FAA Restructuring Talks Gain Momentum as Budgets Change

A TCA President and CEO Peter F. Dumont introduced Tuesday’s FAA Restructuring session by reading a memo that called for the FAA to be financed solely by its users.

Then he announced the date of the memo: 1994. As the audience laughed, Dumont noted that while FAA restructuring certainly isn’t a new conversation, it’s particularly relevant now in the age of sequestration and budgetary fluctuations.

In fact, said session panelist Bob Poole of the Reason Foundation, an FAA restructuring bill could appear before Congress as early as next year, spearheaded by Rep. Bill Shuster, chair of the House Committee on Transportation and Infrastructure.

“He knows that his best shot at a legacy is a big transformation of air traffic control,” Poole said.

Dumont asked panelists to consider two key questions involved in FAA restructuring: What’s the problem? And are corporatization and privatization the solutions?

In response to the first question, Dr. Stephen Van Beek, ICF International, said “the problem is that our air traffic control system—and I think this is something that everyone in this room understands, but that Washington doesn’t understand very well—is too tied to politics and budgetary dysfunction.”

Frank Frisbie, a former FAA senior executive and current principal of Double F Consulting, said he remembers how in 1982, the FAA’s facilities and equipment budget was $2.5 billion. In 2015, the budget will be $2.6 billion. “It’s ridiculous that there’s been no change in all these years,” he said.

Frisbie said another problem is that the “FAA gets all kinds of policy direction on both large and small policy—it’s micromanaged not only by the Congress and the OEB, but also others.”

Poole also cited organizational structure as a key issue. “The FAA has a slow decision-making process, with many people who can say no,” he said. “And Congress as a board of directors is a bug, not a feature. It leads the agency to look to Congress as its de facto customer, because that’s where the agency gets its budget.”

Rick Ducharme, who retired from the FAA in 2012 and then joined Metron Aviation, believes the agency has a problem prioritizing what it wants to do and then closing the deal. “It feels like we get to 90 percent and then shift left or shift right,” he said. “It’s like we get cold feet—we’re ready to go, ready to implement something and then we say stop, let’s analyze it further.”

Michael Perrone, Professional Aviation Safety Specialists (PASS), said before anyone tries to solve the FAA’s problems, it’s important to analyze the funding issues. “In this state of frenzy, we can actually make it worse if we don’t understand the funding,” he said.

In particular, Perrone believes any proposed “fix” of the FAA needs to take into account how it impacts NextGen funding and implementation. “The rock is almost to the top of the hill, ready to go over,” he said. “If we reinvent the wheel, we could be back at the bottom of the hill, starting all over.”

Perrone also believes Congress is not necessarily an impediment to the FAA. “Congress is there to protect the flying public,” he said. “You may want to transition the FAA to something else, but is it going to be as safe and as effective?”

Lee Moak, Air Line Pilots

Date Change for ATCA Scholarship Golf Tournament — October 23rd!

Join us for the ATCA Scholarship Golf Tournament, October 23 at 9 a.m. at 1757 Golf Club in Dulles, VA.

Now you can still attend the October 16th Aero Club luncheon with FAA Administrator Michael Huerta, enjoy the golf event and support a great cause.

Get out of the office and enjoy a beautiful fall day. All proceeds will benefit the ATCA Scholarship fund. Golf registration is available at www.atca.org.
EUROCONTROL Offers Roadmap for Managing Civil and Military Airspace

Managing the civil and military airspace throughout Europe is a complex endeavor. During Tuesday morning’s CMAC keynote address, EUROCONTROL Director General Frank Brenner shared his organization’s strategies and future plans for a single European sky.

Brenner said civil-military cooperation is a vital component of how America and Europe manage their skies, and is increasingly important in Asian nations like China. In fact, he said, it’s expected that by 2030, there will be more air traffic in Asia than in Europe and the U.S. combined.

EUROCONTROL offers a blue-print for how to manage multiple sovereign civil and military airspaces. “The organization has 40 member states stretching from Ireland to Malta—16 more than the European Union. Next year, Estonia is expected to join and bump up EUROCONTROL membership to 41 states.”

Brenner said “EUROCONTROL is a very unusual creature” in that it doesn’t have permanent civil or military airspace. Instead, all airspace is shared, although parts of the airspace can be reserved for military exercises—but only for the specific time period of that exercise.

“This flexible use of the airspace is built on trust,” Brenner said. “We singled that out last year as a particular EUROCONTROL strength.”

EUROCONTROL’s civil-military airspace is managed via the Advanced Flexible Use of Airspace (AFUA) operational concept. Brenner said AFUA components include integrated collaborative decision making (CDM) and rolling processes. All available seat miles (ASM) data is updated and available in real time, with a common reference database, common situation awareness, interoperable support systems, ASM data complemented by air traffic flow capacity management (ATFCM) data, harmonized CDM procedures, proactive CDM, and stored data available for analysis.

“AFUA brings EUROCONTROL closer to what you already experience on this side of the Atlantic,” Brenner told the audience.

Through its Pan-European Repository of Information Supporting Civil-Military Performance Measurement (PRISIMIL) program, EUROCONTROL has also started to measure the civil-military partnership is improving performance for both stakeholders.

The Royal Netherlands Air Force is aiding that effort by providing its air traffic data management information to EUROCONTROL.

“This level of trust demonstrates that there’s a tangible way to collect data and keep the aircraft flying,” Brenner said. “What’s vital to the whole process is that it’s a partnership between civil and military—a partnership based on transparency and trust.”

Brenner pointed out that NextGen, SESAR, and other performance targets are based entirely on civil performance, so there’s a need to measure military mission effectiveness in order to ensure that Eurocontrol is providing everything that the military needs.

ANSPs Present Views On Global Harmonization

During the Tuesday afternoon session Delivering Global Harmonization, a quintet of representatives from worldwide air traffic organizations discussed the key issues that either help or hinder their stakeholders’ ability to fully interact with the global aviation community.

Jason Harfield, Airservices Australia, said because 15-hour flights are the norm in and out of Australia, his organization views its service region as stretching from the Americas to Africa. Consequently, “ASBs have to be coordinated across the region, so we are very active in Asia-Pacific implementation groups,” he said.

“Our goal really is to think global and act local,” Harfield said. “When building systems, we believe the focus should be on the outcome rather the methodology.”

David Batchelor, SESAR JU, said while interoperability is at the heart of Europeans do, “there are clearly some areas where Europe and the U.S. have different approaches or timelines.”

Batchelor said SESAR has developed a framework to explore those differences and determine when it may be appropriate to harmonize. Key issues in which the U.S. and Europe have different positions but are trying to work together include data communications, separation standards and wake turbulence, and the FAA’s System Wide Information Management (SWIM) program.

The FAA held its first mini global test in September with seven international partners, and plans to invite other partners to its second test, said Carey Fagan, the FAA’s executive director for international affairs. Fagan said because about 70 percent of U.S. international traffic is to the Americas, the FAA is partnering with neighboring ANSPs to share data on major focus areas like increases in efficiency and air traffic flow management. The FAA is also working with the International Air Transport Association (IATA) on ASBs.
ATCA 59 ANNUAL SCHEDULE OF EVENTS

Wednesday, October 1

7:30 a.m. – 2 p.m.
Registration Open
Convention Center Prefunction Area

7:30 – 8:30 a.m.
Welcome Coffee
Maryland Ballroom Foyer

7:30 a.m. – 4 p.m.
Moderators, Speakers, and Coordinators Ready Room Open
Chesapeake I

9 a.m. – 3 p.m.
Exhibit Hall Open
Prince Georges Exhibit Halls D & E

9 a.m. – 10:15 a.m.
Looking Ahead: What does the NAS Look Like in 2025?
Moderator: James H. Washington, B3 Solutions
Speakers: Steve Bradford, FAA
John Cavolowsky, NASA
Peter Rogoff, Under Secretary for Transportation Policy
Bobby Sturgell, Rockwell Collins
Don Thomas, Aireon
Michael Toscano, AUVSI
Maryland Ballroom B&D

10:15 – 11:15 a.m.
Break with Exhibitors
Prince Georges Exhibit Halls D & E
Sponsored by SAAB

11:15 a.m. – 12:30 p.m.
Unmanned Aircraft Systems: NAS Integration Efforts and Standards Development
Moderator: Paul McDuffee, Insitu
Speakers: Bob Becklund, North Dakota Test Site
Carl King, DOD
John McGraw, Aerospace Consulting, LLC
Chris Stephenson, NATCA
Jim Williams, FAA
Maryland Ballroom B&D

12:30 – 2 p.m.
Networking Lunch with Exhibitors in the Exhibit Hall
Prince Georges Exhibit Halls D & E

Continued on page 6
CMAC ANNUAL SCHEDULE OF EVENTS

Wednesday, October 1

7:30 a.m. – 2 p.m.
Registration Open
Convention Center Pre-function Area

7:30 a.m. – 4 p.m.
Moderators, Speakers, Coordinators Ready Room Open
Chesapeake I

7:30 – 8:30 a.m.
Welcome Coffee
Maryland Ballroom Foyer

8:30 – 9 a.m.
Keynote:
Jason Harfield, Airservices Australia
Maryland Ballroom C

9 a.m. - 3 p.m.
Exhibit Hall Open
Prince George's Exhibit Halls D & E

10:15 - 11:15 a.m.
Break with Exhibitors
Sponsored by SAAB

11:15 a.m. – 12:30 p.m.
What Does the Military See as Its Role in Future ATM systems?
Moderator: Ed Wright, USAF

12:30 – 12:45 p.m.
Closing Remarks of CMAC 2014
Peter F. Dumont, President and CEO, Air Traffic Control Association
Maryland Ballroom C

12:45 – 2 p.m.
Networking Lunch with Exhibitors in Exhibit Hall
Prince Georges Exhibit Halls D & E

AFMC HQ AFFSA
Speakers: Todd Donovan, Thales
David Setser, Lead Engineer, Aerospace Mgmt Sys Div, AFL-CMC/HBA, DOD
Jim Roberts, DOD
Maryland Ballroom C

Doug Davis, Storm
Rudolph, Pennington

Donovan
Setser
Wright

WEDNESDAY, OCTOBER 1, 2014
ATCA TODAY
ATCA 59 ANNUAL SCHEDULE OF EVENTS

Continued from page 3

2 – 2:30 p.m.
Keynote:
Tina Amereihn, Deputy Assistant Administrator for Information Services and Chief Information Officer, Federal Aviation Administration
Maryland Ballroom B&D

2:30 – 3:45 p.m.
ATM Transition to Digital Government: NAS and Non-NAS IT Integration of NextGen
Moderator: Pam Whitley, FAA
Speakers: Daniel Baker, FlightAware
Maureen Cedro, FAA
Rich Jehlen, FAA
Natesh Manikoth, FAA

3 p.m.
Exhibit Hall Closes

3:45 – 4 p.m.
Closing Remarks
Peter F. Dumont, President and CEO, Air Traffic Control Association
Maryland Ballroom B&D

Wednesday Evening:
Glen A. Gilbert Memorial Award
Honoring Monte Belger, President, Metron Aviation

6 – 7 p.m.
Glen A. Gilbert Memorial Award Reception
Maryland Ballroom Foyer
Sponsored by The Boeing Company

7 – 9 p.m.
Glen A. Gilbert Memorial Award Banquet
Maryland Ballroom B&D
Sponsored by The Boeing Company

—Professional Accolades for Belger, see page 8

Delivering Operational Confidence
CSSI’s TransMobility Solutions™ optimize transportation systems globally

CSSI’s TransMobility Solutions™ improve operations, streamline systems, increase safety and manage innovations for all sectors of the transportation industry. Leveraging deep roots in aviation, innovators at CSSI have pioneered analytics and best practices that ensure transportation systems are designed and equipped to safely and efficiently move people and materials.

To learn more:
Visit us at booth 312
Read our blog: www.cssiinc.com/blog
Exhibitor & ATCA Member Spotlight: HCRQ, Inc. (Booth #128)

HCRQ, Inc. is one of the pioneers in the field of system safety. The company has 26 years of experience in both system and software safety. In addition, for the last 22 years it has been teaching courses and webinars in both of these specialty areas.

“We have experience in both ground-based and airborne systems and the safety standards that govern them,” explains Hunter Austegard, Director, Consulting for HCRQ.

Those safety standards include SAE ARP4754A, SAE ARP4761, FAA Safety Management System Manual, and the FAA SRM10A. “Our software safety expertise complements DO-278A and DO-178C. HCRQ has also provided support to system safety and software safety working groups,” says Austegard.

Want more information on HCRQ? Visit Booth #128 on the Exhibit Hall Floor or visit www.hcrq.com online!

Telephonics Awarded Contract for Passive Detection & Reporting Technology

FARMINGDALE, NEW YORK, September 30, 2014 – Telephonics Corporation, a wholly owned subsidiary of Griffon Corporation (NYSE: GFF), announced today that it has been awarded a new contract for its Passive Detection and Reporting System (PDRS) and is showcasing this advanced technology at booth #245 of the Air Traffic Control Association’s 59th Annual Conference & Exposition being held in National Harbor, Maryland.

PDRS reduces radio frequency transmissions, all-calls and interrogation rates in air traffic by acting as a receive-only system and also by cueing a Mode S Identification Friend or Foe (IFF) interrogator.

Shuttle Bus Schedule

Wednesday, October 1

Departures From FAA (with access to L’Enfant Plaza Metro)
FAA FOB10A from the C Street side of the building to Gaylord Hotel

<table>
<thead>
<tr>
<th>Shuttle Time</th>
<th>Departures From FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30 A.M.</td>
<td>8:15 A.M.</td>
</tr>
<tr>
<td>8:00 A.M.</td>
<td>8:45 A.M.</td>
</tr>
<tr>
<td>8:30 A.M.</td>
<td>9:15 A.M.</td>
</tr>
<tr>
<td>9:00 A.M.</td>
<td>9:45 A.M.</td>
</tr>
<tr>
<td>9:30 A.M.</td>
<td>10:15 A.M.</td>
</tr>
<tr>
<td>10:00 A.M.</td>
<td>10:45 A.M.</td>
</tr>
<tr>
<td>10:30 A.M.</td>
<td>11:15 A.M.</td>
</tr>
<tr>
<td>11:00 A.M.</td>
<td>11:45 A.M.</td>
</tr>
<tr>
<td>11:30 A.M.</td>
<td>12:15 P.M.</td>
</tr>
<tr>
<td>12:00 A.M.</td>
<td>12:45 P.M.</td>
</tr>
<tr>
<td>12:30 P.M.</td>
<td>1:15 P.M.</td>
</tr>
<tr>
<td>1:00 P.M.</td>
<td>1:45 P.M.</td>
</tr>
<tr>
<td>1:30 P.M.</td>
<td>2:15 P.M.</td>
</tr>
<tr>
<td>2:00 P.M.</td>
<td>2:45 P.M.</td>
</tr>
<tr>
<td>2:30 P.M.</td>
<td>3:15 P.M.</td>
</tr>
<tr>
<td>3:00 P.M.</td>
<td>3:45 P.M.</td>
</tr>
<tr>
<td></td>
<td>4:30 P.M.</td>
</tr>
</tbody>
</table>

Departures From Gaylord National Harbor
Gaylord Hotel Resort & Convention Center
(*Returning to FAA FOB10A)
Depart from: Porte-cochere of Maryland Ballroom Foyer

HCRQ, Inc. is one of the pioneers in the field of system safety. The company has 26 years of experience in both system and software safety.

In addition, for the last 22 years it has been teaching courses and webinars in both of these specialty areas. “We have experience in both ground-based and airborne systems and the safety standards that govern them,” explains Hunter Austegard, Director, Consulting for HCRQ.

Those safety standards include SAE ARP4754A, SAE ARP4761, FAA Safety Management System Manual, and the FAA SRM10A. “Our software safety expertise complements DO-278A and DO-178C. HCRQ has also provided support to system safety and software safety working groups,” says Austegard.

Want more information on HCRQ? Visit Booth #128 on the Exhibit Hall Floor or visit www.hcrq.com online!

Telephonics Awarded Contract for Passive Detection & Reporting Technology

FARMINGDALE, NEW YORK, September 30, 2014 – Telephonics Corporation, a wholly owned subsidiary of Griffon Corporation (NYSE: GFF), announced today that it has been awarded a new contract for its Passive Detection and Reporting System (PDRS) and is showcasing this advanced technology at booth #245 of the Air Traffic Control Association’s 59th Annual Conference & Exposition being held in National Harbor, Maryland.

PDRS reduces radio frequency transmissions, all-calls and interrogation rates in air traffic by acting as a receive-only system and also by cueing a Mode S Identification Friend or Foe (IFF) interrogator.

Shuttle Bus Schedule

Wednesday, October 1

Departures From FAA (with access to L’Enfant Plaza Metro)
FAA FOB10A from the C Street side of the building to Gaylord Hotel

<table>
<thead>
<tr>
<th>Shuttle Time</th>
<th>Departures From FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30 A.M.</td>
<td>8:15 A.M.</td>
</tr>
<tr>
<td>8:00 A.M.</td>
<td>8:45 A.M.</td>
</tr>
<tr>
<td>8:30 A.M.</td>
<td>9:15 A.M.</td>
</tr>
<tr>
<td>9:00 A.M.</td>
<td>9:45 A.M.</td>
</tr>
<tr>
<td>9:30 A.M.</td>
<td>10:15 A.M.</td>
</tr>
<tr>
<td>10:00 A.M.</td>
<td>10:45 A.M.</td>
</tr>
<tr>
<td>10:30 A.M.</td>
<td>11:15 A.M.</td>
</tr>
<tr>
<td>11:00 A.M.</td>
<td>11:45 A.M.</td>
</tr>
<tr>
<td>11:30 A.M.</td>
<td>12:15 P.M.</td>
</tr>
<tr>
<td>12:00 A.M.</td>
<td>12:45 P.M.</td>
</tr>
<tr>
<td>12:30 P.M.</td>
<td>1:15 P.M.</td>
</tr>
<tr>
<td>1:00 P.M.</td>
<td>1:45 P.M.</td>
</tr>
<tr>
<td>1:30 P.M.</td>
<td>2:15 P.M.</td>
</tr>
<tr>
<td>2:00 P.M.</td>
<td>2:45 P.M.</td>
</tr>
<tr>
<td>2:30 P.M.</td>
<td>3:15 P.M.</td>
</tr>
<tr>
<td>3:00 P.M.</td>
<td>3:45 P.M.</td>
</tr>
<tr>
<td></td>
<td>4:30 P.M.</td>
</tr>
</tbody>
</table>

Departures From Gaylord National Harbor
Gaylord Hotel Resort & Convention Center
(*Returning to FAA FOB10A)
Depart from: Porte-cochere of Maryland Ballroom Foyer

HCRQ, Inc. is one of the pioneers in the field of system safety. The company has 26 years of experience in both system and software safety.

In addition, for the last 22 years it has been teaching courses and webinars in both of these specialty areas. “We have experience in both ground-based and airborne systems and the safety standards that govern them,” explains Hunter Austegard, Director, Consulting for HCRQ.

Those safety standards include SAE ARP4754A, SAE ARP4761, FAA Safety Management System Manual, and the FAA SRM10A. “Our software safety expertise complements DO-278A and DO-178C. HCRQ has also provided support to system safety and software safety working groups,” says Austegard.

Want more information on HCRQ? Visit Booth #128 on the Exhibit Hall Floor or visit www.hcrq.com online!

Telephonics Awarded Contract for Passive Detection & Reporting Technology

FARMINGDALE, NEW YORK, September 30, 2014 – Telephonics Corporation, a wholly owned subsidiary of Griffon Corporation (NYSE: GFF), announced today that it has been awarded a new contract for its Passive Detection and Reporting System (PDRS) and is showcasing this advanced technology at booth #245 of the Air Traffic Control Association’s 59th Annual Conference & Exposition being held in National Harbor, Maryland.

PDRS reduces radio frequency transmissions, all-calls and interrogation rates in air traffic by acting as a receive-only system and also by cueing a Mode S Identification Friend or Foe (IFF) interrogator.
Protégé Program Administrator, along with various Mentor and Protégé firms

11 a.m. – 12 p.m.

IT Acquisitions
Current IT acquisition strategies and procurement opportunities
Speakers: Ken Alms, Director, IT Strategy & Performance, and Russ Hayslett, Deputy Director, IT Strategy & Performance

12:15 – 1:15 p.m.

Digital NOTAMs: Are You Ready?
Speakers: Nadine Alameh and Thomas Forbes, Snowflake Software

1:30 – 2 p.m.

Information and Scientific Visualization: Visualizing Safety Data to Drive Effective Decision Making
Speakers: Byron Hoy, CSSI, Inc.

Exhibit Hall Presentation Theaters at a Glance

General Dynamics Theater

Wednesday, October 1
9 a.m. – 12 p.m.
FAA Small Business Day at ATCA

9 – 9:15 a.m.
Small Business Development Program Perspectives
High Level program status overview.
Speaker: Fred Dendy, Director, Small Business Development

9:15 – 11 p.m.
Mentor-Protégé Program
The Mentor-Protégé Program’s purpose, process, incentives, and lessons learned.
Speakers: Marcus Benefield, Mentor-

The Metron Aviation team cordially invites you to a champagne toast in honor of Monte Belger at 10:45 a.m. at booth 109. We are excited to celebrate the honor of his receiving this year’s Glen A. Gilbert Award!

Congratulation to Glen A. Gilbert Memorial Award Winner, Monte Belger

Professional Accolades for a Lifetime in Aviation

“I congratulate Monte on this award and can think of few former FAA leaders who gained as much respect from the FAA and industry alike as he has. His steady, confident, and knowledgeable demeanor set an example for all of us. The aviation industry is fortunate to have Monte’s commitment and contribution.”

– Allan McArtor, Chairman, CEO of Airbus Group, Inc.

“I have an enormous respect for Monte’s contribution to our sector. This is not only manifested by his competence and experience; due to his integrity, credibility, and perseverance, Monte is able to make the difference in the cooperation between various stakeholders and achieve goals that are of great importance for aviation. It is a well-deserved honor for Monte.”

– Paul Riemens, Chairman, CANSO, and CEO, LVNL

“Monte Belger has served in every important leadership position within the FAA, he has a distinguished post-FAA career in industry and has been the voice of reason throughout his career. During his entire career he has been a strong advocate for our industry and a leader in ATCA. Monte is the perfect selection for the Glen Gilbert award.”

– Neil Planzer, Vice President, Air Space and Air Traffic Management, The Boeing Company

ATCA Conference Proceedings Winners Announced

Thanks to all who participated by submitting ATCA 59th Annual Conference Proceedings – submissions were of high-quality and were judged using a matrix evaluation the following areas:
• Technical Merit: Does the subject matter advance the sciences?
• Impact on Aviation: What is the likelihood of creating changes and being embraced by a larger segment of the industry?
• Currency/Timeliness of Topic: Is the paper in the right position in terms of timeliness to cause change?

FIRST PLACE
A New Approach to Monitoring and Alerting Congestion in Airspace Sectors
By Eugene Gilbo and Scott Smith, Volpe National Transportation Systems Center, and Mike McKinney, Federal Aviation Administration

SECOND PLACE
National Security - When Time is of the Essence
By Walter Strijland, 42 Solutions B.V., Eindhoven, The Netherlands

THIRD PLACE
Transforming Flight Information Exchange via Flight Object and FIXM
By Charles Chen, Harris Corporation
TRAFFIC JAM AHEAD. PLAN ACCORDINGLY.

Transforming the air traffic management (ATM) system is essential for improving safety, efficiency and the environment around the globe. Boeing is fully committed and uniquely qualified to help make ATM transformation a reality. It's the right time and Boeing is the right partner.
**Additional Exhibitor Descriptions**

**Easat Antennas**  
**Booth 833 (next to the Command Center Truck)**  
Based out of the UK, Easat Antennas is now a global market leader in the manufacture of bespoke high-performance radar antennas.

**Infinite Technologies**  
**Booth 609**  
Supplies advanced composite radome products and services globally. ITI-RCS radomes are currently available in sizes ranging from 3,7m (12ft) to 23,5m (77ft) for terrestrial-mounted radomes. Their maritime radome sizes range from 1,4m (4.5ft) to 2,5m (8.2ft). They can provide other sizes for both land- and ship-based radomes upon request.

Contact: Clint Lackey  
(916) 817-0998  
2140 E. Bidwell Street  
Folsom, CA 95630 USA  
lackey@infintech.com

**FAA Managers Association**  
**Booth 702**  
FAAMA promotes aviation safety and efficiency, advocates for members' interests, prepares the managers of today to be the leaders of tomorrow and supports the highest ideals of the Federal Government.

**En Novative Technologies**  
**Booth 228**  
En Novative Technologies was founded in 1995 when it became apparent that sampling and preservation procedures for soil Volatile Organic Compounds (VOCs) were changing to more science-based methods. Their premier product is now used routinely by a variety of large and small industrial clients as well as by state and federal government agencies.

---

**Solution to Sudoku puzzle from page 7**

<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>9</td>
<td>3</td>
<td>8</td>
<td>4</td>
<td>6</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>5</td>
<td>2</td>
<td>9</td>
<td>7</td>
<td>1</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>8</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>7</td>
<td>6</td>
<td>9</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>9</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>7</td>
<td>5</td>
<td>1</td>
<td>4</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>8</td>
<td>6</td>
<td>2</td>
<td>9</td>
<td>7</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>9</td>
<td>1</td>
<td>5</td>
<td>6</td>
<td>8</td>
<td>3</td>
<td>2</td>
<td>7</td>
</tr>
</tbody>
</table>
Attendee’s Eyview: Exhibit Hall Perspective

Carlos Sanchez and Tyler Shoemaker, Community College of Beaver County, play with a control tower simulation app at the Lockheed Martin Booth in the exhibit hall. “Students are very excited about it; they asked if it’s public yet,” said Alex Monti of Lockheed Martin in speaking about their interactive ATC training prototype, “[En Route Automation Modernization] ERAM in a box,” which is still in development. “We had a lot of FAA administrators visit our booth yesterday to interact with and learn about it. That’s the whole point – to get people stimulated,” he added.

Tabitha Garnes, TASC, greets members of the Tuskegee Airmen, L to R, Charles McGee, William Fauntroy and James Pryde, in the exhibit hall Tuesday.

(left photo) Adrian Solomon, Thales ATM Inc., helps Marc Watkins, Delaware State University, navigate new technology in air traffic control in the exhibit hall Tuesday. “SHAPE uses eye tracking, voice recognition and touch navigation to enable controllers to conduct air traffic control,” said Ton Lo Brutto, Vice President of Air Traffic Management for Thales. “[The ATCA Annual and CMAC] is an invaluable opportunity to showcase it, [especially] to the FAA, NATCA and NAWCAD,” he added.

(below photo) Joey Kerns, with the robotics team at Hayfield Secondary School demonstrates the throwing ability of one of their robots. “We’re always looking for more mentors, more sponsors – more everything. We won’t turn anyone away,” Kerns said. He is a Hayfield High School teacher and the Team 614 Robotics supervisor.

Your Aviation Weather Solution Starts Here.

There’s a Change in the Air

And with advanced aviation weather solutions from Harris Corporation, you’ll be the first to know.

Our proven solutions for processing, displaying and disseminating real-time meteorological data are deployed throughout the NAS, keeping pilots informed, optimizing flight routes and enhancing safe flight. Harris technology is prepared to meet the changes and challenges of the 21st Century NAS. Are you?

Learn more about the future of aviation weather solutions at Harris booth #403 or go to harris.com/atca.
Restructuring
Continued from page 1

Association (ALPA), believes it’s important to give kudos to the FAA staff. “We need to focus on the great job the FAA employees do, then discuss how can we make it a little better,” he said.

The second question the panel addressed was whether corporatization or privatization are viable FAA restructuring solutions. Poole pointed out that since Airways New Zealand was corporatized in 1987, air navigation service providers (ANSPs) in more than 50 other countries have followed suit.

He proposed that the FAA become a federally chartered nonprofit like the U.S. Red Cross or the Olympic Committee—sanctioned by the government but designed to be self-regulating. “It would be the same basic organization freed of all the shackles of being part of the federal government and federal budget,” he said.

Dumont said for-profit versions of the FAA have been discussed extensively, but now the impetus is toward a nonprofit along the lines of NAV CANADA. Still, it’s important to look beyond the NAV CANADA model, Dumont said, and examine the best practices of all of the world’s corporatized and privatized ANSPs. Then the U.S. can determine its own ANSP best practices.

Ducharme pointed out that it’s easy to envy other ANSPs in their end state, but the reality is the transition to those models wasn’t smooth and easy. Any restructuring of the FAA would need to take into account questions like would the entire FAA be affected or just the Air Traffic Organization? And how would labor organizations be accommodated?

It’s also important to remember that “in the FAA, the word restructure also equates to pause,” he said. “The six to eight-year period it would take to restructure would be the single point of focus.” Consequently, he believes any restructuring effort should follow an external roadmap rather than an internal, FAA-based one. “Not that the FAA isn’t competent, but an outside roadmap is far more effective,” he said.

Moak pointed out that the FAA is a world-class organization and that other countries look to it for guidance, so it’s important that any changes not mess with that success. In addition, “our citizens have a fundamental belief that our airspace will be the safest in the world. We always need to keep that issue at the forefront of any restructuring talks,” he said.

Van Beek believes restructuring should separate public funding from user fees. “Our goal should be that it’s a business-to-business transaction—airlines write a check for what they use. Then save the public money for safety-protection measures.”

Research and development funding is another issue. “It’s no longer strictly true that we have the most innovative and advanced organization,” Poole said, citing a peer-reviewed study he conducted that found that in innovations like data communications, other air service providers (ASPs) are ahead of the FAA.

“I think the FAA still sees itself as a regulatory agency. Other ASPs think of themselves as innovators and pioneers within the safety framework.”

Frisbie said a privatized or corporatized FAA needs to take into account the “rapidly rusting infrastructure underbelly that is not being addressed. We have primary radars that we were going to get rid of in the 1960s that are still operating.”

Perrone brought up the issue of deciding how a non-publicly funded FAA finances costly service to remote or underserved areas.

“We’re rushing to solutions instead of having more discussion on each of these important pieces,” he concluded. “Fundamentally, it goes to what are we trying to fix, and why are we thinking of throwing it all away?”