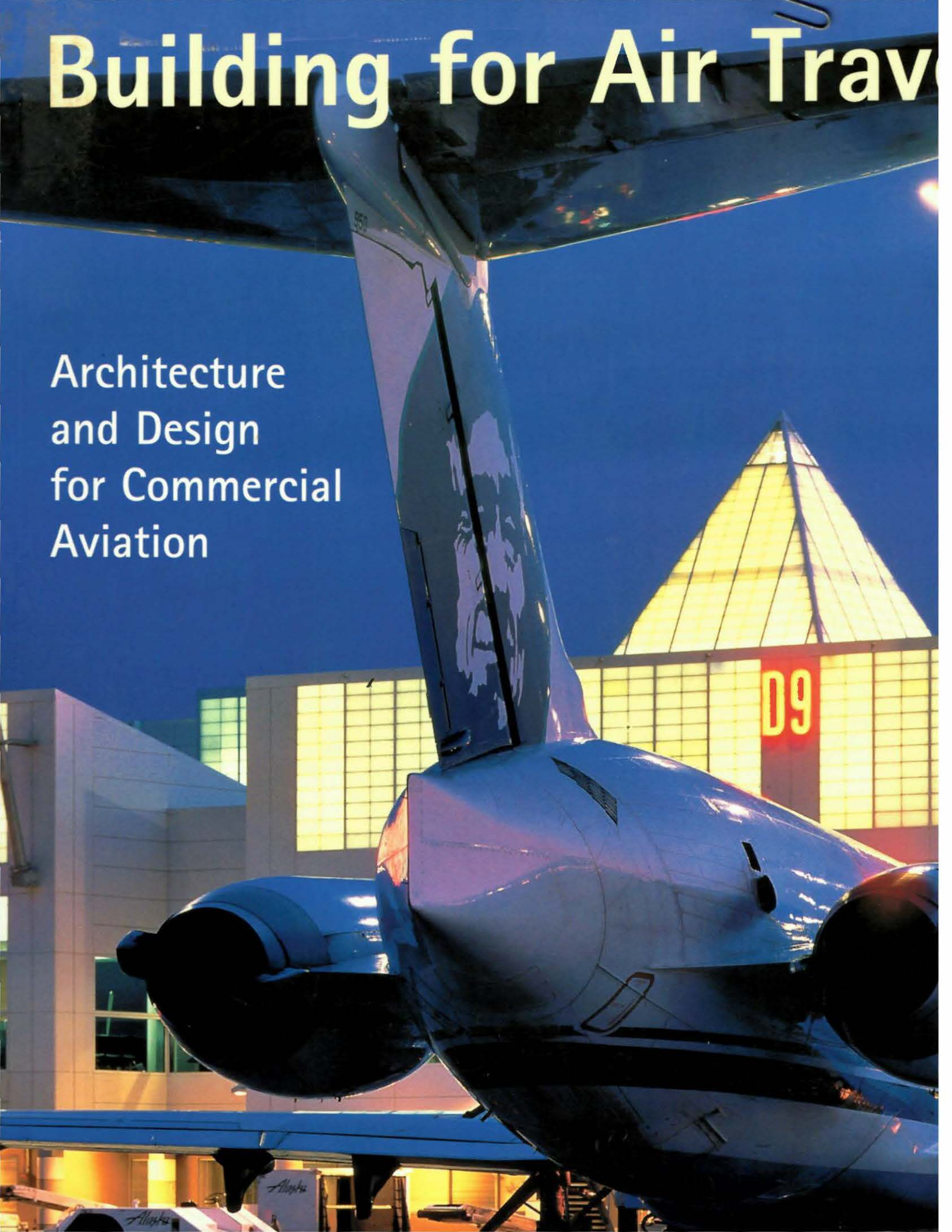
Building for Air Trav

Architecture and Design for Commercial Aviation



road. Although this location diminishes the monumentality of the ter-
it facilitates future expansion without interruption of operations in the
g terminal. Second, the terminal is inset into an artificially constructed
e grade for the automobile loop is higher than the grade for jet aircraft
on the other side of the terminal. This difference in grade enables pas-
s to circulate through the building on one main level and enplane or
e through a loading gangway as in a major hub airport.[42]

he Northwest, Alaska Airlines serves numerous small communities and
ıently flies a Boeing 737 combi, the nickname of a plane designed to
n equal, if not greater, proportion of cargo than passengers. Alaskan
villages like Wrangell and Petersburg on the panhandle of Alaska are
ble only by air or, infrequently, by water transportation. Residents
ıe airline's provision of terminals as a lifeline and a civic commitment,
t a profit-making enterprise. The airline employed the Seattle-based
ctural firm Edberg, Christiansen and Associates to design similar pre-
ered buildings erected on these two sites in 1993 (fig. 26); both were
ions to existing structures. As in most Alaskan locales, the airline and
ıitects faced an unusual array of challenges in the design of these two
ıls. First, they were limited to building materials that could readily be
to the site from Seattle and erected quickly in that region's brief con-
ın season. Second, both sites face unusual geotechnical conditions
ıg various aspects of the projects. The town of Wrangell, for example,
ıot supply water to the terminal. Consequently, architects incorporated
vater collection, treatment, and storage system. The unusually rainy
r in the region also required flooring inside the terminals that could
nd moisture tracked in from outside. But for all their focus on func-
e architects did not ignore stylistic flourishes. To make the interiors of
minals a bright attractive environment, particularly during the in-
ly gray Alaskan winters, they incorporated a variant of the Palladian
v that complements the gable roof and admits a large amount of light
e building; a band of windows also stretches along the airside.[43]

more temperate region, Centennial Airport, a "reliever" facility oper-
the Arapahoe County Public Airport Authority serves general avia-

Fig. 26 Edberg, Christiansen and Associates, architects. Pre-engineered Alaska Airlines Terminal, Wrangell, Alaska, 1993.

Engineers, Planners (Kansas City, Mo., n.d.); Steven Reiss, "HNTB, Architects, Engineers, Planners," Washington, D.C., 1994.

43 Ronald P. Suttell, "Airport Building Inventory, Alaska Airlines," Seattle, 1995; Gordon Edberg, telephone conversation with the author, Sept. 27, 1995.

44 "A Good Way To Build a Tower," *FAA World* (Feb. 1986), pp. 8-9.