

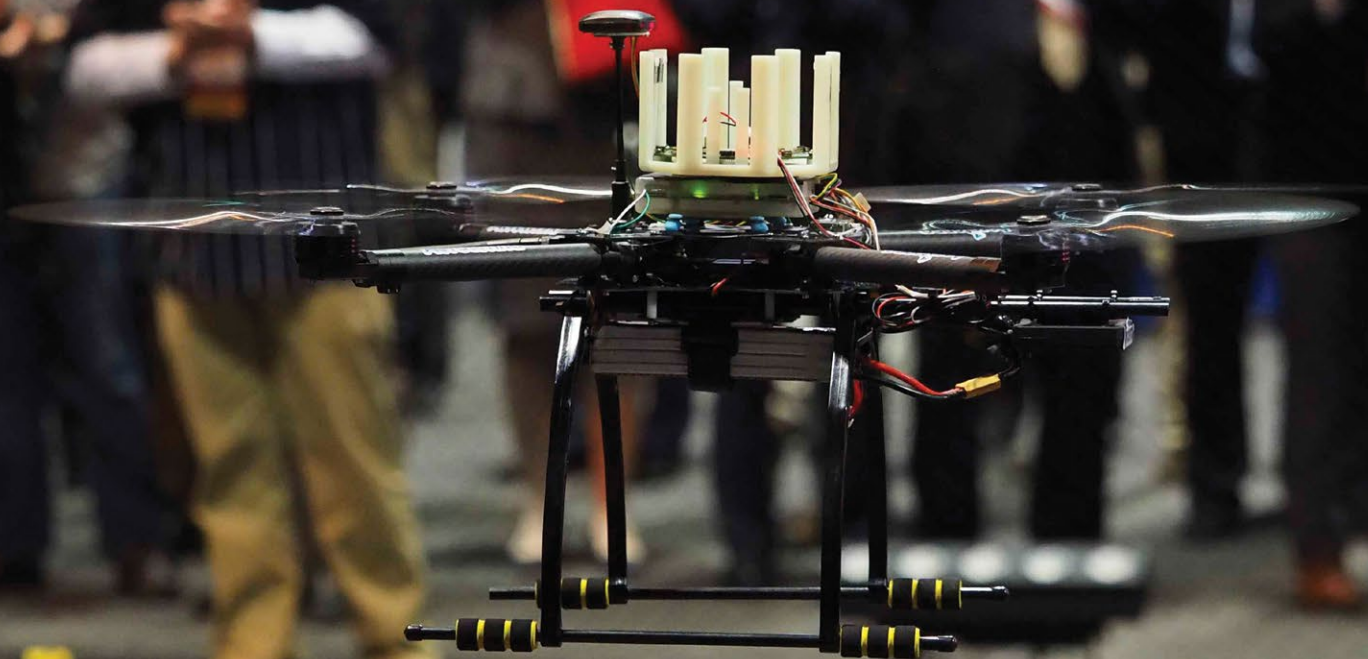
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Air Traffic Control Association

No. 11, 2016

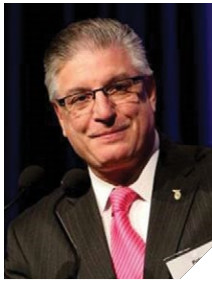
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#UTMConvention 2016 in Review

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PRESIDENT'S MESSAGE

By Peter F. Dumont,
President & CEO, Air Traffic Control Association

So What Now?

Whether you cast your vote to “make America great again” or because “we’re stronger together,” there is no doubt we have all witnessed a historic (and quite messy) election season. This is not the first time we have seen a major political upset, and it is not the first time we have debated the validity of our elections or the electoral process. I remember in 1994 when no one was predicting the Republicans would take the majority of the House of Representatives, but after 42 years of Democrat majority, we witnessed a 52-seat swing and an amazing political upset. I also remember more recently the Bush/Gore election where we saw one candidate win the Electoral College vote and one the popular vote, but only after participation by the Supreme Court. Over the past month, we have seen an outbreak of protests and demonstrations, a grassroots effort to steer the course of the transition, and a multi-state ballot recount.

Assuming the recounts won't change the outcome of the election, it's time for us to examine what a Trump Administration will mean for transportation. The Trump

campaign included an infrastructure proposal that would provide \$1 trillion for investments over 10 years. In fact, in President-elect Trump's acceptance speech, he said, “We are going to fix our inner cities and rebuild our highways, bridges, tunnels, airports, schools, hospitals. We're going to rebuild our infrastructure, which will become, by the way, second to none. And we will put millions of our people to work as we rebuild it.”

I am very pleased to see infrastructure investments as part of the President-elect's plan. I am even happier that he included airports in his acceptance speech, given transportation infrastructure investments often focus on surface transportation.

In October, Trump delivered a speech in Gettysburg, Pa., and outlined his 100-day plan. The plan – “Donald Trump's Contract With The American Voter” – included the following bullet point: “American Energy & Infrastructure Act. Leverages public-private partnerships, and private investments through tax incentives, to spur \$1 trillion in infrastructure investment over 10 years. It is revenue neutral.”

Upcoming Events



March 7-9, 2017

World ATM Congress 2017
Madrid, Spain



May 16-18, 2017

ATCA Technical Symposium
Atlantic City, N.J.

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We are anxiously awaiting the details of the Trump infrastructure plan. Our message has been that infrastructure investments for aviation should go beyond airports and include investments in our technical infrastructure, with NextGen at its core. Is that message likely to reach the ears of Trump's team?

Heading that team will be the President-elect's pick for Transportation Secretary, Elaine Chao, former Secretary of Labor under George W. Bush and the only official to serve all eight years of his presidency. She is also the wife of Senate Majority Leader Mitch McConnell, which might come in handy for President-elect Trump as he calls for that \$1 trillion. It's not too far of a stretch to think a Trump transportation team may focus on transitioning at least portions of the Federal Aviation Administration (FAA) to a private entity.

It will be interesting to see how this plays out, especially since Trump's Contract also includes a proposed hiring freeze "on all federal employees to reduce federal workforce through attrition (exempting military, public safety, and public health)." Assuming inspectors and controllers (who are already struggling with staffing shortages) are classified in a public safety category, which I think the entire flying public sincerely hopes is the case, the FAA will still face a hiring freeze everywhere else. The result could be a slowdown on the day-to-day activities (contract awards, etc.), and the government may lean more heavily on contractors.

Reducing regulations has also been mentioned in many stump speeches, but not in the realm of transportation. Given the potential hiring freeze and the President-elect's promises to "drain the swamp," we could see a review of government services that could be contracted out,

as well as an audit of government-owned property. The Trump infrastructure investment language also includes the term "public private partnership" (PPP). We'll see how that plays out.

Until more concrete details emerge, predictions on aviation's political future will be based on small nuggets of information and a lot of speculation from outside sources, much of which has proven false. Only time and our Twitter feeds will tell what happens next.

Have a safe and happy holiday season, everyone, and thanks for reading.



What's in a Committee?

RTCA's Margaret Jenny Talks Drone Advisory Committee Priorities with ATCA

By Kristen Knott, ATCA Writer and Editor

A committee can oftentimes spur change where legislation cannot. The Drone Advisory Committee (DAC) was established in May 2016 to help move the needle on Unmanned Aerial System (UAS) integration into the National Airspace System (NAS).

The need for the DAC has never been greater. The FAA Extension, Safety, and Security Act of 2016 extends the agency's funding through September 2017, which isn't much time, especially considering roughly 20 percent of the law is devoted to new UAS policy.

Collaboration is key for a committee like the DAC. That's where RTCA comes in. They provide a conduit for public-private collaboration to help improve the safety and efficiency of the air transportation system. Since 1935, RTCA has provided

a foundation for virtually every modern technical advance in aviation.

"It's the essence of what RTCA does – the essence of consensus," said RTCA President Margaret Jenny. "RTCA has an 80-year history of developing standards. The need for standards is obvious – there needs to be some way that the industry comes together."

Jenny sees the diversity of the DAC as one of its greatest strengths. "It's heartening to see how this community puts special interests aside and comes together."

This newly formed community is made up of a who's who in the UAS community – 35 executives representing a broad range of organizations, from CNN to MIT. The competition was fierce, as more than 400 people applied to be a part of the DAC. It's modeled after the successful NextGen



“RTCA has an 80-year history of developing standards. The need for standards is obvious – there needs to be some way that the industry comes together.”

– Margaret Jenny, President, RTCA

Advisory Committee (NAC), in that it will meet three times a year and have a CEO as its chair. Like any RTCA committee, the DAC also has a designated federal official, currently filled by the FAA’s Acting Deputy Administrator Victoria Wassmer. Jenny and Wassmer both took part in a DAC panel at ATCA’s recent UTM Convention in Syracuse, N.Y., which presented progress, priorities, and next steps for the Committee.

Since the DAC’s first meeting last September, all members have agreed on one thing as their top priority: safety. Safety and public trust are to be front and center for any UAS integration effort.

“Every person on it believes safety is the number one thing – nobody wants to see any kind of collision or mishap happen,” said Jenny.

Compiling a checklist for gaining access to airspace is another top priority for the DAC. This includes certification, software, hardware, performance testing,

interoperability standards, and beyond visual line of sight (BVLOS). The Committee seeks rapid progress: most DAC members are pursuing access to the airspace in six to 12 months. UAS cybersecurity and budget are other major priorities for the DAC, as with everything in aviation.

But, before the DAC can answer what UAS operations will look like, they’ve first been tasked with developing a to-do list. It makes sense since all major projects start with an outline. The DAC’s to-do list is now a top priority of its subcommittee, of which ATCA President and CEO Pete Dumont is a member. Towards the top of that list is defining privacy preemption for federal vs. local authorities, which will provide a framework for local airspace jurisdiction. There are already 280 state bills attempting to do this very thing for UAS so a federal decision is vital. “Language is critical for the DAC – there’s a need to define these standard terms,” said Jenny. ✈

Political Q&A with Margaret Jenny

ATCA: Any guesses on how the world of UAS will change with the Trump Administration?

Margaret Jenny: I kind of stopped making predictions with Trump a couple of months ago.

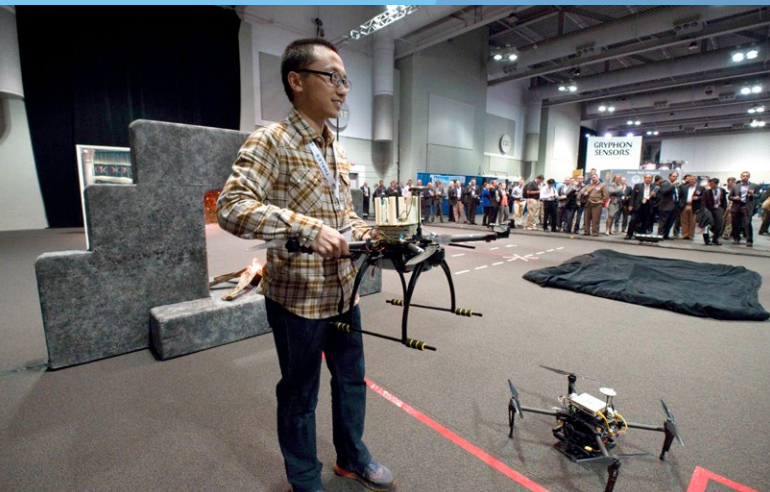
ATCA: Fair enough. Do you foresee any changes to the DAC with the FAA administration coming in?

MJ: From the RTCA perspective, we have a charter that transcends those changes. They send resources on a separate cycle. Both the NAC and DAC will then have different designated federal officials.

Conference photos: Wainwright Photography
Top right: Volodymyr Goimyk/Shutterstock.com

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7-9 March 2017 | Madrid, Spain | IFEMA, Feria de Madrid

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Government Airline Subsidies

So What?

By Dr. Ashley Nunes

Last month, Atlanta-based Delta Airlines complained about government travel contracts awarded to JetBlue Airways. These contracts allow JetBlue to ferry federal employees between New York and Dubai and between New York and Italy. However, because JetBlue, with its short-haul airplane fleet, does not have the long-haul airplanes needed to fly those routes, they will be operated by code-share partner, Dubai-based Emirates. Delta opposes this arrangement because Emirates allegedly “exploits an improper advantage over US flag carriers by receiving massive subsidies from its home government.”

Delta doesn't stand alone. United and American Airlines also claim that Gulf carriers, specifically Emirates, Etihad, and Qatar Airways, don't have to worry about being profitable because oil-rich rulers with deep pockets own them. This allows the Gulf Three to flood the market with excess capacity that drives down fares and puts competitors out of business. Delta reportedly cancelled its Atlanta-Dubai route for this reason. The airplane that flies that route was redeployed on the transatlantic market where it could, according to Delta, “compete on a level playing field that's not distorted by subsidized state-owned airlines.”

Delta's outrage would almost be understandable were it not for two things.

First, many state-owned carriers serve American markets. These include Surinam Airways, Caribbean Airlines, and Kuwait Airways. If it seems like they've been spared backlash, this is due to competition. As long as foreign airlines don't threaten the balance sheets of their American counterparts, all is well. Once they do, the latter cries foul. Emirates, for example, started flights to New York in 2004. The Open Skies Agreement –



An Emirates Airbus 380-800 during boarding operations

the legal framework that allows Emirates to do so – was signed in 1999. Since then, and for the better part of a decade, there was silence from the West. Gulf subsidies were, at least publicly, a non-issue. They mysteriously became an issue after US carriers began losing passengers (and revenue) to the likes of Emirates.

Second, and more importantly, Delta and its counterparts freely partner with subsidized carriers, particularly in China. A report from aviation think tank Centre for Aviation (CAPA) notes that Chinese carriers – unlike their Gulf counterparts – have documented government subsidies that are labeled as such in their own books. In 2014, some \$865 million in subsidies went to China Eastern and China Southern, both of which partner with Delta. Around \$162 million went to Air China, a United Airlines ally, and \$82 million to Hainan Airlines that code-shares with Dallas-based American Airlines. As CAPA's Peter Harbison aptly

noted, when it comes to subsidies, “no airline has clean hands.”

After withdrawing from Dubai, Delta stated that airlines don't cancel profitable routes. This claim is somewhat misleading. Airlines have a limited number of airplanes. Good management entails deploying those airplanes on routes that generate a profit. Great management means doing so on routes that generate the most profit. If 2015 figures are anything to go by, Delta's management team may well be among the best. The airline reported nearly \$6 billion in pre-tax income during the year. \$2.6 billion of that went to shareholders and \$1.5 billion was doled out to Delta's 80,000 employees in what remains the largest profit-sharing payout in history.

So what's all the fuss about? ✈

Dr. Nunes is a frequent contributor to ATCA and Aviation Week and has previously written for NPR, Politico, and Wired, among others.

“As long as foreign airlines don't threaten the balance sheets of their American counterparts, all is well. Once they do, the latter cries foul.”



IT'S TIME FOR A NEW APPROACH TO ATM

With the ever-growing amount of traffic in the sky, air traffic management (ATM) is a critical priority that requires continuous progress. Working together with industry and government organizations, Boeing is committed to an ATM transformation that improves safety, efficiency and the environment for all. At the core of Boeing's ATM solutions are secure network-centric operations that will incorporate the capabilities of modern airplanes, as well as ensure global interoperability and real-time access to critical information. The time is now, and Boeing is ready to help.



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A Moment in Aviation History

On December 23, 1986:

Dick Rutan and Jeana Yeager became the first aircraft pilots to circle the globe without landing or refueling when their experimental airplane, Voyager, touched down at Edwards Air Force Base, Calif., after covering 25,000 miles in nine days. The aircraft had a propeller at each end of its fuselage and was equipped with a main wing nearly 111 feet long, as well as a smaller forward wing. Voyager took off on Dec. 14 with 1,200 gallons of fuel and landed with only eight gallons of usable fuel remaining. ✈

– FAA Historical Chronology

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