

Schiphol airport is creating for tomorrow

SCHIPHOL AIRPORT IS THE THIRD LARGEST AIRPORT IN EUROPE WITH MORE THAN 68,4 MILLION PASSENGERS PER YEAR IN 2017. BUILT 100 YEARS AGO IN THE DRAINED HAARLEMMERMEER LAKE NEXT TO AMSTERDAM, THE AIRPORT IS AS AMBITIOUS AS EVER. SPACE, HOWEVER, IS NO LONGER AS PLENTIFUL AND FORMS ONE OF THE AIRPORT'S BIGGEST CHALLENGES. TO HANDLE THE INCREASING NUMBER OF PASSENGERS IN THE COMING YEARS, SCHIPHOL HAS INITIATED AN AMBITIOUS EXPANSION PROGRAM.

It is currently developing a new terminal - operational in 2023 - right in the heart of the airport, together with a new pier on airside and changes in the roads, the station area and the utilities on landside. 'You could compare this program's realization to open heart surgery: all the airport's functionalities are vital and need to continue as usual - 24/7 - whilst constructing it', says Project Director Gerard Geurtjens, responsible for the airside projects of the expansion program.

14 million passengers

In Geurtjens' team, Bilfinger Tebodin's Project Manager Rien Scholing focuses on the design and construction of the new terminal including the high-tech baggage handling system. The terminal needs to be capable of handling 14 million passengers, annually. In 2017 Schiphol has contracted a design consultant lead by KAAAN architects to design the new terminal including the baggage handling system. 'The design consultant

RIEN SCHOLING:
 "Being part of this ambitious project is a project manager's dream come true."

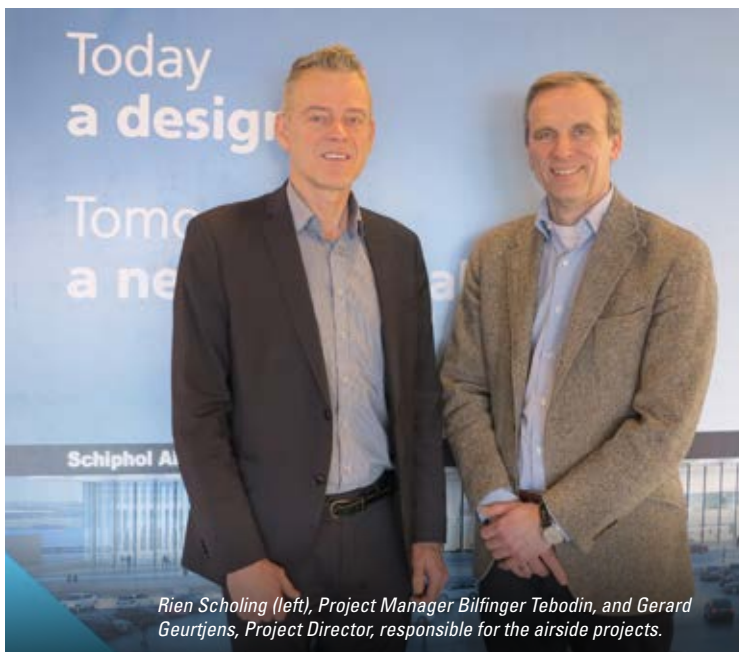
will use BIM to avoid any clashes and miscalculations which could cause delay and extra costs. The 3D model will show the many elements and systems that constitute a terminal and how they interface with each other. The BIM model also gives a good basis of what to expect in every design stage', explains Rien.

Backed up by engineering firm

Rien Scholing was involved in Schiphol's major baggage handling improvement program from 1999 to 2007. 'Besides being responsible for this extremely complex part with such an important footprint for the terminal, Rien's expertise is also used for more general design and construction items of the new terminal,' says Geurtjens. 'Rien is like a colleague to us, but the fact that he has an engineering company behind him has proven to be of great added value. Not only in terms of workload, but also when specific know-how is needed.'

Platinum LEED certification

The new terminal also has to meet the highest standards on sustainability. Geurtjens explains: 'These days, a public building like this terminal must be designed to be as sustainable as possible. We aim for a Gold or even Platinum LEED certification, meaning that the building is climate-neutral using earth heating/cooling and solar energy, and that all chosen materials are environmentally friendly and circular.' ■



Rien Scholing (left), Project Manager Bilfinger Tebodin, and Gerard Geurtjens, Project Director, responsible for the airside projects.