

Pudong Airport



Both the terminal design and the masterplan provide technically innovative solutions, including maximum flexibility for future growth and a robust strategy for existing and new infrastructure.



Place/Date
Shanghai, China 2003

Client
Shanghai Pudong Airport Authority

Area
1,100,000 m²

Architect
Richard Rogers Partnership

Structural Engineer
Arup

Services Engineer
Arup

Quantity Surveyor
Gleeds

Airport Consultant
Arup

Co-Architect
Adamson Associates

Retail Consultant
The Design Solution



Shanghai Pudong International Airport's Terminal 2 was conceived as a world-class airport and a lasting icon for a city that symbolises China's progress. The brief called for an iconic design, reflecting Shanghai's history as one of the principal trading capitals of the world and the fastest growing centre of economic development. RRP's sculptural design for the airport is both visually striking and highly sustainable.

Adaptable to future growth and with a capacity of 40 million passengers each year, the design creates one of the largest airport buildings in the world. State-of-the-art terminals simplify the complexities of modern travel by utilising integrated systems and visible way-finders, enabling large numbers of people to move effortlessly through arrivals and departures. The design creates a loose-fit, long life and sustainable building, with transparency, views and natural light.

The masterplan responds to growth in air traffic and unknown future demands, whilst formulating an airport layout and terminal building concept that will accommodate a successful hub operation for this key international and domestic travel centre.

The scheme offers reliable baggage handling, short walking distances, fast transfer times and the integration of mass transport. The building (known as Terminal 2A) is arranged along the central north-south axis as an integrated hub to the south of the existing Terminal 1. In the long-term, a new building, Terminal 2B, will operate as a satellite linked to Terminal 2A via an automated people mover. Together, the two terminals will provide a combined capacity of 60 million passengers. The concept for Terminal 2A is an expandable central processor building with integral piers serving

phase two requirements. Two curved piers to the east and west allow swing stands to be operated on each pier. In addition, international stands can be switched to domestic or vice versa when phase two becomes available.

