INSIDE

ACC Aviation Award of Excellence Winner
THELLA BOWENS interview

ACC Highlights from the year

New members expanding the ACC network of aviation experts

New Horizons

ACC Annual Report 2014
**“What’s in it for me?”**

That, or some variation of it, is a common response to many options put before us. Should I pursue that job, form that team, make that hire? The answers that we come up with largely define the direction we take, both through our careers and our lives outside of our careers.

About 20 years ago, I became our firm’s ACC official representative. Since then, I have been an active member of the Engineering Committee and contributed to revisions of P-401 and P-501 specifications; helped develop the ACC Institute and instruct courses on airfield pavement design, maintenance and rehabilitation; served as a track host and a panelist at the Airport Planning, Design and Construction Symposium; and had the opportunity to sit on the board of directors and lead it as its chair. Along the way, many friendships have been formed, teaming arrangements have been initiated, and projects have been pursued, won, and successfully completed.

I admit that when I started in ACC I was naïve. However, today I can say the following:

› ACC provided me opportunities to meet and interact with peers from around the world, receive technical training to enhance technical skills, learn from leaders in our industry, and interact in both professional and social settings with a group that will be colleagues for the rest of my career.

› With increasing involvement in ACC committees, I had opportunities to be the speaker rather than the audience at ACC workshops, webinars, and other meetings. And I spent a lot of quality time with those who are or would become teaming partners, clients, and yes, even competitors.

Looking back over the past 20 years with ACC, my participation has meant an opportunity to grow personally and professionally in many ways, culminating in this past year spent as the chair of the ACC Board of Directors. In this past year alone, I’ve seen our organization work to strengthen the Young Professionals Forum, enhance the committee structure, and continue to reinvent our workshops, training programs and conferences to maximize their value. As I move on, I can assure you that the organization is in great hands. During my time as chair I’ve learned how hard the ACC staff work to make our organization a success. If her energy this year is any indication, your incoming board chair, Carol Lurie, is going to a great job. I look forward to working with her, Don Bergin, and Roddy Boggus and the rest of the board in my role as the immediate past chair. I’d like to thank the members and staff for the opportunities that ACC has provided and continues to provide all ACC members. Lastly, I encourage each of you to explore the relationships, technical knowledge and opportunities offered by our organization to find ‘what’s in it’ for your career.

David G. Peshkin, P.E.
Chair — 2014 ACC Board of Directors
Applied Pavement Technology, Inc.
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NewHorizons

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In August, ACC had the privilege of interviewing 2014 ACC Aviation Award of Excellence Recipient Thella F. Bowens. Bowens has over 25 years of experience as a leader in the aviation field and, since 2003, has served as president and CEO of San Diego County Regional Airport Authority (SDCRAA), the owner and operator of San Diego International Airport which generates more than $9 billion annually in economic impact for the region.

She has overseen a number of successful projects during her tenure, perhaps most notably the award-winning Terminal 2 ‘Green Build’ program completed in August 2013. A $1 billion project that was completed on time and under budget, the Green Build created 1,000 jobs at peak construction. Earlier this year, San Diego International Airport was awarded Leadership in Energy and Environmental Design (LEED) Platinum certification for the Green Build terminal expansion from the U.S. Green Building Council (USGBC). The award makes San Diego International Airport home to the first LEED Platinum certified commercial airport terminal in the world.

**ACC:** Let’s start out with the Green Build project — a $1 billion dollar project that was completed on time and on budget. It was funded through a combination of sources without the use of any local taxes. As we begin to look at FAA reauthorization and the state of airports in general, funding certainly becomes a challenge for a lot of airports. Taking a look at the Green Build and the capital needs you have at your airport, what are the trends you see in regards to the funding of large scale airport projects in the near future?

**Bowens:** Well I think the cost of the projects is only getting larger and larger and certainly one of the key components to funding them is going to be modernization of the PFC. Without some changes to the legislation that governs that source of funding, it is going to be very difficult for airports the size of San Diego — and even smaller airports — to fund large projects,
It’s just part of our DNA here to include sustainability into everything we do.”

—THELLA F. BOWENS

particularly for those that aren’t the recipient of local tax dollars. In addition to changes to the PFC and AIP funding, airports are going to need to find really creative ways of enhancing our revenue because the sources of funds that we have available to us today are not sufficient to cover all of our needs. Innovative approaches to project delivery will help finance projects. Some airports are already taking advantage of things such as public-private partnerships to deliver with third-party assistance. In the past two years, San Diego for the first time engaged a third party for our centralized receiving and distribution center and, just recently, opened our new FBO with Landmark Aviation as a third-party developer. So, we’re looking at new approaches to project delivery that can help us because finding revenue from other sources and maximizing the revenue sources we have today is going to be key.

ACC: I think you’d agree with me that third-party revenues are not a panacea and are not going to solve all of our problems which speaks to the need to increase PFC funding. With reauthorization coming up, ACC will be in lockstep with ACI-NA, AAAE and other groups in hopefully securing an increase.

BOWENS: It’s going to be really important to have all the stakeholders and the members of ACC are going to be crucial to carrying the message to Congress about the importance of the work to the economies of these communities. It’s exciting to hear that all stakeholders will be involved in bringing organization to that legislation.

ACC: Let’s switch gears and talk about the sustainable design and building practices that earned the Green Build its name and various LEED accreditations. Can you talk a little about why the airport felt sustainability was such an important goal of the project?

BOWENS: For a long time now sustainability has been part of the fabric of our airport. One of the guiding principles for our airport authority has been to be a trusted and highly responsive regional agency in our community. In San Diego, you can’t have that trust without being a guardian of the environment. In 2008, we became one of the first airports in the country to have a formal sustainability policy. Within that policy, our board decided that every project we do here — whether a renovation or a new project — would have a minimum standard of LEED Silver certification. Once we began working on the project, it became clear to us that we could achieve even more with just some minor changes to the plan itself. I really have to give a lot of credit to the project team members who bought into our commitment to sustainability early on and looked for ways to enhance the project. It never became a ‘goal’ to receive LEED Platinum on the project but it almost became a feeding frenzy. The more you were able to deliver levels of sustainability in the project the more you wanted to find cost efficient ways to do so. Ultimately, because of the buy-in of all stakeholders, were able to achieve more than we set out with a LEED Platinum on the terminal building and a LEED Gold on the roadway. The roadway doesn’t receive a lot of attention, but a lot of effort was put into making sure that project exceeded the Authority’s goals with regard to sustainability.

ACC: Was this driven by any state or local ordinances or was it truly an airport decision?

BOWENS: It was really an airport decision. Not only does our sustainability policy address construction, our sustainability policy is a part of everything we do: day-to-day operations, community involvement, etc. Everything we do is geared toward ensuring that the airport is doing its part to improve and maintain the environment. It’s just part of our DNA here to include sustainability into everything we do. It is not a state or local requirement; it is something that the airport is a leader of in San Diego and very proud to be.

ACC: So it’s been one year since completion and 5 years since breaking ground. When you look at the Green Build project what are you most proud of? What are some lessons learned?

BOWENS: What I’m most proud of are the outcomes that are the result of high levels of collaboration and incorporation between all stakeholders. Those stakeholders included the local community, our staff, our board and the project members from the consultant community that were a huge part of this project. Without all of the innovation, new
ideas and enthusiastic participation from everyone, we would have never been able to achieve LEED Platinum on the building or even LEED Gold on the roadway. I’m very proud of the budget situation we found ourselves in. We were always very cognizant of maintaining a good budget and, along with staying within the cost of the project, we realized tremendous savings by having success in the bond market with the cost of our debt financing. Being able to save money there was an important part of the project. One of the primary parts of the project’s success was having a really great design-build team that we went through an extensive process to select. When you talk about consultant relationships you think about the construction teams themselves, but one of the key components of our team was our financial advisors — who are also consultants — who guided us through the bond sales and hit the markets at the right time, get the best rating and strong rates.

It really was a complex project with a lot of different consultants working on it.

One of things that we always do here is partnering. Partnering in the traditional sense is a lot of getting together on or off-site to agree upon how to handle certain differences, etc. Our project leadership took partnering to the next level. In addition to the formal processes we had in place, they added a number of informal processes. They got together to talk to each other outside of working hours. There was a mutual respect between everyone. Whether it was small businesses, large contractors or individual trades, everyone was respected for what they brought to the project. Everyone felt that they were bringing value. One of the things we made sure to do was to have the executive management visit the project and talk to the people actually delivering it every single day. That always makes people feel that the work they are doing is important.

We made an effort to integrate new technology. BIM, for example. I’m sure my engineering and construction team knew a great deal more, but I had never seen a BIM model used very extensively until this project. We were willing to use any technology available to us to help us deliver a project that we would be proud of.

We also wanted to make sure that this community benefitted from the money that was being spent so we had a robust program of including local, small, minority and woman-owned businesses. With each decision to be inclusive we also found ways to work with those vendors prior to the project to teach them how to do business with the airport. Even three and four years before breaking ground we were working with those businesses to develop their relationship with the airport and understand what their needs were so they could function efficiently once a part of the project. That was helpful in the long-term success of the project.

ACC: There’s a lot of emphasis on the environmental aspect of sustainability but the way you had the local community involved and engaged speaks very much to the social aspect and goals of sustainability plans. Also, technology, particularly BIM, really forces the integration of teams by forcing them to come together much earlier in the process. The architects, designers, contractors and the airport are all in one room making decisions, using the technology to model out the project in a collaborative way.

BOWENS: You’re correct about that. In the past, public agencies haven’t had as much access to alternative delivery methods but being able to choose design-build versus design-bid-build really enhances collaboration as well. Any tool like delivery methods that force you into better relationships have got to make a better project. The reality is, it’s all about teamwork in the end. You’re only as good as the team that you put together and that team is only as good as they See BOWENS on page 8
Congratulations to Thella Bowens for receiving the ACC 2014 Aviation Award of Excellence. We are proud to have collaborated with her as sustainability consultant for the San Diego International Airport Landmark Aviation Operations Terminal, which is targeting LEED 2009 for New Construction Platinum.
are willing to integrate themselves, putting aside personal agendas to work towards one vision. We made the right decision with the delivery method, then the leadership from within, the team that we selected. All of that is what made it a dream project.

ACC: Let’s look to the future. What do you see in the next decade for your airport there in San Diego and the industry as a whole?

BOWENS: At San Diego there are definitely several things on the drawing board that we will be rolling out in the next couple years. Our consolidated rental car center is going to open in 2016. That is going to be a game-changer for us. We are working on our next airport development plan, which will be taken to the board with a preferred alternative by the end of this year. That plan will allow us to redevelop Terminal 1 and perhaps even the older parts of Terminal 2 – what we call Terminal 2 East. That will totally change the face of the airport and will enhance the customer experience for all. Our customers in our older terminals now are envious of customers in the new terminal and we want to create a great experience for everyone using the airport.

In addition to just facilities, we are continue to try to enhance the air service offerings that connect San Diego to the world. San Diego is developing industries here that require global connectivity and the extent that we can make that efficient for our customers and community is going to help shape what happens.

I think San Diego is a microcosm of what is happening in the industry. The industry is responding to a global economy. There is huge growth in international services and I think that will continue. The issues we have with facilitation of people in and out of the country is going to be key on everybody’s agenda over the next several years. Anything we can do to enhance that process — whether that be technology or processes
“You’re only as good as the team that you put together and that team is only as good as they are willing to integrate themselves, putting aside personal agendas to work towards one vision.”
—THELLA F. BOWENS

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★ACI-NA Congratulates Thella Bowens on being awarded the 2014 ACC Aviation Award of Excellence★
— will be what we focus importance on. How airports are funded will continue to be an important issue that we’re going to continue to deal with. The reality is that in most communities, airports don’t receive any local, state or federal funding beyond the AIP grants for which they qualify. Airports are going to have to be nimble to adapt to changes. Low-cost and legacy carriers are changing how they do business and airports will have to be responsive to those changes. The industry will always survive because it’s a vital industry to the economy of the world but it will look different than any of us can imagine.

**ACC:** Let’s wrap up our conversation talking about you and the different positions you’ve held with ACI-NA, ACRP and countless other organizations. Lead us through your career in aviation that has been marked by such strong leadership and how you have been successful leading so many different groups of stakeholders.

**BOWENS:** Well, success is based on how you look at it. Whatever success I have I can attribute to two things. One, I always go into everything I do with a vision for the future. That’s not how things look today, not how things will look 2 or 3 years from now but what is the long-term vision that you want and how do you put that in place. Another thing I believe in that is part of my DNA is teamwork. Those two things have given me any modicum of success in my career. I challenge my staff but at the same time empower them to execute their responsibilities. I really believe that you give someone a job and let them do it. It might not be the way that you would have done it but if the outcome is good then you are in good company. I find that works with my staff and works with consultants, as well. You give people guidance and direction and then let them do what they do best. Keeping the focus on valuing people for their skills and respecting people for what they bring to the table has really been a key part of any success that I have had. I really believe in collaboration and openness, the importance of a lot of different viewpoints on projects and I certainly have a dedication to my work and my community. All those things have helped me be effective.

“Keeping the focus on valuing people for their skills and respecting people for what they bring to the table has really been a key part of any success that I have had.”

—**THELLA F. BOWENS**
Congratulations
Thella Bowens

2014 ACC Aviation Award of Excellence Recipient

Many achieve success, but few win it all.
Google confirms its purchase of a manufacturer of unmanned aerial vehicles (UAVs) to explore bringing Internet connectivity to remote parts of the world.

Yahya Abdi, 15, breaches a security fence at San Jose International Airport and survives a 5.5 hour journey stowed away in the wheel well of a Maui-bound Boeing 767.

Malaysia Airlines Flight 370 vanishes while flying from Kuala Lumpur to Beijing. An international search effort ensues but it remains a mystery.

FAA announces the six sites to conduct testing and research into integrating unmanned aircraft systems (UAS) into the national airspace.

ACC collects comments from members on the Draft FAA Advisory Circular 150/5100-14E, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects. Comments are consolidated and submitted to FAA for consideration prior to publishing the final version of the document.
In an effort led by Globalization Committee Chair Steve Riano, groups of ACC members provide edits to IATA Automated Desk Reference Manual (ADRM) modules on security, airport commissioning, air cargo and Automated People Mover systems.

ACC Institute offers webinars on PCN and small community air service and an in-person airfield pavement design workshop in Seattle, WA.

ACC President T.J. Schulz discusses what ACC as an organization is doing to promote airport sustainability at the 2014 Airports Going Green Conference in Chicago.

TSA Administrator John Pistole announces his retirement, effective December 31.

Due to a fire set by an employee in a key air traffic control tower, thousands of flights are cancelled in and out of Chicago O’Hare International Airport, the world’s second busiest airport.

Health screenings of incoming passengers from Ebola-stricken West Africa begins at five major U.S. airports.

A flight from Newark to Denver is grounded due to an argument over a passenger’s use of a Knee Defender gadget to prohibit the passenger in front of him from reclining their seat.

Featuring speed networking, a technology showcase and unique sessions on developing the ‘Seven Cs’ of successful business practices, the 36th ACC Annual Conference & Exposition is held in Ft. Myers, Florida.

During a flight from Amsterdam to Kuala Lumpur with 283 passengers and a crew of 15 aboard, a Boeing 777-200ER operating as Malaysia Airlines Flight 17, is shot down by an unidentified surface-to-air missile and crashes in Ukraine, killing all on board.

After a rocket strikes a building near Ben Gurion Airport, the U.S. Federal Aviation Administration bans flights to Tel Aviv, Israel by U.S. airlines. Some major European airlines also suspend service to Tel Aviv.

ACC participates in a forum hosted by the Minneapolis-St. Paul Metropolitan Airport Commission to examine impacts from an expected pilot shortage on regional airports and airlines.

Due to a fire set by an employee in a key air traffic control tower, thousands of flights are cancelled in and out of Chicago O’Hare International Airport, the world’s second busiest airport.

Featuring speed networking, a technology showcase and unique sessions on developing the ‘Seven Cs’ of successful business practices, the 36th ACC Annual Conference & Exposition is held in Ft. Myers, Florida.
Welcome to our ACC year in review! It has been a remarkable year not only for ACC, but also for our members and the industry as a whole. As we reflect on the many accomplishments at ACC, I have to acknowledge the tremendous work and contributions of members who offered their valuable time to volunteer for committees, develop training and industry events, and guide the overall direction and mission of the Council.

I must also commend the fabulous ACC staff. Their sole focus throughout the year has been on improving services to members and creating more value. I can’t thank them enough for their dedication and service on behalf of ACC.
Our collective efforts will be needed next year more than ever as we look to the reauthorization of the Federal Aviation Administration and in dealing with the uncertainty surrounding the federal budgeting and appropriations process. This offers an opportunity, however, for the aviation community to take aggressive steps to fix the many problems that inhibit a robust, efficient domestic aviation system.

I see an incredible opportunity for ACC to serve its members, and I very much look forward to a successful 2015. I urge you to stay involved and participate. Together, we have much to accomplish.
The Advocacy Committee has been active on a number of fronts over the past year with primary focus on the upcoming FAA Reauthorization process. Discussions were held on increasing the $4.50 cap on passenger facility charges (PFC) and sequestration. Industry stakeholders such as the U.S. Chamber of Commerce, The Reason Foundation and the Eno Center for Transportation offered insights for ACC members and helped identify solutions to legislative issues. Additionally, I joined with Ben DeCosta, chair of the ACC Finance & Project Delivery Committee and conducted joint meetings of the committees to discuss issues of mutual importance.

A major initiative of the committees was the initiation of a reauthorization sub-committee. To assist in completing the work of the committee, working groups were formed to identify issues of importance to ACC members in the areas of Airport Finance, Regulatory Reform, Small Community Air Service and Qualifications Based Selection (QBS). The participants have been very active and put in countless hours with the goal of identifying and confirming issues that will formulate ACC’s FAA reauthorization principles and recommendations. A general list of those recommendations was presented to the ACC Board of Directors. The reauthorization sub-committee is currently finalizing more detailed discussion of the issues.

As the policy principles are being finalized, the Advocacy Committee will work with the reauthorization sub-committee and ACC staff towards the critical step of formulating an advocacy strategy that ensures our issues are given due consideration in the reauthorization discussion and affect future reauthorization legislation.
ACC knows the importance of a long-term FAA funding reform. A strategy meeting between committee members and key aviation policy analysts provided a framework of the issues and political landscape. ACC is working to ensure a strong, unified message is brought to Capitol Hill on behalf of ACC members and all aviation stakeholders.

FAA Deputy Associate Administrator for Airports Ben DeLeon addresses attendees at the 2014 Airport Planning, Design and Construction Symposium

House Transportation and Infrastructure Committee Chairman Bill Shuster has called for a ‘transformational’ FAA funding bill

ELIZABETH ‘SISSY’ PRESSNELL >>>
Vice President, Government Relations, Smiths Detection
ACC Security Manufacturers Coalition Chair 2014

It has been a very busy and productive year for the Security Manufacturers Coalition (SMC). We have worked to take our place as industry thought leaders on Capitol Hill and within the Transportation Security Administration (TSA) to help influence policy and spending decisions, and create more clarity and a better environment to do business.

This year, we were able to see our advocacy efforts pay off as when TSA produced its first ever five-year acquisition plan for checkpoint technologies. The document, published in May, provides manufacturers with a roadmap to understand the near and long term research, development, purchasing and deployment intentions for security technologies at airports across the country.

We took part in discussions with House and Senate professional staff to offer guidance and support of a bill to reform the acquisition process at TSA; engaged directly with TSA to work on reforms for the test and evaluation process; and participated in high level working groups on risk-based screening and harmonization efforts between the EU and the United States to phase out the ban on screening liquids, aerosols and gels (LAGS) at checkpoints. We look forward to our continued partnership with our government stakeholders as we strive to help our members address current and future threats to aviation, transportation, and border security.
Throughout 2014, the ACC Planning & Environmental Committee has achieved positive results for both ACC members and the industry as a whole. The primary objectives for the committee over the past year included: completing the integration of the two committees into one, increasing committee participation and membership, and providing direct value to committee members through sharing of information and interaction with stakeholders.

The beginning of the year was marked by the combination of the separate planning committee and environmental committee into one. This consolidation has been beneficial by providing a more cohesive collaboration with the FAA and other industry stakeholders. As a demonstration of such, ACC and the Planning & Environmental Committee joined ACI-NA to co-host the Airport Planning & NEPA Workshop in Washington, DC to further the dialog between planners and environmental specialists.

Committee participation has been strong and the outlook is positive for continued improvement. During committee meetings and teleconferences, the focus has been placed on providing value for the time spent by the members. Invited speakers, members of the FAA, and ACC members have all contributed to our committee meetings and provided insights into contracting methods, past and present projects at airports, and upcoming FAA policy changes.

Members of the committee volunteered numerous hours and resources to assist in the review and comment of draft FAA Orders, Standard Operating Procedures, and Advisory Circulars. Notable efforts included the review and comment of draft FAA Order 1050.1F, draft Categorical Exclusion SOP, and one engine inoperable departure procedure guidance. The FAA is a valued partner and has indicated a desire to increase collaboration over the coming year to provide further support as the number of revisions to FAA policy increases.

For the next year, the ACC Planning & Environmental Committee will continue to grow and increase its contribution to both our members and to our client and FAA stakeholders in such a way that provides a benefit for all.
Those FAA leaders participated in committee calls and event panels to ensure clarity of purpose of programs designed. In turn, the ACC membership provided comments on drafts of FAA Orders, Advisory Circulars and field Standard Operating Procedures (SOPs). This open communication and interaction between ACC and its agency partners helps build a stronger aviation system.

Committee participation was fantastic throughout the year — from being engaged as either subject matter experts or moderators at the Symposium in Denver or the Airports Technical Workshop in DC, or simply in committee calls and meetings. The meetings and calls had very good discussions among the participants, including updates from the FAA Office of Airport Engineering. This direct interaction between the committee and FAA personnel allowed a wide audience to participate and discuss important issues in a forum that informed a lot of people at the same time. Future engagement like we enjoyed in 2014 will allow committee members more interaction with agencies, airports, and other subject matter experts helping to grow the committee knowledge base as well as continue to market ACC. Key action items for 2015 will be to continue to grow the committee membership and participation, especially in younger professionals; continue to include and increase FAA participation in committee meetings and webinars; and move forward with an online forum for committee members to exchange information and ideas and make that forum well known and easy to use.
Aviation security continues to be a dynamic market for ACC members, where they consistently push for excellence in security designs, operational analyses and innovative technologies. The continued growth of ACC’s role is exemplified by the Security Capabilities Day & Technical Workshop, which has doubled in size and scope since its inception in 2009 and is now regarded as a premier aviation security event by both industry experts and TSA leadership.

The Security Committee had an active and productive year in 2014, the highlight of which was the revamped 5th Annual ACC/TSA Security Capabilities Day and Technical Workshop in June. The newly-formatted event was a huge success, bringing in over 200 attendees (a record). Attendance by government employees was especially abundant, with great support provided by TSA in both presenting initiatives and participating in roundtable discussions with our members. Feedback from both public and private sector participants was extremely positive. Both TSA and industry wholeheartedly believe in the value of this event, which brings both groups together in a collaborative atmosphere that allows the industry to adapt to ever-changing needs of aviation security.

Participation by our members in the TSA-led Industry Working Group (IWG) for review and update of TSA’s Planning Guidelines and Design Standards for Checked Baggage Inspection Systems (PGDS) continued. Initiated in early 2013, the IWG continues to meet quarterly to develop a new format for the document that clearly defines requirements versus best practices. Subcommittees have been established to divide the document into manageable sections for rework with the ultimate goal of producing a consolidated, easy-to-understand guideline for release to the public by the end of 2015.

Security experts from the ACC membership constructed a comprehensive agenda for the Security Capabilities & Technical Workshop. FRONT: Eric Zanin, Analogic; Gaylloyd Dadyala, Vanderlande Industries; Solomon Wong, InterVISTAS. SECOND ROW: Charles Chambers, National Safe Skies Alliance; Paul Erhard, L3. THIRD ROW: Susan Prediger, SP Consulting, LLC; Larry Studdiford, URS; Richard Spies, AECOM. BACK ROW: John Majewski, JSM & Associates; Art Kosatka, TranSecure; Pete Bjostad, CAGE, Inc.
Through events, interaction via the Security Manufacturers Coalition (SMC), participating on working groups and leading the way on key initiatives, ACC strengthens its relationship with TSA and creates open dialogue and understanding between the agency and its industry stakeholders.

Another endeavor initiated in 2014 was the establishment of a Security Technology Third-party Testing subcommittee. This group was formed to help TSA in the development of performance requirements for third party testing in response to an initial briefing by TSA in June. The TSA’s third party testing initiative is in response to prolonged certification processes of Transportation Security Equipment (TSE). The goal of the subcommittee is to address such critical issues as performance requirements, perceived and real organizational conflicts of interest (OCI) between Original Equipment Manufacturers (OEMs) and third party testers, and payment constraints. The subcommittee continues to work with TSA’s Test & Evaluation (T&E) Division in order to move toward implementation more rapidly.

It has been a great pleasure chairing the Security committee these past two years, and I would like to offer my sincere thanks to Doug Diehl of Analogic Corporation for his dedicated service as my vice chair, as well as the entire ACC staff for the endless support in our endeavors.
With a membership that spans a wider variety of airport development expertise than ever before, there has never been a better time to be an ACC member. ACC is continually finding ways for its members to take advantage of this diversity. By engaging with fellow members on committees, working groups and event panels, or taking part in speed networking or firm forum sessions, members can build a network of the experts to build successful project teams and find the knowledge they need for sound business practices.

A record 750 people attended the February 2014 Airport Planning, Design and Construction Symposium in Denver.

EJ’s Lee Veldboom and Saulo Rozendo exhibit their products at the Airport Planning, Design and Construction Symposium. ACC offers product suppliers unparalleled opportunities to market, network and develop relationships with airport developers.

ACC’s 2014 Planning and Environmental Committee Vice Chair Barton Gover with Parsons Brinckerhoff (left) catches up with Damon Smith with Mead & Hunt, Inc.

Business connections are made an ACC speed networking event in June.
The ACC Young Professionals Forum continues to grow as a resource to a wide network of individuals early in their aviation career. Specific programs designed for young professionals at ACC Events allow them to build their professional network and meet the mentors that can help the next generation of airport development experts create successful careers in aviation.

In only its second year as a group within ACC, the ACC Young Professionals Forum had over 70 young aviation professionals participate during the year. A free Marketing 101 webinar in the Spring allowed attendees to hear best practices and lessons learned from senior industry professionals. A networking event and group competition were held at the 2014 ACC/AAAE Airport Planning, Design and Construction Symposium. The forum also held a networking reception at the Airports Technical Workshop that allowed young professionals and all attendees to network with the student winners of the FAA Design Competition for Universities. The Forum’s own competition, the ACC Young Professionals Innovation Competition, had nearly twice the number of submissions as last year, including a submission from a team of young professionals in Russia!

Moving forward into 2015, the YP Forum looks to provide additional webinars on marketing services and international business practices; continuing to grow the Innovation Competition; and expanding the opportunities for young professionals at events like the Design Symposium and Technical Workshop.

The YP Forum is important to the industry as a way to get young professionals engaged in ACC activities and provides career growth, mentorship from industry professionals and networking. When you see young professionals at conferences or events, I encourage you to introduce yourself, share your experiences and wisdom, and help strengthen the future of the aviation industry.

Exposure to technical knowledge and industry veterans at events like the Airport Planning, Design and Construction Symposium helps young professionals build a strong foundation for a successful career in airport development.
Now more than ever, the global economy informs the daily business decisions of ACC members. ACC has continued to be responsive to these needs by providing training and resources for domestic firms exploring global markets, guiding foreign firms attempting to enter the U.S. market, collaborating with international organizations and staying in front of global aviation trends.

STEVE RIANO >>>
Aviation Practice Leader, Bechtel Corporation
ACC Globalization Committee Chair 2014

The ACC Globalization committee members are actively working with the International Air Transport Association (IATA) to assist with the update of its Airport Development Reference Manual (ADRM).

The ADRM provides guidance on designing airport facilities with user needs in mind. An essential reference for airport development, the ADRM is a valuable tool for all stakeholders involved in airport development and planning. As such, it is considered the premier ‘go to’ development guidebook for the airport industry globally and is recognized by airport owners, airlines, and consultants worldwide. The ACC Globalization Committee spearheaded a comprehensive review of draft modules on master planning, forecasting, terminal planning, cargo terminal, security, automated people mover systems, airport commissioning, airside infrastructure and baggage handling. IATA appreciated the expert views and contributions of the ACC membership.

ACC was asked by IATA to participate on a panel to help launch the new 10th edition of ADRM at this year’s Passenger Terminal Expo in Barcelona. The conference is one of the aviation industry’s premier events and hosted more than 3,500 delegates with over 250 expert speakers this year. ACC’s involvement and contribution to this important effort demonstrates its expertise in the airport planning and design business on a global level. ACC’s member participation was formally acknowledged on the first release of the new ADRM in March 2014. IATA has invited ACC to review additional draft modules as they become available. The ACC Globalization Committee will continue to develop teams of subject matter experts to review future modules.
The importance of ACC as a global stakeholder was on full display at the 2014 Passenger Terminal EXPO in Barcelona, Spain. ACC staff, board members and committee members spoke to attendees about initiatives to harmonize international security standards and ACC’s role in updating the IATA Airport Development Reference Manual (APDRM).
Asphalt Systems, Inc. is a provider of superior asphalt preservation products to the airport industry. We have provided products for use on over 450 airport projects in the last 20 years. We have provided on-site assistance on almost all of the projects from the far reaches of the Aleutian Islands to Florida. We are preservation experts and would be happy to help you.

Birdi & Associates, Inc. is a Los Angeles based small business providing professional consulting services in Project Management/Construction Management, Design/Build, Technology, Security Systems, Software Development and Systems Operations & Maintenance. In addition, we are constantly improving our service delivery by developing in-house software products like the Birdi Facility Manager (BFM) and the Capital Project Planner (CPP). Birdi & Associates, Inc. is currently developing two products in support of its services including tools for Project Management and tools for Maintenance of Mission Critical Systems.

AIRPORT SEATING ALLIANCE supplies commercial seating for passenger waiting areas, airports, train stations, bus terminals and hospitals worldwide. We concentrate on functionality and processes. A small business committed to delivering results that matter. Specializing in agile project management and collaborative acquisition management. Currently supporting Transportation Security Capability Analysis Process (TSCAP) contract.

Coast 2 Coast provides a comprehensive portfolio of services for clientele in the fields of architecture, engineering, construction and branding. Grounded in providing efficient, quality as-builds, branding surveys and a variety of field services, C2C also offers design support, 3D modeling, BIM consulting and construction management collaboration.

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An HNTB rendering of Sunset Cove, the centerpiece of Terminal 2 West at San Diego International Airport

Photo courtesy of HNTB