New thermal cameras now helping scan passengers in Hawaii’s airports

As posted on HawaiiNewsnow.com
By Ben Gutierrez | August 5, 2020

HONOLULU, Hawaii (HawaiiNewsNow) - New thermal screening cameras have been installed at Hawaii airports that welcome trans-Pacific travelers to detect anyone who may have a temperature of 100.4 degrees or higher.

“It is part of the ‘new normal,’” said Sakahara.

FULL STORY

The Airport of the Future Will Have No Check-In or Security Lines

As posted on Bloomberg.com
By Brandon Presser | August 6, 2020, 5:23 AM CDT

The pandemic pause in travel may actually fix flying for the long term, say experts. Now that forecasts predict tourism won’t fully recover until 2023, these transit centers are getting a rare, low-traffic chance to make many of the changes flyers have long wanted—along with upgrades they never imagined. FULL STORY

Going Through Security

Illustration: Jaci Kessler Lubliner
Greetings Fellow Airport Council Members:

Regrettably, this will be my last President’s Letter to you since as you know we recently held elections and elected a new staff of Board Members for the coming fiscal year. While I’ll miss these special opportunities to discuss our group’s developments and the constant changes in our industry, I leave knowing I’ve had a terrific time and have truly been honored to be your President for the last two years. We’ve had some great times, seen terrific growth projects at a wide array of airports, we’ve sponsored many well deserving FM students, toured terrific sites like Utah’s “Arches” National Park and the “Rodeo” in Houston. We’ve attended trainings on airfield technologies and testing methods, toured utility plants and aeronautic museums, plus we’ve let, our hair down at professional baseball and basketball games, we’ve had a really good time and gotten to know our colleagues better and win their trust and mutual admiration along the way.

We’ve also faced a world pandemic together which has tested our metal and enabled us to pool our knowledge and skills to better battle this menace and protect our terminals, employees and passengers. We’ve grown our membership and improved our treasury despite all the challenges that have befallen us during this period. These are not my achievements but the collective efforts of a dedicated board, business partners and membership that is second to none!

So I step away, but I’m leaving you in very faithful hands. Our new President, Troy James Donahue- you already know. After all how could you miss him! He attends every event, gives countless hours of effort to drive the success AFC and he’s a recognized leader in the Airport Facilities Industry. Troy is Division Manager, Infrastructure at Houston’s HAS-IAH Airport System. He’s dedicated the last 39 years to making his airport the best it can be and helping it grow to one of the largest in the world.

Troy was born on an Air force Base… it’s kind of hard to start a career earlier than that!!! His first paycheck was calculated on a whopping $5.50/hour! Thankfully, HAS-IAH has gotten a little more generous with the purse strings than that lately but then if you know the dedication and earnest caring nature of Troy you already have realized… he’s never done it for the money. This guy loves airports even more than me so I know he’s going to be a tremendous leader for our organization.

Please give Troy the gracious support you’ve extended to me and I know our success will continue. Given our current Covid challenges, we’ll need the encouragement, comradery and collective support from one another more than ever… let’s face this situation together and conquer it together!

Thanks for being such a terrific team and I look forward to the next time we can gather.

Sincerely,

John
Message From the President

Hello all

We have just wrapped up another two years. The Airport Council election has concluded, and the new Board of Directors are listed below.

Board of Directors

President: Troy Donahue – George Bush Intercontinental Airport
Vice President: Bruce Arnold – Salt Lake City International Airport
Secretary: Cecile Ridings – Cincinnati/Northern Kentucky International Airport
Treasurer: Ellen Crews – Woolpert
Past President: John Means – Hartsfield-Jackson Atlanta International Airport

I would like to welcome our newest board member Bruce Arnold from Salt Lake City International Airport. Bruce started in the aviation transport industry in 1985 as an installer and maintenance tech for a local passenger loading bridge maintenance company. The company specialized in the installation and maintenance of passenger loading bridges around the world. He joined the Salt Lake City Department of Airports in 2007 as a specialist for the new EDS (explosive detection system) baggage system. Bruce has had several titles including Technical Systems Supervisor, Warranty and Commissioning Manager, Facilities Asset Manager, and Assistant Director of Facilities Maintenance. He has been an IFMA member since 2016 and earned his FMP in 2018.

I would be remiss if I would not take a moment to thank John Means for his leadership. The council has done some great things in the past two years. We have enjoyed two of the best WWP conferences in Houston and Phoenix and two very successful spring meetings in Cincinnati and Houston. We, as a council, continue to booster college scholarships through the IFMA Foundation. We have been on the leading edge with combined efforts with ACI and IFMA to create the Airport Facilities & Maintenance Knowledge Transfer Days.

I would also like to acknowledge some of our past presidents who continue to support and guide our council. Mike Riseborough, who has recently become an IFMA Fellow, Ed Clayson, who has been a driving force with the recent COVID-19 forums and our most recent past president Stuart Mathews, who continues to step up to the plate to help out with whatever is asked of him, to include becoming our own web designer and IT expert.

We, as a council, will continue to take on the challenges ahead of us. I know right now the headlines are not in our favor, but we can all look at them as an opportunity to excel as facility managers. As a team, we are all stronger than as individuals. As we move forward to a road to recovery from the COVID-19 Pandemic, we can all lean on each other for lessons learned as to what has worked and what has not.

As you know the World Workplace has been rescheduled to December 9-11 and moved to the Gaylord in Grapevine TX, just minutes away from the DFW airport.

Well, I think that's enough for now... Stay in-touch and Stay Safe because that is what we facility managers do!

IFMA Airport Council President

Troy Donahue
ASHRAE COVID RESOURCES

Click on image to open interactive site

Board of Directors

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IFMA COVID RESOURCES

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In the News

The building of an entirely new airport at Salt Lake City
Salt Lake City (SLC) is building what will be the first new hub airport in the United States in the 21st century. Not a remodel or an expansion, but an entirely new airport – with a new parking garage, new terminal and two new concourses. ... SLC is also building the new facilities with LEED Gold Certification from the U.S. Green Building Council in mind. The airport plans to achieve this through a variety of ways, such as converting all airline ground service equipment to electric by the opening day. Plus, the use of natural light will also help to achieve the airport’s energy goals.  

COVID Places The Brakes On New York JFK Refurbishment
The planned makeover of New York’s JFK Airport has been – partially – put on hold. The $15 billion refurbishment scheme was supposed to begin this year and be completed in 2025. However, corona had other plans. Due to the outbreak of the pandemic and the subsequent crash in passenger demand, the renovation could now be delayed by several years. In 2019, JFK handled nearly 62 million passengers. According to the Wall Street Journal, officials were expecting that number to rise to 75 million by 2030. However, what is now looking like it will be the year of COVID-19 has put a wrench in predictions.  

Tampa Airport deploys technology for cleaning of facilities
Tampa International Airport (TPA) in the US has deployed a new robot software and other technology to keep its facilities clean amid the Covid-19 pandemic. 

Last month, TPA stated that it will require all guests and passengers travelling through its terminal and facilities to wear face masks to prevent the spread of Covid-19, in accordance with a City of Tampa executive order. The airport has started the use of a new technology for sanitising escalator handrails, which are touched by many passengers each day.  

This airport became the world’s busiest during pandemic-era travel
The coronavirus pandemic has reshuffled the list of the world’s busiest airports and given rise to a surprise top result. Dallas-Fort Worth Airport in Texas has seen more flights taking off and landing than anywhere else on the planet, even though its operations have been significantly reduced because of COVID-19. DFW had more than 12,000 flights in May, which was less than half of its schedule compared to February 2020, but much higher than other airports in the US and in countries around the world that imposed harsher coronavirus lockdowns and travel restrictions.  

How To Assess If An Airport Is High-Risk For COVID-19
Is the airport located in a current COVID-19 hot spot? You can answer this question using the Harvard Global Health Institute’s risk-assessment tool, whose color-coded map gives each county and state a rating of green, yellow, orange or red, based upon the number of new daily positive cases of COVID-19 per 100,000 people over a seven-day rolling average.
How COVID-19 Will Propel Facilities Managers Into Crisis Leadership Roles

By Scott Smith and Eoin O’Driscoll, PhD, PE, CEM

One of the biggest conversions of the day is how and when to reopen facilities. Some universities are planning fully remote fall semesters, while others have announced reopening plans that include a combination of cautiously optimistic in-person and remote coursework. Presidents and deans of other universities, like the University of Tampa, have eschewed most remote learning altogether by deciding to open their doors to students late August.

Which of these options is the safest for building occupants and communities? Have presidents and deans of universities, as well as CEOs and COOs of companies, included facilities management engineers as key stakeholders at the decision-making table alongside their board members? If not, how can building occupants — students and workers — trust that any reopening plan is focused more on their safety than on profits? Perhaps we can’t. Frank Ghannadian, dean of the University of Tampa’s Sykes College of Business, said that by reopening in-person classrooms, the school is “doing our part, I think, in terms of helping the economy.”

COVID-19 is highlighting a long-ignored problem that requires an immediate solution: namely that facilities management, which has remained locked in the proverbial basement of the cost center by upper management, must instead be allowed to not only step into crisis leadership, but to assume permanent leadership positions, equal in weight to other strategic leaders within their organizations.

Giving facilities management its proper seat at the leadership table

For the executive suite to give engineers their proper seat at the table, facilities management (FM) departments must be recategorized from cost centers to strategic partners in providing the organization’s mission success. Historically, FM has been viewed as a cost center that has been constrained by reactive maintenance and repairs. Yet just as new technology helped transition IT departments from cost centers to strategic partners starting in the 1990s, resilience, energy management and sustainability can provide strategic contributions that allow FM’s to contribute to the success of their organizations.

Of course, this isn’t a new conversation. Facilities management has long lobbied for a seat at the table and its fair share of the corporate budget. COVID-19, however, means that building occupants themselves are starting to recognize that it isn’t their presidents or CEOs keeping them protected during a crisis, but rather, the engineers who work behind the scenes to maintain safe environments. On-site classrooms are only as safe as their engineering allows, and semantics and pandering to building occupants won’t change that.

New best practices for the COVID-19 era

Once their departments are viewed as strategic partners, then the recommendations of facilities management teams must not only be considered, but also adopted. We read a lot about reopening guidance — about cleaning and disinfecting public spaces, wearing masks, and creatively dividing spaces to prevent people from breathing in each other’s potentially virally-rich respiratory droplets. Essential businesses, including healthcare facilities, grocery stores, and utility plants each seem to have their own best practices. Are their methods enough? Probably not. In fact, below are the only methods that we believe can be viewed as best practices.

Air filtration

Air filtration is always top-of-mind for many facilities managers, but the pandemic now also has the rest of
the world considering the word ‘droplets’.

Most dense office spaces easily transmit viruses. Consider what happened at a South Korean call center in Seoul back in April, when 94 employees sitting on the same floor got sick, the majority of them sitting in the same section. The facility quickly responded by closing the building, and the Korea Centers for Disease Control and Prevention and other entities offered testing and worked to isolate people who were ill, but by then it was too late: the call center’s office density proved too dense to prevent the spread of the virus. One has to ask: are we embarking upon the end of office cubicles as we know them and what will the new design look like?

It’s important to note that the facts keep changing as science catches up to the virus. Since the onset of the pandemic, we’ve learned that within indoor spaces, respiratory droplets travel four to five times farther than previously thought. A more recent review also shows that the distances that must be maintained between people who are infected and others who are not infected is poorly understood. As buildings reconfigure their work spaces by adding tall plexiglass divisions or walls, they also need to consider their air filtration systems.

Most air droplets will fall out of the air quickly, but smaller, virus-rich particles of 10 microns (µm) or less can stay afloat for up to three hours. Minimum Efficiency Reporting Values, or MERV$s$, describe how well a filter is able to capture particles between 0.3 and 10 µm. The standard for most facilities is MERV-7, which isn’t capable of filtering COVID-19 from the air. MERV-13 or higher, however, removes a large percentage of even the smallest particles. Retroactively installing MERV-13 or higher filters is part of the standard reopening guidance released by the CDC, ASHRAE, and others.

Unfortunately, most facilities don’t currently have MERV-13 filters, and adding them would be expensive and — in some cases — impossible because of the filter rack limitations within many standard air handling units. Therefore, facilities management turns to the option of increased ventilation as a mitigating strategy.

Ventilation

How much ventilation is needed to maximize the safety of indoor spaces? Most CEOs won’t like the answer: a whopping 100 percent. After all, is this even logistically possible? In the middle of summer, opening all outside air dampers to 100% to ventilate indoor spaces will make building occupants very uncomfortable. Buildings and campuses are not designed with chillers that can cool 100% outside air and maintain occupant comfort. The equipment in a call center, for example, must remain cool if it’s going to function. In winter, the opposite is true: facilities simply aren’t equipped to warm outside air only and require recirculation to maintain comfortable temperatures.

Creative thinking and a way forward

What is the answer if air filtration and ventilation can’t be used as methods to keep entire campuses or enterprises safe? For some facilities, it will mean prioritizing spaces. If a university chooses to open, it might not be able to open all of its buildings. Some universities are choosing to keep libraries and other common spaces closed, but facilities management teams can advise presidents on the airflow and ventilation realities of their facilities, working together to decide when and how many classrooms can realistically — and safely — open.

Facilities that reopen too quickly or that don’t include facilities managers in reopening decisions may face a reckoning down the road as students learn that short-term profits, not safety, were prioritized. Unlocking facilities management from the cost center basement will not only keep building occupants safe during the current pandemic, but it will increase the future bottom line for many operations by increasing public trust in organizations.
Rapid COVID Testing at Airports Would Benefit Travelers, Industries, Economy

Jeff Mulder, A.A.E., Woolpert Senior Consultant, has more than 30 years of experience in the aviation industry. He has served as the director of airports in three states, has a master’s degree in business administration, is a commercial pilot and a certified flight instructor, and has chaired the American Association of Airport Executives.

The aviation industry’s recovery from COVID-19 has been, like so many others, a roller coaster ride. A couple of months after the initial shutdown, airports and airlines appeared to be regaining strength, with passenger bookings increasing and flights returning to the skies. However, as should be expected when dealing with the unknown, the solutions that had been discussed several months ago have had to be adjusted due to virus numbers rising again.

I have traveled several times over the last few months. The airlines and airports have done a good job of communicating restrictions to provide a positive, safe experience for their customers. The airports and airplanes are clean, and the procedures and protocols implemented to combat the virus make sense. I would even make the case that airports and airplanes are some of the safer places to be in the COVID environment.

What is impeding the industry’s recovery right now are the testing delays associated with local, national and international quarantine requirements. It is understandable that governments need to implement requirements in response to the rise in virus numbers. However, relying on the overwhelmed and cumbersome community-based testing process is making many trips unworkable.

For example, I had made plans to visit a region that required a negative COVID test within 72 hours of arrival or to quarantine for 14 days upon arrival. Quarantining for two weeks at my destination was not an option, and the COVID tests offered in my community were taking a week or more to produce results. As a result, I had to cancel important plans. This is happening to many travelers and needlessly impacting the industry’s recovery.

However, there are ways to address this issue while keeping travelers safe. The International Air Transport Association recently called for consistent COVID testing that is accurate, fast, cost-effective, carried out prior to travel and whose results are accepted by the arrival country or state. Airports in Japan have started performing COVID tests for arriving passengers that can provide results in one hour, and German airports test their citizens who arrive from hotspot countries and regions. In the U.S., some individual airports are developing COVID testing for outbound passengers. When a community puts a quarantine requirement in place, it should provide an option for arriving passengers to “test out” of the quarantine. Airports that make testing available to departing passengers are assuring them that their trip can happen regardless of quarantine requirements.

The aviation industry needs to push the federal government and work with the medical industry to implement a system of rapid COVID testing to support air travel requirements, especially for passengers traveling to quarantined locations. Ideally, this would lead to national standards for air travel testing. A COVID test that meets the necessary standards should become part of the travel process or service offerings at the airport.

The process would include the following elements: communities that have quarantine requirements would need to have a test-out option; airports would provide a COVID test service at their airports that a traveler could use a day or more before the flight or, if the test had rapid results, the day of the flight; the air carrier would be notified that the passenger had a clean COVID test and the passenger record would be updated to reflect that information; and that information would allow the passenger to board the aircraft to their destination and avoid the quarantine.

Until these changes are made, consider how your airport could provide that service. If you need some assistance, let us know. In addition to our aviation experience, Woolpert has multiple strategic planning professionals with health care experience who are collaborating with world-renowned Stanford Health Care. This team can help put a plan together for you. We also have partnered with Centric Consulting to help state and local governments effectively access and maximize CARES Act funds for COVID-related costs.