

AMERICAN ASSOCIATION



OF AIRPORT EXECUTIVES

TRANSPORTATION SECURITY POLICY & REGULATORY AFFAIRS DEPARTMENTS



Quarterly Report • April 2009

TRANSPORTATION SECURITY POLICY

AAAE DELIVERS ADVOCACY

Meeting with New Administration: The transition to a new Presidential Administration has meant an influx of new leaders and key personnel at the Department of Homeland Security (DHS). DHS Secretary Janet Napolitano has not yet named a new TSA Administrator but has filled several key Department positions including a Chief of Staff for Operations, a Chief of Staff for Policy and a Chief of Staff for TSA. AAAE's SVP for Transportation Security Policy, Carter Morris, met with Jan Leshner, Chief of Staff for Operations at DHS. The meeting provided one of the first opportunities to discuss key airport security priorities with the new DHS leadership. In particular, AAAE emphasized the need for the following: continued and increased funding for explosive detection systems for checked baggage screening, a reasonable and layered approach to employee screening, an industry-driven approach to biometrics in airports and a collaborative and transparent approach to security regulations.

Explosive Detection Systems (EDS) Funding: AAAE security policy staff and Airport Legislative Alliance aggressively pursued funding for airport security priorities, in particular in-line EDS baggage screening systems, as part of the economic stimulus legislation passed by Congress and signed into law by President Obama in February. As a result, the *American Recovery and Reinvestment Act of 2009* included \$1 billion for procurement and installation of checked baggage EDS and checkpoint explosives detection. Congress directed TSA to prioritize funding based on risk to "accelerate the installation at locations with completed design plans."

Shortly after passage of the legislation, at the request of AAAE, TSA provided its initial expenditure plan detailing how the agency will distribute the \$1 billion in economic stimulus funding provided for aviation security.

- TSA directed 70% of the funding, or \$700 million, to airports for the installation of design-ready in-line EDS for checked baggage screening.
- The remaining \$300 million in stimulus funding will be used for technology procurement for the passenger security screening checkpoint, in particular on AT X-Ray and Whole Body Imagers, as part of TSA's continuing Checkpoint Evolution.



AAAE's CARTER MORRIS DISCUSSES EMPLOYEE SCREENING AND TSA OPERATIONS WITH TSA'S GENERAL MANAGER FOR COMMERCIAL AVIATION DOUG HOFSSASS.

AAAE security policy staff continues to work with TSA and airport operators as TSA completes project validations and agreement negotiations with the selected airports. AAAE is also working closely with TSA's Office of Security Technology on providing information to our airport members about the agency's application process for Fiscal Year 2010 funding.

Security Directive 1542-04-08F: On December 10, 2008, TSA released Security Directive (SD) 1542-04-08F (08F). This SD supersedes SD 1542-04-08E and requires Security Threat Assessments to be conducted on an expanded population of aviation employees and airport tenants, new data elements for existing airport badge holders and new mandates related to badging best practices and audits.

TSA released SD08F after a series of consultative meetings with AAAE, airport representatives and other aviation associations throughout 2008. During the industry review sessions, AAAE and the airport representatives stressed to TSA the need for reasonable implementation and compliance timeframes, the desire for relief from duplicative requirements, such as name-matching against the No-Fly and Selectee lists and the monthly submission requirement, and the concern related to using the SD process to impose long-term regulations with significant financial impacts on airports. As a result, SD08F does include language providing long-term relief from the No-Fly and Selectee list name matching requirements currently contained under SD 1542-01-10G once TSA determines an airport is in full compliance with SD08F.

AAAE's TSS Committee met with Doug Hofssass the day after the release of the SD and, based on the Committee's recommendation, TSA agreed to host a series of conference calls to answer questions and address concerns related to the SD. AAAE security policy staff quickly surveyed our airport members and consolidated a list of subjects needing additional clarity and guidance from TSA, including exemptions for military personnel, impact on general aviation populations in the Air Operations Area (AOA), and guidance on signatory authorities and their training. TSA hosted three two-hour calls focused entirely on SD08F throughout December, January and February and requested AAAE to distribute a number of clarifications to our airport members. Unlike past SDs, wherein TSA would issue "Frequently Asked Questions" or "Question & Answer" documents that clarified provisions and provided TSA-documented answers to questions frequently asked by airport operators across the country, TSA did not do so for SD08F, reporting that the FAQ and Q&A documents often led to inconsistent interpretations and implementation at local airport facilities and that any written clarification that is needed for SD08F will result in a revised version (G) of the SD. As a result, AAAE security policy staff provided detailed call summaries and important TSA communications through our AAAE Security Policy Alerts and continued to consolidate airports' questions and concerns for discussion and consideration by TSA.

Security Directive 1542-04-08G is expected to be issued in the near future. TSA has indicated that the revised SD will include an extension of certain compliance deadlines to June 1, 2009, exemptions for military personnel and TSA employees, and a definition of signatory authority. However, the next SD will not provide relief for GA populations at commercial service airports who must

now obtain an airport badge and TSA Security Threat Assessment for regular and unescorted access to certain areas of the airport. AAAE continues to work with TSA to provide relief on this issue. In the meantime, TSA has encouraged airports with large impacted populations to work with their FSD to consider alternative measures for compliance.

AAAE DELIVERS A CLEAR DISTINCTION OF AIRPORT SECURITY ROLES & RESPONSIBILITIES

Operation Playbook: Operation Playbook is a Transportation Security Administration (TSA) initiative designed to increase the unpredictability and flexibility of security measures by working cooperatively and collaboratively with airport operators and local law enforcement to deploy a series of security plays that maximize limited resources while effectively enhancing a layered approach to security. Operation Playbook was successfully piloted at six airports in 2008. However, when TSA attempted to roll the program out to all airports late last year through a proposed Airport Security Program (ASP) amendment, the AAAE Transportation Security Services (TSS) Committee immediately voiced concerns in a face-to-face meeting with Doug Hofsass, TSA's General Manager for Commercial Aviation. Committee members expressed serious concerns about the scope and content of the ASP amendment, including the expanded reach of TSA's responsibility and oversight of certain areas of an airport (including landside), and little, if any, relief from existing security measures that are antiquated or redundant. As a result, airport operators did not adopt the ASP amendment.

In response to the concerns raised by AAAE and airport operators, TSA re-launched the initiative by withdrawing the proposed ASP amendment and provided an optional Memorandum of Agreement (MOA) in its place. It is important to note that Operation Playbook remains a voluntary program for airport operators and signing the MOA is optional as well.

AAAE's TSS Committee continues to work with TSA on refining Operation Playbook to ensure the initiative is truly a cooperative approach to local airport security and provides increased efficiency and value for limited security resources. As part of this effort, the Committee is conducting an airport-driven baseline security review that airport operators can use in discussions with their Federal Security Directors (FSD) and AAAE security policy staff can use in discussions with TSA's Office of Security Operations and Transportation Sector Network Management.

Gate Screening: In response to questions raised by AAAE and its airport members about the recent increase in random gate screening, TSA provided AAAE with information about the initiative, which has been referred to as Risk Emphasized Flight Screening (REFS), as well as a copy of new signage that was posted to notify passengers that they and their belongings may be subject to additional screening before boarding flights. According to TSA:

- Gate screening has always been an important part of TSA's layered approach to security and that the expansion of the BDO workforce in 2008 allowed for an increased TSA presence in the sterile area and at gates to identify potentially high-risk passengers;
- TSA is now building upon these existing activities and increasing screening at the departure gates as part of its

ongoing shift to a more risk-based, flexible, and unpredictable model of security; and

- Under this program, FSDs will identify flights for gate screening based on a risk model, introduce new screening procedures, and increase the amount of gate screening conducted. Selections of flights will also include a random component to ensure unpredictability.

TSA stated that the agency provided this information in coordination with the Office of Security Operations as part of a continued effort to better inform airport operators and other industry stakeholders of on-going TSA initiatives in response to airport member concerns.



ROBERT OLISLAGERS, A.A.E., CHAIR OF AAAE'S GA SECURITY WORKING GROUP TALKS ABOUT THE IMPACT OF TSA'S PROPOSED LARGE AIRCRAFT SECURITY PROGRAM (LASP).

SPOT SOP: On January 23, 2009, TSA issued a revised Standard Operating Procedure (SOP) for the agency's Screening of Passengers by Observation Techniques (SPOT) program. The SOP requires that an individual referred to a law enforcement officer (LEO) by a TSA Behavior Detection Officer (BDO) must not be allowed into the sterile area or onboard an aircraft until the FSD responsible for the airport involved, or their designee, has reviewed the LEO's actions and authorized the referred individual to proceed.

AAAE and its airport members raised concerns about the possible duplication of LEO and TSA efforts as well as questions about the SPOT program extending to areas beyond the checkpoint. In response to the questions raised by AAAE and its airport members, on March 6, 2009, Lee Kair, Assistant Administrator for the TSA Office of Security Operations, sent a message to FSDs defining what it means to review LEO actions in the context of the SPOT SOP. Kair highlighted that:

- TSA is not questioning LEO decisions regarding law enforcement matters;
- The SOP change clarifies that under circumstances where a LEO conducts an investigation and determines that a passenger has not committed a crime, an FSD has the additional responsibility to determine whether the passenger constitutes a threat to the transportation system; and
- FSDs may share this information with law enforcement partners at their airports as desired.

AAAE DELIVERS PROACTIVE SOLUTIONS

General Aviation: In October 2008, TSA released a Notice of Proposed Rulemaking on a Large Aircraft Security Program for General Aviation which would require all U.S. operators of aircraft exceeding 12,500 pounds maximum take-off weight to implement security programs that would be subject to compliance audits by TSA. The proposed regulation would also require airports servicing these large GA aircraft to implement a partial ASP, if they do not already have one in place, as well as identify LEO support and designate Airport Security Coordinators (ASCs).

In response to members' concerns about the significant impact and cost burden of the NPRM:

- AAAE organized the GA Security Working Group led by Centennial Airport's Robert Olislagers;
- The group met numerous times by conference call, produced three drafts of comments and produced a white paper highlighting member concerns, including a substantive analysis of the impacts in order to reflect the operational reality of thousands of general aviation facilities across the country;
- AAAE submitted formal comments to the public docket on behalf of the GA Security Working Group on February 20, 2009;
- The working group also submitted a letter to TSA's Acting Administrator Gale Rossides, recommending that TSA form an aviation rulemaking committee to review general aviation security rather than pursue the proposed rule;
- Robert Olislagers represented AAAE and the GA Security Working Group at a roundtable discussion held by the House Subcommittee on Aviation, chaired by Representative Jerry Costello (D-IL); and
- As a result of AAAE's request for a collaborative session with industry to review practical GA security solutions, TSA hosted a day-long workshop with GA industry stakeholders including AAAE on April 6, 2009. Robert Olislagers and AAAE security policy staff once again took the opportunity to identify specific airport concerns with the LASP NPRM and highlighted the need for TSA to work with industry in a negotiated rulemaking process.

Transportation Security Services Committee (TSSC)

AAAE's TSS Committee, chaired by Mark Crosby, Chief of Public Safety & Security at Portland International Airport, continues to meet monthly by conference call. The call averages between 40 to 50 airport participants and members discuss key security issues and developments in addition to sharing best practices.

Committee members will once again meet with Doug Hofsass, TSA's General Manager for Commercial Aviation, on Monday, June 15, 2009 at AAAE's 81st Annual Conference and Exposition in Philadelphia, PA.

TSA has agreed to a follow-up meeting with industry on May 6, 2009 and has indicated that the agency will significantly revise the NPRM before soliciting further public comment. AAAE and its GA Security Working Group will continue to work with the GA Coalition and TSA in developing alternative solutions that are both practical and cost effective for airports.

Biometric Airport Security Identification Consortium (BASIC): Airport participation in the Biometric Airport Security Identification Consortium (BASIC) continues to increase as TSA and Congress renew their focus on biometrically-enabled credential and access control systems at airports. In an effort to avoid a one-size-fits-all regulation on such a complex and facility-specific issue, airport representatives from around the country have formed BASIC to develop an industry-driven framework that will allow airport operators to migrate to biometric-based credentialing and access control systems in such a way that meets TSA's security objectives. This method also allows for exiting processes and procedures (including local control and issuance of badges), future-proofs capital investments and maximizes cost-effectiveness in this difficult budget environment.

BASIC's primary objective is to define a comprehensive, airport-driven, step-by-step plan, or "Concept of Operations," that outlines how airports can adopt biometric-based badging and access control systems that meet specific facility needs but also adhere to a common framework. The Concept of Operations, an iterative document that continues to be refined by airport representatives participating in BASIC and the BASIC Technical Advisory Committee, defines the roles and responsibilities for participating entities in the framework.

- The federal government, and TSA in particular, is responsible for the 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.

BASIC, which is chaired by Jeanne Olivier, Managing Director for Security and Technology at the Port Authority of New York and New Jersey and Vice-Chair of the TSS Committee, is working closely with TSA and other industry associations, such as the Airports Consultants Council and the Smart Card Alliance, on this effort. In addition to the face-to-face meeting scheduled as part of AAAE's 81st Annual Conference and Exposition in Philadelphia, the BASIC working group continues to meet every other week by conference call and is open to all airport executives. The BASIC working group recently formed a Technical Advisory Committee, which also meets by conference call and is open to airport executives as well as technology and consultant representatives with expertise in airport operations, smart cards, access control, identity management and biometrics.

A LOOK AHEAD

Cargo Screening: The *9/11 Commission Recommendations Act of 2007* requires the Secretary of Homeland Security to establish a system for industry to, within three years, screen 100 percent of cargo transported on passenger aircraft at a level of security commensurate with the level of security of passenger checked baggage.

In addition, the legislation set an interim milestone to screen 50 percent of all cargo shipped on passenger aircraft by February 1, 2009. In Congressional testimony on March 31, 2009, TSA reported that air carriers are currently screening at least 50 percent of air cargo transported on passenger aircraft on flights originating in the United States and that the 100 percent screening requirement will be met by August 2010 for domestic cargo through TSA's Certified Cargo Screening Program (CCSP), which is an effort to move cargo screening up-stream in the supply chain so that all screening does not need to take place at the airport. However, TSA reported that it is unlikely to meet the requirement to also screen 100 percent of inbound air cargo from international departure points.

AAAE security policy staff will continue to report on TSA's progress in meeting the air cargo screening requirements. Although air carriers are ultimately responsible for ensuring the screening of cargo uplifted on their aircraft, airport operators have a vested interest in ensuring the smooth operation of cargo screening at their facility and throughout the supply chain.

Employee Screening: TSA has not yet released the Congressionally-mandated report on the results of the employee screening pilot programs conducted at seven airports for 90-days during the summer of 2008. AAAE was instrumental in convincing TSA and Congress to consider a layered approach to employee screening as part of the pilot programs. As a result, 100 percent physical screening of employees were evaluated at three airports and alternative means of screening were evaluated at the other four airports. AAAE continues to work with TSA to ensure that any analysis of the employee screening pilot programs highlight the complexities involved in extrapolating limited experiences at specific airport facilities system-wide and considers important operational factors, such as downstream impacts. The outcome of this study could very well drive future action. As a result, AAAE closely monitored how the measures were implemented and how their operational impacts were studied and will ultimately be presented to Congress. Demonstrating true and substantive impacts will be important to making the case against 100 percent screening after the study's release.

MARK YOUR CALENDAR FOR THESE AAAE SECURITY MEETINGS

AAAE Employee Credentialing & Access Control Conference

May 18-20, 2009
Washington, D.C.

Transportation Security Clearinghouse Workshop

May 18, 2009
Washington, D.C.

Ninth Annual AAAE Aviation Security Summit

December 10-11, 2009
Washington, D.C.

REGULATORY AFFAIRS

AAAE DELIVERS ADVOCACY & INFORMATION

Leadership Changes: As the dust settles on the first 100 days in office, President Obama has filled a number of appointments of importance to the industry, including:

- *Ray LaHood, Secretary, Department of Transportation*
Former Congressman Ray LaHood was confirmed on January 22, 2009 by unanimous consent as Secretary of the Department of Transportation. LaHood, who had retired from Congress after serving 14 years in the House, was a supporter of the 2000 Passenger Facility Charges (PFC) increase from \$3 to \$4.50.

- *J. Randolph "Randy" Babbitt, Administrator, Federal Aviation Administration (FAA)*

Babbitt was nominated as FAA Administrator on March 27, 2009 and has close to 40 years of experience in the aviation industry. A pilot, Babbitt has served as President and CEO of the Airline Pilots Association (ALPA), and then left to found Eclat Consulting which then joined Oliver Wyman's global Aviation, Aerospace & Defense practice in September 2007 where Babbitt became a partner. (As of press time, Babbitt was awaiting his confirmation hearing before the U.S. Senate.)

- *Lisa Jackson, Administrator, Environmental Protection Agency (EPA)*

Before becoming EPA's Administrator, Jackson served as Chief of Staff to New Jersey Governor Jon S. Corzine. Prior to that, she was appointed by Governor Jon S. Corzine to be Commissioner of the state's Department of Environmental Protection (DEP) in 2006. She had 16 years of previous experience with the agency in Washington and in New York before going to the New Jersey department. Jackson lists reducing greenhouse gas emissions and improving air quality among her priorities.

American Recovery and Reinvestment Act Funding: In early February, Secretary LaHood announced the creation of the Transportation Investment Generating Economic Recovery (TIGER) team to coordinate the Department's role in President Obama's *American Recovery and Reinvestment Act of 2009* (ARRA), which provided \$1.1 billion in Airport Improvement Program (AIP) funding with a 100 percent federal contribution. The TIGER team will ensure that economic recovery funding is made available for transportation infrastructure projects and that project spending is monitored and transparent.

In several meetings with AAAE, FAA officials have stressed their view that they have limited flexibility in meeting the requirements specified by the stimulus legislation. Many of the requirements stem from the overall focus of the stimulus bill to:

- 1) Get infrastructure projects underway quickly;
- 2) Focus on job creation; and
- 3) Ensure that funds are spent on high-priority needs.

Approximately 3,400 airports designated as part of the national airport system are eligible to receive ARRA funds. FAA is maintaining and updating a spreadsheet of ARRA Approved Grants on the agency website (www.faa.gov), as well as stakeholder guidance.

AAAE DELIVERS A GREENER FUTURE FOR AIRPORTS

AAAE Co-Authors Environmental Principles for Aviation Industry: In February, AAAE regulatory staff collaborated with over 20 other aviation industry stakeholders on a set of environmental principles to be used in outreach in guiding the new Administration and Congress as they consider environmental legislation and regulations. The principles include:

- A comprehensive energy policy, which includes cost-benefit analyses, a centralized framework as well as an international dimension;
- Modernization in air traffic control and additional research and technology;
- Greater ground infrastructure development;
- Environmentally friendly aviation fuels.

Going forward, this document, along with the coalition of aviation stakeholders, will become increasingly more important as the industry addresses the proposed greenhouse gas emissions rule by the EPA, the first mandatory, comprehensive and national system of greenhouse gas emissions reporting in the U.S. which would certainly affect airports.

The aviation industry has already increased its overall efficiency a great deal over the last four decades, as well as made other technological and operational improvements in order to limit the amount of environmental damage. The group is prepared to further increase efficiencies, given ample technological investments, but also expects that in return, some reinvestment will be put back into initiatives that reduce aviation's greenhouse gas emissions.

Proposed Mandatory Greenhouse Gas Reporting Rule:

The U.S. EPA issued a proposed rule (Docket ID: EPA-HQ-OAR-2008-0508) for mandatory greenhouse gas (GHG) reporting from large GHG emissions sources in the United States. This reporting was made mandatory by the FY2008 Consolidated Appropriations Act in order to collect accurate and comprehensive emissions data to guide future policy decisions.

The proposed rule calls for suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more of GHG emissions per year to submit annual reports to the agency. This covers about 85 to 90 percent of total national U.S. GHG emissions from approximately 13,000 facilities. The first annual report would be submitted to EPA in 2011, for the calendar year 2010, except for vehicle and engine manufacturers, which would begin reporting for model year 2011. A majority of small businesses would fall below the 25,000 metric ton threshold and therefore will not be required to report their GHG emissions. After this information has been recorded, the EPA is then responsible for verifying this data.

A number of airports that operate large combustion-based heating, cooling or cogeneration facilities are likely to be subject to these reporting requirements. EPA's proposed rule would require any facilities with stationary fuel combustion sources that emit more than 25,000 metric tons per year of carbon dioxide or its greenhouse gas equivalents to report these emissions to EPA annually. Such stationary sources include boilers, stationary engines, heaters and combustion turbines that may be found on airports, especially in heating/cooling plants. AAAE staff is in the process of soliciting comments from members to respond to this rulemaking.

Sustainable Aviation Guidance Alliance (SAGA): The U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Green Building Rating System is the standard certification program among construction sectors in the United States and Canada. However, the current LEED standards are not a natural fit with airport facilities, for example airfield "flat work" type projects. Therefore, each airport seeking LEED certification for any project must develop individualized standards to achieve LEED design criteria.

AAAE Environmental Services Committee member and staff involvement with other industry collaboration (ACI-NA, ATA, ACC, FAA, etc.) successfully developed a planning group identified as the Sustainable Aviation Guidance Alliance (SAGA) to develop comprehensive guidelines on sustainability practices specifically for airports.

SAGA's purpose is three fold: 1) Assist airports and other aviation related developers that are initiating or conducting sustainability programs; 2) Consolidate existing guidelines and practices compiled into a comprehensive, searchable resource that can be tailored to the unique requirements of individual airports; and 3) Ensure that this resource will be applicable to airports of all sizes and will encompass all activities, not only buildings, but flat work too.

Several meetings have been held and a draft document is well underway. SAGA's initiatives currently consist of drafting the guidelines, which will include: an overview of how to develop, implement and monitor a sustainability program; a comprehensive, searchable menu of strategies and practices; and examples of specific initiatives at airports.



AAAE PRESIDENT CHIP BARCLAY MODERATES A PANEL ENTITLED "HOW ARE US AIRLINES CONFRONTING NEW REALITIES?" AT THE 34TH ANNUAL FAA FORECAST CONFERENCE ON MARCH 31, 2009.

AAAE DELIVERS IN-DEPTH INDUSTRY PARTNERSHIPS

FAA Aviation Forecast Conference: FAA revealed its 2009-2025 forecast at the annual FAA Forecast Conference which took place March 31 to April 1, 2009 and was cosponsored and managed by AAAE. The impact of the economic downturn was made evident, as the FAA predicted that domestic passenger enplanements will decrease by 7.8 percent in 2009 and then grow an average of 2.7 percent per year during the remaining 15-year forecast period. Last

year FAA predicted the U.S. airlines would reach a billion passengers a year by 2016 but has since moved that prediction to the year 2021. The number of passengers on U.S. airlines domestically and internationally is forecast to increase from 757.4 million in 2008 to 1.1 billion in 2025. FAA also reported that U.S. aircraft operations are predicted to experience a 5.7 percent decrease in 2009 from 2008 levels. However, the agency predicts that beginning in 2010 operations will grow at an average annual rate of 1.5 percent for the remainder of the forecast period.

Passenger and cargo air traffic has grown six-fold over the past 40 years; however, all of U.S. aviation combined contributes only about 3 percent of U.S. greenhouse gas (GHG) emissions. The AAAE Regulatory Affairs staff worked with representatives from 20 aviation industry stakeholders on a set of environmental principles for the industry in February.

AAAE DELIVERS EXPERIENCED WASHINGTON PROFESSIONALS

Meet Our New Regulatory Affairs Team Member Leslie Riegler

Leslie Riegler joined the AAAE Regulatory Affairs team in March, 2009. She is primarily focused on the environmental and general aviation portfolio, as well as airport operations and safety issues. Leslie has a long history with and a passion for aviation. She also has a strong foundation in the industry's economic, labor, and governmental issues.

Prior to joining the Regulatory team, Leslie was a legislative and public policy advisor at the law firm Arnold & Porter LLP, handling mainly aviation, energy and the environment. In addition, she has years of experience working with government agencies, including the U.S. Department of Transportation and the Office of the Inspector General, in the area of competition and economic analysis.

Before this time, Leslie worked as a senior consultant for Eclat Consulting. There she was involved in various economic and financial analyses for both airports and airlines. She also advised the Federal Aviation Administration and many major airlines in their labor negotiations as a financial specialist.

Leslie has obtained a Master of Business Administration at Embry-Riddle Aeronautical University in Florida, and graduated with honors from Western Michigan University with a Bachelor of Arts.



DEPARTMENT OF TRANSPORTATION SECRETARY RAY LAHOOD MAKES REMARKS AT THE 34TH ANNUAL FAA FORECAST CONFERENCE ON MARCH 31, 2009. AAAE SPONSORED THE CONFERENCE FOR THE FOURTH CONSECUTIVE YEAR.

A LOOK AHEAD

SMS for Airports: The FAA continues towards its implementation of Safety Management Systems (SMS) for airports. The results of the second pilot study, which is focusing on smaller airports, are expected this summer. AAAE staff will continue to monitor and work with FAA on the development of a proposed rulemaking and key related issues such as funding and disclosure of information.

Mandatory Pilot Training: The AAAE Operations, Safety and Planning Committee will be continuing its work towards furthering the discussion of mandatory pilot training, as well as monitoring key operation issues for airports such as the implementation of E-Notams and FAA changes to the handling of winter operations.

NextGen Implementation: As Congress and the Administration intensify their focus on the implementation of NextGen, AAAE Regulatory Affairs staff will be working with the FAA Office of Airports and the FAA NextGen Implementation Office as well as key government and stakeholder groups such as the Airports Working Group of the Joint Program Development Office (JPDO), the Alliance to Advance NextGen and the NextGen Implementation Task Force to advocate a holistic approach that integrates the landside and the airside components of NextGen.

Airports and the Environment: Environmental concerns continue to be critical to the Administration, and AAAE Regulatory Affairs staff will work proactively with groups, both internal and external within the aviation industry coalition, as these regulatory issues move forward. The greenhouse gas emissions rule, cap-and-trade initiatives, infrastructure improvements and efficiencies, as well as sustainability initiatives, will be top items on the agenda.

EPA's Proposed Effluent Limitation Guidelines: The EPA is well over a year late in issuing its effluent limitation guidelines for airport deicing. Initiated pursuant to the Clean Water Act (CWA) the EPA staff initially indicated that a notice of proposed rulemaking would be issued by December 2007. EPA was expected to announce the rulemaking this past November, but delayed further action in deference to the new Administration. The EPA recently informed AAAE that the ELG rulemaking was sent to OMB for its 90 day review. We expect publishing of the final rule in early July, barring any problems in the review process.

Large Aircraft Security Program: We will continue to work with the General Aviation Committee on critical issues such as the TSA's controversial Large Aircraft Security Program, as well as handle concerns regarding 100LL fuel, and the NFPA standards for hangar construction.

MARK YOUR CALENDAR FOR THESE AAAE REGULATORY MEETINGS

AAAE O'HARE MODERNIZATION PROGRAM GREEN AIRPORT CONSTRUCTION WORKSHOP
August 4-7, 2009 - Chicago, IL

AAAE BASICS OF AIRPORT LAW WORKSHOP
September 13- 15, 2009 - San Francisco, CA

Sixth Annual FAA International Aviation Safety Forum
September 9- 11, 2009 - Washington, DC

AAAE FEDERAL AFFAIRS MEMBERSHIP (REGULATORY & TRANSPORTATION SECURITY POLICY) (AS OF APRIL 13, 2009)

Addison Airport	Glacier Park International Airport	Monterey Peninsula Airport District	The Port Authority of New York and New Jersey
Baltimore/Washington Int'l Thurgood	Glynn County Airport Commission	Morristown Municipal Airport	Toledo Express Airport
Marshall Airport	Great Lakes Chapter AAAE	N.W. Arkansas Regional Airport Auth.	Tri-Cities Regional Airport
Bangor International Airport	Hartsfield-Jackson Atlanta Int'l Airport	Nantucket Memorial Airport	Tucson International Airport
Bert Mooney Airport Authority	Hector International Airport	Naples Municipal Airport	Tulsa International Airport
Billings Logan Int'l Airport	Humboldt County Aviation Division	Outagamie County Regional Airport	Wichita Mid-Continent Airport
Birmingham International Airport	Jackson Hole Airport	Philadelphia Int'l Airport	Wilkes-Barre/Scranton Int'l Airport
Bismarck Airport	Jackson-Evers International Airport	Phoenix Mesa Gateway Airport	Will Rogers World Airport
Centennial Airport	John Wayne - Orange County Airport	Redding Municipal Airport	
Chattanooga Metropolitan Airport	Kissimmee Gateway Airport	Reno-Tahoe Int'l Airport	AAAE & ALA Federal Affairs Corporate
Cherry Capital Airport	Lafayette Regional Airport	Rhode Island Airport Corp.	Membership (as of April 13, 2009)
Chicago Executive Airport	Laughlin/Bullhead Int'l Airport	Riverside County Airports	ADB Airfield Solutions
Columbus Regional Airport Authority	Lexington Blue Grass Airport	Roanoke Regional Airport	Airbus Americas Inc.
Dallas/Fort Worth Int'l Airport	Los Angeles World Airports	Salina Airport Authority	Covenant Aviation Security LLC
Dothan RGNL	Louis Armstrong New Orleans Int'l Airport	Salt Lake City Int'l Airport	FirstLine Transportation Security
Durango LaPlata County Airport	Louisville International Airport	San Bernardino Int'l Airport	GE Security
Elmira-Corning Regional Airport	Manchester - Boston Regional Airport	San Diego County Regional Airport Auth.	Hi-Lite Markings, Inc.
Evansville Regional Airport	Massachusetts Port Authority	San Francisco Int'l Airport	Hudson Group
Fort Wayne International Airport	Melbourne Int'l Airport	Santa Barbara Municipal Airport	Jacobs Consultancy
Frederick Municipal Airport	Memphis International Airport	Snohomish County Airport/Paine Field	Lea+Elliot, Inc.
Friedman Memorial Airport Authority	Metropolitan Knoxville Airport Authority	South Bend Regional Airport	Reveal Imaging Technologies
Gallatin Field Airport	Metropolitan Washington Airports Auth.	South Central Chapter AAAE	RS&H
General Mitchell Int'l Airport	Miami International Airport	Southeast Texas Regional Airport	SureScan Corporation
Gerald R. Ford International Airport	Michigan Assoc. of Airport Execs.	Tampa International Airport	The Convention Store, Inc.

Don't see your airport listed here? Contact gwen.papineau@aaae.org for more information about the AAAE & ALA Federal Affairs membership.



TODD HAUPTLI

Todd Hauptli is Senior Executive Vice President of the American Association of Airport Executives (AAAE) and oversees the advocacy programs of AAAE. He is responsible for managing the organization's interactions with the Congress and with the executive branch agencies.

Prior to joining AAAE in 1991, Todd served as a Congressional Relations Officer handling aviation issues at the Department of Transportation.

Before his service at the Department of Transportation, Todd served on the White House staff of President Reagan as Associate Director of Cabinet Affairs. He also worked at the Department of Commerce, first in the Congressional Affairs office, then directly for the Secretary of Commerce.

He began his career on Capitol Hill working on the staff of the House Republican Research Committee.



COLLEEN CHAMBERLAIN

Colleen Chamberlain is the Staff Vice President of Transportation Security Policy at the American Association of Airport Executives. In this position, Colleen aims to serve the security needs of airport members through consistent interaction with the U.S. Department of Homeland Security and the Transportation Security Administration.

Prior to joining AAAE in August 2005, Colleen represented the Illinois Department of Transportation in Washington, DC, acting as a liaison to Congress and the U.S. Department of Transportation. She also worked for United Airlines in the Governmental Affairs division. Prior to that, she served as Chief of Staff to former U.S. Representative William O. Lipinski (IL), then Ranking Member of the House Transportation and Infrastructure Subcommittee on Aviation. Chamberlain earned a Bachelor of Arts in political science and history at Marquette University.



CARTER MORRIS

Carter Morris is the Senior Vice President of Transportation Security Policy, his third department leadership position at AAAE since joining the association's professional staff in February 1995. In the fall of 2002, after three years leading the Regulatory Affairs department, Morris was promoted to lead the association's transportation security initiatives which focus exclusively on the important security challenges facing airports. The new department was created to better serve the needs of AAAE members by providing dedicated interaction with the Department of Transportation, the Transportation Security Administration, the Department of Homeland Security and other federal agencies responsible for homeland security issues. In addition, Morris oversees the Transportation Security Clearinghouse, which since being established in 2002 has processed over 3 million criminal history record checks for aviation workers nationwide.

Before joining AAAE, Morris worked in the White House Executive Office of the President and in public affairs for the U.S. General Services Administration. He holds a degree in political science and public affairs from Syracuse University and an MBA from the Smith School of Business at the University of Maryland.



STEVEN MANDURANO

Steven Mandurano is the Director of Transportation Security Policy at the American Association of Airport Executives. In this position, Steven focuses on the strategic communications of the Security Policy Department, ensuring that members are kept up-to-date with timely and accurate information. Mandurano is responsible for several communication products, including the new AAAE Security Policy Snapshots, represents AAAE members on industry working groups and supports the Transportation Security Services Committee.

Prior to joining AAAE, Steven worked with senior industry and government officials at the Embassy of Australia. In this capacity, Mandurano specialized in public affairs and trade policy while advocating on behalf of Australian companies.

Mandurano graduated with a Bachelor of Arts in Political Science at the University of North Carolina at Greensboro. Previous to this, he studied in Italy.



LESLIE RIEGLE

Leslie Riegle joined the AAAE Regulatory Affairs team in March, 2009. She has a strong foundation in the industry's economic, labor, and governmental issues. Prior to joining AAAE, Riegle was a legislative and public policy advisor at Arnold & Porter LLP, handling mainly aviation, energy and the environment. In addition, she has years of experience working with government agencies, including the U.S. Department of Transportation, Office of the Inspector General. Before this time, Riegle worked as a senior consultant for Eclar Consulting where she was involved in various economic and financial analyses, as well as advising the Federal Aviation Administration and many major airlines in their labor negotiations. Riegle has obtained a Master of Business Administration at Embry-Riddle Aeronautical University in Florida, and graduated with honors from Western Michigan University with a Bachelor of Arts.



MELISSA SABATINE

Melissa Sabatine serves as the Vice President for Regulatory Affairs at AAAE. In this role, she is responsible for overseeing the daily operations of the Regulatory Affairs Department, representing airports before federal agencies, and communicating with members.

Sabatine has served in a series of senior-level policy positions in Washington including Senior Policy Advisor to the Secretary of Transportation for both Secretary Mary Peters and Secretary Norman Mineta; Associate Administrator of the Federal Transit Administration; and Deputy Director of the Commission on the Future of the U.S. Aerospace Industry. She also has worked in both the United States House of Representatives and the United States Senate, as well as in the private sector for a public affairs firm and a trade association.

A native of Lancaster, Pennsylvania, Sabatine is a graduate of Duquesne University, where she majored in political science and journalism.



Gwen Papineau

Gwen Papineau is Director of Legislative and Regulatory Communication for the Airport Legislative Alliance and AAAE Regulatory Affairs Department. Gwen is involved in literally all aspects of the ALA and AAAE Regulatory Affairs efforts including covering House and Senate hearings, fundraising, research, grassroots communication, publications, meeting planning and issue coverage. Prior to joining AAAE in 2004 Papineau's political and communications skills were honed in the Senate Judiciary Committee under Senator Patrick Leahy (D-VT) and at the Vermont Governor's Commission on Women.