members from around the country gathered in New Orleans for the 2017 PASS Convention, an opportunity for delegates, members and guests to gather and discuss current union issues, make decisions on important areas of concern and develop plans for the future. PASS also continued its celebration of the union’s 40th anniversary by unveiling a special video about the union’s early days and remarkable growth. And the attendees were honored to hear from Howard Johannssen, PASS’s founding president.

Guest speakers included FAA Administrator Michael Huerta, IFATSEA President Daniel Boulet and Will Attig, Executive Director of the AFL-CIO Union Veterans Council. They talked of privatization, stable agency funding and assisting veterans who are returning to the civilian workforce—all topics important to PASS members.

In addition, the delegates received hands-on training during workshops on technology, organizing and legislative grassroots.

- Chapter TX1 reached 100 percent membership in 2017, throwing down the gauntlet for other PASS chapters to reach that milestone in the coming year.
- During an unprecedented hurricane season, PASS members at airports and TRACONS affected by heavy rains, strong wind gusts and record-breaking flooding, worked tirelessly to get their facilities

up and running. In addition, looking out for their brothers and sisters, PASS members went to great lengths, with financial support from the national office and Executive Board, to collect and deliver supplies to the especially hard hit island of Puerto Rico. Months later, while still recovering, the members of Chapters PR1 and PR2 continued to express their gratitude.

- Chapter NC3 member Bruce Baginski received a Civilian Commendation Medal for helping with the Marine Corps Air Station Cherry Point communications upgrade. Bruce is one of PASS's dedicated Department of Defense employees.

PASS National Committees

One important way that PASS members participate in their union is by serving on national committees. PASS is grateful to these volunteers who strengthen the union's finances, legislative efforts and public relations outreach. (The PASS National Safety Committee is pictured on page 13.)



Left: The PASS **National Finance Committee** (left to right): Region V rep Bruce Baginski, Region III rep Dennis Cherwinski, Region II rep Shelly Dambeck, National Vice President Rich Casey, Region I rep Jill White and Region IV rep Ray Morgan.

Right: The PASS **National Legislative Committee** (left to right): Region I rep Lynda Bloomberg, PASS Legislative Representative Sophie White, Region V rep Adrian Bland, Region III rep Scott James, Committee Chair Mark Dunlap and Region II rep Nancy Morrison. Not pictured: Region IV rep Mary Oaks.



Left: The PASS **National Public Relations Committee** (left to right): Committee Chair Monika Warner, Region III rep Patrick Peterson, Region I rep Janine Murphy and Region V rep Laurie Booker. Not pictured: Region IV rep Stan Godek.

PASS Members Take On Capitol Hill

2016

PASS continued to work with lawmakers on several aspects of FAA reauthorization legislation throughout the year, while emphasizing that the air traffic control (ATC) system must not be privatized (see next page). PASS also participated in meetings with members of Congress on Capitol Hill. A 14-month extension was signed in July, authorizing the agency through September 2017.

After successful lobbying by PASS members, in September, Congress passed the FAA Veteran Transition Improvement Act of 2016, legislation that provides disabled veterans hired by the FAA full access to paid sick leave benefits made available by the Wounded Warriors Federal Leave Act of 2015.

In December, President Obama authorized a higher 2017 pay raise for federal employees instead of the 1.6 percent he originally submitted in August. Federal employees received a 1 percent across-the-board pay increase, and more money was allotted for locality pay, resulting in an average pay raise of 2.1 percent for federal employees in 2017.

Also in December, Congress narrowly avoided a government shutdown by passing a stopgap spending bill after a week of partisan infighting. The measure funded federal programs through April 28, 2017. Included in the spending bill is a slight increase to the FAA operations account to avoid disruptions of current projects and activities.

Throughout 2016, anti-federal employee legislation continued to be introduced by members of Congress. Through the course of the year, federal employees saw language that would require the Office of Personnel Management to report on usage of official time; extend probationary periods for certain employees; eliminate automatic payroll deduction of union dues for federal employees; and change union election rules. PASS worked with the Federal-Postal Coalition to ward off these attacks and others.

2017

With FAA reauthorization set to expire on September 30, 2017, Congress approved a six-month extension just before the deadline; it was the fourth extension in two years. As part of its grassroots action against privatization, the union called on its members to simultaneously ask their lawmakers to vote against privatization and for long-term reauthorization of the agency. It was hoped that this latest extension would allow time for Congress to sort out the funding needed to keep the agency operating at capacity.

Once again, federal employees faced an onslaught of harmful legislation in 2017. As soon as he was sworn into office, the new president declared a hiring freeze for federal agencies, which wasn't lifted until April. Legislation was proposed that would significantly reduce official time. The president's budget blueprint, and later the House budget proposal, included billions of dollars of cuts to federal retirement. Working with other unions and with the Federal-Postal Coalition, PASS sent letters to Congress and brought public attention through its website and social media to the critical work federal employees do on behalf of the American public. And at the end of the year, it was clear that a modest 1.9 percent pay increase for federal employees would go into effect in early 2018.

Air Traffic Control Privatization

As has been the case in recent years, the largest legislative issue for PASS in 2016 and 2017 was fighting attempts to privatize the country's air traffic control (ATC) system. This battle was a top priority for PASS then, and it continues to be today.

- In February 2016, Rep. Bill Shuster (R-Pa.), chair of the House Transportation & Infrastructure Committee, introduced the Aviation Innovation, Reform, and Reauthorization (AIRR) Act, which would reauthorize the FAA and privatize the ATC system. In response, and continuing our efforts over the past several years, PASS went on the offensive. Among other efforts, PASS joined six other unions at the FAA to send a letter to the House Transportation & Infrastructure Committee, outlining the dangers of privatization. In June, the same coalition sent a letter to every House member, urging them to vote against the bill and to support the Senate version of FAA reauthorization, which did not include privatization language.
- As a result of robust lobbying efforts at both the national and grassroots levels, including extraordinary work by the PASS National Legislative Committee and members nationwide, in July 2016, Congress extended FAA reauthorization through September 2017 without language privatizing the ATC system.
- The fight was far from over. Barely a month after the new Congress was seated in 2017, Shuster re-introduced the AIRR Act to reauthorize the FAA and privatize the ATC system. What made the proposal more dangerous this time was that the new president was fully behind privatization. As in 2016, the Senate version of reauthorization did not include privatization language.
- PASS members mobilized as never before: making phone calls, sending letters and emails, and visiting their members of Congress in Washington and in their district offices. The union worked with its allies on Capitol Hill, the broader labor movement and the majority of unions at the FAA to fight this misguided proposal. Throughout the year, PASS provided training and talking points for members to use in their meetings with lawmakers. National President Mike Perrone submitted a statement for the record to the Transportation Committee to educate committee members on the union's concerns about privatization and the need for long-term FAA funding. Even at the PASS convention in July, the union's business was put on hold so that delegates and attendees could call their lawmakers as debate was conducted in the House.
- As much as the president, Rep. Shuster and their allies wanted to bring privatization legislation to a full vote on the House floor, it was apparent by year's end that the proposal just did not have the support. PASS is confident that the fight will come up again, and even more confident that the union will be able to declare victory.

Government funding continued to be a concern in 2017. After a series of short-term measures, Congress passed a bill in May to keep the government open through September 30. In early September, Democratic leaders in Congress reached a deal with the White House to extend funding through December 8; which was then extended until December 22 through another short-term bill. Up against the holiday season, lawmakers hammered out another deal pushing the funding deadline into January 2018. Through it all, PASS kept members informed through email, social media, the two websites and the PASS app.

Protecting Member Rights

2016

ATO Pay Raise Notification: On June 22, PASS bargaining unit employees under the PASS/Air Traffic Organization (ATO) collective bargaining agreement (CBA) received a pay increase. In the CBA, PASS negotiated a 1.6 percent increase to base pay for all pay-banded employees, effective the first full pay period beginning in 2013 and continuing through 2017.

New Entitlements and Expanded AWS: In June, PASS negotiated new entitlements and expanded alternate work schedules (AWS) for all bargaining unit employees. The limited reopeners found in Article 49, Section 3, of the Aviation Safety (AVS) contract and Article 33, Section 4, of the ATO contract served as the basis for developing the new and enhanced AWS schemes found in the Memorandums of Agreement for ATO and AVS bargaining unit employees.

Overtime Bypass: PASS signed a settlement agreement regarding several grievances alleging that management at a particular ATO facility bypassed employees on a scheduled overtime list. When management bypasses an employee on the scheduled overtime list, it is a violation of the CBA. This violation constitutes a prohibited personnel practice for which the agency can pay back pay for the missed overtime even if the employee did not work it.

NOM J-Band Position Update: As a result of a national grievance seeking appropriate compensation under the Fair Labor Standards Act (FLSA) for impacted NAS Operations Managers (NOMs) who were paid incorrectly, the FAA paid out over \$300,000 to almost 200 employees. The back pay was only due to those NOMs who were in that position permanently as of May 21, 2015, and worked overtime as a NOM going back three years. For those who served in a temporary promotion, they must have worked overtime between August 9, 2014, and May 21, 2015.

Discounted Liability Insurance: PASS negotiated a discount to the Federal Employee Defense Services (FEDS) Professional Liability Insurance. This insurance markets itself as tailored to meet the needs of federal employees. The discount is in addition to the FAA's reimbursement obligations found in the PASS AVS contract. This is a significant achievement as it helps inspectors pay for this necessary expense.

2017

Expanded Leave Coverage for Wounded Warriors: In January, PASS negotiated an MOA with the FAA extending coverage of Human Resource Policy Manual (HRPM) on Disabled Veteran Leave to all PASS bargaining unit employees hired on or after November 5, 2016. In accordance with the HRPM, any FAA employee hired on or after that date, with a qualifying service-connected disability of 30 percent or more, is eligible for 104 hours of leave to be used for medical treatment of the disability. This is a new and separate leave category, which will be called Disabled Veterans Leave.

T-SAP Agreement Reached: In February, PASS and the FAA signed a new Memorandum of Agreement (MOA) regarding Technical Operations Safety Program (T-SAP). T-SAP, a program intended to allow Technical Operations employees the avenue to report safety issues without fear of retaliation or

reprimand, had been suspended in October 2016 due to significant disagreement between PASS and the agency. Following the signing of the MOA, time was required to ensure the program met the revised elements and T-SAP resumed accepting new reports in December 2017.

Time-and-a-Half Compensation: PASS settled a case on behalf of AFS-700 bargaining unit employees in involving those who were not being paid correctly under the FLSA when working overtime hours for the FAA at three weekend air shows. Instead of paying overtime at time-and-a-half, these employees were only provided travel compensatory (comp) time. As a result of PASS's efforts, impacted employees received overtime pay and liquidated damages (double damages), totaling over \$16,000 for approximately 14 employees.

Two Collective Bargaining Agreements With FAA Extended: During a difficult bargaining environment under a new administration and new department head, PASS was able to successfully reach agreement with the FAA on both collective bargaining agreements (CBA), covering the AVS and ATO bargaining units, with no decrease in workplace rights or benefits.

In July, AVS members voted to extend their current collective bargaining agreement, which covers bargaining unit employees in Flight Standards, AFS-700 and MIDO. Under the terms of the agreement, the AVS CBA will extend for four years and expire on December 15, 2021.

This vote was followed in September by ATO members who also agreed, by a wide margin, to extend their CBA for five years.

The agreement preserves the January presidential increases given to all federal employees, locality increases adopted by the Office of Personnel Management and the 1.6 percent increase each June.



Members of the PASS ATO bargaining team.

Child Care Help for Members: PASS successfully amended both CBAs to allow for more employees to qualify for child care subsidies. Both contracts provide a scale defining eligibility for child care subsidies. The adjustment to the family income level was a significant increase from what was previously provided, expanding the pool of employees who may qualify and need help in meeting the costs of child care.

PASS Signs MOU on 2018 Pay Bands: Under the ATO collective bargaining agreement, pay bands must be adjusted in January by the same amount as the general wage increase given to General Schedule (GS) employees. For the second year in a row, PASS has agreed that some of the pay bands will be adjusted beyond what is required under the contract. Specifically, the I and J bands will move by 2.2 percent, and the H band will be increased 1.6 percent. The MOU also ensures that other bands will be increased by at least the amount given to GS employees, but it could be higher depending on the FAA administrator's determination. These changes took effect in the first full pay period in January 2018.

Protecting the Workplace

- Throughout 2016 and 2017, PASS members in all bargaining units played important roles in not only maintaining the safety of the aviation system but ensuring a safe workplace as well. An important part of maintaining a safe workplace is the ability to recognize and bring awareness to potentially dangerous situations. PASS members continued to participate in Voluntary Safety Reporting Programs (VSRPs), including through the Technical Operations Safety Action Program (T-SAP) and the Aviation Safety Action Program (ASAP).
- During 2016 and 2017, however, PASS did encounter some issues with the agency in the implementation of T-SAP. This resulted in a temporary suspension of the program in October 2016. After extensive negotiations, PASS and the FAA entered into a new Memorandum of Agreement (MOA) in February 2017 to reinstate the program, but submission of new reports into the T-SAP system was delayed as the system needed to be revamped to comply with the terms of that MOA. On December 1, 2017, T-SAP resumed accepting new safety reports from all eligible Technical Operations employees. The T-SAP program provides a methodic approach for Tech Ops employees to identify and report potential aviation safety hazards in a timely manner. The purpose of T-SAP is to foster a voluntary, non-punitive and cooperative environment where employees can report such concerns without the fear of discipline or Air Traffic Safety Oversight Service credentialing action.
- PASS members in ATO and AVS continued to provide assistance to FAA employees going through challenging times or impacted by an event at work or a natural disaster through the Critical Incident Stress Management (CISM) program. This program allows PASS members to serve as resources for bargaining unit employees in extreme situations or times of need. The CISM program was especially necessary in 2017 when a series of hurricanes and wildfires ravaged the country, destroying homes and damaging facilities.
- PASS members are constantly monitoring the workplace in order to determine if there is a need for more robust safety training or precautions. In 2016, a PASS member noticed a need for boat safety training at the San Diego System Support Center (SSC). Since boat training was not being provided in accordance with the collective bargaining agreement, it was important that the issue was brought directly to management's attention. As a result, the agency supplied a U.S. Coast Guard approved boat safety training course within a couple of weeks, and PASS ensured that the San Diego SSC employees were included in the training as well. Pushing to provide the boat safety training started a trickle-down effect, resulting in the identification of safety training needs on operating specialized motorized vehicles throughout the Los Angeles District.
- In June 2016, members of the PASS Air Traffic Organization (ATO) Safety Team held a national meeting in Atlanta, Ga., that coincided with the American Society of Safety Engineers (ASSE) conference and exposition. The ASSE conference is an annual event providing an opportunity for Occupational Safety and Health (OSH) professionals to learn from recognized speakers, visit with vendors and informational booths, and connect with other safety professionals. The PASS ATO national and regional safety representatives who went to the conference were able to attend educational sessions covering international building codes and standards, electrical safety, fall protection, hazardous material storage, and many others.

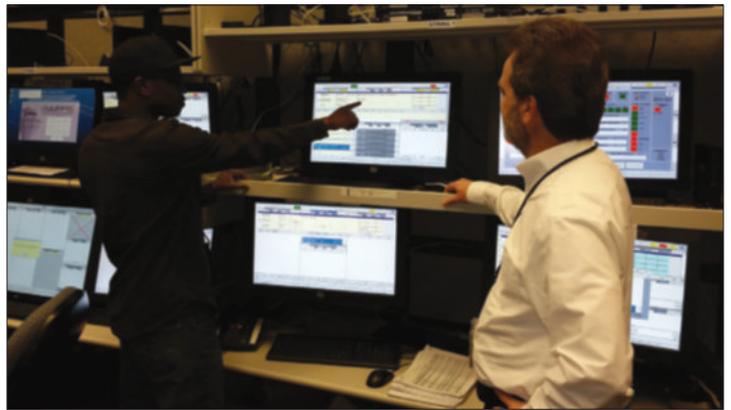
- In April 2016, PASS members and all employees at the Chicago Center (ZAU) working to keep the National Airspace System (NAS) safe every day welcomed the addition of a wellness center to their facility. This effort was spearheaded by local PASS members working to ensure a safe and healthy working environment.
- In October 2017, PASS entered into an agreement with the agency settling several grievances concerning a major deficiency with most of the engine generators that have been installed in the National Airspace System (NAS) over the past several years. A consistent observation of ATO regional safety representatives was that the FAA was failing to ensure that buildings and other structures are constructed or refurbished to current building and safety codes. Specifically, it was discovered that the agency had been purchasing engine generators without the proper Underwriters Laboratory (UL) mark. The settlement indicates the agency's agreement to purchase and install only engine generator sets bearing the proper UL mark. The resolution of this issue not only ensures that newly installed engine generator sets are certified safe, it sends a strong message to the agency that PASS expects the FAA to construct workplaces to current building codes and that installed equipment meets mainstream operational and safety standards.
- The PASS Safety Committee and safety representatives nationwide provided important safety information to members throughout 2016 and 2017. Items discussed included radiation exposure, terrain concerns around Medium Intensity Approach Lighting System With Runway Alignment Indicator Lights (MALSR) stations, vehicle safety, portable signal light guns, climbing safety, ladders and hatches, rooftop fall protection, written fall hazard survey reports, and electrically insulated hand tools. In July 2016, PASS compiled a guide and checklists concerning climbing safety related to tower mast and pole structures, or TMPS.



Members of the PASS National Safety Committee (left to right): Region I Rep Tom Granitto, Region V Rep Frank Jackson, Region II Rep Dan Rodriguez, Chair Ray Baggett and Region IV Rep Colleen Stevens.
Not pictured: Region III Rep Kathleen Gustafson

Upgrading the NAS For All

- During 2016 and 2017, PASS members continued to participate in a variety of modernization programs and initiatives at the FAA. Over 100 members throughout the union's bargaining units served as representatives and subject matter experts, or participated in workgroups or panels. This was essential to ensuring PASS's voice was heard, as well as making sure transition and implementation of new systems and equipment were efficient.
- In 2016, PASS NextGen Article 13 Representative Kurt Donnelly started a regular feature in the union's quarterly magazine *PASS Times* highlighting Article 13 representatives and the important roles they play in modernization of the system. Areas of focus for these articles included Surveillance and Broadcast Services (SBS), the "Three Ts" (Traffic Flow Management System (TFMS), Time Based Flow Management (TBFM) and Terminal Flight Data Manager (TFDM)), Advanced Electronic Flight Strips (AEFS), Terminal Automation Modernization and Replacement (TAMR), and Data Comm.
- In January 2016, Donnelly joined FAA leaders to discuss how NextGen is benefitting travelers at Charlotte Douglas International Airport (CLT). Donnelly discussed the different roles PASS members play in the integration of NextGen systems and equipment, citing modernization successes in Data Comm and the Charlotte Metroplex system, to which PASS-represented employees from Mission Support Services and Flight Inspection Services contributed by developing, evaluating and flight checking 15 new or amended arrival and departure procedures serving CLT as well as 15 new or amended arrival and departure procedures serving airports throughout Georgia and the Carolinas.
- In June 2016, PASS, along with FAA management and air traffic controllers, recognized the two-year anniversary of the deployment of the Standard Terminal Automation Replacement System (STARS) G-4 ELITE version at the Allentown TRACON, which was the first small TRACON to deploy the upgraded system.
- In June 2016, Region II Vice President Dave Spero participated in the groundbreaking ceremony for the new air traffic control tower at Charlotte Douglas International Airport. Joined by former Department of Transportation Secretary Anthony Foxx as well as former Charlotte Mayor Jennifer Roberts and Rep. Alma Adams (D-N.C.), Spero spoke during the ceremony and emphasized the important role PASS members play in the modernization and growth of the aviation system.
- Throughout 2016, PASS members helped celebrate the deployment of Data Comm at sites nationwide, including, among others, Chicago O'Hare and Midway, Miami, the New York metropolitan area, Washington Dulles, and Los Angeles International Airport.



- In the summer of 2016, PASS members in Las Vegas assisted in the complex task of cutting over the new Las Vegas air traffic control tower (ATCT) and L30 terminal radar approach control (TRACON) facilities. PASS Engineering Services and Technical Operations members participated throughout the process, which had been an active process for months prior to the final cutover. On August 28, all the critical environmental, Radar/Automation and communications systems and services were certified with air traffic management declaring both the new Las Vegas ATCT and Las Vegas TRACON operational and open for business. The project would not have been nearly as seamless without the input and assistance from PASS bargaining units from a variety of disciplines.
- PASS National President Mike Perrone continued acting as a member of the RTCA NextGen Advisory Committee (NAC), a federal advisory committee formed to provide input on policy-level issues facing the aviation community during the modernization of the system. Perrone attended and participated in several NAC meetings and gatherings throughout the years. In December 2017, PASS's participation even resulted in Regions IV and V being given the opportunity to participate on an Advanced Technology Subgroup to assess how to leverage the capabilities of Enhanced Flight Visions Systems (EFVS) in the Northeast Corridor (NEC).
- In January 2017, the PASS Unmanned Aircraft Systems (UAS) Committee held its first meeting. The purpose of the committee is to ensure that PASS is prepared to address issues related to integration of UAS into the nation's airspace. As part of this effort, in March 2017, PASS attended the Second Annual FAA UAS Symposium, which allowed the union to learn more about the advancement of the drone industry firsthand. However, PASS was involved in drone history a year earlier when current PASS UAS Feasibility Study Article 13 Representative Thom Beller was selected as the drone pilot for the first authorized commercial drone flight that took off in downtown Cleveland in 2016.



Professional Aviation Safety Specialists, AFL-CIO

Safety Every Step of the Way



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