

# PASSENGER TERMINALWORLD



**ARRIVALS**  
Upgrades to arrivals experiences at airports are helping to maximize last-minute passenger spending

**FOOD WASTE**  
Are you throwing away money by not adopting better food waste recycling programs?

**PASSENGER TERMINAL EXPO 2017**  
Your guide to the world's leading airport exhibition

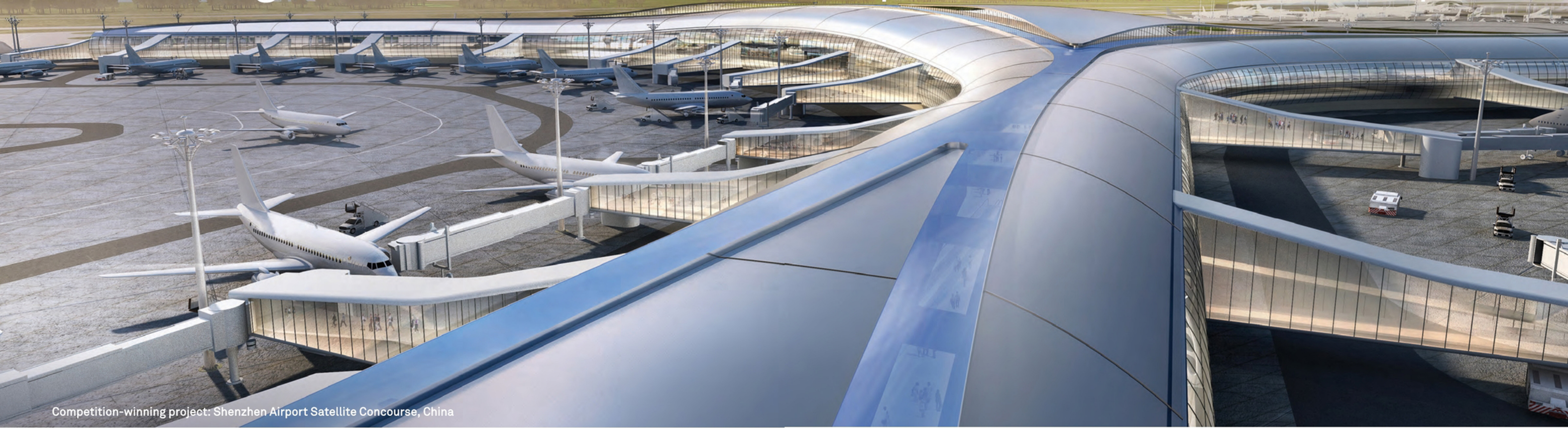
## Don't drink & fly

Should airports ban alcohol to prevent drunk passengers disrupting flights?

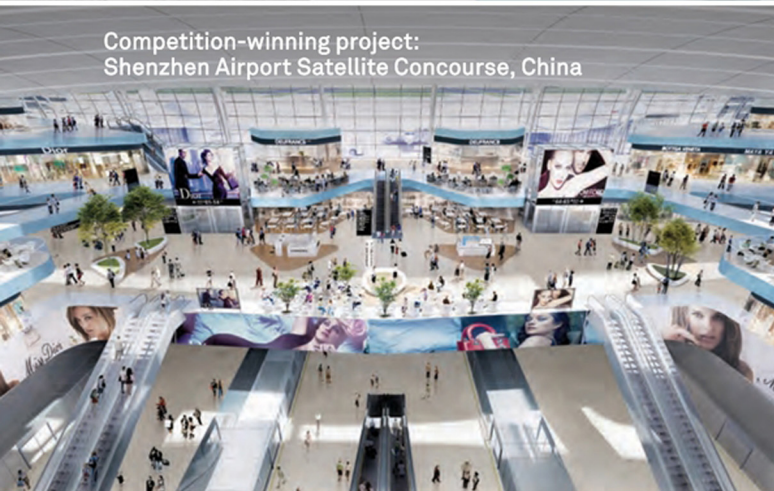
+ +  
Aedas  
+ +

Architecture  
Arts Team  
Graphics  
Interiors  
Landscape  
Urban Design &  
Masterplanning

Aedas designs world-class, efficient, experiential and sustainable airports



Competition-winning project: Shenzhen Airport Satellite Concourse, China



Competition-winning project:  
Shenzhen Airport Satellite Concourse, China



Completed project:  
Hong Kong International Airport North Satellite Concourse



Completed project:  
Hong Kong International Airport Midfield Concourse



Completed project:  
Hong Kong International Airport Midfield Concourse

# experience counts

Expansion plans at Shenzhen Airport and Hong Kong International Airport will provide much needed passenger capacity for the Pearl River Delta region

In 2016, Aedas was appointed as the lead architect for the design and construction of a new Satellite Concourse at Shenzhen Bao'an International Airport in China. Aedas formed part of an international design team, which also included GDAD as the terminal planner and Landrum & Brown as the aviation planner.

When complete, the new concourse will feature an automated people mover (APM), which will transport passengers to the heart of the concourse. Upon arrival, multilevel retail and food and beverage areas will provide passengers with a rich variety of environments in which to relax and dine. The concepts have also been designed in a way that intuitively guides travelers toward the concourse departure gates. The flowing formation of the concourse ceiling, which was inspired by the region's rivers, further serves to enhance wayfinding. For arrivals, passengers pass along the outskirts of the building, through open corridors that are flooded with natural light during the day.

## HKIA Third Runway Passenger Building

In late 2016, Aedas was appointed as the lead design architect for the design and construction of a new passenger terminal as part of the Three Runway System (3RS) being built at Hong Kong International Airport (HKIA). Aedas formed part of a team comprising AECOM as lead consultant and engineer, and OTC as aviation planner.

The new 3,000,000ft<sup>2</sup> terminal will be located to the north of the existing Terminal 1 (T1) building and south of the new third runway. It will also be connected to the expanded Terminal 2



ABOVE: External view of the Shenzhen Airport Satellite Concourse

(T2) facility via an underground APM system. The Third Runway Passenger Building, together with the expanded T2 facility, will be capable of serving 30 million passengers annually.

## HKIA T2 expansion

Aedas formed part of the SOM Aedas Joint Venture team responsible for the construction of T2, which was completed in 2006. Aedas was again appointed as the lead design architect, along with AECOM as lead consultant and engineer, and OTC as aviation planner, for the expansion of the terminal as part of the 3RS project.

Currently under construction documentation phase, the project will transform T2 into a full processor for departures and arrivals with full baggage handling



LEFT: An internal view of the North Satellite Concourse at HKIA



LEFT AND ABOVE: HKIA's new Midfield Concourse

capabilities, expanding the building by more than 2,600,000ft<sup>2</sup>.

The elegant and dynamic linear curved roof helps to provide intuitive wayfinding for passengers, while creating varying heights for the terminal functions below. The ceiling also makes good use of natural light and provides the terminal with a recognizable identity. Its large overhang also provides shade and shelter for departing passengers.

A large primary passageway will guide passengers down to the lower immigration floor and onward to the APM Interchange Station, while simultaneously helping to draw natural light down into the heart of the building. The APM Interchange Station will also provide a rail connection from T2 to the new Third Runway Passenger Building.

## HKIA Midfield Concourse

Aedas was the lead design architect for the recently opened Midfield Concourse at HKIA, working with lead consultant and engineers Mott Macdonald and Arup Joint Venture, and OTC as aviation planners. The project has increased the capacity of the airport by 10 million passengers annually. The facility covers a floor area of more than 1,000,000ft<sup>2</sup> distributed across five levels, and has been equipped with 20 aircraft parking stands, 19 of which have fixed-link bridges, including two Code F (A380) compatible stands.

Located in a prominent location to the west of T1 and between the two existing runways, the Midfield Concourse represents the airport's

latest approach to sustainability. The asymmetrical roof profile and the dramatic angled north-facing roof lights have all been designed to provide optimal environmental performance. The distinctive form is supplemented by intelligent systems including high-efficiency water-cooled chillers, and more than 20,000 LED lights, helping to reduce energy consumption. Approximately 13,000ft<sup>2</sup> of solar panels have been incorporated into the roof to harness the sun's renewable energy.

## HKIA North Satellite Concourse

The North Satellite Concourse is a standalone fully operational passenger concourse with 10 bridge-served stands. The airy and spacious concourse is finished with durable materials and incorporates generous seating areas with natural lighting, landscaping, retail, food and beverage outlets, passenger lounges and transfer facilities, ensuring the passenger experience through arrivals, departures and transfers is a continuation of the existing airport facility. A 'Sky pod' housing all the major plants and equipment floats over the dynamic winged roof.

Aedas is proud to have been involved in the majority of terminal and concourse projects that have taken place at HKIA, including the new Midfield Concourse, North Satellite Concourse, SkyPier

development, T1 East Hall expansion, Airport Authority Hong Kong's headquarters, Cathay Pacific Cargo Terminal, Tradeport Logistics Centre, Asia Airfreight T1 and T2 and the expansion of the DHL Central Asia Hub.

Aedas has extensive knowledge and experience in successfully delivering airport facilities, airport masterplans, passenger terminal buildings, hotels, retail facilities, ferry terminals, and cargo handling and logistics buildings, that meet the needs of airport users, regulatory agencies and the surrounding community.

Air travel continues to evolve to meet the rising expectations of the global community and Aedas's deep understanding of airport operations enables the company to create solutions that are functional, efficient, experiential and sustainable.

"The profound and recent shift in air passenger expectations, and habits, presents architects with an unprecedented platform to provide a creative roadmap for future global travel," explains Max Connop, global board director for Aedas. "China's rapid growth ensures that some of the most exciting airport opportunities are in the Asian region."

Aedas will continue to build on its reputation and expertise in airport facility design to enhance its foothold in the regional and global market.

FREE READER INQUIRY SERVICE

AEDAS

To learn more about this advertiser, visit [www.ukipme.com/info/ptw](http://www.ukipme.com/info/ptw) NOW!

READER INQUIRY 101