

NAATS HQ E-Mail Update Vol. 5 #33

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This was another busy week with a trip to FOD for a union meeting Wednesday night and a radio interview with Jan Mickelson of WHO radio (NBC affiliate) in Des Moines on Thursday morning. Thanks to Bob/Vic/Jerry for setting it all up, it was great to be able to sit and talk with members and the interview went well with questions and comments called in from pilots who support and appreciate the job we do.

There will be a response posted in Fed Times in the next couple of weeks, I have to sign a release and get a picture to them next week.

We have presented the FAA with 3 FOIAs this week one on the tower job selections, one on pre-developmentals, and the last one to the Administrator on the cost of this A-76. I am awaiting a response from Ventris Gibson on some HR issues, supposedly the letter is signed, and I just haven't seen it yet. There is a meeting on Wednesday between Ms. Gibson, Mr. Washington, and Mr. Sheridan to discuss the swap issues to and from Alaska. One of those types of issues, they're good, they're not good, they're good, well now we aren't sure. I'll advise once I hear the outcome of the meeting. Requested a meeting with the Administrator, seems she's tied up until July.

Scott filed a grievance on the Article 108 time, it should be posted.

The Judge has all the information on the protest and is working toward a decision, all documents and briefs have been turned in and hopefully he will rule in the next couple of weeks. It is then up to the Administrator to either uphold his decision or go against it.

The EEOC case continues, and I would like to thank the FAA management team for helping us with that by destroying all documents surrounding the selections that were just made on the tower bids. Can you see it now, the Judge questioning the FAA what criteria they used to select candidates and the reply, gee your honor we destroyed everything.

The inmates are truly running the asylum. Understand that I'm grateful to the terminal option for taking just over 100 people, and supposedly another 30 tower bids are to be put out for you in the month of June. Only another couple of thousand people to help, *sorry for the sarcasm*. What really bothers me or as Scott likes to hear me say "blows up my skirt" is the few jobs there are available to our members and finding out that some Air Traffic Managers are stating that they will not take any Flight Service Controllers. Between 40-50 percent of the Air Traffic Managers out there are stating they won't take Flight Service

Controllers and are getting away with it! Since when has instruction been handed down from FAA HQ and Managers allowed to ignore that instruction. Isn't that insubordination? When Mr. Johnson says you will pick up these controllers if you have slots why aren't these managers being held accountable for not picking them up? How are management officials at the lower levels getting away with holding jobs for center washouts, what about holding jobs for flight service controllers that have been in the agency for years? How can managers not pick up someone from flight service and then put another bid out the next week for the main purpose of excluding a controller from flight service? The inmates are truly running this asylum.

I certainly hope that our "brothers and sisters" in NATCA are not trying to hold anyone up. When Barry Krasner (NATCA Negotiator) sent an email with some questions this week, both Scott and I responded right away to get him what he needed. We would never turn our back on fellow union members and I'm sure they wouldn't either!

Wally will have a congressional update next week. I will be attending a NAGE BOD meeting Wed-Fri as an observer, will let you know how that goes.

Finally, on this Memorial Day weekend I'd like to thank all of our men and women who are serving and have served over the years. The numbers show that almost 60 percent of our bargaining unit members are veterans, you are outstanding individuals. Please take a little time this weekend to spend with family and friends, those currently serving over seas do not have that luxury.

Kate Breen