

Shared Responsibility to Reinforce Professional Standards in Air Traffic Controllers



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NATCA'S Role in Controller Professionalism

Today and Tomorrow



Today

- NATCA began in 2003 to initiate a viable Air Traffic Action Safety Plan (ATSAP) and an ancillary Professional Standards Program (PSP).
- In 2008 NATCA and the FAA signed a Memorandum of Understanding (MOU) establishing a eighteen (18) month trial ATSAP program.
- The goal of ATSAP *“is to identify safety events and implement skill enhancement and system corrective action to reduce the opportunity for safety to be compromised.”*



Today cont.

- ATSAP was deemed to be a success and was codified into the NATCA/FAA Collective Bargaining Agreement (CBA) creating longevity for the program through October 2012.
- In April, the USA Today reported that more than 14,000 ATSAP reports had been filed. Opening a way to address issues that were never brought through 'official' channels.
- A Professional Standards Program was codified in the CBA. This, along with re-established trust and collaboration, have put the critical components in place for a successful PSP.



Today cont.

- Representatives from the FAA and NATCA met in Cleveland in early April to begin drafting the program.
- Terminal, Enroute and Labor briefings have begun.
- Solicitation of six (6) volunteer field facilities to participate in the pilot program has begun.



Intent

To create a program that not only compliments and supports ATSAP tenets in an ancillary manner, but also a program that can stand alone in addressing issues in a peer-to-peer manner to enhance the professionalism of the occupation



Purpose

The purpose of the Professional Standards Program is to promote and maintain the highest degree of professional standards among participants



Measurement

A successful Professional Standards Program will be measured by the ability to address performance and conduct issues before such issues rise to the level requiring corrective action on the part of the Agency



Considerations

- Individual Conflicts benefiting from informal dispute resolution.
- Recognizing and identifying exceptional performance.
- Ineffective operating methods/techniques.
- Deviations from best practices.



Tomorrow

- Completion of the policy manual and training guidelines.
- Draw on knowledge from industry Subject Matter Experts.
- Selection of the six(6) volunteer field facilities. Two from each specialty.
- Training of the individual facility Professional Standards Committees (PSC).
- Identify problems and issues, implement solutions and measure success.



Tomorrow cont.

- Expand to Nationwide application.
- Memorialize the process and programs of ATSAP and PSP, ensuring longevity.
- Consideration of a National work group including representatives of commercial and general aviation, FAA, Labor and other stakeholders. This workgroup would identify problems/issues regarding communication, professionalism and overall improvements to the National Airspace System and implement solutions.

