

NEWSLTR



Faith Group

CELEBRATING
18 YEARS

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A GOODBYE MESSAGE: WENDY WILKE, PRINCIPAL

A message from Wendy Wilke as she closes out 2021 with her retirement from Faith Group. She looks back at her early days in the industry and her career as Principal of Faith Group.

SBA AIRPORT SECURITY SYSTEMS REHABILITATION

Faith Group overcomes unique property challenges to deliver a best-in-class security system solution for the Airport.

TECH UPDATE: WHAT'S NEW WITH GUNSHOT DETECTION?

Learn about the latest advancements in gunshot detection from compact hardware to new installation use cases to leveraging technology integrations.

Santa Clara VTA

*Cybersecurity Program and New Security Directives
Coming for High-Risk Transit & Airport Clients*





A GOODBYE MESSAGE

WENDY WILKE, PRINCIPAL

I am retired as of the end of 2021. Yes, I'm *that* old and ready to do all those things everyone says they want to do when they retire: travel, improve their golf game, spend more time with their family and friends, get the house organized.... But, reflecting on my 40-year career, I look at how aviation was such a significant part of it. My first aviation experiences (using my design degree) were on major terminal renovation projects at Lambert, including my favorite project there, the new TWA Ambassadors Club. I first crossed paths with Faith Varwig at Lambert; we were both young project managers working on the same projects for different firms. She finally wooed me to come work with her to manage airport IT and security projects, a deviation from my expertise, but I understood airports. A number of years later in 2004, Faith and I founded Faith Group, and the rest is history, so they say. I always enjoyed working in and being a part of the aviation world; from the many clients, consultants, and vendors I met to attending the annual conferences in numerous cities I may have never visited to working on challenging projects and learning what makes an airport tick, it made my work interesting and yes, somewhat fun. Being an owner of Faith Group and having Faith as my business partner and best friend along the way made my career all the more complete. I will always cherish and be grateful for the opportunities I have been given and the people I have worked with and met over the years, especially the Faith Group family. I will miss it and all of you who have been a part of my adventure. But, time to move on with my other best friend and husband Greg to see where the next adventure takes me! Love and Peace to all!

YOUR FAITH GROUP FAMILY WISHES YOU ALL THE BEST!

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IN THE NEWS: WINS

- Develop Scope of Work for Cybersecurity Audit for Santa Clara Valley Transportation Authority
- ACRP 10-31 Guidebook for Virtual Airport Ramp Control Operations Facilities for the Airport Cooperative Research Program as a subconsultant to Ricondo
- Physical Security Assessment for a Confidential Global Manufacturing Client
- Safety Risk Assessment for RW 26L for George Bush Intercontinental Airport as a subconsultant to Jacobs
- Tenant Improvement and Core & Shell for Rasmussen University as a subconsultant to Opus A&E Group
- Office Expansion for Birmingham-Shuttlesworth International Airport as a subconsultant to Alliance
- Community Center Commissioning Authority Services for the City of Wentzville as a subconsultant to G&W Engineering
- Principal Architect/Engineer for Los Angeles International Airport as a subconsultant to ARUP/HOK
- Commissioning Services for Major League Soccer (MLS) Stadium as a subconsultant to WSP USA Buildings
- Video Surveillance System Upgrades Phase 2 and Radio Design for T.F. Green Airport
- Mike O'Callaghan Military Medical Center Modernization for Nellis AFB as a subconsultant to Cannon Design
- Airport Security System Upgrade Phase 3 for Daytona Beach International Airport

FOCUS: TRANSIT AND RAIL

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY



Faith Group's team recently worked with Santa Clara Valley Transportation Authority (VTA) to develop a scope of work for a cybersecurity audit. After VTA experienced a cyberattack in April 2021 which affected multiple IT systems, Faith Group staff worked quickly to create a scope of work that is now being used to procure cyber assessment consulting services. The selected consultant will then analyze and investigate the causes, identify risks, and develop IT best practices.

The cybersecurity landscape in the transportation industry is constantly changing and new threats are always around the corner. As such, Faith Group keeps up-to-date and helps its clients, such as VTA, to maintain compliance with any new rules and regulations in the transportation industry.

Most recently, the Department of Homeland Security (DHS) Transportation Security Administration (TSA) announced two new Security Directives in December 2021. These measures are meant to strengthen cybersecurity across the transportation sector systems and infrastructure.

The target of these directives includes higher-risk freight railroads, passenger rail, and rail transit. These Directives require owners and operators to:

- Designate a Cybersecurity Coordinator
- Report all cybersecurity incidents to the Cybersecurity and Infrastructure Security Agency (CISA) within 24 hours
- Develop and implement a Cybersecurity Incident Response Plan
- Complete a Cybersecurity Vulnerability Assessment to identify potential gaps and vulnerabilities in their systems

TSA is also releasing guidance recommending that all other lower-risk surface transportation owners and operators voluntarily implement the same measures, as well as requiring Airport and Airline Operators to implement the first two provisions.

If you are an Airport or Transit client that needs assistance complying with

Higher-Risk Freight, Passenger, and Transit Rail Requirements:

- Designate a Cybersecurity Coordinator
- Report all cybersecurity incidents to the Cybersecurity and Infrastructure Security Agency (CISA) within 24 hours
- Develop and implement a Cybersecurity Incident Response Plan
- Complete a Cybersecurity Vulnerability Assessment to identify potential gaps and vulnerabilities in their systems

Airport / Airline Requirements:

- Designate a Cybersecurity Coordinator
- Report all cybersecurity incidents to the CISA within 24 hours

these new Security Directives, reach out to Faith Group's Cybersecurity Team by contacting Director of Technology Rick Adams at rick@faithgroupllc.com.



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HOLIDAY GIVING

In 2021, Faith Group continued its passion for giving to those less fortunate in our community, and employees generously donated to our seasonal campaign in a grand fashion. The firm collected the largest amount since beginning our Holiday of Giving four years ago. With staff contributions and the company match, we were able to support the following organizations:

- **LUTHERAN FAMILY CHILDREN SERVICES (LFCS)**
- **GOOD SAMARITAN MINISTRIES**
- **OPERATION FOOD SEARCH**
- **ST. LOUIS WOMEN'S SAFE HOUSE**
- **COMMUNITY INTERFAITH FOOD PANTRY**
- **JEFFERSON COUNTY RESCUE MISSION**

THANK YOU TO ALL STAFF WHO DONATED AND TO THE COMPANY FOR MATCHING ALL DONATIONS!



PRESENTATION

HEIDI BENAMAN TO SPEAK ON "SAFETY MANAGEMENT SYSTEMS (SMS)" AT ACI RISK MANAGEMENT CONFERENCE



Faith Group is proud to have one of our own speaking at the upcoming ACI Risk Management Conference on January 13, 2022 at 3:30pm. Heidi Benaman, Sr. Project Manager, will be presenting about the importance of SMS (especially data collection). The Session will provide insight into best practices on how to collect and use data to support your SMS program, including the importance of data sharing to improve risk management and documenting requirements to procure a database. In conjunction with this panel is an open forum discussion between two airports to examine how they work with their Risk Management departments. The conference is an opportunity for participants to learn more about aviation liability, airport claims, and airfield safety. Heidi has 36 years of aviation industry experience, having worked with more than 12 airports on SMS programs and regularly lends her expertise to forums and committees including ACI Operations, Planning, Safety, Infrastructure and Development (OPSID) committee, ACI Operations and Safety Working Group, and the SMS Task Force. Heidi is also a commercial pilot and certified flight instructor.

NEW HIRE

FAITH GROUP WELCOMES SYSTEMS DESIGNER TERRY FRANCE



Terry France joins the team as a Systems Designer, bringing more than 30 years' experience. He attended the University of Wyoming and was part of the Wyoming Air National Guard. Terry started out his security career installing residential alarms in the Dallas area in the 1990's. He has a background both in design and working for systems integrators delivering and commissioning complex systems. Terry has designed and managed projects both large and small, including Security Systems Design for the world's tallest building, Burj Khalifa, and the Design and Installation of PIDS for Hamad International Airport. For Faith Group, he will provide security and other technical planning services across the firm's vertical markets. Terry is excited to serve Faith Group's client base, and he looks forward to using his wealth of knowledge & experience, along

FOCUS: AVIATION

FAITH GROUP COMPLETES SECURITY SYSTEM REHAB FOR SANTA BARBARA AIRPORT (SBA)



For the Security System Rehabilitation project, the firm worked with SBA to plan, analyze, design to complete, and upgrade the infrastructure and network, including rehabilitating the Access Control System (ACS) within the airline terminal and airfield boundary. Professional services for the project included:

- Stakeholder Coordination and Project / Design Management
- Design services, including the development of technical drawings and specifications for new ACS, video surveillance, IT systems, and Perimeter Intrusion Detection System (PIDS)
- Cost Estimates and Schedule Development
- Regular coordination and update with the Airport staff and stakeholders and quality control
- Preparation of monthly reports and invoices to meet City standards and Bidding services
- Construction Administration services (resident engineering as needed)

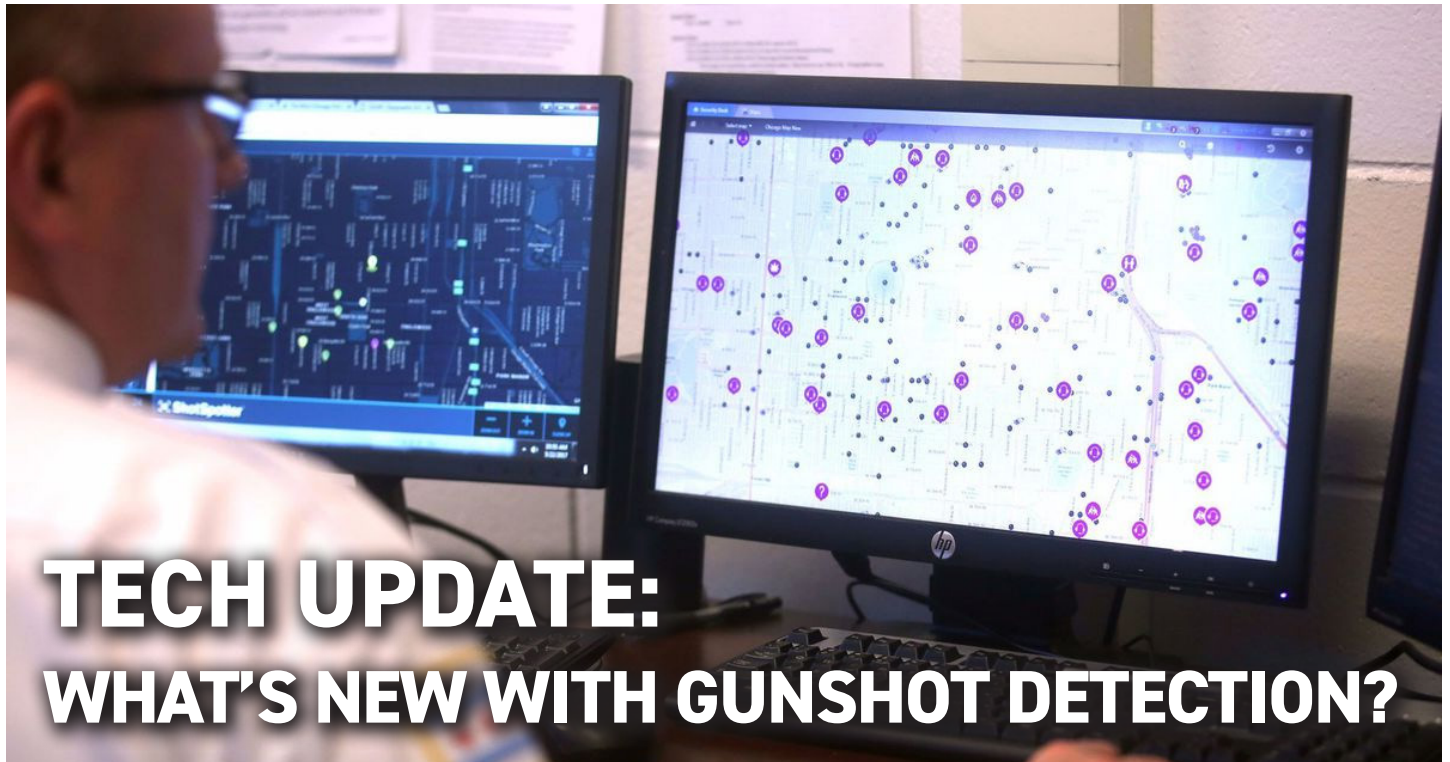
The airport's location posed several challenges that were overcome with the use of carefully applied technology solutions. One of those unique challenges was at the south end of the property, where there was a river (shown above) that flowed into airport property that was used by the public for kayaking. It was not possible to close off the river, but the Airport needed to be aware of any encroachment onto the property by people who may have ignored or not paid attention to signage. Using a combination of a CCTV camera with field motion detection and a thermal camera, both of which were integrated with the ACS, the Airport Security Monitoring Center now receives alerts in this area. Some false alarms were still created by birds that nest along the bridge, but some tuning was able to reduce the number of those false alarms.

According to Leif Reynolds, Project Engineer for the City of Santa Barbara -

"One specific problem that I would like to thank Syl for solving for us is detection at our SIDA zones. After numerous attempts to get the specified camera detection system to work, to no avail, Syl took it to himself to find a better product for the specific task. Syl set up an on-site demonstration with the manufacturer, and the Airport has now taken Syl's recommendation and plans to purchase the product Syl has recommend for this task. Syl's technical skills, attention to detail, and the fact that he will not accept less than what is due, were instrumental to getting the Security Project where it is today."



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TECH UPDATE: WHAT'S NEW WITH GUNSHOT DETECTION?

Simply stated, Gunshot Detection (GSD) is a system of electronic sensors that provide either acoustic, infrared information, or a combination of both when a firearm has been discharged. The technology has been around for many years but became commonplace with the military in the early 1990's. The Department of Defense was the frontrunner in designing, improving, and funding the research to further develop the technology, which in turn brought down the cost, making it available to a larger market.

Traditional systems on the market utilize the location of the installed sensors to relay approximate locations of incidents to monitor stations. With these systems geographic location is limited to sensor location and the area of coverage of the respective sensor detecting the event.

Some new systems which have been introduced have leveraged IOT technologies, allowing the individual sensors to communicate with each other to produce a detection ecosystem. These systems have the ability to not only detect an event at an individual sensor, but to verify the event with neighboring sensors, and use the combined data to triangulate the precise location of occurrence. This data is then sent to the monitoring stations which utilize geospatial data to provide precise grid coordinates of the cause of the event, thus drastically decreasing the response time and exactness. In addition, these next generation systems provide

the ability to utilize body worn detection sensors and monitoring devices. The body worn monitoring devices, similar to a smart watch, direct responding personnel to the origination of the event within fractions of a second from occurrence.

Most of the current systems offer open API's allowing for integration to larger Command and Control, Physical Security Information Management (PSIM) System, or a Situational Awareness Platform which greatly expands system capabilities and the benefit to an enterprise. The ability to interface with multiple systems allows customization by the end user to share collected data within a network, for example, the ability to send a mass notification at the time of an event could save lives, prevent mass hysteria, and allow for an informed staff to perform their assigned roles in the event of a crisis. Other interfaces could include access control providing the ability to lock or unlock doors to expedite evacuation or contain the overall event depending on the situation.

As with most technology today, what started out as a large unit, has been decreased in size to a much smaller box allowing it to be placed in smaller, tighter places. The newer systems are available to mount stationarily, worn like a body



According to the American Suppressor Association, the average sound pressure of suppressed gunshot ranges from 130-140 dB, and the average unsuppressed gunshot ranges from 165-170 dB. Anything above 140 dB can cause instant hearing damage.

cam, or installed in vehicles for mobile or temporary deployments.

Faith Group's Security Team Manager Joe Fallon believes that with the increased availability of GSD devices, along with the decreased overall cost, more cities around the country will be installing units in places with mass attendance such as city centers, stadiums, and arenas. While it might not prevent an incident from happening, the speed and accuracy of the response time mitigates overall risk to personnel and the general public.



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