

# Airport Improvement

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The Show & Tell of Airport Project Work

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# Editorial

## Airport projects

Stories include interviews with:

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**Fredericton Int'l Updates & Expands its Terminal**  
BY VICTORIA SORUP

**FACTS & FIGURES**  
Project: Renovation & Addition  
Location: Fredericton (YFC) Int'l Airport  
Cost: Nearly \$32 million  
Funding: \$5 million federal, \$9 million provincial, government, \$9 million (CAD), \$14 million airport  
Size: Terminal expanded from 28,000 sq. ft. to 62,000  
Construction: June 2019 - March 2021  
Architecture, Interior Design, Engineering, Baggage System Design: Stantec  
Project Manager: Mathers Project Management Consulting Inc.  
Construction Manager: BHO Construction  
Baggage System: Alstef Group (Germany (Gleiphi))  
Civil Work: K&B Engineers/Contractors  
Electrical: Solobestyn Service & Maintenance Ltd.  
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Fredericton International Airport (YFC), in Canada's northeast corner, was built more than a half century ago to accommodate 200,000 passengers annually. The original building and facilities served their purpose sply until about 10 years ago, when the New Brunswick airport began experiencing steady growth. By 2019, YFC hit a record passenger total of 427,000 annual passengers—more than double the amount its facilities could reasonably handle.

Since March, YFC has had an essentially new terminal designed to accommodate growth for 25 years and beyond. Moreover, renovating and expanding while air traffic dramatically slowed during the COVID-19 pandemic allowed contractors to finish four months ahead of schedule and a half-million dollars under budget.

"The terminal was built in the 1960s, so you can just imagine the work that was needed to upgrade the facility," says Johanne Gallant, president and chief executive officer of Fredericton International Airport Authority. "We

were over capacity for a long period of time, and with 10 years of growth at a 5% average rate of growth in each of those years, we desperately needed this expansion and renovation."

Cost of the project was nearly \$32 million, with the provincial and federal governments each providing \$9 million, and the airport self-funding \$14 million through user fees and borrowing.

All three entities are pleased with the return on their investments. Gallant considers the airport's new food and beverage service and seating with chargers important 21st-century improvements. She also notes that YFC is new roomier and more maneuverable. "Our security lines are more efficient, and the equipment is more efficient," she specifies. "The flow of passengers in the ticketing area is quite better. And we desperately needed the additional space in our secure holdroom."

**Local Involvement**  
The Airport Authority's preference for using local firms, labor and materials proved pivotal to successfully completing the two-year project. "It was the right decision to concentrate on having local

partners. Gallant reflects, "If we had to bring in individuals or materials from other provinces or countries, it would have been a problem during the pandemic."

The project expanded the terminal structure from 28,000 square feet to 62,000, and changed the pedestrian flow to make it more efficient. Improving all critical areas, from security and baggage to concessions and gates, required contractors to strip the entire structure down to its steel columns. A multi-purpose area previously used for international arrivals and winter sun charters was repurposed to accommodate passengers during construction.

"All the walls were taken out," explains Kyle Mathers, of Mathers Project Management Consulting Inc. "You could see through the entire terminal structure to the other side. There was nothing left."

In the first phase of the project, the multi-purpose area was used for ticketing, departures and baggage drop while permanent areas for those functions were under construction. During the second phase of work, the area was used for arrivals.

"It certainly was a tight fit in that area," Mathers recalls. "Passengers and tenants using the space immediately recognized the need for an upgrade. [But] the temporary passenger movement flows during construction worked so well that

**MEMBERS**

July | August 2021 | AirportImprovement.com

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**

# 2022 Editorial Calendar

Issue	Bonus Distribution	Close Date
<b>January/February</b>	IABSC, DAL, January 18 – 19 ACC/AAAE Airport Planning Design Symposium, BNA, March 1 – 3	12/17/21
<b>March/April</b>	Buffalo Snow Symposium, BUF, May 1 – 4 ACI-NA Airports@Work, MCI, April 25 – 28	2/11/22
<b>May/June</b>	AAAE Annual, SEA, June 5 – 8	4/8/22
<b>July/August</b>	Florida Airports Conference, MCO, July 31 – August 3	5/27/22
<b>September</b>	ACI-NA Annual, MSP, Sept 17 – 20, SWIFT	7/15/22
<b>October</b>	Annual Runway & Ramp Special Edition; IES, TBD	8/26/22
<b>November/December</b>	ACC Annual Conference & Exposition, November 7 – 9, Sanibel Island, FL Airports Going Green®, November 13 – 15, Chicago, IL	10/7/22

# 2022 Advertising



## 2022 RATES

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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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## AD SIZES

Dimensions	Width x Height
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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"
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1/4 Standard	3.375" x 4.875"
1/6 Standard	2.375" x 4"

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All banners are subject to publisher approval. We reserve the right to reject advertising based on content, visual impact, or distraction factor as determined by staff.

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

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

Advertisers may make banner or other creative changes or additions every two weeks, following the time guidelines below, although we prefer advertisers to send multiple banners at once and scheduled in advance. Multiple banners can be run simultaneously (A/B testing) at no additional cost.



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 The ONLY industry website  
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Monthly Website Visits: 79,809

Pageviews: 484,607

(per publisher's website statistics August 2021)

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Make a big impression with our industry-leading website which contains current and 935 archived stories...all searchable by keyword or airport code.

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- Custom Online Surveys
- E-Newsletter Sponsorship
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### LEAD GENERATION PROGRAMS

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### CUSTOM PUBLISHING

Create your own magazine. We'll partner with you.

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We accept static ads in GIF, JPEG and PNG formats.  
 We accept animated ads in GIF or HTML5 formats.  
 No FLASH, PDF or EPS banner creative is allowed.

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Ad Unit	Dimensions Pixels (W x H)	Locations	Maximum File Size	Rich Media	Monthly Rate
Video	480 x 300	ROS	100K	Yes	\$1,500 per month
Leaderboard	728 x 90	ROS	100K	Yes	\$1,500. Print Advertiser \$250
Rectangular	300 x 250	ROS	100K	Yes	\$1,100. Print Advertiser \$200
Skyscraper	120 x 600	ROS	100K	Yes	\$1,100. Print Advertiser \$200

### OTHER OPPORTUNITIES

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Show & Tell Video	N/A	\$500
E-Mail Blast	N/A	\$1,700 per e-mail
E-Newsletter Sponsor	728 x 90 pixels	\$750 per issue Print Advertiser \$250

# How does an airport project become a story?



**New Concourse at Reagan National Adds 14 Gates for American Airlines**  
BY EMANUELA DALLA VIGNOLA

Ralph Waldo Emerson famously said, "It's not the destination, it's the journey." Well, passengers accustomed to starting their journeys at Gate 35X at Ronald Reagan Washington National Airport (DCA) are in for some major improvements.

In April, the Washington, D.C., airport unveiled its new 14-gate concourse, a 250,000-square-foot facility built to replace its remote and cramped Gate 35X. Until recently, about 6,000 American Airline passengers rode airside buses every day to Gate 35X, where they boarded regional jets parked at 14 hardstand gates.

The arrangement was the airport's way of continuing vital service while demand stretched beyond its contiguous facilities. Originally designed for 15 million annual passengers, DCA was accommodating more than 23 million passengers per year, straining the infrastructure and prompting the remote hardstand operations.

"That is not a good customer experience," says Louis Lee, the Metropolitan Washington Airports Authority (MWAA) architect who spearheaded the design of the solution.

The new \$391.5 million concourse is just one part of Project Journey, DCA's \$1 billion project that also includes new security checkpoints that will be housed in two separate buildings across from Terminal B/C. The new concourse will offer passengers greater connectivity, more shopping and dining options, and a more pleasant post-security environment. "We saw this as a good opportunity to enhance the customer experience so that they don't

have to be exposed to the elements, and they have boarding bridges to get to their aircraft," Lee explains.

The project, which began in April, and substantial completion is slated for July. To understand how DCA opened the new concourse nearly 100 days ahead of schedule in the midst of a pandemic, we need to go back to the beginning.

TERMINALS DCA 11



**FACTS & FIGURES**

**Project:** New Concourse  
**Location:** Reagan National Airport  
**Owner:** Metropolitan Washington Airports Authority  
**Scope:** 250,000-square-foot concourse with 14 gates; 378,000-square-foot apron  
**Total Cost:** \$391.5 million (component of \$1 billion Project Journey)  
**Funding:** Bonds; passenger facility charges  
**Timeline:** Construction began in 2017; soft opening in April 2021; completion expected in July 2021  
**Design:** AECOM, a joint venture of ALCON & PCA  
**Contractor:** Turner Construction Co.  
**Foundation:** Wagner/Reid  
**Superstructure:** Berlin Steel Construction Co.  
**Concrete:** Canyon Concrete Inc.  
**Curtain Walls:** Iron EBS; L'Oréal Metal Products  
**Roofing:** Gordon Contractors Inc.  
**Mechanical/Plumbing:** Harris Co.  
**Electrical, Electronics & Security:** M.C. Ross Inc.  
**Life Safety/Fire Protection:** National Fire Protection  
**Wayfinding:** Huber Strategic Ltd.  
**Apron Paving:** Atlas Marts  
**Terrazzo:** Boatman & Magarian Inc.  
**Hydrant Fueling:** Cherokee Corp.  
**Electric Ground Service Equipment Charging Stations:** American Airlines  
**Elevators/Moving Walkways:** ThyssenKrupp Elevator Corp.; Low Meier & McEnulty  
**Baggage Handling Systems:** Sevic & Webb Co.  
**Passenger Boarding Bridges:** ThyssenKrupp Airport Systems (now known as TK Airport Solutions)  
**Advanced Visual Docking Guidance System:** AIB SILEX  
**Docking System Installation:** AIB SILEX  
**Pre-Conditioned Air Units:** FRG GSE  
**Ground Power Units:** FRG GSE  
**Drywall/Acoustics:** Component Assembly Systems Inc.  
**Ornamental Metals:** Crystal Steel Fabricates Inc.  
**Wall Panels/Millwork:** GEC Inc.  
**Seating:** Arconis; Wita

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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