

Doxiadis Associates

NEW ATHENS INTERNATIONAL AIRPORT "ELEFThERIOS VENIZELOS" (N.A.I.A.) - MAIN TERMINAL BUILDING (M.T.B.) – AIR TRAFFIC CONTROL (A.T.C.) BUILD- ING AND CONTROL TOWER – SPATA, ATHENS, GREECE

The New Athens International Airport contract was awarded by the Greek State to a consortium led by the German construction firm Hochtief AG, as a design-build-finance-operate package, under a B.O.O.T. scheme (Build – Own – Operate – Transfer).

Doxiadis Associates acted as a subcontractor to Hochtief AG providing architectural design services.

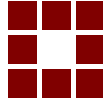
Originally, Doxiadis Associates participated with a team of specialists in the preparation of the Preliminary Design in Essen, Germany (at Hochtief's headquarters). Members of the architectural team were also assigned with the development of the interior design scheme and the coordination of the design for the exposed steel structure.

Subsequently Doxiadis Associates were assigned with the design development (construction and shop drawings) for the M.T.B. and in this respect, deployed a massive 25-member team of Architects, Technical Assistants and Cad-Operators in July 1996 at the Spata site-offices and the construction commenced four months later, in November 1996.

On 28 March 2001 the Airport began functioning. The construction and shop-drawings preparation was carried-out on an extremely fast-track schedule. A constant flow of drawings and reports was produced and delivered to the construction site throughout the whole construction period.

The design activities were carried-out in a truly international context, requiring the compliance with IATA regulations, the American Disabilities Act (ADA), the German building regulations (Landesbauordnung Nordrhein - Westfalen), German Industrial Standards (DIN), the Greek Seismic Code (NEAK) and the incorporation of numerous outside consultants and specialists work.





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The project

The M.T.B. has a capacity of 16 million passengers per year, 6,000 passengers/peak hour. It disposes of 14 passenger boarding bridges, 148 check-in counters and extends over 5 functional levels. Its surface area is 165,000 sq.m. The linear layout concept provides for aircraft parked in single line along the airside corridor. All functions such as passenger ticketing and inbound/outbound baggage handling are centralized. The multi-level M.T.B. incorporates all the necessary functions with regard to arriving and departing passengers, along with the supporting operations.

Aircraft boarding via passenger boarding bridges is performed at level 2, with additional boarding via bus departure lounges along the airside at level 1.

The minimum aircraft wingtip dimensions dictated a longer airside, which stands at 788m. At the land-side, all passenger arrival and check-in facilities are accommodated within the two main levels. These characteristics explain the overall building configuration, which has an elongated airside rectangle with dimensions of 788m by 37m and a shorter central landside rectangle of 330 m by 60 m.



DATA ON OVERALL PROJECT

Name of Client <i>HOCHTIEF A.G.</i>	Start Date <i>9/1995</i>	Project Value in 12/2003 prices <i>171,213,639.78€</i>
Project Location within Country <i>Spata, Attica, Greece</i>	Completion Date <i>9/1999</i>	Value of Services in 12/2003 price <i>2,142,655.90 €</i>

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