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## Airport Improvement™

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Wilmington Air Park Welcomes Amazon as New Tenant

### British Airways Performs Sweeping Renovation of JFK Terminal 7 to Enhance Passenger Experience

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Falls Int'l Builds New Terminal to Welcome International Passengers

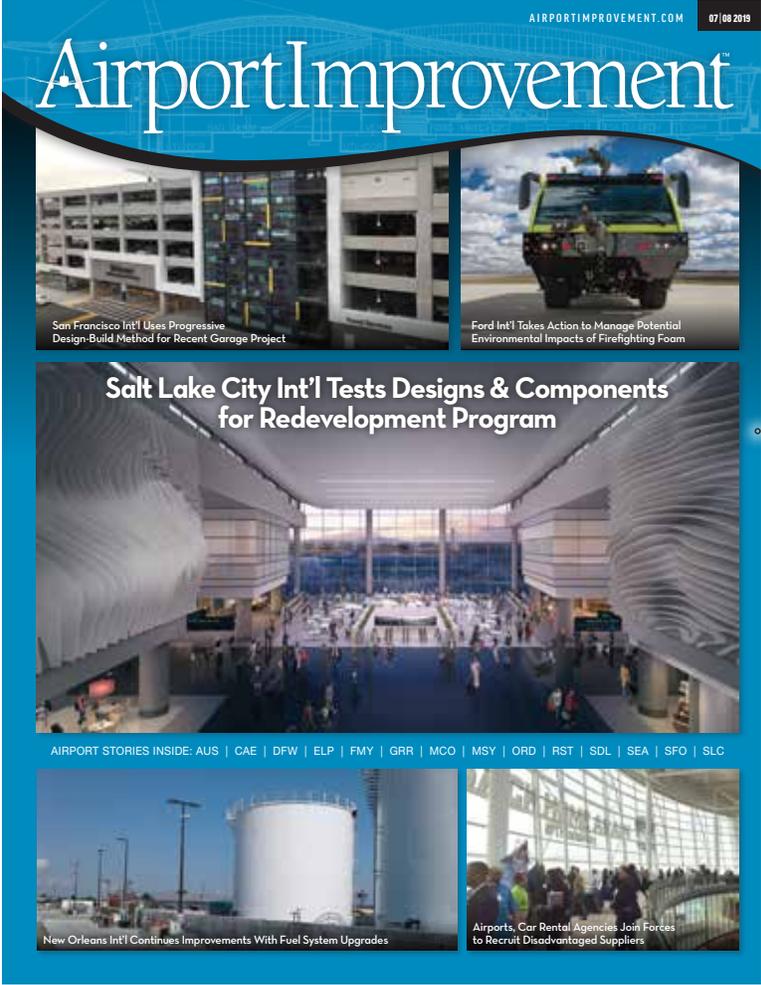
Halifax Int'l Doubles Checkpoint Throughput, Adds Space for Concessions & Airlines

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The Show & Tell of Airport Project Work

# Circulation

## Airport Improvement is read by all industry players



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# Editorial

## Airport projects

Stories include interviews with:

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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, BNS  
**Interior Design/Lighting/Signage:** HOK  
**Public Address/Acoustics:** CSA  
**Passenger Conveyance:** DMG  
**Waterproofing:** SDA  
**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
<b>January/February</b>	ACC/AAAE Airport Planning, Design Symposium, RNO, Feb. 19 – 21	12/13/19
<b>March/April</b>	SMART Airports, SAT, April 15 – 17; Buffalo Snow Symposium, BUF, April 26 – 29; Airports@Work, SEA, April 27 – 30	2/14/20
<b>May/June</b>	AAAE Annual, DEN, May 10 – 13	4/10/20
<b>July/August</b>	Florida Airports Conference, MCO, July 19 – 21; ACC Technical Workshop; ACC Security Capabilities Workshop	5/29/20
<b>September</b>	ACI-NA Annual, GRR, Sept. 13 – 15; SWIFT, YWG, Sept. 21 – 24	7/17/20
<b>October</b>	Runway & Ramp Special Edition; IES Airfield Lighting	8/28/20
<b>November/December</b>	ACC Annual Meeting, PIE, Nov. 9 – 11; Airports Going Green	10/2/20

# 2020 Advertising



## 2020 RATES

Net Full Color Rates

(all rates include eMagazine placement)

Full Page	\$5,025
Two-Thirds	\$3,800
Half Page	\$3,080
Third Page	\$2,475
Quarter Page	\$1,900
Sixth Page	\$1,100
Special Positions	To guarantee a special position add 15% to rate.
Cover Positions	add 20% to rate.

## CANCELLATION POLICY

Cancellations will not be accepted by the Publisher after the close date.

## RATE PROTECTIVE CLAUSE

If and when new rates are announced, advertisers will be protected throughout the duration of their annual schedules, provided the schedule is placed prior to the announcement.

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Password: Airport1!

## PARTNERS' PROGRAM

Run in all 7 issues and receive:

- Rate protection
- One double-up ad per year

## INSERTS/OUTSERTS

Half Page False Cover	\$4,500
1 Page (2 sides)	\$6,000
2 Pages (4 sides)	\$7,000
3 Pages (6 sides)	\$8,000
4 and 8 Page Inserts available	Call for rates

## TERMS & CONDITIONS

30 days from the invoice date. Production charges may be billed at a rate of \$100 per hour if applicable. Interest will be charged if invoice is not paid within 30 days. Changes and cancellations must be made in writing. Changes and cancellations must be made in writing and received prior to issue close date. Publisher is not responsible for either the content or the opinions expressed within paid advertisements, or for any errors they may contain. Publisher reserves the right to reject any advertisement deemed unsuitable for publication. Rates shown are net. Recognized advertising agencies must add commission to billing or bill clients directly.

## AD SIZES

Dimensions	Width x Height
Magazine Trim Size	8.375" x 10.875"
Full Page Bleed	8.625" x 11.125"
Full Page Live	7.375" x 9.875"
Full Page Trim	8.375" x 10.875"
2/3 Vertical	4.625" x 9.875"
1/2 Standard	4.625" x 7.188"
1/2 Horizontal	8.125" x 5.375"
1/3 Vertical	2.25" x 9.875"
1/3 Standard	4.625" x 4.625"
1/4 Standard	3.375" x 4.875"
1/6 Standard	2.375" x 4"

## GENERAL REQUIREMENTS

All banners should be sized at 72 dpi resolution.

We reserve the right to reject advertising based on content, user impact, distraction factors and other situations as determined by the staff.

All banners that are submitted to AIRPORT IMPROVEMENT via e-mail must be uncompressed (not zipped).

ALT (Mouseover) text should be no greater than 10 words.

Advertisers must understand that all banners, when clicked, will launch the linked site in a new browser window.

Banners must be designed so that interaction with the users only takes place if the user places the mouse within the advertisement area.

Advertisers may make banner or other creative changes or additions every two weeks, although we prefer advertisers to send us multiple banners at one time and have them scheduled any way you would like throughout your campaign.

Flash banners must be Netscape/IE 4 + compliant as well as published out as Flash version 5.00. All SWF files should include embedded clickthrough URLs.

Each animated GIF frame must display for at least 2 seconds.



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 dedicated to airport projects

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Pagesviews: 394,225

(per publisher's website statistics July 2019)

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### LEAD GENERATION PROGRAMS

We're experienced and happy to help you tell your story or be a part of a general educational program on a predetermined topic.

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- Podcasts
- PowerPoint

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### ADVERTISING SPECIFICATIONS

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### BANNER ADVERTISING

Ad Unit	Dimensions Pixels (W x H)	Locations	Maximum File Size	Rich Media	Monthly Rate
Leaderboard	728 x 90	ROS	45K	Yes	\$1,500. Print Advertiser \$750
Rectangular	300 x 250	ROS	45K	Yes	\$1,100. Print Advertiser \$550
Skyscraper	120 x 600	ROS	45K	Yes	\$1,100. Print Advertiser \$550

### OTHER OPPORTUNITIES

Products	Size	Rate
Video Network	N/A	\$1,000 per month
E-Mail Blast	N/A	\$1,600 per e-mail
Video Streaming Ads	480 x 300 pixels	\$1,500 per month
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-scope cost of screening equipment which was paid for by CATSA)  
**Construction:** Jan 2013 - Spring 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."

**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 lanes allow for improved customer service and passenger flow."

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

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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.



Nominations for stories can be made on [www.airportimprovement.com/nominations](http://www.airportimprovement.com/nominations). Stories are centered on airport projects, not people, companies or products; although each is a supporting element of any project/story.

Nominations may be submitted by anyone. The following criteria are needed to pursue any story:

- The project is complete
- All major parties involved are willing to discuss the project
- Great photography is available

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