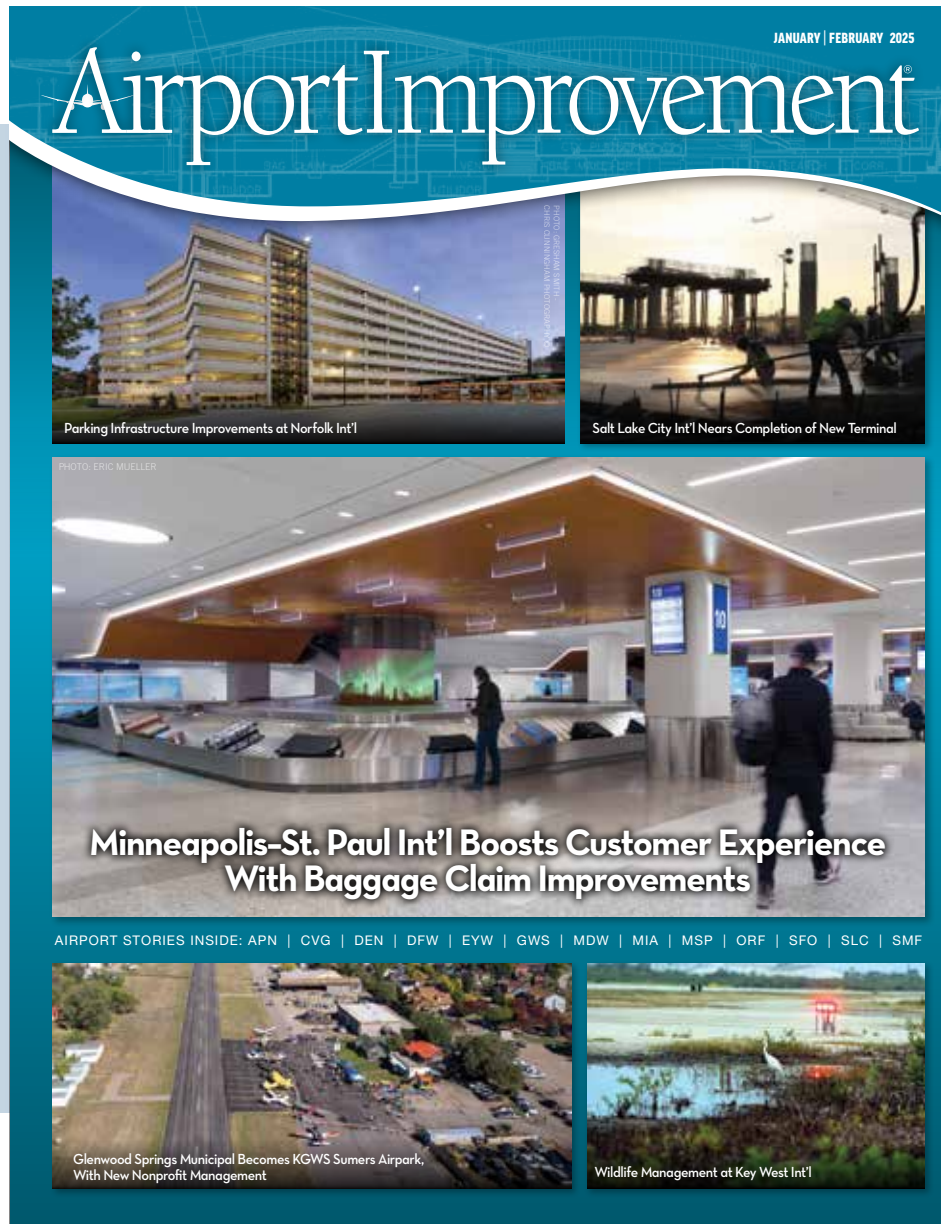


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Fredericton Int'l Updates & Expands its Terminal

FACTS & FIGURES

Project: Renovation & Addition
Location: Fredericton, NB, Canada
Cost: \$12 million
Funding: \$1 million federal, \$1 million provincial, \$1 million private, \$1 million airport
Size: Terminal expanded from 38,000 sq. ft. to 62,000
Construction: Jan 2015 - March 2021
Architecture, Interior Design, Engineering, Baggage System Design: Jacobs
Project Manager: Mathers Project Management Consulting Inc.
Construction Manager: BMS Construction
Baggage System: Abat Group (Germany)
Civil Work: KOB Engineering/Constructors
Electrical: Dobbins/Service & Maintenance Ltd.
Paving: Hagen Paving Ltd.
Steel Work: Jax Steel Ltd.
Roofing: Atlantic Roofing Inc.
Drywall & Ceilings: Family Pro Specialty Contractors Inc.
Plumbing: Boudreau Plumbing & Mechanical Inc.
HVAC: Boudreau Sheet Metal Ltd.
Finishing: T&F Finishing Solutions Inc.
Sealing: Aerosol/Seal Office
Milework: Country Charm Woodworking Ltd.
Carpeting: Shaw
The Concourse: Polaris
Sheet Vinyl: Armstrong
Fight Information Display System: Terminal Systems Int'l
Food & Beverage Services: Chops Patisserie & Cafe

Fredericton 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 2010, 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 20 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 at 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 6% average rate of growth in each of those years, we desperately needed this expansion and renovation."

Cost of the project was nearly \$12 million, with the provincial and federal governments each providing \$1 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 now roomier and more manageable. "Our security lines are more efficient, and the equipment is more efficient," she specifies. "The flow of passengers in the holding 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

partner," Gallant reflects. "It was had to bring in materials or materials from other provinces or countries, it would have been a pain."

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 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 holding 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

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

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Issue	Bonus Distribution	Close Date	Ad Materials Due
January/February	IABSC, January 27-28, 2026 – Grapevine, TX ACC/AAAE - Design Build Symposium, March 4-6, 2026 – Indianapolis, IN	12/19/25	1/2/26
March/April	ACI-NA Airports@Work, March 24-27, 2026 – Chicago, IL April Buffalo Snow Symposium, April 24-29, 2026 – Buffalo, NY	2/13/26	2/18/26
May/June	AAAE Annual Conference, May 3-5, 2026 – Los Angeles, CA	4/10/26	4/15/26
July/August	Florida Airports Conference, July 26-29, 2026 – Fort Lauderdale, FL	6/5/26	6/10/26
September	ACI-NA Annual, September 14-17, 2026 – Philadelphia, PA SWIFT, September 14-17, 2026 – Edmonton, AB	7/31/26	8/5/26
October	Runway & Ramp Special Edition IES ALC Technology Meeting, October	9/11/26	9/16/26
November/December	ACC, November Airports Going Green, November	10/19/26	10/14/26

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How does an airport project become a story?



Lincoln Airport Expands and Updates 50-year-old Terminal

BY REBECCA DOUGLAS

This spring, Lincoln Airport (LNK) officially cut the ribbon on a dramatically improved terminal. In addition to adding 38,000 square feet of new space and renovating existing facilities, the Nebraska airport significantly enhanced post-security amenities. There is now a full-service restaurant/bar, a private lounge for frequent flyers, upgraded holdrooms for all and inclusivity updates throughout.

By updating its 50-year-old terminal with a new post-9/11 layout, LNK completed a common rite of passage for U.S. airports.

Two terminal assessments had been conducted at LNK during the 20 or so years since TSA checkpoints were added, but renovations and updates were kept to a minimum. "Every time we underwent a study to evaluate what was needed,

the preliminary price tag always came back much higher than expected," explains Chad Lay, director of Planning and Development for Lincoln Airport Authority.

Before the COVID pandemic, discussions about soliciting additional air service led to the realization that LNK would simply have to expand and renovate its terminal to fulfill TSA requirements and passenger needs associated with any new service.

The board of directors agreed that infrastructure improvements were worth pursuing, and general-purpose bonds were issued to fund them. The bonds will be repaid through a 1.75-cent property

tax increase that went into effect January 2022 and will last for 15 years. The board's willingness to advocate for the tax increase provided much-needed traction for the airport. "That ultimately is what got us over that funding hurdle and allowed the project to move forward," Lay says.

To make it all happen, LNK hired Alliance to lead planning and design, Sampson Construction as the construction manager at risk, and Davis Design as the local design, architecture and engineering partner. Davis Design was also a partner of the firm that designed the original terminal back in 1972.

Bi-weekly owner/architect/contractor meetings were held throughout the project to keep everyone on the same page. Weekly requests for information and submittal review meetings during peak

construction helped work stay on schedule. Chuck Richter, senior project manager with Sampson Construction, emphasizes the value of being able to go into every meeting and actively knowing that all of the players shared the same goals for the project.

Submittal Exchange and other software were used to share information among team members.

Planning and Design
Extensive preliminary discussions with lead architect Alliance established broad concepts for phasing the project. As designers worked to meet LNK's current needs, they also looked

further ahead to the next major terminal expansion. "We don't want to put programmatic pieces in place that solve a 10-year problem and then create a worse problem down the road," explains Alliance Principal Ashley Iverson.

The initial design plan focused on creating a consolidated security checkpoint and planning gate expansions to ensure room for growth and expandability. "Lincoln was set to burst at the seams," recalls Greg Frenzel, a senior associate with Alliance.



LNK
LINCOLN AIRPORT

FACTS & FIGURES

Project: Terminal Expansion/Renovation
Location: Lincoln Airport, in NE
Expansion: 38,000 sq. ft.
Renovated Space: 35,000 sq. ft.
Cost: \$55 million

Funding: General purpose bonds backed by 1.75-cent property tax increase that went into effect Jan. 2022 and will last 15 years. FAA Bipartisan Infrastructure Law - Airport Terminals Program grant for HNTB leading team subawards.

Construction: Aug. 2021-May 2024

Key Components: 2 new gates, 6 new boarding bridges, consolidated security checkpoint, larger holdrooms with new seating, isolated wayfinding signage & aesthetic finishes, post-security restaurant, frequent flyer lounge, service animal relief area, mother's room, improved restrooms with companion care & adult changing facilities, community meeting room & public observation area.

Project Lead, Airport Planning & Design: Alliance

General Contractor: Sampson Construction Co. Inc.

Local Design Partner for Architecture & Structural, Mechanical, Electrical, Plumbing Engineering & Construction Information Technology: Davis Design

Civil Engineering: ARD Research & Co.

Boarding Bridges: RT

Baggage Handling Systems & Passenger Boarding Bridges: Sarnoff Inc.

Wayfinding & Graphic Design: Echo

Airfield Curtains: YMA AF America Inc.

Curbside Curtains: Kover

Window Glazing: Viscos, McGraw Glass, Advanced Glazing LLC, Global Security Glazing

Interior Airless Installation: Glass Edge

Furniture: Zoffel, Stylo, Davis, Deco Martis

Brilliant, Andrew Hark, Ferns & Surfaces

Key Benefits: Increased capacity, improved passenger experience

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