

AMERICAN ASSOCIATION



OF AIRPORT EXECUTIVES

TRANSPORTATION SECURITY POLICY & REGULATORY AFFAIRS DEPARTMENTS



Fourth Quarter Report 2009

TRANSPORTATION SECURITY POLICY

AAAE DELIVERS ADVOCACY

Airport Executives Meet with TSA Leadership

The Ninth Annual AAAE/TSA/DHS Aviation Security Summit once again provided the opportunity for airport executives from across the country to engage in substantive aviation security policy discussions with senior leadership from the Transportation Security Administration (TSA).

AAAE President Chip Barclay started the day's discussion with a one-on-one session with TSA Chief of Staff Art Macias. As the highest-level political appointee at TSA, Macias serves as a key liaison between the agency and Secretary Janet Napolitano at the Department of Homeland Security (DHS). Macias addressed the challenges associated with the fact that TSA Administrator-designate Erroll Southers had not yet been confirmed by the Senate at the time of the Summit but noted that the situation has not stopped the agency from progressing on key initiatives, including priorities related to working towards a unified DHS and strengthening partnerships with key stakeholders such as airport operators. Macias cited AAAE's Biometric Airport Security Identification Consortium (BASIC, see page 4) as an outstanding example of how TSA and airport operators can work together in a public-private partnership to achieve mutual security objectives.

Other highlights of the discussions with TSA leadership at the Security Summit included (each of the substantive policy and programs are discussed in-depth later in this report):

- John Sammon, TSA's head of policy, outlined what to expect from the agency's expected Supplemental Notice of Proposed Rulemaking (SNPRM) on the proposed Large Aircraft Security Program for general aviation. The SNPRM is expected to be released in early 2010 and will likely focus on aircraft operator responsibility for securing their aircraft and ensuring a secure "chain of custody" for passengers and baggage rather than imposing new requirements on airport operators. Sammon also addressed air cargo security and progress made in meeting the August 2010 Congressional deadline for 100% screening of air cargo on passenger aircraft; the status of the Registered Traveler program; and regulatory reform.
- Assistant Administrator for Security Operations Lee Kair addressed changes at passenger screening checkpoints, including the impact that evolving technology and changing passenger travel habits have on Transportation Security Officers (TSOs). Kair noted that every single piece of equipment at the security checkpoint, from the "lights and loops" used by Travel Document Checkers, to the Advanced Technology x-ray used to screen carry-on baggage, to the walk-through metal detectors and advanced imaging technology, is in the process of being upgraded or replaced. He asserted that the advances in technology allow TSA to train TSOs to focus on anomalies rather than just prohibited items. In response to airports' concerns about the allocation of TSA personnel to non-traditional surveillance activities, Kair stressed TSA's commitment to its core mission of screening passengers and baggage once passenger traffic returns to higher levels.
- Robin Kane, TSA Assistant Administrator for Security Technology, addressed TSA's distribution of the \$1 billion in aviation security funding provided under the American

Recovery and Reinvestment Act economic stimulus legislation. Kane was joined by Jenel Cline, Program Manager for the Electronic Baggage Screening Program, who encouraged airports to work closely with their Federal Security Director and Regional Deployment Manager when submitting applications for funding in-line Explosive Detection System (EDS) baggage screening designs and upgrades.

- Doug Hofsass, who was recently promoted to Deputy Assistant Administrator for Transportation Sector Network Management (TSNM), echoed the comments of TSA's Chief of Staff on the strategic partnership between TSA and AAAE, again highlighting the unique and positive efforts of the BASIC group.



AAAE PRESIDENT CHIP BARCLAY TALKS WITH TSA'S CHIEF OF STAFF ART MACIAS AT THE NINTH ANNUAL AAAE/TSA/DHS AVIATION SECURITY SUMMIT IN WASHINGTON, D.C. IN DECEMBER.

Airport Innovative Security Measures Project and Survey

TSA recently launched outreach to airport operators, through AAAE, on their Airport Innovative Security Measures Project. In conjunction with the Homeland Security Studies and Analysis Institute, TSA is planning to provide a ready reference guide and proof of concept tool for innovative security measures at airports where airport operators have effectively and efficiently gone above and beyond the baseline requirements (i.e. those measures which exceed regulatory requirements or are employed in a particularly effective manner).

According to TSA, the intent of the project is to:

- Identify innovative security measures in use at commercial airports;
- Enhance TSA's understanding of the various factors airport operators consider when making security resource allocation decisions; and,
- Provide airport operators with a reference document of the innovative security measures and a proof-of-concept tool that will assist security resource allocation decisions.

Working with AAAE, TSA clarified that this project is not an inspection, vulnerability assessment, special emphasis assessment or compliance and enforcement tool. TSA released a survey in December as the first step in collecting information from airports about innovative security measures in place across the country. TSA will review the survey responses, which are due in early January, and will follow-up with site visits to airports throughout 2010 to further document and catalogue

innovative security measures that effectively and efficiently go above and beyond minimum baseline requirements.

Secure Tamper Evident Bags ASP Amendment

In December, TSA issued an Airport Security Program (ASP) amendment which establishes the requirement for ensuring that all liquids, aerosols, and gels (LAGs) purchased from duty-free vendors are packaged in a Secure Tamper Evident Bag (STEB) that meets International Civil Aviation Organization (ICAO) guidelines and delivered directly to the passenger at the boarding gate. Airports must update their ASP to incorporate this amendment by January 6, 2010.

TSA originally proposed the amendment in August 2008 and AAAE and airport members submitted comments highlighting the burdensome operational and financial requirements surrounding the use of STEBs, noting that such a requirement should not be put on airport operators. While the final amendment takes into account many of the concerns raised by AAAE and airport operators, and eases the operational burden for airport operators, it still places ultimate regulatory responsibility and liability on airport operators. TSA maintains this is necessary because duty-free vendors are not a regulated entity like airport operators.

Although the amendment is final, AAAE continues to work with TSA to discuss short-term alternatives on an airport-by-airport basis and long-term solutions such as technology that can detect harmful LAGs.



TSA'S DEPUTY ASSISTANT ADMINISTRATOR FOR TSMN DOUG HOFSSASS ADDRESSES AIRPORT EXECUTIVES AT THE NINTH ANNUAL AAAE/TSA/DHS AVIATION SECURITY SUMMIT IN WASHINGTON, D.C.

AAAE'S TRANSPORTATION SECURITY SERVICES COMMITTEE IDENTIFIES PRIORITIES FOR 2010

Regulatory Reform

The Baseline Efficiency Review is an initiative of the AAAE Transportation Security Services Committee launched in cooperation with TSA to review baseline security measures at the local level and develop alternative compliance procedures when appropriate. To build upon the success of the Baseline Efficiency Review, the Committee has joined the Airports Council International-North America (ACI-NA) Public Safety and Security Committee in an "In-Depth Security Review." The In-Depth Security Review is also being conducted in cooperation with TSA and involves a comprehensive review of all security measures at the national level, particularly Security Directives and Orange Alert AVSEC measures.

Mark Crosby, AAAE Transportation Security Services (TSS) Committee Chair and Chief of Public Safety and Security at Portland International Airport; Brigitte Goersch, Director of Security at the Greater Orlando Aviation Authority and Chair of the ACI-NA Public Safety and Security Committee; and representatives from TSA's Office of Chief Council, Office of Security Operations Compliance and Transportation Sector Network Management (TSNM) Commercial Airports, have met several times to review and discuss all active Security

Directives, in order to categorize whether provisions 1.) are outdated, 2.) need to be consolidated or 3.) need to be made part of a permanent regulation. The review has the support of TSA leadership and the agency is considering the group's recommendations regarding deleting certain provisions, grouping others into Airport Security Program amendments or formalizing others in regulation through Notice of Proposed Rulemakings.

The group, which again is comprised of AAAE and ACI-NA Committee leadership and staff, in addition to TSA policy, operations, and legal representatives, will meet again in February. Specific timelines for TSA to address recommendations related to relief, consolidation or rulemaking will be discussed at the next meeting.

TSA Personnel and Priorities

As airport operators prepare for the expected return of higher levels of passenger traffic, the AAAE TSS Committee is working closely with TSA to ensure that the agency will also be prepared to have the necessary staffing levels at the passenger screening checkpoint and for checked baggage screening operations. In recent years, TSA has added a number of programs that use TSOs in capacities away from the passenger checkpoint or checked baggage area, such as the Aviation Direct Access Screening Program (ADASP), Visual Intermodal Prevention and Response (VIPR) teams, Behavior Detection Officers (BDOs) and Operation Playbook.

Allocation of TSA personnel is related to another concern of TSS Committee airport members --TSA's role and responsibilities outside of the core screening areas and the potential impact on airport operations and resources, particularly in regard to Operation Playbook.

According to TSA, Operation Playbook is intended to create unpredictable and random security measures to detect, deter and mitigate both passenger and insider threats to aviation. Operation Playbook is approaching its one year anniversary and TSA is just beginning to have enough statistical data to look at trends and effectiveness of plays. For plays conducted in the public area, the Standard Operating Procedure (SOP) for Operation Playbook requires coordination with the airport operator and local law enforcement and TSOs are to observe and report to local law enforcement officers in the public domain. However, airports continue to express concern that this is not always the case, especially with plays conducted in public areas and, therefore, AAAE and its TSS Committee continue to highlight the need for TSA to effectively coordinate in advance with airport operators on initiatives.

As a result, on the November TSA monthly conference call with airport stakeholders, TSA addressed concerns surrounding Operation Playbook, reporting that:

- The Operation Playbook SOP was recently updated and includes signs that should be posted when plays involving canine search teams and voluntary search tables are being conducted.
- In response to airports' concerns regarding the posting of signage, TSA stated that the signs should only be posted when the specific operations are being conducted.
- There is no formal construct to issue Letters of Investigation under Operation Playbook. In addition, TSOs should not conduct tests under Operation Playbook.



AAAE'S CARTER MORRIS DISCUSSES AVIATION SECURITY ISSUES WITH TSA'S ASSISTANT ADMINISTRATOR TSNM JOHN SAMMON AT THE NINTH ANNUAL AAAE/TSA/ DHS AVIATION SECURITY SUMMIT IN WASHINGTON, D.C.

AAAE TAKES ACTION

Biometric Airport Security Identification Consortium (BASIC)

The Biometric Airport Security Identification Consortium (BASIC), chaired by Jeanne Olivier, Managing Director of 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.

Airport representatives, in conjunction with AAAE, formed BASIC in April 2008 to work collaboratively with TSA to define an airport-driven framework for implementing interoperable biometric-based credentials. The BASIC efforts are focused on two areas: 1) creating a comprehensive Concept of Operations that details the common elements of the framework necessary to achieve technical interoperability; and 2) proactively implementing these common elements at airport facilities, an effort which is referred to as the Early Adopter program.

The BASIC Technical Advisory Committee circulated an updated Concept of Operations to its members for review and comment in November. The Technical Advisory Committee is now finalizing the disposition of the comments received and will be circulating another updated draft to the full BASIC group in January.

The BASIC Concept of Operations defines the roles and responsibilities for participating entities in the framework. The federal government and the 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. The BASIC Concept of Operations also outlines a phased implementation with four distinct phases which allows airports to adopt elements of the

framework over a period of time that is suitable to the size and circumstances of each facility.

Progress is also being made with the Early Adopter airports. In December, San Francisco International Airport became the first airport to successfully complete Phase I implementation of BASIC program operations. Phase I of the BASIC program is also part of the Transportation Security Clearinghouse's new Automated Integration Services. The TSC's Automated Integration Services, or Phase I of BASIC, create a secure two-way messaging structure between the airport's badging system and the Clearinghouse to automate and integrate submission of biometric and biographic data for background vetting of aviation workers.

Has Your Airport Signed Up for the TSC's New Automated Integration Services?

Has your airport badging office signed-up for the Transportation Security Clearinghouse's (TSC) new Automated Integration Services yet? To date, more than 40 airports have expressed interest in this service.

The TSC's Automated Integration Services provides your airport badging office with the ability to combine and automate biometric and biographic data into a secure web-based messaging architecture.

Some of the benefits of this service include:

- Operational efficiency;
- Real-time results;
- Elimination of redundant processes; and
- Cost savings.

There is no fee to sign up. The TSC will also provide initial software free of charge at an airport's request and help your badging office set-up the new integration services if necessary.

ONGOING ISSUES

TSA Guidelines for Checked Baggage Inspection Systems

In December, TSA posted the revised Planning Guidelines and Design Standards (PGDS) for Checked Baggage Inspection Systems Version 3.0, dated November 27, 2009, to its website. The updated PGDS Version 3.0 reflects industry comments, results from four follow-on studies and additional TSA changes that have been made since the PGDS Version 2.0 was issued in January 2009.

PGDS Version 1.0 was originally prepared as part of the Baggage Screening Investment Study in 2006. The purpose of the evolving document is to provide guidance, ideas, and suggestions on ways to implement a high performance and cost-effective checked baggage inspection system. Recommendations and guidelines contained in the document might be highly beneficial in one airport environment while being virtually impossible to implement in another. The only exception is the information in Chapter 7, which provides design standards that should be closely followed during the design of any checked baggage system at U.S. airports.

Jenel Cline, Program Manager for Electronic Baggage Screening Program in TSA's Office of Security Operations, urged airports

applying for federal funding to pay particular attention to Appendix F of the document, which reviews allowable costs that can be federally funded. In remarks at the Ninth Annual AAAE/TSA/DHS Aviation Security Summit, Cline also urged airports to contact their Federal Security Directors and Regional Deployment Managers as early in the process of installing or upgrading checked baggage screening systems as possible. As AAAE previously reported, applications are now accepted on a rolling basis, rather than on a fiscal year calendar, and TSA is placing increasing emphasis on the alternative analysis required as part of the application process. Despite the significant funding provided for in-line EDS systems in Fiscal Year 2009 and through the American Recovery and Reinvestment Act, Cline stressed that funding for future years is uncertain at best and airports should begin the application process as soon as possible when considering installing or upgrading checked baggage inspection systems.



MARK CROSBY, CHIEF OF PUBLIC SAFETY AND SECURITY AT PDX AND THE CHAIR OF AAAE'S TRANSPORTATION SECURITY SERVICES COMMITTEE, DISCUSSES SECURITY TECHNOLOGY DEPLOYMENT AND FUNDING WITH TSA'S ASSISTANT ADMINISTRATOR OF SECURITY TECHNOLOGY ROBIN KANE.

Air Cargo Security

During the November TSA conference call with airport stakeholders, TSA's TSNM Office of Air Cargo reported on TSA's progress in meeting the congressionally mandated August 2010 deadline to screen 100% of cargo on passenger aircraft. TSA is relying on its Certified Cargo Screening Program (CCSP) to meet the screening requirement, especially for large bulk items shipped on wide-body passenger aircraft and specialty items that require unique handling. TSA reported that there are currently 507 Certified Cargo Screening Facilities (CCSF), of which 371 are Independent Air Carriers (IACs), 38 or 39 are independent screening facilities, and 98 are shipper locations. TSA expected more shipper locations to be interested in the Certified Cargo Screening Program, especially producers of high-tech products, perishables and pharmaceuticals, and is working to generate more interest from additional industries. Most major IACs at main cargo gateway airports are already certified. However, TSA continues to increase its outreach to the shipper community in large gateway markets in order to avoid potential major disruptions of large shipments on wide-body passenger aircraft in August 2010. Although TSA's work in meeting the Congressional mandate to screen 100% of cargo on passenger aircraft continues unabated in the face of the looming deadline, the TSA Office of Air Cargo was dealt a significant blow with the sudden death of Ed Kelly, TSA's General Manager for Air Cargo, on December 5, 2009.

A LOOK AHEAD

Airport Security Construction and Design Guidelines

The Aviation Security Advisory Committee (ASAC), a federal advisory committee of which AAAE has been a longstanding member, has formed a working group to update the *Airport Security Construction and Design Guidelines*, which were last updated in 2006. This effort will be chaired by TSA's Mike Duffy, Deputy General Manager for Commercial Airports and Paula Hochstetler, President of the Airports Consultants Council. The group anticipates removing sections related to baggage and checkpoint screening areas, as TSA specifications for these areas now exist, and inserting sections on blast analysis

and biometrics. AAAE will be part of this working group, which is expected to commence in January or February 2010, and will be collecting input from airport operators as part of the effort.

Aircraft Repair Station Security Notice of Proposed Rulemaking

On November 18, 2009, TSA published an Aircraft Repair Station Security Notice of Proposed Rulemaking (NPRM) in the Federal Register. Under the NPRM, TSA is proposing to improve the security of domestic and foreign aircraft repair stations as required by Congress. The proposed regulations establish requirements for repair stations that are certificated by the Federal Aviation Administration (FAA) to adopt and implement a standard security program and to comply with security directives issued by TSA. However, those repair stations that are in compliance with certain measures under airport security programs would be exempt from some of the new requirements. The NPRM also proposes to codify the scope of TSA's existing inspection program and to require regulated parties to allow TSA and Department of Homeland Security (DHS) officials to enter, inspect, and test property, facilities, and records relevant to repair stations. AAAE is carefully reviewing the NPRM and its potential impact on airport operators and will compile and submit comments on behalf of airports prior to the January 19, 2010 deadline.

Global Entry Program

DHS Secretary Janet Napolitano announced on November 19, 2009 the publication of a new proposed rule that would establish Global Entry as a permanent program. Global Entry is a U.S. Customs and Border Protection (CBP) voluntary initiative that streamlines the international arrivals and admission process at airports for trusted travelers through biometric identification. Global Entry is currently available as a pilot program at 20 U.S. international airports and allows pre-approved members a streamlined, automated alternative to regular passport processing lines. According to DHS, the program currently reduces average wait times by more than 70 percent, with more than 75 percent of travelers using Global Entry processed in under five minutes.

The proposed rule would end the current pilot and make Global Entry permanent, which would allow CBP to expand the program to additional U.S. international airports. Under the proposed rule, members currently participating in the pilot will have their time credited to the five year membership, so there will be no break in membership or need to re-apply when the program becomes permanent. Dan Tanciar, Program Manager for CBP's Trusted Traveler Programs, addressed the Global Entry Noticed of Proposed Rulemaking at the Ninth Annual AAAE Aviation Security Summit in December. AAAE will compile and submit comments on behalf of airports prior to the January 19, 2010 deadline.

MARK YOUR CALENDARS FOR THESE UPCOMING SECURITY MEETINGS

2010 AAAE/IAAE International Airport Security Conference
Strengthening Aviation Partnerships Across the Globe
 February 15-17, 2010 | Queenstown, New Zealand

General Aviation Issues & Security Conference
 June 29-July 1, 2010 | Morristown, New Jersey

AAAE Employee Credentialing & Access Control Symposium
 Summer 2010

REGULATORY AFFAIRS

AAAE DELIVERS NEWS AND UPDATES FROM THE NEW ADMINISTRATION

Leadership Changes

On December 7, 2009, President Obama announced his intent to nominate Michael P. Huerta to the post of Deputy Administrator for the Federal Aviation Administration (FAA).

Currently, Huerta owns his own consulting firm, which advises clients on transportation policy, technology and financing. From 1993 to 1998, Huerta served in two senior positions at the Department of Transportation (DOT) under President Bill Clinton, including Chief of Staff to then DOT Secretary Rodney Slater. Huerta has a master's degree from the Woodrow Wilson School of Public and International Affairs at Princeton University and a bachelor's degree from the University of California at Riverside. He is currently Chairman of the Board of Directors of the Intelligent Transportation Society of America (ITSA) and served as a member of President Obama's transition team for DOT.

Acting Deputy Administrator and Assistant Administrator for Security and Hazardous Materials Lynne Osmus has retired from federal service. FAA General Counsel David Grizzle is acting as the Deputy Administrator pending Huerta's confirmation.

As of the date this report is written, there is no official word on who will be appointed as Associate Administrator for Airports and Kate Lang remains at the helm of that office.

AAAE DELIVERS ADVOCACY AND INFORMATION

Sustainability

Sustainable Aviation Guidance Alliance

The Sustainable Aviation Guidance Alliance (SAGA) is a coalition of aviation organizations, including AAAE, started in 2008 in order to assist airport operators in their effort to plan, implement, and maintain sustainability programs.

The SAGA Planning Group unveiled the final draft of guidance for airport sustainability programs on October 12, 2009 at a press conference in Austin, Texas. This document includes an overview of what sustainability means, why it is important, how to develop a plan, and how to correctly implement and monitor a sustainability program. A searchable database with nearly 1,000 measures of specific practices that airports can use to make their facilities more environmentally friendly is also available at <http://www.airportsustainability.org>.

The group continues to seek quotes from airport directors in regards to economic and social benefits that can be obtained from sustainability programs to be incorporated into the live document and shared with others. This is intended to be a tool airports of any size can utilize. In order to make certain this document continues to be valuable, it will be updated regularly.

Water Quality

Effluent Limitation Guidelines

The Environmental Protection Agency (EPA) published the proposed

Effluent Limitations Guidelines (ELG) rule on deicing fluids on August 28, 2009. The basis of these limitations are to keep deicing chemicals such as ethylene glycol and propylene glycol, which can reach bodies of water near airports through stormwater runoff to a minimum.

The proposed rule would require airports with over 1,000 annual departures of scheduled commercial jet aircraft and greater than or equal to 10,000 or more annual total departures to:

- Collect 60 percent of deicing fluid (for airports applying greater than or equal to 460,000 gallons of concentrated fluid less any water added by the manufacturer or user before application) after sprayed the aircraft;
- Collect 20 percent of deicing fluid (for airports applying less than 460,000 gallons of concentrated fluid less any water added by the manufacturer or user before application) after sprayed the aircraft; and,
- Meet a specified numeric effluent limit for chemical oxygen demand [271 milligrams per liter (mg/L) daily maximum and a 154 mg/L weekly average] of stormwater discharged from the airport.

EPA stated that most airports, which use aircraft deicing fluid in amounts of 460,000 gallons or more, would likely be required to install centralized deicing pads to comply with the proposed requirement of collecting 60 percent and airports required to collect at least 20 percent of the spent fluid will need technologies such as glycol recovery vehicles. Those airports that are currently using urea would be required to switch to more environmentally-friendly material or reduce the discharges of ammonia from continued use of urea. Some AAAE airport members rely on urea for an economically reasonable alternative to other chemicals and would be affected by this proposal.

EPA's economic analysis estimates the cost impacts of the proposed effluent limitation guidelines on the aviation industry to be approximately \$91.3 million annually. This includes operational and maintenance costs of \$45.9 million annually and \$45.4 million annually in capital cost to construct deicing pads and purchase glycol recovery vehicles. AAAE, along with several consultants, is in the process of analyzing these impacts, and have discovered that while a few airports will not be heavily impacted by this rule, there are many others who would have a significant cost imposed as a result of acquiring new infrastructure. In addition, many land-constrained airports would not be able to operationally achieve what EPA is proposing in this NPRM.

AAAE has been working with other aviation trade associations including ACI-NA and the Air Transportation Association (ATA) to analyze the proposed rule language and develop comments. Together with ATA, ACI-NA, the National Air Transportation Association (NATA) and the Regional Airline Association (RAA), AAAE requested a sixty-day extension of the comment period for the proposed rule. The initial request was denied, with the EPA stating that they felt that outreach and consultation with industry in preparation for the rule had been sufficient. A second, more detailed and strongly worded letter was sent to the EPA on November 20, 2009. The EPA arrived at a favorable conclusion, and granted industry the 60 day extension. The date for comment to the EPA will now be February 26, 2010.

EPA proposes that the compliance date for the proposed rule will be



MICHAEL O'DONNELL,
DIRECTOR OF THE FAA
OFFICE OF AIRPORT
SAFETY AND STANDARDS,
SAT DOWN WITH AAAE'S
DIRECTOR OF REGULATORY
AFFAIRS, LESLIE RIEGLE
TO DISCUSS NEW AND ON-
GOING ISSUES HIS OFFICE
HAS BEEN WORKING ON.

30 days after promulgation. Permits issued after this date will need to include limits consistent with the final rule.

AAAE-ACI-NA ELG Survey

AAAE and ACI-NA distributed a survey to our collective membership in order to gather information to help support joint industry comments on the rule.

We received a representative sample of over one hundred responses from all sized facilities, the greatest response being from self-described "non-hub" airports. We asked our members several questions regarding the impact this rule would have on their airport financially as well as operationally. Such questions included whether the EPA had correctly identified the amount of annual snow or freezing precipitation (SOFP) days, departure numbers, as well as airfield and aircraft deicing fluid usage and collection. We also inquired as to whether airports thought they would be able to handle EPA's proposal without financial strain utilizing their existing infrastructure.

From this survey we noticed that most respondents were uncertain on how the proposed rule would ultimately affect them and airports were confused by many of the calculations or figures arrived upon by the EPA. Many stated this proposal was impossible to achieve while others concluded their general permits would be more strict than meeting requirements imposed by this NPRM. There were several flaws found in the document regarding the amount and type of fluid used at each facility. We are currently working with both the EPA and FAA on finding a resolution to the variance of these figures as well as highlighting additional operational constraints that would make this rule nearly impossible to comply with.

AAAE-ACI-NA Aircraft and Airfield Deicing and Stormwater Issues Webinar

On September 1 and 2, 2009, AAAE and ACI-NA hosted a live webinar to address deicing and stormwater issues. The four hour virtual conference mainly focused on the aforementioned ELG for Airport Deicing Proposed Rule. Over 150 participants logged on to hear presentations from and ask questions of the EPA, FAA, and top attorneys and consultants in water quality. An archived version of this webinar is available at http://www.aaae.org/e_services/Webinars.

National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges from Construction Activities

On October 19, 2009, the EPA announced they were seeking comments on to their planned one year extension of the 2008 stormwater construction general permit to June 30, 2011. The permit applies only where EPA is the permitting authority, which is in five states (Massachusetts, New Hampshire, New Mexico, Idaho and Alaska); Washington, D.C.; most territories; and most Indian country lands.

The permit regulates discharge of stormwater from construction sites that disturb one acre or more of land, and from smaller sites that are part of a larger, common plan of development. The permit requires construction site operators to comply with stormwater discharge requirements that are intended to prevent sediment loss, soil erosion and other pollution issues at active construction sites.

The proposed extension of the 2008 permit is necessary for the EPA in order to coordinate a revised permit with a second effort currently underway to establish national clean water standards, known as an ELG, for the construction and development industry by December 1, 2009. EPA set a 30-day comment period on the proposed extension.

Oil Spill Prevention, Control, and Countermeasure Rule

On November 16, 2009, the EPA announced its final regulation that amends certain requirements for facilities subject to the Oil Spill Prevention, Control and Countermeasure (SPCC) rule. These amendments are meant to clarify regulatory requirements, tailor requirements to particular industry sectors, and streamline certain requirements for a facility owner or operator subject to the rule. This initial rulemaking was proposed on October 15, 2007, finalized on December 5, 2008, but the agency decided to seek public comment again on February 3, 2009.

The amendments do not remove any regulatory requirement for owners or operators of facilities in operation before August 16, 2002 to develop, implement and maintain an SPCC plan in accordance with the SPCC regulations then in effect. Such facilities continue to be required to maintain their plans during the interim until the applicable date for revising and implementing their plans under the new amendments.

Aircraft Drinking Water

On October 6, 2009, the EPA issued a final rule that would provide for "safe and reliable" drinking water to aircraft passengers and crew. This rule provides multiple-barrier protection through requirements for coliform sampling, best management practices, corrective action, public notification, monitoring and operator training. According to the EPA, it will also better protect the public from illnesses caused by microbiological contamination.

The final aircraft drinking water rule takes the existing health-based drinking water regulations and tailors it to fit the unique characteristics of aircraft public water systems. Aircraft public water systems are subject to the requirements of the National Primary Drinking Water Regulations (NPDWRs) under the Safe Drinking Water Act. The rule amends NPDWRs for these systems, building on existing aircraft operations and maintenance programs.

The rule applies to the aircraft's onboard water system only. The Food and Drug Administration is responsible for regulating the airport watering points that include the water cabinets, carts, trucks, and hoses from which aircraft board water. EPA and the states are responsible for regulating the public water systems that supply drinking water to the airport watering points.

This rule only addresses aircraft within U.S. jurisdiction; however, EPA supported an international effort led by the World Health Organization to develop international guidelines for aircraft drinking water.

Air Quality

The U.S. EPA's finalization of a mandatory reporting rule for large greenhouse gas emitters has been complete, and those who fall under this

rule are required to begin monitoring on January 1, 2010. Additional steps have been made by the EPA which expand coverage of this rule. On December 23, 2009, the EPA announced their proposal which would require air quality monitoring around sources that emit a half ton or more of lead a year, lowering the current threshold from one ton a year to include more sources. The EPA states that this is in response to a petition for reconsideration requesting them to reevaluate the air monitoring requirements finalized in 2008 along with the tightened national air quality standards for lead. They also indicated that they are not reconsidering, nor delaying the implementation of, the 2008 lead standards, which requires states by January 1, 2010 to deploy lead monitors around sources emitting at least one ton of lead a year.

EPA will accept comments on the proposal 45 days after it is published in the Federal Register. AAAE will be collecting comments to submit to the EPA.



DEPARTMENT OF TRANSPORTATION SECRETARY RAY LAHOOD RESPONDS TO A QUESTION IN AN INTERVIEW WITH AAAE PRESIDENT CHIP BARCLAY.

General Aviation

Lead Emissions Standards

The general aviation community is still facing pressure to lower lead emissions in an economically viable way that will work with existing technology. In the last few years, there has been an increased effort to provide alternative fuels but the pace of these efforts is not likely to satisfy the EPA and other groups that are seeking more strict standards for lead emissions.

Friends of the Earth initially petitioned EPA on November 16, 2007, proposing emission standards for lead from piston engine GA aircraft, stating that the Clean Air Act requires EPA to minimize lead exposure, not only to those within the vicinity of the aircraft and airport, but also more broadly to protect public health and welfare. EPA at that time recognized that there was no suitable alternative for leaded aviation fuel for GA aircraft, and additional regulation would cause significant challenges for all users of GA aircraft.

EPA did, however, publish a notice of petition for rulemaking, with a public comment period that closed March 17, 2008. EPA regulates lead as a contaminant under the Clean Air Act, as part of the National Ambient Air Quality Standards (NAAQS).

After analyzing the comments received in the rulemaking proceeding, EPA assessed all potential sources of lead emissions and the health impacts of this contaminant, which led to a revision to NAAQS in October 2008. This tightened the amount of allowable airborne lead emissions and was the first change to the standard since 1978 and required all covered industries to comply with such standards and reductions to be made by October 2011.

Additional signaling from EPA leads us to believe that this issue will pick up steam once again. On October 28, 2009, EPA requested Nominations of Experts for the Clean Air Scientific Advisory Committee (CASAC) Lead Review Panel. Under the Clean Air Act, EPA periodically must review and update the air quality criteria and the NAAQS for the six "criteria" air pollutants, which include lead. EPA has named avgas as one of the most "significant sources of lead," but it remains unclear just what this alteration of standards will mean for 100LL fuel.

Runway Safety

Runway Safety Council

The Runway Safety Council was created in October 2008 by the FAA to act as a joint government-industry body that would take a more thorough, systemic approach to analyze runway safety accidents in order to improve runway safety. AAAE was selected as a member of the council which includes officials from the FAA, the National Air Traffic Controllers Association, the Professional Aviation Safety Specialists, the Air Line Pilots Association, ATA, ACI-NA, the Aircraft Owners and Pilots Association, the National Association of Flight Instructors, the National Business Aviation Association and the Air Taxi Association.

The last meeting was held on November 30, 2009. For the first time there was a reported 6 percent decline in total runway incursions from this time last year. In total, there were a reported 951 incidents. The rate of incursions, however, did go up slightly, as the amount of operations continue to decrease. On another positive note, there were only 12 serious runway incursions, which is half of the number of the best year recorded.

Although general aviation aircraft are responsible for the largest number of incursions, the amount of commercial airline incidents are up slightly. Historically, commercial aircraft are involved with 1/3 of runway incursions; from 2007 to 2008, this number jumped 4%. Pilot deviations were still the main reported factor in these incidents (62% this year). In the month of October 2009, there were 66 runway incursions and 41 of these were due to pilot deviations.

The purpose of the Council, as well as the Root Cause Analysis Team (RCAT), are to identify and implement both short and long-term steps in order to improve runway safety. These initiatives have focused on improved procedures, increased training for airport and airline personnel, and enhanced airport signs and markings. A critical component in this initiative is the thorough analysis involved subsequent to the incursion in order to better determine the cause. Such studies are continuous and reported to the Council by the RCAT team.

FAA/AAAE International Runway Safety Summit

AAAE teamed up with FAA and the MITRE Corporation to hold its first International Runway Safety Summit (IRSS) December 1-3, 2009 in Washington, DC. The IRSS' agenda was two and a half packed days comprised of expert discussions, analyses and reviews of runway

safety's most critical issues. Keynote speakers included National Transportation Safety Board (NTSB) Chairman Deborah Hersman, who took the FAA to task for not completing open recommendations, Captain Robert Bragg, Pan Am Officer in the Tenerife accident, and FAA COO Hank Krakowski. DOT Deputy Secretary John Porcari and FAA Administrator Randy Babbitt also addressed the delegates. Interactive discussions surrounded such topics as: human factors; airport geometry, signs, markings, and lighting; technology today and tomorrow; cockpit and ATC procedures; and Safety Management Systems (SMS) systems issues. Over 500 delegates from nearly 20 countries were present.



NTSB CHAIR DEBORAH HERSMAN ADDRESSES ATTENDEES AT THE FAA INTERNATIONAL RUNWAY SAFETY SUMMIT IN EARLY DECEMBER. HERSMAN WAS SWORN IN AS THE 12TH CHAIRMAN OF THE NTSB ON JULY 28, 2009, FOLLOWING HER NOMINATION TO THE POST BY PRESIDENT BARACK OBAMA AND CONFIRMATION BY THE UNITED STATES SENATE.

Disadvantaged Business Enterprise (DBE) and Airport Concession Disadvantaged Business Enterprise (ACDBE)

The FAA has begun holding regular meetings with airport stakeholders on Disadvantaged Business Enterprise (DBE) and Airport Concession Disadvantaged Business Enterprise (ACDBE) issues. The most recent meeting, held at FAA Headquarters on November 5, 2009, was attended by AAAE staff. AAAE Diversity Committee Chairman Levert Hood, C.M. participated via teleconference. FAA and DOT staff provided an update on the sunset provision, 49 CFR Part 23, certification reciprocity and uniformity, and Personal Net Worth (PNW) adjustments. DOT is drafting an NPRM to update some of these issues and address concerns expressed by stakeholders.

FAA Advisory Circulars and CertAlerts

Pavement

The FAA has recently published two Advisory Circulars (ACs) relating to pavement:

- **Guidelines and Procedures for Measuring Airfield Pavement Roughness, AC 150/5380-9**

This AC provides guidelines and procedures for measuring and evaluating runway roughness. The guidance in this AC provides technical procedures to quantify surface irregularities and to determine how surface irregularities may affect specific categories of airplanes. The FAA recommends the guidelines and standards in this AC for evaluating the roughness of new and existing paved surfaces.

In general, use of this AC is not mandatory but is required for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charges (PFC) Program.

- **Airport Pavement Design and Evaluation, AC 150/5320-6E**

This document provides guidance on the design and evaluation of pavements at civil airports. This AC cancels AC 150/5320-6D, Airport Pavement Design and Evaluation, dated July 7, 1995.

Airport Construction Standards

On November 17, 2009, the FAA issued an AC on standards for specifying construction of airports. AC 150/5370-10E provides standards for the construction of airports and covers general provisions, earthwork, flexible base courses, rigid base courses, flexible surface courses, rigid pavement, fencing, drainage, turfing, and lighting installation. Updated items included: Revised Item P-620, Runway and Taxiway Painting, New Item P-621, and Saw-Cut Grooves.



CHIEF OPERATING OFFICER OF THE FEDERAL AVIATION ADMINISTRATION, HANK KRAKOWSKI, PROVIDED A KEYNOTE SPEECH ON DAY 2 OF THE INAUGURAL FAA INTERNATIONAL RUNWAY SAFETY SUMMIT IN WASHINGTON, DC.

Safety Advisory

Lithium Battery Safety Advisory

On October 7, 2009, the DOT issued a safety advisory in the Federal Register targeting shippers and carriers responsible for compliance with hazardous materials regulations covering both passenger and cargo aircraft as part of the Department's continuing effort to promote the safe transportation of lithium batteries.

The Pipeline and Hazardous Materials Safety Administration (PHMSA), in coordination with the FAA, published the advisory to highlight recent aviation incidents involving lithium batteries, outline the current regulatory requirements for the safe transportation of lithium batteries, and announce that the two agencies are stepping up enforcement of the safety standards. PHMSA and FAA are concerned that many persons who ship lithium batteries do not recognize the hazards posed by these batteries during transportation.

Lithium batteries are considered hazardous materials in transportation because they present both chemical and electrical hazards. If not safely packaged and handled when transported, lithium batteries can become dangerous. Since 1991, more than 40 air transport-related incidents

involving lithium batteries and devices powered by lithium batteries have been identified. Many of these incidents were directly related to the lack of awareness of the regulations, risks and required safety measures applicable to the shipment of lithium batteries.

FAA Orders

Airport Compliance Manual

The FAA requested comments on October 13, 2009 regarding Order 5190.6B, the Airport Compliance Manual that was issued on September 30 of this year and effective upon issuance. This cancels Order 5190.6A, Airport Compliance Requirements, which was issued on October 2, 1989.

This newly issued manual (Order 5190.6B) provides guidance to FAA employees on administration and implementation of the FAA airport compliance program. This program implements FAA's responsibilities for the enforcement of the obligations of airport operators to the United States Government arising from FAA grant agreements and from federal deeds of property for airport use. The order updates canceled Order 5190.6A by reflecting statutes, policy changes, case decisions and complaint resolution procedural rules issued since 1989 and also by including more specific guidance material on a number of compliance subjects. FAA orders are intended only to be used for FAA employees.

AAAE is currently seeking comments to submit to the FAA prior to March 18, 2010. After the end of that month, the agency will make a determination as to whether any further revision of the guidance is required.

Compliance Guidance Letters

Through-the-Fence and On-Airport Residential Access to Federally Obligated Airports

On October 20, 2009, the FAA issued Compliance Guidance Letter (CGL) 2009-1 on Through-the-Fence and On-Airport Residential Access to Federally Obligated Airports. The purpose of this CGL is to provide guidance to FAA personnel regarding an airport sponsor's federal obligations as it relates to an on-airport residential development and residential through-the-fence access. This CGL is consistent with the Grant Assurances, FAA Order 5190.6B, FAA Airport Compliance Manual, and precedents stated in determinations issued according to 14 CFR Part 16, *Rules of Practice for Federally-Assisted Airport Enforcement Proceedings*.

AAAE collected and submitted comments to the FAA on December 21, 2009 regarding lot splits/sales and the potential resulting burden

of an airport sponsor after this point to update the access agreement. We will keep AAAE membership posted on any decisions FAA makes in regards to this issue.

Flight Safety

On December 1, 2009, the FAA published a new rule in an effort to increase winter flying safety by prohibiting takeoffs with "polished frost" — frost buffed to make it smooth — on the wings, stabilizers and control surfaces of several classes of aircraft. This new rule will go into effect on January 30, 2010, and will affect 57 operators flying 188 aircraft. The FAA already prohibits major and regional air carriers from operating with polished frost.

The new rules also clarify that affected aircraft must have functioning deicing or anti-icing equipment for flights under Instrument Flight Rules into known or forecast light or moderate icing conditions, or under Visual Flight Rules into known light or moderate icing conditions. In assuming that operators would choose wing covers, the FAA estimates the cost of compliance in the 2009-2018 period to be around \$164,000. The benefits in the same period are projected at \$980,000.

The FAA stated that the presence of frost can cause adverse aerodynamic problems, including a 30% or more reduction in maximum wing lift, significant increase in drag and several degrees' reduction in the attack for maximum lift. Reducing dangers to aircraft flying in icing conditions is listed as one of the NTSB's "Most Wanted" on their list of safety improvements.

MARK YOUR CALENDARS FOR THESE IMPORTANT 2010 REGULATORY AFFAIRS MEETINGS!

35th Annual FAA Aviation Forecast Conference
March 9- 10, 2010 | Washington, DC

AAAE Passenger Facility Charges (PFC) Workshop
April 13, 2010 | Washington, DC

AAAE Rates and Charges Workshop
April 14- 15, 2010 | Washington, DC

**2010 FAA Worldwide Airport Technology Transfer Conference
and Exposition**
April 20- 22, 2010 | Atlantic City, NJ

2010 AAAE & ALA Federal Affairs Membership

By now your airport or company has received its **2010 AAAE & ALA Federal Affairs Membership** information. We are grateful to those airports and their industry partners that have already pledged their support for 2010!

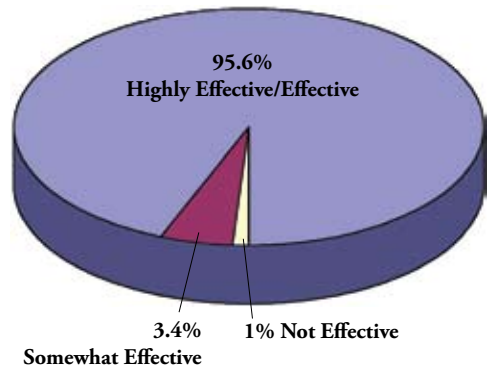
Please contact the AAAE staff if you have any questions regarding the benefits to participation in this vital program. If you would like more information, please contact Gwen Papineau, Director, Legislative & Regulatory Communication at gwen.papineau@aaae.org

2009

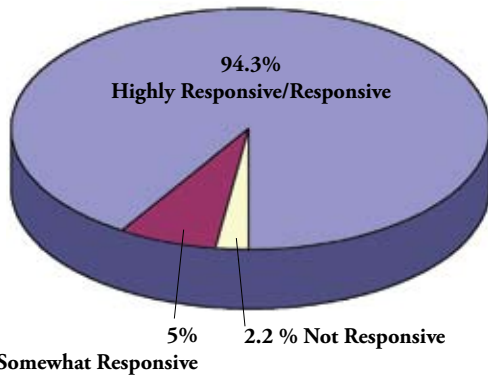
AAAE's GOVERNMENT AFFAIRS YEAR-END SURVEY RESULTS

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.

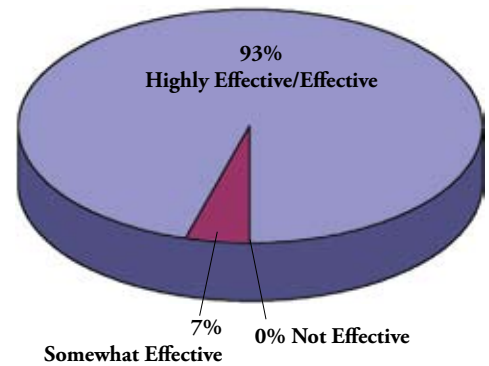
HOW WOULD YOU RATE THE OVERALL COMMUNICATIONS FROM AAAE'S POLICY DEPARTMENTS?



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



OVERALL, THE AAAE POLICY DEPARTMENTS ARE:



"Keep up the great staff work! I can always rely on timely, accurate and essential information from all departments."
- Mark Brewer, Airport Director
Manchester-Boston Regional Airport

"Thank you for your services. I am a huge fan of the Security SmartBrief and Regulatory Recap. Keep up the good work."
- Kevin Daugherty, A.A.E., Airport Manager
Frederick Municipal Airport

"Greatest staff on the Hill!"
- Timothy A. Skinner, Assistant Airport Manager
Lihue Airport

"AAAE continues to provide great value on the legislative side of the business."
- Skip Miller, A.A.E., Executive Director
Louisville International Airport

"Overall AAAE does a good job in the most trying of times we have had in a long time."
- Gary Cyr, A.A.E., Director of Aviation
Springfield-Branson National Airport

"I couldn't do my job as effectively without the information I receive from you."
- Mary Buckley, Director, Government and Community Affairs
Denver International Airport

Addison Airport
Aspen/Pitkin County Airport
Baltimore/Washington Int'l Thurgood Marshall Airport
Bangor International Airport
Bert Mooney Airport Authority
Billings Logan Int'l Airport
Birmingham-Shuttlesworth Int'l Airport
Bismarck Airport
Capital Region Airport Authority
Centennial Airport
Chattanooga Metropolitan Airport
Cherry Capital Airport
Cheyenne Regional Airport
Chicago Executive Airport
City of Brownsville/S. Padre Island Int'l Airport
Cleveland Hopkins International Airport
Columbus Regional Airport Authority
Dallas/Fort Worth Int'l Airport
Dothan RGNL
Durango LaPlata County Airport
El Paso International Airport
Elmira-Corning Regional Airport
Eugene Airport
Evansville Regional Airport
 Fargo-Hector International Airport
Flagstaff Pulliam Airport
Fort Wayne International Airport
Frederick Municipal Airport

Friedman Memorial Airport Authority
Gallatin Field Airport
General Mitchell Int'l Airport
Gerald R. Ford International Airport
Glacier Park International Airport
Glynn County Airport Commission
Great Lakes Chapter AAAE
Hartsfield-Jackson Atlanta Int'l Airport
Humboldt County Aviation Division
Jackson Hole Airport
Jackson-Evers International Airport
John Wayne - Orange County Airport
Kern County Dept. of Airports
Kissimmee Gateway Airport
Lafayette Regional Airport
Laughlin/Bullhead Int'l Airport
Lexington Blue Grass Airport
Los Angeles World Airports
Louis Armstrong New Orleans Int'l Airport
Louisville International Airport
Manchester - Boston Regional Airport
Massachusetts Port Authority
MBS International Airport
Melbourne Int'l Airport
Memphis International Airport
Metropolitan Knoxville Airport Authority
Metropolitan Washington Airports Auth.
Miami International Airport
Michigan Assoc. of Airport Execs.

Monterey Peninsula Airport District
Morristown Municipal Airport
N.W. Arkansas Regional Airport Auth.
Nantucket Memorial Airport
Naples Municipal Airport
Norfolk International Airport
Outagamie County Regional Airport
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

AAAE & ALA Federal Affairs Corporate Membership (as of December 24, 2009)

(Companies listed in bold have participated at the Ranking Member or Chairman's Circle level)

Airbus Americas Inc.
Airserv Corporation
ADB Airfield Solutions
Covenant Aviation Security LLC
FirstLine Transportation Security
GE Security
Global Security Group
Hi-Lite Markings, Inc.
Hudson Group
Jacobs Consultancy
Lea+Elliott, Inc.
RS&H
Reveal Imaging Technologies
SureScan Corporation
The Convention Store, Inc.

Mark your calendars!

Information for the 2010 AAAE & ALA Federal Affairs Membership was mailed out on November 1, 2009. Please watch your mailbox for this important membership! If you have questions regarding the AAAE & ALA Federal Affairs Membership contact gwen.papineau@aaae.org. We thank you for your support in 2009!



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.



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.



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.



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.



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.



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.