

# TERMINAL VELOCITY

## 飛越未來

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## Beijing's futuristic airport is ready to take off

### 北京機場的全新客運大樓帶你由先進的未來世界起飛

**L**ONG BEFORE THEY set eyes on the Bird's Nest or CCTV Tower, visitors flying in to Beijing Capital International Airport can witness Mainland China's architectural revolution from their plane seat. The airport's iconic Terminal 3 has recently become fully operational, wowing flyers with its elegant lines, modern facilities and record-breaking scale.

Designed by British architect Sir Norman Foster, who also designed Hong Kong International Airport, Terminal 3 incorporates some of the latest airport technology, with its user-friendly layout, high-speed travelators and efficient baggage-handling system all geared up for speedy passenger processing. From the ground breaking in 2004 to its completion this year, construction took a little less than four years.

Costing RMB21 billion (HK\$23.3 billion), Sir Norman's creation is the world's largest airport building, with enough floorspace to house all five of London Heath-

## 乘

坐飛機前往北京的旅客，在欣賞著名的鳥巢和中央電視塔前，已可以從飛機座位上一睹中國內地的建築革命成果。北京首都國際機場的最新地標三號客運大樓，已於最近全面啟用，其優美的線條、現代化的設施和偌大的面積，都叫旅客驚歎喝采。

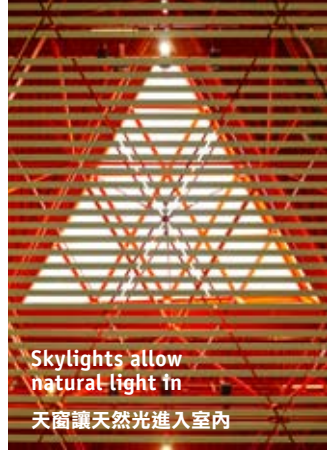
三號客運大樓由英國建築師Norman Foster爵士設計，香港國際機場也出自他的手筆。大樓採用了不少先進的機場設備，包括細心周到的設計、高速自動人行道和高效率的行李處理系統，務求縮短旅客的過關時間。客運大樓從2004年動土至今年年初竣工，花了不到四年便大功告成。

Foster爵士這座心血結晶共耗資210億人民幣（約233億港元），是全球最大的機場大樓，其樓面面積足可容納倫敦希斯路機場全部五座客運大樓，單是樓頂面積便超過32公頃（約等於40個足球場）。這座龐然大物共設置有445部電梯、2,899公里長的電纜和可容納7,000輛汽車的停車場，當然還有許多餐廳和店舖。

北京的機場管理局一開始就向Foster爵士提出，希望新客運大樓的設計可以融合故宮的帝皇氣派。大樓裡，我們

The red columns of Beijing Capital International Airport recall the architecture of the Forbidden City

北京首都國際機場外的紅柱令人聯想起故宮的建築風格



Skylights allow natural light in  
天窗讓天然光進入室內

Triangular skylights along the curved roof are suggestive of scales on a dragon's back

屋頂上的三角形天窗，猶如巨龍背上的鱗片

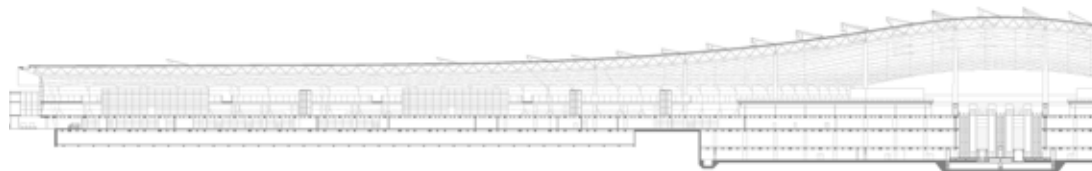


A classical Chinese garden provides a spot of serenity

中式庭園為旅客提供寧靜空間

Foster + Partners' architectural rendering of the terminal

Foster + Partners的大樓設計圖



**FLY WITH US  
港龍航程**

**Dragonair flies eight times a day to Beijing, while its sister airline, Cathay Pacific Airways, operates daily flights**

港龍航空每天提供八班航班前往北京，而姊妹公司國泰航空每日亦有航班飛往北京

row's terminals. The roof area alone extends over 32 hectares (think 40 football pitches), with the mammoth structure containing 445 lifts, 2,899 kilometres of cables and a car park for 7,000 vehicles, as well as a host of restaurants and retail outlets.

Sir Norman was asked by airport authorities to integrate the dynastic style of the Forbidden City into the project design and there are conspicuous nods to China's cultural heritage. Circular pillars in imperial crimson enclose the building, supporting a sweeping, golden-tiled roof. As intended, the serried ranks of triangular skylights are reminiscent of the scaly hide of a dragon.

"This new terminal is the largest and most advanced airport building in the world – a celebration of the thrill and poetry of flight," says Sir Norman. "It communicates a unique sense of place, its dragon-like form evoking traditional Chinese colours and symbols."

Beijing's Terminal 3 will also be one of the world's more environmentally-friendly airport buildings, designed to accommodate the seasonal vagaries of the weather. The skylights of the terminal roof will allow the sun

不難發現各種傳統中國文化元素，莊嚴的深紅色圓柱包圍著大樓，支撐著由金色瓷磚鋪砌而成的綿延屋頂，一排排密密麻麻的三角形天窗，目的是要令人聯想起巨龍身上的鱗片。

Foster爵士表示：「這座新客運大樓是全世界規模最大和最先進的機場大樓，它猶如一份禮讚，讓訪客享受美好而令人振奮的飛行體驗。它的巨龍形態更令人聯想起中國傳統的色彩和象徵，很有地方特色。」

三號客運大樓將會是全球最環保的機場大樓之一，設計上已考慮到北京四季變幻莫測的天氣。樓頂的天窗可以在冬天時為室內帶來溫暖的陽光；到了潮濕的炎夏午後，則可確保室內涼快；日常則為大樓引進天然光線。

負責監督三號客運大樓工程的英國Arup工程顧問公司代表郭家耀指出：「新客運大樓在可持續發展、運作效率和實在的乘客體驗等方面，均奠定了新的全球標準。我們的客戶、本地和國際設計師，以及無數承建商和供應商，均致力為中國和2008奧運會建構一個世界級的設施而共同努力。」

港龍航空和國泰航空等大部分大型航空公司，連同其登機服務櫃檯，已於3月底遷進三號客運大樓。而隨著連接北京首都國際機場和市區的高速鐵路即將通行，這些航空公



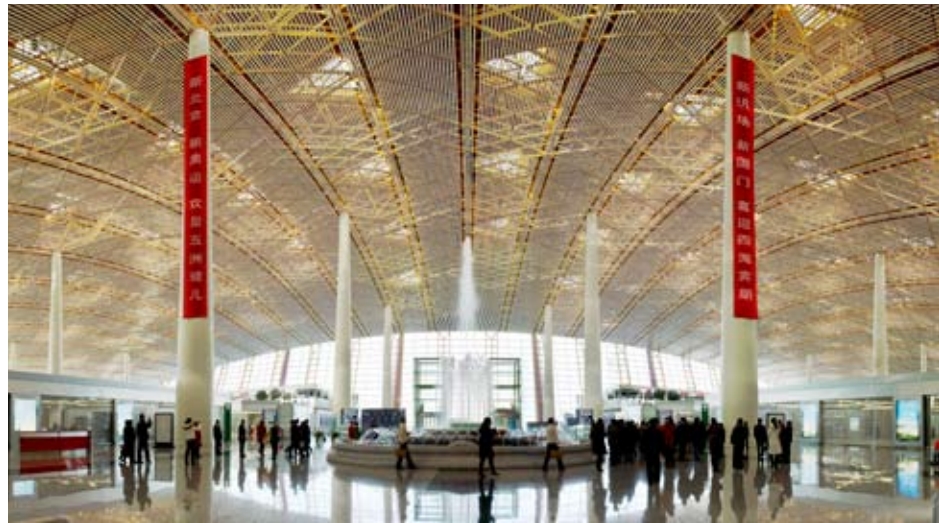
A people mover whisks passengers along inside Terminal 3

接送乘客往返三號大樓的列車



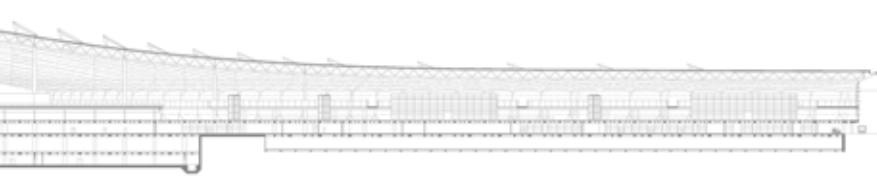
The building boasts a user-friendly layout

機場設計以方便乘客為出發點



Towering white pillars support the soaring roof (above)

白柱傲然屹立，支撐著主樓高聳的拱形屋頂（上圖）



An interior sculpture evokes Chinese mysticism (below)

大樓內的《紫微辰辰》雕塑，原型是中國古代的運天儀（下圖）

to heat the interior on winter mornings, cool it on humid summer afternoons and take advantage of natural light throughout the day.

“This new terminal will set global standards for sustainability, operational efficiency and positive passenger experience,” says Michael Kwok of Arup, the British firm responsible for overseeing the construction. “The effort put in by the client, the local and international designers and the numerous contractors and suppliers bears testament to the common goal of achieving a world-class facility for China and for the 2008 Olympic Games.”

Most major carriers, including Dragonair and Cathay Pacific, moved to Terminal 3 at the end of March along with their check-in counters. For passengers of these airlines, the high-tech experience will continue when an express line linking Beijing Capital International Airport with downtown opens soon. Driverless trains will whisk flyers to and from the city centre in just 15 minutes.

的乘客將可進一步享受高科技客運交通工具的體驗。屆時人們乘坐無人駕駛的火車往返機場和市中心，只需15分鐘車程。



Photos: top row, from skylights: Courtesy of Nigel Young/Foster + Partners; Alfred Cheng Jin - Reuters; Greg Baker - AP; Second row, from garden: Joe Chan - Reuters; Courtesy of Nigel Young/Foster + Partners. Bottom right: China Photos/Getty Images