

AMERICAN ASSOCIATION



OF AIRPORT EXECUTIVES

TRANSPORTATION SECURITY POLICY

&

REGULATORY AFFAIRS DEPARTMENTS

Second Quarter Report
July 2010



Baggage Claim
and
Gates 20-32



TRANSPORTATION SECURITY POLICY



NEW TSA ADMINISTRATOR SWORN-IN

On June 25, 2010, former deputy Federal Bureau of Investigations director John Pistole was confirmed unanimously by the Senate as the Assistant Secretary for the Transportation Security Administration (TSA). As part of his first day on July 1, 2010, TSA Administrator Pistole was ceremonially sworn in by Department of Homeland Security Secretary Napolitano at New York City's Penn Station where he joined her in a "See Something, Say Something" campaign kick-off event. He rode the rails with the Secretary as a part of a whistle stop train tour through New York City, Philadelphia and Washington D.C. for the launch of DHS' public awareness campaign that encourages passengers to report suspicious activity. On his second day on the job, Pistole called to introduce himself to a few key industry stakeholders, including AAAE President Chip Barclay. Barclay congratulated Pistole on his new position and both men said they look forward to working cooperatively together on issues important to aviation security.

Pistole, President Obama's third nominee to the post, currently serves as deputy director of the F.B.I., a position he had held since October 2004. Previously, Mr. Pistole worked in the F.B.I.'s Counterterrorism Division, beginning in 2002 as deputy assistant director for operations, then as assistant director for counterterrorism, and later as executive assistant director for counterterrorism and counterintelligence. Mr. Pistole began his career as a special agent with the F.B.I. in 1983. He served in the Minneapolis and New York divisions before being promoted.

OTHER NOTABLE TSA APPOINTMENTS

- Paul Leyh has been selected as TSA's new general manager for commercial aviation within the Office of Transportation Sector Network Management (TSNM). Paul will oversee the development of airport and airline policy, aviation security programs, and strategic planning for commercial aviation. He will be charged with building and maintaining strong security networks within the commercial aviation domain nationwide. Most recently, Paul served as the director of TSA's Secure Flight program where he was responsible for the program design, development and transition to full operations.
- Douglas Brittin is the new general manager for the Air Cargo Security Division. Doug joined TSA in July 2007 and has been the air cargo manager ever since. Prior to joining TSA, Doug held significant positions with several private sector firms in the global logistics and supply chain industry. Having worked to develop the Certified Cargo Screening Program (CCSP), he will now lead the division on meeting the domestic 100% screening mandate for US export and import of air cargo on commercial aircraft by the August 1, 2010 deadline.
- Chris Runde joined the TSNM Commercial Aviation team in May. Chris will support TSNM in matters relating to vetting, credentialing, interoperability and identity management, with an immediate focus on aviation security programs. For the past few years, Chris has supported the Transportation Threat Assessment and Credentialing (TTAC) organization in a number of capacities and has been working closely with the TSNM team along the way. He has also led TSA's biometric credentialing efforts within the aviation community. In his

new role with TSNM Commercial Aviation, Chris will support TSNM in vetting processes and technology planning, assist in the development of biometric credentialing strategies, and liaise with government and industry organizations in the areas of identity management, credentialing and access control. AAAE continues to work with Runde on the Biometric Access Security Identification Consortium (BASIC) initiative in his new role as we did when he was with TTAC.

- Karin Glasgow is TSNM's chief of commercial aviation stakeholder affairs. This is an expanded role for Karin, who has been serving as the branch chief of stakeholder relations for TSNM Commercial Airlines. Karin has been with the TSA Policy & Stakeholder office since 2005, where she has held a variety of policy and industry affairs leadership positions. In Karin's new role, she will work closely with both commercial airline and commercial airport stakeholders. She will be charged with building and maintaining strong security networks and working collaboratively with key commercial aviation stakeholders to develop efficient and effective security policies, programs, and practices.
- John Sanders, formerly with Reveal Imaging Technologies, has been named as deputy assistant administrator for the Office of Security Technology. John will play a critical role in the deployment of technology such as AIT and EDS by TSA. AAAE has a long working relationship with John and looks forward to working with him.
- John Lenihan has been selected as the deputy assistant administrator for TSA's Office of Security Operations (OSO). Lenihan previously served as the acting deputy assistant administrator for OSO. Lenihan also served as the Federal Security Director (FSD) at Washington Dulles International Airport. He served in that position for the past six years, overseeing a massive redevelopment project that culminated in a new security mezzanine that opened in the fall of 2009. Prior to joining TSA, Lenihan rose through the ranks at the U.S. Customs Service during a 26-year career.

ADVANCED IMAGING TECHNOLOGY (AIT) DEPLOYMENT AND FUNDING

As AAAE has previously reported, TSA is moving forward aggressively to install full body scanning equipment - known as Advanced Imaging Technology (AIT) - at screening checkpoints, with plans to deploy 500 AIT machines by the end of 2010 and an additional 500 by the end of 2011. TSA has purchased 450 AIT units with American Recovery and Reinvestment Act (ARRA) funding to date, and, as of June 2010, there are currently 104 AIT units deployed at 30 airports nationwide. In addition to deploying new units, TSA is also working to move existing AIT units from secondary screening to primary screening positions at screening checkpoints.

Airports Scheduled to Receive AIT Machines

- Boston Logan International Airport
- Charlotte Douglas International Airport
- Chicago O'Hare International Airport

- Cincinnati/Northern Kentucky International Airport
- Fort Lauderdale-Hollywood International Airport
- Kansas City International Airport
- Los Angeles International Airport
- Mineta San José International Airport
- Oakland International Airport
- Port Columbus International Airport
- San Diego International Airport
- Albuquerque International Sunport
- Boise Airport
- Brownsville/South Padre Island International Airport
- Buffalo Niagara International Airport
- Corpus Christi International Airport
- Denver International Airport
- Detroit Metropolitan Wayne County Airport
- El Paso International Airport
- Fort Wayne International Airport
- Gulfport-Biloxi International Airport
- Harlingen/Valley International Airport
- Hartsfield-Jackson Atlanta International Airport
- Houston William P. Hobby Airport
- La Guardia International Airport
- Laredo International Airport
- Lihue Airport
- Luis Muñoz Marín International Airport
- McAllen Miller Airport
- Omaha Eppley Airfield Airport
- Orlando International Airport
- Phoenix Sky-Harbor International Airport
- Pittsburgh International Airport
- Raleigh/Durham International Airport
- Reno-Tahoe International Airport
- Ronald Reagan Washington National Airport
- Spokane International Airport
- T. F. Green International Airport
- Tulsa International Airport

At the 82nd Annual AAAE Conference and Exposition in Dallas, Texas in May, TSA Assistant Administrator for Security Technology Robin Kane addressed the challenges and opportunities associated with managing the largest deployment of passenger screening technology in the agency's history. Kane noted:

- TSA does not plan to fund any terminal modifications that may be necessary to accommodate the AIT units but does not intend to cause the need for any terminal modifications.
- TSA teams will work with the local airport operator in advance of the AIT deployment to review checkpoint design plans and how AIT units can be added without changing the footprint of the checkpoint.

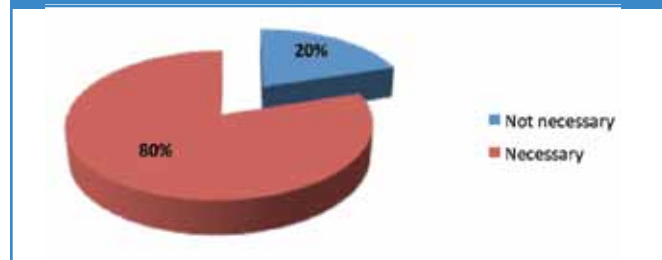
On May 24, 2010, AAAE President Chip Barclay wrote to leaders of the House and Senate Appropriations Committees urging them as part of the fiscal year 2011 DHS spending bill to require TSA to pay for terminal modifications and space in airports necessary to deploy whole body imaging AIT equipment at airport screening checkpoints.

Barclay's letter continued AAAE's push on this issue on Capitol Hill. On March 17, 2010, AAAE President Chip Barclay testified before the House Homeland Security Committee. AAAE Senior Executive

AAAE AIT MEMBER SURVEY

As part of its efforts to share airport concerns with Washington decision makers, AAAE surveyed its airport members on AIT and their experiences in particular with TSA and local deployment at their facility.

- 50 airports responded to the survey;
- 90 % support the installation of AIT equipment;
- 80% of the airports indicated that terminal modifications would be necessary;
- nearly 85% have no intention of financing these modifications to accommodate equipment; and,
- 60% of the airport respondents reported that they were satisfied with the current level of coordination between their airport and TSA on AIT deployment plans.



Vice President Todd Hauptli also testified before the House DHS Appropriations Subcommittee on April 21, 2010.

In both appearances, AAAE argued for federal funding for all AIT deployment costs and for close coordination with airports on all aspects of project planning at individual facilities. AAAE has also highlighted other airport concerns, including the ability of TSA to efficiently process passengers through updated checkpoints given the size of the new machines, the number of TSA personnel required to operate them, the slower throughput levels of the machines relative to existing magnetometers, and significant changes to divestiture procedures for passengers.

AIT units are being deployed to airports on a priority schedule that was determined by considering factors such as risk and threat mitigation, volume, existing electrical infrastructure, on-going and upcoming construction projects, and TSA staffing availability. Airports are first identified based on risk, readiness and available infrastructure. Then, specific timetables for actual deployment can vary based on a number of factors, such as design evolutions, space, permitting issues, equipment availability, and training requirements.

TSA has selected Raytheon as the primary system integrator that will be responsible for the development and finalization of design concepts for deployment at checkpoints. Previously, TSA was working with three systems integrators - SAIC, Lockheed Martin and Raytheon - for design work and local coordination with the FSD and airport operators. SAIC and Lockheed Martin will continue to provide systems integration support but Raytheon is now the primary systems integrator. As such, Raytheon is responsible for the oversight of day-to-day decisions involving AIT deployment, including permitting, construction and communication with local TSA and airport operators.

During AIT deployment, TSA intends to maintain current checkpoint through-put levels and minimize the need for major construction initiatives. As a result, TSA design concepts are tailored to the local airport configuration and support several different ratios with existing equipment, such as AT X-ray units. TSA has stated that AIT units will be co-located with walk-through metal detectors at all checkpoints and walk-through metal detectors will be used to minimize any negative impact or volume build-up caused by AIT being used as the primary screening technology.

Currently, AIT units manufactured by Rapiscan and L-3 Communication Security and Detection Systems have been certified by TSA as part of a qualified product list (QPL). TSA is reviewing units from three additional vendors, currently in the lab environment, and will also perform operational test evaluation in the field before adding the units to the QPL.

Finally, TSA also continues to work with vendors on the development of automated threat recognition capability for the AIT machines. Automated threat recognition will eliminate the need for separate rooms for image operators, will reduce the amount of TSA staff needed for each AIT unit, and will reduce passenger processing times through the AIT unit.



TSA STAFFING

At the 82nd Annual AAAE Conference and Exposition in May, during the TSA Roundtable, TSA Assistant Administrator Lee Kair addressed the operational concerns associated with AIT deployment, including the need for additional staff. Additional staff will be needed, in part, to coach passengers on new divestiture procedures necessitated by the AIT technology; passengers will need to remove all extraneous objects from their pockets, not just metal objects as they do today. Kair maintained that the through-put of the screening checkpoint will not be impacted by AIT technology, specifically pointing to x-ray

technology as the limiting factor on checkpoint through-put. TSA did acknowledge that the size and availability of divestiture tables, or lack thereof, may impact through-put rates.

TSA's Office of Security Operations (OSO) begins works with the local FSD at the airport 120 days before scheduled AIT deployment. Again, AIT equipment requires incremental staffing increases, including gender specific Transportation Screening Officers (TSOs) at the AIT unit and one image resolution operator located in a separate area usually near the checkpoint. TSOs require additional training to operate the AIT units and TSA provides training for management and TSOs before going live operationally and also keeps trainers on-site for the first few weeks that the new equipment is in operation.

It is TSA's intention to maintain current baseline through-put at the passenger screening checkpoint. TSA encourages airports that do see an increase in wait times or an impact on customer service to work closely with OSO as TSA works to staff those airport checkpoints with new AIT units.

On the broader issue of TSA staffing, Kair pledged to brief AAAE and airport executives on the Screener Allocation Model (SAM) and how the assumptions for the model are such that staffing for programs that provide additional layers of security, such as Operation Playbook, Visual Intermodal Protection and Response (VIPR) teams, employee screening, and Behavior Detection Officers (BDO), does not take away from the staffing allocated for the passenger screening checkpoint. AAAE followed-up on this offer in June with a briefing by TSA's OSO with Tim Anderson, deputy executive director of operations at Minneapolis-St. Paul International Airport.

At the briefing, TSA reviewed the data assumptions for the SAM as well as planned improvements, including adding a risk-based component to the data model. TSA clarified that the SAM is used to determine only the TSO's screening requirements and other separate line items, such as for BDOs, are added above the SAM number. TSA also reviewed plans for handling the peak summer travel season.

BIOMETRIC AIRPORT SECURITY IDENTIFICATION CONSORTIUM (BASIC)

The Biometric Airport Security Identification Consortium (BASIC), chaired by Jeanne Olivier, managing director of security and technology

BIOMETRIC AIRPORT SECURITY IDENTIFICATION CONSORTIUM (BASIC)

- Airport-driven effort to proactively define the path forward for aviation credentialing and biometrics
- Working cooperatively with TSA to build off existing federal standards and processes
- Early Adopter airports around the country successfully implementing elements of the BASIC Concept of Operations today

To participate, please contact Colleen Chamberlain, AAAE at (703) 575-2460 or at colleen.chamberlain@aaae.org.



at the Port Authority of New York and New Jersey, continues to work to refine a concept of operations for biometric identification and access control at airports that builds upon the TSA's draft standards for improving identity authentication for security purposes and capitalizes on the experience, equipment, and processes now in place at airports. At both the 82nd Annual AAAE Conference and Exposition in May and the AAAE Employee Credentialing and Access Control Conference in June, Doug Hofsass, deputy assistant administrator for TSNM at TSA, commended airports participating in BASIC for their leadership and progress in implementing a layered approach to addressing the insider threat and employee screening.

Airport representatives, in conjunction with AAAE, formed the BASIC in April 2008 to work collaboratively with TSA to define an airport-driven framework for implementing interoperable biometric-based credentials. The BASIC efforts are focused on two areas:

- creating a comprehensive concept of operations that details the common elements of the framework necessary to achieve technical interoperability; and,
- proactively implementing these common elements at airport facilities, an effort which is referred to as the Early Adopter program.

The BASIC Technical Advisory Committee, chaired by Ann Barry from Ross & Baruzzini on behalf of the Airports Consultants Council, finalized its review and input and provided an updated copy of the BASIC Concept of Operations to the full BASIC group. AAAE has also shared a copy of the updated concept of operations with TSA. The next steps for the BASIC working group will be to work closely with TSA to further refine and finalize the concept of operations.

The BASIC Concept of Operations defines the following roles and responsibilities for participating entities in the framework:

- The federal government, and the TSA in particular, is responsible for the vetting and vetting requirements for aviation workers.
- Airport operators are responsible for enrollment, badge issuance, and granting access control privileges.
- Central status service providers are responsible for central functions that enable interoperability and a chain of trust between TSA, the airport operator and the badge holder. In addition, depending on the various BASIC architecture models, Central status service providers are also able to provide services on behalf of airports to increase efficiency and decrease duplicative costs.
- The BASIC Concept of Operations dictates an open and vendor-neutral architecture, allowing for multiple entities to perform the role of central status service provider.
- The BASIC Concept of Operations also outlines a phased implementation with four distinct phases which allows airports to adopt elements of the framework over a period of time that is suitable to the size and circumstances of each facility.

Progress is also being made with the early adopter airports. In January, San Francisco International Airport became the first airport to successfully complete Phase I of the BASIC program. Phase I of the BASIC program is also part of the Transportation Security Clearinghouse's new Automated Integration Services. The TSC's Automated Integration Services, or Phase I of BASIC, creates a secure two-way messaging structure between the airport's badging system and the Clearinghouse

to automate and integrate the submission of biometric and biographic data for background vetting of aviation workers. Several other airports have followed San Francisco's lead and are in "live production" or the final phases of conformance testing of this web-based messaging system, including Newark Liberty International Airport, Aspen-Pitkin County Airport, Los Angeles International Airport, and Salt Lake City International Airport. Newark Airport is now also exploring ways to implement additional phases of BASIC, particularly the implementation of biometric elements such as duplicate matching and templates that can verify an individual's identity.

TSC WINS AIRPORT RELIEF FROM MONTHLY SUBMISSION REQUIREMENT

In working with TSA and the Transportation Security Clearinghouse (TSC), AAAE confirmed that airports using the TSC's approved automated messaging service do not have to submit spreadsheet updates or monthly submissions of Security Threat Assessment (STA) data. This is an important clarification for airports utilizing the TSC Automated Integration Services as it eliminates the burden of separate monthly submissions.

TSA has provided guidance to its transportation security inspector workforce that airports utilizing the TSC's Automated Integration Services are in compliance with Security Directive 1542-04-08G (SD08G). In addition, airports electing to utilize this TSC web-based message format are not required to submit a SD08G request for alternate measures.

Throughout the evolution of SD08G, AAAE and the TSC have been working on behalf of airports to ease compliance with the STA data

AAAE's Security Committee Ranked As One of the Most Valuable Committees



Mark Crosby, A.A.E.

AAAE's Transportation Security Services Committee, led by the Port of Portland's Chief of Safety and Security, Mark Crosby, continues to rank as one of AAAE's highly effective and performing committees. In a recent AAAE survey, nearly 90% of the respondents rated the committee as effective/highly effective.

The TSSC meets monthly by conference call and three times each year at the AAAE Annual Conference & Exposition, National Airports Conference and the Security Summit.

Save The Date For These Exciting 2010 Transportation Security Policy Conferences!

Transportation Security Services Committee Meeting
F. Russell Hoyt National Airports Conference (NAC)
 September 19- 21, 2010 | San Diego, CA

10th Annual AAAE Aviation Security Summit
 December 6, 2010 | Arlington, VA

requirements. In particular, we have focused a great deal on the monthly submissions, as they create a significant burden on airport operators, can cause unintended data corruption if submitted incorrectly, and, most importantly, do not add any security value. In addition to policy advocacy on eliminating the monthly submission requirement, AAAE and the TSC also pursued technical and operational solutions that would effectively ease the burden of monthly submissions even if the requirement remains in the SD.

Airports participating in BASIC were the first to test and implement the TSC's Automated Integration Services. In fact, it was San Francisco International Airport's experience with the TSC's Automated Integration Services (or Phase I of BASIC) that led to TSA issuing guidance to the field on compliance with SD08G using other methods approved by the TSC. The BASIC early adopter airport representatives have been commended by airports and TSA for their leadership on this and other important badging system issue priorities.

ON-GOING INITIATIVES

Airport Innovative Security Measures: TSA's Airport Innovative Security Measures Initiative aims to identify and catalogue commercial airport operators' innovative security measures, (i.e., those measures which exceed Part 1542 requirements or are employed in a particularly effective manner), in order to create a ready reference document for airports and TSA to use to foster innovation and forward thinking to make the best use of limited security resources. TSA is about half-way through its planned site visits to airports that submitted their innovative security measures and expects to be finished by early to mid-fall. TSA also expects a draft report will be ready for review in August. TSA's contractor is working on a proof of concept tool that airports can use to drive and justify decisions regarding resource allocations for security measures.

In-Depth Security Review: The In-Depth Security Review (IDSR) is a collaborative effort between TSA, ACI-NA and AAAE to review existing Security Directives (SD) and AP requirements, and provide recommendations on measures that can be rescinded, deleted or consolidated into Airport Security Program (ASP) amendments. Over the course of the last three meetings, the IDSR working group has reviewed draft ASP amendments related to vehicle inspections, escort procedures and access points. Based on the recommendations of the working group and after internal TSA coordination, the proposed ASP amendments will be issued by TSA with a 45 day comment period so all airports can review and comment. The next IDSR working group meeting is scheduled in August in Portland, Oregon.

On a related note, in late April, AAAE President Chip Barclay met with TSA's senior leadership, including TSA Acting Administrator Gale Rossides, and discussed long-term regulatory reform. Barclay stressed to TSA that, in addition to the efforts of IDSR, we also need to have a process in place that includes close industry collaboration to address future incidents and emerging threats, especially to address vulnerabilities that are not imminent (and therefore not appropriate to be addressed by SDs) but that also cannot wait two or three years for the formal rulemaking process.

ASAC Airport Security Design Guidelines Working Group: TSA, under the umbrella of the Aviation Security Advisory Committee (ASAC) and in partnership with aviation industry stakeholders,

including AAAE, is continuing the task of revising the June 2006 *Recommended Security Guidelines for Airport Planning, Design, and Construction*. The ASAC Airport Security Design Guidelines Working Group will meet in July to review draft work done to date in updating the document. In particular, chapter chairs, who are responsible for coordinating the update of specific sections of the document, will report out on their chapter committee's work to date, including the status of what needs to be updated, what can remain as is, and what needs to be added and to solicit subject matter experts for help in specific areas. AAAE's Colleen Chamberlain is serving as chapter chair for Section F, Access Control and Alarm Monitoring Systems, which needs to be updated with the developments regarding biometric technology and identity management.

GENERAL AVIATION SECURITY

TSA's Office of General Aviation (GA) briefed AAAE staff and other GA stakeholders on the outcome of the GA Airport Vulnerability Assessment. Al Pollard, A.A.E., director of Martin State Airport and co-chair of AAAE's GA Committee, attended on behalf of AAAE's GA airports. TSA expressed their appreciation to the more than 1,100 airports that participated in this voluntary assessment. Although the information that TSA shared was preliminary, TSA did report GA airports' top security concerns. In terms of next steps, TSA said that it plans on sharing additional aggregate data with airport participants. The agency also plans to conduct site visits at GA facilities around the country in an effort to validate key trends, themes and outcomes of the vulnerability assessment.

As previously reported, TSA released the GA Airport Vulnerability Assessment on January 13, 2010. This voluntary assessment is based on the requirements of the 9/11 Commission Recommendation Act enacted by Congress in 2007. The legislation requires TSA to develop and implement a standardized threat and vulnerability assessment program for GA airports. In addition, TSA is required under the same legislation to evaluate the feasibility of a program to provide grants to GA airport operators for the completion of projects in order to improve security.

According to TSA, with approximately 19,000 general aviation landing facilities in the United States, assessment priority was given to approximately 3,000 GA airports that meet the following criteria:

- runway of at least 2,000 feet;
- proximity to major metropolitan areas and/or "high value targets" (e.g., nuclear power plants, etc.); and,
- proximity to standing prohibited areas such as those around Camp David.

Additionally during the 2010 AAAE GA Issues and Security Conference, hosted by Morristown Municipal Airport on June 29-July 1, 2010, TSA's Brian Delauter reported that the Supplemental Notice of Proposed Rulemaking (SNPRM) for the Large Aircraft Security Program is currently being reviewed by other federal agencies and expects that it will be released for public comment during the fall of 2010. AAAE expects that the proposed rule will look dramatically different from its original release in October 2008 as a result of the more than 8,000 comments that TSA received, including those submitted by AAAE. AAAE's GA Security Working Group, led by Robert Olislagers, executive director of Centennial Airport will review the SNPRM and circulate a white paper for member comment.



REGULATORY AFFAIRS

FUTURE OF AVIATION ADVISORY COMMITTEE (FAAC)

On November 12, 2009, Department of Transportation (DOT) Secretary Ray LaHood and Federal Aviation Administration (FAA) Administrator Randy Babbitt convened a meeting of aviation industry stakeholders, attended by several AAAE members and staff. The Secretary solicited input from the attendees about identifying the most important issues currently facing the aviation industry. At this meeting, Secretary LaHood announced that he intended to form an advisory committee to continue this dialogue.

On April 2, 2010, DOT published in the Federal Register the charter for Secretary Ray LaHood's new commission to discuss the future of the aviation industry. The committee is charged with providing information, advice, and recommendations to the Secretary on ensuring the competitiveness of the U.S. aviation industry and its capability to address the evolving transportation needs, challenges and opportunities of the U.S. and global economy.

In May, DOT Secretary Ray LaHood announced the members of the Future of Aviation Advisory Committee (FAAC). Susan Kurland, assistant secretary for aviation and international affairs at DOT, chairs the committee. Airport members include Susan Baer, Port Authority of New York and New Jersey, AAAE Policy Review Committee Member Thella Bowens, San Diego County Regional Airport Authority, and Raul Regalado, Nashville International Airport.

The FAAC will hold five meetings in 2010, with the first and last taking place in Washington, DC: May 25, July 14, August 25, October 20 and December 15. The meetings of the FAAC are open to the public but space is limited.

The first meeting, which was held on May 25, 2010, took place at the DOT headquarters in Washington, DC. Subcommittees were formed focusing on five issue areas:

1. ensuring aviation safety;
2. ensuring a world-class aviation workforce;
3. balancing the industry's competitiveness and viability;
4. securing stable funding for aviation systems; and,
5. addressing environmental challenges and solutions.

FAAC Chairwoman Susan Kurland instructed the subcommittees to meet at least once before the next meeting of the committee on July 14. The subcommittees must suggest at least one, but no more than three, recommendations for the FAAC to forward to Secretary LaHood.

FAAC airport members were active participants during the first meeting. The five issues areas were discussed in a larger context, with an understanding that the subcommittees would delve deeper into each topic. During the safety discussion, Susan Baer stressed that human factors are the key to improving aviation safety. In a discussion about workforce issues, Thella Bowens made the point that airports need to develop a workforce of entrepreneurs. She noted that airports would benefit from employees who approached the airport business the same way as our business partners do so. During the financing discussion, all three airport representatives discussed the need to adjust the Passenger Facility Charges (PFC).

ENHANCING PASSENGER PROTECTIONS

Building on the previous rule banning carriers from subjecting passengers to long tarmac delays, DOT has proposed further consumer protections. On June 2, 2010, the DOT issued a Notice of Proposed Rule Making (NPRM) that makes substantive changes in four areas:

- requiring foreign air carriers to adopt tarmac delay contingency plans;
- increasing the number of airports at which carriers must adhere to their plans to include U.S. small and non-hub airports;
- requiring carriers to coordinate their tarmac delay contingency plans with all U.S. airports they serve; and,
- requiring carriers to communicate with passengers during tarmac delays.

Other provisions intended to protect consumers include:

- increase compensation for passengers involuntarily bumped from flights;
- allow passengers to make and cancel reservations within 24 hours without penalty;
- require full and prominently displayed disclosure of baggage fees as well as refunds and expense reimbursement when bags are not delivered on time;
- require fair price advertising;
- prohibit price increases after a ticket is purchased; and,
- mandate timely notice of flight status changes.

This proposed rule would expand the requirement for having contingency plans to include foreign airlines' operations at U.S. airports and would require carriers to adopt contingency plans for small and non-hub airports.

The rule also would require the reporting of additional tarmac delay data to DOT. The department would collect this data from all U.S. and foreign airlines operating aircraft of 30 or more seats on flights to and from the United States and charter flights. Currently, the department collects this data only for the domestic scheduled flights of the 18 largest U.S. airlines.

The proposed rule would also increase the potential compensation for being involuntarily bumped from oversold flights. Currently, airlines may limit compensation for involuntary bumping on flights to \$400 if the carrier arranges substitute transportation scheduled to arrive at the passenger's destination one to two hours after the passenger's original scheduled arrival for domestic flights, or one to four hours for international flights, and up to \$800 if the substitute transportation is scheduled to arrive more than two hours later for domestic flights, or more than four hours later for international flights. The proposed rule would quickly increase these limits to \$650 and \$1,300, respectively, and thereafter adjust the amounts for inflation every two years.

DOT also proposed a number of measures regarding fee disclosure on the part of the airlines. Carriers would be required to provide special notice any time baggage fees are increased, and to notify passengers buying tickets whether they must pay to check up to two bags. In addition, DOT is asking for comment on several alternatives under consideration to provide greater access to air transportation to persons with severe peanut allergies.

TRANSPORTATION FOR A NEW GENERATION

The DOT is seeking public comment to help finalize a new strategic plan that returns the focus of transportation decisions to the people who are users of the transportation systems and their communities. The plan, known as Transportation for a New Generation, helps set the priorities of the department and offers a blueprint for providing the traveling public with safe, convenient, affordable and environmentally sustainable transportation choices for the 21st century. According to DOT, the plan will help to:

- improve transportation safety;
- maintain transportation infrastructure in a state of good repair;
- promote transportation investments that bring lasting benefits to the nation;
- foster livable communities; and,
- advance environmentally sustainable transportation policies.

The plan was developed through a deliberative interagency process and will be available for several weeks to receive comments and critiques from the public. You may view and comment on the document at the DOT Web site.

FAA ANNOUNCES AIRPORTS PARTICIPATING IN PART 139 SMS IMPLEMENTATION STUDY

In December 2009, the FAA announced its plans to conduct a Part 139 Safety Management System (SMS) Implementation Study. The study is examining how airports implement the elements of the safety risk management and safety assurance components throughout their airfield environment. Eligibility for the study was limited to airports that participated in the first or second studies. The FAA recently announced that the following airports will be participating in the Part 139 SMS implementation study:

- Atlanta-Hartsfield International
- Cheyenne Regional
- Dallas/Fort Worth International
- Dubuque Regional
- Indianapolis International
- Jacksonville International
- Ohio State University Airport
- Pittsburgh International
- San Antonio International
- Seattle-Tacoma International
- South Bend Regional
- Southern Illinois-Carbondale
- Tallahassee Regional
- Toledo Express

The agency has also updated the SMS Participant Guide – Part 139 SMS Implementation Study.

FAA ACCELERATES ENVIRONMENTALLY FRIENDLY TECHNOLOGY

The FAA announced \$125 million in contracts to develop and demonstrate technologies that will reduce commercial jet fuel consumption, emis-

sions and noise in late June of this year. The contracts are part of the FAA's Continuous Lower Energy, Emissions and Noise (CLEEN) program, which aims to speed the introduction of "green" technology into aviation. The FAA is contracting with Boeing, General Electric, Honeywell, Pratt & Whitney, and Rolls-Royce-North America. The five companies will research and demonstrate a variety of technologies, including:

- sustainable alternative aviation fuels;
- lighter and more efficient gas turbine engine components;
- noise-reducing engine nozzles;
- advanced wing trailing edges; and,
- optimized flight trajectories using onboard flight management systems and open rotor and geared turbofan engines.

The five contracts are expected to total \$125 million over the five-year span of the program. Under this cost sharing arrangement the companies will match or exceed the FAA's contribution, bringing the overall value of the program to more than \$250 million.



The CLEEN program helps develop environmentally friendly and energy efficient aircraft and engine technology that could be introduced into the commercial aircraft fleet beginning in 2015. The goals of these research and demonstration efforts include:

- reduction in fuel burn by 33 percent;
- reduction of nitrogen oxide emissions by 60 percent; and,
- reduction in cumulative aircraft noise levels by 32 decibels.

A fact sheet on the CLEEN program can be found on FAA's Web site.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Recently, DOT Secretary Ray LaHood created a high level task force to look at the DBE program and develop recommendations to improve the administration of the program.

On May 7, 2010, the DOT announced a proposed rule that would help more economically and socially disadvantaged businesses participate in federal highway, transit and airport construction projects, while making the states and agencies that run the Disadvantaged Business Enterprise (DBE) program more accountable.

Under the proposed rule, states and local agencies that fail to meet established goals to include disadvantaged business enterprises in their spending plans must analyze the reasons for the short fall and offer corrective actions. Additionally, the proposed rule would prevent DBEs from being removed from the program prematurely. The proposed rule would raise the personal net worth limit for DBE owners from the present \$750,000, to an inflation-adjusted \$1.3 million, which has not been adjusted since the limit was set in 1989. The proposed rule would also add safeguards to make sure that prime contractors fulfill commitments to use DBE subcontractors. State and local agencies would have to conduct post-award monitoring of each contract for this purpose, and prime contractors could not dismiss DBE subcontractors without good cause. The DOT states that the proposed rule would also reduce burdens on small businesses seeking DBE certification in more than one state. Any state would have to accept another's existing certification, unless it found good reason not to. Currently, DBEs must seek certification in each state in which they wish to do business.

The proposed rule to improve the DBE program appeared in the Federal Register on May 10, 2010, and AAAE submitted comments on behalf of its membership on July 11, 2010. Our response to the NPRM expressed strong support of the NPRM's focus on the importance of training, uniformity and accountability within the DBE program; emphasis on national reciprocity and restoration of the value of the personal net worth (PNW) cap. We also noted the work of our fellow industry organizations, Airport Minority Advisory Council (AMAC), Airports Council International-North America (ACI-NA) and Council of Minority Transportation Officials (COMTO) which comprise a coalition of industry leaders working on this issue. We look forward to continuing to work with them in the discussion and implementation of this rulemaking. To view AAAE's comments, please visit the Regulatory Affairs Web site.

AIRCRAFT LEAD EMISSIONS

On April 21, 2010, the Environmental Protection Agency (EPA) released an Advanced Notice of Proposed Rulemaking (ANPRM) on data available for evaluating emissions and potential exposure to lead in gas used in piston-engine aircraft.

According to EPA, U.S. lead emissions have decreased by more than 90 percent since 1980. The EPA also recently issued national air quality standards for lead that are ten times tighter than the previous standards. EPA states that lead emissions from aviation gasoline accounts for about half the nation's lead inventory. Currently, there are approximately 20,000 airports, heliports, and similar facilities nationwide that use leaded gasoline.

The ANPRM describes the data that is currently available and being collected that would help evaluate health impacts from piston-engine aircraft emissions. This advanced rule proposal describes considerations regarding emission engine standards and requests comment on approaches for transitioning the piston-engine fleet to unleaded gas. AAAE submitted comments to the EPA on June 23, 2010, which echoed the sentiment expressed in our comments to EPA's Proposed Revisions to Lead Ambient Air Monitoring Requirements earlier this year. In both comments, AAAE outlined several issues of concern with the proposals and offered suggestions toward working with the EPA to build a future which includes a more environmentally-friendly alternative to leaded fuel at a rate that would not jeopardize fuel prices,

unnecessarily increase cost, or sacrifice the safety of the GA industry. The EPA will now review comments and make a determination as to whether aircraft lead emissions cause or contribute to air pollution, which may reasonably be expected to endanger public health or welfare. By law, EPA in consultation with the FAA would be required to issue standards if a positive finding were made.

To view an EPA fact sheet which accompanied the ANPRM, go to EPA's "Lead In Air" Web site. To read both sets of AAAE comments, please see the AAAE Regulatory Affairs Web page.

Leaded fuel emissions as well as greenhouse gas emissions and various ways to monitor and minimize these emissions were discussed at both the AAAE/Great Lakes Chapter National Environmental Management Conference and the Sixth Annual AAAE Aviation Air Quality Conference in Baltimore, Maryland this past June. The AAAE General Aviation Airport Committee is staying engaged in the aviation gasoline (avgas) issue and discussed potential replacement fuel alternatives at the AAAE General Aviation Issues & Security Conference that took place June 29 - July 1, 2010.



FUTURE OF UNLEADED AVIATION GASOLINE

The FAA is planning to spend \$10 million over the next five years to develop an unleaded aviation gasoline to replace the 100 octane low-lead (100LL) fuels used in piston-powered aircraft. The effort came directly in advance of the aforementioned ANPRM to reduce lead emissions in avgas. Included in the FAA's 2011 budget request, which has not yet been approved by Congress, is \$2 million in research funding that will include engine ground testing of candidate unleaded fuels at the agency's Atlantic City technical center. Together with General Aviation Manufacturers Association (GAMA), fuel companies and universities will also begin research into ways to modify high performance general aviation engines to run on unleaded fuels. The FAA's ultimate goal is to develop a replacement fuel that will be transparent to the pilot, in terms of its delivery and use, with equivalent performance to 100LL.

AIRPORT WATER RESCUE PLANS

On April 27, 2010, the FAA issued Draft Advisory Circular 150 5210-13C, *Airport Water Rescue Plans, Facilities, and Equipment*. This AC provides guidance on the special considerations airport operators must consider when preparing for water rescue operations in the vicinity of an airport. These include preplanning issues, such as the delineation of responsibilities, the planning process, training, and equipment. The new draft includes updated information on swift water rescue applications, references to National Fire Protection Association (NFPA) documents, adds an appendix including a sample aircraft water rescue plan, adds an appendix including a sample water rescue checklist, and deletes references to manufactured equipment sources.

The Airport Water Rescue Plans AC applies to the operation of civil airports where aeronautical activity is conducted near a significant body of water. According to FAA, the AC provides guidance in meeting the requirements outlined in Title 14 Code of Federal Regulations (CFR) §139.325, Airport Emergency Plan. An airport operator may elect to follow an alternative method, provided it is found to be an acceptable means of complying with 14 CFR Part 139, Certification of Airports by the FAA. For certificated airports (Part 139), the use of the guidelines and standards in this AC is mandatory. In the event of a conflict, 14 CFR Part 139 takes precedence over all other documents identified in the AC. The standards contained in this AC must be used for the development of new Airport Water Rescue Plans and are to be implemented at all Part 139 certificated airports no later than one year from the effective date of this AC. FAA recommends the use of the guidelines and standards contained in the AC for the development of Airport Water Rescue Plans.

AAAE collected comments and, on June 23, 2010, sent into the FAA a consolidated summary on behalf of its membership. These comments stated potential concern with what are now items listed as “musts” that had previously been “recommendations.” If implemented as written, there may be significant costs for all sizes and types of airports that should be taken into consideration before a final version is written. Further, many felt as though this AC may be too detailed for many airports to be effective in an emergency.

INTERSECTION TAKEOFFS

On April 6, 2010, a notice was issued by the FAA intending to increase awareness within the Air Traffic Organization (ATO) and among terminal services organizations and associated air traffic control facilities of the increased use of “declared distances” by airport services. According to the notice, “These distances have no bearing on air traffic control procedures and must not be considered in any intersection takeoff operation.”

The notice adds a note to FAA Order JO 7210.3, *Facility Operation and Administration*, Paragraph 2-1-12, *Intersection Takeoffs* which reads:

“Air traffic managers at ATCTs and at AFSS/FSS facilities that provide LAA will prepare an airport diagram showing intersection takeoff information as follows:

- a. Indicate the actual remaining runway length from each intersection; round all actual measurements “down” to the

nearest 50 feet. Obtain measurements from an authentic source and record them on the diagram.

NOTE Some airports publish “declared distances” for a particular runway. These are published in the Airport/Facility Directive (A/FD) or the Aeronautical Information Publication (AIP) and there is no requirement that facility personnel be made aware of them. These distances are a means of satisfying airport design criteria and are intended to be used by pilots and/or operators for preflight performance planning only. There are no special markings, signage, or lighting associated with declared distances and they do not limit the actual runway available for use by an aircraft. Therefore, they cannot be used for any air traffic control purpose. If pilots inquire about the existence of declared distances, refer them to the A/FD or the AIP.”

The full notice on declared distances can be viewed on the FAA Web site.



MULTIPLE RUNWAY CROSSINGS AND TAXI & GROUND MOVEMENT OPERATIONS

On April 20, 2010 the FAA issued two notices for all terminal service organizations and associated air traffic control facilities.

N JO 7210.747 Multiple Runway Crossings

This notice amends FAA Order JO 7210.3, Facility Operation and Administration, Paragraph 10-3-10, *Multiple Runway Crossings*, by establishing new guidance for authorizing multiple runway crossings at airports where the taxi route between runway centerlines is less than 1,000 feet. This notice applies to the terminal services organization and all associated air traffic control facilities. This notice is available on the FAA employee Web site at and on the air traffic publications Web site.

N JO 7110.528 Taxi and Ground Movement Operations

This notice amends FAA Order JO 7110.65, Air Traffic Control, Paragraph 3-7-2, *Taxi and Ground Movement Operations*, by deleting the phraseology and procedure of issuing “taxi to” when authorizing an

aircraft to taxi to an assigned takeoff runway, thus allowing an aircraft to cross all runways/taxiways which the taxi route intersects except the assigned runway. This notice also applies to the terminal services organization and all associated air traffic control facilities. This change establishes the requirement that an explicit runway crossing clearance be issued for each runway (active/inactive or closed) crossing and requires an aircraft/vehicle to have crossed the previous runway before another runway crossing clearance may be issued. At airports where the taxi route between runway centerlines is less than 1,000 feet apart, multiple runway crossings may be issued after receiving approval by the terminal services director of operations. This notice is available on the FAA employee Web site and on the air traffic publications Web site.

NEW AND UPDATED ADVISORY CIRCULARS, NOTICES AND RULEMAKINGS

Airport Foreign Object Debris (FOD) Management

On June 9, 2010, the FAA issued Draft Advisory Circular (AC) 150/5210-23, *Airport Foreign Object Debris (FOD) Management*. This AC is being circulated to interested industry associations, such as AAAE, in order to obtain comments and recommendations of actions to be taken. This AC provides the minimum performance standards that comprise an airport's FOD management program. The program described in the AC contains four main areas: prevention; detection; removal; and evaluation. Each of the four areas contains strategies and practices that utilize the fundamental principles of risk management to reduce FOD at airports.

Painting, Marking, and Lighting of Vehicles Used on an Airport

On April 1, 2010, the FAA issued Advisory Circular (AC) 150/5210-5D *Painting, Marking, and Lighting of Vehicles Used on an Airport*, which provides guidance, specifications, and standards for painting, marking, and lighting of vehicles operating in the Airport Air Operations area (AOA). The approved lights, colors, and markings described in the AC assure the conspicuity of vehicles operating in the AOA from both the ground and the air. The AC contains new specifications and recommendations for the painting, marking, and lighting of Towbarless Tow Vehicles (TLTVs). This AC cancels AC 150/5210-5C, *Painting, Marking, and Lighting of Vehicles Used on an Airport*, dated August 31, 2007.

Airport Emergency Plan

The FAA issued Advisory Circular 150/5200-31C - *Airport Emergency Plan* in order to provide guidance to the airport operator in the development and implementation of an Airport Emergency Plan (AEP). The AEP addresses essential emergency related and deliberate actions planned to ensure the safety of and emergency services for the airport populace and the community in which the airport is located. The consolidated file includes Change 1 dated 5/1/2010. The FAA recently issued a consolidated AC which includes Change 1, which revises the implementation date by which all Part 139 certificated airports must use the standards in this AC from "no later than one year from the effective date of this AC" (i.e., June 19, 2010) to December 31, 2010.

Airport-Related Research and Development Products

In April, the FAA issued AC 150/5000-15A, *Announcement of Availability of Airport-Related Research and Development Products*, which explains how to obtain the latest airport-related research and development (R&D) products funded by the FAA's Airports Organization. This AC

describes R&D products from the FAA's Airport Technology Research and Development Branch, the Airport Cooperative Research Program (ACRP), the Innovative Pavement Research Foundation (IPRF), and the Airfield Asphalt Pavement Technology Program (AAPTTP). The FAA is providing this document as a resource for airport operators and the general public. The R&D products available from the FAA, ACRP, IPRF, and AAPTTP are for informative purposes only. If the FAA accepts the results of this R&D, the agency will incorporate the new data into the appropriate ACs and explain any impacts on related standards or requirements.

Ground Operations During the Hours of Darkness at Uncontrolled Airports

A Safety Alert for Operators (SAFO) was recently released by the FAA titled *Ground Operations During the Hours of Darkness at Uncontrolled Airports* in order to emphasize the importance of developing training and checking scenarios for ground operations at night at non-towered airports or towered airports after tower operations have ceased. According to the SAFO, there has been an increase in the number of incidents involving aircraft operating (taxi, take-off and landing) at night where flight crews have failed to activate the airport Pilot Controlled Lighting (PCL) system. The SAFO suggests that manuals and training programs should be reviewed to halt the increasing trend.

VALE Program

The FAA has updated its Web site to reflect changes in the Voluntary Airport Low Emissions (VALE) program. VALE is a national program to reduce airport ground emissions at commercial service airports located in designated air quality nonattainment and maintenance areas. The program was established under the Vision 100 Century of Aviation Reauthorization Act of 2003 (P.L. 108-176). The VALE Program allows airport sponsors to use Airport Improvement Program (AIP) and Passenger Facility Charges (PFCs) to finance low emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements. To view these updates, see the VALE Web site.

OTHER NOTABLE ISSUES

NOTAM System Operation

On April 21, 2010, Atlantic City International Airport Director Tom Rafter, A.A.E., announced at the 2010 FAA Worldwide Airport Technology Transfer Conference that the airport is the first to launch a new automated NOTAM system. The new system involves conversion to a web-based mechanism to communicate with pilots. In the past, all of the information was sent to the FAA for redistribution to airlines and airport personnel all over the country.

Held in Atlantic City, New Jersey, the FAA Worldwide Airport Technology Transfer Conference was sponsored and managed by AAAE. This international conference on the development of technology and its applications for airports occurs every three years. The conference provided a unique opportunity for both the aviation industry and the research community to interact and exchange information that ensures safe and more efficient airport operations. The conference also showcased a tour of the FAA National Airport Pavement Test Facility located at the William J. Hughes Technical Center. Nearly 180 attendees from all over the globe attended the conference this year. Alex Kashani, A.A.E., chairman of the AAAE Technical Services Committee, attended and helped to kick off the conference.

Next Generation Air Transportation System Technology

As part of the FAA's plan to modernize the national airspace system, controllers in the Philadelphia area now have the capability to use a satellite-based system to more efficiently and safely track and separate aircraft. By using Automatic Dependent Surveillance-Broadcast (ADS-B), air traffic controllers have more precise information while separating aircraft in the sky and on the runways, leading to greater efficiency and safety benefits. Controllers who have access to ADS-B receive one-second update rates compared to four-and-a-half second update rates with radar.

Philadelphia is one of four key sites that the FAA selected to demonstrate ADS-B services. The other sites include Houston, Texas, Louisville, Kentucky, and Juneau, Alaska. The sites were selected because of their unique airspace environments and local needs. ADS-B coverage at Philadelphia extends 60 nautical miles out and approximately 10,000 feet up. It also covers the surface area and the approach corridors to the runways. Philadelphia was selected because of its current automation platform that is used by air traffic controllers, called the Standard Terminal Automated Replacement System.

In late May, the FAA announced the performance requirements for aircraft tracking equipment that will be required under the Next Generation Air Transportation System, or NextGen. The final rule, which was developed with extensive input from the aviation community, will require aircraft flying in certain airspace to broadcast their position via ADS-B by 2020. The rule mandates that the broadcast signal meet specific requirements in terms of accuracy, integrity, power and latency. According to FAA, additional ADS-B services should allow pilots to view cockpit displays to see the location of other aircraft in the sky around them. ADS-B displays are envisioned that will show pilots where they are in relation to bad weather and terrain – even at night or in conditions with poor visibility – and provide flight information, including temporary flight restrictions, which allow pilots to plan safe, more efficient routes. The nationwide rollout of ADS-B ground stations will be complete in 2013. By 2020, the FAA will require ADS-B equipment for aircraft flying in airspace including Classes A, B and C, around busy airports and above 10,000 feet.

FAA Administrator Speaks at AAAE's Annual Conference



More than 2,000 airport and aviation professionals were present at the 82nd Annual AAAE Conference and Exposition, held May 16-19, 2010 in Dallas, Texas. The keynote speakers included FAA Administrator Randy Babbitt, Representatives Eddie Bernice Johnson and Sheila Jackson Lee, and former President and CEO of American Airlines Robert Crandall.

Administrator Babbitt's remarks focused primarily on NextGen and specifically the role airports play in the long-awaited upgraded system. During his remarks, Babbitt stated, "One thing I see an awful lot of is that NextGen has everyone focusing on satellite navigation — everybody's looking up. I think that misses the point entirely about NextGen. It does change surveillance and navigation, but NextGen starts on the ground and it starts on the ground at the airport. He concluded his speech by stating, "NextGen is a gigantic leap forward for us; a gigantic step that's well under way." Other top-ranked representatives from FAA, TSA and DHS were also present during four days of discussions.

Save The Date For These Exciting 2010 Regulatory Affairs Conferences!

AAAE Large Hub Winter Operations and Deicing Conference
August 8- 10, 2010 | Atlanta, GA

AAAE Basics of Airport Law Workshop
September 12- 14, 2010 | Washington, DC

The Role of Airports in NextGen
October 3-5, 2010 | Denver, CO

Airports Going Green
November 15-17, 2010 | Chicago, IL

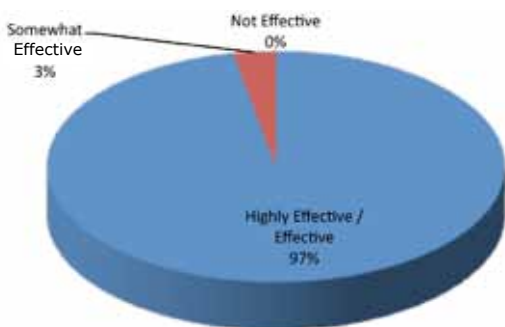
AAAE Runway Safety and SMS Workshop
December 2010

2010

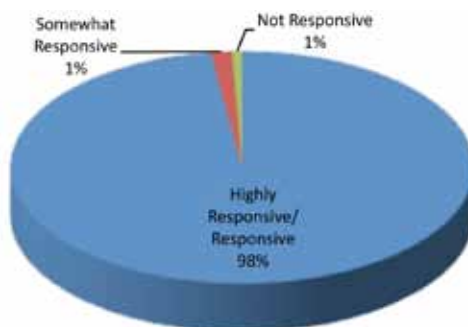
AAAE's GOVERNMENT AFFAIRS MID-YEAR SURVEY RESULTS

With decades of experience advocating directly on behalf of airport executives in Washington, the AAAE Airport Legislative Alliance, Transportation Security Policy and Regulatory Affairs teams work to not only advance airport interests but also to educate federal leaders on the important balance that exists at the nation's airports. As the issues facing our industry evolve, the AAAE policy teams are working tirelessly to deliver essential advocacy on behalf of your airports. There is literally billions of dollars at stake for airports in the coming weeks and months as well as key decisions that could dramatically impact daily operations at your facility. While AAAE is widely recognized as one of the most effective advocacy groups in Washington, it is the opinion of you, our members, that matters most. We value the feedback you provide us on the effectiveness of our team and communications. Our goal remains, as one department, to provide you with the best possible representation and member service as possible. Thank you for supporting us in that endeavor.

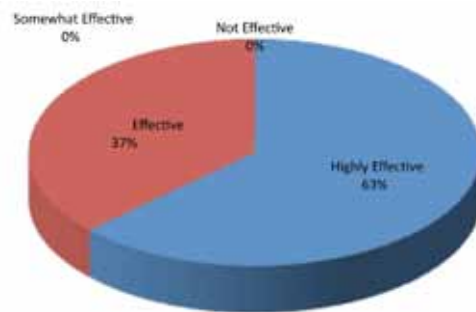
HOW WOULD YOU RATE THE OVERALL COMMUNICATIONS FROM AAAE'S POLICY DEPARTMENTS?



HOW WOULD YOU RATE THE RESPONSIVENESS OF THE AAAE POLICY STAFF TO YOUR CALLS, EMAILS, ETC.?



OVERALL, THE AAAE POLICY DEPARTMENTS ARE:



"Great job Folks! Cheers and keep up the good work."
General Aviation Airport

"Don't change anything... Keep fighting the good fight!"
Reliever Airport

"You still make it look too easy....Most folks do not have a true understanding of how hard it is to do what you do for us."
Non Hub Airport

"Thank you for your continued leadership and the information that AAAE provides. AAAE makes doing our jobs so much easier. Keep up the great work."
Medium Hub Airport

"Keep up the good work!"
Large Hub Airport

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2010 AAAE & ALA FEDERAL AFFAIRS MEMBERS

(alphabetical listing as of July 12, 2010)

- Addison Airport
- Asheville Regional Airport Authority
- Aspen/Pitkin County Airport
- Baltimore/Washington Int'l Thurgood Marshall Airport
- Bangor International Airport
- Bert Mooney Airport Authority
- Billings Logan Int'l Airport
- Birmingham-Shuttlesworth Int'l Airport
- Bismarck Airport
- Bob Hope Airport
- Capital Region Airport Authority
- Castle Airport
- Centennial Airport
- Chattanooga Metropolitan Airport
- Cherry Capital Airport
- Cheyenne Regional Airport
- Chicago Executive Airport
- Chicago Rockford International Airport
- City of Brownsville/S. Padre Island Int'l Airport
- Cleveland Hopkins International Airport
- Columbus Regional Airport Authority
- County of San Bernardino
- Dallas/Fort Worth International Airport
- Denver International Airport
- Dothan RGNL
- Durango LaPlata County Airport
- El Paso International Airport
- Elmira-Corning Regional Airport
- Eugene Airport
- Evansville Regional Airport
- Fairbanks International Airport
- Fargo-Hector International Airport
- Flagstaff Pulliam Airport
- Fort Wayne International Airport
- Frederick Municipal Airport
- Friedman Memorial Airport Authority
- Gallatin Field Airport
- General Mitchell Int'l Airport
- Gerald R. Ford International Airport
- Glacier Park International Airport
- Glynn County Airport Commission
- Great Lakes Chapter AAAE
- Harrisburg International Airport
- Hartsfield-Jackson Atlanta Int'l Airport
- Huntsville International Airport
- Jackson-Evers International Airport
- John Wayne Airport - Orange County
- Juneau International Airport
- Kalamazoo Battle Creek Int'l Airport
- Kansas City Int'l Airport
- Killeen-Fort Hood Regional Airport
- Lafayette Regional Airport
- Laughlin/Bullhead Int'l Airport
- Lexington Blue Grass Airport
- Little Rock National Airport
- Los Angeles World Airports
- Louisville International Airport
- Manchester - Boston Regional Airport
- Massachusetts Port Authority
- McAllen Miller Int'l Airport / City of McAllen
- Melbourne Int'l Airport
- Memphis International Airport
- Metropolitan Knoxville Airport Authority
- Metropolitan Washington Airports Auth.
- Miami International Airport
- Michigan Assoc. of Airport Execs.
- Monterey Peninsula Airport District
- Morristown Municipal Airport
- N.W. Arkansas Regional Airport Auth.
- Nantucket Memorial Airport
- Naples Municipal Airport
- Norfolk International Airport
- Outagamie County Regional Airport
- Oxnard Airport
- Philadelphia Int'l Airport
- Phoenix Sky Harbor Int'l Airport
- Phoenix-Mesa Gateway Airport
- Pittsburgh International Airport
- Portland International Airport
- Quad City Int'l Airport
- Rapid City Regional Airport
- Redding Municipal Airport
- Reno-Tahoe Int'l Airport
- Rhode Island Airport Corp.
- Roanoke Regional Airport
- Rocky Mountain Metropolitan Airport
- Saint Louis Regional Airport
- Salina Airport Authority
- Salinas Municipal Airport
- Salt Lake City Int'l Airport
- San Angelo Regional Airport
- San Bernardino Int'l Airport
- San Diego County Regional Airport Auth.
- San Francisco Int'l Airport
- Santa Barbara Municipal Airport
- South Bend Regional Airport
- Southeast Texas Regional Airport
- Southern Illinois Airport Authority
- Southwest Chapter AAAE
- Tampa International Airport
- Ted Stevens Anchorage Int'l Airport
- The Convention Store, Inc.
- The Port Authority of NY & NJ
- Tri-Cities Airport
- Tucson International Airport
- Tulsa International Airport
- Ventura County Dept. of Airports
- Waukesha County Airport
- Wichita Mid-Continent Airport
- Wilkes-Barre/Scranton Int'l Airport
- Will Rogers World Airport
- Wilmington International Airport
- Yampa Valley Regional Airport

2010 AAAE & ALA Federal Affairs Corporate Members

(alphabetical listing as of July 12, 2010 –
companies listed in bold have participated at the
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- Airbus Americas Inc.
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- Concourse Concessions, Inc.
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- FirstLine Transportation Security
- **LeighFisher** (formerly Jacobs Consultancy)
- **Lockheed Martin**
- **Rapiscan**
- **Reveal Imaging Technologies**
- **RS&H**
- SITA
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