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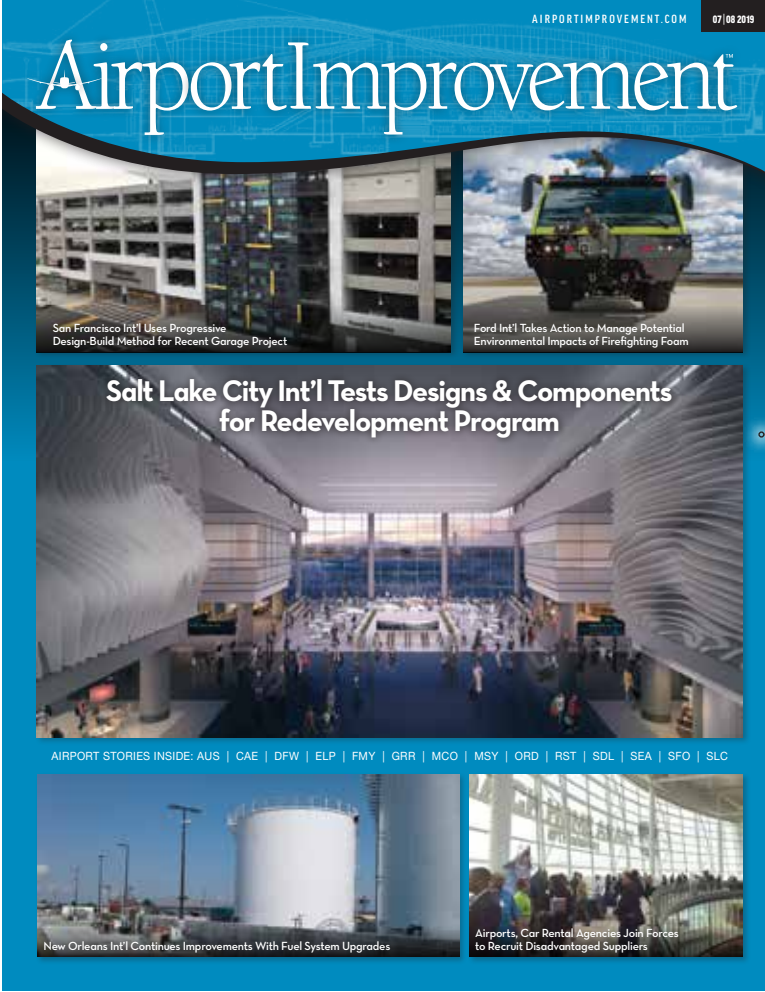
Halifax Int'l Doubles Checkpoint Throughput, Adds Space for Concessions & Airlines

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Salt Lake City Int'l Tests Designs & Components for Redevelopment Program

BY BEHA SALGADO



When building a new terminal for an airport that serves more than 25 million passengers annually, the plans must be solid from the start. Salt Lake City International (SLC) is using several full-scale mockups to ensure that even minute details of key components for its \$3.6 billion redevelopment program yield the best results possible.

Knowing how crucial restrooms are to passengers, SLC had the project team build a life-size, fully functional model of a proposed design for testing. After the broad concept and finer nuances are finalized and approved, the model will be replicated 18 times throughout the new Central Terminal.

"People chuckle, but for a hub airport, the first thing people do if they are reconstructing is go to the restroom. So, we gotta get that right," says SLC Executive Director Bill Wyatt. "A tremendous amount of thought went into those details."

Overall, the \$3.6 billion redevelopment program is designed to bring the airport into the modern era in terms of technology and passenger capacity. In addition to the new \$577 million terminal, major components of the program include:

- a 500,000-square-foot rental car center;
- surface and covered parking facilities that will add 6,600 new spaces;
- two linear concourses;
- two tunnels; and
- an elevated roadway.

The first phase of the project is on track to open in fall 2020, and the second phase is expected to be completed in 2024-25. When all the work is finished, SLC will have a single terminal, A and B concourses connected by a tunnel, and 78 gates. Altogether, the new facilities will occupy 4 million square feet of space.

Readying the Restrooms

The construction team created a life-size mockup of restrooms that will eventually be used in the two new concourses. Key stakeholders such as patrons and employees had the opportunity to pull the sample facilities through the rigors. The logic? It is much easier to make modifications to one restroom row than to 18 rows.

"Once we have everyone on the same page with what we want in the bathrooms, we will build all of them according to that," says Thomas Walters, interior superintendent for Halder-Big D Construction, construction manager at risk for the terminal redevelopment. "The whole purpose is to give the visual and life-sized view of the project's interests and drawings. With these, we can walk in and see it in real time."

In addition to illuminating kinks in the initial design, the mockups will eventually give construction crews a standard for the quality needed on the final product, adds Walters.

For example, the restroom mockup showed that the trash cans needed to be reconsidered. The size of the container made it difficult for janitorial staff to quickly empty the can, and

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FACTS & FIGURES

Project: Redevelopment Program
Location: Salt Lake City, UT Airport
Key Components: Terminal 2 concourses, rental car facility, additional surface & covered parking, 3 tunnel, elevated road
Total Budget: \$3.6 billion
Funding: Airport cash (14.8%), passenger facility charges (11.5%), rental car facility charges (4.5%), 2017 Airport Revenue Bonds (2%), federal grants (4.5%), future bonds (41.5%)
Timeline: Phase 1 is slated to open fall 2020; Phase 2 in 2024/25
Gates: 78 at completion
Footprint of Addition: 266.7 acres
Total Acreage: 7,838
Owner: Salt Lake City Corp.
Developer: Salt Lake City Dept. of Airports
Operational Readiness, Activation & Transition Subcontractor: Chrysalis Global Aviation
CENTRAL TERMINAL
Size: 988,754 sq. ft.
Cost: \$577 million
Construction Manager at Risk, Terminal Redevelopment: Halder-Big D Construction, a joint venture between Halder Construction Co. & Big D Construction
Master Architect: HOK Architects
Architecture Services: HOK, Architects; MTR, IPR, GSB
Civil (Landscaping & Airside): WRTB
Mechanical/Electrical/Plumbing & Fire Protection: HOK, Grissom Engineering, Colson Engineering
Structure: HOK, Beasley Engineers + Associates, Dunn Associates
Program Director: Making Projects Happen
Baggage Handling System: Cape
Info Technology/Security: HOK, BIG
Interior Design/Lighting/Signage: HOK
Public Address/Acoustics: CSA
Passenger Conveyance: DMG
Waterproofing: SDM
Hardware: DMC
Code: Jason Hughes
Central Tunnel: 106,140 sq. ft., 300 ft. long
Cost: \$120 million
CONCOURSES
North Concourse: 2,252 linear ft.
Cost: \$336 million
Contractor: Austin Global Aviation, a joint venture between Austin Commercial & Newark Construction Co.
South Concourse: 1,091 linear ft.
Cost: \$325 million
Passenger Boarding Bridges & Assoc. Equipment: AIZO
Hydrant Fueling: IRTB
Airfield Lighting: Leon Engineering
Geotechnical: RB&G
PARKING
Economy Lot: 3,000 spaces
Cost: \$12.5 million
Garage: 1.7 million sq. ft., 3,600 stalls
Cost: \$165 million
RENTAL CAR FACILITIES
Total Size: 502,000 sq. ft.
Quick Turnaround Facility: 403,567 sq. ft.
Features: 64 fuel pumps; 75,000 gallons of fuel storage in 3 tanks; 18 car wash units that recycle 85% of water used
ROADWAY IMPROVEMENTS
Total Cost: \$51 million
Elevated Roadway: 2.1 miles
At-grade Roadway: 11.9 miles
Engineering: Hermsco
Mid-Concourse Tunnel: 41,454 sq. ft., 300 ft. long
Cost: \$10 million

The editorial content of both the publication and website focuses exclusively on airport projects. All significant areas of construction and renovation are covered, including:

Terminals | Parking | Cargo | IT/Communications | Security | Concessions/Retail
Runway/Ramp | Hangars | Passenger Transport | Ground Support | Fuel Storage | Baggage

2020 Editorial Calendar

Issue	Bonus Distribution	Close Date
January/February	ACC/AAAE Airport Planning, Design Symposium, RNO, Feb. 19 – 21	12/13/19
March/April	SMART Airports, SAT, April 15 – 17; Buffalo Snow Symposium, BUF, April 26 – 29; Airports@Work, SEA, April 27 – 30	2/14/20
May/June	AAAE Annual, DEN, May 10 – 13	4/10/20
July/August	Florida Airports Conference, MCO, July 19 – 21; ACC Technical Workshop; ACC Security Capabilities Workshop	5/29/20
September	ACI-NA Annual, GRR, Sept. 13 – 15; SWIFT, YWG, Sept. 21 – 24	7/17/20
October	Runway & Ramp Special Edition; IES Airfield Lighting	8/28/20
November/December	ACC Annual Meeting, PIE, Nov. 9 – 11; Airports Going Green	10/2/20

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Skyscraper	120 x 600	ROS	45K	Yes	\$1,100. Print Advertiser \$550

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E-Mail Blast	N/A	\$1,600 per e-mail
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Eyeblander Floating Ads		\$500 per month
E-Newsletter Sponsor	728 x 90 pixels	\$1,500 per issue Print Advertiser \$750
Webinar Sponsor	Exclusive	\$6,900
Surveys	N/A	\$.035 per email

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How does an airport project become a story?

Halifax Int'l Doubles Checkpoint Throughput, Adds Space for Concessions & Airlines

BY VICTORIA SORUP



FACTS & FIGURES
Project: Passenger Processing Terminal Expansion
Location: Halifax Stanfield Int'l Airport, Nova Scotia
Primary Benefit: Enhancing passenger checkpoint with new CATSA Plus security technology
Concurrent Efforts: Adding operational space for airlines, improving gate seating & concessions
Total Cost: \$17 million (less net in-state cost of screening equipment which was paid for by CATSA)
Construction: Jan 2013 / Opened 2019
Design Consultant: IEP
Builder: Layday Construction
Checkpoint Equipment: Nash SmartLanes purchased for CATSA from L3 Macdonald Huestley Automation

When Halifax Stanfield International (YHZ) recently expanded its security checkpoint, the Nova Scotia airport leveraged the associated construction process by dovetailing additional projects to add space for airline operations and new passenger concessions. Crews completed the security enhancements last spring and the other expansions this summer.

Airport officials report that the primary mission of the \$17 million Passenger Processing Terminal Expansion project—installation of CATSA Plus screening technology—has dramatically increased throughput and enhanced the passenger experience at the airport's checkpoint.

Joyce Carter, YHZ's president and chief executive officer, notes that all components of the recent terminal expansion provide for better customer service. "We saw a clear opportunity to elevate the passenger experience not only at pre-board screening with new CATSA Plus technology, but also post-security in our holdroom," she explains. "Expanding the terminal building allowed us to take the Halifax Stanfield experience to the next level."

ENIC CURRIE

As Atlantic Canada's principal full-service airport, YHZ provides access to North America, Europe, Asia and the Middle East. Passenger traffic has steadily increased in recent years, and last year jumped 5.6% to 4.3 million travelers.

Growing volume put a heavy burden on the pre-board domestic/international security checkpoint. "Wait times were getting to be a concern, and we knew our maximum capacity was approximately 720 passengers per hour," says Dean Bouchard, director of planning and infrastructure for the airport. "During peak season and peak times, we were approaching that number and needed to add additional capacity."

Two things were certain: Terminal space was at a premium, and improvements would require substantial construction. As the airport strategized, CATSA rolled out its new CATSA Plus screening system, which provides more efficient screening via fewer, but longer, lanes. YHZ opted to increase the size of the checkpoint to install CATSA Plus lines, and significantly reduced its checkpoint wait times after less than six months of use.

"With this additional capacity, we're seeing results that are already better than predicted," Bouchard reports. The four CATSA Plus lines provide the screening capacity of eight standard lines.

The Canadian Air Transport Security Authority is a Crown corporation responsible for securing specific elements of the air transportation system—from passenger and baggage screening to screening airport workers.

Reducing Security Queues
 Previously, YHZ had six lanes that were 13 meters long each. Now, it has four CATSA Plus lanes, each stretching for 26 meters. The lanes themselves are 21 meters long, plus 7 meters for queue space at the front and back for passenger flow.

Because the passenger checkpoint is located adjacent to the aircraft apron, the airport had to extend its terminal footprint by 12 meters onto the apron to accommodate the longer lanes. Overall, the extension was about 90 meters long.

CATSA Spokesperson Christine Langlois notes that the new lanes combine the latest equipment, technology and processes that have been successfully tested at various airports over the last few years.

"The new CATSA Plus concept involves replacing standard screening lines with high-performance lines, while also addressing CATSA's vision for seamless security," says Langlois. "The 'plus' represents enhanced security effectiveness and a more pleasant experience through the checkpoint for air travelers, as the new lines allow for improved customer service and passenger flow."

One visible feature of the new system is parallel diverter stations, which permit up to four passengers to place their belongings in bins at the same time. This allows faster, more experienced

travelers to move through the checkpoint quickly, while slower passengers can take their time without being rushed. Conveyor belts for the X-ray machines run continuously to further reduce queue times.

"Images are sent to the screeners in a nearby room, and whatever screener is available to look at an image takes it," Bouchard explains. "That actually moves the bags through the screening process more quickly as well."

The system also allows screening officers to reject bins and redirect them to a separate search lane for additional screening. Motorized rollers automatically return empty bins to the front of the line, eliminating the need for officers to manually perform that task.

A bin tracking system assigns a unique ID tag to each bin, and a camera photographs each bin before it enters the X-ray machine. Photos make it easier for officers to identify items during the inspection process.

At the end of the lanes, an expanded area with more benches and tables makes it easier—and faster—for passengers to repack their belongings and continue their journeys.

Additional Objectives
 The recent expansion also increased operational space for airlines and concession offerings for passengers.

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- Great photography is available

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