

The Modern Airport Terminal New Approaches To Airport Architecture

The most in-depth exploration of one of the most important, innovative, and creative architecture practices working today For the last twenty years Studio Gang, led by Jeanne Gang, has created buildings that, while spectacular, also deal with the most urgent problems of our time – inequality, climate change, and the challenges of urbanism. The studio's award-winning body of work spans multiple scales and typologies worldwide. This book showcases 25 exceptional projects – including the Aqua Tower and O'Hare International Airport in Chicago and Solar Carve Tower in New York City – that collectively demonstrate Studio Gang's bold, collaborative, research-based design approach.

Newark Airport was the first major airport in the New York metropolitan area. It opened on October 1, 1928, occupying an area of filled-in marshland. In 1935, Amelia Earhart dedicated the Newark Airport Administration Building, which was North America's first commercial airline terminal. Newark was the busiest airport in the world until LaGuardia Airport, in New York, opened in 1939. During World War II, Newark was closed to passenger traffic and controlled by the United States Army Air Force for logistics operations. The Port Authority of New York took over the airport in 1948 and made major investments in airport infrastructure. It expanded, opened new runways and hangars, and improved the airport's terminal layout. The art deco administration building served as the main terminal until the opening of the North Terminal in 1953. The administration building was added to the National Register of Historic Places in 1979.

Since their emergence at the start of the 20th century, airports have become one of the most distinctive and important of architectural building types. Often used to symbolize progress, freedom and trade, they offer architects the chance to design on a grand scale. At the beginning of the 21st century, airports are experiencing a new and exciting renaissance as they adapt and evolve into a new type of building; one that is complete, adaptable and catering to a new range of demands. As passengers are held in airports far longer than they used to be, they have also now become destinations in their own right.

Airports celebrates the most important airport designs in the world. Beginning with an exploration of the first structures of aviation, and early designs such as the Berlin Tempelhof, the book explores the key airports of the century up to the present day, including Eero Saarinen's TWA Terminal in New York, Renzo Piano's Kansai Airport and Norman Foster's Chek Lap Kok in Hong Kong.

Historical accounts of racial discrimination in transportation have focused until now on trains, buses, and streetcars and their respective depots, terminals, stops, and other public accommodations. It is essential to add airplanes and airports to this narrative, says Anke Ortlepp. Air travel stands at the center of the twentieth century's transportation revolution, and airports embodied the rapidly mobilizing, increasingly prosperous, and cosmopolitan character of the postwar United States. When segregationists inscribed local definitions of whiteness and blackness onto sites of interstate and even international transit, they not only brought the incongruities of racial separation into sharp relief but also obligated the federal government to intervene. Ortlepp looks at African American passengers; civil rights organizations; the federal government and judiciary; and airport planners, architects, and managers as actors in shaping aviation's legal, cultural, and built environments. She relates the struggles of black travelers—to enjoy the same freedoms on the airport grounds that they enjoyed in the aircraft cabin—in the context of larger shifts in the postwar social, economic, and political order. Jim Crow terminals, Ortlepp shows us, were both spatial expressions of sweeping change and sites of confrontation over the renegotiation of racial identities. Hence, this new study situates itself in the scholarly debate over the multifaceted entanglements of “race” and “space.”

An exciting new generation of railway architecture has emerged in Europe and elsewhere over the past decade. This book explains the reasons for the renaissance of the station as a building type and the current changes it is undergoing. The functional, social and technical factors which shape railway architecture are examined. As stations are essential elements of sustainable development, the environmental benefits of railways are also discussed. Essential guidance is provided for those who design, commission or manage railway stations. By drawing on technical design manuals and examples of recent stations (many designed by leading architects) the book gives help and instruction to all those with an interest in the future of railway architecture.

Significantly updated in reference to the latest construction standards and new building types Sustainable design integrated into chapters throughout Over half of the entire book has now been updated since 2015 Over 100,000 copies sold to successive generations of architects and designers This book belongs in every design office. The Metric Handbook is the major handbook of planning and design data for architects and architecture students. Covering basic design data for all the major building types it is the ideal starting point for any project. For each building type, the book gives the basic design requirements and all the principal dimensional data, and succinct guidance on how to use the information and what regulations the designer needs to be aware of. As well as buildings, the Metric Handbook deals with broader aspects of design such as materials, acoustics and lighting, and general design data on human dimensions and space requirements. The Metric Handbook is the unique reference for solving everyday planning problems.

Authoritative, Up-to-Date Coverage of Airport Planning and Design Fully updated to reflect the significant changes that have occurred in the aviation industry, the new edition of this classic text offers definitive guidance on every aspect of planning, design, engineering, and renovating airports and terminals. Planning and Design of Airports, Fifth Edition, includes complete coverage of the latest aircraft and air traffic management technologies, passenger processing technologies, computer-based analytical and design models, new guidelines for estimating required runway lengths and pavement thicknesses, current Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) standards, and more. Widely recognized as the field's standard text, this time-tested, expertly written reference is the best and most trusted source of information on current practice, techniques, and innovations in airport planning and design. **COVERAGE INCLUDES:** Designing facilities to accommodate a wide variety of aircraft Air traffic management Airport planning studies Forecasting for future demands on airport system components Geometric design of the airfield Structural design of airport pavements Airport lighting, marking, and signage Planning and design of the terminal area Airport security planning Airport airside capacity and delay Finance strategies, including grants, bonds, and private investment Environmental planning Heliports

Airport building is a new growth area for the construction industry and this book provides a comprehensive, highly illustrated guide for anyone involved in the construction process.

This book investigates how international air terminals organize passenger movement and generate spending. It offers a new understanding of how their architecture and artworks operate visually to guide people through the space and affect their behaviour. Menno Hubregtse's research draws upon numerous airport visits and interviews with architects and planners, as well as documents and articles that address these terminals' development, construction, and renovations. The book establishes the main concerns of architects with respect to wayfinding strategies and analyzes how air terminal architecture, artworks, and interior design contribute to the airport's operations. The book will be of interest to art historians, architectural historians, practising architects, urban planners, airport specialists, and geographers.

Three quarters of a million people are in a plane somewhere right now. Many millions travel by air each day. For most of us, the experience of being in an airport is to be endured rather than appreciated, with little thought for the quality of the architecture. No matter how hard even the world's best architects have tried, it is difficult to make a beautiful airport. And yet such places do exist. Cathedrals of the jet age

that offer something of the transcendence of flight even in an era of mass travel and budget fares. Here are twenty-one of the most beautiful airports in the world.

A gripping novel for young adults that captures both the daring and the everyday realities of serving in the Air Force during the Second World War. Pete and Paul yelled together. 'Bandit! Nine o'clock! Bandit!' Jack spun to stare. There was the Messerschmitt on their left, streaking straight at them. Eighteen-year-old Jack wanted to escape boring little New Zealand. But he soon finds that flying in a Lancaster bomber to attack Hitler's forces brings terror as well as excitement. With every dangerous mission, he becomes more afraid that he'll never get back alive. He wants to help win the war, but will he lose his own life? My Brother's War: '... there are stories that need to be told over and over again, to introduce a new generation of readers to important ideas and to critical times in their country's history ... Hill's descriptions of trench warfare are unforgettable.' from the Judges' Report of the New Zealand Post Book Awards for Children and Young Adults 2013

Early aviation in central Kentucky including Lindberg landings and air circuses. The growth of commercial and private aviation; the famous and infamous arrive at Blue Grass Field; when horses began flying in to Lexington; a most notorious hijacking makes a stop; community triumphs and tragedies.

Urges the US Congress to establish a national airport cooperative research program. The committee that produced the report called such a program essential to ensuring airport security, efficiency, safety, and environmental compatibility.

The Modern Airport Terminal New Approaches to Airport Architecture Taylor & Francis

In 1922, three men were so captivated with flying they leased 30 acres of cow pasture south of Moline to serve as a landing field. Other early aviators and barnstormers began using Franing Field, and it soon became known as Moline Airport. The field hosted the Ford Reliability Tour four times, served as part of the original New York to Dallas airmail route, had passenger service as early as 1927, became one of Illinois's largest Works Progress Administration projects, weathered financial struggles and a battle with neighboring Davenport, Iowa, over which community would possess the area's commercial airport, and has enjoyed constant growth and updates for both airline and general aviation traffic. This collection of historical photographs and images will present the people, planes, events, and development of that former pastureland into today's modern Quad City International Airport, the third largest airport for passenger traffic in the state of Illinois.

First published in 1979, Airport Engineering by Ashford and Wright, has become a classic textbook in the education of airport engineers and transportation planners. Over the past twenty years, construction of new airports in the US has waned as construction abroad boomed. This new edition of Airport Engineering will respond to this shift in the growth of airports globally, with a focus on the role of the International Civil Aviation Organization (ICAO), while still providing the best practices and tested fundamentals that have made the book successful for over 30 years.

The bestselling author of The Architecture of Happiness and The Art of Travel spends a week at an airport in a wittily intriguing meditation on the "non-place" that he believes is the centre of our civilization. In the summer of 2009, Alain de Botton was invited by the owners of Heathrow airport to become their first ever writer-in-residence. Given unprecedented, unrestricted access to wander around one of the world's busiest airports, he met travellers from all over the globe, and spoke with everyone from baggage handlers to pilots, and senior executives to the airport chaplain. Based on these conversations he has produced this extraordinary meditation on the nature of travel, work, relationships, and our daily lives. Working with the renowned documentary photographer Richard Baker, he explores the magical and the mundane, and the interactions of travellers and workers all over this familiar but mysterious "non-place," which by definition we are eager to leave. Taking the reader through departures, "air-side," and the arrivals hall, de Botton shows with his usual combination of wit and wisdom that spending time in an airport can be more revealing than we might think.

This text covers the functional planning of facilities for aircraft and people and the architectural forms that accommodate them. Intended as a discourse rather than a design guide, it provides a review of airport design principles and discusses the organic nature of modern buildings.

With The Modern Terminal, Brian Edwards presents a comprehensive guide to the planning and design of airport terminals and their facilities. The book covers all types of airport terminal found around the world, and highlights environmental issues.

The first full cultural history of the ultimate modern structure: the airport, revealed as never before ... Since its origins in the muddy fields of flying machines, the airport has arguably become one of the defining institutions of modern life. In Naked Airport, critic Alastair Gordon ranges from global geopolitics to action movies to the daily commute, showing how airports have changed our sense of time, distance, travel, style, and even the way cities are built and business is done. Gordon introduces the people who shaped this place of sudden transportation: pilots like Charles Lindberg, architects like Eero Saarinen, politicians like Fiorello La Guardia, and Hitler, who built Berlin's Tempelhof as a showcase for Fascist power. He describes the airport's futuristic contributions, such as credit cards, in the form of fly-now-pay-later schemes, and he charts its shift in popular perception, from glamorous to infuriating. Finally, he analyzes the airport's function in war and peace—its gatekeeper role controlling immigration, its appeal to revolutionaries since the hijackings of the 1960s, and its new frontline position in the struggle against terror. Compelling and accessible, Naked Airport is an original history of a long-neglected yet central creation of modern reality and imagination.

This is a book about airport stories. It is about common narratives of airports that circulate in everyday life, and about the secret stories of airports—the strange or hidden narratives that do not always fit into standard ideas of these in-between places. Tales of near disaster, endless delays, dramatic weather shifts, a lost bag that suddenly appears—such stories are familiar accounts of a place that seems to thrive on and recycle its own mythologies. The Textual Life of Airports shows how airports demand to be read. Working at the intersection of literary studies and cultural theory, Schaberg tracks airport stories in American literature, as well as in a range of visual texts (film, airport art, magazine illustrations). It accounts for how airports appear in literature throughout the twentieth-century, while also examining the influx of airport figures in markedly post-9/11 literature and culture. These literary and cultural representations work together to form "the textual life of airports."

Airports are in trouble. Passengers have always been frustrated with air travel because of poor scheduling and late aircraft, and threats of terrorism since September 11 th 2001 have given travelers even less of a reason to book a flight. With very few options for activity and limited personal space, waiting for a flight in an airport terminal can be a dull if not annoying experience. Downtime is built into the schedule of

flying in the form of check-in procedures, increased security, and boarding protocols. Travelers are encountering more downtime at the airport than ever before, and the spaces they occupy while waiting for a flight are often designed without regard for their emotional and functional needs. Unless they have access to exclusive lounges, passengers must wait in their designated gate areas in vast fields of undifferentiated seating. A lack of programmatic specificity plagues the airport while passengers grow increasingly frustrated with their travel experience. But things are changing so we can travel the way we want. Security measures are being adopted to reassure passengers that air travel is safe, and better technologies are being tested and implemented to improve the flows of passengers on the ground and in the air. Modern travelers are on the move, restless, technologically enabled, and want to spend their time in quality ways. Because the complete experience of travel has become paramount in an increasingly competitive market, comfort and convenience can no longer be ignored in the design of airport terminals. Next generation airport terminals need to respond to the complexity of modern living and accommodate simultaneous public and private itineraries of an unprecedented variety. This project investigates the impact of new technologies on the way we use public space and explores opportunities to improve our experience of travel by designing environments more responsive to the activities that occur in the airport. The design proposal incorporates software interfaces, personal equipment, and interior surfaces to form an architectural operating system to be implemented in a specific case study-Hartsfield International Airport in Atlanta, Georgia.

This book addresses new technologies being considered by the Federal Aviation Administration (FAA) for screening airport passengers for concealed weapons and explosives. The FAA is supporting the development of promising new technologies that can reveal the presence not only of metal-based weapons as with current screening technologies, but also detect plastic explosives and other non-metallic threat materials and objects, and is concerned that these new technologies may not be appropriate for use in airports for other than technical reasons. This book presents discussion of the health, legal, and public acceptance issues that are likely to be raised regarding implementation of improvements in the current electromagnetic screening technologies, implementation of screening systems that detect traces of explosive materials on passengers, and implementation of systems that generate images of passengers beneath their clothes for analysis by human screeners.

This comprehensive guide to the planning and design of airport terminals and their facilities covers all types of airport terminal found around the world and highlights the environmental and technical issues that the designer has to address. Contemporary examples are critically reviewed through a series of case studies. This new edition covers the most recent examples of high quality, technically advanced designs from the Far East, Europe and North America. This book will be a source of inspiration and guiding principles for those who design, commission or manage airport buildings.

Airports today are much more than gateways to cities, countries or continents. They have developed into multifunctional complexes, serving of course air travel but becoming almost a city in its own right, hosting all kinds of facilities and services, increasingly with 24/7 access. Like the railway stations in the past, these "aerotropolises" today are places of fast economic growth, offering the perfect setting for global business. Consequently, airports have become one of the most prominent architectural tasks of the present. Drawing on 71 examples, this volume shows the exciting multiplicity of contemporary airport architecture and design. The projects presented include the newest large-scale airports, smaller airports at more remote locations as well as new terminal buildings and individual new functional areas such as air traffic control centers, hangars and lounges.

TRB's Airport Cooperative Research Program (ACRP) Report 25, Airport Passenger Terminal Planning and Design comprises a guidebook, spreadsheet models, and a user's guide in two volumes and a CD-ROM intended to provide guidance in planning and developing airport passenger terminals and to assist users in analyzing common issues related to airport terminal planning and design. Volume 1 of ACRP Report 25 explores the passenger terminal planning process and provides, in a single reference document, the important criteria and requirements needed to help address emerging trends and develop potential solutions for airport passenger terminals. Volume 1 addresses the airside, terminal building, and landside components of the terminal complex. Volume 2 of ACRP Report 25 consists of a CD-ROM containing 11 spreadsheet models, which include practical learning exercises and several airport-specific sample data sets to assist users in determining appropriate model inputs for their situations, and a user's guide to assist the user in the correct use of each model. The models on the CD-ROM include such aspects of terminal planning as design hour determination, gate demand, check-in and passenger and baggage screening, which require complex analyses to support planning decisions. The CD-ROM is also available for download from TRB's website as an ISO image.

Walt Johnson has been a rolling stone most of his life, moving from town to town and living on the edges of homelessness. Now he has run out of time as lung cancer has left him only months to live. Walt then begins a quest to find the son with whom he lost contact decades earlier. Out of money, he lands a job at a small-town restaurant in an attempt to save enough to buy a bus ticket to the last known whereabouts of his son. The friends Walt makes at his new job soon become family for him, especially 14-year-old Danny who is emotionally paralyzed at the loss of his own father in Iraq. Faced with Danny's struggles to grow up and the struggles of his other new friends, Walt comes to realize he is not only on a journey to find his own son, but he is on a journey to find himself worthy of being a father. The past and present of environmental graphic design at airports worldwide.

Modern airport terminal design approaches the needs of passengers on a primarily logistical level. Over time, genuine interest in passenger comfort and satisfaction has become diluted in the face of an increasingly efficiency and money-driven aviation industry. The airport experience has been reduced to getting in and out of the terminal as quickly as possible, simply because there is little incentive to slow down or even go in the first place. Uninspiring interior designs, crumbling infrastructure, claustrophobic spaces, security hassles, and a lack of access to food, shops, services, and entertainment are just a few of the issues that must be dealt with in order to restore a certain level of appeal and comfort. This thesis suggests that a more sensitive and responsive approach to airport design can change an ingrained mentality that characterizes airports as places to be dreaded rather than be inspired by. Over time, stress has become an inherent part of travelling, due largely to incremental increases in security checks and measures. This is an unfortunate by-product of the era we live in and is not likely to be changed entirely, as public safety must remain a paramount goal in any airport design. At the same time, architects must feel compelled to design in a way that reduces passenger stress at every point along their terminal experience. Only then can passengers feel free to truly take in the architecture of their surroundings -- an architecture that should aim to satisfy functional and efficiency-related standards, as well as symbolize gateways to new places and embody the essence of flight. The design of tomorrow's airport must anticipate and respond holistically to passenger needs, on both a practical and an aesthetic level, so as to create an experience that manifests in quality rather than quantity. The degree of that response at various airports around the world is what this thesis measures, deconstructs, and reimagines as a foundation for the final design proposal.

Nicholas Dagen Bloom chronicles the untold story of JFK International's complicated and turbulent relationship with the New York City metropolitan region. In spite of its reputation for snarled traffic, epic delays, endless construction and abrasive employees, he reveals how the airport was a key player in shifting patterns of labour, transportation and residence - both encouraging and benefiting from the dispersion of population and economic activity to the outer boroughs and suburbs.

"An exploratory journey through the airport."--

Thirty years ago, few residents of Asian cities had ever been on a plane, much less outside their home countries. Today, flying, and flying abroad, is commonplace. How has this leap in cross-border mobility affected the design and use of such cities? And how is it accelerating broader socioeconomic and political changes in Asian societies? In *Airport Urbanism*, Max Hirsh undertakes an unprecedented study of

airport infrastructure in five Asian cities—Bangkok, Hong Kong, Shenzhen, Kuala Lumpur, and Singapore. Through this lens he examines the exponential increase in international air traffic and its implications for the planning and design of the contemporary city. By investigating the low-cost, informal, and transborder transport systems used by new members of the flying public—such as migrant workers, retirees, and Asia’s emerging middle class—he uncovers an architecture of incipient global mobility that has been inconspicuously inserted into places not typically associated with the infrastructure of international air travel. Drawing on material gathered in restricted zones of airports and border control facilities, Hirsh provides a fascinating, up-close view of the mechanics of cross-border mobility. Moreover, his personal experience of growing up and living on three continents inflects his analyses with unique insight into the practicalities of international migration and into the mindset of people on the move.

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