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**in-TRANSIT**

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American University of Beirut  
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# Table Of Contents

- Introduction..... 1
- Transience: A Multi-Layered Explanation..... 2
- The Transients: Who are they?..... 6
- The Case of the Beirut Airport..... 8
- Case Studies: Schiphol Airport, Sheikh Rashid Terminal,  
Hong Kong Skycity.....15
- Site Choice.....20
- Airport Regulations .....22
- Design Explorations: The Introvert Structure.....24
- Program.....29
- References.....33





## Introduction

Airports are places with quite an interesting activity; they regroup a mass of people, all waiting to catch their flights to different destinations; all under one roof. They are gathered for an interval of time, and then separated, dissipating/scattering in the world.

We have all been victims of delays, long transits and denied boarding. We all have at some point experienced long waits in airports. In these times, we tend to strive to get on the plane and reach our destinations as quickly as possible. What if in the future, these long waiting times could become something fruitful, something we enjoy and almost look forward to. While at the airport, transient passengers are in a state of transience; they are submerged in an in-between world, a grey-zone. They are not in their home country and they have not yet reached their destination. Hence the following question arises;

### **How can we build for transience? How can we build for transients?**

My aim is to provide a facility that will accommodate for the transient travelers, a bubble that will keep them entrenched in the in-between world they are already in. This transit facility is only accessed by passengers that are in-between flights, by those who are not allowed to cross the boundaries of the airport or those who simply chose not to. There, the transient traveler will temporarily lose his identity, lose track of time. This place with multiple time zones is a place where time is subjective. Hence the traveler will find himself in a controllable environment that he can adapt to his own needs. The user group consists of all transient passengers passing through the Beirut International Airport, ranging from businessmen to families, from high-income groups to low-income groups. The transit facility's primary focus is to provide recreation; it will incorporate programs such as hotel rooms, kids' playing area, communal lounges, and viewing docks all fitted in an introvert, capsular-like structure. To the outsider, it will be perceived as a reflective unidentified object standing on airport grounds, allowing them to view reflections of airplanes on its façade.



By definition, transience qualifies something that is in a transient state or has a transient quality. A transient quality means that something is temporary, ephemeral, evanescent, something that is not lasting. It also means "passing through or by a place with only a brief stay"(Merriam-Webster Online Dictionnary). Hence, transient places are places that are occupied for a temporary period of time, places where people wait. Examples of such places are train stations, gas stations, waiting rooms, transit lounges... It is also interesting to think about transience not only in the spatial sense, but also in the psychological sense. Freud writes about transience in his essay entitled "On transience". He tackles the issue of the transience of nature and its beauty, and also how the transience of things can be perceived in two contradictory manners. The first one resulting in a lack of interest in the beauty of nature, caused by its ephemeral trait; and the second is a defiant one, that denies the possibility of such a temporality. In reaction to that, Freud writes,

*"Transience value is scarcity value in time. Limitation in the possibility of an enjoyment raises the value of the enjoyment. It was incomprehensible, I declared, that the thought of the transience of beauty should interfere with our joy in it."*

(Freud,1995).

In this sense, he argues that all that is transient should not be denied its appeal because it is bound to extinct, but on the contrary, it should increase its importance. Transient spaces are similar to what Marc Augé defines as non-places in his book "Non-Paces, an introduction to the Anthropology of Supermodernity." (Augé 1995).

Marc Augé writes, *"If a space can be defined as relational, historical and concerned with identity, then a space which cannot be defined as relational, or historical, or concerned with identity will be a non-place."*

(Augé 1995, p77)

*"... a person entering the space of non-place is relieved of his usual determinants. He becomes no more than what he does or experiences in the role of passenger, customer or driver. Perhaps he is still weighed down by the previous day's worries, the next day's concerns; but he is distanced from them temporarily by the environment of the moment. Subjected to a gentle form of possession, to which he surrenders himself with more or less conviction, he tastes for a while [...] the passive joys of identity-loss, and the more active pleasure of role-playing."*  
(Augé 1995, p103)

Augé argues that the creation of these non-places and their impact on people's daily practices, result in a world consisting of "solitary individuality, to the fleeting, the temporary and ephemeral." (Augé 1995, p78) This description of the state of mind the person acquires while being in non-places relates to the issue of transience. Since the user's stay is temporary, he allows himself to enter this transient state of mind, to become someone else if only for a short period of time. This transient state of mind is a state that is temporary, a state that is in-between two states. Which is, in the case of the transient traveler for instance, a very accurate description of his mental but also physical condition. The traveler, while in transit, is literally in an in-between world, he is not in his home country nor in the country of destination. He is momentarily stuck in this transitional place where he has to wait. Going back to Freud, it is this evanescence of the moment that will make it the more pleasant. Augé first describes identity-loss as a positive by-product of non-places, but in fact in the end he contradicts that analysis with an explanation of the solitary state the traveler is actually faced with and paints him as a slave obeying the codes and contract of such a place. "Meanwhile, he obeys the same code as others, receives the same messages, responds to the same entreaties." (Augé 1995, p103) Augé argues that non-places do not create "singular identities or relations, but only solitude and similitude" (Augé 1995, p103). His position and arguments towards the non-place of



transit facilities can be understood because of some of today's examples of such places. However this can be contradicted; yes the transits are temporarily stripped of their individual identities but something else emerges by the ephemeral quality of such a place. One counter argument to Augé's theory is the story of the Terminal, a movie directed by Steven Spielberg (2004) where Viktor Navorsky (Tom Hanks) finds himself trapped in the JFK terminal due to political problems in his country that ban him from both entering the US and going back to his home country. Along the movie, he adapts himself to the life in the terminal, and shows us that relations can develop in such non-places. This was only possible because his stay was lengthy. The usual transits normally have a shorter stay and it is this ephemeral trait that makes this transit facility even more exciting. My aim is through this thesis to try to redefine the transient space that is the transit waiting area that exists in an airport, by making it a place where waiting is not just having time to kill, but where waiting becomes something constructive and enjoyable. In the case of the Beirut International Airport, the number of transit passengers is negligible (13,000 from January to September 2009). As such, the transit community is non-existent at the moment but is expected to grow in the coming years because of the expected increase in passenger activity. The only spaces currently dedicated to transit passengers are the airline lounges, a small lounge and the duty free area. In my opinion, I think transit places are interesting because they are formed of an ever-changing group of people that come from different cultures and backgrounds but are all temporarily mixed in a single facility for the same purpose. Now, as for the issue of identity-loss, I think it is very close to what we experience when we are visiting a foreign country. One should embrace it. Furthermore, this confinement can be a positive consequence for transits that seek this peaceful and quiet time they might not have the chance to experience when they recover their true identity at the threshold of the transit facility. They could

take this time to meditate or even reflect on existential questions if they want. In this capsule, they can do anything they want, they can be anyone they want to be. My aim through this intervention is to accentuate this detachment from the city, from the world and highlight the airport's global profile. Emphasizing the disconnection between the airport and the city. Hence the creation of this bubble-like structure that shuts the traveler out of the surrounding setting. This could also trigger the curiosity of the traveler.

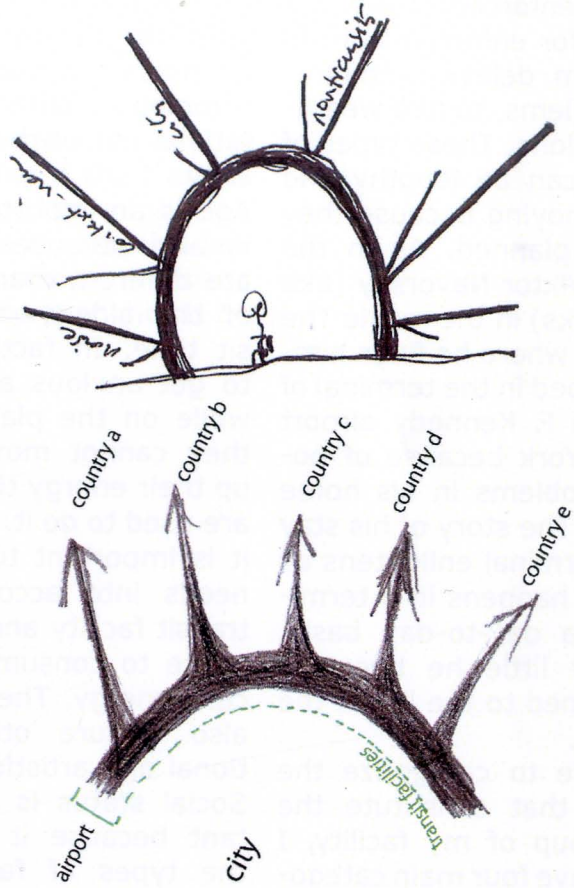


Figure 2: Diagrams representing the isolated traveler & Diagram showing the airport as an in-between space

Transients are the passengers who stop at an intermediary airport while going from Country A to Country C. The transit Airport is country B.

There are two kinds of transits. The first one is a voluntary transit and the second one is an enforced transit. The reasons for enforced transits vary from delays, immigration problems, to bad weather conditions. These types of transits can be lengthy and most annoying because they are not planned. As in the case of Viktor Navorsky (aka Tom Hanks) in the movie *The Terminal* where he finds himself trapped in the terminal of the John F. Kennedy airport in New York because of political problems in his home country. The story of his stay in the terminal enlightens us on what happens in a terminal on a day-to-day basis. Little by little he becomes accustomed to the life in the terminal.

If I were to categorize the transits that constitute the user group of my facility, I would have four main categories: transit duration, age, social status and family status.

Transit duration is a significant category because transit travelers with 2 hours on their hands and those with a lengthier wait time exceeding 24 hours for instance, have completely different expectations out of the transit facility.

Age is an important category also because kids' needs are different than the needs of the elderly during transit time. In fact, kids tend to get anxious and nervous while on the plane because they cannot move and use up their energy the way they are used to do it. That is why it is important to take their needs into account in the transit facility and give them space to consume their excess energy. The project will also feature other educational and artistic activities. Social status is also important because it determines the types of facilities that will need to be available. The facility should cater for the



needs of high-income people who seek luxurious facilities but it should as well account for low-income people, and this will reflect on the proposed program.

Again, family status complements the age category, it will determine if the transits will be coming in groups or on individual basis, and this will affect for instance the sizes of hotel rooms that should be accessible.



## The Case of the Beirut Airport

The Beirut International Airport, recently renamed as the Rafic Hariri International Airport of Beirut (RHIAB), is located in the southern suburbs of the city, 9km to the South. It is linked to the city by two highways, the old airport road and the new airport road.

The triangular shaped airport is tightly enclosed on all sides; to the west, it is bound by the Mediterranean seashore constituting a natural barrier, on the two other sides it is bordered by highways that links the city to the southern part of the country. The latter is a man made artificial barrier that has been intended to create this clear delineation between the airport premises and the adjacent neighborhoods. The airport is mostly surrounded by populated area, mostly illegal settlements to north such as Ouzai and to the east, on the other side of the highway, lays the more industrial area of Choueifat. On the southern tip, commercial uses start appearing on the

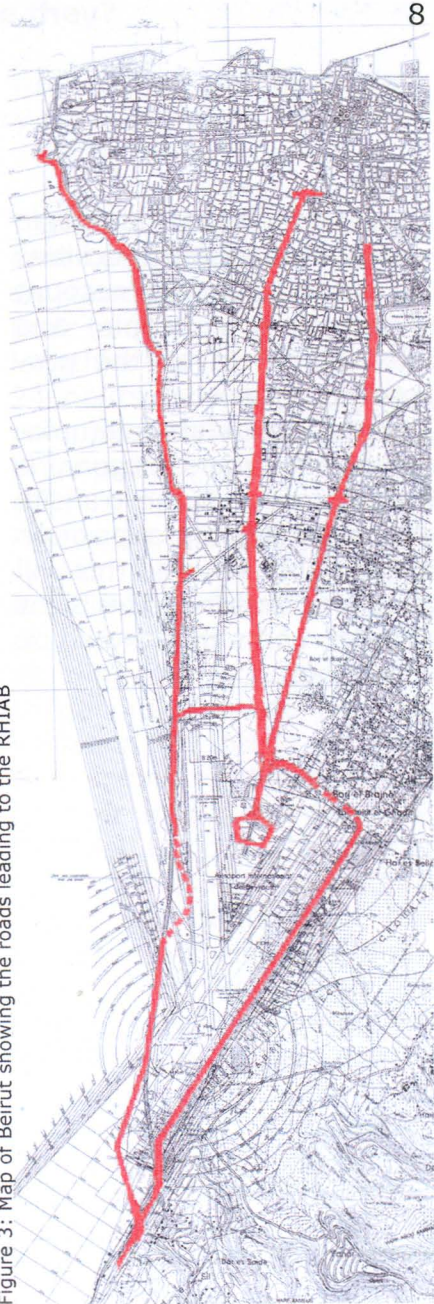


Figure 3: Map of Beirut showing the roads leading to the RHIAB

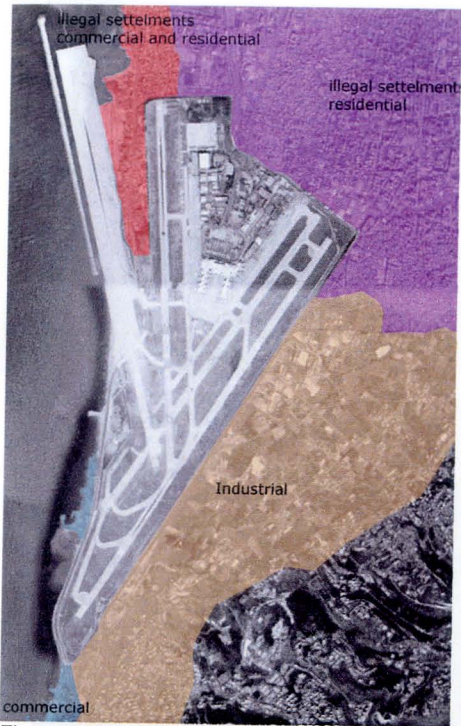


Figure 4: Land-Use around the Airport

coast, mainly consisting of exclusive beach resorts. As the airport is firmly bounded from all sides, there is no room for a possible extension of the property, but this is not a problem since there remains room for construction on site.

The activity at the airport has been increasing over the past two decades; it went from handling 637,944 passengers yearly in 1990 to handling 5, 627, 393 passengers in 2009. Although it was considered a hub when it was first constructed, mostly because of the non-existent competition in the region, the RHIA is now far from being considered a transit hub in the region.

There are three characteristics that are common to hub airports. The first one is its geographical location, which in the case of Beirut is a very strategic one. Be more precise. The second important characteristic is the destinations it offers, currently the RHIAB offers 90 destinations worldwide as opposed to Dubai Airport for instance, offering 210 destinations. Finally the last characteristic is the transit amenities available.

The diagrammatic section below shows the boundaries of the airport, it also shows how a part of the airport is interrupted by the Ouzai strip that separates the taxi runways from the landing runway, recently built and protruding in the sea

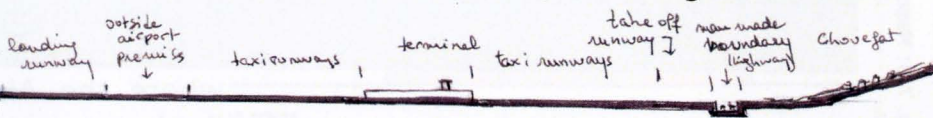


Figure 5: Diagrams of Airport Cross section





Figure 6: Take off runway with view of choueifat in the background

Today the only facilities offered to the transit passengers are the transit lounge, the duty free area selling beauty, luxury, electronic products and other after-customs amenities such as the airline lounges and cafes. Other than the terminal housed facilities, there are no external amenities available to the transients. Airport hotels are non-existent on premises, the closest one, the former Mariott hotel is about 7 minutes away by car, but it is not easily accessible for transits with a short wait time. Another obstacle is the limited means of transportation services; the only way to get to the airport is by car.

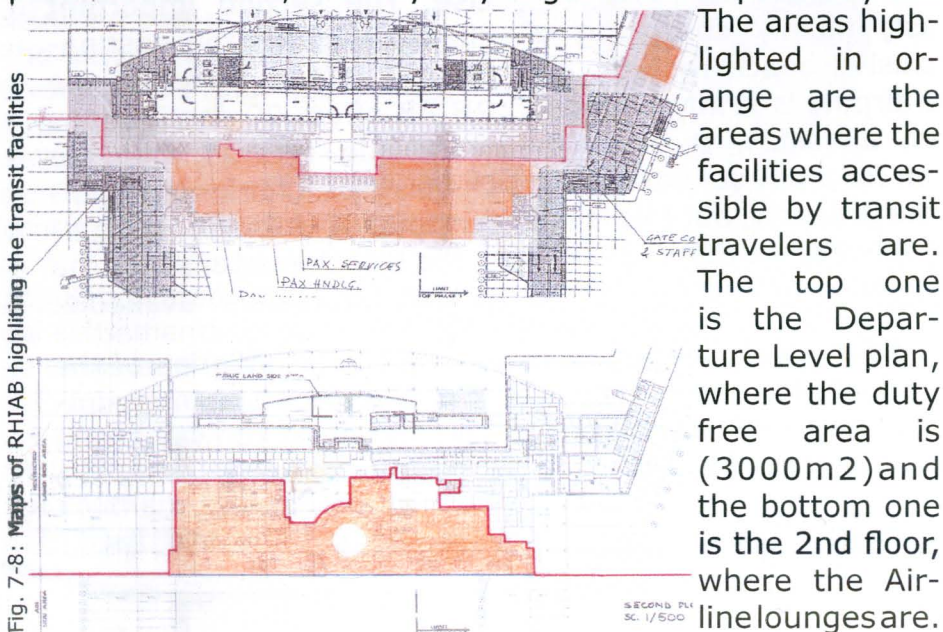
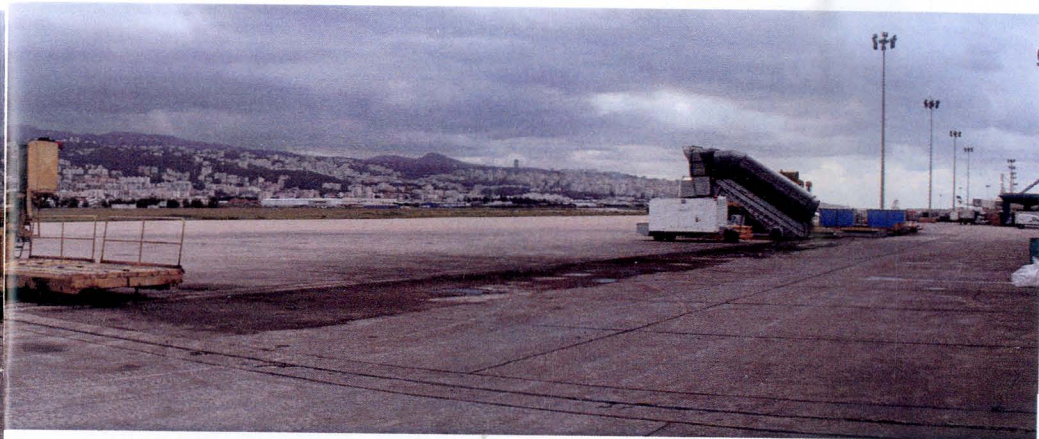


Fig. 7-8: Maps of RHIAB highlighting the transit facilities

The areas highlighted in orange are the areas where the facilities accessible by transit travelers are. The top one is the Departure Level plan, where the duty free area is (3000m<sup>2</sup>) and the bottom one is the 2nd floor, where the Airline lounges are.





Figures 9-10: Views of the Airside form the MEA lounge





Figure 11: TMA terminal



Figure 12: Generators



Figure 13: Customs

The airport premise programmatically includes much more than just the terminal. It can be perceived as a self sufficient entity which includes a catering facility, the Middle East Airlines (MEA) offices, cargo facilities etc. The extent of the airport property/land actually has many empty lots (highlighted in black below), meaning that it is possible to intervene on the premises itself.

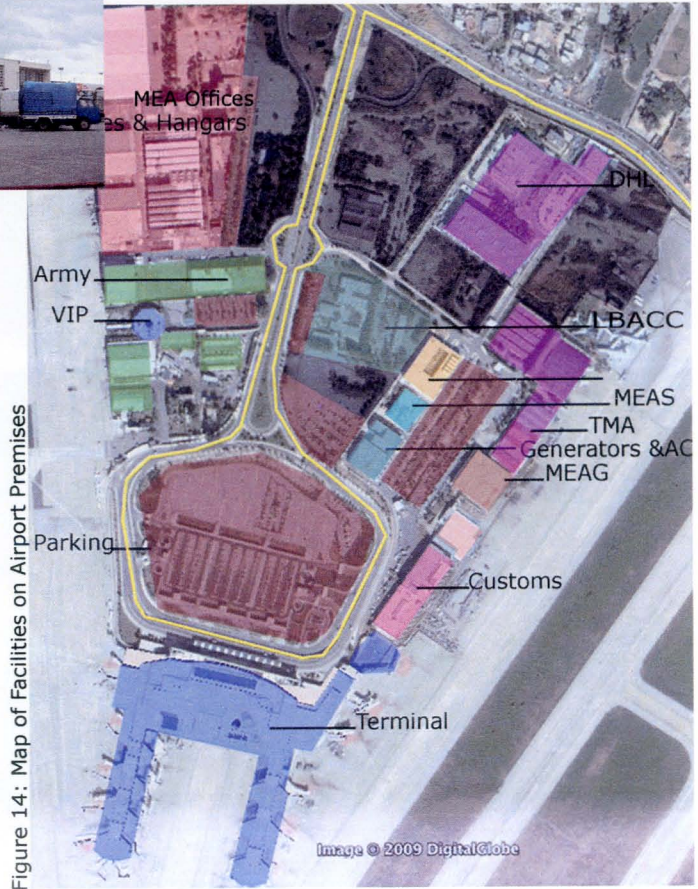


Figure 14: Map of Facilities on Airport Premises

If we look at the map below, the area in blue represents the landside area which is by definition the "area under government or airport control providing access to aircraft, prohibited to the non-travelling public" and the red highlighted area is the landside which is the "area of the airport to which non-travelling public has access" (B. Edwards, 1998). The landside area occupies 849,837m<sup>2</sup> of which 186,160m<sup>2</sup> are unexploited.

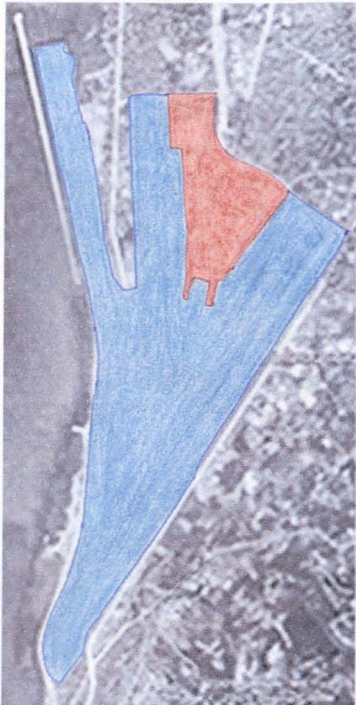
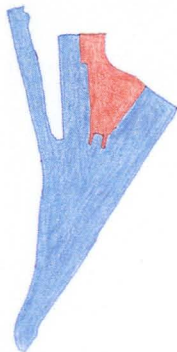


Figure 15: Diagram of Landside/ Airside areas (RHAB)



Also while looking into the six of the UK airports, all of varying scale and passenger flows per year, I found a relation between the landside/airside ratios and the passenger flows/year. It was clear that as the number of passengers per year increases, the ratio of landside/airside areas also increases. This means that as the airport's yearly capacity increases, it does not necessarily entail an addition of airside commodities such as airstrips, piers, but it will rather entail an increase in the landside facilities such as retail, catering and other facilities. Hence facilities for passengers need to expand as the airport becomes more active. Which is applicable to the case of the Beirut Airport where the development of the landside facilities will become a must due to the increase in passenger activity.

Beirut Airport| 4,004,972 pass./year



2M



Southampton Airport| 1,915,993 pass./year

3.2M



Aberdeen Airport| 3,290,920 pass./year

8M



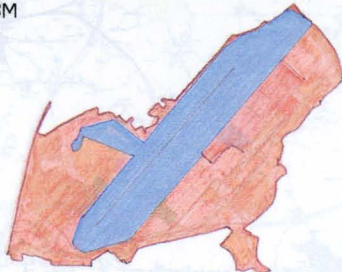
Glasgow Airport| 8,178,891 pass./year

9M



Edinburgh Airport| 9,006,702 pass./year

22.3M



Stansted Airport| 22,360,364 pass./year

34.2M



Gatwick Airport| 34,205,887 pass./year

Figure 16: Diagram of Landside/ Airside areas (Airports in the UK

The Schiphol Airport in Amsterdam is a main transit hub. It attracts transients because of its convenient location and flights schedule. In parallel with this increase of transit passengers over the years, came an improvement of the services offered to these travelers. Multiple lounges were built, all with integrated commercial areas such as shopping malls and restaurants, as well as all kinds of other recreational amenities a traveler can wish for.

At the Amsterdam Schiphol airport, you can find activities for both travelers and non-travelers. As for the travelers in transit, other services are provided, under two categories, the first one gathers activities for travelers spending less than 4 hours at the Airport and the second category is composed of activities for travelers spending more than 4 hours at the airport. While the first is composed of activities taking place at the airport such as the Schiphol Rijksmuseum and the panorama terrace; the latter provides activities outside the airport, rendering it possible for the travelers to leave the airport and hence creating a link between the airport and the city through guided tours of the city and its touristic attractions.



Figure17: Schiphol Airport by Benthem Crouwel Architects. Location: Amsterdam, Netherlands



Figure18: Schiphol Airport by Benthem Crouwel Architects. Location: Amsterdam, Netherlands

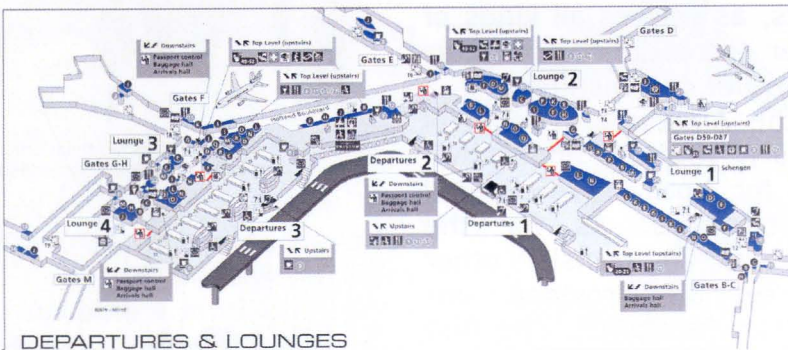


Figure19: Schiphol Airport by Benthem Crouwel Architects. Location: Amsterdam, Netherlands



The main distinction between the facilities before-passport-control and those after-passport-control is that the latter are only accessed by travelers. Whereas the facilities available before-passport control are accessible by travelers and non-travelers similarly. As noticed in the maps, the density of shops is higher on the departure levels, after passport control and is also high on the arrival level on the airside of the terminal. This means that the facilities

inside the terminal are mostly aimed at entertaining the travelers during their wait time before boarding or right after having landed. In most airports, such as Schiphol, the transit facilities are incorporated inside the terminals. This is the case because of convenience and ease of accessibility but also because of security reasons, since it will mean that the transits will be obliged to stay in the terminal. (Schiphol Airport Website)



DEPARTURES & LOUNGES



ARRIVALS & SCHIPHOL PLAZA

Fig.20: Schiphol Airport by Bentham Crouwel Architects, Location: Amsterdam, Netherlands

Similarly, the Sheikh Rashid Terminal at the Dubai Airport for instance incorporates the transit facilities. Dubai International Airport is the most pertinent regional competitor and is also one of the largest in the region, handling over 37 million passengers per year, it offers its transit travelers high-end and luxurious services amongst which include the Dubai international hotel- 88 rooms, Business centre, Health club, Banking, Dining, Children's play area, Lounges, Medical centre, Prayer room, and Shopping. They are all exclusively for travelers and are not accessible to non-travelers. (Dubai Airport Website)

In the case of the SkyCity in Hong Kong, an urban approach was adopted; the transit facilities are separated from the terminal. A 1 million-m<sup>2</sup> complex adjacent to the terminals was created to cater for the transit community. It was conceived as a 24h active city that will attract supplementary transits to the Hong Kong airport through its program and location, hence also adding to the non-aeronautical revenue. It was also envisioned to accommodate the surrounding airport community. It offers a program composed of an exhibition centre, a hotel, a temporary golf course that will later become the retail and office center. Also the Skypiers (allowing maritime access to the SkyCity) and the train station facilitate the access to the airport and render it a multimodal hub. (Hong Kong Airport Website.)



Figure 21: Hong Kong Airport Mass Plan

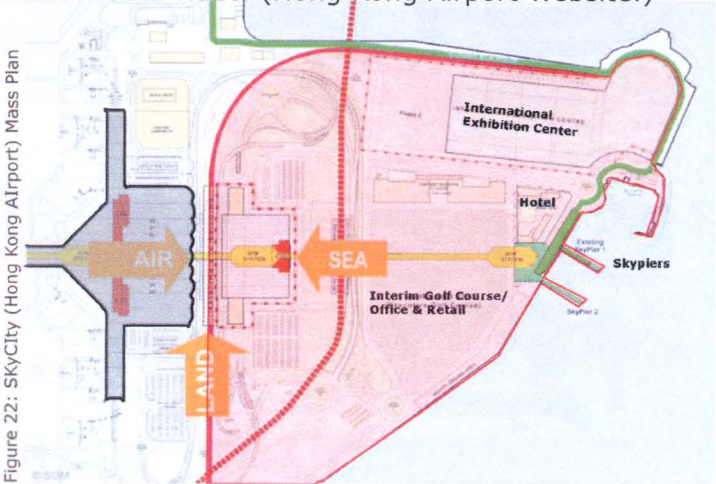


Figure 22: SkyCity (Hong Kong Airport) Mass Plan



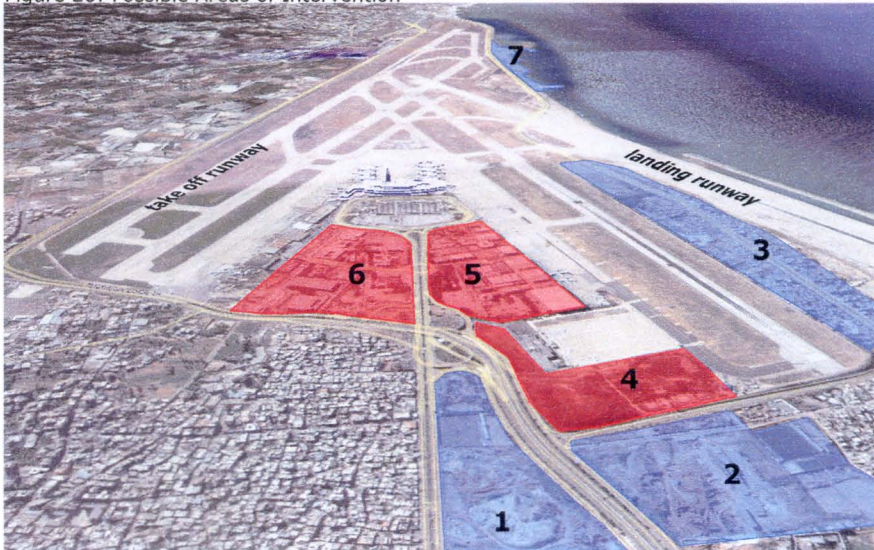


The access to the transit facility needs to be studied such that it is easily accessible from all the terminals (present and future). Hence I have highlighted the potential areas of intervention and tried to compare them according to three characteristics I think are paramount to the success of the intervention: proximity to main (and future) terminals, location and present site conditions.

In the near future, the airport will need to make room for the increase in passenger activity, projected to become 16,000,000 by 2035. New terminals will need to be constructed. The most logical layout is to add these new terminals on the edges of the airstrips because the terminals need to be placed alongside the airfield for maximum efficiency.

	1	2	3	4	5	6	7
proximity to terminal	XX	XX	XX	X	✓✓	✓✓	XX
Location	XX	X	✓	✓	✓	✓✓	✓
Present Site Conditions	✓✓	✓✓	XX	✓✓	X	X	✓

Figure 26: Possible Areas of Intervention



The site I will be intervening on ( in yellow on the diagram to the right) is situated in area 6, on the periphery of the road leading to the airport terminal. It is situated at the heart of the airport landside and is visible by all the airport visitors. It covers 15,000m<sup>2</sup> of land, having a circular adjacency to the airport road leading towards the exit of the airport. It is currently a vacant site used for parking by employees. East of the site stand the generators and AC (providing for the airport premises), also the Middle East Airport Services (MEAS) offices, in charge of the operation and maintenance of the MEA headquarters and RHIAB. To the north of the site, stands the Lebanese Beirut Airport Catering Company (LBACC).



Figure 27: Site and Access from Terminals (main and future)



As for the building regulations in the airport precinct, they are determined by the location and activity of the radar and other equipments responsible for the proper and safe operation of the airplanes such as the glide path, localizer and VHF Omni-directional Radio Range (VOR) which direct the pilots while landing and taking off. The radar (represented as C in Fig.), is in charge of locating and showing the positions of airplanes, it operates in a radial manner, and the regulations are instated in order to have nothing obstructing the field of vision. it is the only one that is situated on the landside, while all the others are placed on the airside.

There are no regulations for exploitation factors and setbacks. Hence the only restriction is vertical. However any project envisaged on airport land, has to be approved by a decree by the chamber of ministers.



Figure 23: Radar



Figure 24: Reagulaitons at RHIAB

The labelled red dots represent the equipments. C represents the radar. The restrictions overflow beyond the boundaries of the airport itself.

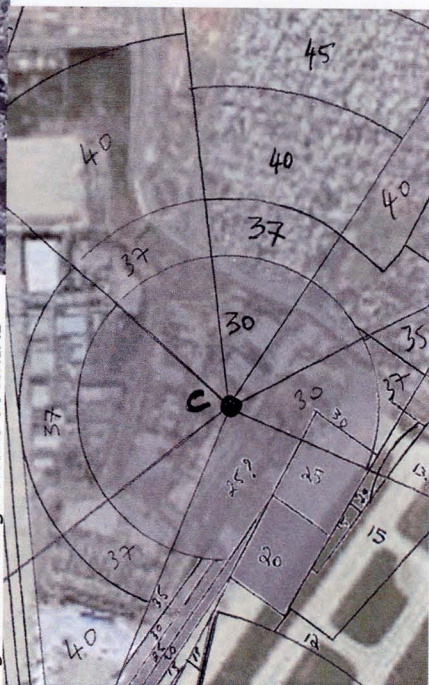


Figure 25: Reagulaitons at RHIAB

The site is in a zone that has a limit of 30m of height from sea level. Since the site is situated at 28m above sea level, then this leaves room for 2m of height. However, recently the radar has been raised an additional 6m, hence making it possible to go as high as 8m without obstructing the radar's activity.



*A place that is nowhere and anywhere at the same time*

To maintain the state of transience acquired through travel and being at the airport, the facility for the transit passengers will be an introvert structure that will shut out the context to keep the user plunged in this other dimension.

There are two options possible to achieve this, either having a capsular structure visible but not accessible by non-transients, or having the program fully buried underground and not visible to the non-transients.

What I have opted for is the first alternative, the transit facility will be accessed from the terminal through an overground passage. This passage also allows the transients to view the airplanes taking off and landing. The idea is to have a capsular structure that will incorporate the program composed of facilities for recreation.

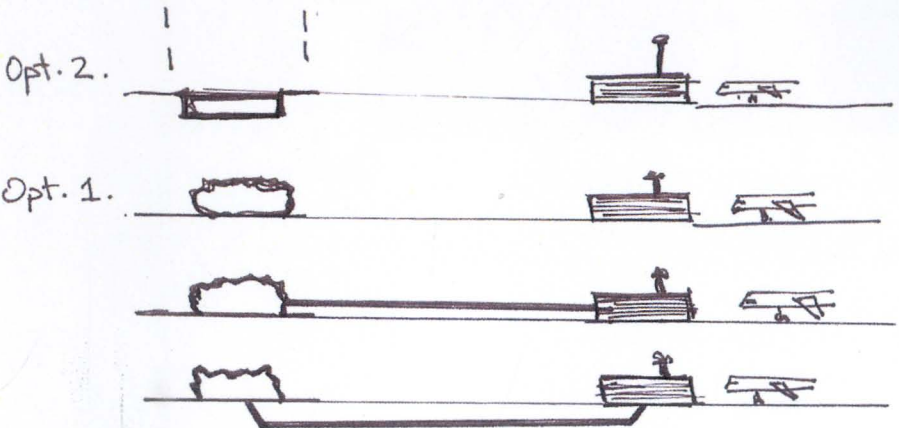
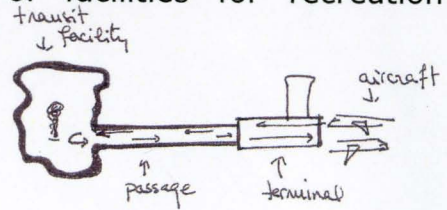


Figure 28: Sections of intervention scenarios on site

Figure 29: Collage— Vision of the project





On the one hand, the transit traveler will feel disconnected from the surrounding context, trenched in his imaginary world. On the other hand, from the outside the building will reflect the surrounding, as if negating it to the extent that it will not let it in, but will solely reflect it on its skin. Hence as far as the public (everyone that is not a transient traveler) is concerned, they will only see the structure from the outside as a reflective unidentified object, where they can see reflected airplanes taking off and landing. They will be

able to access the green areas surrounding the building but not the building itself. On the inside, the building will be lit through several atriums and courtyards. The only interaction with the surrounding will be a vertical one, where the transits will be able to see the sky when they are in the open areas situated within the building. The light coming from the ceiling will be the only hint that will allow them to situate themselves. The facility will be operational 24h a day to cater for the needs of all transient travelers.

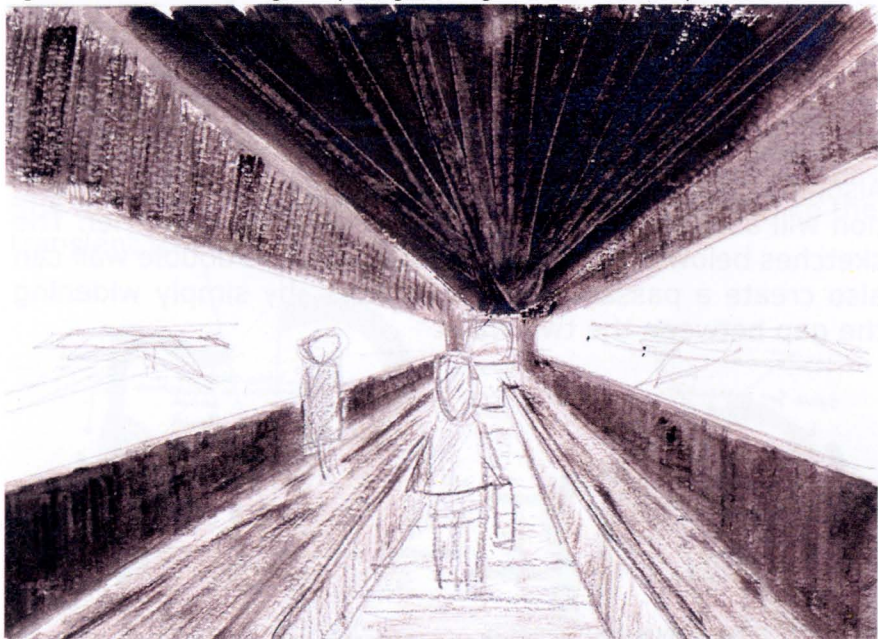


Figure 35: Photomontage of reflective facade

Figure 30: Google Image of the Rafic Hariri International Airport of Beirut (RHIAB)



Figure 31: View of the overground passage leading to the transit facility





Usually what also helps you situate yourself is what you see and what you hear, hence to try and maintain the user in the state of transience; to be able to separate him from the immediate context, the visual as well as sound barriers will have to be well thought of. Since it is situated in an airport, noise insulation will surely be a concern and therefore proper sound-

proofing is essential. At the Mc Cormick Tribune Campus Center in Chicago, Rem Koolhaas designed a campus that was intercepted by metro tracks, hence in order to dampen the sound of the metro, the architect enveloped the tracks and the train in an acoustical tube called the exelon tube, made of concrete and clad in corrugated stainless steel.

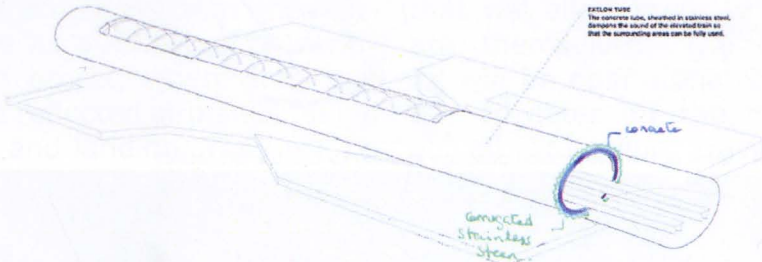


Figure 32: Mc Cormick Tribune Campus Center by OMA  
Location: Chicago, USA

Also, using the concept of the double wall for thermal insulation will also create a visual as well as acoustic barrier. The sketches below show how the concept of the double wall can also create a passage for the services, by simply widening the gap between the two walls.

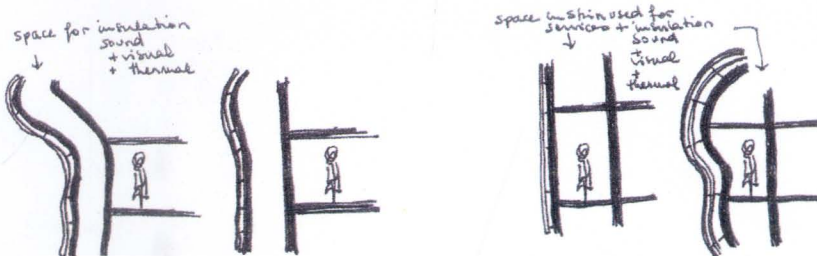
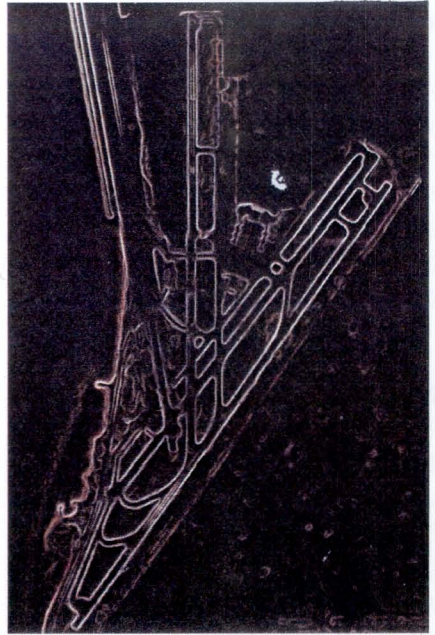
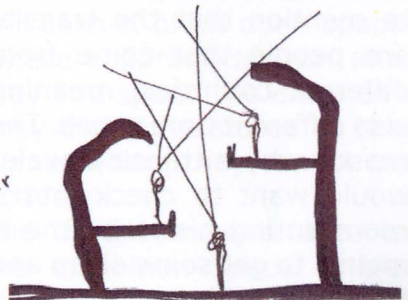
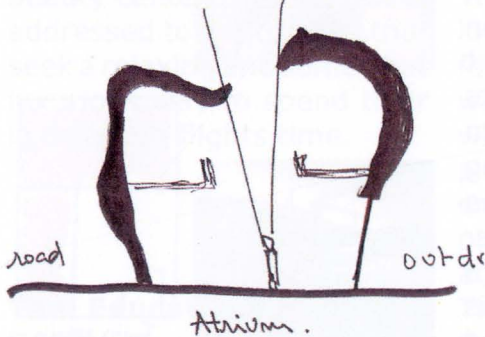


Figure 33: Sectional Diagrams of Skin for Soundproofing and Insulation

Figure 34: Mass plan of Rafic Hariri International Airport at night, showing the project as a 24h operational facility



Usually the function of an atrium in a building is to light it with natural light hence limiting the use of artificial lighting. In this case, there is a double use for the atrium, of course it will act as a light well since the outside skin is going to be opaque and will not have openings, but the second function of the atriums is to maximize the view of the sky to the transient travelers.



As I have mentioned earlier, the transit facility aims at providing recreational activities for the transient travelers, allowing them to make their wait time a productive time and not just wasted lifetime. These activities include relaxation activities such as a spa, a hotel, yoga facilities and physical activities such as sports and aslo an educational and artistic centre.

## Hotel.

The concept of the hotel for transit travelers is different than that of an ordinary hotel. Usually hotel rooms provide a comfortable environment that the user will occupy for several nights in a row, offering a bed, storage space, toilet and possibly a work area. Since the transit traveler will be using the room for one night at the most, if not a couple of hours, then he will need different qualities in his room. Long hours in an airplane can be tiring and it is important to mention that the transits are people that come from different countries, meaning also different time zones. The reason why a transit traveler would want to check into a room during his wait time is mainly to get some sleep and freshen up. The room will be

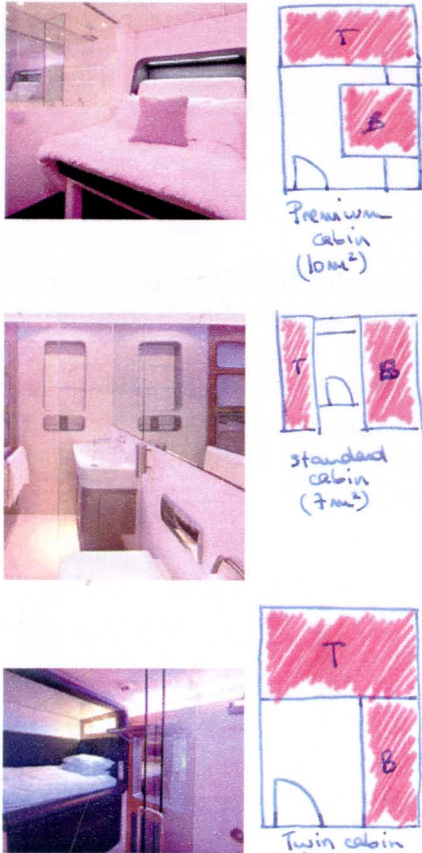


Figure 36: Picture and diagrammatic plans of Yotel rooms



smaller than a typical hotel room and planned for maximum comfort. There will be two sizes of rooms, the single room for the solitary traveler and bigger sized rooms for the group travelers. This second type of rooms will be big enough to accommodate two or more persons. At airports, like Schiphol and Heathrow , a new type of hotel rooms are available for the travelers within the terminals, the Yotel; providing transients with a place to rest within the terminal.(Yotel Website)

### **The Spa.**

Spa rooms are available offering spa services to the transits such as massages, fitness rooms, sauna, and beauty center. This service is addressed to the transits that seek a relaxing and somewhat luxurious way to spend their in-between flights time.

### **The Educational and Art Centre.**

There will be a international

library with books from around the world.As for the art center, it will consist of work areas where transients can produce art and then either take it home it with them or if it is not done, they can keep it in the transit lounge so that other transients can finish it. All the works are exhibited in the atrium dedicated to this matter.

### **The communal lounges.**

The communal lounges will be located in the atriums. For all the transits that want to unwind in a shared environment, the first communal lounge consists of comfortable seats spread in an environment of calm and serenity.

The second communal lounge is a recreational area for the children transients. It will consist of an open space where children can run and play and spend the extra energy they have stored on the plane, where they cannot be active.

The third communal area is the exhibition space where works of art done by previous



### The booths.

There are two kinds of booths, the communication booths on one hand that are equipped with computers and internet, dedicated to the business oriented transits that want to get some work done during their wait time. On the other hand, the entertainment booths are equipped with tvs and projection screens for transits who wish to watch a movie or play video games during their stay.

### Spotters terrace.

Planes fascinate a lot of people; there will be several spotters' terraces or viewing decks in specific positions, offering the possibility to watch the planes taking off and landing, while at the same time maintaining the atmosphere of isolation and seclusion present on the inside of the capsule.

### Sports Activities.

31

These are important because they give the traveler the chance to exercise and get their blood flowing after a journey on the plane. Which can also in some cases prevent the appearance of health problems related to flying, such as Deep Vein Thrombosis. An outdoor space is available, creating an environment where transients can jog, bike on the or lay on the grass.

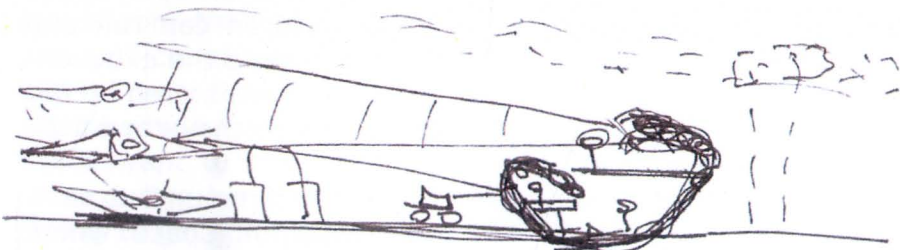
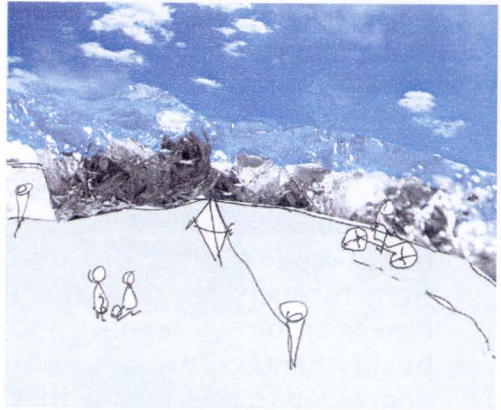


Figure 37-38: Sketch of viewing docks and Photomontage of Outdoor Space

### Program table

Hotel Rooms  $60 \times 25 + 400$  services = 1900m<sup>2</sup>

Spa Rooms  $30 \times 20 + 400$  services = 1000m<sup>2</sup>

Art & Educational Center = 1000 + 300 services = 1300m<sup>2</sup>

Atriums  $400 \times 3 = 1200$

Booths  $15 \times 20 = 300$

The total area is approximately of 5700 m<sup>2</sup>.

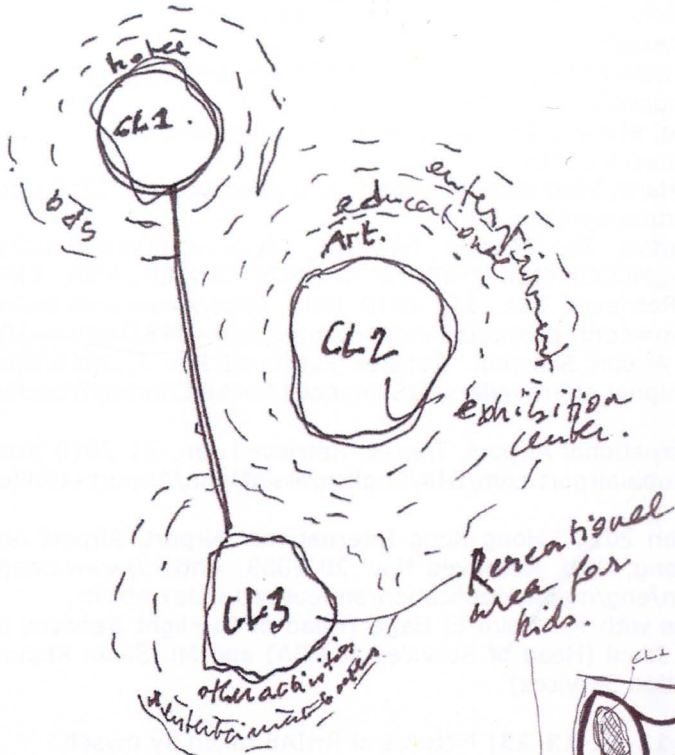


Figure 39: Programmatic Diagram

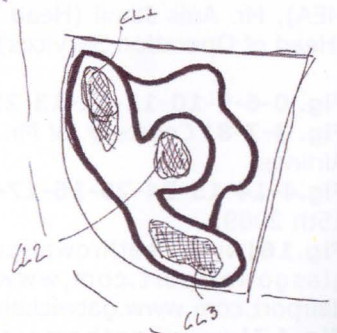


Figure 40: Possible Layout on Site

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**Fig. 0-6-9-10-11-12-13-23|** Pictures of RHIAB taken by myself.

**Fig. 3-7-8|** Courtesy of Mr. Anis Jamil, Head of Services at Middle East Airlines.

**Fig.4-14-15-24-25-16-17-30-35|** GoogleEarthImages, visited Oct. 15th 2009.

**Fig.16|** [www.heathrowairport.com](http://www.heathrowairport.com), [www.aberdeenairport.com](http://www.aberdeenairport.com), [www.glasgowairport.com](http://www.glasgowairport.com), [www.edinburghairport.com](http://www.edinburghairport.com), [www.stansteadairport.com](http://www.stansteadairport.com), [www.gatwickairport.com](http://www.gatwickairport.com), visited Nov. 14 2009.

**Fig.17|** [www.benthemcrouwel.nl/portal\\_presentation/airports/lounge-2](http://www.benthemcrouwel.nl/portal_presentation/airports/lounge-2), visited Jan. 8th 2010.



**Fig.18** | [www.benthemcrouwel.nl/portal\\_presentation/airports/schiphol-plaza](http://www.benthemcrouwel.nl/portal_presentation/airports/schiphol-plaza), visited Jan. 7th 2010.

**Fig.19** | [www.benthemcrouwel.nl/portal\\_presentation/airports/schiphol-plaza](http://www.benthemcrouwel.nl/portal_presentation/airports/schiphol-plaza), visited Jan. 7th 2010.

**Fig.20** | <http://www.schiphol.nl>, visited Jan. 15th 2010.

**Fig.21-22** | [www.hongkongairport.com/eng/media/publication/annual-rep-index.html](http://www.hongkongairport.com/eng/media/publication/annual-rep-index.html), visited Nov.28 2009.

**Fig.32** | [www.archined.nl/typo3temp/,,pics/27e59b91b0.jpg](http://www.archined.nl/typo3temp/,,pics/27e59b91b0.jpg), visited Jan. 18th 2010.

**Fig.36** | [www.yotel.com](http://www.yotel.com), visited Jan. 15th 2010.



