

# Airport Improvement

## The Show & Tell of Airport Project Work



Project Consultants/Suppliers are Listed in Every Story

# Circulation

## Airport Improvement *Read by All Industry Players*

---

### AIRPORTS



---

### CONSULTANTS



---

### GOV'T OFFICIALS



Transportation  
Security  
Administration

---

### SUPPLIERS

**BROAD CIRCULATION.** Our distribution is tops of all airport publications; we make it easy by including all key groups and decision-makers with just one buy. No need to choose one association or the other, as we reach AAAE, ACI-NA, and ACC members. Plus, we distribute to airport consultants, FAA, TSA, and key suppliers.

# Editorial

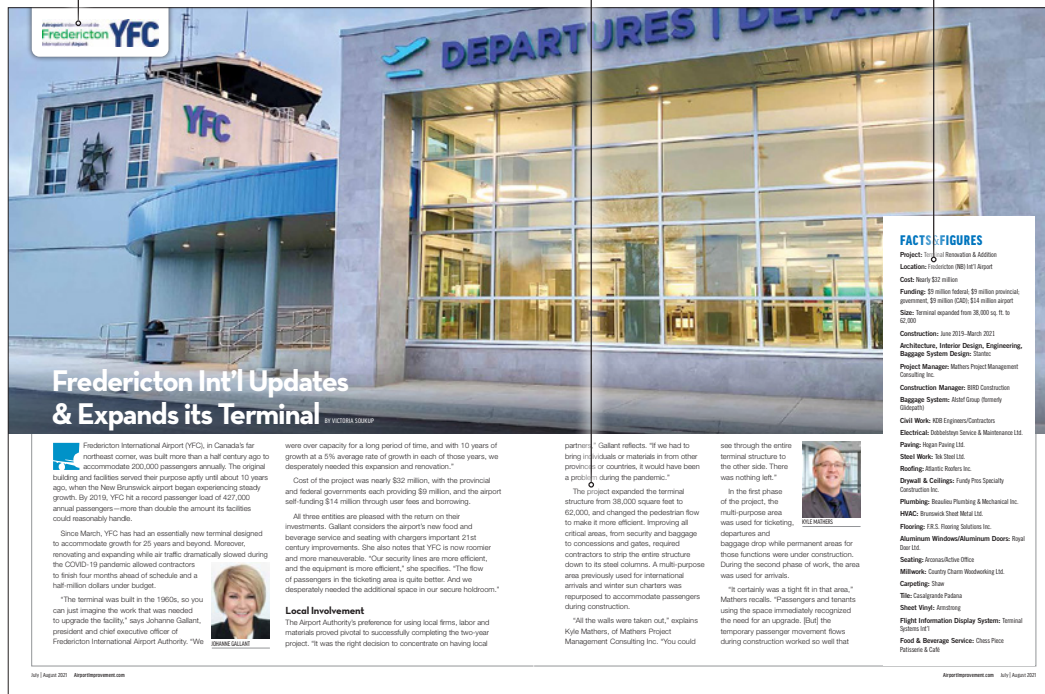
ALL AIRPORTS | ALL PROJECTS | ALL THE TIME

Stories include interviews with:

AIRPORTS

CONSULTANTS

SUPPLIERS



**Frederickton Int'l Updates & Expands its Terminal**  
BY VICTORIA STUMP

**FACTS & FIGURES**  
Project by: J. J. Matthews & Mattias  
Location: Charlotte, NC IAT Airport  
Cost: Nearly \$22 million  
Funding: \$5 million federal, \$3 million provincial, provincial \$2 million CAD, \$14 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: Stantec  
Project Manager: Mattias Project Management Consulting Inc.  
Construction Manager: BIRD Construction  
Baggage System: Airtel Group (formerly Citicore)  
Civil Work: KCB Engineers/Contractors  
Electrical: DeBorja Service & Maintenance Ltd.  
Flooring: Regis Floor Ltd.  
Sheet Work: SA Steel Ltd.  
Roofing: Ristic Builders Inc.  
Drywall & Ceilings: Forty Plus Specialty Construction Inc.  
Plumbing: Braville Plumbing & Mechanical Inc.  
HVAC: Brunson Steel Metal Ltd.  
Flooring: P.S. Flooring Solutions Inc.  
Aluminum Windows/Entrance Doors: Rupp Steel Ltd.  
Sealing: Ironwax/Seal Office  
Millwork: Quality Churn Millworking Ltd.  
Carpentry: Star  
Tile: Casagrande Padana  
Sheet Work: Arming  
Flight Information Display System: Terminal Systems Int'l  
Food & Beverage Service: Class Pace Restaurants & Cafes

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 aptly 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 drastically 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 Johanna Galant, 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 \$22 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. Galant considers the airport's new food and beverage service and seating with changes 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

partners," Galant reflects. "If we had to bring in jackals or materials in from other provinces or countries, it would have been a pain in the neck 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.

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

**JOHANNA GALANT**  
President and Chief Executive Officer of Frederickton International Airport Authority

**KYLE MATHERS**  
Mathers Project Management Consulting Inc.

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

## 2024 Editorial Calendar

Issue	Bonus Distribution	Close Date
January/February	IABSC, Dallas, January 30-31 ACC/AAAE Airport Planning, Design, and Construction Symposium, Salt Lake City, March 5-7	12/15/23
March/April	Buffalo Snow, Buffalo, April 19-24 ACI-NA Airports@Work, New Orleans, April 8-11	2/9/24
May/June	AAAE Annual, Nashville, April 28-May 1	3/29/24
July/August	Florida Airports Conference, Miami, August 11-14	5/24/24
September	ACI-NA Annual, Grand Rapids, September 7-10 SWIFT	7/19/24
October	Runway & Ramp Special Edition IES Aviation Lighting Technology Meeting	8/23/24
November/December	ACC Annual Conference Airports Going Green	10/4/24

# 2024 Advertising



## 2024 RATES

Net Full Color Rates

*(all rates include eMagazine placement)*

Full Page	\$5,400
Two-Thirds	\$4,100
Half Page	\$3,300
Third Page	\$2,650
Quarter Page	\$2,050
Sixth Page	\$1,200

To guarantee a special position add 15% to rate.

Cover Positions add 20% to rate.

## PARTNERS' PROGRAM

*Run in all 7 issues and receive:*

- Rate protection
- One double-up ad per year

## INSERTS/OUTSERTS

Half Page False Cover	Call for rates
1 Page (2 sides)	Call for rates
2 Page (4 sides)	Call for rates
4 – 20 page inserts available	Call for rates

## 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"

## 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.

## TERMS & CONDITIONS

Payment due 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.

## GENERAL REQUIREMENTS

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.

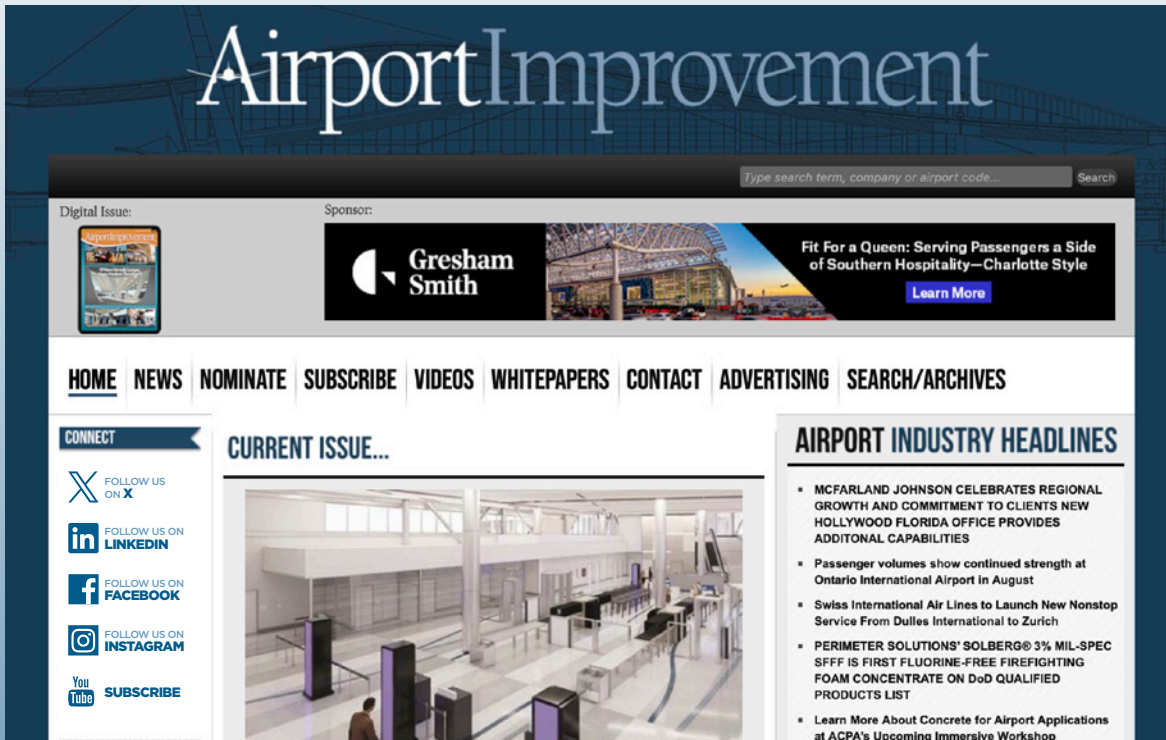
All banners that are submitted to Airport Improvement via e-mail must be uncompressed (only HTML5 content should be zipped).

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.

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 schedule in advance. Multiple banners can be run simultaneously (A/B testing) at no additional cost.



# The ONLY industry website dedicated to airport project profiles

## Web and Email

Make a big impression with our industry-leading website which contains current and 1,019 archived stories...all searchable by keyword or airport code.

- E-mail Blasts
- Custom Online Surveys
- E-Newsletter Sponsorship
- E-Newsletter Banners

### LEAD GENERATION PROGRAMS

**Whitepaper download channel:** Supply an industry white paper (optionally, have us author one for you) and we will turn it into qualified leads.

### CUSTOM PUBLISHING

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

### ADVERTISING SPECIFICATIONS

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.

### BANNER ADVERTISING

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

Products	Size	Rate
Show & Tell Video	480 x 300	\$2,500
E-Mail Blast	N/A	\$2,000 per e-mail
E-Newsletter Sponsor	728 x 90 pixels	\$950 per issue Print Advertiser \$250

Connect with us!



AirportImprovement.com

# 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 baggage 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 Duvauchelle, 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



OY DUVAUCHELLE

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 problem. In fact, construction was easier because air traffic was greatly reduced, he adds.



MARC BOTTICELLI

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 & Inlines Building  
Location: Ellison Onizuka Kona Int'l Airport—Kahala, Kailua-Kona  
Site: South of Main Terminal  
Scope: 48,500 sq. ft.  
Cost: \$34.7 million  
Design: April 2017-April 2018  
Construction: Jan. 2020-Jan. 2021, first commercial int'l flights expected in Aug. 2022  
Facility Features: Federal Inspection Station (52,700 sq. ft.); covered waiting area for bus 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: Han Inc.  
Construction Manager: Wesley R. Segawa & Assoc.  
Scaling: Inhouse  
Biometric Customs Processing: Reflex Express, by MFC

Project: Terminal Modernization  
Location: Ellison Onizuka Kona Int'l Airport—Kahala, Kailua-Kona  
Site: Main Terminal  
Scope of Improvements: 70,000 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 claim (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. 2022  
Architect: KOA Inc.  
Contractor: Han 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: Han 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)

**Samuel Bowers**  
Account Manager 262.347.9595  
[samuelbowers@airportimprovement.com](mailto:samuelbowers@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  
[lisamunday@airportimprovement.com](mailto:lisamunday@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)

[AIRPORTIMPROVEMENT.COM](http://AIRPORTIMPROVEMENT.COM)