ACC Aviation Award of Excellence Winner
John L. Martin interview

ACC 2015 Highlights

2015

Long-term and new members expanding the ACC network
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ACC >>> delivering excellence in airport development

Photo courtesy of San Francisco International Airport
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See story page 8: ACC Award of Excellence Winner.
While the airport industry continued to rebound, the reach of ACC’s activities and services expanded through hosting industry-leading conferences, providing valuable training, notifying membership on late-breaking legislative updates, and providing technical input to regulators on critical FAA and TSA directives. I have thoroughly enjoyed my year as Board Chair for this great organization.

Advice for the next chair — pick a few key initiatives and go for the gold. Here’s what I focused on this past year:

› **Member recruitment and retention.** Our members are the backbone of the organization. In the last year we grew the membership (a modest increase but important); diversified the types of members; evaluated our dues structure; and hosted regional meet-ups around the country to demonstrate ACC’s value and reach to current and prospective members.

› **Raising the visibility of ACC.** In addition to our industry-respected conferences, we fully launched our social media campaign with Twitter, Facebook, occasional blogs, and regular on-line briefings. Stay tuned for new collateral materials that outlines ACC benefits and our value to members.
> Young Professionals Forum. Our Next-Gen of airport consultants has taken off. With a group of 200+ participants, we hosted YP networking events at conferences and webinars on doing business overseas; ran a widely popular innovation competition (winners to be announced at the 2016 ACC/AAAE Airport Planning, Design and Construction Symposium in Salt Lake City early March); led informative sessions at conferences; and participated in Airport Business’ 40 Under 40 publication. The airport development industry is in good hands with this up-and-coming group.

The best part of ACC is the people, including the enthusiastic and seemingly untiring ACC staff. Who knew five individuals could do so much? My co-board members and committee chairs — always willing to collaborate and contribute. And of course my ACC member colleagues — teaming partners, professional sparring partners — all working together for the good of the industry.

I plan to keep actively involved — continuing to work with our fabulous YPs and developing a State of the Airport Industry Report which will benefit our members and continue our role as the go-to organization for airport development. Thank you for the opportunity to serve this outstanding association.

Carol Lurie, ACC Chair

Principal and Senior Planner at VHB — a full-service consultancy including engineers, planners, scientists, and designers — Making Airports Work.

Carol can be reached at clurie@vhb.com.

Follow Carol on Twitter @Carol_Lurie.

“"Our Next-Gen of airport consultants has taken off”

Lurie presenting awards to winning team of the 2014 ACC Innovation Competition at the 2015 ACC/AAAE Airport Planning, Design & Construction Symposium in Denver, Colorado. LEFT TO RIGHT: T.J. Schulz, ACC; Kate Andrus, Mead & Hunt; Tiffany Jones, Hartsfield-Jackson Atlanta International Airport; Carly Shannon, C&S Companies; Carol Lurie, VHB; (Winner not in photo) Karin Holland, Haley & Aldrich.
Every year is different, which makes working in the airport development industry truly exciting. This year, I enjoyed growing into my role as the president of your organization. Given the very effective and dedicated staff here at ACC, I was able to get out more and represent the members’ interests in a multitude of domestic and international conferences. I used these opportunities to talk with many of you and gain your perspectives on the opportunities and challenges facing the industry. I very much enjoyed the opportunity to catch up at the many events and conferences we attended. (It’s a wonder that we are actually able to get work done with all the conferences!)

Based on my conversations, it appears that the industry is on the rebound, and most of you are very busy serving the needs of airport clients. We have seen a number of individuals change firms, and most are looking for new talent to meet demand. I believe that we are on a course of future growth and opportunity; but challenges remain, including a very difficult political landscape as we navigate a new multi-year FAA reauthorization bill. Potential funding cuts also threaten the aviation security industry in the future. ACC will continue to advocate for your interests and keep you informed of important updates on Capitol Hill.

This was an amazing year for ACC, thanks to the tremendous support of the membership. I welcome you to look through this magazine and see the many accomplishments and activities of the organization this past year. Whether it was representing your interests in Congress; holding successful technical conferences, training events and webinars; or informing you of industry and member news, I believe that ACC continues to grow in our capacity to provide your company tangible and valuable services.

Looking to 2016, it promises to be an interesting year. I welcome your feedback on how ACC can better fill your needs.
“I believe that we are on a course of future growth and opportunity”
In August, ACC had the privilege of interviewing 2015 ACC Aviation Award of Excellence Recipient John Martin. Martin has served as Airport Director of the San Francisco International Airport (SFO) since November 1995 and has worked for the Airport Commission since 1981. He was specifically selected in recognition of his passionate leadership and advocacy for airports and the aviation industry.

Over 30 years, Martin has led the development of SFO into a world class gateway that is focused on providing an exceptional passenger experience. He is a founding member of the International Partnering Institute and championed an innovative partnering strategy that has elevated SFO as an “agency of choice” for airport development companies. He has also driven airport sustainability efforts in the U.S. and internationally through a number of industry-leading programs, including the development of the SFO Sustainable Planning, Design and Construction Guidelines.
You had been with the airport since 1981, became director in 1995, and I believe at around that time you were just undertaking or at the tail-end of a pretty substantial terminal redevelopment and expansion. Then 9/11 occurred along with a number of shifts in the airline industry. It seems to me, however, that by all appearances, the airport’s doing very well. Would you agree with that? What do you like that’s happening at SFO right now and the position that you’re in.

MARTIN: You know, the airport’s doing very well, and we really laid a foundation in 2001 after 9/11. We set new goals for the airport of cutting our costs by thirty percent and the cost per enplanement by thirty percent over a five year period. Driven by the need to grow air traffic, we knew we had to improve efficiency and grow concession revenue.

We were able to achieve that goal, and it was a goal that everyone could understand. Our employees understood they were contributing to the airport’s overall operation. We really strengthened our business goals to improve concession revenue performance and make sure that we had a competitive airfare and air service environment, and those continue to be foundations for our work today on running a strong and effective airport.

Do you have a sense of where you are as it relates to non-aeronautical revenues and how much that contributes to the overall financial health of the airport?

MARTIN: It’s a significant contributor. I think we’re in the 40 to 45 percent range. It’s not necessarily an apples-to-apples comparison to other airports though, because we have a financing strategy where we finance all of our facilities, including all of the terminal buildings, rental car center, and executive aircraft terminal building. We aim to realize a profit or at least break even from all of those facilities. So it’s a bit different from many airports where a third party developer may be brought in or the airlines finance improvements themselves. We also have a relatively large budget as compared to most other airports, and we generate a lot of revenue from those facilities. The San Francisco City Controller just did an audit on our performance benchmarking us against other

“In the end, it’s [about] building a foundation of trust that everybody can work together as one team to deliver something exceptional.”

—JOHN L. MARTIN
large U.S. airports, and we came out number 1 in food and beverage sales per passenger, duty free sales per passenger, overall concession sales per passenger, and I believe number 3 in retail, so we have to work on retail to get to number 1.

ACC: I think I saw SFO at around $14 per passenger average as far as what they’re spending at the airport? Am I right there?

MARTIN: That’s right. In Terminal 2, we’re over $15 per enplanement in spending. We’re setting a goal in the new Terminal 1 project of getting to $20 as a revenue realized per passenger.

ACC: So how are you going to get there? What are you offering to the passengers to get them to want to be at the airport, want to relax, and to actually spend some money?

MARTIN: With T2, it was completed about 4 years ago, we decided to look beyond just airports, to look at what 4 and 5 star hotels are doing, and what other businesses are doing in the travel industry. So T2 pushes the boundary in having things like swivel chairs in the lounges, all of the restaurant areas spilling in the hold room so that passengers can eat or drink while they’re waiting for their boarding announcement, and high-end finishes in the bathrooms. Really creating an environment that passengers enjoy spending time in. We’re seeing people from the business communities and young people in the hi-tech industry get to the airport early, knowing that they can have a great meal and enjoy hanging out. When they come back, many passengers even get off their flights and go to the restaurants knowing they can get a great meal. Things like that really contribute to our having the very strong concession performance. And making sure we design our facilities so that retail is prominent. We had a goal in T2 for every passenger to see every single concession, and we had to do some really clever work in the design to achieve that. It was really key to our success.

ACC: Let’s talk a little bit about sustainability. You were really one of the thought-leaders in this country and among a few other airports in really being on the leading edge of developing very comprehensive sustainability programs and goals, and really challenging your staff, consultants, and contractors to get on board and help your airport meet these goals. You’re probably starting to see how these have panned out as it relates to the benefits to the airport, maybe cost-savings and things like that. Can you talk a little bit about where you are in the sustainability front?

MARTIN: Overall since 1994, we reduced greenhouse gas emissions by thirty-five percent, so as a bottom-line number, we’ve had very strong performance. We’ve invested hundreds of millions of dollars in projects that have contributed to that reduction in greenhouse gas emissions. Seems like a big investment, and how could that be justified? Well, it pays off. We’ve actually realized net savings from these investments. The air train system that serves the rental car customers gets rid of all the rental car busses, which is a huge environmental gain, and we charge a fee to the customers that ensures that they fully cover the cost of the air train system. In other areas where we work to reduce energy consumption in the terminal buildings, the projects have paid off in big reductions in energy consumption. We have an exciting project now with our waste treatment plant to use recycled water for all watering, for all landscaping, and for all the toilets at the airport, so this should contribute to a very big reduction in water consumption.

ACC: I sometimes wonder if airports are taking full opportunity to, when they have this captured audience, to really show the good work that you’re doing on that front.

MARTIN: That’s a very important thing to do, and we realized this about 6 or 7 years ago that we were doing all these great things, and I would overhear passengers commenting on questioning what the airport was doing just as they were walking through the airport. So we engaged in a program of putting a lot more signage throughout the airport, on air train platforms, and reference the greenhouse gas reductions we’ve achieved in the regions we’re undertaking. We’re just beginning to put together goals in this area, including net zero on all new buildings and achieving carbon neutrality. As we aim to get there over probably a 5-year period, I really want to promote that both with the public and share information with other airports that are on the leading edge. We along with the other airports are really pushing the boundaries, and sharing the information freely and transparently with the entire industry.

ACC: As you know, we have an effort here in Washington with the expiration of the current FAA reauthorization coming up. The airports are strongly pushing for an increase in the Passenger Facility Charge. How important is this for your airport?

MARTIN: The value of PFC has dropped, adjusting for inflation significantly. We should be in an $8+ PFC today for sure. It’s really key for competition, for the entire aviation
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CAGE Inc. Congratulates John Martin as The Recipient of The 2015 ACC Aviation Award of Excellence

Congratulations John!
John Martin is a visionary leader in airport sustainability. From the first LEED Gold-certified terminal to his Sustainable Planning, Design, and Construction Guidelines, John has consistently challenged SFO to deliver healthy, high performing, and resilient facilities to enhance the passenger experience.

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2015 ACC Aviation Award of Excellence
On behalf of over 1,000 Covenant Aviation Security employees that provide passenger and checked baggage screening at San Francisco International Airport, we congratulate John Martin in receiving the 2015 Award of Excellence for your extraordinary leadership and vision.

ACI-NA hosts almost 20 conferences and seminars annually, covering topics ranging from insurance and risk management to international aviation issues.

Check out all of ACI-NA’s upcoming events at www.aci-na.org.
CONGRATULATIONS
JOHN MARTIN
2015 HONOREE OF THE ACC AVIATION AWARD OF EXCELLENCE

Gensler salutes your goal of creating a sustainable airport that delivers an exceptional passenger experience.
We are honored to be involved in helping realize your remarkable vision.

A PFC increase is very important for our continuing to improve facilities, to having world-class facilities, and very important from my perspective to see that other airports around the country can make the investments in facilities to ensure that the carriers that are growing fastest, such as Virgin America and Southwest at my airport, can get into other markets. It took years for Virgin America to get into Chicago O’Hare and the Newark markets because the gates were locked up. At a national level, that’s not acceptable. We can’t have an aviation system that runs that way.

I believe I read that SFO has delivered $1.2 billion dollars in projects, and there was not one claim. Talk a little bit about that.

MARTIN: We really radically simplified the process on how we work together with construction contractors, architects, designers, construction management firms, all of our stakeholders and airline concessionaires by using the partnering model for construction projects. We use a full partnering model you can find in reference on the International Partnering Institute website, and it provides a mechanism for people to get together in one room at the beginning of the project, understand each other’s goals, establish common goals, establish tracking mechanisms, and ensure there’s processes in place to resolve any issues that come up and that they be resolved in a specific timeline. All the parties meet regularly, every 4 to 8 weeks, to check-in, see how the project is going, really allowing a bonding of the team to occur and to ensure everyone’s goals and needs are being met. This has resulted in our delivering projects on time, under budget, and with zero claims. When I go into a partnering room, everybody’s one team, and I don’t even recognize what company people work for. When that magic happens, then the ideas start to go beyond what I even thought was possible when we started the project.

The environment in the partnering process brings issues to the table immediately, and everybody needs to come together to resolve the problem, and the attitude of “that’s your problem, that’s not my problem” doesn’t happen. It’s all about building trust. In the
Arconas congratulates John Martin and his exceptional airport team for being bestowed the ACC Aviation Award of Excellence. We are honored for having worked closely with the airport since 2009 – assisting them with achieving their customer service goals and creating a first class terminal environment for their passengers.

– Lynn Gordon, Vice President – Airport Solutions, ARCONAS.
end, it’s building a foundation of trust that everybody can work together as one team to deliver something exceptional.

**ACC**: What do you all look for from consultants and contractors? Obviously you have a number doing work there already, but anyone interested in doing work at SFO, what do they need to bring to the table?

**MARTIN**: We really want consultants to work with us. We don’t want design firms to meet with us three or four times and say, “We’re going to go back and work on the design of your new terminal building. We’ll be back in 6 months and show you what it looks like.” That’s not the way we do business. We want to be working with the consultant, whether it be on design, whether it be on a financial analysis, or a marketing analysis. We want to be working with them every step along the way, and we want the firms to embrace this partnering approach where if they’re working with other firms as well, that they’re working seamlessly and transparently on projects to really deliver at a very high level for the airport.

**ACC**: Let’s wrap up, and I want to ask you about your thoughts and perspectives on the next 5-10 years. I know that’s very challenging in an industry like this, but where do you think we’ll be in 5-10 years?

**MARTIN**: Having been director for 20 years, I can see that it’s very hard to predict into the future. We’re going to have peaks and valleys, for sure. I know that we need to maximize flexibility in how we operate and maintain our terminal buildings, making sure that we have a competitive airfare and air service environment is job number one. So we need to continue to market to new international airlines, to continue to open up new international markets. We use a model in the international terminal of complete cabin-use operations, so a new international airline doesn’t have to make any capital investment coming in. That really reduces the risk for them. We’re going to need to add additional gates to increase our international capacity so that we can attract new carriers and existing carriers can grow. We’ve also moved to a new lease and use agreement beginning in 2011 with the airlines that allows us to reallocate gates every year based on their air traffic levels. That’s improved efficiency as well, and I have a certain number of common-use gates I can set aside to ensure carriers can grow as well. We’re tight on gate capacity, so we’re trying to squeeze in every gate that we can to ensure that our marketplace remains competitive. I am concerned about the lack of competition nationwide. It’s something that I think that industry, airports, ACC need to be involved in making sure that Congress, especially FAA and DOT, fully understand the importance of ensuring an open and competitive air service marketplace.

Originally built in 1954, the Terminal 2 building has undergone a massive $383 million renovation through a design-build partnership between Turner Construction and Gensler. Photo courtesy of San Francisco International Airport.
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—JOHN L. MARTIN
ACC joins the Airports United Coalition supporting two key FAA reauthorization issues - the passenger facility charge (PFC) and the airport improvement grant program.

Airports cite $75 billion in construction project needs to justify raising the PFC.

FAA begins issuing fiscal year 2015 Airport Improvement Program grants to airport sponsors.

ACC President T.J. Schulz joins Philadelphia International Airport CEO Mark Gale at a luncheon of the Philadelphia chapter of Women in Transportation (WTS) to discuss FAA reauthorization issues.

Airline CEOs issue letter to Congress urging them to oppose the increase in the current PFC.

ACC President T.J. Schulz moderates a panel discussion on the role of technology and the future implementation of Risk Based Security (RBS) procedures in the U.S. and E.U. at the 2015 Passenger Terminal EXPO in Paris, France.

Coast Guard Vice Admiral Peter V. Neffenger is confirmed by Senate to serve as administrator of the Transportation Security Administration (TSA), replacing former TSA Chief John Pistole.

The 2015 ACC/TSA Security Capabilities Workshop has a record-setting attendance of 200+ attendees, including robust participation by more than 30 representatives from the TSA and other agencies within the DHS.

T.J. Schulz participates in an industry panel hosted by ACI-NA in Washington, D.C., to celebrate Infrastructure Week. Schulz discusses the importance of airport investment to help drive competition at airports and sustain their role as economic engines to local communities.

Beijing embarks on building the world’s biggest airport terminal.

A bill is filed that would privatize some facets of the nation’s air traffic control.

Ohio Attorney General Mike DeWine announces in Toledo that his office is filing a lawsuit to stop the recently passed Senate Bill 5, which would privatize all facets of the nation’s air traffic control.

SFO Airport Director John L. Martin is named the recipient of the 2015 ACC Aviation Award of Excellence.

Uber closes in on its last frontier: Airports.

The Department of Homeland Security clears the way for the expansion of automated passport inspections, a move to double international tourism to the U.S. over five years.

Airlines issue letter to Congress urging them to oppose the increase in the current PFC.

Christopher Hart is confirmed as the new National Transportation Safety Board chairman.

A record 800+ attendees convene in Denver, CO for the 2015 ACC/AAAE Airport Planning, Design and Construction Symposium.

Lexington’s Blue Grass Airport receives the 2015 ACC Excellence in Procurement Award.

ACC’s Security Manufacturers Coalition co-leads an industry day on the TSA acquisitions reform bill.

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ACC grants more unmanned aircraft systems (UAS) exemptions.
ACC partners for the first time with British Aviation Group (BAG) to co-host the 2015 Global Business Summit in London, United Kingdom.

Featuring more programming, speed networking, and a technology showcase, the 37th Annual Conference and Exposition is held in Newport Beach, CA.

ACC’s Coordinator of Communications Chris Spaulding is selected as a recipient of Airport Business’ 40 Under 40 publication.

The TSA’s Office of Security Capabilities releases its Strategic Five-Year Technology Investment Plan.

U.S. House Republican leaders delay introduction of FAA reauthorization bill.

Over 130 aviation engineering, planning and environmental project experts, including 25+ FAA representatives, gather at the 2015 ACC Airports Technical Workshop in Washington, DC.

ACC Young Professionals Forum reaches 200+ members.

T.J. Schulz is selected as a member of the Aviation Security Advisory Committee (ASAC).

An app developed for the Apple Watch is trialled at beacon-equipped Amsterdam Airport Schiphol.

Atlanta’s Hartsfield-Jackson International Airport takes title as world’s busiest airport based on passenger traffic according to data from the Airports Council International - North America (ACI-NA).

FAA records detail hundreds of close calls between airplanes and UASs.

$3.6 billion project is approved for the redevelopment of LaGuardia Airport in New York.

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Funding of airport projects is a crucial matter for ACC members, their airport sponsors and the economies of communities they serve. ACC informed members of aviation impacts from key budget, appropriations, funding extensions, procurement reforms and other congressional legislation.

This past year the ACC ADVOCACY COMMITTEE’s and FINANCE & PROJECT DELIVERY COMMITTEE’s primary objectives included preparing for the FAA reauthorization effort, supporting an increase in Passenger Facility Charges (PFC) to $8.50, and indexing the cap to the rate of inflation. ACC has been coordinating these initiatives with ACI-NA and AAAE. Other objectives included strengthening the application of Qualifications Based Selection (QBS) provisions for PFC funded projects at airports. A number of ACC members have either written or have had direct contact with their federal House and Senate members emphasizing the importance of reauthorization and an increase in the PFC. Discussions and panels have been held at national, regional and state industry conferences on these issues and have included both FAA and airline personnel.

ACC also kept its members informed of critical developments in the FAA reauthorization and appropriations process. Committee members attended the ACI/AAAE Legislative Conference in Washington D.C. and conducted congressional staff visits in March.

As Congress continues the discussions on reauthorization, the Advocacy and Finance & Project Delivery Committees will work with ACC staff and others towards formulating a strategy that ensures the ACC membership’s priorities are given due consideration in the ongoing reauthorization debate. We will continue to work with others to advocate for robust funding and strong QBS provisions that help ensure high-quality and long-lasting projects.
ACC President T.J. Schulz participated on a panel in May with Airports Council International - North America, Competitive Enterprise Institute, and American Road and Transportation Builders Association, to discuss the economic impact of U.S. Airports as part of Infrastructure Week.

ACC is working to ensure a strong, unified message is brought to Capitol Hill on behalf of ACC members and all aviation stakeholders.

The SMC continued its tremendous influence and contributions to the aviation security industry in 2015. This year’s highlight was the passage of the TSA Acquisition Reform Bill in late 2014 and the SMC’s role in working with the TSA and other industry stakeholders in implementing the measure. The SMC co-hosted a number of industry workshops with the Washington Homeland Security Roundtable to gather industry input on a new 5-year security technology acquisition report and offered TSA a number of recommendations on the content of the report.

The SMC also played an integral role in supporting a new law that codified the Aviation Security Advisory Committee (ASAC). T.J. Schulz was appointed as a new member of the ASAC, representing the SMC and the ACC membership in this important stakeholder organization.

The SMC is currently developing a report on the importance of maintaining a viable domestic security technology manufacturing base to eliminate existing threats and increase detection capabilities in the future.

Schulz visits Chicago to brief companies on FAA reauthorization, including significant issues surrounding the reauthorization effort, the current environment on Capitol Hill, and projections on when a new bill may materialize. He provided similar briefings in Philadelphia, Boston, and Los Angeles.
The policies, guidance and rulemaking of FAA programs affect the work of ACC members every day. ACC ensures that these programs promote fair competition and industry growth by leveraging one of its strongest assets: a relationship with leaders in the FAA Office of Airports (ARP) built on years of partnership and mutual interests.

2015 has been an exciting year for the ACC PLANNING & ENVIRONMENTAL COMMITTEE! Some notable achievements include the committee’s involvement in providing comments to the FAA Draft AC 150/5325-4, Guidelines for Determining Runway Length for Airport Planning and Design; incorporating the use of a guest speaker into the Symposium and Airport’s Technical Workshop (ATW) conference committee meetings; and having the first-ever joint committee meeting with the Engineering Committee. The committee also played an important role in helping organize the 2015 ATW in Washington, D.C. Many of our committee members served as speakers and moderators for this important event. Topics covered updates on the FAA’s airports GIS program, Airport Layout Plan guidance, Aviation Environmental Design Tool (AEDT 2B) training, and other hot topics. The FAA’s participation in the ATW was incredible with nearly two dozen representatives participating in panels over the two-day event.

It is important to note that the Planning and Environmental Committee also seeks to identify the training needs of its members. In fact, one of the initiatives coming out of the 2015 ATW was the identified need for critical airport planning and environmental training. Over the remaining months of 2015, the Committee will work with industry experts to develop informative webinars and develop the curriculum of the 2015 ACI/ACC Airport Planning and NEPA course in Arlington, Virginia.

Next year, the committee will seek continued membership growth and identify new and collaborative ways to maximize the use of members’ time during routine committee conference calls and in-person meetings.
FAA leaders participated in committee calls and event panels to share insights and clarity on the latest regulatory issues. In turn, the ACC membership provided comments on drafts of FAA Orders, Advisory Circulars, and Standard Operating Procedures. This open communication and interaction between ACC and its agency partners helped build a strong aviation system.

The ACC ENGINEERING COMMITTEE had a very active and productive year. One of the committee’s objectives is to review draft FAA Advisory Circulars and provide consolidated industry comments. This was particularly important when ACC submitted comments to FAA on Draft Change 1 for AC 150/5100-14E, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects in July.

Another committee objective was to develop and deliver technical webinars. With strong member participation and support, the committee delivered the following webinars in 2015:

- Changes to Runway & Taxiway Painting Procedures under AC 150/5370-10
- Life Extension of Airport Asphalt Pavements
- Determination of PCN using FAA’s methodology

Other webinars to be delivered later this year or in 2016 include:

- AC 150/5300-13A Change 1
- Construction Safety and Phasing Plan
- Lessons Learned from LED Lighting

The Engineering Committee also developed and conducted sessions for the 2015 ACC Airports Technical Workshop in collaboration with other committees. It was a successful event that provided a forum for direct and open communication with FAA on technical airfield engineering topics and regulations.

Several committee teleconference calls were held this year. The committee expects to continue the “tradition” to invite a FAA speaker to brief upcoming draft Advisory Circulars. An airport speaker was also invited to give a presentation at the face-to-face committee meetings in Denver and Washington D.C. this year — an initiative that will continue in 2016.

KATIE CHOU
Senior Project Engineer
Hatch Mott MacDonald
ACC Engineering Committee Chair 2015

Winners of the 2015 ACRP University Design for Addressing Airport Needs Competition presented to attendees at the 2015 ACC Airports Technical Workshop.

FAA Associate Administrator for Airports Eduardo ‘Eddie’ Angeles with ACC 2015 Board Chair Carol Lurie, VHB, providing remarks to attendees at the 2015 ACC Airports Technical Workshop.
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 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.

Security Committee

This was a productive year for the ACC SECURITY COMMITTEE as we continued to build on last year’s successes and inform the membership about new and developing security policies and regulations. In June the committee helped to develop the program for the 6th Annual ACC/TSA Securities Capabilities Day and Technical Workshop, which was attended by 200+ industry representatives. Attendees had the opportunity to hear firsthand from several members of TSA’s leadership team. The strong collaborative relationship between ACC and the TSA continues to grow as the event is considered one of the most significant and unique aviation security events by TSA leadership and industry experts.

The Security Committee continues to grow in membership, with 54 participating members. Communications with members was held during regularly scheduled conference calls and at meetings held in conjunction with the ACC/AAAE Planning, Design & Construction Symposium and the ACC/TSA Securities Capabilities Workshop. This year, the committee was fortunate to have representatives from airport clients and the TSA participate and engage at these meetings. They shared their perspective on issues and topics, including implementing Risk Based Security initiatives, screening of aviation workers and the impact of cybersecurity on aviation. We look forward to continuing this collaboration. Several ACC Security Committee members participated with the TSA on the PGDS working group, which successfully released Version 5 to the industry. The work of ACC members with these working groups continues to build the Council’s reputation as well-informed contributing stakeholders.
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.

The strong collaborative relationship between ACC and the TSA continues to grow

A new sub-committee has been formed this year to look at the impact of the developing requirements for cybersecurity, which is impacting the work of our member companies. This sub-committee will be working to gather current requirements and determine how to influence future cybersecurity initiatives. Their goal is to provide members with a Best Practices Guide for addressing these issues.
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 experts to build successful project teams and find the knowledge they need for sound business practices.

ACC technical and industry events provide the unique opportunity for participants to interface directly with federal agency employees from the TSA and the FAA.

A record of 800+ people attended the February 2015 ACC/AAAE Airport Planning, Design and Construction Symposium in Denver, Colorado.

Business connections are made at an ACC industry speed dating event in November 2014.

ACC members find time to catch up at the 2014 ACC 36th Annual Conference and Exposition in Ft. Meyers, Florida.

ACC technical and industry events provide the unique opportunity for participants to interface directly with federal agency employees from the TSA and the FAA.

ACC attends and exhibits at industry events to interface and build relationships with both ACC members and non-members alike and hear about new products and projects.

The bustling exhibit hall at the 2015 Airport Planning, Design and Construction Symposium offers product suppliers unparalleled opportunities to market, network and develop relationships with airport developers.
Young Professionals Forum

It’s been thrilling working with the ACC YOUNG PROFESSIONALS (YP) FORUM since its inception, and witnessing first-hand the incredible growth and interest from within ACC and the broader aviation community. Starting four years ago as a networking event and session at the ACC/AAAE Airport Planning, Design and Construction Symposium, the forum now has 220 members, 150 of which come directly out of ACC member firms. It offers a range of career advancement, education and leadership development opportunities. Over 70 YPs participated in the Symposium program in Denver this year!

This past year has seen the highest level of commitment to the YP Innovation Competition to date. After a stellar second annual competition and presentation at the 2015 Symposium, 13 teams submitted for the third annual competition, which promises to bring another set of fresh ideas to the aviation industry. An International 101 webinar was sponsored by the ACC YP Forum and had over 100 attendees.

The YP Forum is focused on fostering collaboration and networking opportunities at events around the U.S., building a community of aviation professionals that extends at industry events and beyond. Many thanks to Arconas, which hosted a YP reception at the AAAE annual conference in Philadelphia, marking the first networking event held outside of an ACC sponsored conference. Eventually, the forum may hold events in different cities and geographic regions where members live and work. This initiative, which is currently underway, was a direct result of feedback by our membership. We continue to seek new ideas and suggestions for the forum to ensure maximum value and benefits.

Providing YP’s with opportunities to get involved in the aviation industry and connect with industry mentors is a long term focus of the forum. Partnership programs have begun to bear fruit, as similar programs in other organizations have begun to share resources with the ACC YP Forum. These partnerships not only extend the YP forum’s ability to attract members; they increase opportunities for the existing members as well.

Finally, there has been tremendous growth and leadership within the YP Forum. The time that many YP’s and industry leaders have invested in the program have built a strong foundation, and the YP leadership team is extremely thankful for everyone’s commitment. Aviation has a bright future, and the YP Forum is looking forward to another year of growth and success!
The 2015 ACC TERMINAL AND FACILITIES COMMITTEE had a very productive and active year, with growth in both membership and committee member participation. The catalyst for the ongoing focus of the committee has been providing educational benefit to ACC membership, while at the same time maintaining the “industry trusted advisor” role that defines our organization.

Two subgroups of the committee were formed: one group on Building Information Modeling (BIM) and the other on Asset Management. Both groups are currently working towards introductory educational and informational webinars for ACC and the industry. The overarching objective is to educate airports and organization members on both of these available solutions for managing aviation facilities more effectively and efficiently.

As a follow-up and strategically planned continuation of this initiative, one of the first objectives for the 2016 year is to combine the two topics into one, comprehensive, detailed presentation of how the true power and benefit of these two tools combined can assist in the efficient, cost effective operation and maintenance of aviation facilities.

Throughout the year, the committee has also assisted the industry through technical review and commenting on various industry agency and organization documents. Some of the documents reviewed included the TSA Checkpoint Design Guidelines, IATA ADRM Airport Simulation, IATA ADRM Baggage Handling and IATA ADRM Boarding Pass Check guidelines. The committee also assisted the FAA in review and comment on the Terminal Planning and Design AC 5630-13. Will Reinhardt with the FAA presented to the committee at the 2015 ACC/AAAE Airport Planning, Design and Construction Symposium to provide a deeper insight into the processes and procedures the FAA has in place for creation of new circulars as well as modifying existing documents.

TIM HUDSON
Architecture Practice Leader – Aviation
Atkins
ACC Terminal and Facilities Committee Chair 2015

37,000 LED lights light the way into Terminal 2 West at the San Diego International Airport. Photo courtesy of San Diego County Regional Airport Authority
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.

**ACC GLOBAL INITIATIVES IN 2015:**

» For the first time, ACC is partnering with the British Aviation Group (BAG) to hold the Global Business Summit in London, U.K. on December 1-2, 2015. This event will feature airport development experts from the U.K., U.S., and other regions that will explore the latest trends and best practices that will help you succeed in the global marketplace. The summit is tailored for new and veteran professionals who are interested in global economic trends, aviation funding and investment, international teaming, and more.

» ACC President T.J. Schulz provided perspectives of ACC member companies by moderating sessions at international aviation conferences, including the 2015 Passenger Terminal Conference in Paris, France and the 2015 SMART Airports Conference in Atlanta, Georgia. ACC Vice-Chair Don Bergin with Blast Deflectors represented the Council at the first annual Airports Arabia Conference in Bahrain.

» ACC members reviewed and provided technical comments to draft modules of the IATA Airport Design Reference Manual. 

ACC President T.J. Schulz and Gensler’s Keith Thompson, ACC Past Board Chair and Summit Lead of the 2014 ACC Global Business Summit in Washington, D.C.
The membership is the core strength of the ACC. This year, ACC undertook an initiative to recognize the many companies that have been long-term supporters of the organization. After much research, we were surprised at the number of firms that have been with the organization for many years, and in some cases, decades. We are pleased to recognize these members in this magazine, our website and future member directories. We will also recognize companies that meet new tenure milestones in future years.
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<th>Company Name</th>
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<td>Airport Business Magazine</td>
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In 2015, ACC was pleased to welcome these new members into the organization...

AMADEUS IT GROUP
Anthony Natale, Business Development, Amadeus Airport IT
East Islip, NY 11730 United States
(765) 512-2725
anthony.natale@amadeus.com / www.amadeus.com/airport

Amadeus Airport IT provides a suite of next-gen airport management solutions integrated in a modern technological hub that manages all core aviation processes. It plugs airport operators into their partner IT environments - airlines and ground handlers - allowing for greater automation and a seamless integration among airport stakeholders.

AMIR NEEMAN CONSULTING, LLC
Amir Neeman, Founder and Principal
1486 Rose St.
Berkeley, CA 94702 United States
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amir.neeman@gmail.com

Amir Neeman Consulting, LLC, specializes in providing management consulting services for clients in aviation security, homeland protection with a focus on TSE. Those include: strategic security planning including Systems Analysis (micro, macro); concept of operations analysis and feasibility assessments (spatial, operational and economic); TSE design, development, implementation and use; TSE deployment strategy and policy development; TSE marketing, product and R&D management; Security threat and risk assessment; TSE test, evaluation and certification; Human factors related to aviation security and use of TSE.

BARICH, INC.
Francis T. Barich, Principal Consultant
2241 E Pecos Rd., Suite 2
Chandler, AZ 85225 United States
(480) 361-4122
frank.barich@barich.net / www.barich.net

Barich, Inc., a Technology Consulting firm, specializes in providing Planning, Project Management and Design services to the Airport Industry. We provide the full range of services including project definition, design, procurement and implementation support, and testing oversight.

BETAFENCE USA
Debbie Corkin, Marketing & Communications Manager
3309 S. Kaufman St.
Ennis, TX 75119 United States
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dcorkin@betafenceusa.com / www.betafenceusa.com

Leading the way in product innovation ranging from anti-ballistic, anti-climb, anti-cut and anti-ram materials, Betafence USA provides solutions that are uniquely tailored to organizations facing security issues. The Betafence USA Total Security Package also incorporates detection, access control and surveillance placing Betafence USA in the position as the industry leader.

HILL INTERNATIONAL
John Paolin, Vice President, Marketing & Corporate Communications
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JohnPaolin@hillintl.com / www.hillintl.com

With over 4,900 professionals in 100 offices worldwide, Hill provides program management, project management, construction management, construction claims and other consulting services for some of the most complex airport projects and programs in the world. Engineering News-Record magazine recently ranked Hill as the seventh largest construction management firm in the United States.

KABA
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Airport security requirements are increasing with a universal concern focused on access control and individual access checks. Airport operators seek to maximize the flow of passengers through terminals while maintaining safety standards. At the same time, architects constantly strive for an open, welcoming design. Kaba addresses those needs by offering airlines and airports solutions that automate passenger processing and provide increased security measures.

KLJ
Tom Neigum, P.E.,
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KLJ delivers multi-disciplinary engineering-based and planning solutions for private and public sector clients with complex needs. Our national perspective, regional expertise and personalized service enable us to deliver trusted, dependable results. Since 1928, KLJ has delivered innovative and practical problem-solving solutions. Our integrated practice builds on strong regional connections, in-depth local knowledge and responsive personal service creates strategic advantages for our clients.
NEW ACC MEMBERS

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M2P & PARTNERS

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chnixon@mjinc.com / www.mjinc.com

McFarland Johnson, a 100% employee-owned company, is a recognized leader in planning, design, and construction administration of airport projects. “Innovative Solutions/Sustainable Results” is more than just our motto; it’s a frame of mind that allows us to offer out-of-the-box ideas that provide viable solutions for our clients’ greatest challenges.

OPTOSECURITY, INC.
Shawn Dagg, Chief Strategy Officer
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(418) 653-7665

Optosecurity provides airport passenger checkpoint automation and improvement software and services. Our products range from remote screening, advanced detection, to complete passenger processing automation and management.

PCL CONSTRUCTION SERVICES, INC.
Dale Kain, Vice President and Project Director
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drskain@pcl.com / www.pcl.com

PCL is a group of independent construction companies that carries out work across the United States, Canada, the Caribbean, and in Australia. These diverse operations in the civil infrastructure, heavy industrial, and buildings markets are supported by a strategic presence in 31 major centers. Together, these companies have an annual construction volume of more than $7 billion, making PCL one of the largest contracting organizations in North America.

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Owner
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alicia.robertson@psm-2.com / www.psm-2.com

At PSM², we help our clients provide excellent customer service during planning, design, and construction projects. Since 1988, PSM² has built relationships with clients by listening to them and providing strategic tools that enhance communication in construction coordination and logistics, construction communication and community outreach and involvement.

QUADREX AVIATION, LLC
(former member)
Dr. David A. Byers, AICP, C.M., President
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dabyers@quadrex.aero / www.quadrex.aero

Quadrex provides a comprehensive array of Financial, Business, and Strategic Development planning services. Quadrex has the credentials for delivering unique “White Paper” studies on a wide range of airport topics. Quadrex is recognized as a leading specialist in ATCT benefit/cost, feasibility, and site selection analyses, safety risk assessments, and equipment specifications.

REVISION
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philip.mcdonough@revisioninc.com / www.revisioninc.com

Founded in 1998, reVision, Inc. (reVision) is a full service Management Consulting and Information Technology Integration Services that has been providing superior services to Local, State, Federal and commercial clients nationwide. reVision provides the following services to our Transportation Industry partners: Management Consulting, Software Development, Integration, Business Intelligence, Network Infrastructure Services, IT Security Solutions & Staff Augmentation.

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Kirk A. Marchand, P.E., CEO
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Austin, TX 78737 United States
(512) 787-2682
kmarchand@protection-consultants.com
www.RunwaySafe.com

Runway Safe provides one of the two Engineered Material Arresting Systems approved by the FAA in the US. The Runway Safe system is a green EMAS consisting of silica foam produced from recycled glass, it is monolithic when complete (no components to replace and no seams to maintain), and it is constructed using local contractors.

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