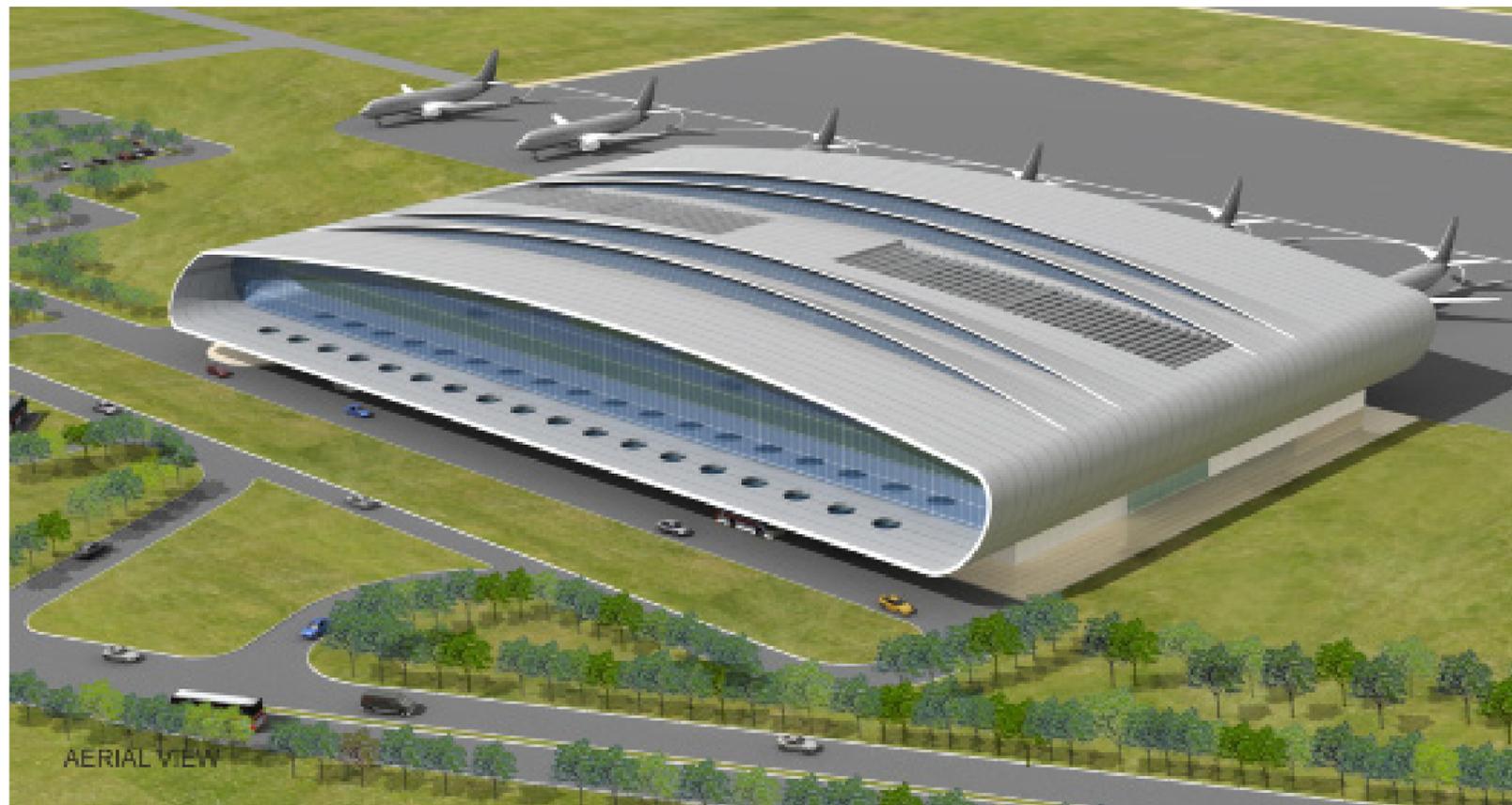


The New Integrated Terminal at Vadodara Airport is an iconic and sleek contemporary structure.

DESIGN APPROACH

The most prominent structural feature for the New Integrated Terminal is an arching, sweeping roof that spans the entire length of the terminal. Inspired by the body and wings of airplanes, the building's bold sweeping form and identity is achieved by wrapping the East and West sides and the roof with one continuous aerodynamic metal skin. Careful analysis of the building's orientation has relented its design and unique form. A large overhang on the North (landside) shelters the transparent facade while shading and protecting passengers along the kerbside. This profile then creates an overhang on the South (airside) so that the panoramic glass curtain wall is completely shaded from the strong sun. The volumetric proportion of the interior spaces combined with filtered natural light from skylights above and the sound of flowing water will activate and enliven the experience inside the terminal. The Skylights follow the geometry of the trusses further opening the structural framework to allow natural light to permeate the terminal interiors.



PROJECT BRIEF

CLIENT	AIRPORTS AUTHORITY OF INDIA
LOCATION	VADODRA, GUJARAT, INDIA
SITE AREA	22 ACRE
BUILT-UP AREA	19,500 SQ.MTS.
STRUCTURE	STEEL STRUCTURE
BUILDING HEIGHT	18 METRES
COST OF PROJECT	120 CRORE
CONSTRUCTION PERIOD	2010-2013

"PANACHE IN THE MAKING"

PASSENGER EXPERIENCE

The project experiments with the term dynamic solid and also plays with the idea of opposites. The architect in his pursuit has looked for qualitative internal spaces and appealing external façade.

The conceptualized image of the terminal is apparent and systematic. The terminal at Vadodara accentuates on visual connection through all directions along the central zone due to prevailing clear directions between airside and landside along with intuitive way finding. Dedicated and defined vertical and horizontal movement for every activity to avoid chaos is another key factor in the organized planning scheme.

One of the most interesting components is the design of the stepped pool between the visitor's concourse and check-in hall and baggage claim hall.

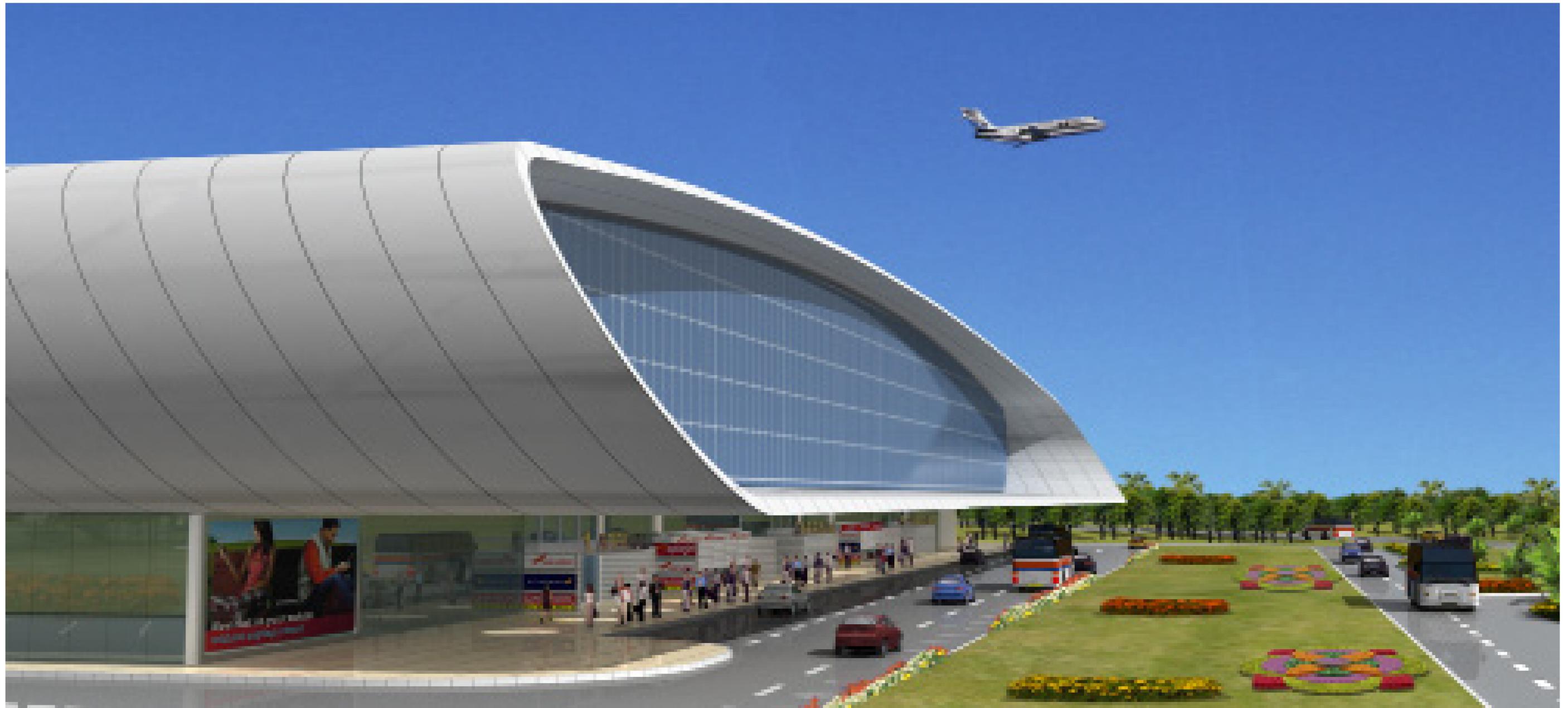
The architect has tried to recreate the volumetric proportions of the interior spaces within the repositories of architecture. Sound of flowing water accentuates the experience inside the terminal and profiles a memorable experience for passengers crossing over these pools as the first step of their journey.



STRUCTURAL DESIGN

The most prominent structural feature for the New Integrated Terminal is the huge archway that warps the entire terminal and accentuates it to form a space which is immense and transparent when visualized. Skylights follow the geometry of the trusses further opening the structural framework to allow natural light to permeate the terminal.

These space frame trusses will allow for column-free public spaces on both the landside and airside terminal spaces. The regular fully triangulated structural scheme and repetition of the basic structural module terminate in maximum resourcefulness and to assist in limiting the overall depth of the structural envelope, girders are post tensioned and the beams and slabs that will frame into these girders will be designed using conventional reinforced concrete construction methods. This system has been adopted to preserve the maximum flexibility for possible future operational changes to the terminal.



FUNCTIONALITY

The location of the terminal and the Apron are consistent with the airport master plan. The location of New integrated terminal allows for the overall expansion of the airport to continue with minor disruption to adjacent infrastructure. The city side development incorporates a road network to connect to the existing main highway system. The separation between incoming and outgoing traffic is retained by a continuous loop of roadway.

Sub-surface car parking facility has been provided at North-east corner of the site. The facility is designed to accommodate 250 car parking spaces and will allow full view of the terminal from the roadway system. The green belt in front of the terminal will comprised of high density tree plantation with ornamental trees in a row to give serene yet glorified effect.



18 check-in counters are indicated per the peak hour passenger processing rates along with the provision of screening lanes with each X-ray scanners and a full compliment of required security equipment for security. Three security lanes will be dedicated for Domestic passengers and one will be dedicated for International passengers.

All checked luggage will be processed through a dedicated Explosion Detection system on Ground floor level. There will be one EDS machine required to meet the programmed projections.

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