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ACC >>> delivering excellence in airport development
Contents

4 MESSAGE FROM THE CHAIR
6 MESSAGE FROM THE PRESIDENT
8 ACC AWARD OF EXCELLENCE WINNER 2017
14 2017 TIMELINE
16 Aviation News / ACC News
18 ACC ADVOCACY REPORT
20 TECHNICAL EXPERTISE: FAA
22 TECHNICAL EXPERTISE: SECURITY
23 TECHNICAL EXPERTISE: TERMINAL
24 MEMBER ENGAGEMENT
26 YOUNG PROFESSIONALS
28 MEMBER RECOGNITION
30 NEW ACC MEMBERS

FRONT COVER: Left to right (1) ACC member firm CH2M is well-represented at the 2017 ACC Airports Technical Workshop (2) Benjamin Goebel, Gresham, Smith & Partners, at the 2017 ACC/AAAE Airport Planning, Design & Construction Symposium (3) Michael Saunders, General Dynamics Mission Systems, at the 2017 ACC Security Capabilities Workshop (4) Timarie Trarbach, Populous, presents the winning ACC Young Professionals Innovation Competition project at the 2017 Symposium (5) Charlotte Peed, Rapiscan, moderates a panel at the Security Capabilities Workshop (6) Roddy Boggus, Sufflok, presents Don Bergin of Blast Deflectors, Inc., with a plaque at the 2016 ACC Annual Conference (7) Record numbers attend the 2016 ACC Annual Conference in Florida
Dear friends,

When looking back at my time as the ACC board chair in 2017, I am reminded of lyrics written by Willie Nelson... *Gee, ain’t it funny how time slips away.*

I remain very bullish on ACC, its staff, and its members, and we have accomplished much this year:

- We significantly built up our training offerings and are looking forward to rolling out on-demand education in 2018.
- We saw a noticeable increase in construction based companies joining ACC, and are continuing to work on attracting equity partners, developers, and others to create a strong membership base reflective on the changes taking place in our industry.
- We have the strongest Young Professional group (YPs) in our industry today, and they continue to expand their role and make significant impacts on the revivification of our industry.

Roddy Boggus, Executive Vice President, Suffolk
Chair — 2017 ACC Board of Directors

Roddy Boggus giving the opening remarks at the 2017 ACC Security Capabilities Workshop.

“We have the strongest Young Professional group in our industry today, and they continue to expand their role...”
And we can, for the first time, honor our own with the expansion of eligibility for the ACC Aviation Award of Excellence, which honors visionary and innovative contributions that have advanced the airport development industry.

And that’s just a few things to talk about. ACC continues to focus on increasing the cap on PFCs, advocating for QBS (Qualifications Based Selection) and fair contract terms, and educating the industry on alternative project delivery systems. ACC is also looking forward to the potential impacts that disruptive technology and practices may have on our industry in the future.

So, I close this year out with a reminder that ACC is you. We need your expertise and ideas, but most of all, we need your involvement.

This is the only aviation trade organization where you can have an immediate and direct impact.

I’m looking forward to working with Mary Ellen Eagan, Matt Wenham and J.J. Morton next year as they continue to move ACC forward. It’s an excellent time to be engaged.

Sincerely,

Roddy Boggus, ACC Board Chair

Roddy Boggus can be reached at rboggus@suffolk.com
Looking back on 2017, a few highlights come to mind:

- ACC staff attending a record-number of airport industry events across the country, contributing to programs and networking with members and potential members.

- Speaking at numerous regional and state airport conferences on best practices in procuring professional services.

- Convening experts from industry and government to assess and identify improvements to U.S. security checkpoints in a report submitted to Congress.

- Substantially ramping up on-line training offerings this year, providing education on diverse topics relating to all aspects of airport development. (And expanding professional development hours for airport planners, engineers and architects when offering these events.)
“The diversity of services and products ACC members provide their airport clients is truly remarkable, and reflects this ever-evolving and vibrant industry.”

— T.J. SCHULZ
In September, ACC had the privilege of interviewing the 2017 ACC Aviation Award of Excellence recipient, Former Representative John Mica. Representative Mica had a storied 24-year career serving the constituents of the 7th Congressional district in Florida. During his tenure in Congress, he had direct influence on numerous bills that impacted airports and the nation’s infrastructure system in general.

Mica was recognized for being a consistent and strong advocate for U.S. airports and the aviation system in Congress. As a member of the House Transportation and Infrastructure Committee, including two years as Chairman from 2011 through 2012, he shepherded 55 bills to passage, 30 of which were signed into law. He championed advancements in the aviation system as the Chair of the House Subcommittee on Aviation, where he was responsible for passage of long-term FAA reauthorization bills in 2003, 2008 and 2012. Mica also led the country through a turbulent recovery from the 9/11 attacks by establishing the Air Transportation Stabilization Board and served as one of the key primary authors of legislation that established the Transportation Security Administration (TSA).
Congressman Mica, thank you for joining us today. Congratulations on winning the ACC Aviation Award of Excellence.

MICA: Thank you, it’s an honor to receive recognition from a great association. I’m also very pleased to have this opportunity to talk about aviation and airports with ACC.

You had an incredibly successful career in Congress — 24 years, Chair of the House Transportation and Infrastructure Committee, and also Chair of the Aviation Subcommittee. You saw through three long-term FAA reauthorizations, which, as we all know, can be extremely difficult.

MICA: [Laughs] We certainly pumped those out. That is all true — and they were exciting times. I became Chair of Aviation in about February 2001 when there was a shuffle of leadership seats, which gave a junior congressman like me the chance to become the Chair of the Aviation Subcommittee. It turned out to be an incredibly historic year in aviation, given what followed with terrorist attacks. Terrorists used aviation as a tool and weapon of destruction against us. One of my proudest moments was helping the industry recover. That was a monumental time, and something I look back on. I think we were fairly successful considering the blow that was struck.

Absolutely. Just to rebuild and regain confidence in the system was itself a huge task.

MICA: Well, people have to remember that aviation was devastated. The event cast a horrible spell on air travel. The industry was financially devastated, and the recovery needed to be addressed, but not in an artificial way. It bankrupted many, but we were tough. We made the terms for government assistance fair and business-oriented. We also put together a security system to ensure that this kind of incident would never happen again.

As a recognized national transportation leader, Rep. Mica led the effort in Congress to restore stability to the aviation industry and co-authored the Aviation and Transportation Security Law following the September 11th terrorist attacks.
Yesterday we recognized the attack 16 years later. Any thoughts on where we are with aviation security?

MICA: Having been a godfather to, selecting the name of, and creating the TSA with a group of people, I’m not particularly happy with our performance or the recent evaluations on our ability to detect possible threats that are out there. I always think we can do better.

I just returned from Europe, and it is apparent that we are behind the rest of the world, even in processing passengers. We have created a rather bureaucratic transportation security system. It can be improved upon, and it should be improved upon. The risk has changed. I’m hoping the new administration can look at additional revisions in the system to do a better job and not encumber the passenger.

The industry has started to see some significant changes in the TSA under former Administrator Peter Neffenger, which we hope will help the TSA to be nimbler and better able to meet an ever-evolving threat.

MICA: I agree – I think we have had about 13 administrators over the last 16 years, and each has had a very short term. That’s one of the problems, and I think that we have to extend the tenure of the Administrator. Again, it’s turned into a huge bureaucracy and there is plenty of room for improvement.

I’m a big fan of privatization. The government has a big role to play in setting the standards and conducting audits. We can, however, do this at lower costs, less inconvenience, and target our efforts to the changing and evolving risks and stay ahead of that process without burdening the passenger, the airports, or the taxpayer.
Rep. John Mica has distinguished himself throughout a long career on Capitol Hill as a consistent and strong advocate for U.S. airports and the aviation system. Mica was an integral member of the House Transportation and Infrastructure Committee, including Chairman from 2011-2012. During his term as Chairman, he drove 55 bills to passage, 30 of which were signed to law.

I’d like to transition into the new administration and Congress. What is your assessment of how things are going?

MICA: Well, I don’t think we are doing well in aviation, unfortunately. I do think Secretary of Transportation Elaine Chao is doing an excellent job. She has good a rapport, and she is very responsive. We are in a massive transition, though. There are numerous transportation positions in limbo at this late date, and they remain unfilled in the Administration.

The void in agency leadership is a further impediment to getting important reforms through. For example, we have NextGen pending and the huge issue of reforming the air traffic control system. We have 35 airports handling about 75 percent of the traffic, and airlines blocking airports with unfair fee structures. The consumer keeps getting pushed further and further back. There are huge challenges right now, and no one to push progress.
Let’s get to your thoughts on a few key items in the FAA reauthorization. You brought up air traffic control reform, and efforts in the House to take that out of the FAA. At this time, it doesn’t seem to be gaining a lot of momentum in the Senate. How do you see this playing out?

**MICA:** I always say to folks, being chairman of the Aviation Committee, you have a great view to see what works and what doesn’t. We tried various reforms with FAA by changing some of the structure, putting in a chief operating officer, and we had some good folks! The problem with American aviation and the FAA organization is that we’ve sort of layered the bureaucracy over time. We have a 1950s ground-based system, and we really need to be in the space age as far as moving our aircraft. We’re making slow, unsatisfactory, incremental progress there.

In contrast, some of the Canadian and European systems have evolved differently. Moving NextGen forward, and getting us technically advanced, is a struggle. Therefore, I’ve been a fan of privatization. The Canadian model is a good model. It’s not the only model, but you have to adapt to the American situation.

No one is going to invest all kinds of money in a government solution that doesn’t have a payback. So, that’s why you get the private sector fully engaged and take air traffic control out of government. You can still work with private companies on a performance-basis in order to see something tangible happen in an advanced and expedited manner.

I predict that the reform and privatization will come, but as I’ve told Elaine Chao and others in transportation, it may not happen now as there have been some challenges in the way this has transpired to date.

**— JOHN MICA**

**Rep. John Mica’s consistency as an advocate for necessary investment in our nation’s airport system, including support for increased funding and raising the cap on Passenger Facility Charges (PFCs) to make our country’s needs, has highlighted his significant role in the industry.**

**ACC**

**In the ATC debate, one thing that is clear is that the budget and appropriation processes are broken. It’s difficult to get funding in a timely and consistent way. That brings us to airports and airport funding. You had the courage and leadership to come out in support of a PFC increase when you chaired the Transportation Committee.**
MICA: Well, it’s been supported by various administrations. It’s unfair to the airports, particularly when the airlines are shameless about increasing their fees. Airlines are getting $7 billion a year off of the fees now, which is money not going to Aviation Trust Fund. Airlines think nothing of raising air fees, while airports are stuck with a PFC that is about two decades old. It needs revision, and it has to be done fairly.

I walked through Atlanta a few days ago, and it is just jam-packed. They are simply struggling. We had the folks in Tampa recently testify. They are making improvements, but they have maxed out their PFCs for the long term. We haven’t even discussed the smaller airports who are getting business taken away from them by the consolidation of the legacy carriers.

I am a strong advocate for a fair and equitable increase in the PFC. It’s long overdue. We also need better usage of small airports that have passenger capacity. I think the congestion at larger airports could result in safety issues. Overall, I am not a happy camper with how the airports have been treated and utilized, and I’m also afraid of the consumer being left behind. I hope there can be some change.

Are you bullish on eventually getting a PFC increase over the finish line?

MICA: Somehow, we’re going to have to get everyone on board and just suck it up. It’s not a tax, and it is unfair to a core component of the system: the airports. There needs to be some political courage, particularly on giving the airports the ability to serve the passengers and airlines.

ACC: We are very interested in a potential $1.0 trillion infrastructure package, and the role of the private sector in this. The timeframe on this continues to shift down the line. Do you have confidence that something will come out in the end, and that we will have a robust infrastructure package?

MICA: A trillion dollars in ten years is really not that much. When we’re doing $60-$80 billion a year times ten, you’re getting up there. But the problem is that we’ve handcuffed the airports. The airports have to serve the airlines and the passengers, but then you constrain them from even engaging in public-private partnerships since these partnerships are based on revenue. In the end, the user pays. As long as we proceed to handcuff and constrain airports, we will continue to have 35-40 congested major airports, with others left in the lurch. That’s unfair. Right now, though, Congress has created most of the problem and needs to provide some relief for public-private partnerships to move forward.

Regarding prospects for the infrastructure package itself, what do you think?

MICA: I think it can be done. There are many ways to do it. Again, by loosening the funds for public-private partnerships, for passengers and others to contribute more towards the improvement of air travel infrastructure, it can be done. A whole host of things needs to be done with NextGen. We can get it there.

I think that we will be successful with this administration in aviation as we move past some hiccups for the next three years. I’m always an optimist.

“Given his tremendous support and leadership in improving our nation’s aviation and airport system, ACC is extremely honored to recognize John Mica as the recipient of the 2017 Aviation Award of Excellence,” said ACC President, T.J. Schulz. “Rep. Mica had a long, distinguished career that was marked by notable achievements in legislation that improved U.S. airports and increased the security of the traveling public. This recognition by the airport development industry is well deserved.”
ACC launches a new tiered dues structure for members.

The 2017 ACC/AAAE Airport Planning, Design & Construction Symposium was held in New Orleans, LA.

ACC releases a summary report that provides key trends and types of projects that U.S. airports will be undertaking in the next five years.

Delta airlines suffers major issues when spring weather at ATL causes cancellations in the middle of the spring break travel crush.

Attorneys for Hawaii file the first lawsuit against the new travel ban issued by President Trump, asking a federal judge to issue a temporary restraining order blocking the implementation of the executive order. The ban is subsequently blocked.

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Karen Miles of the FAA Seattle Airports District Office is announced as the recipient of the 2017 ACC Agency Best Practices Award at the ACC Airports Technical Workshop.

The 9th Annual ACC/TSA Security Capabilities Workshop has record-setting numbers and participation from global industry leaders and representatives from TSA and DHS.

Mario Wilson of the TSA receives the 2017 ACC Agency Best Practices Award, presented at the Security Capabilities Workshop.

Air Canada Flight 759 nearly lands on a Taxiway at San Francisco International Airport.

Oslo Airport opens the world’s ‘greenest’ terminal and becomes the first to receive an ‘Excellent’ rating under the internationally recognized BREEAM sustainability assessment.

Frontier Airlines announces major expansion, adding 21 cities and 85 routes.


Qantas CEO Alan Joyce challenges Airbus and Boeing to deliver new versions of aircraft that can fly Sydney or Melbourne to London, non-stop with full passenger loads. A flight that would need the aircraft to cover 10,400 miles and could last more than 20 hours.

ACC is represented from coast-to-coast at the Airports P3 Summit in San Diego and the Florida Airports Council Annual Conference in Miami.

ACC staff attend a communications retreat to create new and innovative ways to share content with ACC members.

TSA announces an eventual move to Springfield, VA bringing 3,000 jobs to the area.

A Delta flight races Category 5 Hurricane Irma to and from Puerto Rico – and wins. Hurricane Irma continues its travel up the east coast, ultimately hitting Florida, Puerto Rico, and the Caribbean.


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ACC travels to Kansas City, MO to host the Airfield Pavement Design, Evaluation & Analysis Workshop.

ACC tops 240 members.

ACC holds their 39th Annual Conference and Exposition in San Diego, CA.

ACC embarks on its 40th anniversary in 2018!
This past year, the ACC Advocacy Committee and the ACC Finance & Project Delivery Committee have focused on a multitude of up-and-coming, multi-year projects for the benefit of ACC Members.

The Advocacy Committee’s primary focus in 2017 was the consideration of the multi-year reauthorization bill. While most of the industry’s attention was focused on a proposal to move the air traffic control function out of the FAA and place it into a non-profit corporation run by industry stakeholders, ACC and airport interests were vigilant in monitoring developments with the Airport Improvement Program (AIP) and a potential increase in the Passenger Facility Charges (PFCs). In addition, ACC prioritized member recommendations for streamlined FAA processes and brought these forth in discussions with coalition partners, and shared a number of these initiatives or suggestions as part of the new Administration’s regulatory reduction efforts. Some of these priority initiatives included a simpler or more flexible land release review and approval process and faster PFC review/approval process. Both of these initiatives increase monies available to airports to meet the need of growing development or operational costs.

The Finance & Project Delivery Committee continues to work on strengthening and educating the industry on the use of Qualifications Based Selection (QBS).
One of the committee’s primary focuses this year has been on the FAA’s Advisory Circular 150/5100-14E, relating to the procurement of professional services. We continue to work alongside the FAA on the implementation of this circular and its application by the various FAA Regional and District offices.

2017 has continued to see a vast increase in discussions about alternative financing for projects. Public-Private Partnerships, or P3’s, are becoming more predominant, especially for larger, complex airport infrastructure projects. This topic was deliberated considerably during the Airport Construction Strategy Summit held in June in Los Angeles, CA.

ACC continued to attract new companies and stakeholders that are bringing new services and resources to complex projects. To that end, ACC actively promoted and participated in the inaugural Airport P3 Summit in San Diego, CA. The conference was attended by more than 900 industry representatives. ACC hosted a reception at the conference that included P3 developers in an effort to further our collective understanding of what they are looking for in P3 partnerships.

With the instatement of the new Congress and president in place, the Advocacy and Finance & Project Delivery Committees will work with ACC staff and stakeholders towards formulating strategies and ensuring that our ACC members priorities are given due considerations during these discussions.
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 create a network of experts to build successful project teams and find the knowledge they need for sound business practices.

Airport-related engineering, planning and environmental trends have evolved in a way that reflects the challenges faced by our clients today, such as changing airline business models and fleet mixes, pressures to lower costs for users, and opportunities for non-aeronautical land development. Keeping these issues at the forefront of our plans, the ACC Planning & Environmental Committee and the ACC Engineering Committee focused on providing its members with the following learning opportunities in 2017:

- The Planning & Environmental Committee collaborated with ACC’s Engineering Committee to hold joint topic meetings at this year’s Airports Technical Workshop in Washington, D.C. This workshop provided industry an opportunity to interface with over 20 key decision-makers from the Federal Aviation Administration. Topic areas included terminal, landside and on-airport non-aeronautical land development planning, environmental trends, and FAA’s Runway Incursion Management (RIM) program. This type of interaction is invaluable to our industry and allows our members to provide the best service to their airport clients.

- Both committees performed their primary role of reviewing draft FAA Advisory Circulars, draft Engineering Briefs, and draft FAA Standards of Operating Procedures on a frequent basis.

A variety of online training programs were planned, developed and delivered through the ACC Institute, including:

- An Update on FAA Advisory Circular 150/5320-6F, Airport Pavement Design and Evaluation
- Airport Pavement Design and Evaluation: A Framework for Using FAARFIELD v1.41
- Performing Safety Assessments as part of a Construction Safety and Phasing Plan for Airfield Development Projects
- Runway and Taxiway Painting Best Practices
- Opportunities and Risks in Pursuing Non-Aeronautical Revenue Projects
- Airport Imaginary Surfaces 101

The Modifications to Standards working group (MOD Squad) was formed in 2017 to provide industry feedback to the FAA with respect to consistency and understanding of Modifications to Standards. This working group has begun to formulate ideas to share with the FAA on consistencies pertaining to Modification to Standards.

The ACC Planning & Environmental Committee and the ACC Engineering Committee would like to thank all the active committee members and the ACC staff that have made 2017 a successful year overall.

Mr. Elliot Black, Director of the Office of Airport Planning and Program of the FAA, leads a roundtable discussion on Airspace and Noise at the 2017 Airports Technical Workshop.

A panel on the Modification of Standards (MOS) Order 5300.1G, Automation Tools is given by Airport Safety & Standards, Airport Engineering Division of the FAA at the 2017 Airports Technical Workshop.
The boundaries of aviation security are constantly being tested and pushed. ACC members provide their innovative designs, operational analyses, and futuristic technologies that improve security at airports. In support of these emerging technologies and processes, ACC continues to host the Security Capabilities Workshop, which grows each year in both attendees and scope, and has established itself as an immense resource for communication and education by industry experts and TSA leadership.

The Security Committee played a leadership role in 2017 by assisting ACC membership and the airport community in understanding and monitoring significant changes in aviation security. TSA Administrator Peter Neffenger retired in December, 2016, leaving Dr. Huban Gowadia in place as the Acting Administrator. Following recommendations from the Defense Acquisitions University (DAU), TSA concurrently rolled out a new organizational model that split the Office of Security Capabilities into two new organizations: The Office of Requirements and Capability Analysis (ORCA) and the Office of Acquisition Program Management (OAPM). These leadership changes provided the backdrop that framed the agenda and content for several key Security Committee events.

Steve Karoly, TSA Assistant Administrator for ORCA, attended our first quarter conference call as special guest and provided members with an overview of the new requirements analysis process that is being championed by ORCA.

During the ACC/AAAE Airport Planning, Design & Construction Symposium held in New Orleans in February, we hosted TSA Administrator Neffenger (retired) during the Security Committee meeting. Mr. Neffenger provided 45 minutes of commentary and conversation, reflecting on his tenure in office and key challenges and opportunities at play within TSA and the aviation security eco-system. Mr. Neffenger also provided Security Committee members with his TSA Vision document that was distributed to TSA employees in December in conjunction with his retirement.

The Annual TSA/ACC Securities Capabilities Workshop was held July 18-20 in Arlington, VA and attended by more than 200 industry and government representatives. Attendees heard first hand from Ms. Latetia Henderson, TSA's Acting Chief Mission Officer, and Mr. Lee Kair, Acting Chief Operations Officer, regarding the strategic rationale that informed the DAU Study and TSA's new organizational model and concept of operation. Leaders from across TSA and DHS provided updates regarding new and existing initiatives, including the Innovation Task Force, Passenger Screening Program, Electronic Baggage Screening Program and the Intermodal Division. TSA's Office of Intelligence and Analysis provided attendees with an unclassified overview of threats to the aviation security eco-system. The program's breakout session format set the stage for in-depth technical conversation between presenters and industry. We were pleased to see increased participation by air carriers, Customs and Border Protection and Heathrow Breakout sessions at the Security Capabilities Workshop give an in-depth look at current topics across aviation security, with panels made up of industry experts, TSA and DHS leadership, and airports.
Regularly scheduled conference calls and in-person meetings featured representatives from clients at airports and the TSA. Several ACC Security Committee members continue to work closely with the TSA on the PGDS Industry Working Group and the new Public Area Security Working Group. TJ Schulz’s participation on the Aviation Security Advisory Council (ASAC) provided Security Committee members with an opportunity to comment on the ASAC’s report outlining improvements to U.S. checkpoints, which was submitted to Congress. ACC members and staff participation in these working groups continues to build our reputation as well-informed contributing stakeholders.

At the time of this report, the Security Committee is working to plan and present two webinars during the remainder of 2017. Amir Neeman is planning a new webinar focused on Public Area security topics. A second webinar on Cyber Security in the Airport Environment is planned as a follow-up to the 2016 webinar on the same topic.

The Security Committee’s progress in 2017 benefited greatly from leadership and support from Robin Baughman, Vice Chair of the Committee, as well as the consistent and dedicated support that we receive from the ACC Staff.

Andy Price, Security Technology Manager with Heathrow, gives a global perspective on aviation security.

Ms. Latetia Henderson, Acting TSA’s Chief Mission Officer, and Mr. Lee Kair, Acting Chief Operations Officer, address the crowd as the keynote speakers and review the recent TSA reorganization.

The strong collaborative relationship between ACC and the TSA continues to grow as the Security Capabilities Workshop is recognized as one of the most significant aviation security events by TSA leadership and industry experts.

The Security Committee continues to grow in membership, with over 70 participating members.
The 2017 Terminal and Facilities Committee continued to offer numerous opportunities for its members to provide valuable feedback and input to the aviation industry. With 72 members, the committee continues to grow, up from 54 the year prior.

We held a joint committee meeting with the Advocacy and Project Delivery Committee at the 2017 ACC/AAAE Airport Planning, Design and Construction Symposium in New Orleans. Additionally, the North Terminal design for Louis Armstrong International Airport (MSY) was presented by the Project’s Director of Design. The members benefited from learning about alternative delivery methods as well as the use of BIM technology. The committee also continued its focus on asset management by presenting its preliminary BIM survey findings previously sent out to ACI-NA member airports.

The BIM subcommittee has continued to investigate opportunities to support and advise the industry based on these survey results. The group is working towards a webinar or white paper to assist airports on how BIM can be utilized for their facilities.

A Technology Subcommittee was also formed as part of the Terminal and Facilities Committee to assist airports with navigating the growing advancements in technology, as well as potential issues facing the industry.

ACC leveraged the Committee’s diverse expertise by providing opportunities to review and comment on various draft technical reports and guidelines prior to publication from organizations such as the FAA, IATA, and TSA. Some of these documents included IATA’s Airport Development Reference Manual (ADRM) Section 3.7 “Surface Access Systems”, TSA’s “Checkpoint Design Guidelines (CDG) Version 6.1”, “Innovation and Concept Supplemental Information v.1”, and “Checkpoints of the Future”. 

ACC Committees work hard to create strong, unified messages to bring to aviation-focused groups and conferences on behalf of ACC members and all aviation stakeholders. 2017 has been a busy year for these opportunities to represent the industry’s interests.
More than 200 members, industry leaders, and non-members participated in this year’s Security Capabilities Workshop, reinforcing the event as the preeminent workshop in aviation security.

ACC members and staff give back to the community during the 2016 Annual Conference & Exhibition by cleaning up the beaches of West Palm Beach, Florida.

ACC members, Jay Bouton with Cognex, and Virginia McAllister with Iron Horse Architects, find some time to catch up over a friendly game of pool at the 2016 ACC Annual Conference & Exposition.

Attendees of ACC events can always get an inside look at emerging technologies by meeting with conference exhibitors!

We bring ACC to you: staff travel the globe to ensure ACC members are well-represented in the industry, and are up-to-date with the latest in airport development.

Technical and industry events allow ACC members to communicate directly with federal agency employees from the TSA, DHS, FAA, and others.

www.ACConline.org
Young Professionals Forum

The ACC Young Professionals Forum remains a cohesive, ever-growing group aimed to allow young professionals in airport development to build a specialized network, meet mentors, and take advantage of valuable educational opportunities. The Forum is looking forward to fostering the next generation of airport development experts in creating successful careers in aviation.

2017 marked another landmark year for the ACC Young Professionals Forum. The Forum has grown significantly with more than 460 members and has increased visibility within ACC and the aviation industry. Most importantly, we continue to bring relevant and valuable content to our young professionals through new initiatives and our regular programming.

The Forum continues encouraging young professionals to engage in ACC’s Innovation Competition. As in years past, participants are invited to tackle new challenges facing the industry and develop innovative solutions, with the winning teams having the chance to present their projects at the ACC/AAAE Airport Planning, Design, and Construction Symposium. Judges indicate that each year, more and more entries come in at a higher caliber. We are thrilled with the level of effort and it is evident that our YPs are not afraid to step up to a challenge.

The Forum held its recurrent events, including conference sessions for YPs, presentations by the winners of the Innovation Competition, and a networking reception for YPs and mentors.

Mentors call for the formation of teams during the mock RFQ competition implemented by the Faith Group at the 2017 ACC/AAAE Planning, Design & Construction Symposium in New Orleans, LA.

2016 Innovation Competition participant, Josey Shaw with Populus, presents his team’s winning proposal at the 2017 ACC/AAAE Planning, Design & Construction Symposium.
ACC Young Professionals gather at the 2017 ACC Airports Technical Workshop in Arlington, VA to examine new trends in airport development!

The mission going forward remains to engage young professionals in aviation so that they can build success for themselves, their companies, and our industry. As always, those of you who serve as mentors to our YPs are integral components of the Forum. It is through you that our YPs learn and grow, and the longevity of the industry is assured. The Forum aims to continue to broaden its educational offerings, foster our partnerships with organizations, offer more leadership opportunities, and increase membership so that our message and our support network can reach young professionals everywhere! We thank ACC and the many, many people who have helped make this program such a gigantic success, and look forward to the future.

The most exciting initiative unveiled this year was the brainchild of the incoming Lead, Jennie Santoro with HTNB. Casual, yet professional regional meet-ups across the country were organized with the help of ACC and local YP teams in four cities, which has exponentially increased the engagement offered by the Forum. The goal was to prototype one event in 2017; however, the program was so breathtakingly successful that there has been approximately one each month. We are already filling our calendar with future regional meetups. Watch for these events in a city near you. All are welcome to attend – come see for yourself what an outstanding program Jennie has created!

Regular events also continue outside of the conference space, including informative webinars put on by our Webinar Coordinators, Cody Parham of HDR, and Kaly Queiroz of CH2M, and quarterly conference calls featuring industry-leading speakers and our own YPs, who get to share their stories and thoughts in our 360° of Aviation segment. Look for exciting new initiatives and engagement opportunities in 2018!

at the Symposium in New Orleans. Young professional engagement was boosted through the recruitment of YPs in planning conference tracks and a mock RFP competition orchestrated by The Faith Group.
We congratulate the following ACC companies that reached a membership milestone this year. Thanks to you and all ACC members for your continued support!

**NEW 30+ YEAR MEMBERS**
- Bechtel Corporation
- Crawford, Murphy & Tilly, Inc.
- Gensler
- Leo A Daly
- Mead & Hunt, Inc.
- WALKER Parking Consultants

**NEW 20 – 29 YEAR MEMBERS**
- ADB SAFEGATE
- Argus Consulting, Inc.
- Arup
- CHA Consulting
- DWL Architects & Planners, Inc.
- EJ
- SITA
- Skidmore, Owings & Merrill LLP
- Stantec Consulting Services, Inc.
- Walter P. Moore & Associates

**NEW 10-19 YEAR MEMBERS:**
- Airport Minority Advisory Council
- The Robert B. Balter Company
- Zodiac Arresting Systems
Members 30+ Years

Apple Designs
Bechtel Corporation
Burns & McDonnell | FOUNDING MEMBER
C&S Companies
Campbell & Paris Engineers
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Coffman Associates
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Delta Airport Consultants
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Leo A Daly
Mead & Hunt, Inc.
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WSP | Parsons Brinckerhoff

Members 20 – 29 Years

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Airport Development Group
Applied Pavement Technology
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Argus Consulting, Inc.
Arup
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Blast Deflectors
CHA Consulting
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Crawford, Murphy & Tilly
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HDR
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Lea-Elliott
Leibowitz&Horton Airport Management Consultants
Leo A Daly
Mead & Hunt
Michael Baker International
Minconsult Sdn Bhd
Montgomery Consulting Group
Prime Engineering
Ross & Baruzzini
RS&H
SCOTT Associates Architects
SITA
Skidmore, Owings & Merrill LLP
Stantec Consulting Services, Inc.
Talbert & Bright
Unison Consulting
Vesta Rea & Associates
Walter P. Moore & Associates
WALKER Parking Consultants
Woolpert
Zuckert, Scoutt & Rasenberger
MEMBER RECOGNITION

Members 10-19 Years

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Arora Engineers
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Faith Group
Hanson Professional Services
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InterVISTAS
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L-3
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Magnusson Klemencic Associates
Making Projects Work
Mott MacDonald
National Safe Skies Alliance
Neenah Foundry Company
PGAL
Potters Industries
Progresstech
RDM International
Resource International
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Safegate Airport Systems
Sightline
Skanska USA Buildings
Solomon Cordwell Buenz
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TransSystems
Turner Construction
Urban Engineers
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WHPacific
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AG&E Structural Engenuity (AGE&E-SE) specializes in structural engineering services. Its capabilities in structural design extend to projects for both private and public clients across the United States. Services provided include structural engineering design, laser scanning (LiDAR), BIM, vibrations consulting and facilities structural assessment.

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Austin Commercial is a 100% employee-owned company with annual revenue exceeding $2.5 billion. Our aviation team delivers airport programs across the United States. In total, we have successfully delivered more than 145 aviation projects with a capital value in excess of $7.5 billion, averaging roughly $300 million in volume annually across the market segment.

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B&B Consulting Enterprises, a small, women-owned business, is a team of highly qualified subject matter experts (SMEs) who provide consulting and analytical services to clients across the federal government, local transportation authorities, and industry.

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Every day, the people of Battelle apply science and technology to solving what matters most. Our technology and training keeps airline passengers safe around the world. Battelle’s screening and detection training programs help inspectors and other airport personnel effectively use software and tools to locate explosives and other harmful substances.

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Construction Specialties is a manufacturer of specialty architectural building products with over 30 offices and manufacturing operations worldwide. We collaborate with architects and designers, building owners, facility managers and contractors to solve complex building challenges and to fulfill our mission statement of ‘creating products that make buildings better.’

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Corvado is the creator of Conditions TM, the process automation platform for airport capital improvement operations. We help airport owners and operators save time and money by optimizing and automating all the processes, data, collaboration and information flows over the project lifecycle in a very airport-specific way.

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Daktronics, a world leader in LED display technology, designs dynamic signs for a multitude of airport applications. It also offers complete customer service and custom engineering.

EVOLV
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Waltham, MA 02451
(303) 652-7549
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www.evolvtechnology.com
Evolv Technology aims to change how the security industry works by creating solutions that address and adapt to the mass casualty threats of today’s increasingly dangerous world. Evolv’s Mosaiq Platform provides a first-of-its-kind solution, integrating real-time video surveillance, walk-through firearm and explosive detection, facial recognition, and security analytics.

NEW ACC MEMBERS
ACC was pleased to welcome the following new members into our organization in 2017 (AS OF SEPTEMBER 2017)

CTI CONSULTING
Trenton Scott Higareda, Vice President
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www.cticonsulting.org
Counter Technology, Inc. (CTI) is a prominent aviation security consulting firm. CTI services include threat/vulnerability/risk assessment, training, security program development, security master and airport security/emergency place, bomb blast analysis, and access control/CCTV system design for the aviation industry since 1986. CTI is a woman- and minority-owned corporation based in Maryland.
Futron's aviation experts bring decades of experience in critical aspects of safety, operations, hazard analysis, research, and risk management. We view safety as an inseparable and critical component of operational excellence. We strive to integrate safety practices into the daily operational mindset of airports and flying operations, building a culture that views safety as just the way business is done.

GAI Consultants, Inc.
William McGrew, Senior Aviation Director
618 E South Street, Suite 700
Orlando, FL 32801
(407) 423-8398
w.mcgregor@gaiconsultants.com
www.gaiconsultants.com

GAI brings over 50 years of engineering consulting experience in the planning, design and construction of airports. We are familiar with Federal and State funding for airports, including grant and loan applications. We design runways, taxiways, aprons, roads, parking lots, buildings, maintenance facilities, hangars, control towers, electrical/lighting systems, and access areas.

GEN Consulting, LLC
Gerard Nelson, President
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www.genconsultingllc.com

GEN Consulting is a minority-owned small business with over 12 years of experience providing consistent and collaborative support to the aerospace, defense and government industries in the area of Test and Evaluation (T&E) and oversight for all work.

H4Solutions, LLC
Kelly C. Hoggan, President
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Alidie, VA 20105
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www.h4-solutions.com

H4Solutions, LLC is a small business consultancy providing comprehensive security, business and government solutions while advising clients in the transportation sector with particular expertise in aviation security and operations, while drawing on three decades of leadership experience to provide value-added services to customers around the globe and enhance the passenger experience.

IDSS Holdings, Inc.
Joseph Paresi, CEO
430 Bedford Road, Suite 204
Armonk, NY 10504
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jparesi@idsscorp.net
www.idsscorp.net

IDSS Holdings, Inc. creates fully-automated carry-on luggage security scanners based on medical computer tomography technology.

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Mr. Iñaki Maiz Elizarán, Attorney
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IKUSI is a renowned airport IT specialist company that provides innovative solutions through its own developments and alliances with partners. Its product and service portfolio allows customers to improve the profitability of airport infrastructure, increasing efficiency in the processes involved, and allowing additional non-aviation income while improving security, strategic planning and the overall passenger experience.

KPG
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KPG Aviation Services partners with general aviation airport owners and airport tenants to advance their unique projects from initial concept to completion. Our talented and thoughtful staff of architects, engineers, surveyors and other specialists make it their mission to help you execute projects in support of your vision.

Lead Edge Design Group, Inc.
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Lead Edge Design Group provides consulting engineering leadership and expertise in developing community airports and surrounding opportunity zones from grants through construction.
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MEI Architects is an architecture, interior design and planning firm based in San Francisco, CA. We have completed projects for health care, commercial, retail, residential, mixed-use, institutional, civic and airport clients. MEI’s range of work includes new construction, renovation, tenant improvements, core and shell, seismic retrofit and rehabilitation projects.

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Merchant Aviation is a full-service aviation consulting firm based in New Jersey.

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Muller & Muller, Ltd. is a certified DBE/WBE firm providing over 30 years of planning and architecture services to transportation clients, including the Chicago Department of Aviation. We have performed work at ORD and MDW, as both a prime and a sub-consultant to a variety of engineering firms.

Secure Insights
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Secure Insights consults with airports and technology manufacturers to bring new capabilities to market in security, airport and commercial operations.

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SRI provides turn key radar video surveillance systems for airport perimeter surveillance and airfield safety such as runway incursion and wildlife mitigation. SRI’s flagship product is with Airfield Radar System, which automates surveillance with the most advances radar and software available.

The Walsh Group
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The Walsh Group is a fourth-generation, family-owned company providing general contractor, CM@R, design/build, and P3/design/build/operate/maintain services. We are an industry leader in the construction and delivery of aviation projects across the US and Canada. As a builder of choice for public and private customers, Walsh has delivered more than 100 aviation projects at 30+ airports worth over $10B of installed cost.

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Woods Bagot is a People Architecture company. We place human experience at the center of our design process in order to deliver engaging, future-oriented projects that respond to the way people actually use space. We do this as a global design and consulting studio with a team of over 850 experts working across 17 studios in Australia, Asia, Europe, the Middle East and North America.

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Switzerland-based Xovis is the market leader in people flow monitoring. Airports measure waiting times and other KPIs with the Xovis system, that combines 3D sensors with software solutions, includes a data privacy concept and does not depend on signal emitting devices. The US office is located in Boston, MA.