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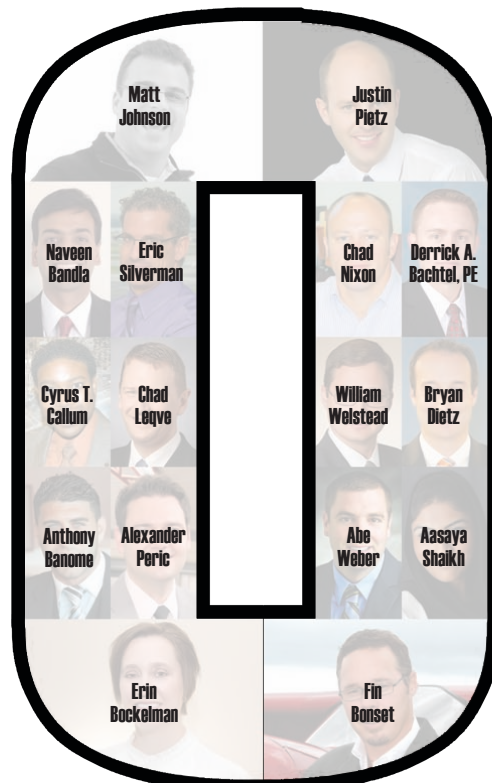
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STORY11 Top 40
Under
40

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Five Traits of 2013's Top 40 Under 40

As you read about the winners of our second-annual Top 40 Under 40 contest, you will find a few commonalities among them.

Love of Learning. They didn't graduate from college with their Bachelor's degree and call it a day. They have Master's degrees, PhD's, industry certifications, and more. And they continue to find new ways to grow and learn every day.

No "I" in TEAM. These folks know how to rally a team behind a project and get it done. They employ emotional intelligence with their employees and find ways to empower them. And there isn't a single one of them who takes all the credit for the projects they've been a part of. Time and again, they told me how this or that project wouldn't have been possible without their team, and it's not just lip service: These leaders mean it!

Go Above and Beyond. These are individuals who know what their job is and then find ways to take it to the next level. Good enough is not good enough for them. They want to excel, and they do.

Pay it Forward. They find ways to give back and

are active in their communities. Our winners teach and mentor future aviation leaders. They volunteer in community organizations. They hold seats in industry organizations, and they are active participants in city state and federal government.

A Passion for Aviation. They have a passion for what they do. It doesn't matter if they're in aviation finance, part of the architectural team on a new terminal, creating software for airports to use, or flying a plane. They love aviation! And they are passionate about being able to help shape its future.

Aviation's young movers and shakers clearly know how to get the job done right, the first time and under budget, and it's exactly these traits that make them worthy of our Top 40 Under 40 distinction.

Congrats to our winners (there is actually 41 because we had a tie among the judges)! We look forward to the year's ahead as we watch you continue to grow and shape the future of aviation!



CONCESSIONS IN CELLPHONE LOTS CATCHES ON

Today's cellphone lots, where short-term parking is free for those who stay with their vehicles, are dishing up far more than just a place to park, with services ranging from sit-down meals to car wash services.

The trend started with Tampa International Airport, where in 2012 food trucks were allowed to park at its cellphone lot during a curbside parking rule transition. That program took off, and these days a different food truck pulls into the cellphone lot every weekday, with the schedule posted on the airport's Facebook page.

Other airports have launched food trucks and other services in their own cellphone lots including Tucson International Airport, Long Beach Airport, Cincinnati/Northern Kentucky International Airport, and Austin-Bergstrom International Airport.

And other airports are looking to jump on the bandwagon soon. Seattle-Tacoma International and Phoenix Sky Harbor International airports are among those exploring adding food trucks and other services to cellphone lots, and Sacramento International Airport just put out a request for proposals to do the same.

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Vol. 27, No. 8 October 2013

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1 No system, regardless of how advanced, can overcome the laws of physics or correct careless driving. Please always wear your seat belt. Performance is limited by available traction, which snow, ice and other conditions can affect. Always drive carefully, consistent with conditions. Best performance in snow is obtained with winter tires. 2 Lane Keeping Assist may be insufficient to alert a fatigued or distracted driver of lane drift and cannot be relied on to avoid an accident or serious injury. 3 Blind Spot Assist may not be sufficient to avoid all accidents involving vehicles in your blind spot and does not estimate the speed of approaching vehicles. It should not be used as a sole substitute for driver awareness and checking of surrounding traffic conditions. 4 COLLISION PREVENTION ASSIST may not be sufficient to avoid an accident. It does not react to certain stationary objects, nor recognize or predict the curvature and/or lane layout of the road or every movement of vehicles ahead. It is the driver's responsibility at all times to be attentive to traffic and road conditions, and to provide the steering, braking and other driving inputs necessary to retain control of the vehicle. Drivers are cautioned not to wait for the system's alerts before braking, as that may not afford sufficient time and distance to brake safely. Options shown. Not all options are available in the U.S.



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Rolling Out the Welcome Mat

Hi everyone! I hope you're enjoying this issue of *Airport Business*!

We have a saying here in the United States, about "rolling out the welcome mat," which generally means we take a special effort to make guests and friends feel comfortable and appreciated when they visit.

My new colleagues here at Cygnus Business Media have done just that, in welcoming me as the new associate publisher for this publication and its sister publication, *Aircraft Maintenance Technology*.

While I officially started in the aviation business in 1986 at Northwest Airlines, the smell of jet fuel and three-letter airport codes has been part of my life since the age of 6. While that was many years ago, I am still in awe when I see a fully loaded 747 go from standing still to airborne in a matter of seconds.

From working in airport cellars snaking with bag sortation systems and robots; mapping business processes on hot tarmacs; or measuring for new signage behind a gate podium, you could regularly find me in airports on all but two continents.

Because of my love of aviation and fascination with the art of getting passengers and freight from Point A to Point B, I'm excited about the new ideas we've already got cooking here at *Airport Business*, and looking ahead to 2014, as we include new sections in every issue, including: Airport Revenue, Airfield Operations, Airport Projects, FBO Airport and Community Relations, FBO Revenue, and Airport and FBO Security Developments and Products.

One thing that we've resurrected is a column from the publisher. It will give me a few minutes with you to reflect on what's happening in our aviation world and talk about what I'm hearing from you.

So I am rolling out the welcome mat for you to let me know what's on your mind. If there are topics you'd like us to feature or an opinion you would like to share about something you've read here, feel free to drop me a line. I look forward to meeting you at shows and events, or through your emails.

In the meantime, remember: Every takeoff is optional; but every landing is mandatory!

Karen
Karen.berg@cygnus.com

Travel Leaders to Congress: Improve CBP Entry Process

The U.S. Travel Association recently released a report detailing the severe economic consequences that arise from lengthy wait times experienced by millions of travelers in the U.S. Customs and Border Protection (CBP) entry process, and proposed 20 policy changes to address the problem.

The report found 2.7 million international travelers—about 9 percent of potential trips—avoid visiting the United States every year because of this problem. With each overseas traveler spending an average of nearly \$4,500, that translates to \$11.8 billion lost annually directly to travel industry businesses. The report finds that if reforms were in

place to guarantee the primary inspection process did not exceed 30 minutes, the resulting surge in visitors would generate approximately \$3.5 billion in positive economic impact and create 24,000 jobs.

Policy adjustments identified by U.S. Travel and outlined in the report include:

- **Hiring 3,500 additional CBP officers** as provided for in the Senate immigration bill (S. 744);
- **Staffing flexibility** to ensure CBP's officers are allocated for maximum efficiency;
- **Implementing enhanced technology** to alleviate pressure on CBP officer staffing;
- **Reducing peak wait times** by 50 percent

and processing each traveler within 30 minutes; and

- **Enhancing transparency** to improve government and private-sector coordination.

The comprehensive immigration reform bill passed by the U.S. Senate provides for an additional 3,500 CBP officers and calls for reducing average primary processing wait times at high-volume international airports by 50 percent. The bill also sets a goal of screening 80 percent of air passengers being processed at high-volume international airports in under 30 minutes by the end of Fiscal Year 2016.



LONGEST WAIT TIMES (May 2013)

AIRPORT	TERMINAL/CONCOURSE	AVERAGE WAIT TIME (MINUTES)
JFK International Airport	Terminal 4	93.8
Miami International Airport	North Concourse	75.1
Miami International Airport	South Concourse	72.7
Dallas-Fort Worth International Airport	Main Terminal	67
Chicago O'Hare International Airport		63.6
Orlando International Airport	Airside 1	57.2
Orlando International Airport	Airside 4	56.7
Houston International Airport		55.3
Newark Liberty International Airport	Terminal B	51.3
San Francisco International Airport	Terminal G	51.1

— Source: U.S. Customs and Border Protection

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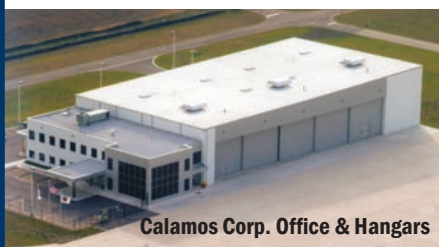
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INDUSTRY NEWS

GORE TO ADDRESS AIRPORTS GOING GREEN

Airports Going Green Conference attendees will receive a personalized, video address from former Vice President Al Gore. The conference, hosted by the Chicago Department of Aviation and the American Association of Airport Executives, will be held November 12-14, 2013 at the Chicago Mart Plaza Holiday Inn. Attendees will receive a copy of Gore's book, "Our Choice: A Plan to Solve the Climate Crisis," courtesy of the Hudson Group. To register visit: <http://events.aaae.org/sites/131108/index.cfm>.

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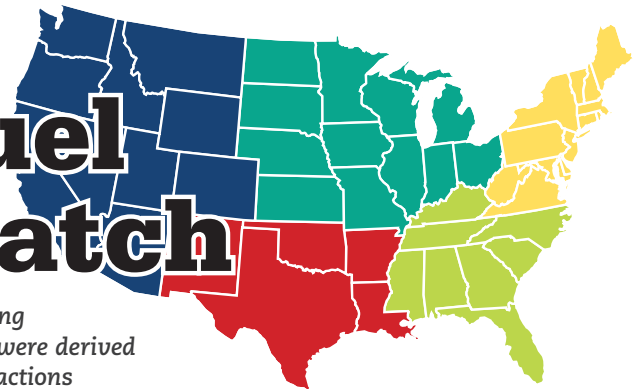
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Fuel Watch



The following fuel prices were derived from transactions completed with the AVCARD credit card during May. Not all operations sell both Jet-A and Avgas. The figures for jet fuel prices will be more representative than those for Avgas, due to the higher number of transactions recorded. Prices reflect all taxes and discounts. Data is supplied from AVCARD in consolidated format; individual transactions are not disclosed.

West Coast

Jet-A: \$5.23
Avgas: \$6.06

South Central

Jet-A: \$4.77
Avgas: \$5.92

Southeast

Jet-A: \$5.12
Avgas: \$6.05

North Central

Jet-A: \$5.14
Avgas: \$6.09

Northeast

Jet-A: \$5.21
Avgas: \$6.25

AirIT...

Won a contract to provide its extended airline system environment virtualized passenger processing platform at more than 50 ticket counter and gate positions at San Juan Luis Muñoz Marín International Airport in Puerto Rico.

AMERICAN AIRLINES...

Announces plans to fly Airbus A319s on international routes because the aircraft has a range of up to 4,250 nautical miles.

BOEING...

Reports its 777 topped the list of favorite aircraft for fliers, according to an airfarewatchdog.com poll.

BOEING...

Reports the inaugural test flight of its 787-9 reached an altitude of 20,400 feet, a feat characterized as productive and successful.

CICI'S PIZZA ...

Is expanding into airports after introducing several new restaurant prototypes designed exclusively for airports.

DELTA AIRLINES'...

Mike Henny, director of customer experience, says the airline will continue to invest in in-seat entertainment.

www.aviationpros.com/10325502

How to Sell an FBO

Industry consultant Michael Dye recently released a handbook on the ins and outs of selling an **FBO**. *The FBO Consultants Guide, How to Sell Your FBO or General Aviation Business* details the things to consider in the decision to sell, and the steps to follow in order to value and price the business properly.

Dye reports that as changes occur in general aviation in the years to come, many industry veterans will grapple with the decision to sell their businesses. The book helps readers draft an action plan for selling and alerts them to specific challenges that may crop up during the process. The publication is available as an e-book for \$199 or as a softbound book at www.fboconsultant.com.



DENVER INTERNATIONAL AIRPORT...

Has begun construction on five new gates at the west end of Concourse C to accommodate the growing presence of Southwest Airlines. The \$46 million project will be finished by November 2014.

FAA...

Ordered airlines to inspect more than 3,800 planes to ensure emergency locator beacons sold by Honeywell International do not have battery problems that could cause a fire.

LINEAR AIR ...

And Hopscotch Air will begin scheduled round-trip service from Westchester County Airport to Boston's downtown Logan Airport and scheduled, round-trip service from White Plains to Boston's Route 128 airport in Bedford.

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY...

Announces the initial phase of a food and retail redevelopment program at Reagan National and Dulles International airports that will bring new choices to airport travelers over the next 30 months.

PORT COLUMBUS INTERNATIONAL AIRPORT...

Announces plans to build a new \$140 million south runway, with the FAA contributing nearly 66 percent of the cost.

TUCSON AIRPORT AUTHORITY...

Approved an enhanced air service incentive program to encourage new non-stop flight destinations from Tucson International Airport.

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Airport Commemorates B-17 Pilot Through New Fuel System

U-Fuel installs an advanced "Box" fuel station at the Lee County-Butters Field Airport (52J) in Bishopville, SC. U-Fuel's patented Box systems represent the state-of-the-art in self-service aviation fuel stations, placing all critical components and the fuel tank within a strong, fire-resistant panel enclosure, providing a high level of fire safety and isolation from the environment. Pre-engineered and pre-fabricated, these systems



can be easily trucked to an airport and installed within a few days. They are available as single- or

two-product systems with tank capacities from 1,000 to 10,000 gallons.

"An airport without fuel is at a disadvantage for based and transient traffic. U-Fuel systems give our customers 24 hour access to fuel without an employee overhead," says Lee County Airport Manager George Roberts. "Our county officials like the facility over a truck system with its limited hours of service, the manpower needed for a trained driver and the liability associated with a fuel truck. Furthermore, the U-Fuel system exceeds the requirement for a complex and costly Storm Water Emergency



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Airport Business' Top 40 Under 40 — 2013

Young innovators ready aviation for the future

This issue of *Airport Business* is devoted to 40 aviation up and comers (actually 41 because we had a tie) under age 40. What an honor it is for those selected and what an asset these 41 are for our industry.

Last year in this space I wrote that, "Aviation needs young leaders—but only if we want to survive." I was dead serious about that. Show me a church, civic club, town, company or industry in which the average age is getting older with no influx of young members, and I'll show you a group that will either change or go under. That's truer this year than last, and will be even more important next year.

Of course our entire industry won't collapse if we get this wrong—just that part of the industry that doesn't adapt.

I'm proud that *Airport Business* publishes this list of "40 Under 40," thus providing much-needed appreciation for these young leaders. When an industry needs young leaders—and what industry doesn't?—it should let them and the world know that the industry appreciates them. If you know any of this year's selected 40, I hope you'll send them an email or other note of congratulations. After all, we want them to tell their friends in other industries how much they like their jobs.

I spoke for Women In Aviation this year, and was delighted to see that the aviation industry is showing up en masse to recruit employees among this young and dynamic group of women. During my presentation I urged the members to consider airport management as a career. Did your airport exhibit at Women In Aviation's annual conference this year? Perhaps you should next year. You can bet that your competition will be there recruiting.

If you think aviation changed during the last half-century, just sit back and wait. I really believe that the next 50 years will change more than the last 50 years as the world grows smaller and possibilities grow larger. We're going to need a lot of people—educated young people—to react to and handle opportunities and challenges.

Airport management requires more education, more smarts and more energy than ever before. Just dealing with leases, government rules and financing takes a lot of up-to-date know-how. We need a constant influx of young men and women educated and trained in many fields. One way to get them is by recognizing our best and brightest with honors like our annual "40 Under 40."

AGE
36

WILLIAM BORGS MILLER | PRESIDENT/CFO
 AVIATION CONSULTANTS INC.

WILLIAM Borgsmiller told his mother he wanted to be a pilot at the tender age of 3. And that never changed.

He officially launched his aviation career at the age of 12 by working part-time for a small 135 operation in Red Bluff, Calif. that flew Cessna 210s in support of Forest Service operations.

Over the next six years, Borgsmiller worked for and managed a small FBO at the Red Bluff Municipal Airport while working to obtain his Commercial Pilot's License and A&P Certificate.

After graduating high school, Borgsmiller attended Embry-Riddle Aeronautical University

where he completed a Bachelor's degree in aeronautical science and furthered his flight training with the addition of ATP, CFI, CFII, MEI, and SES ratings.

Later, Borgsmiller moved to Redding, Calif. where he worked as a first officer and co-captain for Sierra Pacific Industries aboard its King Air 200, Conquest II and Hawker 1000.

In 1998, he founded Aviation Consultants Inc. and spent two years working as a regional representative for Texaco aviation products covering northern California and Nevada from his home base in San Luis Obispo.

Since leaving his position with Texaco, he has worked full time within his business as the

president and CEO.

During his time with Aviation Consultants Inc. he also obtained his rotorcraft license and NBAA Certified Aviation Manager (CAM) certification.

His advice to newcomers to the industry is to: "Figure out what you love to do [though perhaps not at the age of 3], and focus on becoming the best at it. Try to maximize quality over profit and you will likely find that you have more of both in the end."



YEARS IN
 AVIATION
24

AGE
29

AASIYA SHAIKH | MANAGING DIRECTOR FLIGHT CREW INTERNATIONAL

AFTER successfully picking stocks for Fidelity Investments' mutual funds, Aasiya Shaikh brought her financial prowess to Flight Crew International, an aviation staffing company based in Dallas, Tex. In her first year as managing director, Shaikh nearly tripled the company's profits and assisted many unemployed aviation professionals who were adversely impacted by the global recession in finding new, long-term career opportunities both domestically and abroad.

Shaikh graduated summa cum laude from the McCombs School of Business at The University of Texas at Austin with a double major in finance and business honors and a minor in accounting. She also speaks four lan-

guages and has traveled the world, which has allowed her to develop a strong understanding of different cultures. By being aware of and sensitive to the varied cultural distinctions around the world, Shaikh provides her global clients with utmost respect and discretion.

Part of Generation Y, Shaikh recognizes the key role social media and technology will play in connecting talent to opportunity as the aviation industry enters an unprecedented era of record aircraft deliveries and passenger growth. Airports, airlines, MROs and manufacturers will require skilled aviation professionals globally to meet the solid, long-term growth of our industry, many times in remote areas of the world.

Shaikh continuously works to expand the international footprint of Flight Crew

International in order to effectively serve the needs of clients worldwide. The company's mission is to remove the inefficiencies and high costs of hiring by pioneering technology-driven staffing solutions specific to the aviation industry that help clients find the right candidate, at the right time, anywhere in the world.

Her advice to other young people in the industry is: "You're going to be met with challenges ... keep persevering." Shaikh heeds her own advice in her career. Stay tuned to see what innovations this unstoppable, under-40, out-of-the-box thinker will bring to the aviation and staffing industry!



YEARS IN
AVIATION
4

"Aasiya plans to take inefficiencies and high costs out of the hiring process by using social media and digital interviews to help clients find the right candidates. She and her team are currently working with an award-winning team of Web developers to roll-out an on-demand interview platform for the aviation industry."

HEENA JESSA, RECRUITMENT DIRECTOR, FLIGHT CREW INTERNATIONAL

AGE
39

CHAD LEQVE | DIRECTOR OF ENVIRONMENT METROPOLITAN AIRPORTS COMMISSION

CHAD Leqve has worked in the aviation industry for 20 years and has been employed by the Minneapolis-St. Paul Metropolitan Airports Commission (MAC) since 1996. During his years at the MAC, he has taken on progressively increasing leadership roles, and currently serves as the MAC's director of environment. Leqve has amassed an impressive record of building and leading effective technical teams and successfully engaging stakeholders in a manner that has contributed in tangible ways to the aviation industry. Many of his accomplishments have contributed to the betterment of airport community engagement programs and the advancement of technical noise/environmental analysis utilities and process models.

Leqve has pioneered innovative synergies between environmental review and community communication programs. He served as one of the founding architects of the Minneapolis - St. Paul International Airport (MSP) Noise Oversight Committee (NOC) structure. He also authored an extensive environmental assessment that modified the assumptions and impact conclusions of the Final Environmental Impact Statement for a \$3.2 billion airport expansion at MSP, which reduced opposition related to community impacts from a new runway. The effort included a comprehensive community public information program, for which he was awarded the FAA, Great Lakes Region, Outstanding Achievement Award for Community and Public Outreach in November 2008.

Leqve's contributions to the industry in the area of technological advancements include leading the development of an open source aircraft flight tracking and noise monitoring system at MSP and supporting Performance-Based Navigation (PBN) procedure implementation at U.S. airports. Leqve was a contributing member of the RTCA, NextGen Advisory Commission-CatEx Taskforce, and led the development of an Airport Council International-North America NextGen policy paper, providing strategies for airports and the FAA to effectively engage stakeholders in the PBN design and implementation process.



YEARS IN
AVIATION
20

AGE
31**JENNIFER PRIHODA** | ASSISTANT MANAGER OF AIRLINE AFFAIRS
METROPOLITAN AIRPORTS COMMISSION**JENNIFER**

Prihoda's passion for traveling has been inspirational to her success in the airport business. She began flight training after one year of college and pursued an undergraduate degree in aviation management.

Since November 2007, her position has been at the Minneapolis-St. Paul Metropolitan Airports Metropolitan Airports Commission (MAC). As the assistant manager of Airline Affairs, she manages over 80 airline and real estate leases for operators at the Minneapolis-St. Paul International Airport (MSP).

Her responsibilities include negotiating leases for space occupied by airlines, the Transportation Security Administration and var-

ious service providers at MSP; and working with MAC legal and finance departments to ensure lease compliance and resolve delinquent tenant accounts. Prihoda has worked on numerous projects, including successfully managing an RFP process for a full-service bank, ATMs, and the foreign currency exchange at MSP. She was selected to be part of a benchmarking team that traveled to 12 prominent airports in North America in 2012 and reported back to senior leaders at the MAC on the best practices to implement at MSP. Prihoda also chairs the MAC Wellness Committee, which has gained MAC recognition as a Fit Friendly company by the American Heart Association.

Prihoda began her career in aviation in 2005 as an intern for Northwest Airlines in

the A330 Flight Operations Department. She joined the MAC as the properties and projects administrator and her savvy business acumen and dedication to excellence gained her a promotion in December 2011 to the position she holds today.

Prihoda earned her private pilot's license in December 2006 and holds a Bachelor's degree in aviation management from St. Cloud State University. Prihoda is a member of Women in Aviation-Stars of the North Chapter and earned her Competent Communicator designation through Toastmasters International in 2012.

YEARS IN
AVIATION
8

"Get your foot in the door and stay patient; you will not get your dream job right out of school but if you hang in there and work hard your dream job will find you!"

JOSHUA WUSSICK, DEPUTY PROJECT MANAGER, HNTB CORPORATION

AGE
35**JOSHUA WUSSICK** | DEPUTY PROJECT MANAGER, AVIATION PLANNING
HNTB CORPORATION

JOSHUA Wussick has spent his entire adult life "living" aviation. He started in 1997 at the bottom working on the ramp loading bags and mail early in the morning; while still in high school! Upon graduation he started flight training and now holds a commercial pilot certificate with multi-engine and instrument ratings.

He says, "I flew on a Pan Am Boeing 747 from Los Angeles to Sydney as a young child and remember the experience vividly. I have been hooked on aviation ever since!"

Wussick earned a degree in aviation administration from California State University, Los Angeles. While earning his degree, he worked for FedEx Express in air cargo operations. His next

stop was at Long Beach Airport working as an airport operations coordinator. He then started his career at HNTB as an aviation planner in the Los Angeles International Airport (LAX) office where he worked on advanced planning studies for terminal expansions in San Diego and at LAX.

He then went to Colorado to work as an airport planner/environmental specialist with Armstrong Consultants. The highlight of his time at Armstrong included completing an airport master plan, obtaining a Finding of No Significant Impact for an Environmental Assessment and obtaining a Clean Water Act Section 404 Individual Permit for wetland mitigation at the Spanish Fork-Springville Airport in Utah.

Wussick has since rejoined HNTB as the deputy project manager for HNTB's on-call planning

contract with the Houston Airport System. In this role, he coordinated the development of the \$2.4 million Program Definition Manual for Terminal D at George Bush Intercontinental Airport.

Committed to shaping future aviation professionals, he remains involved with his alma mater. He participates as an aviation expert panelist for the aviation program's senior seminar course.

His advice to students hoping to make their mark in aviation is: "Get your foot in the door and stay patient; you will not get your dream job right out of school but if you hang in there and work hard your dream job will find you!"

YEARS IN
AVIATION
16

AGE
37

FIN BONSET |

SENIOR MANAGER
THE LOUIS BERGER GROUP/GLOBAL AVIATION SERVICES

FIN Bonset's grandfather was an expert airplane modeler and took him to Amsterdam Airport Schiphol to watch airplanes every weekend. "I fell in love with aviation when I was 4 years old," says the senior manager of The Louis Berger Group/Global Aviation Services.

Bonset started his aviation career after six years of college at the Florida Institute of Technology where he obtained both his Bachelor's and Master's degrees (in addition to his FAA commercial pilot license for multi-engine aircraft and instrument rating). During this time, Bonset started working for Palm Beach County, Fla. as a noise abatement intern. This foot in the door eventually led to a junior airport planning position with a smaller domestic

firm where he began immersing himself into airport master planning. Utilizing his international background, Bonset acquired positions with international firms and quickly rose to senior airport planner levels working on projects in various countries within Latin America. Domestically he was able to work for airports including Southwest Florida International Airport and Orlando Executive Airport. Bonset held a full-time position as a professor of aeronautics at the Florida Institute of Technology for three years. He still teaches there as an adjunct professor and has helped more than 1,000 students pursue aviation careers. He ran his own consulting company where he had dual roles: as CEO and project manager for a multitude of international airport planning projects, and worked

as director of marketing, sales and development for software company, Simtra AeroTech. Bonset now works as a senior project manager for The Louis Berger Group where he is responsible for international projects and business development. Current projects with Louis Berger include work in Brazil, Colombia, Namibia, Israel, and Phoenix.

He tells those hoping to make their mark on aviation to: "Try something new within your field every two years and never get stuck doing one type of skill. A background in multiple disciplines will allow you to excel and give you the ultimate freedom of developing your own direction in your career."



YEARS IN
AVIATION
16

"Fin has many achievements and has been involved in international planning for 16 years. As adjunct professor at Florida Tech's College of Aeronautics, he has taught airport planning and design to more than 1,000 students, and received the college's distinguished faculty award in 2006."

JAVIER GONZALEZ, SENIOR MANAGER/GLOBAL AVIATION, THE LOUIS BERGER GROUP

AGE
25

BRYAN DIETZ |

AVIATION BUSINESS ANALYST
ALLEGHENY COUNTY AIRPORT AUTHORITY

BRYAN Dietz, C.M., recalls as a young person watching the activity going on at the airport and feeling excited and intrigued. He found it fascinating to have that many people doing different things just to get a plane off the ground.

Today Dietz spends his days helping get aircraft off the ground as the air service development manager for the Allegheny County Airport Authority, where he assists in the development of passenger and cargo flights from Pittsburgh International Airport (PIT).

Dietz is in his third year with the Allegheny County Airport Authority after his previous role as an aviation business analyst working with multiple departments at PIT. This position interacts with airlines and key stakeholders on opportu-

nities to enhance the economic viability of PIT and the region through creative business cases, programming and communicating the needs of the community locally and beyond. In 2013, Dietz was part of a team that helped develop routes to five new airports from PIT that will begin flying in late 2013 or early 2014.

It is working with so many different people, whether at the airport, in the community, in the airlines, or fellow alumni from college that makes the job exciting for him. And the high he gets every time the airport launches a new route further fuels his excitement. "I love the feeling of being part of a new flight," he says.

He says he enjoys working with air carriers to enhance air service to Pittsburgh and on broader issues for carriers such as airport congestion

issues and international air service. Two projects he has been a part of during his career are the "PIT CASE" program, which is operationally designed to alleviate congestion at crowded airports, and the "PIT Connector Project" that supports strategic regional air service to medium-hub airports.

Dietz, a graduate of Embry-Riddle Aeronautical University, is a member of organizations such as the Airports Council International-North America (ACI-NA), American Association of Airport Executives (A.A.A.E.), the Pittsburgh Airport Area Chamber of Commerce, The International Air Cargo Association (TIACA) and Cargo Network Services (CNS).



YEARS IN
AVIATION
3

AGE
36**ALEXANDER PERIC** | AVIATION BUSINESS ANALYST
ALLEGHENY COUNTY AIRPORT AUTHORITY**ALEXANDER**

Peric says his appreciation for aviation stems from his father. "He wasn't a pilot nor did he work for an airline, however, he had a love for aviation and would take my brother and I to air shows every year, and he would park his van at the end of the runway at Cleveland Airport and sit me on the hood and we would watch the planes land and take off together," he says.

Today Peric has spent 12 years working in the industry he grew to love as a child. He currently serves as aviation business manager for the Allegheny County Airport Authority (ACAA), which operates Pittsburgh International Airport and Allegheny County Airport.

Peric's responsibilities include providing analytical

management through planning, coordinating and directing projects, risk management, assessing the financial implications of contractual matters, and negotiating and writing leases and agreements. Prior to his current position, the A.A.A.E. accredited airport executive served as an aviation business analyst with the ACAA for three years and held various business and operational management positions for the Cleveland Airport System, City of Phoenix Aviation Department and Continental Airlines.

He lectures to high school and college students about aviation careers and the importance of academic preparedness. Peric received the 2013 Kent State University Vision 21 distinguished alumni award presented to college graduates who have achieved outstanding accomplishments in their profession; and the Cleveland Airport System's

Director's Award and Performance Award in 2010 for exemplifying the values of the organization and exceeding performance objectives and goals. He was also honored with a "Friend of Phoenix" title in 2008 for his dedication, commitment and contributions to the City of Phoenix Aviation Department.

Peric, who holds a Bachelor's degree in aviation management and a private pilot license from Kent State University, says he loves his job because it's different every day, and considers his greatest achievement to date to be his help on a utilities program at Pittsburgh International Airport which identified cost savings throughout the airport and its reliever airport.

YEARS IN
AVIATION
11**• CONGRATULATIONS •**

Among the Best and the Brightest!

**PIT****Bryan Dietz**Pittsburgh International Airport™
Allegheny County Airport Authority**Alex Peric**

AGE
29

ANTHONY BANOME | FBO FUEL SALES & CUSTOMER SERVICE MERIDIAN

ANTHONY

Banome, who handles FBO fuel sales and customer service at Meridian, has always had a strong drive to compete. At just 29, it didn't take the aviation industry long to figure this out.

After graduating from St. John's University Peter J. Tobin College of Business, Banome joined the Meridian Teterboro family in 2007. He instantly became an integral part of the FBO operation. Learning from some of the best in the FBO industry, such as Meridian owner Ken Forester Jr. and Vice President Betsy Wines, as well as strong outside influences Russ Boy Jr. and Gene Condreras, Banome has been able to forge his own image in the heart and soul of the business—fuel sales.

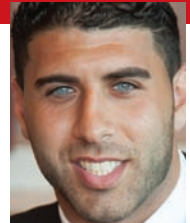
Banome's character combined with his pioneer mentality led to the creation of a new department in 2011 where he infused his innovative ways of assessing and increasing market share. Results did not take long to follow.

At Teterboro Airport, a market that sees more than 40 million gallons pumped annually, Banome steered Meridian's Fuel Division to increases in volume, market share, and margin. In addition to driving incremental domestic business, Banome tackled expanding the company's international market as well. With Meridian's newfound capability to service international arrivals on a U.S. Customs and Border Protection ramp, he has taken his tactics to a larger stage.

By spawning relationships across the globe, Banome continues to personify all that Meridian

has to offer. As a Staten Island resident whose community was hit hard by Hurricane Sandy, he led a group of volunteers laden with tools and supplies personally flown in via Meridian clientele. Resiliency, combined with friendships generated throughout the industry, has translated into changing lives in devastated communities. This was by far his greatest achievement of the year.

With Meridian continuing to expand, and Banome as part of its pulse—the best is yet to come. And it is for certain that Banome will be a part of it. "Certain industries tend to trap you in a bubble—and for me aviation rivals that very notion," he says.



YEARS IN
AVIATION
6.5

"I want you to understand Bill's determination in running the airport as an efficient business, rather than just another government division. Specifically, he negotiated a 40-year contract that resulted in a 418 percent increase in the tenant's lease, and another contract that resulted in a 289 percent lease increase, and additional \$211,200 in annual revenue for the Meacham airport."

JAMES BURRIS, ADMINISTRATION MANAGER, CITY OF FORT WORTH

AGE
35

WILLIAM WELSTEAD | DIRECTOR OF AVIATION CITY OF FORT WORTH AIRPORT SYSTEM

BILL Welstead does all he can to overcome the challenges that come with being the director of three airports. As the director of the City of Fort Worth Airport System, he provides key support to the assistant city manager. He has full management responsibility for the system and recommends policies to the Aviation Advisory Board and Fort Worth City Council for strategic planning and operation of Alliance, Meacham International and Spinks airports.

Prior to serving as director, Welstead served as an airman in the United States Coast Guard at Los Angeles International Airport and Mobile Regional Airport; public information officer for the Nebraska Department of Aeronautics; operations supervisor at Omaha's

medium hub commercial airport, Eppley Airfield; and airport manager of Meacham International Airport.

Welstead is an accredited airport executive, a member of the American Association of Airport Executives (A.A.A.E.), the A.A.A.E. Finance and Administration Committee, the A.A.A.E. Airport Operations/ Safety/ Planning Committee, the ACI-NA Finance Committee and the Transportation Research Board (TRB) Committee on Airport Terminals and Ground Access (AVO50). Welstead also provides technical guidance to the Transportation Research Board of the National Academies through the Airport Cooperative Research Program.

Welstead received his Bachelor's degree

in aviation management from the University of Nebraska Omaha where he graduated with honors as Aviation Student of the Year. He is also a pilot and continues to enjoy flying today.

His advice to other young people hoping to break into an aviation career is that "it may feel like a slow process getting there, but if you have a plan and work that plan, you will succeed, regardless of who you are or where you're from. Don't make excuses; just push hard in pursuing your goals."



YEARS IN
AVIATION
17

AGE
37ERIN BOCKELMAN | VICE PRESIDENT BUSINESS SYSTEMS
AirlT

WHILE working for American Trans Air, Erin Bockelman found a home in aviation. Though she's moved from finance on the airline side, to finance on the aviation side, she plans to stay in the field for a long, long time.

Bockelman is the vice president of Business Systems at Air-Transport IT Services Inc. where she is responsible for AirlT's Business Systems suite of software. She came to AirlT through the acquisition of Decision Support Technologies Inc. (DST) in 2003 where she had been working as a developer on DST's PROPworks® application.

Her AirlT role has expanded to directing the development, implementation, and support of the business systems suite of software. One of the largest projects led by Bockelman was the

re-engineering effort of PROPworks® from an Oracle-based application to one that is system independent.

"We re-engineered the entire product from the ground up," she says. "That gave us the flexibility to meet all the requests of the airports we work with. It gave our customers more options."

In working directly with the software delivery projects at Miami International Airport and McCarran International Airport, Bockelman was instrumental in adding the point-of-sale application Cashier to the Business Systems suite.

Each year, Bockelman participates in the session planning for AirlT's Annual User Conference and Symposium, held for all of AirlT's customers. Bockelman can be seen presenting training and demonstration sessions as well as spending indi-

vidual time with customers.

Bockelman has more than 15 years experience in software development and support; 11 of which are in the air-transport industry focusing on revenue and payables management systems.

Prior to joining AirlT, Bockelman worked for American Trans Air as a systems engineer where she was responsible for supporting the Oracle Financials Applications as well as custom software development for the airline's finance departments.

Before coming to the aviation industry, Bockelman worked in relational database development and information reporting.

YEARS IN
AVIATION
14

CONGRATULATIONS!

ERIN BOCKELMAN

You are absolutely deserving of being named one of *Airport Business* magazine's Top 40 Under 40.

The AirlT family thanks you for your knowledge, product development, leadership, and professionalism which has made PROPworks® one of the most significant and successful products in aviation.



www.AirlT.com



AGE
38**CHAD NIXON****SENIOR VICE PRESIDENT
MCFARLAND JOHNSON INC.****"I ALWAYS**

wanted to travel and I associated aviation as being a career that would allow for traveling and seeing the world whether in the military or industry," says Chad Nixon, senior vice president of McFarland Johnson Inc.

It was this pursuit that prompted him to start his aviation career early by enlisting in the U.S. Navy. By the age of 19, he was serving as an air traffic controller with a Tactical Air Traffic Control Squadron in San Diego, and then as a fully qualified radar and tower air traffic control supervisor at Naval Air Station Whiting Field in Florida. Nixon served for several years on the Air Traffic Procedures Evaluation Board tasked with coordinating air traffic control functions in

Florida's Gulf Coast Region. He has performed both FAA and Department of Defense airspace liaison duties in numerous countries including Malaysia, Thailand and Oman.

While working as an air traffic controller then aviation planner, Nixon earned his MBA with a specialization in aviation from Embry-Riddle Aeronautical University. He has given back to academia by serving as an advisor for students engaged in the FAA's National Design Competition, and in 2014, he will be an adjunct professor at Binghamton University teaching a scholar's course developed around the competition.

Nixon currently serves as senior vice president at McFarland Johnson, an engineering/planning firm, where he is responsible for strategic growth

and development for all of the company's disciplines.

Nixon also serves as project manager and technical lead on statewide and airport-specific aviation planning projects. His current responsibilities include aviation forecasting, economic analysis, airport negotiations, aviation planning, airspace analysis, and project management.

Nixon was recently involved in the development of a new method to approach airport planning projects. This method aided in the development of a first of its kind airport computer model, the Airport Dynamic Analysis Tool, which has a patent pending.

YEARS IN
AVIATION
20

"Chad's work has tripled the size of McFarland Johnson's aviation practice. He has worked on aviation projects of all sizes including a \$65 million expansion of the Plattsburgh International Airport."

ANN CROOK, DIRECTOR OF AVIATION, ELMIRA CORNING REGIONAL AIRPORT

AGE
36**CYRUS T. CALLUM****ASSISTANT DIRECTOR, AIRPORT OPERATIONS
GREATER ORLANDO AVIATION AUTHORITY**

CYRUS T. Callum grew up by Stapleton International Airport but where most people would consider the noise of planes overhead a nuisance, Callum, who holds a private pilot's license, actually marveled at it and knew he wanted to be a part of the aviation industry one day. Later he became interested in airports and the ways they bring people together. "They bring families together, they bring troops back from overseas, they bring businesses together, and I just really wanted to be a part of that," he says.

Today he is. As the assistant director of Airport Operations for the Greater Orlando Aviation Authority (GOAA), his responsibilities include coordinating plans, policies and procedures in addition to administrative,

budgetary and operational issues.

Callum joined the Aviation Authority in 2008 as the Manager of its Noise Abatement Program. In his current role he manages Landside and Terminal Operations, the Americans with Disabilities Act (ADA) Compliance program, Aviation Technical systems and other special projects.

Prior to joining GOAA, Callum held multiple positions in operations, planning and business development at the Jacksonville Aviation Authority; Reynolds, Smith and Hills Inc.; Landrum & Brown Inc.; and the Denver International Airport.

Callum, an American Association of Airport Executives (A.A.A.E.) accredited airport executive, serves as an at-large examiner

on the A.A.A.E. Board of Examiners, which is responsible for oversight and development of the Accreditation Program for those seeking the Accredited Airport Executive (A.A.E.) designation. He is an active member of the Southeast Chapter of the A.A.A.E. Callum, also an Airport Certified Employee (A.C.E.) in Operations, served as the first chair of this chapter's information and communication committee, linking it to social media. He is also an adjunct professor at Everglades University, teaching various subjects for the Bachelor's and Master's degree programs in aviation management, for which he was named Professor of the Year in 2010.

YEARS IN
AVIATION
15

AGE
34

JONATHAN LEACH |

MANAGING DEPUTY COMMISSIONER, GENERAL COUNSEL
CHICAGO DEPARTMENT OF AVIATION

WHEN Jonathan Leach was in a private law firm, he worked as counsel to the Chicago Department of Aviation (CDA) on land acquisition needs and the challenges to the O'Hare Modernization Program. It was his first exposure to aviation law and it peaked his interest. So when CDA Commissioner Rosemarie Andolino asked him to leave private practice and serve as the department's general counsel in 2010, he leapt at the chance.

As part of his responsibilities as general counsel, Leach oversees all legal affairs affecting Chicago O'Hare International Airport and Chicago Midway International Airport, including both litigation and transactional matters. Leach also manages the department's procure-

ment division, which procures several hundred millions of dollars in construction, work services, commodities and professional service contracts each year. He is also responsible for all of the department's intergovernmental affairs at the local, state and national level.

He is most proud of getting the agreement with Westfield accomplished for Terminal 5. It took two rounds of introduction in the city council and numerous briefings with the alderman, mayor's office, and disgruntled bidders, and ended in a lawsuit that the department ultimately defeated. "Now, I love watching the terminal transformation," he says.

Leach says the most exciting part of the job is that no day is ever the same. "There is always a new challenge whether it is a regu-

latory issue with the FAA or the TSA or a contract dispute with a vendor or a new opportunity in terms of concession agreements or a lease," he says. "I've never had two identical days and I couldn't say the same when I was in private practice and doing litigation."

He advises young law students to consider aviation law, noting it covers many different facets of law from environmental, transactional, lease and agreement negotiations, to slip and fall negotiations, contract disputes and more. "It has a little bit of everything," he says.

YEARS IN
AVIATION
3



Congratulations to Jonathan Leach
General Consul, Chicago Department of Aviation,
on being named to Airport Business Magazine's
Top 40 Under 40!




Chicago's O'Hare and Midway International Airports offer non-stop service to 200 destinations worldwide. The CDA is committed to working with businesses of all sizes and specialties for projects at Chicago's airports. Visit www.FlyChicago.com to learn more.



RAHM. EMANUEL
MAYOR
CITY OF CHICAGO



ROSEMARIE S. ANDOLINO
COMMISSIONER
CHICAGO DEPARTMENT OF AVIATION

AGE
38

RACHEL WOOD

DEPUTY DIRECTOR OF MARKETING & AIR SERVICE DEVELOPMENT
BRANSON AIRPORT

RACHEL Wood may be a relative “newcomer” to the aviation industry, but her enthusiasm and eagerness to learn have been a strong component of her success. She has worked diligently with various departments and businesses within the airport to obtain an in-depth understanding of all airport functions.

When an opportunity became available at Branson Airport, Wood leapt at the chance to be a part of it. “I was excited about getting involved in helping to open the first fully privatized airport in the United States. I knew this would have a tremendous economic impact on the community I love and I was excited to get involved,” she says.

The fully privatized Branson Airport opened

on May 11, 2009. It was the first non-replacement commercial service airport built in more than 40 years. Wood’s job initially was to oversee all accounting and finance processes, assist in development of all businesses, and get the airport processes ready for operation. Today, she is the deputy director of Marketing and Air Service Development and vice president of Fly Branson Travel responsible for the continued development of Branson Airport, FlyBranson Travel, Branson JetCenter, and Branson AirExpress. In less than five years, the Branson Airport has become the 200th largest commercial service airport in the country. In addition to its rapid growth, Southwest Airlines began service in March.

Wood, who has a Bachelor’s degree in

accounting from Missouri State University, is an active member in her hometown having served on the Board of Directors of the Branson Chamber of Commerce and Convention and Visitors Bureau, Branson Lakes Area Lodging Association, Branson Chamber District Marketing Council, Boys & Girls Club of the Ozarks, and other non-profit organizations.

Her advice to others entering the field is simple: “Never let someone tell you that something isn’t possible,” she says. “A person can do anything they set their mind to if they work hard and never give up on their goals and dreams.”



YEARS IN
AVIATION
5

“Never let someone tell you that something isn’t possible. A person can do anything they set their mind to if they work hard and never give up on their goals and dreams.”

RACHEL WOOD, DEPUTY DIRECTOR OF MARKETING & AIR SERVICE DEVELOPMENT, BRANSON AIRPORT

AGE
33

RENÉE LEBEL

DEPUTY DIRECTOR, PRODUCT AND SERVICE DEVELOPMENT
AÉROPORTS DE MONTRÉAL

“I realized at a very early age that airports were an exciting place to be, little did I know that one day I would get to work for an airport authority,” says Renée Lebel, who has played a key role in Aéroports de Montréal’s (ADM) program to lift customer service and enhance the passenger experience at Montréal-Trudeau International Airport (YUL).

A graduate in political science from McGill University, Lebel joined ADM in 2006 as a product development advisor after working for seven years at a Montréal-based management consulting firm specializing in market research and strategy.

Lebel was involved in various self-service initiatives in her first years at ADM, including the deployment of common-use CUTE and CUSS platforms. She was also instrumental in launching sev-

eral mobile projects, such as Montréal-Trudeau’s SMS flight information system and Air Canada’s mobile boarding pass pilot project.

In 2009, Lebel was part of the team that helped test and deliver Montréal-Trudeau’s state-of-the-art trans-border departures facility. The sector features an innovative automated outbound baggage system that significantly increases handling capacity and speed and was also one of the first to offer common-use bag-drops.

In 2011, Lebel was promoted to deputy director, Product and Service Development, in ADM’s Passenger Experience department. In her new position, she worked closely with the Canada Border Services Agency to deploy advanced Automated Border Clearance (ABC) kiosks at Montréal-Trudeau Arrivals Hall.

Lebel has also played a major role in the roll-out of real-time wait time displays for YUL security checkpoints and U.S. Customs and Border Patrol; in implementing a passenger wait time and queue management system at Canadian Customs; in setting up self-service bag-drops in collaboration with WestJet, a first in North America; and in establishing an off-site check-in operation at the Cruise Terminal in Montréal’s Old Port.

Of her contributions, Lebel says, “I have a huge sense of pride when I walk through our airport and see the various improvements I have contributed to deploying in the last 7 years.”



YEARS IN
AVIATION
7

AGE
37**SCOTT GIBBONS** | VICE PRESIDENT OF ADMINISTRATION
CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT

SCOTT Gibbons wasn't looking for a job in aviation but the industry was looking for him. He saw an aviation risk management job advertised in the local paper after 9/11, applied for it, and got the job. During the last 11 ½ years he says he's developed a true passion for the industry.

Gibbons is the vice president of Administration at Cincinnati/Northern Kentucky International Airport (CVG), a position he has held since 2011. He has been employed by CVG since 2002 and previously served as its director of Contract & Procurement Administration; senior manager of Contract Administration & Risk Management; and risk manager.

He recalls the time after 9/11 as a challenging time for aviation risk management. "We were

the first airport in the country to receive SAFETY (Support Anti-Terrorism by Fostering Effective Technologies) Act designation and certification which was a post 9/11 act," Gibbons says. "It was an exciting time, working with the Department of Homeland Security and going through that process."

Gibbons has been actively involved in Airports Council International since 2006, where he is currently a member of ACI's Insurance and Risk Management Committee Steering Group and served as the committee's chairman in 2007. Gibbons is also a past member of ACI's Economic Committee Steering Group.

He earned a Master's degree in air transportation management from Embry-Riddle Aeronautical University and is an adjunct instructor for Embry-Riddle's Cincinnati Area Campus. He also holds

a Master's degree from Eastern Kentucky University's College of Justice & Safety.

Gibbons completed the FAA's basic and advanced Airport Safety & Operations Schools in 2005 and earned his Accredited Airport Executive (AAE) designation from the American Association of Airport Executives in 2009. He received the International Airport Professional (IAP) designation from the joint ACI-ICAO Airport Management Professional Accreditation Program. He is a graduate of the Cincinnati USA Regional Chamber of Commerce C-Change program, Class 7, and serves on the Board of Sojourner Recovery Services and the Northern Kentucky Workforce Investment Board.

YEARS IN
AVIATION
11

Congratulations to Scott Gibbons for Being Named to the Top 40 Under 40

At CVG, Our People Make the Difference
Thank You Scott for Your Dedication

AGE
36**IVER RETRUM |****MANAGER OF BUSINESS DEVELOPMENT & MARKETING
SUNBORNE XVI LTD.**

IVER Retrum's advice to others breaking into the aviation field is "You got to love it." And love it he does, which is why he has been able to build a successful 20-year career in general and business aviation. His experiences and professional network spans a wide breadth of the industry and he is immensely active in the aviation community.

Retrum's passion for aviation started early, beginning with a flight to Oshkosh at age 13, that led to flying lessons at age 16, and receiving his private pilot's license shortly thereafter. Retrum attended Metropolitan State University of Denver (MSU) where he studied aviation and attained his commercial and flight instructor certificates. He graduated from MSU

in 2001 with a Bachelor's degree in aviation technology.

This aviation innovator has worked in a variety of aviation sales and leadership roles with such companies as Stevens Aviation, Precision Aircraft, Signature Flight Support and ARINC Direct. Retrum has unique expertise in the support side of the industry, particularly in FBO, communications and flight planning services. Additionally, Retrum has an emergent knowledge in aviation-related real estate through his work over the last six years as the manager of Business Development & Marketing for SunBorne XVI Ltd. in Englewood, Colo. His efforts at SunBorne XVI have concentrated on the development and expansion of the 125-acre mixed-use business park at

Centennial Airport known as Centennial InterPort.

Retrum has further continued to extend his expertise by attaining his Colorado real estate brokerage license, and with the formation and ownership of an advanced aviation real estate multi-listing service website called www.HangarNetwork.com. This latest endeavor is changing the way the aviation community communicates and transacts aviation-related real estate. He says he loves the complexity, the creativeness in the position he has, saying: "Every deal we get into is a completely different and unique deal."

YEARS IN
AVIATION
20

"Iver's selfless contributions for building a stellar business aviation association, contributing his time to create community PR events, and his innovative thinking using the media, as well as his generosity to all make him a prime candidate for the Top 40 Under 40 award. Someone once said, 'I never met a person who didn't like Iver.' That's just who he is."

JODIE BROWN, OWNER/PRESIDENT, SUMMIT SOLUTIONS

AGE
33**JEFFREY SEDLAK |****SENIOR CIVIL ENGINEER
MODERNIZATION PROGRAM MANAGER
LONG BEACH AIRPORT**

JEFF Sedlak, a civil engineer specializing in design and construction of aviation facilities, earned his Bachelor's degree in civil engineering from Oregon State University. At 23, Sedlak became the first licensed engineer in his class. Now 33, he already has more than a decade of private and public sector experience at numerous airports.

Sedlak's proven record of dedicated service, leadership, strong management skills, and technical expertise were essential for the recent opening of Long Beach Airport's new passenger concourse. As modernization program manager, Sedlak directed planning and development of the airport's largest facilities projects.

Since 2006, he simultaneously managed the design and construction of a new on-site park-

ing structure, a new passenger concourse, and reconstruction of the adjacent air carrier ramp. And his ingenuity has been instrumental in the successful implementation of the \$140 million Modernization Program.

The largest element of the Modernization Program was the new five-story, 2,000-car parking structure. Sedlak negotiated an acceleration incentive with the design-builder, producing additional airport revenue. The garage opened four months early, under budget, and earned the International Parking Institute Award of Merit.

The Modernization Program's feature element was an 11-gate, LEED Silver passenger concourse. Halfway through construction, the general contractor went bankrupt. Sedlak worked with local union representatives and subcontractors to

keep the project on track. Sedlak resequenced activities to accelerate construction, and the concourse opened five months early, under budget, and received the California Transportation Foundation's 2013 Aviation Project of the Year Award.

"The most exciting part of my years in aviation has been seeing the public reaction to the new terminal," he says. "I love walking through the building and hearing what passengers are saying about it, especially when they come into the central garden area. Most people are blown away that this is actually an airport."

YEARS IN
AVIATION
13

AGE
36**TONY BEAN** | EXECUTIVE DIRECTOR
PULLMAN-MOSCOW REGIONAL AIRPORT

TONY Bean says that “aviation trades on time, which is the most valuable commodity there is,” and he certainly does not waste it.

Originally from Montana, Bean’s first experience with aviation was flying for the first time to attend Marine Corps boot camp in San Diego Calif. Bean was assigned to an aviation specialty as a ground support equipment technician. In 1999, he moved into a new role as a cryogenics equipment technician working with oxygen and nitrogen equipment for servicing various aircraft pneumatic and aviators breathing oxygen systems, leaving the service as a sergeant and instructor in 2003.

Bean started his Bachelor’s degree in aviation management with a focus on operating airports

while still in the service. He interned at Albert J. Ellis Airport in Jacksonville, N.C. before moving back to Montana.

Bean worked as a lead security officer with the TSA from 2004-2006 while working on another airport management internship in Helena, Mont. in his off-time to build his knowledge.

He worked as the manager of Yellowstone Airport with the State of Montana Aeronautics Division from 2006 to 2011. Here, Bean was able to increase enplanement numbers, revenue possibilities, and guide the airport through the new Part 139 requirements. He successfully wrote and implemented a 2008 Small Community Airport Development grant to enhance awareness of the airport.

Bean assumed his current position in 2011 as the executive director of the Pullman-Moscow Regional Airport. The airport is jointly owned by two cities in separate states and serves two land grant universities. Traffic demand and increasingly larger aircraft are driving major changes to the region. Bean is leading the airport through a complicated \$60 million runway realignment project currently in the environmental review process and due to be completed in 2018.

His advice to other young up-and-comers is to be solution-oriented. That’s certainly been Bean’s recipe to success!

YEARS IN
AVIATION
18

Congratulations

TONY BEAN

Pullman-Moscow Regional
Airport Executive Director
and *Top 40 Under 40* winner

Mead&Hunt

AGE **30** **ABE WEBER** | AIRPORT DIRECTOR
OUTAGAMIE COUNTY AIRPORT

A TOUR of John Deere's flight department and its aircraft marks the day Abe Weber's love of aviation took root. But the newly appointed director of Outagamie County Regional Airport (ATA) in Appleton, Wis., says his commitment to the industry truly blossomed in high school when he pursued his pilot's license.

Weber went on to earn degrees in aviation flight and management from Southern Illinois University while working an externship with the Boeing Company.

He moved to Appleton after college to take an airport management internship, during which the airport hired him on as custodial and maintenance supervisor. Later he was promoted to landside operations supervisor and airport secu-

rity coordinator, where he effectively managed an 180,000-square-foot terminal building and 1,700 acres of property with nine staff members. Weber then served as acting interim airport director before being promoted to airport director in September; in both roles he oversaw all airport operations including Platinum Flight Center, an airport-owned FBO.

Weber, a certified member of A.A.A.E., says he loves working in such a dynamic industry, where every day is packed with motivating projects and learning opportunities. During his career Weber managed a \$7.5 million parking lot expansion, a \$3 million security system upgrade, runway construction and rehabilitation, and taxiway additions. Weber was integral in the purchase and operation of the airport's FBO and is current-

ly in the midst of opening the nation's first NetZero general aviation terminal. He has also completed an FAA-sponsored sustainability master plan, as ATA was one of 10 airports awarded a spot in the pilot program.

Weber's drive and commitment to learning is tireless. While working full-time as the landside operations supervisor he earned his Master's degree in business management along with his LEAN enterprise certification. He sits on the board of the Wisconsin Aviation Management Association and volunteers with Old Glory Honor Flight and Aviation Explorers.



YEARS IN
AVIATION
8

"Abe has streamlined and improved the security program at ATW, totaling over \$5 million in FAA funded improvements including Closed Circuit Television (CCTV), which covers the entire terminal and parking lot and replacement of our entire perimeter fence."

KIM SIPPOLA, MARKETING MANAGER, OUTAGAMIE COUNTY AIRPORT

AGE **34** **MATT JOHNSON** | SENIOR ASSOCIATE, DESIGN ARCHITECT
GENSLER

THE IDEA of how crowds move through a facility has always intrigued Matt Johnson, AIA, LEED AP, one of Gensler's rising aviation designers. He got his start in this field studying mass movement of people in sports stadiums, but once he got a taste of how people moved within an airport, he was hooked for real. "A stadium is only used once a day, 60 days a year for sporting events, but a terminal is used 24 hours a day, 365 days a year, so it's a living building," he explains. "When you're pushing 20 million passengers through a building, how can you make the passenger experience better?"

At 34, Johnson has worked on airport projects to better passenger experiences across the globe. He's been an instrumental team member for key

global airport design projects including Portland International Jetport in Portland, Maine; JetBlue Terminal at JFK International Airport; and Chennai International Airport, in Chennai, India.

When Johnson joined Gensler in 2004 he immediately started working on the JetBlue Terminal at JFK. Nine years later, he has worked with JetBlue at six different airports helping the airline improve the traveler experience and maintain brand standards.

"JetBlue to me was a great achievement ... it was a great moment for my career from a learning standpoint as well as an operational moment," he says. "But all of the projects I've worked on have their own unique story to them and all are great achievements."

Johnson's focus on the passenger experience has extended into a research effort for Gensler, where

he developed a diagnostic tool to gauge the passenger experience. With his interest in the passenger experience, his airline and airport clients see Johnson as someone "who gets things done." This drive for execution and excellence has made him a trusted advisor to many of the most well-known airline companies.

His advice to others in the industry is to be "nimble and flexible." He explains often the design side comes into a project with a vision and some preconceived notions, but a decade later when the project is finished, it might not be exactly as originally envisioned. "Being nimble helps you through the changes," he says.



YEARS IN
AVIATION
9

AGE
38 TY OSBAUGH | **DIRECTOR OF AVIATION
GENSLER**

TY Osbaugh, AIA, LEED AP, is an emerging leader of Gensler's global aviation and transportation practice. He has worked on airport design projects on four continents and was a pivotal member of the recently completed Chennai International Airport in Chennai, India. Although his work spans the globe the backbone of his portfolio is in major airport projects in the United States, including JetBlue's Terminal 5 at JFK International Airport. Since completing Terminal 5, Osbaugh continues to work with JetBlue on numerous projects in the United States, implementing security and brand standards that improve the passenger experience.

And he loves what he does. "This is an industry that students think involves such a daunting

building program and as a result very few come out of school and say this is what I want to do," says Osbaugh, director of Aviation at Gensler. "But once you do one [airport project], you kind of understand that every part is about design."

He says the most challenging part of these projects involves the public perception of what the project is going to provide for their city. "Like it or not airports have a civic identity; and people love it or hate it," he explains. "But the most gratifying part for me is delivering a product where the client and the community, are happy with the project."

Osbaugh is a member of the ACC's AYP group, bridging younger and older generations in mentorship opportunities. At Gensler, he is one of the firm's next generation leaders and someone

who is sought out to guide others on leadership and project management.

Osbaugh brings great technical insight to each of his projects. He has built a reputation as a leader of complex and large consulting teams. He knows how to organize teams for the greatest efficiency while focusing on flawless execution. He gained much of his initial technical expertise while working with the TSA to develop the initial post 9/11 security guidelines for a new terminal at Chicago O'Hare International Airport. "The happiest part for me on any project is seeing the team gel and younger staff grow into new roles on our team," Osbaugh says.



YEARS IN
AVIATION
13

Gensler Congratulates
Airport Business's
2013 40 Under 40 Recipients!



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AGE 33 JORGE RUBIO

AIRPORTS MANAGER
COUNTY OF VENTURA, DEPARTMENT OF AIRPORTS

“MY passion for aviation started before I can remember. As a child I used to get in trouble with my parents because I would draw airplanes on paper, cut them out, and glue them to the walls of our house. I just can’t help it. I believe I have the aviation gene,” says Jorge Rubio.

It’s a good gene to have when you’re airports manager for the County of Ventura Department of Airports, a position he’s held since 2011. In this role, he is responsible for the day-to-day operations of both Camarillo and Oxnard airports, which combined have more than 650 based aircraft and 190,000 operations a year. Rubio has been with the Department of Airports since 2006 and previously served as the Oxnard airport

manager and as an airport operations officer.

He says his job excites him because he gets to spend time with his first love, aircraft, and has the flexibility to get involved with the different aviation organizations and share experiences with other professionals to help shape the aviation industry as a whole.

Rubio is an active member of Airports Council International–North America, contributing to the association by being involved with the Marketing and Communications Committee’s Air Service Working Group and recruiting airlines for its annual JumpStart conferences. He also serves on the Board of Directors of the Southwest Chapter of the American Association of Airport Executives representing Southern California, where he is a member of the

Scholarship Committee helping students achieve their educational goals. He is also chairing the Association’s 54th Annual Airport Management Short Course Conference in Monterey, Calif. in January 2014.

Rubio holds a Bachelor’s degree in aviation administration from the University of New York at Farmingdale. He is a certified member of the American Association of Airport Executives and is currently working on his Accredited Airport Executive designation.



YEARS IN
AVIATION
11

“I’m a strong believer in the idea that you are only as strong as your team. I worked hard to build a customer service focused team from the ground up that was recognized when Calgary won a global award for the highest Customer Satisfaction level in the entire Air France and KLM networks.”

MAMMEN THARAKAN, MANAGER-AIR SERVICE DEVELOPMENT, CALGARY AIRPORT AUTHORITY

AGE 30 MAMMEN THARAKAN

MANAGER, AIR SERVICE DEVELOPMENT
CALGARY AIRPORT AUTHORITY

AS A relative newcomer to the aviation world, Mammen Tharakan says he finds himself fascinated by the unexplainable passion he has for the industry. He does sometimes joke, however, that his career in aviation started before he was a teenager because he was often called upon for his calligraphy skills to pen the certificates of graduating pilots from the flying school in Doha, Qatar where he grew up.

He started in the business 10 years ago, with a handling company in Toronto, where he quickly learned all aspects of flight handling including customer service, ramp operations, weight and balance, flight planning, crew management, etc. And along the way he’s learned that he likes working hard to motivate a team and lead them to success. His efforts have paid off, and he was promoted in

short order to manage all aspects of station operations which took him to a few other airports in San Francisco, Vancouver, Dallas and Calgary.

Currently, he is the manager of Air Service Development for the Calgary Airport Authority, which operates the Calgary International Airport—one of the fastest growing airports in the country that is currently in the middle of a \$2 billion expansion project. In this role, he oversees the multi-level relationships with the airport’s airline partners, as well as tourism, government and industry partners to help the airlines be successful and allow them unhindered growth, so as to expand the air service network of Calgary. Tharakan takes a holistic approach to working with the airlines, coordinating cross-functional projects that affect their operation at the airport.

Tharakan is a new addition to the Calgary Airport Authority as of February of 2013, working with Air France-KLM as a station manager prior to that. In that role he was tasked with opening the Calgary station and the challenge of re-establishing the KLM brand in Calgary in 2009. While a member of the Calgary airport community, he worked tirelessly to enhance the experience of the passengers and improve safety and efficiency through simplified processes. While chairman of the Calgary Airline Operators Committee, he introduced initiatives that strengthened the airline-airport relationship, and continue to bring benefit today.



YEARS IN
AVIATION
10

AGE
39**P. RYAN SISEMORE** | VICE PRESIDENT OF AVIATION, EAST REGION
GARVER

RYAN Sisemore was raised in Lebanon, Tenn., near the Fall Creek Airpark where he developed a love for aviation at a very young age. His work as a teenager included aircraft hangar construction and maintenance of the airpark's turf runway.

This early work translated into a desire to pursue a career in the design and management of infrastructure projects. He attended Tennessee Tech University and graduated in 1997 with a Bachelor's degree in civil engineering. Today Sisemore is vice president and team leader in Garver's Aviation Group with 16 years of engineering experience.

Sisemore joined Garver in 2001 and specialized in aviation engineering. Since then he has led many notable projects, including the

reconstruction of Runway 2L/20R at Nashville International Airport. This project was selected as a finalist for the Bentley Be Inspired Awards and Sisemore presented the project details to an international audience in Amsterdam in 2010. This project also won an American Council of Engineering Companies (ACEC) Engineering Excellence Award in 2011.

Sisemore's primary duties include managing the four-state East Region of Garver's aviation team, responsible for the planning, design and construction management of airport development projects. These projects include new greenfield general aviation airports, runway reconstructions and extensions, taxiways and aprons, terminal building and aircraft hangar complexes, fuel systems, and airfield

lighting improvements. Sisemore has led Garver's Tennessee aviation team in completing more than \$50 million worth of airside construction at the Nashville International Airport over the last decade.

Combining the skills of Garver's planners and engineers with a desire to develop and deliver sustainable projects, Sisemore has been at the forefront of developing new strategies on the formulation of airside projects. This has included the selection of materials, construction methods, and reclaiming or recycling existing materials on site to promote his clients' sustainability initiatives.

YEARS IN
AVIATION
13

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AGE
36

ERIC SILVERMAN

AIRPORT OPERATIONS MANAGER
PHILADELPHIA INTERNATIONAL AIRPORT

ERIC Silverman, airport operations manager at Philadelphia International Airport (PHL), recalls that he's always been fascinated with flight. "I would stop doing everything and stare into the sky when an airplane went by; I still do," he says.

Silverman started his aviation career at Philadelphia International Airport as an intern in its Operations unit in 1997. After graduating from Ohio State University in 2000 with a Bachelor's degree in aviation management, Silverman was employed full time as an airport administrative trainee and has been promoted through the ranks to airport operations manager. His initiative and commitment have had a profound impact on operational strategy and planning at PHL.

On his own initiative, Silverman began

compiling an in-house operational weather forecast, provided daily to airport management, to keep management personnel informed of weather events that may impact the airport along with surrounding airports. This is done even during non-business hours. Recognizing a need for close coordination and effective communication, Silverman initiated conference calls with the FAA, Air Traffic Control, tenant airlines, and operations staff during snow storms, thunderstorms, and other events that impact airline operations. In the 10 years since, participation has grown to include airline operations centers, the FAA Command Center, and all airport tenants.

Recognizing the need for the best possible information during adverse conditions, Silverman also spearheaded the effort to gain access to

the FAA's Command Center IntraNet and Enhanced Traffic Management System (ETMS), an effort he considers to be his proudest achievement to date. These systems help PHL manage airfield operations during irregular operations, and effectively plan for aircraft diverted to Philadelphia and arrange recovery of those diverted away. Additionally, Silverman has worked closely with an FAA-approved vendor for PHL to be a test site for ADSB ground radar tracking systems. Combined, these systems allow the Airport Operations unit to have a full and complete picture of all airfield activities.



YEARS IN
AVIATION
13

"Over the course of his career, Eric's initiative and commitment has had a profound impact on operational strategy and planning at PHL and has overflowed into other parts of the City of Philadelphia."

KEITH BRUNE, DEPUTY DIRECTOR, AVIATION OPERATIONS & FACILITIES, PHILADELPHIA INTERNATIONAL AIRPORT

AGE
38

RENEE TUFTS

AIRPORT SECURITY MANAGER
PHILADELPHIA INTERNATIONAL AIRPORT

AVIATION became a bug Renee Tufts says she "needed a fix for" after a friend of her father's took her and her sister on a quick introductory flight over their home in northern Wisconsin. Following a family trip to Colorado and a brief glimpse of the Thunderbirds soaring over the U.S. Air Force Academy, this "interest in aviation" became a life goal. To achieve this goal, Tufts studied at the University of North Dakota to earn a degree in airport management and her private pilot's license.

Today she has been in the field she loves for more than 13 years, and has been the security manager at Philadelphia International Airport (PHL) for the past eight years. She started her aviation career at PHL as an airport adminis-

trative trainee in the Security Department in 2000. Over the next five years, she rose through the ranks to become the security manager of one of the busiest international airports in the United States.

As PHL's security manager and primary airport security coordinator, Tufts is responsible for the development, enforcement and continued maintenance of the Airport Security Program (ASP) document. She is a member of the Public Safety & Security committee for Airports Council International-North America, and the Transportation Security Services committee for the American Association of Airport Executives.

Tufts' active role in all aspects of airport security and her relationships with the tenants and federal partners assists PHL in creating

mitigation strategies that address identified vulnerabilities. These relationships with the airport community help Tufts constantly improve PHL's security efforts and help find innovative ways to keep operations safe and secure.

She considers the development and deployment of PHL's unmanned exit lane system her greatest achievement. "My superiors let me try a layered technology approach and it worked, and now other airports are now coming and looking at it," she says. "Normally at an airport of this size, it's easier to build off of something that's been done successfully somewhere else and improve on their lessons learned."



YEARS IN
AVIATION
13

AGE
39**NAVEEN BANDLA** | SENIOR MANAGER, MARKET PLANNING AND ANALYSIS
DALLAS-FORT WORTH INTERNATIONAL AIRPORT

NAVEEN Bandla is a dynamic, high-performing aviation professional with 15 years of extensive experience working with top global airlines and airports in the areas of air service development, flight scheduling, network planning, forecasting, and fleet optimization. His educational background includes a Bachelor's degree in mechanical engineering and a Master's degree in industrial engineering with a specialization in operations research.

Nearly 12 years of airline consulting experience, implementing customized network forecasting and optimization decision support solutions to drive increased revenues, helped Bandla develop a profound understanding of aviation industry economics.

In the last three years with the Air Service Development team at Dallas-Fort Worth International Airport (DFW), Bandla has played a strategic role in developing key relationships with international airlines and creating critical business cases to sell the viability of DFW to potential new customers. He was part of the team that brought prestigious global airlines like Qantas and Emirates to DFW, amongst many others, during a record period of new air service to DFW. "Helping to bring in global flagship carriers ... has been an extremely rewarding experience of my stint thus far at DFW," he says.

Bandla is also responsible for developing the passenger and aircraft landed weight budgets for the airport. He uses market

intelligence to interpret industry trends, and forecasts the effect on passenger volumes at the airport. Bandla is a seasoned industry expert in aviation analytics, forecasting, and decision support systems.

Bandla has traveled extensively across many continents to conferences and airline headquarters to pursue new air service opportunities. "I love traveling to different countries, developing relationships, and selling airlines on why they need to get to DFW. It's a win-win situation for the airline flying in and for the airport," he adds.

YEARS IN
AVIATION
15


PHILADELPHIA INTERNATIONAL AIRPORT

CONGRATULATES

ERIC SILVERMAN
Operations Manager

AND

RENEE TUFTS
Security Manager

FOR BEING NAMED TO

AIRPORT BUSINESS MAGAZINE'S
"40 UNDER 40"

PHL PHILADELPHIA INTERNATIONAL AIRPORT

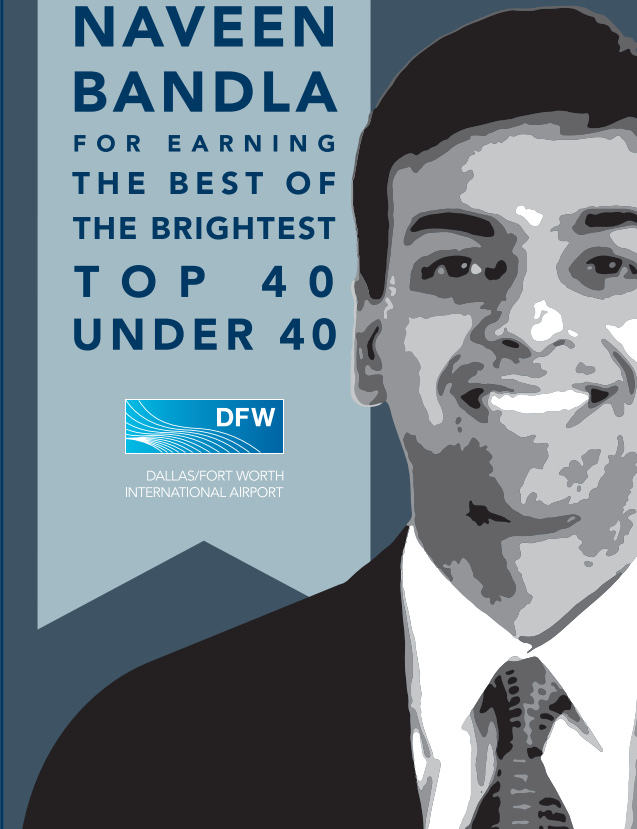
CONGRATULATIONS TO

NAVEEN BANDLA

FOR EARNING
THE BEST OF
THE BRIGHTEST
**TOP 40
UNDER 40**



DALLAS/FORT WORTH
INTERNATIONAL AIRPORT



AGE
39

STEVEN HENNIGAN

ASSISTANT GENERAL MANAGER, OPERATIONS
GEORGE BUSH INTERCONTINENTAL AIRPORT

STEVEN Hennigan grew up in a family of lawyers and doctors where chasing after an aviation career was a stretch of the imagination. However, his father nurtured his interest in aviation by bringing him to see planes or to visit air shows.

Today Hennigan has more than 16 years of aviation experience and serves as the assistant general manager for Operations at George Bush Intercontinental Airport (IAH) in Houston, Tex.

At IAH, his responsibilities include management of the airside, landside and ground transportation operations. Prior to joining the Houston Airport System, Hennigan worked in airport operations at Denver International Airport.

Hennigan's background includes having worked in operations for both FedEx Express and United

Airlines. In the airport environment, he has worked in security, operations, and emergency management. This diverse background helped him gain extensive experience in process development and procedural implementation.

Hennigan received a Bachelor's degree in aviation business administration from Embry-Riddle Aeronautical University. While in Denver, he worked with the Embry-Riddle Alumni office to start the Rocky Mountain Alumni Association, which he lead until passing the helm on to capable hands when he relocated to Houston. He is also an active mentor for high school and college students interested in aviation.

As an A.A.A.E. member, he has received the Airport Certified Employee (ACE) designation for both Operations and Security. He also has a

commercial pilot: airplane single and multiple engine land certificate. Additionally, Hennigan has extensive emergency management training including the Crisis Intervention Team (CIT) Certificate, and Incident Command certification through the Center for Domestic Preparedness.

His advice to industry newcomers is: "Don't be afraid to move. I went out and sought new challenges and moved to new locations in order to continually gain knowledge." And don't give up the fight. "Keep plugging along; it's not an easy industry to crack—everybody knows everybody in this industry. But if you keep at it someone will eventually give you a break."



YEARS IN
AVIATION
16

"Davita uses her creativity to build alliances, using her networks from public service, community involvement and private industry to strengthen the Nashville business and professional community and inspire positive changes in many areas."

**EMILY RICHARD, ASSISTANT VICE PRESIDENT OF STRATEGIC COMMUNICATIONS AND EXTERNAL AFFAIRS,
METROPOLITAN NASHVILLE AIRPORT AUTHORITY**

AGE
39

DAVITA TAYLOR

DIRECTOR, BUSINESS DIVERSITY DEVELOPMENT
METROPOLITAN NASHVILLE AIRPORT AUTHORITY

"THE uniqueness of the industry is what sparked my love for aviation," says Davita Taylor, director, Business Diversity Development at the Metropolitan Nashville Airport Authority (MNA). "Since the day I began my career in aviation, no one day has been the same as the last or the next. It keeps me coming back."

Taylor joined the MNA in 2008 and served as interim director of the Office of Business Diversity Development from February through April 2012, before taking on her current position.

When asked about her accomplishments, Taylor says: "I am proud of all my accomplishments, small or large. Being able to assist in businesses growing and expanding is an

accomplishment all in itself, and it's one I get to experience every day," she says.

Prior to joining the MNA, Taylor worked in diversity compliance for the Metropolitan Government of Nashville and Davidson County. A Tennessee native, Taylor earned a Bachelor's degree in business administration from Middle Tennessee State University and a Master's degree from Austin Peay State University.

Her business diversity development career also includes work for the Tennessee Department of Transportation; Medical Staffing Network Inc.; Mid-South Minority Business Council; and Memphis Light, Gas and Water.

Taylor is a certified master compliance

administrator and a member of the National Institute of Governmental Purchasing and current president of the Middle Tennessee Public Purchasing Association.

Her advice to others entering the aviation industry is simple: "Be open to new challenges, learning new things and adopting new perspectives."

She then adds, "Maintain a healthy life-work balance," which Taylor does by volunteering with the Boys & Girls Club of Rutherford County.



YEARS IN
AVIATION
5.5

AGE
35NORA RICHARDSON | DIRECTOR
LEIGHFISHER

BEFORE joining LeighFisher as a director in its business and finance practice, Nora Richardson wasn't in aviation at all. She actually worked for a major investment bank and a technology firm. She actually joined LeighFisher in 2001 and was promoted to director, after just a decade with the company, a status that reflects her contributions to airport clients, airport and aviation industry organizations, and public policy.

She's touched a range of projects in her consulting work including airport-airline negotiations, passenger facility charge (PFC) program management, bond issuances, federal funding applications, and rental car and parking development. Richardson has assisted many airport sponsors, including the City of

Philadelphia, Maryland Aviation Administration, City of Manchester's Department of Aviation, Los Angeles World Airports, Oklahoma City Airports Trust, Rhode Island Airport Corporation, Tulsa Airport Authority, and Norfolk Airport Authority.

Even with a geographically diverse set of clients and a daunting travel schedule, Richardson contributes to industry trade associations including Airports Council International-North America (ACI-NA) and the American Association of Airport Executives (A.A.A.E.). At ACI-NA and A.A.A.E. meetings she has organized conferences and regularly presents on topics such as airline agreements, airport capital funding sources, rental cars and parking, PFC funding, and FAA Letters of Intent (LOI) applications. Richardson also serves on ACI-NA's Finance Steering

Committee. Richardson holds a Bachelor's degree in industrial engineering from Stanford University, and gives back to academia as an annual contributor to the University of California Berkeley Short Course on Aviation Planning where she helps educate many of the industry's top young professionals.

Because of her track record in working with the FAA on client-related matters, Richardson has worked directly with the FAA on regulatory reform, including the PFC and LOI programs. Her consulting work for the FAA contributed directly to the creation of the non-hub pilot program for PFCs as well as other changes.

YEARS IN
AVIATION
12

THANK YOU
• FOR MAKING AN
impact
IN THE
diverse
communities
WE SERVE.



DAVITA TAYLOR
Metropolitan Nashville Airport Authority
Director, Business Diversity Development

Through Davita's collaborative leadership, the Metropolitan Nashville Airport Authority invested more than \$5 million in contracts with Small, Minority and Woman-Owned Business Enterprises during FY 13.

She has helped elevate diversity, and we're proud she is being honored in *Airport Business Magazine's* Top 40 Under 40.



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who are making
an impact on the
aviation industry

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Nora Richardson among
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AGE **32** **JUSTIN PIETZ** | **PRINCIPAL, AIRPORT PLANNING MANAGER
ARMSTRONG CONSULTANTS INC.**

JUSTIN Pietz' grandfather was an aviator and flew a B25 in WWII and his uncle flew F4 Phantoms. Aviation is in the genes in this family.

He recalls wanting to work in the aviation industry at a very young age. That desire led him to Embry-Riddle Aeronautical University where he received a Bachelor's degree in aerospace studies and a pilot certificate.

Pietz began his aviation career working as a line service technician for a FBO in Grand Junction, Colo. Working there provided him with a solid understanding of daily airport operations. He then joined Armstrong Consultants in 2004, quickly progressing from airport planner to senior airport planner, and he now leads the Planning and Environmental Department

at Armstrong in the role of planning manager.

As a principal of the firm, Pietz helps set strategic vision, facilitates complicated and controversial public involvement meetings, conducts quality control reviews on all planning materials, prepares Scopes of Work, develops project fees, contributes to the development of Statements of Qualifications, participates in consultant selection interviews, and ensures his projects are delivered in a quality manner, on schedule and within budget.

Pietz' aviation planning expertise includes airport master plans, site selection studies, landuse compatibility planning, aircraft noise evaluation, airport emergency plans airport financial plans and airport certification manuals. His project experience includes an immense

variety of projects, ranging from small general aviation airport development to regional commercial service airport planning studies.

Since joining Armstrong, Pietz has successfully completed more than 70 airport planning projects at over 40 airports across the western United States. His efforts have contributed to the growth of Armstrong Consultants from a firm of only 27 employees when he began in 2004 to an extremely successful firm of more than 40 airport dedicated professionals today.



YEARS IN
AVIATION
13

"It's really satisfying when you're working as an airport planner and laying things out on paper, and you then come in as a pilot and land on the pavement that you sketched and laid out.

There is a lot of satisfaction in that."

JUSTIN PIETZ, PRINCIPAL, ARMSTRONG CONSULTANTS INC.

AGE **28** **SHANE WRIGHT** | **ASSISTANT AIRPORT DIRECTOR
MANHATTAN REGIONAL AIRPORT**

"THE wide variety of projects I work on over the course of any given day is the most exciting and challenging aspect of my job," says Shane Wright, assistant airport director of Manhattan Regional Airport (MHK). "I can go from a budget meeting, to a terminal construction project discussion, to being called out onto the airfield to haze wildlife or conduct an inspection."

In this role, Wright is responsible for administration and oversight of MHK's daily operations. The Manhattan, Kan. commercial service airport, located in the Flint Hills of Northeast Kansas, sees more than 60,000 annual passenger enplanements and has an economic impact exceeding \$46 million to the region.

Wright's primary responsibilities include over-

sight of FAA Part 139 Certification, airfield and building maintenance, training, budget administration, wildlife management, snow removal operations, emergency planning, and general aviation development. Additionally, as part of the airport management team, Wright assists in airside and landside construction oversight, marketing, lease development and negotiation, and air service development efforts.

While at Manhattan, Wright has been instrumental in the airport receiving an FAA Part 139 Airport Certification Program Medal of Excellence. Wright is additionally involved with the City of Manhattan Safety Committee, where the airport has received consecutive awards for best departmental safety record. Prior to working at Manhattan, Wright worked

as an airport management intern at the Dane County Regional Airport (MSN). Wrights' working career in aviation started at Wisconsin Aviation, the largest full-service FBO in Wisconsin, working in the charter and marketing departments.

Wright began his aviation career with flying lessons at Wisconsin's Watertown FBO in high school. He attended the University of Dubuque where earned Bachelor's degrees in aviation management and flight operations. He continued his education at the University of Wisconsin-Whitewater MBA program, graduating with degree emphases in both management and marketing.



YEARS IN
AVIATION
6

AGE
39

REG WRIGHT |

DIRECTOR OF MARKETING
GANDER INTERNATIONAL AIRPORT AUTHORITY

REG Wright says he never had that “aha” moment that drove him into aviation, but he did grow up in Gander, where he has been with the Gander International Airport Authority since 2004, and cares greatly about its success. “The airport is the primary economic generator here in a town of 10,000 and I grew up with the aviation world in my backyard,” he says.

Wright is solely responsible for all marketing, public relations, communications, community outreach and air service development, most of which he undertakes in-house without the support of consultants or advertising agencies. In his 10 years in the position, the airport has enjoyed a 105 percent growth in scheduled passenger traffic, going from a single daily destination served by an 18-seat turboprop to six year-round des-

tinuations, including new service to Halifax, Nova Scotia; Goose Bay, Labrador; Toronto, Ontario; Punta Cana, Dominican Republic and Varadero, Cuba. The airport won three awards in the recent Airports Council International-North America Excellence in Marketing and Communications event. For its work in supporting tourism, the airport received Hospitality Newfoundland and Labrador’s—the voice of Newfoundland’s tourism industry—Corporate Partner of The Year Award for 2012.

Wright remarks that the marketing toolkit has changed profoundly in recent years. “It has evolved from what used to be a ‘let me tell you what our company can do for you’ monologue to a true, two-way discussion and dialogue with customers,” he says. “That dialogue is increasingly digital,

but you need to be careful that it doesn’t replace the human contact and relationships the whole industry is founded upon.”

Before joining the GIAA, Wright spent five years as an economic development officer for the Canadian equivalent of the county development board. Earlier, he worked in public relations and spent 10 years working as a journalist in print and radio.

Wright serves on a number of community organizations and provides pro bono marketing support to numerous events and non-profit groups throughout the community. He also serves on the Provincial government’s Air Access Advisory Board.

YEARS IN
AVIATION
8CONGRATULATIONS
SHANE WRIGHT!

Thank you for your lasting efforts to improve the Manhattan Regional Airport.



AGE 38 DERRICK BACHTEL |

CHIEF ELECTRICAL ENGINEER
BURNS & MCDONNELL

DERRICK Bachtel, PE, grew up on a farm outside a small rural town of 400 people. At 15, an unexpected trip to Hawaii and first flight opened his eyes to a much larger world. Always an inquisitive personality, this freedom of flight experience was a defining moment for him and he's had the aviation bug ever since.

Bachtel joined Burns & McDonnell's employee-owner team in 1998 as an assistant electrical engineer in the Fueling & Ramp Services Group within the Aviation Practice. Today, as chief electrical engineer, he is responsible for overseeing the electrical, instrumentation and controls associated with more than \$100 million construction per year worldwide. Experienced in aviation design and construction, he has been

a driving force in developing new, innovative technologies for commercial and military fueling facilities, including the adaptation of variable frequency drive motors for fuel pumping systems, cutting-edge communications technologies for fuel storage tank monitoring and emergency fuel shutoff systems for airport hydrant fueling.

Bachtel has experienced the aviation industry through service to airport authorities, sponsor cities, major commercial airlines, cargo airlines and the U. S. military. He has provided facility improvement master plan studies, design-bid-build and design-build services. Some of Bachtel's past work includes greenfield fueling receipt and storage facility projects; power and controls system retrofits; passenger boarding bridge (PBB) power and point-of-use 400-Hz

ground power units; Type I and Type IV glycol receipt, storage and blending facilities; and spent aircraft deicing fluid collection and analysis.

He is currently leading automatic tank gauging replacement projects at Ted Stevens Anchorage International Airport and Kansas City International Airport; capital improvement projects at Honolulu International Airport's operating storage and off-site storage facilities; and an emergency fuel shutoff system installation at Chicago O'Hare International Airport.

Bachtel is a licensed professional engineer in Missouri and California.



YEARS IN
AVIATION
15

"The people who talk loudest aren't the only ones with opinions. I would recommend a new person listen to the varied expectations of all project stakeholders, consult senior members of their team and to continue to ask questions if the collaborative solution doesn't feel right."

DERRICK BACHTEL, PE, BURNS & MCDONNELL

AGE 39 MICHAEL CROCKATT |

VICE PRESIDENT, BUSINESS DEVELOPMENT & MARKETING
OTTAWA INTERNATIONAL AIRPORT AUTHORITY

MICHAEL Crockatt joined the Ottawa International Airport Authority as vice president, Business Development & Marketing in July 2006. Crockatt's responsibilities include strategic planning, marketing new air services for Ottawa to passenger and cargo airlines, commercial development within the terminal and on airport lands, customer service, airport planning, government relations, parking, ground transportation, and passenger facilitation.

Crockatt is very active within the tourism and transportation industries and other business groups. He is the chair of the Tourism Industry Association of Canada Board of Directors. He is also the immediate past-chair of the Board of Directors with Ottawa Tourism, and is the chair of

the organization's Tourism Development Council. He serves as vice chair of the Board of Directors with the Ottawa Chamber of Commerce.

With the Canadian Airports Council, Crockatt is a past-chair of the Air Policy Committee, and participates on two committees with the Airports Council International-North America (Marketing & Communications Committee, and Commercial Management Committee).

In 2012, Crockatt was a recipient of the Queen Elizabeth II Diamond Jubilee Medal, recognizing his contributions to Canada. At the 2011 Ottawa Tourism Awards, Crockatt was named Tourism Volunteer of the Year.

In 2010, he was a recipient of the Ottawa Business Journal 40 Under 40 Awards, and in 2003, he was named Chairperson of the Year

by the Winnipeg Chamber of Commerce for his leadership of the chamber's Transportation and Logistics Committee.

Immediately before joining the airport authority in Ottawa, Crockatt was the director of Marketing for cargo and passenger services with the Winnipeg Airports Authority.

He is a graduate of the University of Manitoba, with a Master's degree focusing on the aviation industry and regional economic development.



YEARS IN
AVIATION
14

AGE

34

JAMES BOGUSZ |

DIRECTOR, AIRSIDE OPERATIONS, TECHNOLOGY & ENVIRONMENT
VICTORIA AIRPORT AUTHORITY

WHEN James Bogusz contracted services for the Victory Airport Authority in the early 2000s and was a key part of its terminal expansion project from a technology perspective, he knew he wanted to do more in aviation.

Bogusz later joined the Victoria Airport Authority in 2007 as its manager of information technology. In 2008, additional responsibilities of air service development, airport marketing and tourism development were added to his portfolio, and in 2010, he moved into the position of director of airside operations, technology and environment.

As Bogusz progressed through his roles at the Airport Authority, he applied his “can-do” attitude and broad background in technology and business management to tackle challenges facing the core

operation. He created and deployed a computerized work order management system to better manage all day-to-day activities of maintenance, electrical and technology staff, and he gained staff buy-in to the changes by using a collaborative approach that engaged team members at all levels.

As the Canadian Safety Management Systems (SMS) regulations have come into effect, he addressed these challenges by creating a set of computerized tools to manage the pro-active safety concerns and assess risk. He also created an SOP manual to empower front line staff to handle common issues that arise when running a 365-days-a-year operation. Having a robust set of documented processes and software programs has dramatically improved both consistency and accountability within the organization.

Bogusz has also advanced a number of key envi-

ronmental initiatives. They include a greatly enhanced glycol mitigation process, completing a major creek restoration project, improved construction monitoring practices and converting de-icing agents to more environmentally friendly materials.

Bogusz is an active member of the Canadian Airports Council's (CAC) Operations, Safety and Technical Affairs Committee, the CAC Environment Committee and has previously served on the board for the North West Chapter of the American Association of Airport Executives (A.A.A.E.).

He advises others in the field to “Always go beyond the minimum standard, in fact, aim to go way above!”

YEARS IN
AVIATION
6

“James is very passionate about ... the local environment. In 2012, he championed a major restoration project for Reay Creek, which saw the construction of a 200-meter bypass channel to improve water quality and restore the fish habitat.”

GEOFF DICKSON, PRESIDENT AND CEO, VICTORIA AIRPORT AUTHORITY

AGE

29

PETER RICE |

SENIOR ELECTRICAL ENGINEER/PROJECT MANAGER
LOCKHEED MARTIN CORPORATION

PETER Rice was introduced to aviation through stories from his grandfather; an Allied Airborne pilot in WWII. “As I grew older the details he told became more shocking and dreadful, it was amazing he lived to tell his stories, and it became clear to me that my grandfather was an excellent pilot,” says Rice.

In honor of his grandfather, who passed away his junior year of college, Rice obtained his pilot's license. Since graduating from Rensselaer Polytechnic Institute in 2006 with a Bachelor's degree in electrical engineering, Rice has dedicated my career path strictly to aviation.

He began his career at Point Lighting Corporation, a manufacturer of airport, heli-

port and obstruction lighting. Most nights after work and on weekends he found himself flying at Hartford-Brainard Airport in Hartford, Conn. for his private pilot's license. He completed his license in April 2009; months later he and his fiancée decided to move to Washington D.C., where he hoped to find a job working for the FAA, which he found with CSSI Inc. working as a contractor to the FAA's Navigation Services.

For nearly three years, he was an electrical engineer for a team that installed NAVAIDS and lighting systems at airports across the country.

In December 2012, he moved to Lockheed Martin Corporation to work as a senior electrical engineer/project manager for the FAA's

Power Services Group. Here he manages a battery replacement program; ensuring there is back-up power to national radar, communication, weather, and NAVAID facilities.

In March 2013, Rice graduated with a 4.0 from Embry-Riddle Aeronautical University with a Master's degree in aeronautical science specializing in aviation/aerospace management.

“I love working for the FAA and will continue my pilot training where I have my sites set on becoming an aerobatic pilot,” he says.

YEARS IN
AVIATION
8

AGE
36

SHEEBA VARUGHESE |

COMMUNICATIONS ENGINEER
LOS ANGELES WORLD AIRPORT

SHEEBA Varughese is a communications engineer for the Los Angeles World Airports' Information Management and Technology Group (LAWA). She is currently responsible for the implementation of the \$48 million CCTV System Enhancement at Los Angeles International Airport (LAX), one of the U.S. airport industry's most complex and challenging electronic security projects. The CCTV Enhancement project will result in the digital conversion of LAX's massive video surveillance, storage and management system, as well expand the system by more than 500 IP cameras.

Prior to this assignment, Varughese managed the implementation of a number of complex

communications systems, including video downlink systems, high-speed public safety microwave radio systems, mobile data systems for incident response vehicles and high-speed networks.

She has served in dual roles as a communications engineer and a project manager. Varughese has managed multi-million dollar contracting and execution for multiple consultants, contractors and suppliers on behalf of LAWA and the City of Los Angeles.

Varughese spent her 13-year professional career in the public sector, and has received commendations for her work, including from the Los Angeles Fire Department for the video downlink project. Her progressive management style has helped build strong project teams that consistently deliver the required results.

A native of Kerala in South India, Varughese earned her Bachelor's degree in electronics engineering from the Cochin University of Science and Technology, and is a registered professional engineer in California. Varughese is married and lives with her husband and two children in Los Angeles.



YEARS IN
AVIATION
3

"In addition to managing the technical and operational complexities of the security program, Sheeba has earned high marks and recognition from her peers and management for promoting a positive, progressive and open leadership style."

DAVID KIPP, SENIOR VICE PRESIDENT, ROSS & BARUZZINI

AGE
39

TRAVIS DeVAULT |

PROJECT LEADER
U.S. DEPARTMENT OF AGRICULTURE,
NATIONAL WILDLIFE RESEARCH CENTER

"I'M fascinated with flight," says Ornithologist Dr. Travis DeVault. This fascination is what drew him to aviation in the first place.

As a research wildlife biologist and project leader at the USDA, Wildlife Services, National Wildlife Research Center's (NWRC) Ohio Field Station in Sandusky, DeVault oversees a team of research scientists and biologists whose purpose is to conduct research and develop methods to reduce wildlife strikes with aircraft. The research conducted by Dr. DeVault's team forms the basis for FAA regulations regarding wildlife conflicts with civil aviation. As the only research group of its kind, the NWRC Ohio Field Station is recognized as a world leader in this area.

DeVault earned a Bachelor's and a Master's

degree in biology from Indiana State University and a PhD (2003) in wildlife ecology from Purdue University. His work in aviation began in 2000 with his dissertation research, during which he studied the flight behavior of vultures for inclusion into computer models of bird avoidance for aircraft.

Since that time his research on wildlife-aircraft collisions has expanded into many areas. A current focus is the potential suitability of land cover alternatives to turf grass at airports from a wildlife perspective, including renewable energy production and agriculture. This promising research area could trigger a paradigm shift in airport land cover from an over reliance on turf grass to more productive and "greener" land covers such as biofuel and solar energy produc-

tion that reduce wildlife hazards at airports.

DeVault has published more than 75 scientific journal articles and book chapters, and served as lead editor for the book "Wildlife in Airport Environments: Preventing Animal-Aircraft Collisions through Science-Based Management," published in 2013 by the Johns Hopkins University Press. This book provides the first comprehensive overview of the science underlying wildlife management efforts at airports.



YEARS IN
AVIATION
13

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FINAL ANALYSIS



A BREATH OF FRESH AIR

For most of the jet age, passenger cabins have been cooled by a plane's auxiliary-power engine, which burns jet fuel while the plane is serviced at the gate, or by a portable generator wheeled alongside. Either way exhaust hovered on the tarmac.

But folks traveling through Seattle-Tacoma International Airport can now breathe easier, with cleaner, greener air inside.

The airport recently launched a new "preconditioned air" network that cools (or heats) at a central plant then pumps treated air through hoses directly into the plane. The system, used at 29 gates currently with all 73 gates being supplied by year's end, not only improves the air passengers are breathing in but reduces fuel consumption 40 to 100 gallons at each layover because planes don't supply their own energy.

"If you think aviation changed during the last half-century, just sit back and wait. I really believe the next 50 years will change more than the last 50 years as the world grows smaller and the possibilities grow larger."

**RALPH HOOD, CERTIFIED SPEAKING PROFESSIONAL;
MEMBER OF ALABAMA AVIATION HALL OF FAME**



KAREN BERG

New Associate
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magazines, Cygnus
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ABE WEBER

New director,
Outagamie County
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Appleton, Wis.

21,000

The number of travelers the TSA estimates will send in their information to participate in the Department of Homeland Security Traveler Redress Inquiry Program (TRIP).

\$7 MILLION

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AND FIREFIGHTING
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26%

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NOVEMBER 25

Date U.S. District Court Judge has set for the trial over the proposed U.S. Airways-American Airlines merger



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