

The WATCH

Online

Winter 2019

Women Air Traffic Controller's Hot Sheet



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GIRL'S IN AVIATION DAY

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Professional Women Controllers, Inc.
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Purpose

Encourage women to enter the air traffic control profession; assist in professional and personal development; maintain accountability, responsibility, and professionalism; and promote a better understanding, cooperation and coordination among individuals toward the continual improvement of aviation safety.

VISION

Professional Women Controllers, Inc. (PWC) vision is to achieve a balanced workforce that reflects the demographics of society and creates a safe environment where all air traffic professionals have passion for their career, can excel, and feel a sense of community at work.

MISSION

Professional Women Controllers, Inc. (PWC) is a resource that provides support, training, encouragement, and camaraderie for all air traffic professionals. PWC advocates balancing work and family life, recruiting and retaining excellent employees, developing people, enjoying work, and maintaining a positive sense of community.

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Cover Photo: Photo from PWC ad to engage youth and young women into air traffic control.

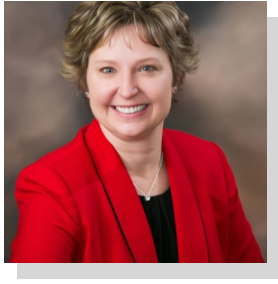
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FROM THE PRESIDENT'S DESK

Christina Calvert, President, Professional Women Controllers, Inc.

Hello PWC members,

I hope this edition of the WATCH finds you warm and enjoying the holiday season. Our winter edition highlights the science, technology, engineering, and math (STEM) aviation and space education (STEM/AVSED) activities our members supported throughout the fall. We planned and sponsored the Anchorage Girls in Aviation Day event for the third year in a row. This is the first time I was not able to be present, but PWC Vice President, Jennifer Lemmon, worked long hours to make this event a success. In addition to this event, PWC members supported many Girls in Aviation Day events as well as school career fairs and aviation events throughout the country.

In October, I attended my first Air Traffic Control Association (ATCA) conference in Washington, D.C.; with Jennifer Lemmon and corporate recruitment director, Patti Wilson. Patti was able to build relationships with new and future PWC corporate sponsors. She also had a table at the women's breakfast where she facilitated a discussion on how to pro-

mote aviation careers to women. Jenn and I hosted the table and spoke to hundreds of people, promoting PWC and encouraging membership. Infina generously offered their hospitality suite for PWC to host corporate guests and promote discussion about women in aviation. It was a very busy, successful three-day event.

PWC was also represented at Communicating for Safety and the FAA Manager's Association (FAAMA) conference. I appreciate the volunteers who took the opportunity to increase PWC visibility and sign up new members!

Please keep in mind the following positions are up for election in 2020: vice president, director of resources, New England regional director, Northwest Mountain regional director, Southern regional director, Southwest regional director, and Western Pacific regional director. Being on the PWC board of directors is a challenging and rewarding experience. Nomination forms are available on the web site and are due February 15. If you do not feel ready to hold a board of directors' position, we are always looking for volunteers to help with numerous activities. Please reach out!

Last year, PWC awarded \$10,000 in scholarships. Scholarships are available for members, their immediate family members, and women enrolled in or attending an accredited air traffic control training school. Scholarship forms are available on the web site and are due February 15.

Get your passports ready for the 2020 national training conference in Ottawa, Canada. The dates are April 6-9. Our conference co-chairs, Alexandra Officer and Colleen Adams, have been working hard to make our first international conference a success, and I am extremely excited for it! Please see the conference article in this edition, or go to web site for more information.

I am still looking for stories about how each of you started your career in air traffic control. Please email me at pwinc.president@gmail.com.

Until next time,
Christina





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PWC Representation at ATCA and FAAMA



NAV Canada's Sandy Officer

By Tara McClinchey, NAV CANADA communications specialist



Starting with a dream of being around airplanes and becoming a pilot, Sandy Officer has spent more than 20 years building her career as a commercial pilot and an air traffic controller (ATC). The last five years Sandy has been enhancing her expertise in air traffic control operational systems as an ATC systems specialist and on a managerial assignment in the engineering business development group at NAV CANADA. Sandy is also an international member of the Professional Women Controllers and is co-chair of the organization's annual conference in Ottawa for 2020.

How did you get interested in aviation?

My fascination with aviation and aerospace started when I saw Star Wars as a kid. I can't remember a time when I didn't want to be around airplanes or be a pilot. Throughout high school and university, it was always on my mind but seemed like a luxury

or a dream. Before pursuing a career in aviation, I pursued other interests and academic goals.

What made you decide to become an air traffic controller?

While in university, I worked as a tree planter in the summers to pay my tuition and bills. Tree planting led me to a job in forestry, working in digital mapping and surveying. This was the first time I had a salary and settled down in one spot, which automatically led me to the realization I had the time and money to get my pilot's license. I earned my private pilot's license in short order and quickly chose to work full time toward a career in aviation.

While working on my commercial license and ratings, I took a dispatch position at a flying club. As a part of my daily duties, I checked the NAV CANADA website for weather, notices to airmen (NOTAM) and advisory information. When I came across an ad for air traffic control (ATC) applicants, I decided to apply on a whim. Within three months, I had written the aptitude tests, interviewed, and accepted a training position in the tower control stream. After consulting with pilots who had gone into ATC, I decided I should give it a try. I was successful in my ATC training and really

enjoyed the challenge, continuing to fly at the same time.

Where did you work?

After basic ATC training, I was posted to my first tower in St. John's, Newfoundland (CYYT). Every day was memorable at CYYT with oceanic operations, iceberg surveys, U.S. military operations, and challenging weather. I moved from CYYT to Ottawa tower in 2002. In my 13 years at Ottawa tower as an ATC, I've instructed, supervised, and worked on national and local training initiatives. I also had the opportunity to work with the business development group, demonstrating ATC systems around the world. This opportunity led me to my current position in ATC systems requirements.

What is your current role with systems requirements and how are you using your ATC experience?

Specifically, I work on system requirements for air traffic management (ATM) technologies. My role requires an ATC license. We work as the bridge between ATC operations and NAV CANADA's engineering groups. Our role is to identify and interpret ATC operations' technology needs. We work closely with engineering in the development, testing,

deployment, and life cycle maintenance of all ATM systems.

What has been your most memorable experience(s) as an ATC?

My most memorable experience was working 9/11. I worked at one of the airports that received the international oceanic traffic with over 20 heavy aircraft landing within hours. That was the first and last time I worked in a condition of emergency security control of air traffic.

What technology changes (and other changes) have you seen for controllers in Canada, and what is the impact?

I have seen a constant evolution in ATC technology since I started in my first tower in 2001. I don't think there is one piece of equipment that hasn't changed other than the binoculars! We have replaced our radar displays, moved from paper to electronic strips, digitized voice communications, and integrated most of our ATM systems. Systems integration has had the greatest impact on how air traffic controllers work and on how the air navigation service provider (ANSP) does business. We have more consolidated information at our fingertips, improved displays and memory tools, and automation that has reduced workload and increased reliability.

You've worked with other ANSPs helping to install NAV CANADA technology. What was your role?

NAV CANADA develops and maintains most of its ATM technologies in house which has allowed us to market and distribute our proprietary systems around the world under the name of NAVCANatm integrated ATM technology. I have been fortunate to be involved in the implementation of many of our systems in many countries, from fully-integrated ATM suites to individual tools like electronic flight strips and information display systems. It is my role to collaborate with our client's air traffic controllers to identify system requirements, build and test ATM systems, and provide training and documentation. We always work in close collaboration with the engineering and technical operations teams.

How did you get involved with PWC? Why did you want to bring the PWC conference to Canada?

I was invited to my first PWC conference in 2015 when it was held in Phoenix, AZ. As a new sponsor of the event, NAVCANatm brought an integrated ATM system comprised of electronic strips, fusion radar, and operational information display which I was asked to demonstrate. I jumped at the chance and have had the privilege to attend every conference since. In addition to my attend-

ance as an employee, NAV CANADA has supported Canadian attendance by sending controllers from each of our seven regions and providing guest speakers for the last five years. We have all been enthusiastic and appreciative of our positive experiences in education, mentoring, networking, and socializing at each of the PWC conferences. We want to expand the Canadian contribution, benefits, and membership in PWC, and this is a great way to get that started.

What can you tell us about some of the highlights of the PWC 2020 Annual International Conference schedule?

The PWC 2020 conference schedule has us all very excited. We have accomplished and entertaining keynote speakers, a deeply-rich lineup of management and industry experts, and a balance of personal development and mentorship speakers. We are also planning interesting and fun after-hours events. Every day of the conference is designed to be enriching, entertaining, strengthening and inspiring.

Where can we find more information about the 2020 conference?

Visit the PWC website at www.pwcinc.org for more details. We'll be posting updates about the

schedules and events, as they become available.

First Officer Shanda Fanning's Lasting Legacy

By Jenn Lemmon, PWC Vice President



While in Alaska at the Anchorage Aviation Event, I was privileged to meet an extraordinary woman named Capt. Kelly Lepley. Capt. Lepley flies a B747 for UPS and was part of our mentor panel during the aviation event. Her passion for getting young women involved in aviation careers is profoundly inspiring. She told me the story below and it made me internally reflect on what I can do to “pay it forward.”

Capt. Lepley relayed the following sentiment to me as she was telling the story of her late colleague, First Officer Shanda Fanning. “In many ways, we never know how much our lives influence those of others. It’s so easy for us to get caught up in the moment, focusing on tasks, minimizing the lives of others with whom we touch. It’s the world we live in, but, in the end, is it gratifying?”

On August 14, 2013, UPS Flight 1354 crashed just short of runway 18 at Birmingham–Shuttlesworth International Airport. Both pilots were pronounced dead at the scene of the accident. It was an extremely sad day for our UPS family. In less than three years, this would be our second fatal accident. The first was UPS Flight 6 in Dubai.

First Officer Shanda Fanning was on that flight. I knew her only in passing. She always had a smile on her face and could light up a room. We met a few times in the ready room and exchanged pleasantries. It was for this reason, and the fact she was one of us, I desired to attend her memorial service. People from all over the country had come. Out of respect for their fellow aviator, pilots who never met Shanda attended wearing their uniform. The place was packed with standing room only.

The room was filled; the pastor let those of us in uniform stand behind

him as he spoke. We could see out into the crowd and, as you can imagine, there was not a dry eye in the room. I tried looking out, but it was too painful, especially when we were in direct line with her family. You could see the pain on their faces, and it tore me apart. This could have been me or anyone of my fellow pilots standing beside me. I couldn’t help but think what life would be like for this family going forward. My heart was torn.

As the pastor spoke about Shanda, he shared a story about how she fell in love with flying. It wasn’t the experience of flight that initially hooked her, but rather it was something she saw when she was a child; two pilots sitting in a cockpit in the front of her plane she was about to board.

As the cockpit door to the plane was open, she turned to her father and said, “I want to be a pilot just like those two men upfront.” Catching a glimpse of that flight crew up front left a lasting impression on Shanda. Her dad encouraged her and said, “You can be anything you want.” The seed was planted for her at that moment. Twenty years later she was flying an Airbus for a major airline throughout the United States. Those two people left an impression on that young girl’s mind that would solidify her desire to one day fly.

Then the pastor paused for a moment. Besides the sniffles, the silence was deafening. No one moved. The air was still, and I could no longer contain my watery eyes. As the silence became uncomfortable, the pastor began to point to Shanda's photo to the side of the stage.

He then pointed upward, and said, "One person has touched the lives of all of you today". He paused before continuing with a question, "What are you doing to touch the life of one person?"

We never know who we will touch, but that question left a profound impact on me and why I do what I do. Life is short! We've been given just one chance to live it. My question to you is, "What are you doing with it?"

PWC National Training Conference

April 6 - 9, 2020

Our Northern Skies/Sous un ciel nordique

Mark your calendars for the **42nd Annual Professional Women Controllers (PWC) Conference** with the theme of "Our Northern Skies" – a suitable name for a conference taking place in Ottawa, Canada.

Held from April 6-9, 2020, the PWC's first international conference will provide you with the opportunity to connect with other air traffic services professionals and will focus on building networks and enhancing co-operation between NAV CANADA and our counterparts in the FAA. Make your plans to attend. You can now book your room now at the FAIRMONT CHÂTEAU LAURIER, OTTAWA

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Look forward to seeing you there.

Find more information by emailing pwcottawa2020@gmail.com.



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Triple Tax Advantaged Health Savings Account (HSA) – Part 3 of 4

By Scott Horstman, GEHA Manager, Product Development

In order to take advantage of a health savings account (HSA), you must first participate in a qualifying high-deductible health plan (HDHP) and meet certain HSA eligibility requirements. The Federal Employees Health Benefits Program (FEHBP) includes some great HDHP plans, which include an HSA option.

There are more than 21 million HSA participants nationwide and are able to access the unique triple tax advantages an HSA provides. First, similar to an individual retirement account (IRA), contributions to an HSA aren't included in your taxable income. Second, investment earnings in the HSA grow tax deferred. Third, and this is where an HSA has an advantage over a traditional IRA, money can be withdrawn tax-free, if used for qualified medical expenses.

Many financial planners recommend HSAs, to clients who qualify, as a core component of an overall financial plan. Reason being, beginning at age 65, your HSA funds can be used for any reason you choose. Withdrawals for non-medical reasons are taxed similar to other investment accounts such as an IRA.

However, there are limits on contributions. For 2018, (IRS Revenue Procedures 2017-37 and 2018-27) the contribution limit (plan sponsor plus participant) is \$3,450 (single) and \$6,900 (family). Participants, age 55 and over, can make "catch up" contributions and add an additional \$1,000 above the limits.

Information shared in this article should not be taken as legal or tax advice, as HDHPs may not be the best choice for everyone. To help you determine if an HDHP is right for you, consult with a trusted tax or legal advisor and review IRS publications 502 and 969.

About GEHA

GEHA (Government Employees Health Association, Inc.) is a not-for-profit association providing medical and dental plans to more than 1.8 million federal employees, retirees, and eligible dependents through the Federal Employees Health Benefits Program (FEHBP) and the Federal Employees Dental and Vision Insurance Program (FEDVIP). GEHA offers three medical plans, including a High Deductible Health Plan and two dental plans. As one of the largest national medical and dental plan carriers exclusively for federal employees, GEHA provides its members access to an impressive network of doctors, dentists, hospitals and other providers. For more information, visit geha.com.

Aviation History Month

Provided by Jenn Lemmon, PWC Vice President

When it comes to Aviation History Month in November, there's plenty to celebrate. From the first balloons sent up into the atmosphere to every device invented that elevated humans above the earth, our imaginations have been captured by the idea of flight. Aviation History Month recognizes the achievements of the men and women who make it happen.



Aviators in History

Looking back, many of us quickly identify Wilbur and Orville Wright. However, long before the brothers took to the air, others were lifting off in other devices. In fact, the Wright brothers were inspired by these inventive pioneers in aviation. For example, Otto Lilienthal built gliders and flew them near Berlin, Germany. His very inven-

tion aided the Wright brothers in the design of a powered aeroplane.

Another notable figure, many will name, in aviation history is Amelia Earhart. While she earned many records, she never successfully circumnavigated the globe. The first woman to gain that honor was Geraldine Mock. In 1964, Jerrie Mock completed her feat in 29 days, 11 hours, and 59 minutes. She flew a Cessna 180 named the “Spirit of Columbus.”

In 1941, the 99th Pursuit Squadron was activated at Tuskegee, comprised of black pilots and ground crews. They became known as the Tuskegee Airmen, a segregated military unit. Because the National Association for the Advancement of Colored People (NAACP) had forced the military’s hand, the airmen were undertrained and expected to fail. Though they did not perform at the same level as their counterparts, they completed their missions and met demands while overcoming obstacles. As a result, they led the way for integrated units in the U.S. Air Force.

3rd Annual Anchorage Aviation Day a Success!
By Jenn Lemmon, PWC Vice President

Three years ago, PWC’s President Christina Calvert started the Anchorage Aviation Day Event out of a hangar at Merrill Field, Alaska. The event is a great opportunity for young women in the Anchorage area to be introduced to aviation in a hands-on way. PWC has been working with the University of Alaska Anchorage (UAA) and Women in Aviation International - Frontier Chapter for the past two years. Together, we reached out to 42 girls this year and introduced



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them to an array of aviation career fields. The girls had a chance to experience flight simulator and air traffic control simulators, as well as explore a B727. Many organizations were there to speak with the girls including the NTSB, the National Weather Service, and the FAA. Additionally, the girls had opportunities to speak with pilots and flight attendants, and meet their own “Captain Marvel”, a woman who is an F22 fighter pilot.

This past October, I had the great pleasure of being able to travel to Anchorage, Alaska for the third annual event. My first few days there I had a chance to visit several air traffic facilities, including Anchorage Tower/TRACON, Merrill Field ATCT (MRI), and Elmendorf Air Force Base. Despite the foggy weather, the ANC crew was amazing and inviting. I went to Merrill field in the afternoon and received the same welcome but with sunny skies and the coolest scene I have ever witnessed. Merrill Field sits just south of Elmendorf AFB where many F22s and C17s are based. Never in my wildest dreams did I expect I would see those two aircraft doing pattern work simultaneously. It was an amazing sight to see. While that “airshow” was going on, I observed the tower controllers at MRI work a full pattern of mixed fixed-wing aircraft doing pattern work and practice approaches. Coming from a VFR tower in college and being a “tower flower” myself for ten years, I had the urge to jump in and have fun. Kudos to everyone I met that day for their hard work and continued efforts. The event as always was a great success, and we look forward to another year.



Fighting fire with societal norms

Penn State researcher Lorraine Dowler takes on gender differences in firefighters



Three women firefighters hone their skills at a United Women Firefighters training event.

IMAGE: UNITED WOMEN FIREFIGHTERS

Liam Jackson

April 17, 2018

UNIVERSITY PARK, Pa. — There are a few statistics about women firefighters that stand out to Penn State researcher Lorraine Dowler.

Women account for about 7 percent of firefighters nationwide. Men and women firefighters have the same average age, but women are paid \$10,000 less, on average, according to U.S. Census Bureau data. Even in the San Francisco Fire Department, which has made great strides toward equal representation, just 15 percent of firefighters are women. In the Fire Department of the City of New York (FDNY), that figure is less than 1 percent.

That's why Dowler, an associate professor of geography; women, gender and sexuality studies; and international affairs, has spent the past decade interviewing women firefighters about their challenges and thinking about ways to improve opportunities for women.

PWC Membership Corner Update

Jenny Rubert, PWC Membership Director

Our membership continues to grow!!

If you did not receive the Watch summer 2019 edition at your home address, or if you have any changes you would like updated in the database, please send me an email at pwcmembershipdirector@gmail.com

Welcome New Members!!!

PWC New Members

Kristen Hildenbrand

Lauren Benge

Amanda Schofield

Sharla Mandt

Sara Stockinger

Jennifer Chhetri

Alicia Whitman

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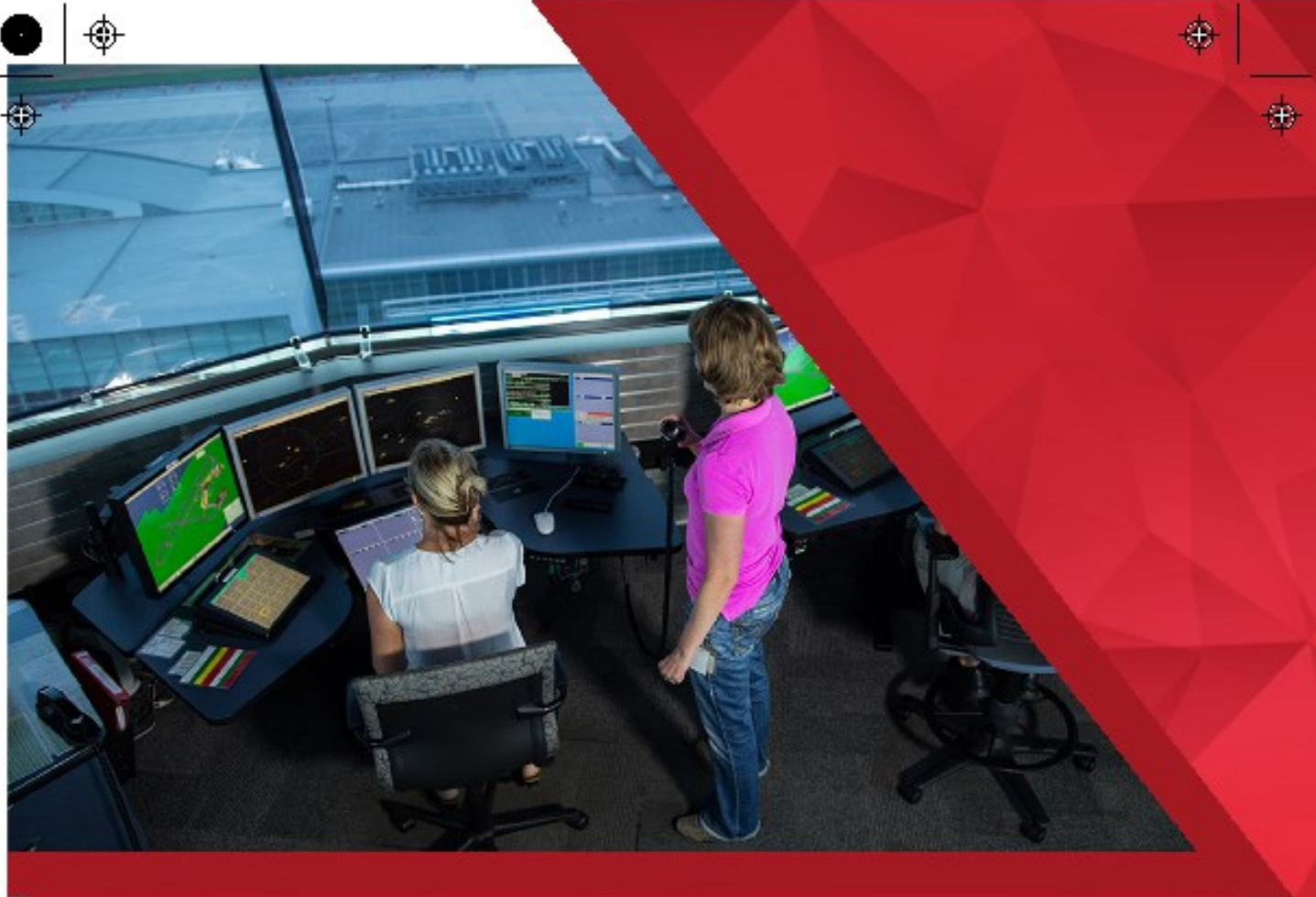


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Help Recruit Women into our Industry



aviation industry. Encouraging women to join aerospace careers is vital to address the current world-wide pilot shortage.

"Our nation is facing a shortage of pilots and aviation professionals; there are great opportunities in this sector, and we want to encourage more women to enter these exciting professions," Secretary of Transportation Elaine Chao stated. The board will analyze industry trends and coordinate efforts among airlines, nonprofits, and associations to support women pursuing aviation careers. These efforts will include scholarships, mentorship and outreach programs.

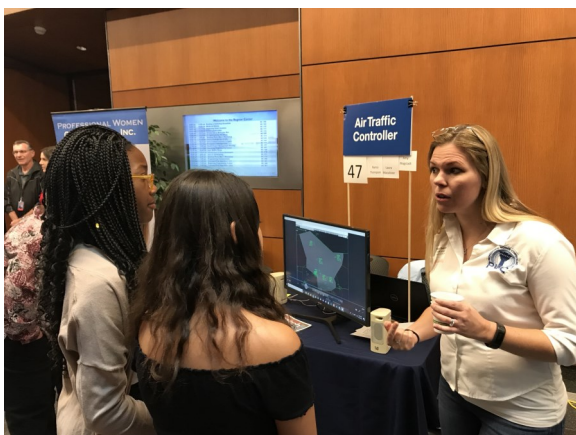
As a member of PWC, I am excited to give students information about aviation careers like air traffic control. I hope to encourage students to consider air traffic control as a career option, when they begin to map out their career goals.

*Source: MyFAA cited from Flight Global

Though many people are fascinated with aviation, most are not aware of the role of the air traffic controller. When I meet students who attend PWC science, technology, engineering, and mathematics (STEM) events and career fairs, I get asked many questions about what air traffic controllers (ATC) do. I try to tailor the message to my audience to peak a student's interest as a possible career. I explain characteristics of ATCs, what classes might be helpful, and how to find information about

ATC careers. Recruiting controllers for the future of ATC is always my main concern.

The Federal Aviation Administration is also concerned about encouraging women to pursue aviation careers. Last October, Congress passed the FAA Reauthorization Act of 2018, mandating the creation of the Women in Aviation Advisory Board. On October 9th, 2019, the FAA announced the establishment of an advisory board to find ways to boost the recruitment of women into the





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Caregiving Stress and Balance

If you're taking care of a loved one, you know the journey can be both rewarding and—at times—overwhelming. Many caregivers are not only taking care of an elderly relative but are also raising their own families and working outside the home. It's common for caregivers to feel exhausted, irritable, and depressed, and to neglect their own needs. If you're in this situation, here are some tips for finding balance amidst the long-term stress of caregiving.

- Make your needs clear. Be open with your friends and family members about what you need. Ask for help, and be specific about what you need others to do, such as running errands or shopping. This will allow you more time for yourself and make you a better caregiver.
- Take breaks. Set aside at least 30 minutes each day to nurture yourself. Engage in your favorite hobby, or do whatever brings you enjoyment—whether it's a long walk, bike ride, reading, gardening, listening to music, or walking

your dog.

- Talk with others about your challenges. Find others with whom you can share your feelings. Expressing what you're going through can be very cathartic, even if there's nothing you can do to change your caregiving situation. Talk to a friend, therapist, or fellow caregiver. Caregiving support groups are a great way to share information and support. If you can't leave the house, find an online support group. There are groups for every type of health topic.
- Keep exercising. When you're worn out, you may not feel like exercising, but, if you do so, you'll soon feel better. Exercise is a great stress reliever, energy builder, and mood enhancer. Try to get about 30 minutes of exercise most days.
- Remember other healthy habits too. Regardless of your challenges, make sure you eat healthy foods, and get enough sleep—strive for eight hours per night. When you get less sleep, your

mood, energy, productivity, and ability to handle stress will suffer.

- Arrange caregiving coverage. Find someone you trust to be with your loved one, while you do your outside activities.
- Schedule social outings. Plan occasional activities with friends, so you have something to look forward to beyond your caregiving role.
- Remember to relax. From deep-breathing exercises to yoga classes to meditation, relaxation techniques can lower your stress, calm your mind, and boost your energy.
- Don't expect perfection. It can be frustrating sometimes when caregiving doesn't go well, but this is normal. Do your best to get through each day, and don't dwell on what you can't control.

Get advice from a trained geriatric care management professional. Caring for an elderly parent or relative comes with many challenges. Your geriatric care management benefits include the opportunity to

Speak with a trained geriatric care professional, at no cost. You can get answers to your questions, in order to make more informed decisions.

Geriatric care management services offers a free in-depth assessment by a geriatric care professional, at your aging relative's current residence.

The consultant will assess the following:

- * The medical, physical, psychological, and cognitive functioning of the older person
- * The safety and security of the elderly person's living environment
- * The person's ability to take care of his or her basic needs (eating, bathing, getting dressed, transportation to appointments, etc.)
- * The person's current social support network (family members, friends, caregivers)
- * Any unique challenges the person faces.

The geriatric care professional will then identify areas of risk to the elderly person's safety, security, or independence, and provide solutions to address the person's individual needs. Following the assessment, you will receive a comprehensive report outlining your loved one's needs, the issues of concern, and a plan for implementing recommenda-

tions.

To schedule an in-home assessment with a geriatric care professional, call Magellan Health Services at (800) 234-1327 (TTY 800-456-4006).

Learn more about other worklife elder care services

In addition to the geriatric care management services, your worklife benefits also include a number of services you can take advantage of:

Locate an elder care support facility, such as a senior center, retirement community, adult day care, or assisted living facility.

Learn more about aging and adult care issues.

Learn how to reduce caregiving stress.

Your WorkLife Solutions Program is available to you and your household members by calling 800-234-1327 (TTY 800-456-4006) 24 hours a day, 7 days a week. By using this toll free number, you can log into FAA's WorkLife Services at www.magellanhealth.com/member.

Sources: Alzheimers.net, Helpguide.org.

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Kent State Launches Mentoring Program for Air Traffic Students

By Connie Siciliano (Atlagovich)

Mentoring has always been a passion of mine. When I retired in April of 2017, it became my mission. During my time with the FAA and since my retirement, I have assisted in career building initiatives at the Kent State University Air Traffic Collegiate Training Initiative (AT-CTI) program. This usually involved resume building and mock interviews for the CTI students. There were several questions the students always asked. One question was “What should I do while waiting to take the air traffic control entrance tests?” The other was “Why does the process take so long with so little communication to the applicant?” The process was frustrating and confusing to the students and graduates. Many wondered if they would ever get hired by the FAA.

This is what led me to develop a mentorship program for the graduating air traffic control students at Kent State University. With the support of PWC, I kicked off the mentoring program at Kent State in October. I presented my vision of supportive mentors and explained how they would help students as they transitioned from students to air traffic controllers.

pair will begin in the spring of 2020. I will follow up regularly with both the students and the mentors. The premise is to provide interaction with a current FAA employee. The students will be advised the mentors are not acting as representatives of the FAA, but they will be a sounding board for questions and a guide to support students and graduates through the process.

If you would be interested in becoming a mentor for the initial program, please contact me at mentoring4thefuture@gmail.com.

PWC Social - Atlanta, Georgia

PWC's board of directors had our 2nd quarter meeting in Atlanta, GA on September 9th-10th. During this time, we also hosted a social at the Miller Alehouse. A highlight of the event was enjoying Miller's Ale House's specialty Zingers. These are fresh, never frozen, buttermilk-drenched, hand-breaded, boneless chicken tenders. We had a great turn out at our social including eight people from Atlanta Center (ZTL), one retiree from ZTL, and a few kids. These socials are a great opportunity to connect with others who share the same mission and are passionate about being involved in PWC. Everyone had a great time!

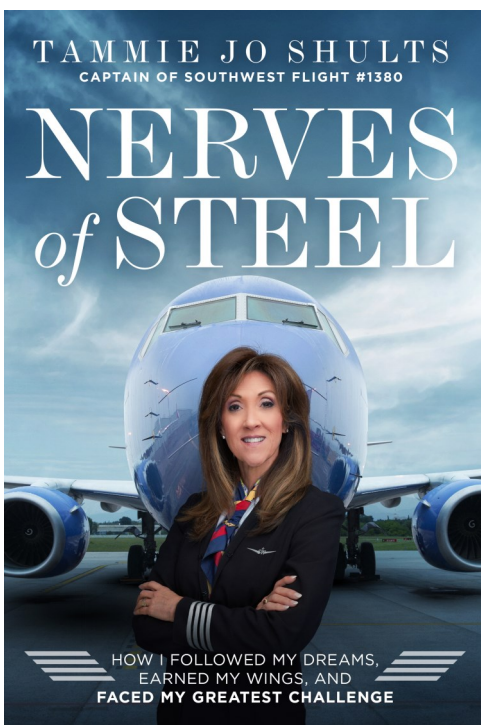


After the initial formation gathering stage, a mentor and student will be matched. Communication between the



PWC Book Club

PWC is hosting a book club this quarter. Our first book selection is *Nerves of Steele* by Tammie Jo Shults. Look



for discussion on our Facebook page! This book is available through many stores, but if you use the website below with promo code PWC2019, you will receive a 10% discount and free shipping on orders of \$30 or more.

Nerves of Steel is the captivating true story of Tammie Jo Shults's remarkable life—from growing up the daughter of a humble rancher, to breaking through gender barriers as one of the Navy's first female F/A-18 Hornet pilots, to safely landing the severely crippled Southwest Airlines Flight 1380 and helping save the lives of 148 people.

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Offer valid until January 1, 2020, at 11:59 p.m. ET or while supplies last. Offer valid online and by phone only. Take an additional 10% off your purchase *Nerves of Steele* and get FREE shipping on orders of \$25 or more if you order by January 1, 2020, after promotions and discounts and before shipping and handling costs are applied. Shipping, gift cards, or customization of products does not qualify towards minimum purchase requirements. Receive free standard ground shipping on non-rush orders of \$25 or more, valid within the 48 continental United States or to an FPO/APO address; offer does not apply to Alaska, Hawaii, the U.S. Territories, rush orders, or expedited

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Los Angeles Center Air Traffic Controllers Participate in Girls in Aviation Day

By Karena Marinas, PWC Western Pacific
Member

I remember exactly where I was when I decided I wanted to be a pilot. I was in the fourth grade, on a field trip to see the U.S. Coast Guard station. We toured the facility, but it wasn't until we entered the aircraft hangar my attention was won. I remember seeing the helicopter and my ensuing excitement when they let me sit in it. I remember my dad, who had chaperoned the field trip, trying to get me to join the rest of my class when I refused to leave the helicopter. I eventually got my pilot's license, but, in the course of pursuing my aviation education, I learned of other aviation-related jobs and found so many other possibilities existed. This led me to my actual occupation as a certified professional air traffic controller (ATC), something I didn't even know existed when I was climbing all over that helicopter decades ago.

It is no secret women are far out-numbered by men in the aviation industry. There are many recent studies and debates in an attempt to understand why. But one program has emerged and been key in helping actively change that fact: Women in Aviation, International's (WAI)

Girls in Aviation Day (GIAD).

GIAD has been held annually, in October, for the last five years. It is a day dedicated to introducing girls to aviation careers and technology by creating the opportunity for a girl to see a woman doing a job she may not have known possible. For me, it is a chance to spark that small fire that may one day lead another girl with airplanes in her heart to a career in aviation. It is my favorite day of the year. I don't miss it.

This past October, four of my friends, all of us ATCs at Los Angeles Center (ZLA), were able to participate in the California Aerospace Valley's Chapter of WAI's GIAD event. Myself, Sunny Castilleja, Trisha Cummings, and Megan Holst, had the honor of representing our profession, among so many impressive aviation professionals, by hosting a table that included games and educational information for the girls. We were so grateful to the Professional Women Controllers (PWC) and the National Air Traffic Controllers Association (NATCA) for supplying us with so many giveaways for the kids. The girls were visibly excited to learn about air traffic control and to be able to take home backpacks and coloring books to learn more and show off their new interest.

Some of the other professional women at the event included certified aircraft mechanics; aircraft engineers; National Aeronautics and Space Administration (NASA) scientists; flight test, airline, and military pilots; and so many more. To be able to add ATCs to the list was a real honor for us. The chapter even arranged for another of our sister ATCs from ZLA, Lindsay Plein, to have her airplane on static display for the girls to see and touch. Can you imagine how excited the girls in attendance must have been to interact with this group of women and with the displays.

We are sure, of the more than 50 girls we talked to that day, at least a few can now be counted as lovers of avia-

tion and maybe even some as future PWCs.

Please look up your local chapter of WAI, and ask to be part of their next GIAD event. We can be part of growing our 16 percent female ATC workforce in this one small and fun way!

Volunteer

Hello everyone!

Today, PWC volunteered at an Overland Park Mobile Food pantry. Nancy Thompson and Amy Magstadt spent the morning with a team of people loading a semitrailer full of fresh food into the vehicles of those in need.

We had beautiful weather and made a great day of it!

Thank you for being a part of PWC, a quality organization.

Amy Magstadt, PWC Central Region Director



PWC Focuses on Service, Volunteerism, and Lending a Helping Hand

By Vanessa Shinnors, Eastern Regional Director

Our PWC membership “engagement” goal, for the second quarter, was SERVICE. Any act of kindness is a form of service. It might be volunteering to help the poor, but it also could be mowing a neighbor’s lawn, letting some-

one ahead of you in the grocery line, or carpooling with children. Service ranges from full-time caregiving to something as simple as listening. Anything you do to make life a little easier for another is service, and service is a kind and spiritual practice.



PWC members took to service right away helping to pack over one million meals for seniors in need in the local D.C.; area. On September 11th, AARP hosted their third annual meal-packing challenge on the National Mall. It was hot and hectic, but we had a great time helping others and team building! In addition, board members Christina Filipowski and Micah Freeman are hosting a friendsgiving social and canned food drive. Members have also participated in awareness walks to fight cancer and mental illness along with supporting foster pet programs and clothing drives. Check out the pictures on PWC’s Facebook page and be sure to post your acts of service and kindness on FB. Help PWC pay it forward.

In honor of Veteran’s Day, I attended a charity event at Madison Square Garden called Stand Up for Heroes. Sponsored by the Bob Woodruff Foundation, the annual event raises funds to help create healthy, positive futures for our service members, veterans and their families, many of whom return home wounded in war and suffering the effects of post-traumatic stress disorder (PTSD). Over one million dollars was raised that evening!

I was very proud to be an American and humbled to be in the presence of our brave soldiers. To all those who have served our country, THANK YOU for your SERVICE and ultimate sacrifice. PWC salutes you!

As we enter the holiday season, please take the time to remember those in need, and know each one of us has the power to make a difference and significantly impact the lives of others. I leave you with these inspiring words by Audrey Hepburn, “As you grow older, you will discover that you have two hands — one for helping yourself, the other for helping others.”

Happy Thanksgiving and a joyous holiday season to all!



Become an FAA Science, Technology, Engineering and Mathematics (STEM)/ Aviation and Space Education (AVSED) Outreach Representative

By Christine Sharp, Program Manager for
Aviation Workforce Strategy

Did you know forecasts show there will be over 1.5 million civil aviation pilot and maintenance technician jobs over the next 20 years? That’s right, more than 1.5 million jobs! But the aviation industry is already facing a workforce shortage and seeing fewer people entering

careers in critical aviation positions. And with our industry changing at record breaking speed, there will be aviation careers in the future we can’t even dream of today. We need your help to ensure there’s a strong pipeline of professionals to fill these jobs.

This year, the agency is setting ambitious goals to increase the number of STEM AVSED Outreach Representatives by 50 percent, and to double the number of activities tracked by the STEM AVSED program and the number of students reached. We need you! The good news is it’s easy to get involved and get started. FAA’s STEM AVSED outreach program gives you the chance to inspire the next generation through STEM-related activities, projects, events, and programs. You’ll engage with K-12 students about jobs in the aerospace industry and the education needed to get those jobs. This can range from a visit to a school career day, to participation in an aviation-related event sponsored by outside partners, to a full-week of an aviation career education (ACE) camp and everything in between. FAA employees can conduct these activities during work hours and may receive compensatory time or credit hours for activities outside of working hours, with prior supervisor approval.

Simply complete the enterprise learning management system (eLMS) courses and get your supervisor’s signature to become an outreach representative. Then, sign up for an outreach event or plan your own. Learn all the ways you can help, get resources, and find out more about the program here. If you’re already involved in outreach with kids, but you are not yet registered as an outreach representative, please register before you do any further events.

An aviation workforce shortage could have serious implications for the FAA and the safety of the national airspace system (NAS). Help inspire the next generation of aviation professionals, shape the future of aviation, and make a difference in kids’ lives today!

Girl Scouts visit Kansas City Center (ZKC)!

Eric Jennings, ZKC traffic management officer, coordinated a visit to ZKC for his daughter's Girl Scout Troop. These girls learned about different careers available in the FAA. Amy Magstadt provided a presentation on air traffic; Gaye Lynn Manning provided a presentation on engineering; and Jennifer Zeltwanger provided a presentation on meteorology. After the briefings and discussion, the girls were able to work an air traffic control scenario in the training lab. What a great opportunity for them to experience what it would be like to be an air traffic controller!



A Seat at the Table

By Abigail Glenn-Chase

Director of Programming and Communications, Air Traffic Control Association (ATCA)

Over steaming cups of coffee, hotel scrambled eggs, and sliced cantaloupe, over 200 women in air traffic management (ATM) sat down together to discuss the current and future challenges in the industry and get to know one another as colleagues and friends. ATCA has become an increasingly active voice in advocating for women in ATM over the last few years. The third ATCA Annual Women in ATM Breakfast was held on Wednesday, Oct. 23, in Washington, D.C.; and it didn't disappoint.

The yearly event has doubled in size, since 2017, and is free to attend. The casual occasion, open only to women, has bred friendships and professional connections across companies and specialties.

"I was a table lead for the first year of the event," reminisced ATCA Chair and Leidos Senior Vice President Fran Hill. "Since then, our table has kept in touch. I even hosted a dinner at my home. It's incredibly important that all employees, but especially women, have these support structures in place. I'm proud that ATCA has been able to lay the foundation for that."

Twenty-five table leaders, including PWC's very own Patti Wilson, led conversations on topics ranging from recruitment, change management, technology evolution, and communications. Engineers mingled with public relations (PR) specialists. Air traffic controllers chatted with lobbyists, and drone experts met small business owners. The room was as diverse as our wider industry, and the energy was palpable.

"As a communications professional in the aviation industry, there aren't many groups offering tailored programming to our niche," said Jessie Hillenbrand, director of

marketing and public relations at Aireon LLC. “The best thing about this breakfast is that it’s inclusive and takes into account that it’s not just controllers and pilots who make the system run as smoothly as it does. Innovation comes in all forms, and it’s not just about [research and development] (R&D) or policy—so it’s amazing to be able to network with women in every sector of the industry.”

ATCA’s first breakfast was such a success the event is now a regular program on ATCA’s annual calendar. Recognizing women in technology are also in need of a venue to celebrate their achievements and expand their professional and personal networks, we added the Women in Aviation Technology Breakfast in May 2019 as part of the ATCA Technical Symposium in Atlantic City, N.J. But it’s not just about breakfasts and schmoozing. Our goal is to get more women on stage, more women writing for our technical journal, and shining a brighter spotlight on women’s many contributions to the aviation industry.

“I’m thankful ATCA has invested and continues to invest in programs such as the Women in ATM Breakfast,” said Theadora Nuckolls, chief program officer for Spatial Front, Inc. “Having the opportunity to meet, mentor, and communicate with like-minded individuals in our industry has proven invaluable for the future of women in aviation.”

I think we can all agree it’s time to stop talking about women in aviation and start talking to women about aviation. This event provides a necessary forum to help make that possible. The breakfast’s goal is to provide a place for women to network and share their successes. After all, when one of us succeeds, it makes it all the more likely that we all will succeed.

Want to attend an upcoming event? Sign up to receive invitation and news on ATCA’s Women in ATM initiatives [here](#).



Christina Calvert, Dr. Sharon Chinoy, Jenn Lemmon

Adopt a Greyhound

By Dr. Christina Filipowski, PWC Secretary

This quarter, PWC focused on volunteerism. PWC Secretary Dr. Christina Filipowski works with an organization called Arizona Adopt a Greyhound Inc. (AAGI) in Phoenix, Arizona. AAGI is one of the nation’s largest Greyhound adoption agencies that places retired racing greyhounds in homes. The small staff and volunteers place all dogs in foster homes until a permanent match is made. Christina fostered a retired racing greyhound named Fanny. Fanny is two years and eight months old. She just came from a racetrack in Florida where her racing name was ABF Shadeless. Christina had Fanny for about a month. After getting spayed and recovering from her racetrack injuries on her hind leg, Fanny is ready to be adopted.

AAGI has a waitlist of about 60 people interested in adopting these loveable pups. AAGI uses the information provided by fosters to make the best match.



Fanny is going to a previous adopter who has a 14-year old yellow lab and a 16-year old son who is autistic. Fanny has such a loving and caring personality. She loves to play with squeaky toys and loves her walks. She is adventurous and curious about new and different things. Best of all she loves to be petted and will be an amazing addition to this wonderful family.



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11 Things Organized and Productive People Do Every

Day



Dr. Travis Bradberry,
Coauthor EMOTIONAL INTELLIGENCE

2.0 and President at TalentSmart

We often confuse being productive with working as fast as we can, every second of the day. We fear slowing down to get organized will kill our productivity, but the facts suggest otherwise:

The average office employee spends over one hour each day just looking for things.

The average U.S. executive spends six weeks per year searching through messy desks and disorganized files for misplaced information.

23% of adults say they're late paying their bills because they lose them.

Being disorganized is costly, in terms of both money and time. But if you can convince yourself to slow down and get organized, the Return on Investment (ROI) will shock you.

"For every minute spent organizing, an hour is earned." – Benjamin Franklin

While Benjamin Franklin's estimation is overstated, spending time getting organized is still a valuable investment. Experts estimate every hour spent in planning and organizing

saves three to four hours of time that would otherwise be wasted.

There's a reason why people who are the calmest and least stressed are the ones who get the most done—they understand the importance of organization, and they've adapted their habits accordingly. The good news is you can become more organized and productive too, just by emulating the habits they rely on.

They don't let their desks get cluttered. You may think you know exactly where, and in which stack of paper, you can find a particular document. But you're kidding yourself, if you don't think you'd be more productive with a clean and organized desk. Just the act of organizing the stuff on your desk helps you organize it in your mind. In addition, research conducted at Princeton University revealed the more our brains are bombarded by the competing stimuli on a cluttered desk, the less we're able to focus. And this wasn't just subjective evidence; they were able to see the difference in magnetic resonance imaging (MRI) of the subjects' brain activity.

They never touch things twice. Organized and productive people never put anything in a holding pattern, because touching things twice is a huge time waster. Don't save an e-mail or a phone call to deal with later. As soon as something

gets your attention, you should act on it, delegate it, or delete it.

They don't respond to e-mails as they arrive. Productive people don't allow their e-mail to be a constant interruption. In addition to checking their e-mail on a schedule, they take advantage of features that prioritize messages by sender. They set alerts for their most important vendors and their best customers, and they save the rest until they reach a stopping point in their work. Some people even set up an auto responder that lets senders know when they'll be checking their e-mail again.

They work from a single to-do list. Remember the days when people used to buy those expensive, leather-bound planners and fill them up with a to-do list color-coded by priority? Those might seem a bit old school now, but no one can deny it was effective. Why were those planners effective? They reminded us how important it is to keep a single to-do list. When you consolidate everything into one list, you always know where to look, and you can stop wasting time trying to remember which list has the information you need.

They have a high level of self-awareness. Highly productive and organized people have a clear sense of who they are. They know their weaknesses, and they put organiza-

tional structures in place to overcome them. If they tend to let meetings run too long, they set a timer. If they have trouble keeping meetings productive, they make an agenda. If they forget to check their voicemail in the morning, they set a reminder. The details don't matter; what's important is that they think carefully and use specific aids and routines that work with their organizational weaknesses.

They make time for lunch. We've all been there—you're head-down busy, and by the time you look up, it's way past lunchtime. You end up either going without or grabbing a donut or a bag of chips from the snack machine. Both are really bad ideas. The donut will give you an energy boost for about 20 minutes, but, after that, your focus will drop like a rock. As far as skipping meals, not only does it affect your concentration, productivity, and problem-solving skills, it also affects your waistline—and not in the way you might expect. Research from Ohio State University shows the weight you lose by skipping meals is muscle weight you regain later as fat. They eat frogs. "Eating a frog" is the best antidote for procrastination; ultra-productive people start each morning with this tasty "treat." In other words, they do the least appetizing, most dreaded item on their to-do list first, before they do anything else.

After that, they're freed up to tackle the stuff that excites and inspires them.

They tidy up at the end of each day. The best remedy for clutter is to set aside about 10 minutes at the end of each day to organize your desk. Although we know it's best to touch things only once, we've all stopped halfway through a task because the phone rang or somebody stopped by to chat. You really can't prevent such things, but you can end the day by resolving all of the things you left half-finished.

They plan their days the night before. Organized and productive people go to bed each night, secure in the knowledge of what they'll accomplish the following day. They get their priorities straight the night before, so, once the day starts, they're less likely to get distracted by the "tyranny of the urgent"—those little fires that pop up and get in the way of their real priorities.

They make full use of technology. There's been a lot said about how modern technology extends the work day, making it so we're always on the clock. While that may be true, technology can also make us more productive. Whether it's setting up an e-mail filter to keep your inbox spam-free or using an app, like Evernote, to organize information you're going to need again, technology isn't al-

ways bad. Used properly, it can save a lot of time.

They don't ignore their snail mail. For this one, we go back to the "touch it once" philosophy. For most of us, there's not a lot of snail mail these days we actually look forward to. But ignoring it can cause problems, especially when it comes to things like bills and tax notifications. Just go ahead and open it, and take care of it as soon as it arrives; otherwise, you'll end up digging under the sofa cushions searching for that overdue bill.

Bringing It All Together

Every minute you spend looking for something you misplaced, or trying to remember what you're supposed to do next, will harm your productivity. That, in turn, eats into your career potential. The good news is there are many tools you can use to stay organized and productive, so even the most disorganized among us can put a system in place to keep us in check.

ABOUT THE AUTHOR:

*Dr. Travis Bradberry is the award-winning co-author of the #1 bestselling book, *Emotional Intelligence 2.0*, and the cofounder of TalentSmart, the world's leading provider of emotional intelligence tests and training, serving more than 75% of Fortune 500 companies. His*

bestselling books have been translated into 25 languages and are available in more than 150 countries. Dr. Bradberry has written for, or been covered by, Newsweek, TIME, BusinessWeek, Fortune, Forbes, Fast Company, Inc., USA Today, The Wall Street Journal, The Washington Post, and The Harvard Business Review.

If you'd like to learn how to increase your emotional intelligence (EQ), consider taking the online Emotional Intelligence Appraisal® test that's included with the Emotional Intelligence 2.0 book. Your test results will pinpoint which of the book's 66 emotional intelligence strategies will increase your EQ the most.

Women are Vital to NATCA's Legislative Activism

Something that helps make NATCA successful, as a union, is our comprehensive legislative and field advocacy efforts. NATCA is proud to have one of the most effective grassroots networks in all of organized labor. These efforts were particularly important during the 35-day government shutdown and as we gear up for other appropriations deadlines throughout the remainder of 2019 and into 2020.

Our efforts are led by NATCA's national executive board (the president, executive vice president, and region-

al vice presidents); the national legislative committee (NLC); state legislative coordinators; facility legislative representatives; NATCA staff members; and, of course, our dedicated member activists. Many of the NATCA members involved in these efforts are women.

The NLC strives to advance the status, professionalism, benefits, and working conditions of all NATCA bargaining unit employees (BUEs) through legislative activism. The NLC accomplishes these tasks through grassroots activism, educating and training NATCA members on how to become effective legislative activists. Working in conjunction with national office staff, the NLC helps craft grassroots messages to make sure members of Congress hear from NATCA activists. The NLC is responsible for ensuring our grassroots network of state legislative coordinators, facility legislative representatives, and our member activists is functioning at its best.

A representative and an alternate from each of NATCA's 10 regions, two mentees, and a national committee chairperson comprise the NLC. Although women only account for about 16% of the members in our Union, a number we are continuously working to increase, female representatives on the NLC comprise 60% of its membership, with many more

female member activists involved throughout our legislative programs.

Great Lakes Region NLC Rep Erin Phelps says she got legislatively involved in our union shortly after becoming certified in her facility while witnessing the "White Book" being forced upon our members. "I was fortunate that my facility legislative rep was also my area rep," said Phelps. "She heard my frustrations surrounding the imposed work rules and asked me to join her at NATCA in Washington (NiW). After attending and understanding the value of NiW, I have never looked back. The needs and results of our union's member activism are too important to step away."

Eastern Region NLC Rep Kristena Jones says she enjoys being a part of the NLC and educating the membership about NATCA's legislative activism. "I love talking to people about NATCA, what we do, and how we do it," said Jones. "The more we can educate our fellow members, the better we can collectively fight. We truly have the power to affect change in our lives, but we have to be engaged and active to do it. We are stronger together."

NLC Chairperson Steve Weidner, a staff support specialist at Washington Center (ZDC), said, "The women who serve on the NLC – along with the other NLC members – are incred-

ible activists. It is an honor to work with each and every member of this committee,” says Weidner. “It is especially gratifying to see how the NLC works with our member activists and NATCA committees to make us all better and stronger as one union. The power we have when we all speak with one voice—to protect the rights and benefits of our members and keep the national airspace system (NAS) the safest, most efficient system in the world—is an amazing force, and I’m proud to be a part of a committee that works toward that goal every day.”

As we are entering into the 2020 election cycle, with the help of the NLC, NATCA is working to educate our members on the issues that affect our members’ working conditions and the NAS. Newly-appointed Southern Region NLC Rep Jenny Chhetri had this to say about why the upcoming election is important to her and our union as a whole: “We are an impressively diverse union, with a wide range of personal and political convictions. That is why NATCA only focuses on issues that affect our members in the workplace. Along with the safety of the NAS, the rights and benefits we have worked so hard to achieve are foremost on our minds. It is vitally important that we set our differences aside and stand together on the issues that we share in common.”



PWC Board members working at ZTL during our September Board meeting - R to L Aimee Shingleton, Vanessa Shinnors, Christina Filipowski, Robin Rush, Kristy Johnson



PWC President Christina Calvert and member Nancy Thompson volunteering with their children at the 2019 Air Race Classic stop in Lee's Summit, MO. (this was voted best stop by the pilots)



Professional Women Controllers Scholarship Program

Each year PWC awards a Family Scholarship to PWC Members and/or an immediate family members of a PWC member for any field of study. A PWC Recruitment Scholarship to women enrolled in or attending an accredited Air Traffic Control training school; PWC membership is not required. PWC Special Scholarship, listed below, are awarded to an applicant that has a desire for a career in aviation; PWC membership is not required.

The PWC Scholarship fund has grown consistently, with help from your donations and those of our sponsors. In the past, PWC has awarded between \$1,500 and \$9,700 in scholarships. PWC scholarship application season is open from September 1st to February 15th~ completed application packages must be emailed to pwcscholarships@gmail.com by February 15th.

Background and Purpose

The PWC Scholarship Program was established in 1991 to assist members to complete their higher education and to recognize and reward academically superior performance. It was later expanded to include eligible immediate family of PWC members. The Recruitment Scholarship was established in 2000 to support PWC's purpose of encouraging qualified women to enter the Air Traffic profession. PWC scholarships are available on a competitive basis to undergraduate, graduate, and technical students.

You may qualify for one of these PWC Special Scholarships, described below.

The Mary McBurney Memorial Scholarship: The PWC Board of Directors designated the "Mary McBurney Memorial Scholarship" in honor of our late past-president whose passion for PWC's Scholarship program got it off the ground. This honor goes to every PWC member who is awarded a PWC Scholarship.

The Herman J. Lyons, Jr. Memorial Scholarship: Awarded to a candidate that stands out above the rest for his/her service to their community, excellence in academics, and dedication to the advancement of aviation education or design. The late Herm Lyons was a tireless supporter of PWC; he had a lifelong dedication to the Agency, the employees of FAA, and promotion of women and minorities in the agency. Herm exemplified excellence and hard work – many of the attributes we look for in applicants for our scholarships.

The Jacqueline Smith Burdette Scholarship: PWC co-founder Jacqueline Smith Burdette created an annually funded scholarship to encourage those planning careers in aviation, or to advance their career in aviation. Since aviation has been such a wonderful part of Jacque's and her late husband's life, she wants to encourage others to enter the field. There is no pre-requisite other than enrollment in an accredited college or technical school, in an aviation-related program. Open to both men and women, the Scholarship does not require membership in PWC. Applicants need only intend a career in an aviation-related field.

The Sue Townsend Scholarship: PWC is creating a co-founder annually funded scholarship to encourage women in the FAA who are active air traffic controllers or Operational Supervisors to advance their career in aviation. Since aviation has been such a wonderful part of Sue's life, she wants to encourage others to enter the field. There is no pre-requisite other than enrollment in an accredited college or technical school, in an aviation-related program. This scholarship is open to current Air Traffic Controllers/Supervisors, the Scholarship does require membership in

PWC.

The Margaret Hoffman PWC Scholarship: This scholarship is for women in the FAA who are active air traffic controllers - not staff, supervision or management. It is dedicated to Margaret Hoffman (1918-2006), a controller from 1943-1981 in Nashville, TN, and the other women controllers who went before us. Margaret was a Charter Member of PWC; she dedicated her life to her career, her family and was a role model for all of us in this field. We owe her and the other women a huge debt of gratitude for opening the doors for all of us. This scholarship can be used for any course of study, either to advance an ATC career or prepare the recipient for a second career. Recipient must be a member of PWC. This scholarship was created by Sue Mostert Townsend, PWC Co-Founder, First President (1979-1981), currently PWC Historian.

Election 2020

In 2020, the following offices are up for election: Vice President, Director of Resources, and the Regional Director offices for the following regions: New England, Northwest Mountain, Southern, Southwest, and Western Pacific. You may nominate yourself or someone else. The nominee must have the following qualifications for office:

Vice President - three consecutive years of active membership in the organization plus experience with the organization's Board of Directors as either an elected or appointed officer or as a national committee chair.

Director of Resources - one year of active membership in the organization.

Regional Director - one year of active membership in the organization

All nominees must sign their form for it to be valid. Each term of office is two years will be from June 1 through May 31. The month of May shall be used as a transition month for these elected positions.

INSTRUCTIONS FOR BIO PACKAGE

On a separate sheet of paper, respond to the items below. The information you provide will be used as part of the ballot package. Type answers, and spell out any unusual contractions. Be brief but complete. Questions 1 through 3 shall be in narrative form in the third person. Questions 4 and 5 will be printed as quotes.

Nominee's FAA/Air Traffic background.

Nominee's organizational (both PWC and others) background.

Other information nominee considers important. (training, skills, experiences, etc.)

"I am interested in (becoming/continuing as/returning as) a member of the PWC Board of Directors because"

"As a member of the PWC Board of Directors, I would like to"

Submit completed nomination form, along with narrative statement to the email address below **to be received by February 15, 2020**. The nominee will be sent an acknowledgment confirming receipt of the nomination and a list of general campaign guidelines. pwcinc.vp@gmail.com

PROFESSIONAL WOMEN CONTROLLERS, INC. NOMINATION FORM

All terms of office will commence on June 1st of the election year. The term of office for President, Vice President, Secretary, Director of Resources, and Membership Director shall be two (2) years.

The President, Secretary, and Membership Director shall be elected in odd-numbered years.

The Vice President and Director of Resources shall be elected in even-numbered years.

The term of office for Regional Directors shall be two (2) years and they shall be elected from each region. The Alaska, Central, Eastern, and Great Lakes Regional Directors shall be elected in odd-numbered years. The New England, Northwest Mountain, Southern, Southwest, and Western Pacific Regional Directors shall be elected in even-numbered years.

Officers shall be eligible to succeed themselves, but cannot hold the office for more than two (2) consecutive elected terms.

Each officer must have the following qualifications prior to the beginning of their term of office.

(a) President and Vice President: three (3) consecutive years of active membership in the Corporation, plus experience with the Corporation's Board of Directors as either an elected or appointed officer or as a Program Manager.

(b) Secretary, Director of Resources, and Membership Director: one (1) year of active membership in the Corporation.

(c) Regional Directors: one (1) year of active membership in the Corporation.

(PLEASE PRINT)

I, wish to nominate _____ for the office of

(Specify **Vice President, Director of Resources**, or Regional Director for: **New England, Northwest Mountain, Southern, Southwest, or Western Pacific.**)

NOMINEE'S NAME: _____

NOMINEE'S ADDRESS: _____

NOMINEE'S PHONE: Home: (_____) Work: (_____)

SIGNATURE OF NOMINEE: _____ DATE: _____

(Nominee must sign to validate/accept nomination)

INSTRUCTIONS FOR BIO PACKAGE

On a separate sheet of paper, respond to the items below. The information you provide will be used as part of the ballot package. Type answers (double-spaced) and spell out any unusual contractions. Be brief but complete. Questions 1 through 3 shall be in narrative form in the third person. Questions 4 and 5 will be printed as quotes.

1. Nominee's FAA/Air Traffic background.
2. Nominee's organizational (both PWC and others) background.
3. Other information nominee considers important. (Training, skills, experiences, etc.)
4. "I am interested in becoming/continuing as/returning as a member of the PWC Board of Directors because..."
5. "As a member of the PWC Board of Directors, I would like to ..."



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OUR NORTHERN SKIES

Join PWC at their 42nd Annual Professional Women Controllers (PWC) Conference, April 6-9, 2020, in Ottawa, Canada.

JOIN NOW! PROFESSIONAL WOMEN CONTROLLERS, INC. MEMBERSHIP APPLICATION

New Member
Renewal-Membership: #

PLEASE FILL IN ALL INFORMATION:

Name
Address

City/State/Zip
Phoe (H)
(M)
Region/Facility
Facility Address (if not FAA)
Position Title

Email
Month Day of Birth
Recruited by

Request Dues Withholding Form
(also available at www.pwcinc.org)

CATEGORIES OF MEMBERSHIP

Active - ATCS employed by an ATC service provider \$312

Associate - Non-air traffic control specialists \$156

Corporate - Organizations or corporations \$400

Student - Must meet enrollment criteria \$30

Alumnus - Retired ATCS \$75

FORM OF PAYMENT

Master Card

Visa

Check (payable to PWC, Inc.)

Account number
Expiration Date
Cardholder's Name (Print)

Billing Address
Authorized Signature

(Sign as name appears on card)

Join Today!

Join at www.Pwcinc.org OR email to a BOD member OR info@pwcinc.org

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Engaging our youth, our young women, our Girls!

Excelling beyond our borders & barriers

Evolving to provide a diverse & inclusive National Airspace System.



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Professional Women
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E-mail: info@pwcinc.org

We're on the Web!

www.pwcinc.org



2020 PWC National Training Conference

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Ottawa, Canada

April 6-9, 2020

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To book your hotel, go to

<https://book.passkey.com/go/pwcannualconference>

