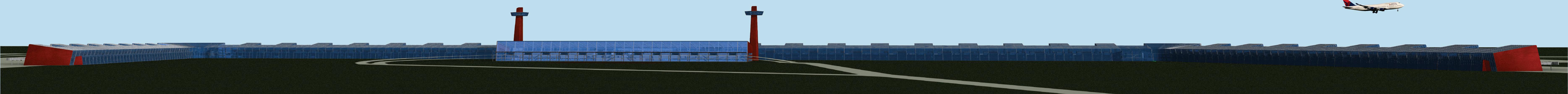


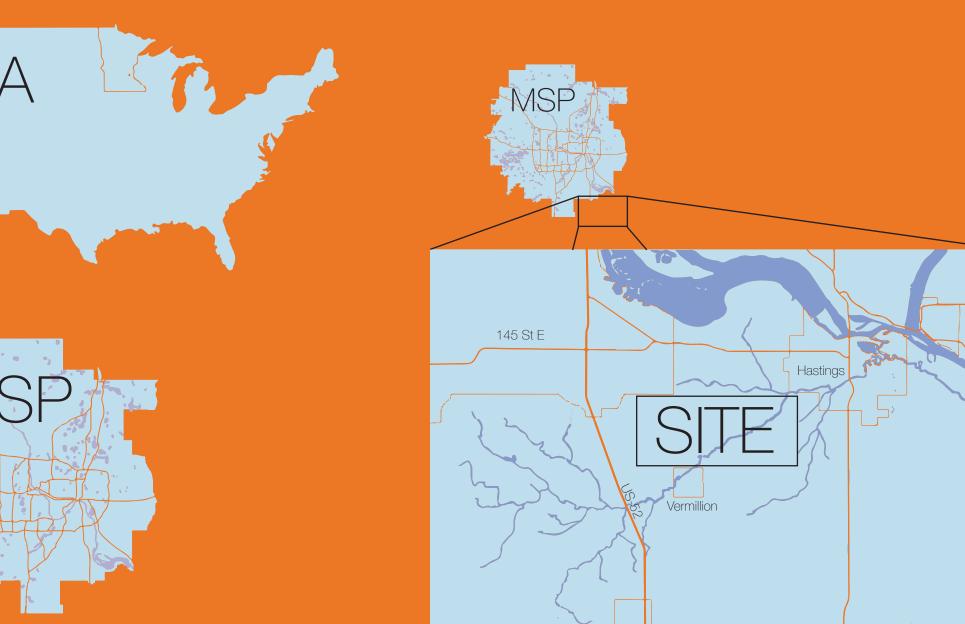
aeronautical destinations



This building uses Zahner metal panels with a GB60 finish, Pilkington spider glass assemblies with curved glass bent by US Precision Glass. The glass panels are a Corning design and include a subtle PV panel and are self-shading. Changing the quality of light inside and providing a variable exterior. The structure is cast-in-place concrete. Concrete floors with a granite from Coldspring Granite help give this building a durable, yet desirable finish. Trams are built by Bombardier, an aircraft manufacturer. Elevators are Otis Gen2 traction elevators, the escalators and moving walkways are Otis products as well.

The design is 3.5 million square feet, features 64 gates, and two runways. Each concourse node is designed to be able to accomodate an Airbus A380 or Boeing 747-8. The secondary gate allows for two smaller aircraft to berth at the same time, such as a Boeing 737, or an Airbus A320.

Minneapolis can no longer efficiently expand their current airport. They will need a new airport. This uses a site that is relatively clear of existing infrastructure and removed from the city. This would help attenuate noise, but is still within a 30 minute commute of the downtown metropolitan area. The Air port also has provisions for a light rail connection.



Can an airport serve not only as a means of travel, but as a destination itself?