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## Inherency Answers

#### Funding for NextGen now

**Naylor 2-2**-12 [Brian, Reporter for NPR news, “FAA Funding Bill Reaches Finish Line”

http://www.npr.org/2012/02/02/146305273/faa-funding-bill-reaches-finish-line]

MELISSA BLOCK, HOST: **Congress is close to signing off on a plan to update the nation's air traffic control system and otherwise try to improve airports and air travel. As NPR's Brian Naylor reports, the bill to reauthorize the Federal Aviation Administration marks the first time in some five years the agency will have a long-term blueprint**. BRIAN NAYLOR, BYLINE: There have been 23 short-term temporary bills authorizing the FAA since 2007. A spat this summer when lawmakers were unable to come to terms on one of the short-term measures forced a two-week long partial shutdown of the agency. That stoppage led to some 4,000 federal employees being furloughed, shut down work on runway construction projects, and cost the government an estimated $350 million in uncollected airline ticket taxes. So, **it's noteworthy that Republicans and Democrats from the House and Senate were able to reach agreement on a long-term bill.** Florida Republican John Mica chairs the House Transportation and Infrastructure Committee. REPRESENTATIVE JOHN MICA: When people say that Congress is dysfunctional or can't get things done, this is an example that you can do it. NAYLOR: What lawmakers did was write a bill that provides for some $63 billion for the FAA through 2015. **Among the bill's highlights, it authorizes roughly $1 billion a year for the NextGen program, which will modernize that nation's air traffic control system from one based on World War II era radar to one based on GPS satellites. It also creates a new job, a chief NextGen officer to oversee the project**. The bill continues a program called Essential Air Service that subsidizes flights to rural airports, although at a lower funding level than previously. It also authorizes more non-stop flights from Washington's Reagan National Airport, an issue of great concern to members of Congress, especially those from western states. Democratic Senator Jay Rockefeller of West Virginia chairs the Senate Commerce Committee. He says everyone had to give up something to get a measure they can all live with. SENATOR JAY ROCKEFELLER: All of us at this table, let's be clear about that, have made big compromises of some things that we feel very, very strongly about. Not amoral compromises, not wicked compromises, but we've had to pull ourselves away from things that we cared about deeply. NAYLOR: One of the things that Democrats cared deeply about was a provision that helped lead to last summer's partial shutdown, a ruling by an obscure federal agency that made it easier for unions to organize airline workers. Republicans wanted to overrule the provision in the FAA bill, but Democrats balked. In the end, Democrats got their way. But Republicans did get a provision raising to 50 the percentage of workers who have to vote to win representation. Several unions wrote to lawmakers objecting to the provision. West Virginia Democrat Nick Rahall says it doesn't belong in the FAA bill. REPRESENTATIVE NICK RAHALL: In my opinion, it has no place in this legislation. But the nature of the beast is what it is. I just hope that by reaching this compromise we have not compromised the future of representation efforts among rail workers and aviation workers together.

#### Funding for NextGen exists now

**Grady 1/31**/2012 [Mary, Contributing editor for AV Web, article approved by the FAA, “Four-Year FAA Funding Bill Accelerates NextGen”, http://www.avweb.com/avwebflash/news/FourYearFAAFundingBillAcceleratesNextGen\_206117-1.html]

**For about five years, the FAA has limped along with 23 short-term funding appropriations from Congress, but on Tuesday, congressional leaders said they have reached agreement on a four-year, $63 billion funding bill. The legislation has not yet been released, but according to USA Today, the funding will accelerate the creation of the NextGen air traffic control system. A new post will be created -- the Chief NextGen Officer -- to oversee the effort, and a schedule for progress will be set. The bill also assures funding subsidies for rural airports at $190 million a year**. New labor rules will make it harder for airline employees to unionize, requiring half the workers in a bargaining unit to petition for a vote to certify a union, an increase from the current 35 percent. "All of us at this table made compromises," Sen. Jay Rockefeller, D-W.Va., chair of the Senate's transportation committee, told USA Today. "**The outcome is that we have a bill that will take steps to modernize our air traffic control system, make the air transportation system safer than ever, and make certain small communities have access to critical air service**." The bill also calls for more slots to open at Reagan National Airport, in Washington, D.C. The Senate and House now need to vote on the bill before Feb. 17, when the current short-term bill expires.

#### NextGen will get funding now

**Reuters 2-1**-12 [“Airlines may get US help for navigation upgrades,” <http://www.reuters.com/article/2012/02/01/uk-us-aviation-bill-idUSLNE81001020120201>]

**Aviation legislation nearing completion in Congress would give U.S. policymakers authority to offer airlines federally backed loan guarantees to help them pay for new air traffic technology. The financing authority was included in a House-Senate compromise proposal on long-term aviation legislation finalized on Tuesday**. Four years in the works, **the bill would fully fund the Federal Aviation Administration at nearly $16 billion annually through 2016. It also lays out other aviation policy priorities, including about $3 billion per year for air traffic modernization, which is moving slowly**. Airlines were unhappy with being left out of the 2009 economic stimulus, and have since pressed the Obama administration and Congress for assistance with the costs of making their aircraft compatible with satellite-based navigation systems. Carriers have argued that costs of overhauling the air traffic network are extensive, and would eat into their bottom line just as their finances are rebounding from down years related to recession. They also complain vigorously that they are overtaxed and contribute more than their fair share through passenger fees, fuel taxes and other levies to air traffic, airport and security programs. A few carriers, including cargo companies, have already invested billions in new aircraft fully equipped with the latest technology or off-the-shelf retrofits, like cockpit navigation displays. Congressional and other sources familiar with the discussions said the loan guarantee provision would permit the Transportation Department to offer low-interest credit support to carriers for specific upgrades intended to help reduce airport delays and open up more efficient routing. The Obama administration has weighed options for helping airlines, so its support is expected. It is uncertain whether carriers would take advantage of the loan guarantee program.

## Agriculture Answers

#### Weather patterns make food insecurity inevitable

**Reuters 2-9**-12 [“Global food prices up in Jan, snap 6-month downtrend,” <http://www.reuters.com/article/2012/02/09/us-food-fao-idUSTRE8180Y420120209>]

**Global food prices rose in January for the first time in six months and may show another rise for February, as concern about bad weather in main growing regions boosted grain and vegetable oil values**, the United Nations' food agency said on Thursday. January's increase was not expected to heap as much inflationary pressure on economies as a year ago, when prices were climbing towards record highs, the U.N.'s Food and Agriculture Organization (FAO) said ahead of the European Central Bank's decision on interest rates. Global food prices, which have been falling since July 2011, rose nearly 2 percent in January from the previous month, with the FAO food price index averaging 214 points. "**It is a pause in a downward trend rather than reversal, with a lot of unpredictability**," the FAO's senior economist Abdolreza Abbassian told Reuters in a telephone interview. "**There is scope for an increase in prices in February given what we've seen in the first week**," Abbassian said, adding that **high energy prices, exchange rate and strong equity markets could push food prices higher this month. Weather in main producing countries remained a key factor for prices adding greater uncertaint**y, Abbassian said. U**.S. corn and soybean prices have gained recently on expectations of smaller crops in the drought-hit South America**.

#### Resource wars don’t escalate

Victor ‘08 [David G., Victor is a professor of law at Stanford Law School and the director of the Program on Energy and Sustainable Development. He is also a senior fellow at the Council on Foreign Relations, where he directed a task force on energy security. A frequent writer on natural resources policy, he is the author of The Collapse of the Kyoto Protocol and the Struggle to Slow Global Warming (Princeton University Press, 2001) and the co-editor of Natural Gas and Geopolitics, January 2, “Smoke and Mirrors”, Debating Disaster: The World Is Not Enough, http://www.nationalinterest.org/Article.aspx?id=16522]

MY ARGUMENT is that classic resource wars—hot conflicts driven by a struggle to grab resources—are increasingly rare.Even where resources play a role, they are rarely the root cause of bloodshed**.** Rather, the root cause usually lies in various failures of governance. That argument—in both its classic form and in its more nuanced incarnation—is hardly a straw man, as Thomas Homer-Dixon asserts. Setting aside hyperbole, the punditry increasingly points to resources as a cause of war. And so do social scientists and policy analysts, even with their more nuanced views. I’ve triggered this debate because conventional wisdom puts too much emphasis on resources as a cause of conflict. Getting the story right has big implications for social scientists trying to unravel cause-and-effect and often even larger implications for public policy. Michael Klare is right to underscore Saddam Hussein’s invasion of Kuwait, the only classic resource conflict in recent memory. That episode highlights two of the reasons why classic resource wars are becoming rare—they’re expensive and rarely work. (And even in Kuwait’s case, many other forces also spurred the invasion. Notably, Iraq felt insecure with its only access to the sea a narrow strip of land sandwiched between Kuwait on one side and its archenemy Iran on the other.) In the end, Saddam lost resources on the order of $100 billion (plus his country and then his head) in his quest for Kuwait’s 1.5 million barrels per day of combined oil and gas output. By contrast, Exxon paid $80 billion to get Mobil’s 1.7 million barrels per day of oil and gas production—a merger that has held and flourished. As the bulging sovereign wealth funds are discovering, it is easier to get resources through the stock exchange than the gun barrel. Klare takes me to task for failing to acknowledge the role of “lootable” resources as a motive for war. My point is that looters loot what they can—not just natural resources, but also foreign aid and anything else that passes within reach. (Paul Collier’s research, which Klare cites for support, finds that a sizeable share of African military budgets is, in effect, aid money that is looted and redirected from foreign aid.) I suspect that we don’t differ much in our assessment of the effects of lootable resources within weak and failed states, but where we do part company is in the implication for policy. Fixing the problems in the Niger River Delta—the case he uses—requires a stronger and more accountable government. That means making it harder to loot resources, taming official corruption, lending a hand with law enforcement in places where oil is produced and stolen, and engaging reformist forces in the Nigerian government. Resource looting and misallocation are severe, but they are symptoms whose cures require focusing on governance. The realities of global resource depletion are somewhat different from Klare’s story. It is true that primary resources, such as oil in the ground, are now more concentrated in “armpit” countries because more readily available resources are being depleted. That fact, though, only serves to further support my conclusion: That we must redouble our efforts to improve governance because all oil-consuming countries have a stake in the good governance of their oil producers. What really matters is not theoretical oil thousands of feet underground but actual oil produced and delivered to markets. And on that front, the armpit-country story isn’t so bad because those countries tend to put themselves out of business. Witness Venezuela, where production is declining even though the country is one of the world’s richest in untapped resources. High prices soon follow. And with those higher prices, a spate of “new” resources becomes viable—oil sands in Canada and shale in the western United States, for example. Moreover, many oil-rich countries actually have good governance systems (at least concerning their oil), such as Saudi Arabia, the United Arab Emirates and notably the bright new star among oil-majors, Brazil. Nonetheless, I echo a conclusion from my original article—one that Klare surely shares as well—that current patterns of oil consumption are not sustainable, and urgent efforts to tame demand are also needed.

#### (--) And tech solves—we constantly create new resources*:*

Julian **Simon, 1994** (February 9, 1994, http://www.juliansimon.com/writings/Ultimate\_Resource/TCHAR28.txt)

This point of view is not limited to economists. A technologist writing on minerals put it this way: "In effect, technology keeps creating new resources." The major constraint upon the human capacity to enjoy unlimited minerals, energy, and other raw materials at acceptable prices is knowledge. And the source of knowledge is the human mind. Ultimately, then, the key constraint is human imagination acting together with educated skills. This is why an increase of human beings, along with causing an additional consumption of resources, constitutes a crucial addition to the stock of natural resources.

#### Resource wars don’t escalate

Thomason 3 (James, THE RAREST COMMODITY IN THE COMING RESOURCE WARS, Center for Naval Analysis, http://www.cna.org/documents/5500030300.pdf)

In the land of Oz, the tin woodman sets out to get a heart, the scarecrow a brain, the lion some nerve, and Dorothy a way home. One of the sweetest moments in the story,- at least to me, occurs when the wizard finally tells them they already have what they so desperately thought only someone else could give. The point is driven home once the good witch shows Dorothy how to get back to Kansas all by herself. The rarest commodity in recent hoopla about the "coming resource wars" may be just that sort of homespun common sense from the Wizard of Oz — what we can do for ourselves, if need be. U.S. consumers are surely better off with access to foreign goods and markets. Even a small price difference makes importing worth our while. But our economy is not doomed nor our national security in jeopardy even if we lose access to a foreign product for a while. Oil may be different. A major, protracted loss of Persian Gulf oil would be enormously expensive. We still need better policies to reduce the chances and costs of such disruptions. But oil is the exception. When top government officials suggest that without various exotic minterals from remote developing countries the U.S. would suffer economic calamity and be nearly unable to produce vital defense goods, they foster exaggerated fears and divert attention from far more pressing national concerns. I applaud the President's scrutiny of excess federal spending; it also ought to be vigorously extended to strategic mineral needs.

## Warming Answers

#### We’re too far gone to solve warming

**Hyndman 8**

Natural hazards and disasters By Donald Hyndman, David W. Hyndman**.** GoogleBooks.

**Warming of the atmosphere causes more evaporation from the oceans, increasing the water vapor content in the atmosphere and thereby causing still more global warming – an unfortunate feedback effect**. The feedback associated with water vapor is thought to roughly double the warming effect from the carbon dioxide increases alone. **Warming of the oceans is a trend that cannot easily be reversed** warm oceans could be cooled only if the atmosphere above them were significantly cooler. Unfortunately, the oceans are such a huge heat sink, covering about two-thirds of the Earth’s surface. We can’t easily cool the atmosphere enough to begin cooling the oceans. **Even with reduction in manmade CO2 emissions, atmospheric amounts would not level off for about 200 years, and temperatures would continue to increase for another 200 years.** **Even with no further manmade emissions, it would take hundreds to thousands of years to cool our environment to levels of a century ago**.

#### Humans can adapt to warming

**Lomberg ’10** [Bjorn, head of the Copenhagen Consensus Center, 3/19, “Cars, Bombs, and Climate Change,” http://www.lomborg.com/dyn/files/news\_news/186-file/BL%20op-ed%202010%20March%2012%20Cars,%20Bombs,%20CC.pdf]

They have a point. If we actually face, as Al Gore recently put it, “an unimaginable calamity requiring large-scale, preventative measures to protect human civilization as we know it,” then no price would be too high to pay to stop global warming in its tracks. But are the stakes really that high? The answer is no. **Even the worst-case scenarios proposed by mainstream climate scientists** – scenarios that go far beyond what the consensus climate models predict – **are not as bad as Gore would have us believe**. For example, **a sea-level rise of five meters** – more than eight times what the United Nations’ Intergovernmental Panel on Climate Change expects, and more than twice what is probably physically possible – **would not deluge** all or even **most of mankind**. Of course, such a rise would not be a trivial problem. It would affect about 400 million people, force the relocation of 15 million, and imply costly protection of the rest. But **it would certainly not mean the end of the world. Estimates show that the cost in terms of adaptation would be less than 1% of global GDP**. In other words, **the price of unchecked global warming** may be high, but it **is not infinite**.

#### Massive structural barriers to international law that block sharing innovations

**Andrews 10** –  
[Apr 10, <http://www.theecologist.org/trial_investigations/477823/could_open_source_technologies_help_us_solve_climate_change.html>

Shane Tomlinson works for think-tank [E3G](http://www.e3g.org/), leading a programme called 'Systems for Change'. He’s a specialist in the intellectual property issues surrounding low carbon technology transfer. He believes that there are a number of practical steps that can be taken to improve the current situation. **'There is a need for nations to develop an ambitious technology framework in the UNFCCC which can deliver solutions for a globalised world**,' he says. **'This should focus on agreeing a new international technology mechanism in Cancun; quadrupling public research and development support by 2020; and resolving differences on IPR in a pragmatic manner that reaffirms the flexibilities already available in international law and agrees to both protect and share innovations**.' To move the debate forward in the policy arena, open source must become a legally definable term. At present, the more mature open source hardware initiatives (such as Opencores) are largely focused on digital technologies, with licenses (such as the GNU Public License) borrowed from the world of software. Some existing hardware initiatives are using the popular ‘[Creative Commons](http://creativecommons.org/)’ set of licenses, which are often used for software, but are also used extensively for writing, photos and other creative works. **Given the large number of proprietary components that often make up a technology, it’s far from clear whether it would be feasible to simply apply a Creative Commons license across the board for low carbon technologies**.

#### Developing nations will not model the U.S. on climate change

**Barton 7**

(Rep. Joe Barton, April 23 2007, “What To Do About Global Warming (Hint It Isn’t Cap And Trade Policy)”, Barton is ranking member of the House Energy and Commerce Committee, (http://thehill.com /leading-the-news/what-to-do-about-global-warming-hint--it-isnt-cap-and-trade-policy-2007-04-23.html)

The irony is that when U.S. environmental policies chase companies out of America, the global environment doesn’t prosper. **Developing countries always swap clean air for economic growth**. China’s coal production, for example, is as explosive as its economic growth, and **the Chinese add a** 500-megawatt **coal-fired powerplant every week**. We also heard that **decisions in China about where and what kind of power plants to build are decentralized, effectively uncontrolled, and** we learned that less **than 5 percent of China’s coal-fired electricity plants are** even **fitted with** ordinary **sulfur dioxide control equipment**. Even for the ones with SO2 scrubbers, it’s an open question whether those with the equipment actually use it. **Some say if America just sets the example, everybody else will follow. But a real pollutant, sulfur dioxide, is a fine indicator of how good-example strategy doesn’t work at all. America has been scrubbing sulfur dioxide out of smokestacks for more than 20 years because it’s a real pollutant, but China still refuses**.

#### Warming is a natural cycle

**Kazan 9** Casey, MIT Team Asks: Is Global Warming Part of a Natural Cycle?. The Daily Galaxy. <http://www.dailygalaxy.com/my_weblog/2009/06/is-global-warming-part-of-earths-natural-cycle-mit-team-says-yes.html>

A team of MIT scientists recorded a nearly simultaneous world-wide increase in methane levels -the first increase in ten years. What baffles the team is that this data contradicts theories stating humans are the primary source of increase in greenhouse gas. It takes about one full year for gases generated in the highly industrial northern hemisphere to cycle through and reach the southern hemisphere. Since all worldwide levels rose simultaneously throughout the same year, however, **it is probable that this may be part of a natural cycle - and not the direct result of man's contributions.**

#### No Dangerous Warming - Climategate and Russian data prove

**Delingpole ’09** [James, Telegraph writer, 12-16, "Climategate goes SERIAL," Telegraph, http://blogs.telegraph.co.uk/news/jamesdelingpole/100020126/climategate-goes-serial-now-the-russians-confirm-that-uk-climate-scientists-manipulated-data-to-exaggerate-global-warming/]

**Climategate just got** much, much **bigger**. And all thanks to the Russians who, with perfect timing, dropped this bombshell just as the world’s leaders are gathering in Copenhagen to discuss ways of carbon-taxing us all back to the dark ages. Feast your eyes on this news release from Rionovosta, via the Ria Novosti agency, posted on Icecap. (Hat Tip: Richard North) A discussion of the November 2009 Climatic Research Unit e-mail hacking incident, referred to by some sources as “Climategate,” continues against the backdrop of the abortive UN Climate Conference in Copenhagen (COP15) discussing alternative agreements to replace the 1997 Kyoto Protocol that aimed to combat global warming. The incident involved an e-mail server used by the Climatic Research Unit (CRU) at the University of East Anglia (UEA) in Norwich, East England. Unknown persons stole and anonymously disseminated thousands of e-mails and other documents dealing with the global-warming issue made over the course of 13 years. Controversy arose after various allegations were made including that **climate scientists colluded to withhold scientific evidence and manipulated data to make the case for global warming appear stronger than it is**. Climategate has already affected Russia. On Tuesday, the Moscow-based Institute of Economic Analysis (IEA) issued a report claiming that the Hadley Center for Climate Change based at the headquarters of the British Meteorological Office in Exeter (Devon, England) had probably tampered with Russian-climate data. The IEA believes that **Russian meteorological-station data did not substantiate the anthropogenic global-warming theory**. Analysts say Russian meteorological stations cover most of the country’s territory, and that the Hadley Center had used data submitted by only 25% of such stations in its reports. Over 40% of Russian territory was not included in global-temperature calculations for some other reasons, rather than the lack of meteorological stations and observations. The data of stations located in areas not listed in the Hadley Climate Research Unit Temperature UK (HadCRUT) survey often does not show any substantial warming in the late 20th century and the early 21st century. The HadCRUT database includes specific stations providing incomplete data and highlighting the global-warming process, rather than stations facilitating uninterrupted observations. **On the whole, climatologists use the incomplete findings of meteorological stations far more often than those providing complete observations**. IEA analysts say climatologists use the data of stations located in large populated centers that are influenced by the urban-warming effect more frequently than the correct data of remote stations. **The scale of global warming was exaggerated due to temperature distortions for Russia accounting for 12.5% of the world’s land mass**. The IEA said it was necessary to recalculate all global-temperature data in order to assess the scale of such exaggeration. Global-temperature data will have to be modified if similar climate-date procedures have been used from other national data because the calculations used by COP15 analysts, including financial calculations, are based on HadCRUT research. What the Russians are suggesting here, in other words, is that **the entire global temperature record used by the IPCC to inform world government policy is a crock**. As Richard North says: This is serial.

## Aerospace Answers

#### American Aerospace already dominating

**RNCOS 6-1**-12 [RNCOS is a leading market research and information analysis company with a global presence. RNCOS focuses on delivering high quality research services to business professionals, organizations and individuals, thus supporting in maximizing success from the current industry information. “Aerospace industry dominated by United States and Europe” <http://www.companiesandmarkets.com/Market/Aerospace/Market-Research/Global-Aerospace-Industry-Outlook-2015-Market-Research-Report/RPT1079982?aCode=e7702a5b-ad88-47dd-bb7a-a58072d4bda2>]

In the past few years, the global aerospace industry has witnessed an impressive growth, with the civil aviation segment emerging as the major contributor to its expansion. **The US and European countries are the dominant markets for aerospace industry, and acting as catalyst for the overall growth**. The global aerospace industry is forecasted to register CAGR of around 2.5% during 2012-2015.

#### Aerospace is already strong

**Office of Government Gregoire 6-20**-12 (“Gov. Gregoire: Washington’s aerospace industry strong, growing due to significant state achievements” <http://www.governor.wa.gov/news/news-view.asp?pressRelease=1922&newsType=1>)

OLYMPIA – **Gov. Chris Gregoire today participated in a series of aerospace related events to celebrate major achievements during her administration, including the landing of the 737 MAX and the U.S. Air Force refueling tanker, as well as a significant growth in aerospace training programs. “I know that when I leave office next January, our aerospace industry will continue to thrive and grow due in part to the achievements we’ve been able to accomplish over the last eight years of my administration,” Gregoire said.** “We’ve pushed to enhance our business climate. We’ve invested in aerospace training programs. And we’ve made critical improvements to our infrastructure, including our transportation system. As a result, our aerospace industry is attracting business from around the world – now employing more than 92,000 Washington workers. We’ve seen the number of aerospace suppliers in Washington state grow by 30 percent – a significant increase since 2005. This is success that we should all be tremendously proud of.”

#### Aerospace is keeping the transportation infrastructure strong and is popular worldwide

**Office of Government Gregoire 6-20**-12 (“Gov. Gregoire: Washington’s aerospace industry strong, growing due to significant state achievements” <http://www.governor.wa.gov/news/news-view.asp?pressRelease=1922&newsType=1>)

“I know that when I leave office next January, our aerospace industry will continue to thrive and grow due in part to the achievements we’ve been able to accomplish over the last eight years of my administration,” **Gregoire said. “We’ve pushed to enhance our business climate. We’ve invested in aerospace training programs. And we’ve made critical improvements to our infrastructure, including our transportation system. As a result, our aerospace industry is attracting business from around the world** – now employing more than 92,000 Washington workers. We’ve seen the number of aerospace suppliers in Washington state grow by 30 percent – a significant increase since 2005. This is success that we should all be tremendously proud of.”

#### Aerospace is strong and providing more jobs for young people

**ROCKFORD AREA ECONOMIC DEVELOPMENT COUNCIL 6-1**-2012 (“Growing Aerospace Cluster Builds Up Its Own Talent Pipeline” http://www.aviationpros.com/news/10724654/growing-aerospace-cluster-builds-up-its-own-talent-pipeline)

**An innovative partnership among aerospace companies, educational institutions and regional leaders will develop more engineers, scientists and technicians for the growing aerospace industry** that is facing a national talent shortage. The Rockford region, a leading aerospace cluster in northern Illinois and southern Wisconsin, has created the Joint Institute of Engineering & Technology-Aerospace (JiET-A). JiET-A provides high school and college students in the region a path to engineering degrees, including high-quality paid internships at leading aerospace companies. The initiative was announced at a news conference on May 23, 2012 at Kaney Aerospace. **The aerospace cluster includes more than 200 companies, from Boeing's corporate headquarters in Chicago to four tier-one suppliers in Rockford and numerous companies up and down the supply chain.** JiET-A is the latest example of the Rockford area’s government and educational leaders working with companies to ensure their business success in the 21st century. Companies made it clear to community leaders that **developing and recruiting qualified aerospace engineers, scientists and technicians is a key to their growth.**

#### Aerospace is strong and has had a strong growth in the past years.

**Wood 6-12**-12 (Laura, senior manager for Business Wire News, “Research and Markets: Global Aerospace Industry Outlook 2015” <http://www.mromagazine.com/press-releases/story.aspx?id=1001455154>)

**In the past few years, the global aerospace industry has witnessed an impressive growth**, with the civil aviation segment emerging as the major contributor to its expansion. **The US and European countries are the dominant markets for aerospace industry, and acting as catalyst for the overall growth.** The global aerospace industry is forecasted to register CAGR of around 2.5% during 2012-2015. As per our new research report, Global Aerospace Industry Outlook 2015, **the aerospace industry has globally emerged as a highly potential market, even after the recession**. In order to apprise our clients about the direction in which the aerospace industry is likely to progress in the coming years, we have presented the forecasts for global, civil, and military aerospace industry till 2015. The overall study also provides the regional-level analysis of developed markets.

#### US has the largest aerospace in the world

**Wood 6-12**-12 (Laura, senior manager for Business Wire News, “Research and Markets: Global Aerospace Industry Outlook 2015” <http://www.mromagazine.com/press-releases/story.aspx?id=1001455154>)

Moreover, our study has found that **US represents the biggest aerospace market in the world**, followed by France, UK, Germany and Canada. In near future, developing nations, like China, India, Mexico, and Brazil are expected to emerge as potential marketplaces for aerospace products. **On studying the** **market trends and drivers, we found how growing air traffic and increasing merger & acquisition activities are adding growth to this strong industry.** Our report provides an extensive research and objective analysis of the global aerospace market, and its various segments, including civil and military aerospace. In addition, the report entails a detailed analysis of the industry in terms of developed and emerging markets. Our research work contains information on the key players such as Business Description and Recent Developments which will help clients assess opportunities existing in the global aerospace market, and formulate appropriate strategies.

## Terrorism Answers

#### Terrorists won’t attack poor airlines- other infrastructure is more attractive

**Stone 12**-Andrea Stone is senior national correspondent for The Huffington Post. She comes from AOL News, where she was senior Washington correspondent. Before joining AOL in September 2009, she spent nearly 24 years at USA TODAY. A veteran reporter, Stone has covered politics, Congress, the military, foreign affairs and all manner of general news in 47 states and more than two dozen countries. She has a masters degree from the Columbia University Graduate School of Journalism-

The video is graphic. Machine-gun toting terrorists emerge from an elevator and move methodically through the busy airport terminal, mowing down travelers, police and everyone else in their way. "When I show it in my airport security training courses, there are usually only a few people who are familiar with it," says Jeffrey Price, who teaches aviation management at Metropolitan State College of Denver. **"[There is] hardly any airport that's prepared to defend against it."** The violent clip, it turns out, is from the controversial "Modern Warfare" video game series. But the fictional **scenario -- terrorists attacking airports -- has played out in real life. Terrorist groups have staged assaults on airports across Europe in recent years, including an attack** that killed two U.S. airmen in Frankfurt last year, and a suicide bomb **attack in Moscow that left dozens dead**. **Terrorists haven't ignored U.S. airports, either. On July 4, 2002, a gunman killed two people** at the El Al ticket counter **at Los Angeles International Airport. More recently, in 2007, federal authorities broke up a plot to blow up fuel tanks at New York's John F. Kennedy International Airport. Terrorists can strike anywhere** -- from Times Square to a civil rights march in Spokane, Wash. But despite spending billions of dollars to make air travel safer since Al Qaeda terrorists hijacked four airplanes on Sept. 11, 2001, **law enforcement agencies are unprepared for a major attack inside an airport**, some security experts warn. Complacency, other priorities and lack of funding, they say, have combined to create vulnerability in a place the public assumes is one of the most secure of all. The main mission of the Transportation Security Administration (TSA) is to keep weapons and explosives off of airplanes -- a mandate that has led to the rise of full-body scanners, banned liquids, intrusive pat-downs and complaints over profiling. The job of guarding the terminal, patrolling the airport parking lot and watching the fence around the runways, however, belongs to state and local authorities. "The federal government doesn't tell you how to do security," says Thomas Kinton, a consultant who was aviation director at Boston's Logan International Airport on 9/11 and is a former head of the Massachusetts Port Authority. The TSA sets minimum security standards at airports and provides some training to outside security officers from these state and local authorities. "Airport security is a shared responsibility, and airports and airlines are required to adhere to TSA-approved security standards," the TSA said in a statement to HuffPost. "TSA does not employ airport police officers, but works closely with airports to incorporate local law enforcement into an overall TSA-approved security plan." In other words, Kinton explains, "it is up to each airport" to decide how much security it will provide. Some of the larger airport authorities, such as the Port Authority of New York & New Jersey, have their own specially trained police forces. **Many others, though, rely on the state or local law enforcement agencies for airport security.** Many big city police departments view the airport as "just another strategic facility" to protect along with power plants, train stations and sports stadiums, says Rafi Ron, a former head of security at Israel's Ben Gurion International Airport who has advised the TSA and airport authorities. **In a time of tight government budgets, such law enforcement has neither the resources nor the motivation**, Ron says, to make airports a top priority. Federal spending on passenger and baggage screening and other homeland security measures has soared since 2001, but strapped state and city budgets mean **"funding shortages have forced many airports to operate at the minimum local legal threshold**," Ron told Congress last year. As a result, he says, "The so-called tired and weary end up at the airport," with officers viewing the post as just a stop along the way to retirement. Price, the aviation management professor, also says that -- with a few exceptions like Boston's Logan and the three airports in the New York area -- "many airport police forces are staffed with those waiting to retire, or 'retired-on-active-duty' (known as derisively ROAD) or are the 'problem children' and workers comp cases that have been transferred off the streets to the airport. **They are not well equipped nor adequately trained to handle a multi-force active shooter attack."** There are no official statistics on the average age of airport police, or what bearing that may have on job performance. But a Boston Globe report soon after 9/11 found the average age of Massachusetts state troopers assigned to Logan was 50 years, compared to 41 years statewide. Kinton said several efforts to end the seniority system, by which older law enforcement officers get first dibs on airport jobs, have gone nowhere. "If you want to be better and be the best of the best," he says, "there are better ways to do it." Robert Raffel, former public safety director at Orlando International Airport, notes that airports tend to attract older police officers. He says **airports also try to save money by contracting out some jobs such as guarding exit gates to cheaper, private security firms.** But Raffel insists that **if a terrorist is determined** and suicidal**, "I'm not sure any police organization could respond in a robust manner before they got close to that airplane**, I don't care what kind of shape they are in." Jack Riley, vice president of the National Security Research Division at RAND, rejects the idea that airports are "a dumping ground" for worn-out cops and says the threat is exaggerated. "When you look at terrorist infrastructure incidents across the globe," he says, **"terrorists are more likely to attack targets like rail, buses, and public squares than targets like airports."** A House subcommittee hearing last year on airport perimeter security, however, shed light on thousands of security breaches at airports. Airline stowaways, bypassed checkpoints and tarmac drunk drivers have made splashy headlines **-- even as a recent report by the Department of Homeland Security's inspector general said many security breaches are never even reported to the TSA.** The breaches are serious, says Ron. "Think instead of a drunk driver that could have been a suicide bomber with a car full of explosives." But the headlines tell only part of the story**. "We are far less prepared for an active shooter in the terminal than we should be,**" Price says. "Frankly, if you ask me, that's what Congress should be investigating." In Europe, where national governments take responsibility for security at most airports, lessons learned a generation ago still carry force. **For instance**, travelers passing through Rome's Leonardo da Vinci Airport, where **16 people were killed by Palestinian terrorists in 1985,** still see heavily armed police wearing body armor and toting automatic weapons. **While similarly equipped police were common at U.S. airports in the days and months following 9/11, today they are a rare sight, and usually only during periods of heightened alert.** "A key line of defense is deterrence," Price has written. "An alert, well-trained, well-equipped police force patrolling the public areas of a terminal building, like they do in Rome, can be a huge deterrent to a suicide bomber." Ron says specially trained police with the "right background, right level of fitness, right training, right weapon" can make a difference. **That is a lesson Israel learned 40 years ago when Lod Airport**, now known as Ben Gurion**, was targeted by Japanese Red Army terrorists who killed 26 people. It was the first -- and last -- attack on** **Israel's only international airport.** "One of the lessons learned by Israel at the time is that airport security is just as critical as securing [the airplane]," Ron says. "**Are the police departments at U.S. airports providing adequate security? Largely speaking, the answer is no."**

## Solvency Answers

#### Airlines won’t adopt NextGen- no perceived benefits or confidence in the program

**Eno Transportation Foundation 4-5**-12 [The Eno Transportation Foundation is a neutral, non-partisan think-tank that promotes policy innovation and provides professional development opportunities across the career span of transportation professionals, “NextGen: Aliging Costs, Beneftis, and Political Leadership,” <http://www.infrastructureusa.org/nextgen-aliging-costs-beneftis-and-political-leadership/>]

On the policy-side, **there are several obstacles to NextGen that hinder progress and the likelihood of a timely and costefficient implementation**. First of all, **there are uncertainties regarding the extent of the benefits NextGen can potentially provide. It is difficult to make forecasts about how much congestion or fuel consumption can be reduced to make the infrastructure investment worthwhile. This makes it challenging to create sustained political, financial, and industry support for the project**. Secondly, **there are doubts about costs and the FAA’s ability to deliver technology solutions of this magnitude**. In the early 1980s, aviation modernization projects were projected to cost $12 billion and be ready in 10 years. **NextGen infrastructure and equipage is now estimated to cost about $40 billion with expected completion by 2025**. Testimony by the US Department of Transportation Inspector General and a recent report by the Government Accountability Office (GAO) have pointed out cost overruns and delays in several NextGen programs. **This continued uncertainty regarding the total infrastructure and equipage cost figure of NextGen has planted seeds of doubt amongst stakeholders and potential NextGen beneficiaries. Third, the airlines and general aviation users have been hesitant to bear equipage costs due to low profitability, economic turmoil, and a lack of clear incentives to justify investing in NextGen**. **Operators are unlikely to invest until**, at a minimum, **the FAA is ready to deliver the promised benefits**. This leads to a stalemate: **operators are uncertain whether investing in NextGen is worthwhile, when the infrastructure is not yet fully in place, and without equipage the infrastructure by itself is ineffective**. The FAA has mandated equipage of Automated Dependent Surveillance-Broadcast Out (ADS-B) that allows the equipped aircraft to send transmission to other equipped aircraft ADS-B ground stations for all operators by 2020. However, **there is uncertainty over when other NextGen on-board equipment will be required, particularly ADS-B In which allows the equipped aircraft to receive transmission from other ADS-B ground stations and other aircraft**.

#### NextGen will take at least two decades to solve

**HAI 6-1**-12 [Helicopter Association International, “Air Traffic Control Facility Consolidation Faces Delays,” <http://rotor.com/Publications/RotorNewssupregsup/tabid/177/newsid1237/75713/mid/1237/Default.aspx>]

The FAA’s Next Generation air traffic system (**NextGen**) **is supposed to be complete by 2025, but its implementation depends on the consolidation of air traffic control buildings and facilities, a process that could take two decades. As part of a multiyear reauthorization of the FAA that was signed into law in February, Congress gave the agency 120 days to submit its facility consolidation plan**.

#### Lacked of trained professionals kills solvency- NextGen makes airlines worse

**Perera 1-30-12 (David, executive editor of FierceMarkets Government Group, “FAA air traffic facility consolidation effort already late”,** <http://www.fiercegovernmentit.com/story/faa-air-traffic-facility-consolidation-effort-already-late/2012-06-02>**)**

**Air traffic control facilities critical to management of the national airspace system face a training resource gap that roll out of a Federal Aviation Administration modernization effort will exacerbate**, says the Transportation Department office of inspector general. In a report dated Jan. 12, the auditors note the agency started a hiring wave in fiscal 2005 in anticipation of controllers hired after the 1981 controller strike reaching retirement age. In 21 air traffic control facilities auditors considered to be critical to aviation safety due to the volume and complexity of air traffic, more than half equal or surpass the 25 percent national average of certified professional controllers eligible to retire. Yet attrition of trainees at more than two thirds of those facilities exceed the national rate of 24 percent, the report says**. At the New York terminal radar approach control, 77 percent of new controllers between fiscals 2008 and 2010 didn't become certified professional controllers. As a result of it, the Dallas TRACON saw its training capacity go down from two shifts a day to one after the ATCOTS program office reduced the number of hours provided by contract instructors by 20 percent, the report says. "We also found critical facilities that have a high volume of trainees but not enough contract instructors to take full advantage of training simulators," auditors add. The FAA training mission will become only more challenging as it begins to implement NextGen, since the entire controller workforce will require re-training** to utilize it, the report says. At critical facilities where large numbers of new hires are also being trained to replace retirees, simultaneously retraining veterans "will be particularly difficult."

#### No management or overall strategy for NextGen- it’s still on the drawing board

**Hoover ’11** [J. Nicholas Hoover, staff writer for InformationWeek, “Problems Plague FAA's NextGen Air Traffic Control Upgrade,” 8-5-11, http://www.informationweek.com/news/government/info-management/231900067]

**According to FAA Inspector General Calvin Scovel, early testing of ERAM revealed problems with safety management, and controllers had to rely on cumbersome workarounds to overcome those issues. That problem snowballed. "ERAM's problems are the direct result of poor program management**," Scovel said. "There was over-optimism that ERAM could be deployed in a year, and **FAA didn't begin to mitigate some risks until three years after problems began surfacing. This was a program that was hobbled out of the gate**." Even with all those problems, and despite the significant program risks, the FAA still hasn't conducted an assessment of ERAM's dependencies or impacts on other program costs. At a higher level, Scovel noted**, the FAA has yet to develop an integrated master schedule to help manage NextGen, meaning that "programs are left with no clear end state." The officials and executives pointed to a number of causes for the delays and cost overruns, including unstable requirements, poor program and contract management, the inability of the FAA to bring all constituents into the decision-making process, training, and a lack of communication.** Now, added to that list might be the fiscal environment. Amidst all the turbulence, Congress is considering slashing spending at the Federal Aviation Administration between 5% and 10%, which could further delay implementation of some pieces of NextGen. "There's no question that reduced funding will cause delays, and that the delays will cost us more in the end in terms of lost benefits as well as increased costs of deployment," FAA deputy administrator Michael Huerta told legislators, adding that Congress should fund the FAA to the levels suggested by President Obama. "In the end, to be able to meet the timeline set out, the President's funding level is really what we need to get us there." The government has already spent nearly $3 billion on NextGen, and the effort will likely cost into the tens of billions of dollars. **By 2018, the FAA estimates that, thanks to NextGen, airlines will see a 35% improvement in delays and save more than a billion gallons of fuel. However, with continued problems and looming budget cuts, those numbers may be hard to reach**.

#### NextGen is inefficient- no planning or communications

**Marks ‘11** [Joseph Marks covers government technology issues, social media, Gov 2.0 and global Internet freedom for *Nextgov*. He previously reported on federal litigation and legal policy for Law360 and on local, state and regional issues for two Midwestern newspapers. He also interned for *Congressional Quarterly*’s Homeland Security section and the Associated Press’s Jerusalem Bureau. He holds a bachelor’s degree in English from the University of Wisconsin and a master’s in international affairs from Georgetown. “PLANNING AND EXECUTION FAILURES THREATEN FAA'S NEXTGEN PROGRAM” <http://www.nextgov.com/technology-news/2011/10/planning-and-execution-failures-threaten-faas-nextgen-program/49893/>]

FAA's Next Generation or NextGen program remains threatened, however, both by planning and implementation failures and by possible FAA funding cuts, agency executives and government auditors told a House Transportation and Infrastructure Committee aviation panel. Some critical elements of the NextGen program were delayed by poor planning, overly long deadlines. and inadequate communication between vendors developing the systems and air traffic controllers who will implement it, Transportation Department Inspector General Calvin Scovel III testified.

#### NextGen fails- GPS technology problems

**House Transportation and Infrastructure Committee 2-8**-12 [“SUBCOMMITTEE HEARING EXAMINES GPS USE IN AVIATION INDUSTRY,” <http://transportation.house.gov/news/PRArticle.aspx?NewsID=1524>]

As important to aviation safety and efficiency as GPS is, and **as far a reach as the GPS system has in the economy, the system is vulnerable to interference due to a relatively weak signal broadcast from space. Since current aviation operations, as well as NextGen, are dependent on GPS, some in the aviation community have pointed to potential negative impacts GPS interference may have on aviation safety, air traffic control modernization, and job creation within the aviation industry**.

## 2NC- No NextGen adoption

#### Airlines won’t adopt NextGen- no confidence in the FAA

**Associated Press ’11** [“Airlines should get government loans, committee says,” September 29, <http://www.cleveland.com/business/index.ssf/2011/09/airlines_should_get_government.html>]

The FAA is replacing World War II-era radar technology with a control system based on GPS technology, a process that is expected to take more than a decade to complete. The agency says planes will be able to safely fly closer together, reducing flying time, saving fuel and achieving better on-time performance. The program is forecast to be as revolutionary for civil aviation as was the advent of radar six decades ago. It is also critical to FAA's plans to accommodate growth in airline traffic, which is expected to rise from over 700 million passengers a year to more than 1 billion a year in the next 10 years. **Although they have the most to gain, airlines are wary of FAA's track record of changing directions after investments have been made. They point to cases where airlines have purchased new equipment at FAA's urging and wound up never using it**.

#### Airlines won’t adopt NextGen- fears of outdated tech

**Eno Center for Transportation ’12** [The Eno Center for Transportation is a neutral, non-partisan think-tank that promotes policy innovation and leads professional development in the transportation industry, “NextGen Aligning Costs, Benefits and Political Leadership,” April, <http://www.infrastructureusa.org/wp-content/uploads/2012/04/nextgen-paper.pdf>]

**Most US operators have been less than enthusiastic about paying for NextGen equipage because the technology does not provide benefits unless the infrastructure and ATC procedures are in place to use it**. **Investing** in new technology for which the infrastructure is not yet in place **poses a significant financial risk operators are not incentivized to bear. Equipage is at a standstill due to concerns of rapid technological obsolescence and uncertainty. “If I go first, I’ll have to bear the cost of updating the software, and when NextGen is turned on, I’ll have the oldest, most obsolete systems out there**”, 34 is an oft-expressed concern, according to Russell Chew of Nexa Capital, a private financing firm for NextGen equipage. **Operators have also expressed concerns regarding the lack of control over benefits arising from NextGen, which can only be reaped if a majority of operators decide to equip. If only some operators equip, that may lead to freeriding by other operators**.

#### Airline won’t invest- no clear benefits

**Schofield 1-11**-12 (Adrian, Senior Air Transport Editor at Aviation Week, “Funding Fix”, http://go.libproxy.wfubmc.edu/login?url=http://search.ebscohost.com/login.aspx?direct=true&db=a9h&AN=55828262&site=ehost-live)

**Private-Sector Fund Could Solve NextGen Headache. With airlines reluctant to invest, aerospace companies propose a new approach to paying for cockpit technology. Leading U.S. aerospace companies are establishing a fund that could provide a private-sector solution to the aircraft equipage dilemma threatening air traffic control modernization efforts**. The fund will allow aerospace companies to take on much of the risk that airlines face in purchasing technology required for the NextGen program. **While the FAA is spending billions of dollars to put NextGen infrastructure in place, it needs aircraft to be properly equipped for the system to work. But airlines are reluctant to invest in the necessary avionics upgrades until the benefits are proven.** The Obama administration has made vague references to providing money for NextGen cockpit technology, but it has not put forth a specific proposal. In the absence of a government plan, **the new private-sector concept is the most robust funding mechanism to be developed so far**. ITT Corp. and Nexa Capital Partners are taking the lead in setting up the NextGen Equipage Fund. While the other investors have not been named yet, several of the largest aerospace manufacturers have committed to provide money, says Nexa Managing Partner Michael Dyment. Helping to run the program is Nexa partner Russell Chew, who was previously FAA chief operating officer and JetBlue Airways president.

## 2NC- Long timeframe

#### ****Nextgen is inefficient and is too difficult to complete and implement. It will be pushed back too long for it to be effective****

**The Miami Herald 5-31-12 (“Plan to update air traffic-control system faces delay”, http://www.miamiherald.com/2012/05/31/2826234/plan-to-update-air-traffic-control.html)**

**NextGen**, a satellite-based air-traffic control system that’s to replace the current radar-based one, is intended to make the skies safer and more efficient. It’s **supposed to be complete by 2025, but its implementation depends on the consolidation of air traffic control buildings and facilities, a process that could take two decades**. As part of a multiyear reauthorization of the FAA that was signed into law in February, Congress gave the agency 120 days to submit its plan. David Grizzle, **the FAA’s operating chief for air traffic organization, said the plans were complex because they involved changing flight patterns, and the agency wanted to make accurate decisions even if it took more time. “We can’t make light decisions,” Grizzle said. “If we merely consolidate facilities without restructuring airspace, we may very well set ourselves back.” Members of the House of Representatives’ Subcommittee on Aviation expressed frustration that the FAA waited until the last minute to finalize the plans**. Grizzle said he’d discussed the plans with Rinaldi “maybe a month ago.” “The FAA knew they were coming in here for this hearing,” said Rep. Jerry Costello, an Illinois Democrat. “When the subcommittee acts, the FAA acts.” Rep. Peter DeFazio, an Oregon Democrat, wondered whether the agency would have enough time to draft a plan that affects thousands of workers and represents billions of dollars of investment. “Come on. We’re going to have something comprehensive nine days after you sit down with the people you identify as the principal stakeholders?” he said. Niel Wright, a spokesman for Republican Rep. Tom Petri of Wisconsin, **the aviation panel’s chairman, said Congress wouldn’t give the FAA an extension, and that the Transportation Committee would simply exert pressure on the agency to finish the plan**.“Government agencies need the cooperation of Congress, so they generally try to cooperate in return,” Wright said. Rep. John Duncan, a Tennessee Republican, noted that **the FAA had completed only two of the seven terminal facility realignments it identified two years ago. A Texas consolidation that was supposed to take place this year has been delayed until next year, and others in Michigan, Ohio and Illinois are on hold. A plan to move a West Palm Beach, Fla., facility to Miami was canceled**, and a new facility will be built in West Palm Beach instead.

#### ****Nextgen would take at least 20 years to even start to begin building its new facilities. Plan takes way too long****

**Douglas 6-1**-12 (Jim, ex-Vermont Gov and current US politician, “FAA Progress And Challenges To Consolidate Air Traffic Facilities”,

http://avstop.com/June\_2012/faa\_progress\_and\_challenges\_to\_consolidate\_air\_traffic\_facilities.htm)

The Department of Transportation’s Office of Inspector General (OIG) Principal Assistant Inspector General for Auditing and Evaluation testified before the House Aviation Subcommittee on the Federal Aviation Administration’s (FAA) efforts to consolidate air traffic facilities. This was at the request of the Subcommittee. OIG initiated an audit to review the FAA’s plan for large scale realignments and consolidations of its air traffic facility network, key challenges that FAA faces in executing its plan, and actions the Agency can take in the near term to successfully consolidate its facilities. According to the FAA, the average age for an en route center is 49 years, while the average age of a TRACON is 28 years. In 2008, OIG reported that 59 percent of **FAA facilities were over 30 years old and identified structural deficiencies and maintenance-related issues at many facilities. Sustaining the existing air traffic control system would require the Agency to spend a significant portion of its capital budget to replace and maintain these aging facilities and related infrastructure**. In fiscal year 2012, the FAA plans to spend $104 million to replace or improve TRACONs and air traffic control towers, $47 million to maintain en route centers, and $78 million to sustain electrical power systems. **The FAA reported in 2010 that 83 percent of its facilities were in either poor or fair condition and that the infrastructure at some facilities would not support NextGen and other modernization initiatives. Many of the Nation’s air traffic facilities have outlived their useful lives and cannot take advantage of newer technologies. FAA formalized a plan last year to begin consolidating them into larger, integrated facilities over the next 2 decades**, beginning with facilities managing airspace in the Northeast.

#### ****Nextgen takes too long and the earliest time for it to be finished is 2025****

**StarTelegram 5-31-12 (“**FAA plan due soon is not ready”, <http://www.star-telegram.com/2012/05/31/4000000/faa-plan-due-soon-is-not-ready.html>)

 A Federal Aviation Administration plan to consolidate hundreds of outdated facilities isn't ready two weeks before a deadline set by Congress, potentially delaying a $40 billion program to modernize the nation's World War II-era air traffic-control system. **Aviation officials told lawmakers Thursday that they haven't agreed on a plan to close, consolidate or realign more than 400 air traffic-control facilities nationwide, many of which are more than 50 years old and have fallen into disrepair. NextGen**, a satellite-based air-traffic control system that's to replace the current radar-based one, is intended to make the skies safer and more efficient. **It's supposed to be complete by 2025, but that depends on the consolidation of air traffic control buildings and facilities, which could take two decades.** As part of a multiyear reauthorization of the FAA that was signed into law in February, Congress gave the agency 120 days to submit its plan.

## 2NC- No skilled workers

#### FAA lacks skilled operators

**Scovel ‘11**[Calvin L., Inspector General for the U.S. Department of Transportation “The Federal Aviation Administration’s Fiscal Year 2012 Budget Request: Key Issues Facing the Agency” http://www.oig.dot.gov/sites/dot/files/Scovel%20Testimony%5EFY%2012%20FAA%20Budget%20Request%20Hearing%5E05-12-11\_0.pdf]

FAA is taking action to hire and train nearly 11,000 new controllers through fiscal year 2020 to replace large numbers of retiring controllers hired after the 1981 strike. However, **FAA must focus on staffing and controller skill levels at those facilities that are most critical to NAS operations. As of March 2011, 25 percent of FAA’s controller workforce was in training—compared to 15 percent in 2004—meaning fewer certified controllers in the workforce to control air traffic and provide on-the- job training for new controllers**. In addition, due to the attrition surge, FAA has had to assign newly hired controllers to complex air traffic control locations, such as Southern California, Atlanta, Chicago, and New York. Normally, new hires would start their on-the-job training at less complex facilities and eventually transfer to a higher level facility. **While FAA has ongoing actions or plans to improve controller training and placement, some of the most critical facilities now have a significant percentage of their workforce in training.** For example, Denver Terminal Radar Approach Control has 43 percent of its workforce in training, and LaGuardia Air Traffic Control Tower has 39 percent. We are reviewing FAA’s plans to provide its critical facilities with appropriate controller staffing, training resources, and other support necessary to ensure continuity of facility operations. We expect to report on our results later this year.

## 2NC- NextGen unfinished

#### NextGen fundamentals aren’t ready- the details are unfinished

**Scovell ’09** [Calvin L. Scovell III, 3-8-09 (Inspector General of the U.S. Department of Transportation, “Federal Aviation Administration: Actions Needed To Achieve MidTerm NextGen Goals”, <http://www.oig.dot.gov/sites/dot/files/pdfdocs/WEB_FILE_NextGen_Statement.pdf>]

Third, **FAA must complete the “gap analysis” of the current system and the vastly different NextGen system, which is targeted for 2025**, and develop an interim architecture or technical blueprint. **FAA** is focusing considerable attention on NextGen’s mid-term goals, now targeted for 2018, but **has not reached consensus with stakeholders on how best to move forward, and fundamental issues need to be addressed.** FAA has begun the gap analysis but will not complete it until this summer. Completing this analysis is important because **FAA’s documents we reviewed show that mission and performance gaps still exist.** Further, while FAA has made progress with developing the interim NextGen architecture, **it has not yet developed firm requirements that can be used to develop cost and schedule estimates for modifications to existing programs or new acquisitions**.

## 2NC- Alt causes

#### Alternate cause to air safety- sleepy traffic controllers

**Washington Post**, 6-15 **2012**

http://www.mysanantonio.com/news/article/Air-traffic-controllers-aren-t-keeping-to-no-doze-3638251.php

**New regulations intended to keep air traffic controllers from dozing off on duty have been violated nearly 4,000 times, according to internal Federal Aviation Administration documents. After a controller fell asleep last year in the tower at Reagan National Airport, it emerged that such lapses were commonplace at airports across the country, and the FAA said it would act to curb the problem. But a memo to more than 400 frontline FAA managers this month said a five-month internal review this year uncovered repeated violations of a requirement that controllers have at least nine hours off between shifts. More than half of the airport control towers were found to have violated the rule at least once. One facility broke the rule scores of times. The FAA suspended or fired several controllers for sleeping on the job last year, and the controversy contributed to the ouster of the head of the FAA's air traffic control organization. Among those incidents was one at Reagan National Airport when the pilots of two late-night jet liners had to land on their own after the controller supervisor who was the lone man on duty fell asleep. A Knoxville, Tenn., controller working the overnight shift made a bed for himself and slept during a five-hour period when seven planes landed. And a controller at a Nevada airport slept as a medical flight sought to land with a sick patient. A scheduling practice that let controllers pack a full workweek into just four days was singled out as the primary reason they were coming to work too tired to stay awake**.

#### Alternate causes to air traffic safety- language barriers

**NYT News Service,** 5-27**-2012 [**<http://timesofindia.indiatimes.com/home/science/The-reason-why-bad-English-leads-to-plane-crashes/articleshow/13543714.cms> The reason why bad English leads to plane crashes]

**Confusion often occurs. Sometimes it's just amusing, like a 2006 recording of exchanges between an Air China pilot and an air traffic controller at Kennedy Airport in New York. The controller becomes increasingly exasperated by the pilot's hapless English**, to the point where you can almost hear the steam coming out of his ears. That recording, on YouTube as Air China 981, is a favourite among air traffic controllers and pilots who have their own stories of language misunderstanding in global aviation. "It's the most beautiful example of the problem," said Paul Musselman , the chief executive of Carnegie Speech, a language education company that offers training on how to communicate more clearly in English to people who are not native speakers but need to use English on the job. **The Air China example is beautiful because it is simply funny and no one got hurt through miscommunication . On the other hand, the list of aviation catastrophes around the world that were caused primarily by language misunderstandings between air and ground is long and tragic. In 1977, for example, two Boeing 747s collided on a runway at Tenerife, in the Canary Islands. The disaster, in which 583 people died, occurred in a dense fog. But complicating the situation were misunderstandings of orders and acknowledgments between the aircraft on the runway and the air traffic controllers**.

#### Aerospace worker shortage

**RedOrbit 4-4-08**[space news and research site “Aerospace Industry Faces Coming Worker Shortage” <http://www.redorbit.com/news/space/1281235/aerospace_industry_faces_coming_worker_shortage/>]

As the large baby boom generation retires over the next decade, the aerospace and defense industries will be particularly hard hit, and industry officials worry there are **not enough** qualified young Americans to take the place of these retiring Cold War scientists and engineers.

#### Aff can’t solve fatigue

**Halsey 6-15-12**[Washington post staff writer “Air traffic controllers aren’t keeping to no-doze schedule” <http://www.washingtonpost.com/local/trafficandcommuting/air-traffic-controllers-arent-keeping-to-no-doze-schedule/2012/06/15/gJQAJD5FfV_story.html>]

Among those incidents was one at Reagan National Airport when the pilots of two late-night jet liners had to land on their own after the controller supervisor who was the lone man on duty fell asleep. A Knoxville controller working the overnight shift made a bed for himself and slept during a five-hour period **when seven planes landed**. And a controller at a Nevada airport slept as a medical flight sought to land with a sick patient.

## Spending DA Links

#### ****Nextgen costs way too much money****

**Perera, 6-2-2012 (David, executive editor of FierceMarkets Government Group, “FAA air traffic facility consolidation effort already late”,** <http://www.fiercegovernmentit.com/story/faa-air-traffic-facility-consolidation-effort-already-late/2012-06-02>**)**

Air traffic control facilities across the nation must be consolidated in order to realize the full transformative effect of the Federal Aviation Administration's ongoing air traffic control modernization effort, an agency official told a May 31 House panel. **The modernization effort, an at least $40 billion effort known as [NextGen](http://www.fiercegovernmentit.com/tags/nextgen), "fundamentally relies on the agency's ability to optimize our facilities and workforce**," said David Grizzle, chief operating officer of the FAA's air traffic organization. Grizzle spoke before the House Transportation and Infrastructure subcommittee on aviation. **However, the FAA is already behind in implementation of a plan finalized in November calling for the merger of long range air route and terminal radar approach control facilities over the next two decades**.

#### NextGen over budget and too expensive

Tad **DeHaven**[staff writer for downsizing the Federal Government “Huge Cost Overrun for FAA's NextGen” <http://www.downsizinggovernment.org/huge-cost-overrun-faas-nextgen>]

According to this analysis, implementing the highest performance levels envisioned in the [Integrated Work Plan] for ground and aircraft capabilities by 2025 could increase **NextGen’s costs significantly beyond the initial cost estimate of $40 billion** (e.g., in some scenarios that require every aircraft to be equipped with extensive avionics in a shorter time frame, **estimated costs can go as high as $160 billion**). If the highest performance levels are implemented over a longer period, by 2035, the **cost estimates** would be lower, but still **would be considerably higher than $40 billion**.