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20 YEARS

Faith Group

INTEGRITY
DIGNITY
QUALITY
ENDURING
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FEATURES:

TAKE IT ON FAITH: APPROACH TO GROWTH

As our clients' needs have changed over the years, Faith Group has pivoted our service offerings to match those needs. Faith discusses how the company approached growth throughout the past 20 years.

TECH UPDATE: PUBLIC ADDRESS VS EMERGENCY MASS NOTIFICATION SYSTEM

Learn the crucial differences between PA and EMNS in airport terminals for effective communication in both routine and crisis situations.

FAA UAS HAS PUBLISHED ITS FINAL RULING

The Unmanned Aircrafted Systems Detection and Mitigation Systems Aviation Rulemaking Committee is now publicly available!
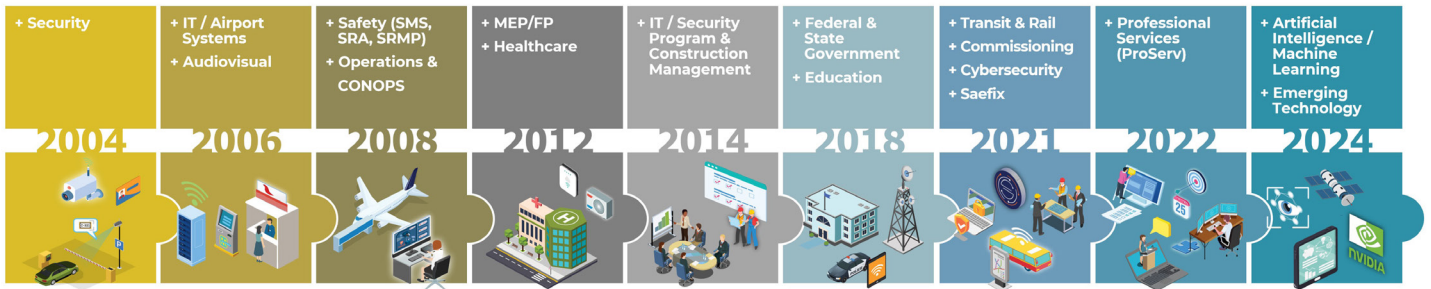
ST. LOUIS BUSINESS JOURNAL

B P t W

2024 BEST PLACES TO WORK

CLICK HERE TO VIEW ALL 83 FINALISTS!

Image: Courtesy of Faith Group LLC

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FAITH GROUP SERVICE EVOLUTION

2004	2006	2008	2012	2014	2018	2021	2022	2024
+ Security	+ IT / Airport Systems + Audiovisual	+ Safety (SMS, SRA, SRMP) + Operations & CONOPS	+ MEP/FP + Healthcare	+ IT / Security Program & Construction Management	+ Federal & State Government + Education	+ Transit & Rail + Commissioning + Cybersecurity + Saefix	+ Professional Services (ProServ)	+ Artificial Intelligence / Machine Learning + Emerging Technology

TAKE IT ON FAITH

APPROACH TO GROWTH

Growing up in a "somewhat" religious farming family taught me hard work and dedication to others is food for the inner soul. So, when I set out 20 years ago to start my own firm my goal was to build a boutique consulting company that was focused on personalized specialty services for each client. I started first with what I knew best, aviation security consulting, and quickly realized there was a gap in the industry for the services approach, which Faith Group began to cultivate. As the market demands evolved, Faith Group focused on cultivating a company culture built around client-focused delivery services, inclusivity, and creating a great place to work. As our clients' needs have changed over the years, we have pivoted our service offerings to match those needs. We have added skill sets and market sectors (as illustrated in the image above) driven by both the needs of our clients and business partners and the required compliance of new regulations and directives. Now with more than 125 professionals and 7 vertical markets, we are a very different company than we were in 2004, and 20 years from now we will be a very different company than we are today! We continue to develop new internal processes, skill sets, services, and markets as our talent pool expands and industry requirements change, with the understanding that we must see into the future. What we are planning now, will be our built reality 1 year, 5 years, or 10 years down the road in some cases. Our opportunities are endless, and we wake up excited every day to work with our partners as trusted advisors on innovative, relevant solutions that will be built as tomorrow's reality.

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- **FAA UAS ARC Publishes Final Ruling**

- **Joe Fallon Inaugurated to BISCI Board at Winter Conference**
- **Small Hub Airports SMS Implementation Plan Deadline**
- **Clinton McGraw Promoted to Security Design Manager**

IN THE NEWS: RECENT WINS

AVIATION

- Terminal F Concourse and Skylink Station for Dallas/Ft. Worth International Airport as a subconsultant to Gensler
- Terminal E Infill and Initial Reconfiguration South for Dallas/Ft. Worth International Airport as a subconsultant to Corgan
- RW 5-23 Decommissioning SRM Panel for Charlotte Douglas International Airport as a subconsultant to RS&H
- Identity Management System Selection, Procurement and Deployment for Gulfport Biloxi International Airport
- CTA West Station Fit Out for Los Angeles International Airport as a subconsultant to HOK

- Airfield Project SD9 SRM and CSPP Support for Seattle Tacoma International Airport as a subconsultant to Jacobs
- On-Call Technology Services: Help Desk Evaluation for Charlotte Douglas International Airport
- SMS Implementation for Omaha Eppley Airfield as a subconsultant to Garver
- Parking Video Surveillance Assessment for Indianapolis International Airport

FEDERAL

- Ellsworth AFB B21 Dock 81 Cybersecurity for USACE Omaha as a subconsultant to Pond
- Power Generation and Microgrid (Rock Island, IL) for USACE Huntsville, Range and Training Land Program A/E Services

EDUCATION

- Renovation of Student Center and Engineering Buildings and Demolition of 4 Buildings for St. Louis Community College as a subconsultant to JEMA

GOVERNMENT

- Professional Design Services for 911-EOC Center for Lincoln County as a subconsultant to JEMA
- CM and Inspection Services for Citywide Security Cameras Installation for City of Manhattan Beach

TRANSIT

- TSA Critical Services Consulting for CapMetro as a subconsultant to World Wide Technology

FOCUS: AVIATION

DALLAS/FT. WORTH INTERNATIONAL AIRPORT

$855M TERMINAL F AND SKYLINK STATION

In February, the joint venture (JV) Innovation Next+ was selected as the design-build contractor for Dallas Fort Worth International Airport's (DFW) $855 million Terminal F and Skylink Station project. The JV team includes Archer Western Construction, Turner Construction, Phillip/May Corp., H.J. Russell, and CARCON Industries (plus design team members PGAL, Gensler and Muller2).

Faith Group is currently working with DFW in cooperation with Gensler and PGAL, serving as the Low Voltage Systems (IT, AV, Security, Radio) Design and Construction Administration Lead. The plan is to build a 400,000 sf double-loaded concourse building with 15 narrow-body aircraft gates, plus a station on the airport's Skylink people mover system. The team will use a modular construction approach to allow for future modules to be added without having to move Skylink infrastructure. It is planned to have as many as 24 gates with the new terminal.

Work has begun and is currently in the Schematic Design Phase. The new terminal is estimated to open in late 2027.

Zach Varwig
Principal
Zach.Varwig@faithgroupllc.com

FOCUS: TRANSIT

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (INDYGO)
EAST CAMPUS MASTER PLAN AND A/E SERVICES

IndyGo is expanding and modernizing their agency's facilities to accommodate the need for increased maintenance and operations with a future vision of a zero-emissions bus fleet. Buildings A, B, and C are the current buildings and Building D is the future proposed facility. As part of the overall project objectives, Faith Group has been engaged as a subconsultant on CDM Smith's team to address the design for safety and security needs of the campus and its facilities employees. The initial scope for Faith Group includes assisting with the needs assessment & site visits, conceptual design, rough order of magnitude costing, phasing and project schedule development. Following the completion of the Master Plan, the Team will roll into the design phases of the complete facility refresh and modernization.

Dave Fleet
Director of Operations
davef@faithgroupllc.com

TECH UPDATE: PUBLIC ADDRESS VS EMERGENCY MASS NOTIFICATION SYSTEM

A Public Address (PA) system and an Emergency Mass Notification System (EMNS) in airport terminals serve distinct purposes, catering to both routine communication and crisis management. Understanding the differences between these systems is crucial for ensuring effective communication in various scenarios.

Here are a few important terms with brief descriptions:

DHS - Dept. of Homeland Security

NFPA - Nation Fire Safety Standards

AHJ - The local person/entity who enforces NFPA as applicable (sometimes the Fire Marshall).

Fire/Life Safety Systems - Systems that protect human life and facility assets.

EMNS (Emergency Mass Notification System) - Often flasher/audible alarms that serve crisis management communication functions.

PA (Courtesy Paging / Public Address) - Often overhead paging that serves noncritical routine communication.

The following is a basic breakdown of the primary functions and requirements of the two systems.

Public Address
General Communication: The primary function of a PA system is to broadcast general information to a large audience within the airport terminal. This includes announcements regarding boarding, flight information, security reminders, and other routine messages.

Sound Quality and Clarity: PA systems prioritize clear and intelligible audio over long distances. They are designed to deliver messages in a comprehensible manner to passengers and airport staff throughout the terminals, including waiting areas, gates, and check-in counters.

Routine Announcements: PA systems are extensively used for routine announcements, such as boarding calls, gate changes, and passenger assistance requests. These messages contribute to the smooth operation of daily activities within the airport.

Integration with Airport Infrastructure: PA systems are typically integrated with other airport infrastructure, such as flight information display systems (FIDS) and terminal management systems. This integration ensures synchronized communication across various channels.

Code Requirements: PA systems have few if any local or state codes, standards, mandates, or criteria. These systems are considered courtesy building operations systems, much like sound masking or background music systems.

Emergency Mass Notification System
Critical Alerting: Per DHS, an EMNS is one that "simultaneously broadcasts real-time alerts and information to large numbers of individuals. The primary function of mass notification systems is to quickly alert people to potential threats or emergency situations and direct them how to respond to those situations."

Multimodal Communication: At the determination of the AHJ, EMNS may be expanded to incorporate other channels, such as audio announcements, digital signage visual alerts, and text messages on mobile devices, to ensure that emergency messages reach passengers and staff through different modes.

Predefined Emergency Protocols: EMNS is equipped with predefined emergency protocols and procedures that allows for quick activation of specific messages, evacuation instructions, and other critical information.

Integration with Security: At the request of the AHJ, an EMNS may be integrated with the airport's security infrastructure (cameras, access control, and alarm systems) to enhance the ability to assess and respond to emergencies in real-time.

Priority Override: During emergencies, the EMNS has the capability to override routine PA announcements and other communication channels to ensure critical messages take precedence and are promptly delivered.

Code Requirements: EMNS systems have many critical requirements and standards to meet, including state and federal mandates, codes, regulations, and standards such as NEC and NFPA. EMNS are considered top level life safety systems.

PUBLIC ADDRESS - DIV 27

1. Non-Life Safety System
2. Non-Regulated System
3. Broadcasts General Communication
4. Used by Facility Operators
5. Routine Operational Announcements
6. Integrated with Airport Communications Infrastructure such as FIDS and Terminal Mgmt. Systems

EMERGENCY MASS NOTIFICATION SYSTEM - DIV 28

1. Life Safety System
2. Regulated by the National Fire Protection Authority
3. Critical Alerting/Broadcast Urgent Messages
4. Used by First Responders
5. Predefined Emergency Protocols/Procedures
6. Integrated with Security Systems

Separating PA and EMNS Systems

Separating PA systems from EMNS in airport terminals is essential for several technical and operational reasons. This division ensures that both routine communication and emergency messages can be effectively managed, prioritized, and delivered in a manner that emphasizes safety and security. This also ensures compliance with mandatory codes and regulations put forth by the NFPA and mandated by the AHJ. Additional benefits of separating these two systems include:

Ensuring Priority: Keeping the PA and EMNS separate ensures that emergency messages take precedence during critical situations. There is no interference from routine announcements, allowing urgent information to be communicated without delay or disruption.

Flexibility: Emergency situations may require a multi-modal communication approach, including audio announcements, visual alerts, and text messages. Separating the EMNS allows for the implementation of diverse communication channels tailored to the urgency and nature of the message.

System Simplicity: PA systems can remain focused on providing clear audio for routine messages without the need for additional functionalities required during emergencies.

Independent Control: Having separate PA and EMNS allows for independent control and management. Emergency personnel can quickly activate predefined emergency protocols without affecting routine communication, ensuring a swift and coordinated response.

Operational Efficiency: Centralized control over the EMNS ensures that emergency messages are broadcast consistently and efficiently across all communication channels.

Considerations for a Combined Approach

When considering the potential of integrating the PA and EMNS together to create a combined system, it is important to note that the PA portions of the EMNS are then required per the NFPA to meet strict safety standards set by organizations such as Underwriters Laboratories (UL).

These standards ensure that the PA system meets the supervision, redundancy, back-up power, and circuit survivability of an EMNS to ensure the system will always be ready to function throughout the duration of an emergency event. However, meeting these standards inevitably leads to cost increases as UL-listed equipment and fire-rated components are more expensive than their non-rated counterparts. In the case of certain audio equipment and systems, this can be quite drastic once the required building codes, infrastructure, and equipment redundancies are accounted for. A cost increase multiplier can reach as high as x10 depending on the facility.

The National Fire Alarm and Signaling Code (NFPA 72) includes strict standards for PA systems used within an EMNS. Some key requirements include:

- A risk analysis involving stakeholders, and an evaluation by the EMNS designer to determine applicability and compliance with the Chapter 24 requirements.

- Following the identification of potential risks for a facility, the stakeholders develop or update the emergency response plan to address the incidents raised in risk analysis.

- A document provided by the EMNS designer confirming that the PA system has been evaluated and meets the requirements determined by Chapter 24 and the emergency response plan.

It is important to note that, per the experience of Faith Group's design team, in AHJ implementations of this concept, it is recognized that Div 27 PA systems may be used to supplement or enhance the functionality of an otherwise fully functioning and compliant Div 28 EMNS system. This is the implementation as intended in NFPA 72 chapter 24. Essentially, two separate and fully functional, compliant systems may be combined by the AHJ to make a more effective and useful solution.

It is equally important to note that Div 27 systems may not be used in lieu of these Div 28 life safety systems. In the event that a Div 27 system is used to allow a Div 28 system to meet the minimum standard of that Div 28 system, both systems are then escalated to the full requirements of the life safety system. The Div 27 system then becomes a part of the Div 28 system and will require the AHJ to grant permission to use the combined system for general paging. The AHJ, which is typically the fire department, will sometimes allow it if the auxiliary usage is clearly defined and shown to not adversely affect the primary function of the EMNS; however, some major city fire departments, like Chicago, prohibit any other use than for emergency notification, so be sure to check before designing a combined system. Properly desinged PA and emergency communications systems are critical to the function of any public facility. Faith Group can support all aspects of planning, design and acoustic modeling to assure proper operation of the systems for all stakeholders.

Linda Gedemer, PhD, LEED AP, ASSOC. AIA
AV Engineering Manager
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# 2024 SYMPOSIUM YP PROGRAM RECAP

Faith Group recently managed the Young Professional (YP) Program at the ACC/AAAE Airport Planning Design & Construction Symposium in Salt Lake City, UT for its 14th consecutive year. The Program is geared towards helping YPs get the most out of attending the symposium, and includes an opening night networking reception, an orientation session, scavenger hunt, mentorship, and awards ceremony. Loren Boyd served as the YP Program Manager for all activities during the week.

The YP Program kicked off with the YP Reception at Lake Effect on March 4th. The night was filled with great networking opportunities between fellow young professionals, program sponsors, and mentors.

During the YP Orientation, a record-breaking 165+ YPs were split up into teams led by our 14 seasoned industry mentors to complete and compete in the YP Challenge, which was the Scavenger Hunt. This challenge consists of tracking down eight Mystery Persons, listening to key points during conference sessions, or stopping by exhibitor booths.

This year, there were four teams that tied for first place: **Team Dave Fleet, Team Laura Grayson, Team Leah Whitfield, and Team Rebecca Collins**! There was also a Prize for Most Creative Photo with a Mystery Person, which went to **Team Rebecca Collins** with mystery person, Dan Molloy.

If you would like more information on how to participate in the 2025 Symposium YP Program, please reach out to Loren Boyd at loren@faithgroupllc.com.

Team Rebecca Collins
Most Creative Photo

Team Laura Grayson

Team Dave Fleet

Team Bryan Hafartepe

Team Leah Whitfield

Team Sam Sprague
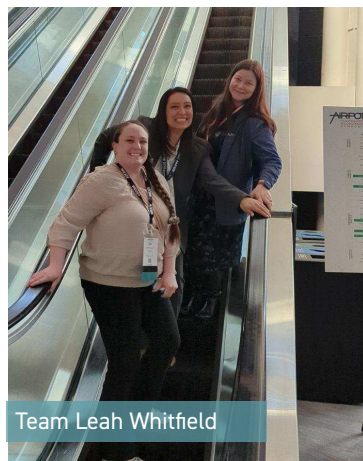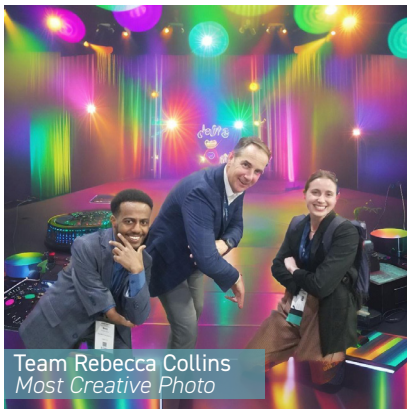
FAA UAS HAS PUBLISHED ITS FINAL RULING

Nine months ago, David Fleet participated on behalf of Airport Consultants Council (ACC) on the Federal Aviation Administration Unmanned Aircraft Systems (UAS) Detection and Mitigation Systems Aviation Rulemaking Committee (ARC), to develop recommendations for expanded detection and mitigation of UAS.

Click HERE to view the final report that is now publicly available!

FALLON INAUGURATED TO BICSI BOARD AT WINTER CONFERENCE

Joe Fallon was appointed to the BICSI Board of Directors as a Director At Large. In January, he attended the BICSI Winter Conference where he was inaugurated with the rest of the Board!

Click HERE to read the full press release.

SMS IMPLEMENTATION PLANS FOR SMALL HUB AIRPORTS

Airports with Part 139 status (27) and 100,000 annual operations, have until October 2024 to complete their implementation plans. Those that are Part 139 and have international clearance status (106) have until April 2025. Now is the time to start formulating your plans! Faith Group can help with developing any SMS gap analysis and/or implementation plans.

If you would like more information, please reach out to our Certified Facilitators with Leadership Strategies Institute, Dave Fleet at davef@faithgroupllc.com or Mike Meigs at mike.meigs@faithgroupllc.com.

SMS Part 139 Airport Requirements and Trigger Status
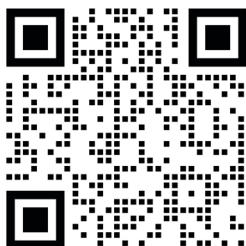
CLINT MCGRAW PROMOTED TO SECURITY DESIGN MANAGER!

Clint has been a valuable member of the Security and Construction Services Division at Faith Group for the past 2 years.

"His consistent hard work and dedication have led to him being promoted to Security Design Manager within the department. I look forward to the continued impact Clint makes on the security department and the firm overall." said Joe Fallon, Director of Security and Construction Services.

With this role, Clint will oversee and lead continued development and implementation of Faith Group security design standards and will focus on mentorship within the security team and throughout the company.

Clint has more than 20 years of experience in security design, communications, and other low voltage systems as a maintainer, integrator, and designer in the Transit, International and Domestic Aviation, Healthcare, Government, Data Center, Hospitality, and Commercial markets. He is enthusiastic about physical security and currently holds a Physical Security Professional (PSP) certification through the ASIS International.

Congratulations Clint!