

AMERICAN ASSOCIATION



OF AIRPORT EXECUTIVES

TRANSPORTATION SECURITY POLICY & REGULATORY AFFAIRS DEPARTMENTS



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TRANSPORTATION SECURITY POLICY

AAAE DELIVERS ADVOCACY

High Level of Engagement with TSA Executives at 81st AAAE Annual Conference & Exposition

Several members of TSA's senior leadership participated on panel discussions throughout the 81st Annual AAAE Conference and Exposition, held June 14-17, 2009 in Philadelphia, PA. In addition to specific panel discussions and the Transportation Security Services Committee and Biometric Airport Security Identification Consortium (BASIC) meetings, key TSA executives participated in an open dialogue with conference attendees during a TSA Roundtable discussion. TSA leaders present included policy head, John Sammon; Lee Kair, Assistant Administrator for Security Operations (OSO); Robin Kane, Assistant Administrator for Operational Process and Technology; Doug Hofsass, General Manager for Commercial Aviation; and, John Novak, Assistant Director of Field Operations, Federal Air Marshal Service. The TSA leaders addressed a wide range of issues, including, but not limited to, distribution of aviation security technology funding, employee screening, general aviation airport security, Operation Playbook, air cargo security and Security Directive 1542-04-08G (SD08G).

Highlights of actions stemming from the week's discussions include:

- The TSA head of security operations Lee Kair committed Federal Security Directors (FSDs) to offer technology and training for airport badging personnel responsible for complying with the identification documentation verification requirements under SD08G. According to Kair, TSA Inspectors will provide to interested airports free training similar to the training provided to Transportation Security Officers under the TSA Travel Document Checker program. Kair explained that TSA will be providing the optional training as part of TSA's overall efforts to work in partnership with airport operators. In addition, the training is in response to requests from airport operators for detailed guidance to help recognize fraudulent breeder documents.
- Doug Hofsass, stated that biometrics remain a top priority for the TSA. Hofsass also commended the notable progress of AAAE's BASIC in advancing, in conjunction with the Airports Consultants Council, an airport-driven Concept of Operations that defines the framework for airports' migration to biometric-based credentialing and access control systems.
- John Sammon, discussed the agency's Large Aircraft Security Program Notice of Proposed Rulemaking (LASP NPRM) during the TSA Roundtable session. Sammon noted that TSA had concluded its third session with industry stakeholders, including AAAE, and will now condense, summarize and review the feedback provided during the industry sessions. Sammon stated that the purpose of the working group sessions were not to achieve consensus but to focus on general concepts, best practices and practical measures. Each of the working sessions focused on the concepts most noted in the over 7,000 comments submitted to TSA in response to the NPRM, including weight threshold, background screening for pilots and passengers, prohibited items and airport security measures, among other issues. Sammon pledged

to continue to work with AAAE as TSA reviews the input received during the industry working groups and decides the agency's next steps in regards to airports and the LASP.

- During the panel discussion entitled "Airport Security Technology Update", TSA Acting Deputy Assistant Administrator for Security Technology Aaron Batt provided a broad overview of the many aviation security technologies that TSA is developing, testing and deploying. In addition to providing a detailed update on the distribution of \$1 billion in American Reinvestment and Recovery Act (ARRA) funding for electronic baggage and passenger screening technology at airports, Batt reported on several new initiatives as well, including exit lane breach control technology, credential authentication and boarding pass systems for the Travel Document Checkers, and automated wait time measurements.

Employee Vetting Security Directive

In May, TSA issued a new version of the Security Directive that governs the use and issuance of credentials, vetting and access control at commercial service airports; the update provides several clarifications and corrections to provisions in prior versions.

According to TSA, SD08G does not include any change in scope or population, meaning that additional populations previously covered, including General Aviation populations in the AOA, Secure and SIDA areas, are still impacted by the updated SD. Rather, SD08G codifies a number of clarifications and corrections that TSA has addressed unofficially in conference calls with industry stakeholders and distributed through previous AAAE Security Policy Alerts and call summaries. Specifically, SD08G:

- codifies the extension for compliance for additional populations to June 1, 2009;
- officially exempts military and TSA employees from the SD requirements;
- clarifies identification requirements for non-law enforcement federal employees;
- outlines all acceptable documentation for U.S. citizens born abroad;
- defines signatory authority; and,
- provides a definition of transient pilots to allow for self-fueling and after hour operations for GA pilots at commercial service airports as appropriate.

One significant improvement coming as a result of our ongoing discussions with TSA on the issues surrounding the SD is that the agency has determined that "renewal" as a badge status is not now required under the directive. AAAE and the Transportation Security Clearinghouse had raised this issue with both TSA policy and technical staff and conducted a survey detailing how the addition of a "renewal" badge status would dramatically impact badging office operations, adding significant costs. While TSA maintains that airports must remain in compliance with requirements to submit new applicants, updates to existing badge holders and monthly submissions, renewal badge status is not a requirement.

AAAE is assisting airports with a TSA-approved computer-based Authorized Signatory security training course created by the association in consultation with Portland International Airport (PDX). The course covers the role and responsibilities of authorized signatories and the requirements for being an authorized signer, including identification document requirements and the deactivation and retrieval

process. AAAE and PDX partnered to develop this Authorized Signatory Course to meet the mandatory annual training requirements of the Security Directive 1542-04-08 series. The course content has been reviewed and approved by Federal Security Directors and TSA Headquarters.

Closed Circuit Television (CCTV) Draft Operations Directive

Recently, TSA notified AAAE that the agency is planning to issue an Operations Directive (OD) related to the handling of CCTV cameras and video recordings that will replace Aviation Operations Directive 400.5.3-1 issued in January 2003, which provided TSA personnel operational guidance on the public release of closed circuit videotapes used for security purposes. TSA leadership requested comment and feedback from AAAE before the OD is finalized.

As a result, AAAE collected member feedback with both written comments and discussion points during the monthly Transportation Security Services Committee (TSSC) conference calls. Based on members' feedback, AAAE submitted consolidated comments to TSA on the draft OD.

TSA representatives from the Office of Commercial Aviation, Office of Security Operations and Office of Chief Counsel also hosted a listening session with AAAE and other aviation associations to discuss the OD and concerns raised by airport operators as the owners and operators of CCTV systems.

Discussion focused on the common themes highlighted in AAAE's comments to TSA, including:

- Extending TSA's authority over CCTV systems and images owned, operated and maintained by airport operators;
- Ignoring best practices already in place between the Airport Security Coordinator and Federal Security Director (FSD) to determine Sensitive Security Information content of CCTV images; and,
- Creating legal concerns regarding the impact on law enforcement and civil liability investigations that rely on CCTV images.

TSA explained that the intent of the OD is to update the existing policy so that it is consistent with the agency's guide on CCTV cameras" issued in September 2006 and provide guidance to FSDs when dealing with requests from third parties for CCTV images.

Based on the productive dialogue during the meeting, TSA pledged to continue to review and take into consideration the comments submitted by airport operators and the associations. The time frame for finalizing the OD is not clear. However, TSA is open to continued dialogue with airport operators and the associations regarding the concerns raised by the draft OD.

AAAE TAKES ACTION

Baseline Efficiency Review

The AAAE Transportation Security Services Committee (TSSC) has launched an initiative in cooperation with the TSA to review baseline security measures in the airport environment.

This baseline efficiency review is a cooperative effort between airports and TSA to conduct a comprehensive review of airport security measures, including Security Directives and required AVSEC measures, at the local airport level. This effort will build on TSA's "Operation

Playbook" initiative, which is designed to increase the unpredictability and flexibility of security measures by having FSDs work cooperatively with airport operators and local law enforcement to deploy a series of security plays. To build on "Operation Playbook", the Baseline Efficiency Review is focused on increasing the efficiency and relevancy of the security measures that are called into play. The program will also examine the roles and responsibilities between airport operators, local TSA personnel and local law enforcement to ensure optimal operations and best use of limited resources. This baseline efficiency review has identified several categories, or "buckets," of security measures that airport operators and FSDs should strategically review at least one year to determine the effectiveness and security value of those measures at the local facility:

- Employee and vehicle screening;
- ID checks and escort procedures;
- Access doors and gates;
- Perimeter patrols and surveillance; and,
- Terminal (curbside and concourse).

The committee has provided TSA with a list of measures compiled in partnership with Portland International Airport. TSA leadership has expressed its support for this initiative and reported to the membership at AAAE's 81st Annual Conference and Exposition that TSA is currently reviewing the list of measures.

The Baseline Efficiency Review has already resulted in alternative measures of compliance being approved by local FSDs. In addition, on a national level, TSA recently sent guidance regarding routine passenger security announcements at airports to all FSDs that reiterated that the requirements for security announcements do not specify the frequency. In fact, the guidance to the FSDs stated that *"Where public announcements continue to be used, FSDs should encourage airport operators to combine all security related announcements into a single broadcast and reduce the frequency for which the combined announcement occurs. Announcement frequency should maintain passenger awareness while reducing the tendency to treat these announcements as mere background noise."* The list of measures identified by the Baseline Efficiency Review included requirements regarding public service announcements.

Biometric Airport Security Identification Consortium (BASIC)

The Biometric Airport Security Identification Consortium, which is chaired by Jeanne Olivier, General Manager for Security and Technology at the Port Authority of New York and New Jersey, has continued to work over the last year 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. The consortium membership now consists of close to 100 airport security and technology staff, technology consultants, and biometric contractors from across the country. In addition, a growing number of airports have agreed to proactively implement the fundamental elements of the BASIC Concept of Operations, an effort which is referred to as the Early Adopter program.

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. The federal government, and 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 in-

teroperability 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.

The early adopter airports have chosen the Transportation Security Clearinghouse (TSC) as their central status service provider. All early adopter airports will participate in Phase I of the program which involves transitioning to an automated web-based interface to submit and retrieve both biographic and biometric data to the Clearinghouse. The web-based interface allows airport operators to consolidate what is a manual two-step process today into an automated one-step process. The TSC is also offering the secure web-based interface to interested airports outside of the BASIC effort to increase the efficiency of complying with TSA's background check requirements for aviation workers, including Security Threat Assessments.



JEANNE OLIVIER, VICE-CHAIR OF AAAE'S TRANSPORTATION SECURITY SERVICES COMMITTEE, DISCUSSES THE BASIC INITIATIVE AT THE 81ST ANNUAL AAAE'S CONFERENCE AND EXPOSITION.

Current early adopter airports include:

- Newark Liberty International Airport
- San Francisco International Airport
- Washington Dulles International Airport
- Minneapolis International Airport
- Aspen Pitkin County Airport
- Portland International Airport
- Phoenix Sky Harbor International Airport

The BASIC working group reported to the AAAE Board of Directors in June that the consortium has received very favorable comments from TSA leadership on this BASIC effort and that the approach thus far is a cooperative partnership welcoming airport input into the TSA process.

ON-GOING ISSUES

Explosive Detection System (EDS) Funding

TSA recently reported that detailed spend plans for the Electronic Baggage Screening Program (EBSP) and the Passenger Screening Program (PSP) have been posted by the TSA Office of Process and Technology on the Department of Homeland Security (DHS) website to

meet the new Administration's goal of transparency and the reporting requirements of the Office of Management and Budget (OMB) for funding provided under the ARRA. As AAAE previously reported, the economic stimulus package signed into law in February, officially known as the ARRA, included \$1 billion in funding for the TSA for procurement and installation of checked baggage explosives detection systems and checkpoint explosives detection.

Under the *EBSP Recovery Act Plan*, TSA again stated that \$700 million of the \$1 billion in ARRA funding was allocated to the electronic baggage screening program. TSA reports that the funds will be obligated between the third quarter of fiscal year 2009 and the fourth quarter of fiscal year 2010. TSA also states that this investment will enable TSA to accelerate by more than two years the implementation of optimal screening solutions at checked baggage screening areas in airports across the country.

Specifically, TSA will allocate \$600 million to airport facility modernization projects for the construction of checked baggage inspections systems consisting of at least a high-speed baggage handling system and in-line EDS equipment at 16 airports.

TSA will also allocate over \$60 million for the purchase and installation of reduced size EDS equipment at approximately 32 medium to small airports without current EDS capability and for recapitalization efforts at approximately 18 airports with EDS equipment at the end of its lifecycle. The remaining \$40 million will be used to fund operational activities such as systems integration support, testing and evaluation, engineering changes, and program management.

Under the *Passenger Screening Program Recovery Act Plan*, TSA will allocate \$300 million of the \$1 billion in ARRA funding for new technology at the passenger screening checkpoint to enhance detection capability and improve checkpoint efficiency. The funds will be obligated between the third quarter of FY 2009 and the fourth quarter of FY 2010. The ARRA funding will allow TSA to accelerate its planned deployment schedule for new technology by three years. Of the \$300 million, \$130 million will be allocated for Advanced Technology X-ray and related universal conveyer systems; approximately \$19 million will be allocated to Bottled Liquid Scanners; \$30 million will be allocated to Whole Body Imager technology; and, \$18 million will be allocated to Next-Generation Explosive Trace Detectors.

In addition, \$8 million will be provided to the TSA's Advanced Surveillance Program (ASP) at five airport authorities to enhance current closed circuit surveillance systems at passenger checkpoints and checked baggage screening areas. Finally, of the remaining funding, \$95 million will be used to support operational activities such as systems integration support, testing and evaluation, maintenance, engineering changes, and program management.

Robin Kane, TSA's recently appointed technology head, has announced that TSA will now be accepting funding applications from airport operators for Explosives Detection Systems (EDS) equipment and checked baggage requests on a continuous rolling basis. Previously, TSA had aligned funding application requirements with the federal fiscal year.

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



IN A RECENT INTERVIEW, ROBIN KANE, TSA'S RECENTLY APPOINTED ASSISTANT ADMINISTRATOR FOR SECURITY TECHNOLOGY, DISCUSSES PLANS FOR HIS ORGANIZATION, TECHNOLOGY DEPLOYMENT AND RECENT FUNDING FOR EDS AND INLINE BAGGAGE SYSTEM INSTALLATION.

subject to compliance audits by TSA. The proposed regulation would also require airports servicing these large GA aircraft to implement a partial Airport Security Program, if they do not already have one in place, as well as identify law enforcement officer support and designate Airport Security Coordinators.

In response to members' concerns about the significant impact and cost burden of the NPRM, AAAE's GA Security Working Group, led by Centennial Airport's Robert Olislagers, has been working diligently on behalf of GA airports. Most recently:

- The working group represented AAAE 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 three day-long workshops with GA industry stakeholders, including AAAE. At the workshops, 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.

AAAE's GA Security Working Group recommended that TSA reconvene the Aviation Security Advisory Committee of 2004, in lieu of the LASP, in an effort to update the voluntary Security Guidelines for GA Airports.

TSA is now in the process of collating all of the feedback from the three industry outreach meetings and will either reissue a new NPRM for public comment or modify the existing NPRM. 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.

On a related matter, TSA recently appointed Brian Delauter as the new Acting General Manager in the Office of General Aviation. Previously, Delauter served as the FSD at Savannah International Airport. AAAE met with Delauter during his second week in his new position and outlined the concerns and priorities of our GA member airports.

Finally, AAAE continues to participate on the monthly GA stakeholder conference calls with TSA's Office of General Aviation. Of particular interest for GA airports is the upcoming GA Airport Vulnerability Assessment which has been delayed by the Office of Management and Budget (OMB). As AAAE has reported extensively on, this voluntary

assessment tool will be distributed to 3,000 GA facilities across the U.S. and will assist TSA to understand what security measures currently exist at GA airports. AAAE will monitor the assessment once it begins to ensure that it accurately reflects what GA airports are already doing and that it highlights potential opportunities for federal government financial assistance.

MARK YOUR CALENDAR FOR THE NEXT AAAE SECURITY MEETING

Ninth Annual AAAE/TSA/DHS Aviation Security Summit

December 10-11, 2009

Washington, D.C.

REGULATORY AFFAIRS

AAAE DELIVERS NEWS AND UPDATES FROM THE NEW ADMINISTRATION

Leadership Changes

Since our last report, President Obama has filled a number of appointments within the Department of Transportation (DOT), including the eagerly awaited Federal Aviation Administration (FAA) Administrator.

- **DOT Deputy Secretary**

On May 20, the U.S. Senate voted to confirm John Porcari, the former Secretary of Transportation for the State of Maryland, to be the U.S. Deputy Secretary of Transportation. Porcari has led the Maryland DOT since 2007, his second stint in the job. He also was the state agency's secretary from 1999 to 2002 and served as the Chair of the Maryland Aviation Commission from 1999-2003. Both times he served under Democratic governors. Between those two periods, Porcari was the University of Maryland's vice president for administrative affairs. Maryland Governor Martin O'Malley called Porcari an "advocate for infrastructure investment" and the Washington Post calls Porcari one of the most respected members of O'Malley's cabinet. Deputy Secretary Porcari delivered his first official speech to an aviation industry group at the AAAE Annual Conference in Philadelphia on June 16.

- **DOT Undersecretary for Policy**

Roy Kienitz was confirmed as Undersecretary for Policy on April 29, 2009. A former top official of Pennsylvania Governor Ed Rendell, Kienitz's experience mostly lies in the area of surface transportation policy.

- **Assistant Secretary for Aviation and International Affairs**

On August 7, 2009, Susan Kurland was confirmed for Assistant Secretary for Aviation and International Affairs at DOT. She has extensive transportation experience, in both government and private sector roles. Previously she was a Managing Director at Jefferies & Company in the areas of airport infrastructure and municipal finance, and headed the firm's municipal finance group in Chicago. Prior to that, Kurland had served as Associate Administrator for Airports

Airport Emergency Preparedness and On-going Pandemic Flu Planning

Beginning in late April, AAAE worked with a number of federal agencies, including the DHS, the TSA, and the DOT, to closely monitor developments related to the outbreak of the H1N1/swine influenza, particularly as related to potential impact on airport operators and the traveling public.

Recently, AAAE Regulatory Affairs and Transportation Security Policy staff participated with other aviation industry associations in a meeting with White House National Security Staff and other senior representatives from the DOT, DHS, HHS, Department of Treasury, DOD and the Department of State, to discuss international air passenger screening during a significant health event such as an influenza pandemic.

According to White House National Security staff, although there has been no decision to implement entry or exit public health screening at aviation ports of entry, the federal government and aviation industry must, in their view, plan for the implementation of such screening.

Consequently, the White House has developed a Risk-Based Border Strategy (RBBS) which includes high severity entry screening arrival procedures designed to identify and isolate the ill. The RBBS protocols have been distributed to the 19 airports (listed below) with Center for Disease Control (CDC) quarantine stations. The 19 identified airport operators have been asked to work with local DHS, HHS and law enforcement officials to develop facility-specific plans to implement the RBBS high severity entry screening plans.

AAAE and other aviation industry representatives raised concerns about the feasibility of the proposed RBBS measures, especially the space and staffing challenges posed by “flight funneling” and “cohorting”. White House National Security Staff stated that although certain decisions and assumptions have already been made in terms of developing the RBBS measures, “everything is on the table” for further discussion with the industry. Involved federal agencies are particularly interested in learning of any feasibility and capability limitations based on the 19 airport-specific entry screening plans.

The White House National Security Staff also pledged to work closely with the aviation industry on the development of exit screening protocols, which is a top priority for the federal government, as well as the development of a medium severity entry screening process that can be implemented at all U.S. airports.

In advance of the upcoming fall flu season, AAAE will continue to work closely with DOT, DHS and HHS on pandemic planning, especially in regard to operational impact on airport operators, such as entry and exit screening of international air passengers.

19 Airports with CDC Quarantine Stations:

Anchorage	Houston	San Diego
Atlanta	Los Angeles	San Francisco
Boston	Miami	San Juan, Puerto Rico
Chicago	Minneapolis	Seattle
Dallas	Newark	Washington, DC
Detroit	New York	
Honolulu	Philadelphia	



DEPARTMENT OF TRANSPORTATION DEPUTY SECRETARY JOHN PORCARI ADDRESSES ATTENDEES AT THE 81ST AAAE ANNUAL CONFERENCE IN PHILADELPHIA, PA.

for the Federal Aviation Administration leading the FAA’s national airport program. In addition, she has served as Vice President and Deputy General Counsel of U.S Airways, and has also been Deputy Corporation Counsel for the City of Chicago, serving as general counsel for Chicago’s airport system.

- ***Deputy Assistant Secretary for Aviation and International Affairs***

Christa Fornarotto, formerly the Legislative Director for Congressman Jerry Costello, has been named as the Deputy Assistant Secretary in Kurland’s office. This position oversees the Essential Air Service and the Small Community Air Service Development Grant Program.

- ***FAA Administrator***

J. Randolph “Randy” Babbitt was confirmed as the next FAA Administrator by the Senate on May 21. Babbitt was a partner in the aviation practice of management consulting firm Oliver Wyman and has close to 40 years of experience in the aviation industry. A pilot, Babbitt served as President and CEO of the Airline Pilots Association (ALPA), and then left ALPA and founded Eclat Consulting in Reston, Virginia, which provided economic support for regulatory, legislative, and business issues in aviation. Eclat joined Oliver Wyman’s global Aviation, Aerospace & Defense practice in September 2007. In 1993, Babbitt served as a Presidential appointee on the National Commission to Ensure a Strong Competitive Airline Industry. In 2008 Babbitt was named by the Secretary of Transportation to an independent review team of aviation and safety experts tasked with evaluating and crafting recommendations to improve the FAA’s implementation of the aviation safety system and its culture of safety.

REGULATORY AFFAIRS SERVING MEMBERS AT THE AAAE ANNUAL CONFERENCE

Your Regulatory Affairs staff was busy at the AAAE Annual Conference in Philadelphia bringing the Washington officials and key issues to members. Six committees met and hosted guests from the FAA and the ACRP. Concurrent session topics ranged from general aviation, ADS-B and Next Gen to green construction and the always popular FAA Roundtable. Attendees were given the opportunity to participate in a roundtable discussion with FAA staff, including Associate Administra-

tor for Airports Kate Lang, Director of Environment and Energy Carl Burleson and Director of Runway Safety Wes Timmons.

Highlights from the roundtable discussion included:

- ***Aircraft Rescue and Fire Fighting (ARFF)***
The Aircraft Rescue and Fire Fighting (ARFF) legislative proposal drew a great deal of attention. AAAE has been leading the fight against efforts by the International Association of Fire Fighters (IAFF) to include a provision in the FAA reauthorization bill that could force airports to comply with unnecessary and excessive ARFF standards. AAAE has consistently urged lawmakers to reject the labor proposal because it could dramatically increase staffing, training, infrastructure and equipment requirements for airports of all sizes and jeopardize commercial air service to small communities. Lang said that the FAA would need to examine the cost implications associated with additional ARFF personnel, equipment and facilities.
- ***Stimulus Funding***
Conference attendees also questioned FAA about stimulus funding going to airports. FAA staff indicated that President Obama and Vice President Biden are committed to ensuring that the stimulus is going towards projects that improve infrastructure, generate jobs and provide an overall benefit to the surrounding community. According to FAA, 66 percent of Recovery Act funds for airports have been disbursed, and these funds are actually going further now because bids for projects are coming in lower.
- ***Next Generation Air Transportation System***
NextGen was another popular topic during the Roundtable. Timmons highlighted that many problems will be alleviated by NextGen, but noted that it is critical that everyone is working on the same page. Airlines and air traffic controllers are being consulted now so problems are worked out before implementation. He stated that NextGen will reshape aviation's economics and have a positive impact on the environment and energy. It will allow for greater design flexibility, allowing increased airport movements, and capacity. Separation standards will be reduced, increasing capacity in the air. These overall efforts will combine to create a safer, greener aviation environment.

Also at the AAAE Annual Conference, AAAE Regulatory Affairs staff worked with FAA to announce the winners of the Third Annual Design Competition for Universities. Top prizes went to teams from the University of Southern California, Ohio State University andinghamton University. Nine other submissions also received awards.

The competition, administered by the Office of Runway Safety and managed by the Virginia Space Grant Consortium in Hampton, Virginia, was created to engage students in airport-related issues. Students working under the guidance of faculty mentors were presented with a number of technical challenges relating to operations, maintenance, runway safety, the environment, management and planning. Students reached out to airport operators and industry experts for advice with their proposed designs and solutions. The winners were selected by panels of FAA, industry and academic experts. The winning teams received \$2,500 for a first place prize, \$1,500 for second, \$1,000 for

third and \$500 for an honorable mention. The students will be presenting and participating at other AAAE conferences throughout the year.

AAAE DELIVERS ADVOCACY AND INFORMATION

AIR CARRIER ACCESS AMENDMENTS

Implementation Progress

In March, the US DOT implemented changes to the Air Carrier Access Act (ACAA) regulation in 14 CFR Part 382. The ACAA was amended by a series of DOT rulemakings last year aimed at improving air travel of people with disabilities and addressing their concerns.

Although most of the issues directly speak to requirements of air carriers, one change addresses the animal relief areas that are now required to be established in airports. While DOT did not release formal guidance regarding establishment of the relief areas, the AAAE Regulatory Affairs staff has been helping individual airports plan and find the resources to establish such relief areas. Airports are encouraged to work cooperatively with the air carriers in the establishment of the relief areas, but the ultimate responsibility for the areas lies with the carriers. Some factors to consider when establishing a relief area: location of the area, safety of the area (away from noise and moving vehicles), size of the area, waste disposal equipment, maintenance of the area, and escort assistance to the area.

AIRPORT COOPERATIVE RESEARCH PROGRAM

Funding Update

The Airport Cooperative Research Program (ACRP) undertakes research and other technical activities in a variety of airport-related areas, including operations, design, construction, engineering, maintenance, human resources, administration, policy, planning, environment, safety, and security. The federal omnibus appropriations bill for FY 2009 increased the level of funding for the ACRP from \$10 million to \$15 million.

AAAE Chair John Duval and Vice President of Regulatory Affairs, Melissa Sabatine serve on the oversight committee (AOC). For the coming year, the AOC selected a specific subject for targeted, strategic ACRP focus. Due to the economic climate and ensuing challenges facing airports, future finance and business strategies has been selected as the focus area for the FY 2010 program. Problem statements that addressed opportunities including emerging ideas and innovative business and finance approaches for airport operators to continue to sustain and improve the delivery of all services through the airport were solicited. Specific problem statements are requested where ACRP research can advance the airport industry's knowledge of and effective preparation for a challenging and yet uncertain future. 219 problem statements were received from airport-industry practitioners; and four project continuations. The AOC met the week of July 18, 2009 to deliberate and vote on the projects to be funded. AAAE members will now have an opportunity to participate in project panels.

PROGRESS OF KEY REPORTS

ACRP: How Proposed ARFF Standards Would Impact Airports

On June 26, 2009 the ACRP published the ARFF Standards Report which confirmed that these standards are not only costly to implement but also would do little to affect the safety outcome of prior aircraft accidents. Researchers concluded that adopting ARFF standards of the National Fire Protection Association (NFPA) would cost over \$2.8



MIKE SALAMONE, SENIOR PROGRAM OFFICER FOR THE AIRPORT COOPERATIVE RESEARCH PROGRAM (ACRP) STOPPED BY THE AAAE STUDIO TO DISCUSS THE NEW ARFF REPORT.

billion in initial capital costs and over \$1.3 billion annually thereafter in increased operating and maintenance costs. These estimates do not include the significant costs associated with response time standards to airport aprons and what the NFPA terms the “rapid response area” beyond the ends of airport runways.

ACRP Deicing Planning Guidelines and Practices for Stormwater Management Systems

ACRP recently produced Report 14: Deicing Planning Guidelines and Practices for Stormwater Management Systems which provides technical guidance to airports; aircraft operators; consultants and designers; and local, state, and federal regulators. The guidelines address many things such as how to address deicing fluid runoff in a cost-effective and environmentally friendly manner.

ACRP Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories

At the AAAE Air Quality Conference in Los Angeles, attendees received an exclusive tutorial on the newly-released ACRP Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories.

Currently there is no national legislation requiring airport operators to develop Greenhouse Gas (GHG) inventories. The few inventories that have been developed to date have largely been based on voluntary measures. With the lack of consistent guidance, the inventories that have been conducted to date have produced widely varying results mainly due to differences in methods rather than actual activity levels at the airports. As such, the ACRP initiated Project 02-06 to develop guidance on preparing GHG inventories. The product of this project is ACRP Project Report 11 - Guidebook on Preparing Airport Greenhouse Gas (GHG) Emissions Inventories.

The guidebook provides clear and concise language to allow users to develop consistent inventories. The guidebook includes step-by-step instructions to specify the methods and protocols used in the development of GHG inventories. The initial focus of the project will be on the six pollutants negotiated under the Kyoto Protocol: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFC), and perfluorocarbons (PFC). The main elements of the project include: sources of GHG emissions at airports, reasons for development of GHG inventories, assessment of source ownership/control issues, assessment of geographic boundary issues, inventory protocols and methods to calculate GHG emissions, and methods to estimate CO₂ equivalencies.

ENVIRONMENTAL ISSUES

Mandatory Greenhouse Gas Reporting Rule

The U.S. Environmental Protection Agency (EPA) issued a proposed rule in regards to mandatory greenhouse gas reporting, (Docket Number EPA-HQ-OAR-2008-0508) on April 10, 2009. AAAE provided comments to the EPA, stating that our industry is one of the most forward-looking and innovative sectors of our nation's economy which provides a valuable system that creates thousands of jobs, and is a key component to allowing global commerce to take place. Due to the efforts in greater fuel efficiency, greenhouse gas (GHG) emissions from aviation constitutes less than 3 percent of total U.S. GHGs.

If this proposed rule is finalized in its current form, it is likely to directly affect a number of airports in the United States, primarily in the area of electricity generation and heating/cooling. Many complexities exist within an airport structure which would make this proposed rule very difficult for airports in several ways as it would rely on Clear Air Act permitting principles to determine what sources need to be included in the emissions assessment. This would include all sources on the property that are under common ownership or common control. Therefore all airport-owned and controlled stationary sources on an airport property would be assessed together. Airports have various tenants that have different air quality permits, and would likely be treated as individual facilities under this proposed rule. Airports currently do not have access to the information kept by various tenants on their vehicles/machinery, and should be treated separately.

AAAE emphasized that the aviation industry is unique, and should be treated as such. We also stated that the ACRP Guidebook mentioned above should be considered when dealing with the GHG emissions at airports.

AAAE feels that any proposed measures to address aviation's impact on the environment should include a thorough analysis of the expected benefits weighed against the cost to the economy, industry, jobs, communities, and the transportation infrastructure.

The Airport Sustainability Institute

The Airport Sustainability Institute (ASI) was developed as a result of the sustainability initiatives that were conducted at Chicago in the O'Hare Modernization Program (OMP). This led to the creation of a Sustainable Design Manual (SDM) in order to define sustainability performance criteria and a rating system to guide construction efforts of new and upgraded facilities at Chicago O'Hare. The goal of this program is to promote the adoption of sustainability projects at airports through a universally understood and accepted set of performance criteria.

As an independent organization, ASI will offer sustainability guidance to airports on request. ASI will then be able to objectively assess and rate airports, certify their level of sustainability against criteria and issue achievement awards as a result.

City of Chicago Sustainable Design Manual

The O'Hare Modernization Program's (OMP) Sustainable Design Manual was produced initially in 2003 in order to provide guidance for airport design and construction. This manual allows airports and other stakeholders to define sustainability performance criteria and incorporates a rating system in order to guide construction effort of new and upgraded facilities. The manual is intended to supplement the existing federal, state, and local regulatory requirements with best practices in regards to sustainable environmental strategies. The docu-

ment is written with the organizational structure that was developed by the U.S. Green Building Council (USGBC) for the Leadership in Energy and Environmental Design (LEED®) green building rating system but goes beyond in order to incorporate the unique environment of an airport.

The updated version of the SDM, which intends to incorporate new technology, materials and techniques, is now in the process of review. AAAE is a member of the committee that is reviewing the document and hopes to help usher the introduction of this updated SDM at the Airports Going Green Conference in August.



AAAE ENVIRONMENTAL COMMITTEE CHAIR DEAN SCHULTZ, A.A.E., VICE PRESIDENT OF PLANNING, ENGINEERING & ENVIRONMENTS, RENO-TAHOE INTERNATIONAL AIRPORT MODERATED THE PANEL GETTING TO GREEN WITH NEW CONSTRUCTION PROJECTS AT THE AAAE ANNUAL CONFERENCE WHERE GREEN AIRPORT EXPERTS ROSEMARIE S. ANDOLINO, ACTING COMMISSIONER, CITY OF CHICAGO DEPARTMENT OF AVIATION, ERIC DILLINGER, VICE PRESIDENT, JACOBS, AND GORDON PHILLIPS, V.P., DIRECTOR OF AVIATION, LEO A DALY CO. DISCUSSED THE GREEN CONSTRUCTION AND INITIATIVES IN THE INDUSTRY.

Airports Going Green

AAAE along with the City of Chicago Department of Aviation will be holding an innovative environmental conference entitled “Airports Going Green” on August 5-7, 2009, at the Fairmont Hotel in Chicago. This conference will cover the diverse field of sustainable environmental design and construction initiatives and standards that is unique to an airport environment. Presenters will include domestic and international representatives from all across the aviation industry: airport management, engineering, regulatory, construction, academia, and media. As mentioned, the OMP sustainable design manual will be presented at this conference.

Sustainable Aviation Guidance Alliance

The Sustainable Aviation Guidance Alliance (SAGA) is a coalition of aviation organizations, of which AAAE is a part of, started in 2008 in order to assist airport operators in their effort to plan, implement, and maintain sustainability programs. SAGA intends to develop a single collection of the numerous and diverse sustainability practices, covering capital projects to operations, that have been identified and implemented by domestic and international airports.

The Planning Group so far has drafted the sustainability guidance, which includes an overview of what sustainability means, how to develop a plan, and how to correctly implement and monitor a sustainability program, as well as a draft spreadsheet of specific strategies and practices. AAAE, as well as the other organizations involved in the planning group, have solicited for peers to review this draft and return their comments.

We have received over a hundred individuals volunteer from ACI-NA, ACC, and AAAE combined, and are working with aforementioned organizations to collect and sort through these peer review comments. Following this review process the SAGA Planning Group will revise our documents accordingly in order to produce a final draft to be expected in October of this year.

Speciated Gases

AAAE, on behalf of the FAA, solicited peer review comments for the draft “Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources”. This guidance identifies the means for compliance with FAA’s Order 1050.1E policy regarding the preparation of airport-related emissions inventories of speciated gas (OG)₂ emissions, including hazardous air pollutants (HAPs). This guidance document refers to, and incorporates from, the aircraft-related documentation that the FAA and the Environmental Protection Agency (EPA) will soon finalize. Once this is finalized, the document will be posted on FAA’s website for reference and use by the stakeholder community.

Collected comments were largely in regards to technical changes and how the document was written. Most found this proposed FAA document served a critical need to provide specific guidance and methodology for preparing and reporting emission estimates and inventories from airport operations.

Effluent Limitation Guidelines

The White House Office of Management and Budget (OMB) completed its review of the proposed effluent limitations guidelines (ELG) rule for deicing runoff on July 6, 2009. The Environmental Protection Agency (EPA) sent this proposed rule over to OMB on April 7, 2009 for review.

The basis of these limitations are to keep deicing chemicals, such as ethylene glycol and propylene glycol which can reach waterbodies near airports through stormwater runoff, to a minimum according to the EPA. These chemicals have the potential to harm fish, algae blooms, and contaminate surface or groundwater, the EPA states. The upcoming ELG rule is likely to set numeric effluent limits on deicing runoff and other discharges carrying those chemicals. Also, the EPA has previously considered a multi-tiered approach that would set different requirements depending on airport size.

Currently airports are required to obtain stormwater discharge permits under the NPDES program and to ensure that wastes from deicing operations are collected and treated properly. In the 2004 Effluent Guidelines Plan, the EPA reviewed these existing permits and decided instead to develop effluent guidelines for the airport deicing category.

AAAE will remain engaged in all areas surrounding aircraft and airfield deicing operations and will alert members when the proposed ELG rule has been published. In addition, AAAE will be holding a two-part Aircraft and Airfield Deicing and Stormwater Issues Webinar on September 1-2, 2009, which will allow airports and other stakeholders to get more information about how this will affect their organization.

Wildlife Hazard Management CertAlert

On June 11, 2009, the FAA issued CertAlert No. 09-10 to Airport Operators and FAA Airport Certification Safety Inspectors to remind them of their obligations under Part 139 to conduct Wildlife Hazard Assessments (WHA) if they have experienced a trigger event at their airport. This assessment must be conducted by a qualified wildlife biologist who has met the necessary FAA requirements.

The Office of Safety and Standards (OSS) searched the FAA Wildlife Strike Database for airports that have experienced triggering events but have no record of an initiated WHA. Airports that have experienced a triggering event, but do not have a WHA, should be immediately contacted by their FAA Airport Certification Safety Inspector. Airport Improvement Funds (AIP) for FY 2009 have been identified to assist airports doing WHAs and are available on a first come first served basis.

This is just the first step of many, as the FAA has initiated a rulemaking project that will require certificated airports to conduct WHAs and periodically update them. Operators of Part 139 airports that have not experienced a triggering event or have a WHA that is more than five years old are encouraged to update their WHAs.

AAAE will monitor these wildlife NPRMs closely. As they are published, we will be hosting a series of webinars in order for airports to understand the proposed rules, and get any questions answered in a timely manner. In response to this critical issue, we are having an interactive wildlife hazard mitigation session Sunday, September 20, 2009, at the National Airports Conference, in San Antonio, Texas.

GENERAL AVIATION ISSUES

NFPA 409: The National Fire Protection Association (NFPA) released new standards which would negatively impact the General Aviation (GA) community. This interpretation of the proposal would require that airports and hangar operators install a foam suppression system on hangars that exceed 12,000 square feet, and sprinkler systems for hangars that are under 12,000 square feet. The AAAE GA committee is working closely with the National Air Traffic Association (NATA) to try to convince NFPA to reconsider its interpretation. NFPA has allowed NATA to draft a portion of NFPA 409 for NFPA's review. Upon completion of the draft language, NATA will share this with AAAE.

100LL Fuel: GA piston aircraft rely on 100LL which is somewhat rare in comparison to other fuels. There is no current replacement for 100LL, which leaves this area in a precarious position in regards to supply and expense. AAAE will continue to monitor alternative fuels that are being tested and considered for replacement. We will also monitor FAA and the EPA to try to push off any proposed regulations that would negatively impact the GA community.

FAA ADVISORY CIRCULARS

Draft Advisory Circular (AC) 150/5340-18F

The FAA requested comments on draft Advisory Circular (AC) 150/5340-18F "Standards for Airport Sign Systems", which provides standards for the siting and installation of signs on runways and taxiways. These changes are in coordination with revisions to AC 150/5300-13, Airport Design, altering the Precision Object Free Area (POFA) to the POFZ and also incorporate new separation standards for taxiways that parallel runways used for certain low visibility operations.

This AC cancels AC 150/5340-18E, Standards for Airport Sign Systems, dated September, 12, 2008.

AAAE submitted comments on behalf of members on May 27, 2009. In general, members felt these enhancements should provide greater airfield safety but not without potential implications for various airports, as the draft advisory circular states that the airport must protect penetration of POFZ from any portion of the fuselage or tail section.

Draft Advisory Circular (AC) 150/5345-56A

On June 1, 2009 AAAE submitted comments on draft Advisory Circular (AC) 150/5345-56A. The AC specifies the minimum requirements for an Airport Lighting Control and Monitoring System (ALCMS) which is intended to simplify the control and monitoring of lighted visual aids and enhance airport safety.

This rule will be effective six months after the issue date of the AC, and only that equipment qualified in accordance with the updated specifications will be listed in accordance with AC 150/5345-53, Airport Lighting Equipment Certification Program. Airports that have previously installed an ALCMS will not be required to install a new system after the effective date of this AC.

Draft Advisory Circular (AC) 150/5210-17B

On June 22, 2009, AAAE submitted comments on behalf of its members on draft Advisory Circular (AC) 150/5210-17B. The AC provides courses and reference materials for training requirements and location of facilities for Aircraft Rescue and Fire Fighting Personnel. This will cancel AC 150/5210-17A, dated April 28, 2006.

Many of our members voiced support for the document and currently have procedures in place that would meet, if not exceed these standards. This AC as written would improve safety without placing an unnecessary financial burden on airports in order to meet such standards.

Draft Advisory Circular (AC) 150/5340-1K

At the time of print, AAAE is in the process of collecting comments on draft Advisory Circular (AC) 150/5340-1K, Standards for Airport Markings. This AC contains the FAA standards for markings used on airport runways, taxiways, and aprons and cancels AC 150/5340-1J, Standards for Airport Markings, dated April 29, 2005, and subsequent changes, dated March 31, 2008, and June 6, 2008. This AC also cancels the Signs and Marking Supplement (SAMS).

Advisory Circular (AC) 150/5200-31C

On June 25, 2009 the FAA formally issued the Advisory Circular (AC) 150/5200-31C Airport Emergency Plan. This AC provides 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 emergency services for the airport populace and the community in which the airport is located. This cancels AC 150/5200-31B, Airport Emergency Plan, dated March 23, 2009.

MARK YOUR CALENDAR FOR THESE AAAE REGULATORY MEETINGS

AAAE AIRCRAFT AND AIRFIELD DEICING AND STORMWATER ISSUES

*PART 1: SEPTEMBER 1, 2009, 2:00-4:00 PM

*PART 2: SEPTEMBER 2, 2009 2-4:00 P.M.

SIXTH ANNUAL FAA INTERNATIONAL AVIATION SAFETY FORUM

SEPTEMBER 9- 11, 2009 | WASHINGTON, DC

AAAE BASICS OF AIRPORT LAW WORKSHOP

SEPTEMBER 13- 15, 2009 | SAN FRANCISCO, CA

AAAE F. RUSSELL HOYT NATIONAL AIRPORTS CONFERENCE

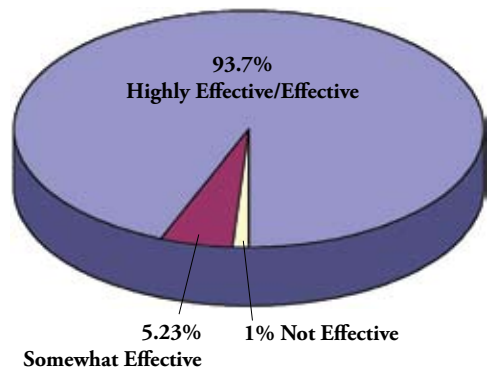
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2009

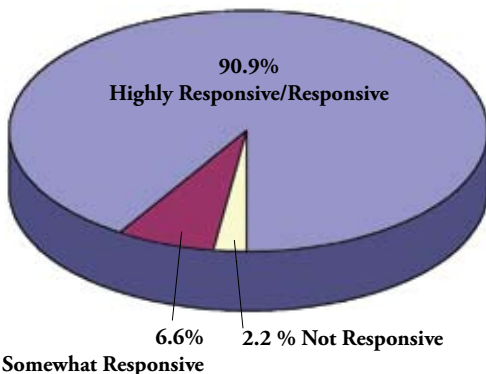
AAAE's GOVERNMENT AFFAIRS MID-YEAR SURVEY RESULTS

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 advance airport interests by educating congressional and executive branch leaders. 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.

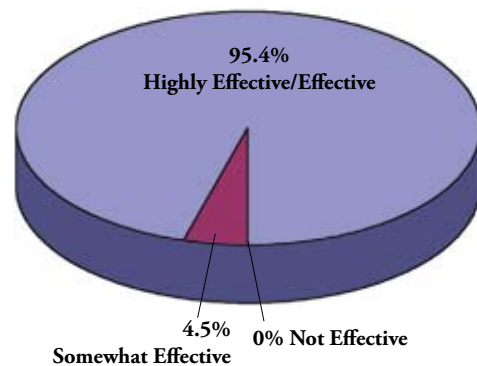
HOW WOULD YOU RATE THE OVERALL COMMUNICATIONS FROM AAAE'S POLICY DEPARTMENTS?



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



OVERALL, THE AAAE POLICY DEPARTMENTS ARE:



"The new Airport Action Center is great; I love the fact sheets, talking points etc. It is very easy to use."
- Deborah Lipman, Governmental Affairs Manager, Metropolitan Washington Airports Authority

"AAAE continues to be at the forefront of significant issues that affect the aviation community. Keep up the good work!"
- Captain LaPonda Fitchpatrick, Commanding Officer - Van Nuys Airport, Los Angeles Airport Police Operations

"Besides effective, everyone is extremely helpful and a pleasure to work with. All their efforts are highly appreciated."
- Mary Maher, Superintendent of OEA Facilities, General Aviation, Greater Orlando Aviation Authority/Orlando Executive Airport

"All the support is outstanding and we thank you!"
- Bradley Penrod, A.A.E., Executive Director/C.E.O., Allegheny County Airport Authority/Pittsburgh International Airport

"I find your reports and alerts extremely useful. I am extremely pleased with the service we get from the AAAE legislative and regulatory staff."
- Mary Buckley, Director, Government & Community Affairs, Denver International Airport

"Thank you all for your hard work in keeping the airport managers informed so that we can go about the business of actually running the airport, instead of monitoring government."
- John Barsalou, A.A.E., Airport Manager, Oscoda-Wurmsmith Airport Authority

"Great job. All of you don't receive enough thanks for the work you do on our behalf."
- Mike Williams, A.A.E, Director of Airports, County of San Bernardino

Visit the AAAE Government Affairs website at www.aaae.org/federal_affairs. Please do not hesitate to contact Gwen Papineau, Director, Legislative and Regulatory Communication at Gwen.Papineau@aaae.org or Steven Mandurano, Director, Transportation Security Policy at Steven.Mandurano@aaae.org with questions, concerns or further comments.

AAAE FEDERAL AFFAIRS MEMBERSHIP (REGULATORY & TRANSPORTATION SECURITY POLICY) (AS OF JULY 15, 2009)

Addison Airport
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 Monterey Peninsula Airport District

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 N.W. Arkansas Regional Airport Auth.
 Nantucket Memorial Airport
 Naples Municipal Airport
 Norfolk International Airport
 Outagamie County Regional Airport
 Philadelphia Int'l Airport
 Phoenix-Mesa Gateway Airport
 Pittsburgh International Airport
 Portland International Airport
 Redding Municipal Airport
 Reno-Tahoe Int'l Airport
 Rhode Island Airport Corp.
 Riverside County Airports
 Roanoke Regional Airport
 Salina Airport Authority
 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
 San Luis Obispo County Regional Airport
 Santa Barbara Municipal Airport
 Snohomish County Airport/Paine Field
 South Bend Regional Airport
 South Central Chapter AAAE
 Southeast Texas Regional Airport
 Southwest Chapter AAAE
 Tampa International Airport

The Port Authority of NY & NJ
 Toledo Express Airport
 Tri-Cities Regional Airport
 Tucson International Airport
 Tulsa International Airport
 Wichita Mid-Continent Airport
 Wilkes-Barre/Scranton Int'l Airport
 Will Rogers World Airport
 Yampa Valley Regional Airport

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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 Eclat 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.