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# Editorial Airport projects

Stories include interviews with:

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**Frederickton Int'l Updates & Expands its Terminal**  
by VICTORIA STALUP

Frederickton International Airport (YFC), in Canada's far northeast corner, was built more than a half century ago to accommodate 200,000 passengers annually. The original building and facilities served their purpose until about 10 years ago, when the New Brunswick airport began experiencing steady growth. By 2019, YFC hit a record passenger load 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 Galtier, president and chief executive officer of Frederickton 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. Galtier considers the airport's new food and beverage service and seating with charges important 21st century improvements. She also notes that YFC is now roomier and more maneuverable. "Our security lines are more efficient, and the equipment is more efficient," she specifies. "The flow of passengers in the screening 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

contractors," Galtier reflects. "If we had to bring in jackals or materials in from other provinces or countries, it would have been a pain," during the pandemic."

The project expanded the terminal structure from 38,000 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 chaises was repurposed to accommodate passengers during construction.

"As 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 loading 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 this need for an upgrade. [But] the temporary passenger movement flows during construction worked so well that

**FACTS & FIGURES**  
Project by J. J. Matthews & Mathers  
Location: Charlotte, NC IAT Airport  
Cost: Nearly \$32 million  
Funding: \$9 million federal, \$9 million provincial, government, \$9 million CAS, \$14 million airport  
Size: Terminal expanded from 38,000 sq ft to 62,000  
Construction: Jan 2019 - March 2021  
Architecture, Interior Design, Engineering, Baggage System Design: Stantec  
Project Manager: Mathers Project Management Consulting Inc.  
Construction Manager: BHD Construction  
Baggage System: Astar Group (formerly Chubbair)  
Civil Work: KCB Engineers/Contractors  
Electrical: DeBorja Service & Maintenance Ltd.  
Flooring: Regis Floor Ltd.  
Roofing: Ristic Builders Inc.  
Drywall & Ceilings: Fony Pro Specialty Construction Inc.  
Plumbing: Bluebird Plumbing & Mechanical Inc.  
HVAC: Brunswick Steel Metal Ltd.  
Flooring: F.S. Flooring Solutions Inc.  
Aluminum Windows/Entrance Doors: Regis Steel Ltd.  
Seating: Ironworks Office  
Millwork: County Churn Refinishing Ltd.  
Carpentry: Star  
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Sheet Metal: Armstrong  
Flight Information Display System: Terminal Systems Int'l  
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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**

## 2023 Editorial Calendar

Issue	Bonus Distribution	Close Date
<b>January/February</b>	IABSC Annual BHS Summit, Dallas, January 24 – 25 ACC/AAAE Airport Planning Design Symposium, Anaheim, March 1 – 3	12/16/22
<b>March/April</b>	Buffalo Snow Symposium, Buffalo, April 21 – 26, ACI-NA Airports@Work, Seattle, April 25 – 28	2/10/23
<b>May/June</b>	AAAE Annual, Denver, June 3 – 5	4/14/23
<b>July/August</b>	Florida Airports Conference, Palm Beach, July 22 – 26	5/26/23
<b>September</b>	ACI-NA Annual, Long Beach, Sept 30 – Oct. 3; SWIFT, Winnipeg Future Travel Experience (FTE) Global 2023, Los Angeles, Sept 19 – 21	7/14/23
<b>October</b>	Annual Runway & Ramp Special Edition; 2023 IES Aviation Lighting Technology Meeting, Scottsdale, AZ, Nov 5 – 10	8/25/23
<b>November/December</b>	ACC Annual Conference & Exposition Airports Going Green®	10/6/23

# 2023 Advertising



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Rectangular	300 x 250	ROS	100K	Yes	\$1,100. Print Advertiser \$200
Skyscraper	120 x 600	ROS	100K	Yes	\$1,100. Print Advertiser \$200

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E-Newsletter Sponsor	728 x 90 pixels	\$750 per issue Print Advertiser \$250

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# How does an airport project become a story?



## Kona Int'l Invests in Future with New Federal Inspection Services Facility and Terminal Upgrades

BY VICTORIA SOUPEP

The state of Hawaii has a second permanent international entry point with the \$50.7 million Federal Inspection Station completed at Ellison Onizuka Kona International Airport (KOA) last fall. The new facility replaces a temporary facility that federal officials said needed to be replaced if the airport wanted to accommodate a steady stream of scheduled international traffic. Now, international passengers flying into Hawaii can land at either KOA or Daniel K. Inoué International Airport in Honolulu.

The new Federal Inspection Services (FIS) building is part of a massive renovation at the largely outdoor airport located on the Big Island. Project designers modernized the 50-year-old terminal by merging its two previously separate structures into one unified facility. The new connecting point is a high-tech, six-lane centralized security checkpoint.

The airport is also in the final stages of upgrading its baggage system. Screening machines for checked luggage will move from the public side of the terminal to an inline system behind the check-in counters.

Together, the slate of improvements is designed to increase the airport's operational efficiency, make it more visually appealing and provide additional open space for future concessions.

Oy Dauachelle, KOA's assistant manager, laughs as he says that the airport had become rather archaic. "Our facilities were really, really, old," he remarks. "These new projects bring such an improvement and enhance passenger comfort. For example, all the previous holdrooms were open air. Once upon a time, when the airport first opened, it was cool to have an open and breezy airport. But now, we all want the comforts of air conditioning, and that is the type of improvement we're striving for."

### Easy Decision

It was six years ago when KOA officials decided they needed to build a permanent facility for U.S. Customs and Border Protection (CBP) to attract and serve international traffic. Previously, the airport had a temporary structure for occasional international traffic, but that facility was shuttered in 2010. In 2016, federal officials gave KOA a choice: construct a new building to house the agency or forgo the ability to have international flights. The state felt it was important to have a second airport to accept international traffic in case of weather disruptions or emergencies.

Moreover, bringing international traffic to the Big Island adds tourism revenue. The decision was a no-brainer for state officials, and they agreed to have the new FIS built by Dec. 31, 2021.

Construction began in January 2020, and the new station opened in October 2021—two months ahead of schedule and nearly \$1 million under budget. Marc Botticelli, construction manager with Wesley R. Segawa & Associates, notes that even though the project took place as the pandemic raged, the team had no problem getting materials because most items were on-site before supply shortages became a norm. In fact, construction was easier because air traffic was greatly reduced, he adds.

The new 52,700-square-foot structure houses CBP offices and accommodates passengers arriving from international destinations.

Arriving passengers are greeted by large metal KOA letters on the exterior wall of the new facility. "From the airport side, the FIS building has a very modern look to it," says Botticelli. "There's a lot of glass showing on that side. And the three-letter airport designator code in 10-foot-tall letters brings a lot of attention to the building."

After departing, passengers are led about 50 feet across the tarmac to the FIS building, where they undergo U.S. Customs and Border Protection screening. Once cleared, they collect their checked luggage and proceed through immigration.

In the past, the process could be lengthy—especially when hundreds of

TERMINALS KOA 11

### FACTS & FIGURES

**Project:** Federal Inspection Services Building & In-line Building  
**Location:** Ellison Onizuka Kona Int'l Airport—Kahala, Kailua-Kona  
**Site:** South of Main Terminal  
**Scope:** 48,500 sq. ft.  
**Cost:** \$58.7 million  
**Design:** April 2017-April 2018  
**Construction:** Jan. 2020-Dec. 2021, first commercial int'l flights expected in Aug. 2022  
**Facility Features:** Federal Inspection Station (52,700 sq. ft.), covered waiting area for four groups (5,300 sq. ft.), new gate for int'l domestic flights, covered, air-conditioned holdroom (7,800 sq. ft.), covered arrival walkway (2,300 sq. ft.)  
**Architect:** KOA Inc.  
**Contractor:** N/A Inc.  
**Construction Manager:** Wesley R. Segawa & Assoc.  
**Staffing:** In-house  
**Biometric Customs Processing:** Ref/In Express, by MFC

**Project:** Terminal Modernization  
**Location:** Ellison Onizuka Kona Int'l Airport—Kahala, Kailua-Kona  
**Site:** Main Terminal  
**Scope of Improvements:** 78,000 sq. ft.  
**Key Elements:** Security screening building (10,000 sq. ft.) with 6-lane passenger checkpoint, baggage handling system building (27,000 sq. ft.), baggage terminal (10,000 sq. ft.), concession/retail buildings (12,000 sq. ft.), bag drop campus (9,000 sq. ft.)  
**Cost:** \$80.4 million  
**Construction:** Feb. 2017 to March 2020, new inline USDA screening system expected to be operational in Jan. 2023  
**Architect:** KOA Inc.  
**Contractor:** N/A Inc.  
**Construction Manager:** Wesley R. Segawa & Assoc.  
**Baggage System Design:** BHP  
**Baggage System Construction:** Five Star Airport Alliance  
**Baggage System Programmer:** Brock Solutions

**Project:** USDA Inspection Building  
**Location:** Ellison Onizuka Kona Int'l Airport—Kahala, Kailua-Kona  
**Site:** Main Terminal  
**Scope of Improvements:** 5,000 sq. ft.  
**Key Elements:** USDA screening facility in line with security screening system  
**Estimated Cost:** \$9 million  
**Construction:** April 2021 to Dec. 2022, new inline baggage system expected to be operational in Jan. 2023  
**Architect:** KOA Inc.  
**Contractor:** N/A Inc.  
**Construction Manager:** Wesley R. Segawa & Assoc.  
**Baggage System Design:** BHP  
**Baggage System Construction:** Five Star Airport Alliance  
**Baggage System Programmer:** Brock Solutions

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

## Want to sell to airports? Join our team.

**Paul Bowers**  
*Publisher* 262.510.7832  
[paulbowers@airportimprovement.com](mailto:paulbowers@airportimprovement.com)

**Adrienne Gibson**  
*National Sales Director* 262.844.4368  
[adriennegibson@airportimprovement.com](mailto:adriennegibson@airportimprovement.com)

**Vicki Jensen**  
*National Sales Director* 414.331.9768  
[vickijensen@airportimprovement.com](mailto:vickijensen@airportimprovement.com)

**Rebecca Douglas**  
*Editorial Consultant*  
[rebeccadouglas@airportimprovement.com](mailto:rebeccadouglas@airportimprovement.com)

**Kristin Shaw**  
*Social Media Director*  
[kristinshaw@airportimprovement.com](mailto:kristinshaw@airportimprovement.com)

**Lisa Monday**  
*Circulation Director | COO*  
[lisamondy@airportimprovement.com](mailto:lisamondy@airportimprovement.com)

**Becker 505, LLC**  
*Creative Direction | Production Services*  
[info@becker505.com](mailto:info@becker505.com)

**Matt Tews** *Webmaster*  
[matt@tewsinteractive.com](mailto:matt@tewsinteractive.com)

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