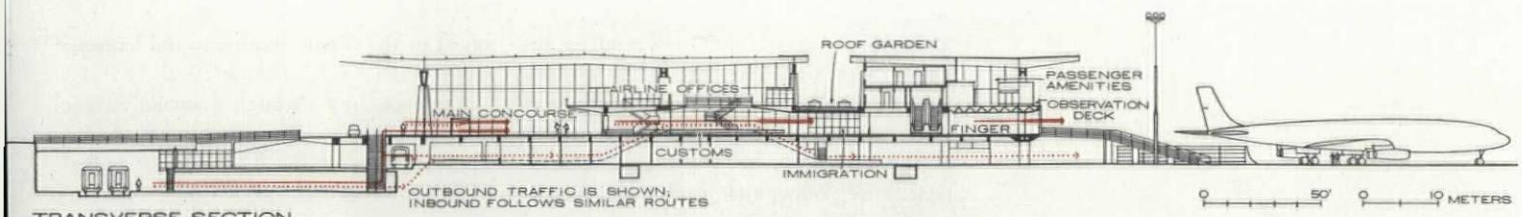
Photos, except as noted: G. Gherardi-A. Fiorelli

CENTRALIZED INTERNATIONAL TERMINAL

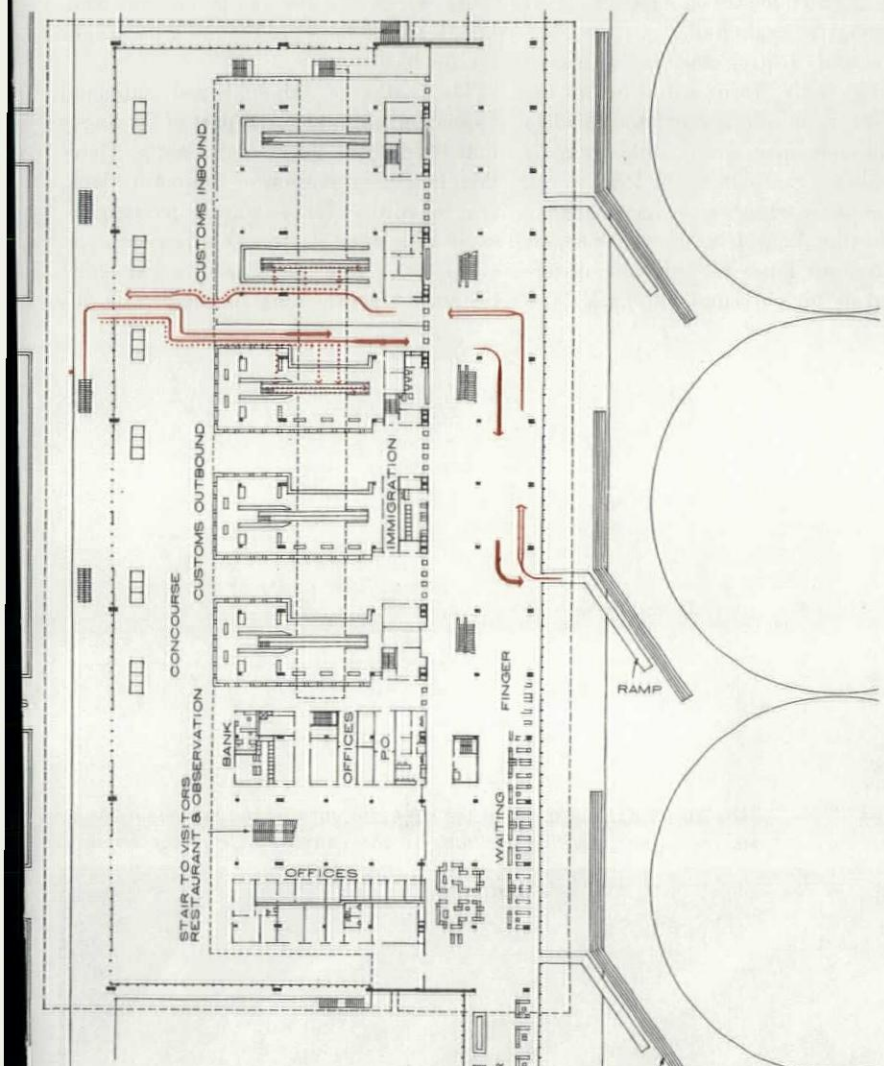
TERMINAL BUILDING • ROME INTERNATIONAL AIRPORT • FIUMICINO, ITALY • AMEDEO LUCCICHENTI, VINCENZO MONACO, RICCARDO MORANDI, AND ANDREA ZAVITTERI, ASSOCIATED ARCHITECTS AND ENGINEERS

Rome's new air hub has become a national topic of conversation in Italy. Although it does not incorporate the mechanical refinements of recent American air terminals, such as air conditioning to eliminate jet exhaust fumes, Fiumicino is a logical and impressive architectural solution to the problem of the centralized terminal.

All passenger services and administrative activities are concentrated in one vast hall; a two-level finger tangent to this



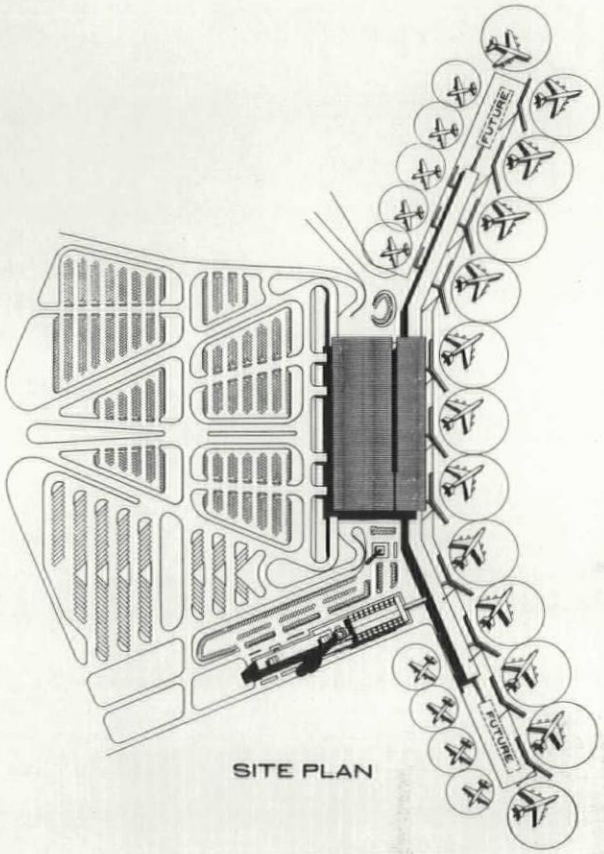
TRANSVERSE SECTION



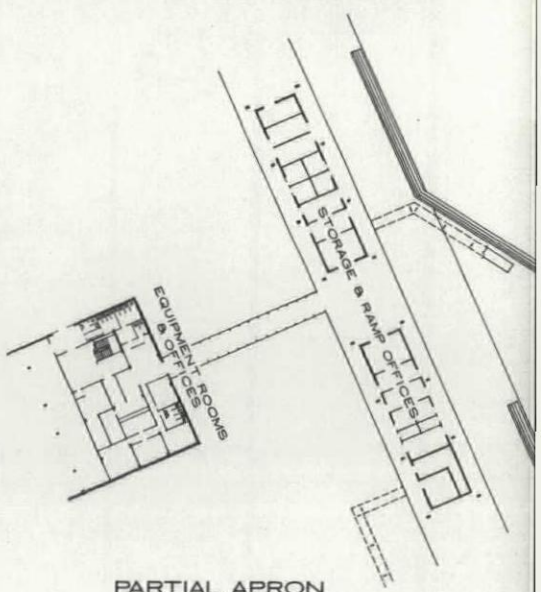
CONCOURSE LEVEL

0 100' 0 20 METERS

OUTBOUND PASSENGERS
INBOUND PASSENGERS
BAGGAGE FLOW



SITE PLAN



PARTIAL APRON LEVEL

main block extends 600 meters along the apron with positions for 13 jet aircraft and 9 propeller planes. The operations of the terminal are organized on three levels: at the field level are the baggage facilities, storerooms, and mechanical equipment; all passenger services are located on the main concourse level; and the offices of 22 airlines are on a balcony level overlooking the main hall.

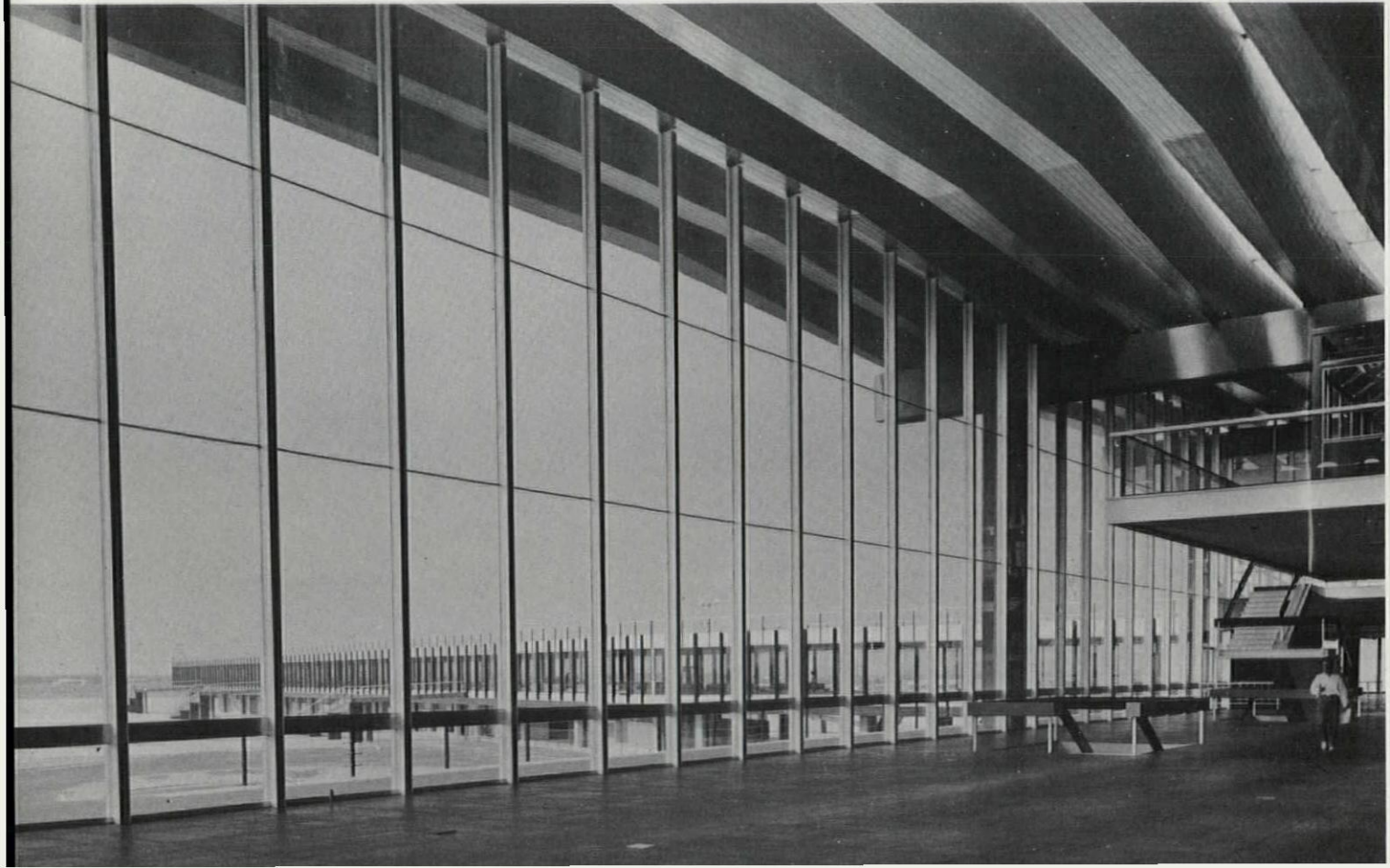
Buses and a projected rapid transit connection with Rome will stop at the field level, from which escalators lead to the main concourse. Automobile access is by a separate ramp up to the lobby level. A system of ten conveyors carries baggage up from the field level to the customs channels, four lanes for inbound passengers and six for outbound, and back down again to the claim area or to the baggage room.

After passing through customs inspection, passengers proceed into the finger, where they wait for flights to be called. Planes are reached by open ramps leading down to the apron at each parking position. Arriving passengers follow a reverse route, ascending the ramps and proceeding along the finger to the main passenger service hall.

The paths of inbound and outbound passengers mingle in the part of the finger that is adjacent to the main lobby. Above this, in a continuation of the main block, are amenities for in-transit passengers, such as a nursery, rooms where one can sleep for a few hours, and a balconied restaurant overlooking the field. The dif-

The view from the west end of the main concourse shows the loading finger and the aircraft parking positions on the entrance side of the terminal.

Photo: Oscar Savio



ference in function between this part of the terminal and the passenger service hall is indicated by a break in the roof, which permits an open garden on the balcony level.

The roof of the finger, which projects at the balcony level, serves as an observation deck. The structure of the finger is a steel frame painted black; the open-web steel roof girders are integrated into the concrete roof as additional reinforcement.

The main terminal building has a folded-plate roof system of separate cellular steel beams, with skylights filling in the strips between them. The undersurface of the trough-shaped beams is painted rust red. The roof is supported by a massive reinforced concrete structure, with clearly articulated joints.

The finger is a continuous waiting room for in-transit passengers.

Bridges over the customs lanes connect airlines offices on the balcony level.