

## Pier & terminal

Creating the Schiphol of tomorrow

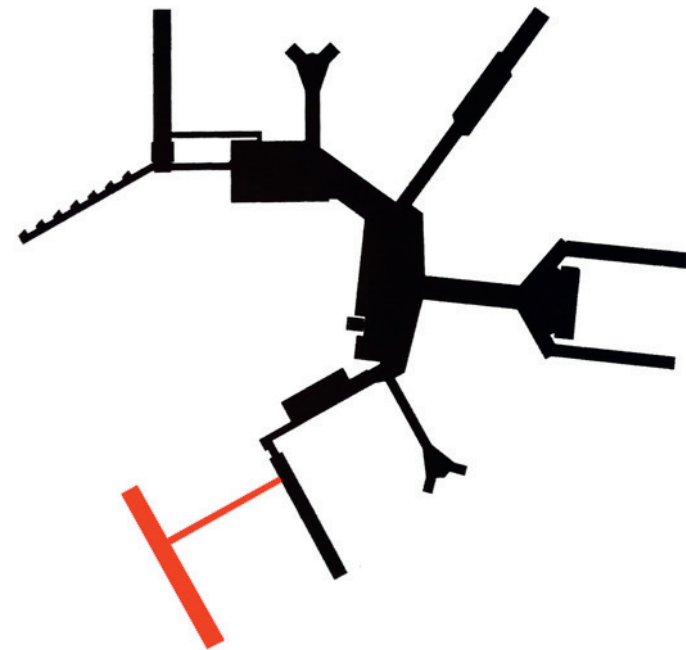
# Ambitions document pier and airside

Addendum to ambitions document  
development of Area A



# *Table of contents*

|                                                         |           |
|---------------------------------------------------------|-----------|
| <b>Preface</b>                                          | <b>4</b>  |
| <b>Basic principles</b>                                 | <b>6</b>  |
| <b>Details of functional areas – pier</b>               | <b>8</b>  |
| <b>Details of functional areas – gatehouses</b>         | <b>12</b> |
| <b>Details of functional areas – temporary corridor</b> | <b>14</b> |
| <b>Details of functional areas – airside</b>            | <b>16</b> |



# Preface

This document 'Ambitions Document Pier and Airside' builds on the 'Ambitions Document Development of Area A'. The project ambitions for Pier–Airside are further explained and illustrated for the following functions:

- Pier
- Gatehouses
- Temporary corridor
- Airside

The contents of both ambition documents are not optional and should be applied to ensure the (architectural) quality as well as providing a framework for the design of the new and flexible pier, suited for both narrowbody and widebody aircraft.

The document is abundantly illustrated. Please use it to get inspired! The illustrations support the outlines of the project ambitions. The text prevails over the pictures. Photos and projects used in this document do not suggest any preference towards the outcome of the tender.

Besides the ambitions documents, stating the (architectural) ambitions for the development of Area A and Pier–Airside, the systems requirements and spatial plan form an essential part of the design and tender. In the requirements specification process and system requirements are formulated. In the spatial plan an analysis of these requirements are presented in a spatial and working system that can be used for further developments. All the documents mentioned should be used in conjunction with each other to ensure a solid design.

The design of the pier and airside cannot be viewed as something isolated, but as a significant part of a continuous development and the ambition of the Schiphol Group to become Europe's Preferred Airport. It is a substantial expansion of the airport connecting the past to the future.



clear layout of Schiphol, 1967



the initial design of Schiphol Airport as a basis for future expansions, 2016

# Basic principles

Schiphol has been perceived by passengers as a high quality airport for many years. The spatial quality of the airport, forming a key part of this quality as 'the architectural DNA', can be described by the following keywords:

**Open, transparent, functional, clear, effective, restrained, modular, flexible, robust, sustainable and timeless.**

This DNA can be recognised in the clear distinction between the support structure and its components along with the lighter support structures in parts of the building with a shorter lifecycle.

Fundamentally the airport design displays a spectacular simplicity; equally on airside as well as the buildings. The structure of the complex is self-explanatory, being essential for the passenger's orientation. The design of the fixed interior exhibits the same restraint as the exterior.

These basic principles should be incorporated into the design of the pier and airside. The old and the new coming together, building on the Schiphol traditions.

The quality of Schiphol today is based on the gradual development of the design principles, which can be divided into three categories forming the design:

1. Elements recognisable and iconic to the passenger are to be applied unchanged: a Schiphol element;
2. Elements which can be retained, but can be improved or redesigned;
3. Elements which should be redesigned.

In this document one of these three categories will be applied to a number of significant elements per function. The intention is to attribute as many as possible to the 2nd and 3rd category to allow maximal innovation within the Schiphol DNA.



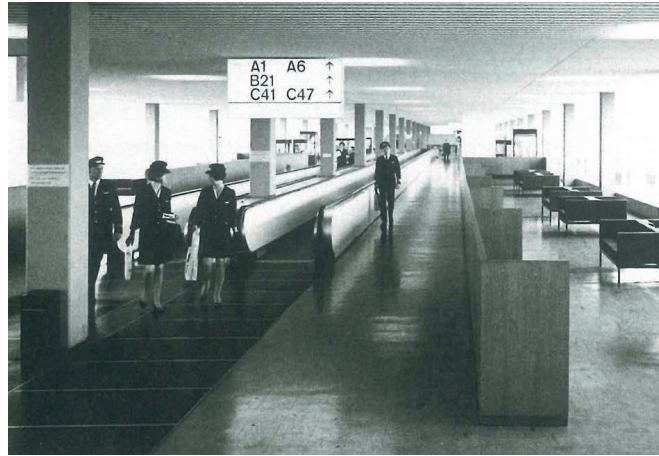
spectacular simplicity, Schiphol 1967



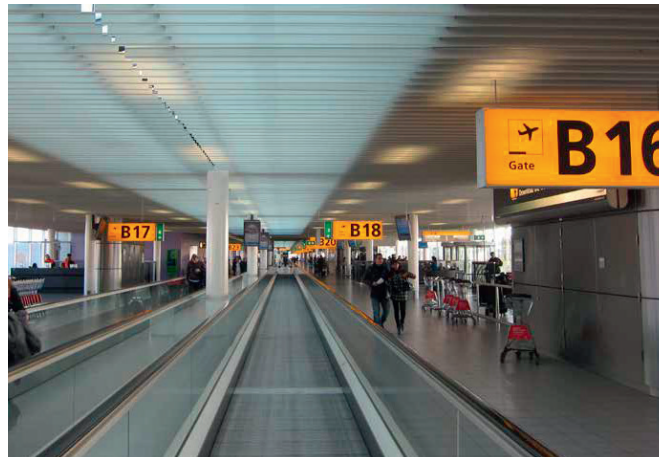
the façade: clarity and horizontal orientation



maximal transparency with a view of the surroundings: sense of place



clear rhythm, spacious and open, 1967



clear rhythm, spacious and open, 2016



diverse seating options, lounge interior, 1967



diverse seating options, sketch design pier E interior, 1987

# Details of functional areas – pier

The pier provides boarding facilities, seating and waiting areas for departing passengers. It also contains passenger flow areas and deboarding facilities.

Currently, Schiphol has seven piers, each one with its own characteristics and passenger handling functionalities, facilitating either Schengen, non-Schengen and/or non-Schengen unscreened passengers. The existing piers accommodate a combination of a maximum of two of these passenger flows; the new pier will accommodate all three of them.

The architectural and spatial plan vary per pier. Due to multiple adaptations to the terminal buildings of the airport the consistency in architecture has been reduced.

The following items relate to the ambitions and basic principles of the new pier.

- The new pier should be quick and easy to realise, but also altered if necessary and easy to maintain. The overall design of the pier falls into category 3: a new pier containing entirely newly designed elements. This design should set a standard for future piers.
- An integral design: a modular composition, the rhythm of the construction, materials used for flooring, walls and ceilings and the building related systems are carefully aligned.
- The pier is long and multi-storey. The design of the ground floor is as much part of the design as the other floors. The restrictions imposed by airside and the accommodating of the different passenger flows mould the function and shape of the pier.
- The pier is clear, light; the Schiphol architectural DNA. The structure is easy to read and thus easy to navigate. From all flow areas the length of the pier is overlooked and gate numbers are easy to read, providing calm and reassurance to passengers. The next step in the process is clear and visible. The aircraft on airside and the surroundings are visible and give a sense of direction. Visible rooftops are carefully detailed. Through the use of atriums the spaciousness is enhanced and daylight can reach deeply into the building. Visual contact is to be made possible between the different levels and passenger flows.



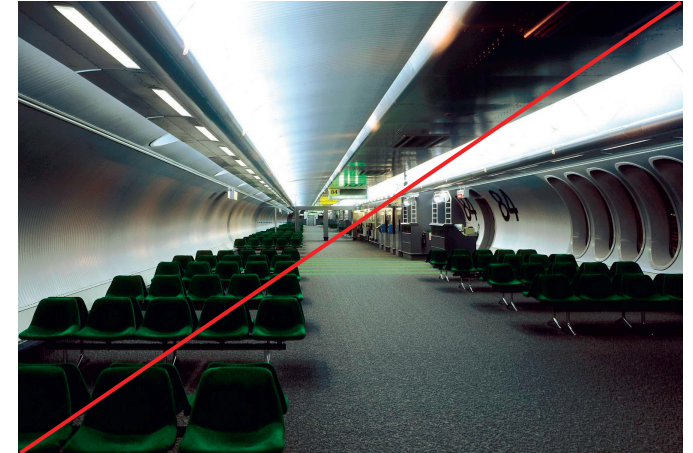
the façade: clarity and horizontal orientation



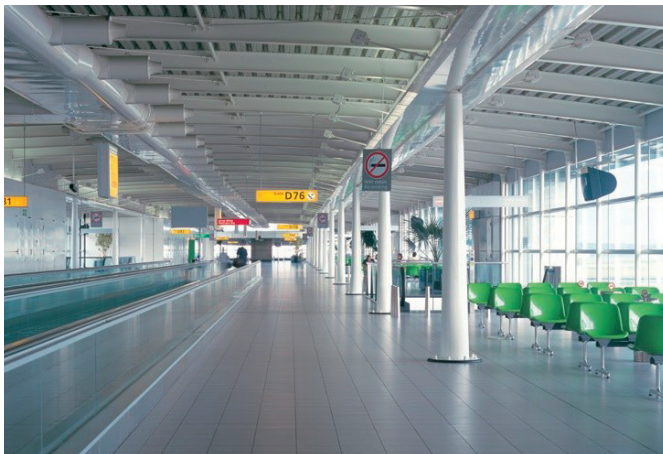
a variation in ceiling heights enhances spatial quality



diverse seating options



small windows and curved walls give the space an introvert feel



rhythm, restrained use of colour and clarity



maximal transparency with a view of the surroundings



undesired layering of the façade: lack of consistency

- Contrary to the lounge, the pier is calmer area for passengers to focus on their departure. Architectural use of colour is subdued. A more explicit use of colour is possible within the interior elements.
- The layout of the pier will consist of an 'open pier concept'. Waiting time can be spent according to different times of day and needs of the different user groups. Apart from the sanitary units, no separated areas will be created. Gate areas will be open. Within the pier passengers will have a view of the gate area, even from a gate area further along. Between the different gate areas within the pier it is easy to move, free of obstacles, in the flow areas. Besides the primary facilities (waiting and boarding facilities) a limited amount of restaurants and shops are available to guarantee a maximum overview and clarity within the pier.
- Shops and restaurants form their own areas within the pier, with their own signature and shorter lifecycle. Modifications to these areas are possible without affecting the structure of the pier and are easy to realise. The design of these commercial facilities is beyond the scope of the project.
- The same restraint that is used for the exterior will be applied to the design of the interior components. Facilities for staff, security and boarding are an integral part of the total interior design concept.
- Sanitary units play an important role in the perception of quality for the users. The feel of the airport, comfort of use and attention to the passenger experience are paramount. The design of the units is a continued development of the toilet-spa concept, so a maximal connection between the designs of the pier and sanitary units can be achieved (category 2).
- To cope with changes on airside flexibly, the zone outside the building façade should be kept free of obstacles, like technical units, shafts, stairs and sanitary units.



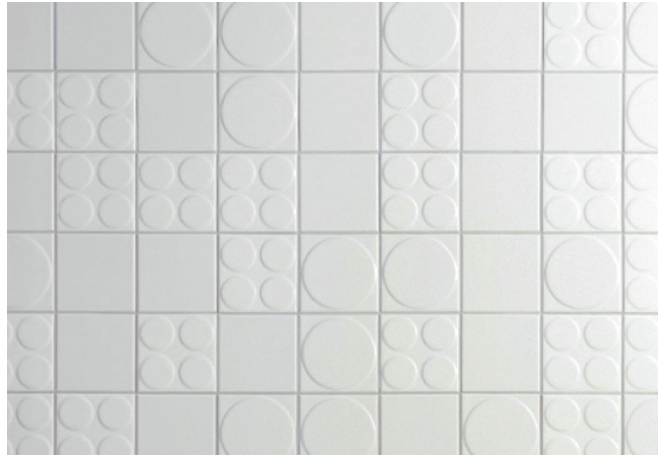
social setup and layout using integrated elements (low tables, bins, etc)



waiting with a view of the surroundings



signage (category 1)



wall tiles developed for Schiphol, Kho Lliang le, 1967



clearly defined restaurants with diverse seating options in accordance with the 'open pier concept'



possible re-use of Tecno chairs



toilet-spa concept (category 2)



undesired unclear separation between waiting areas and restaurant facilities

# Details of functional areas – gatehouses

The gatehouses connect the pier to the aircraft via the aviobridge and function as a necessary separation between the various departing and arriving passenger flows. These flows can either be Schengen, non-Schengen or non-Schengen unscreened.

The following items relate to the ambitions and basic principles of the gatehouses.

- The gatehouses are separate building volumes next to the pier. The look of the gatehouses is secondary to the pier. The architecture of the gatehouses is tied to pier and fall into category 3.
- The horizontal orientation of the pier is interrupted by the presence of the gatehouses as little as possible. The horizontal character of the pier is enhanced by the aviobridges and their height and location.
- The gatehouses are compact and display a technical and transparent character. The processes within the gatehouses are clearly visible and the view of airside is kept.
- The gatehouses are easy to maintain.
- The interior of the gatehouses is light, well-lit and uses sufficient natural light. The height of the ceilings does not feel oppressive anywhere.
- All the necessary technical components are fully integrated into the design (e.g. air quality, temperature and acoustic).
- The use of the gatehouses is comfortable under every weather condition.



gatehouses connect the pier to the aircraft via the aviobridge



despite the closed character of the façade transparency through the open space between gatehouse and pier is obtained



comfortable access from the pier to the gatehouse



carefully detailed and technical appearance



undesired equality in expression of gatehouses and pier



windows provide a view of airside and give a light feel to the interior of the gatehouse



transparency through the use of materials

# Details of functional areas – temporary corridor

Until the new terminal and permanent corridor are finished, the temporary corridor connects pier B to the new pier. The corridor doesn't provide waiting areas, but is intended to facilitate users from A to B (and vice versa) quickly and comfortably.

The following items relate to the ambitions and basic principles of the temporary corridor.

- Realisation of the temporary corridor will be cost efficient. Quick and easy to build and dismantle. The dismantled parts will be re-used in accordance with the sustainability ambitions. Disruptions of the airport processes are to be kept to an absolute minimum during construction and dismantling.
- Through the use of an intelligent design a high quality is achieved with minimal resources.
- The end of the corridor is visible from the starting point. The corridor is clear and easy to navigate and provides the passengers with a feeling of being safe. A view of the airport processes and aircraft is given from the corridor. The experience can be enhanced through the use of colour, art, special lighting and media.
- All the necessary components are fully integrated into the design. The construction doesn't form any obstacles.
- The corridor is easily maintained. The areas are light, well-lit and use sufficient natural light. The height of the ceilings does not feel oppressive anywhere.
- The temporary corridor falls into category 3.



modular connection between P2 and pier B



transport of a module of the temporary corridor between pier E and F



view of the airport processes and aircraft



the use of art enhances the passenger experience



undesired situation: the end of the corridor is not visible



careful integration of technical components into the design



the use of media enhances the passenger experience



unwanted obstacles in flow areas

# Details of functional areas – airside

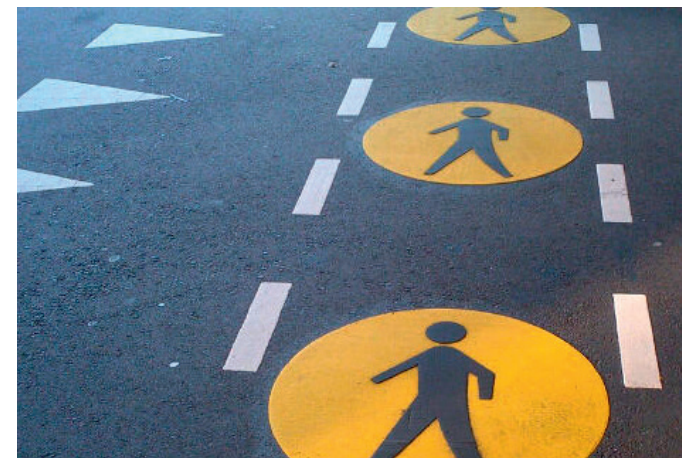
On airside the operational airport processes occur. It is a very dynamic environment with aircraft, vehicles, ground service equipment and staff. Airside is an infrastructural area with a very specific character. It marks the vertical and horizontal boundaries of the pier.

The following items relate to the ambitions and basic principles of airside.

- It is evident that the design of the new pier, corridor and airside are optimally integrated, guaranteeing an optimal airport operations.
- The design of airside is controlled, calm and clear. It is a reflection of the professional performance of airport operations. The area has a positive influence on passengers and staff alike.
- Laws and regulations are directly linked to the design of the area. The spatial quality is defined by an intelligent and effective design with a careful and coherent development of the element. These elements seamlessly tune into the existing context of Schiphol.
- Airside consists mainly of elements in category 1 and 2, with a few exceptions in category 3.



the arrangements of technical elements provide a controlled, calm and clear impression



airside signage is also carefully designed



sustainable electrical buses at airside



recognisable interior elements as part of 'passenger journey'



reflection of the professional performance of airport operations