



The Midfield Project for The New Indianapolis Airport

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The New Indianapolis International Airport

The existing Indianapolis International Airport terminal opened in 1957. It has served the community well through many renovations, expansions and years. However, studies show that its capacity to expand and adapt to the needs of 21st century air travel is limited.

Planning for a New Indianapolis Airport began in 1975 when the Indianapolis Airport Authority adopted a master plan for airport development. The plan called for layout of two parallel runways with a non-intersecting crosswind runway while leaving room for a new “midfield terminal” complex between those runways and new highway access from Interstate 70. Over the past 30 years, these plans have been developed, reviewed, modified and updated.

Terminal building

The New Indianapolis Airport will feature a modern terminal built in the “midfield” area of the present airport, between the two main runways. The heart of the terminal building is a Civic Plaza, a central gathering point whose circular shape recalls the shape of the City’s central public space, Monument Circle. Although the plaza will serve the necessary functions of both security and concessions, the room is designed to incorporate artwork, provide public event space and enable visitors to sample the character of Indianapolis and the region. The form of the terminal roof is shaped to create a symbolic threshold to the city and state, emanating from the Civic Plaza. The form is generated by joining the sheltering, centralized shape of an arch with the rise and fall of the building from check-in to departure. Encompassing high glass walls, the building rises over the plaza to reveal a view of the aircraft apron and the city skyline. The terminal is designed as a dynamic, changing form that reveals its purpose as destination, gateway and powerful symbol of the city.

Terminal site

The midfield terminal site is on unencumbered “greenfield” site that has been reserved for the airport’s expansion since 1975. The site is nearly a mile wide, over two miles in length, and has ample space for landside and airside development.

Landside development

Landside development of the new airport will provide roadway access, utilities distribution, vehicle parking, support facilities and commercial development areas for the terminal area complex.

Airside development

The airside development of the new airport will provide the aircraft parking, access to the runways, and aviation support facilities. The midfield layout will facilitate the efficient movement of aircraft. Connector taxiways will align with existing exit taxiways to provide the shortest and most direct route to aircraft gates, thereby reducing taxiing time.

Surface transportation access

The new airport terminal and concourses will be served primarily by a free-flowing, multi-lane, dedicated central parkway from I-70. The roadway median could also accommodate future light rail development. A surface road system will provide access to airport support facilities.

Master designer

The Indianapolis Airport Authority has selected St. Louis-based Hellmuth, Obata + Kassabaum, Inc. (HOK), an internationally known architecture, engineering and construction planning firm, as Master Designer for the New

Indianapolis Airport. As Master Designer, HOK will provide a comprehensive design solution for the entire development.

Environmental management

Construction of the New Indianapolis Airport will provide unique opportunities to develop environmentally friendly buildings and sites. The midfield terminal will incorporate the latest green practices that are considered hallmarks of sustainable development. Operational efficiencies will be gained by incorporating energy-efficient architectural designs and energy management systems.

Public artwork

Through the use of commissioned, site-specific or architecturally integrated works of art, the New Indianapolis Airport will provide visitors access to a wide variety of artists and art forms from Indianapolis, Indiana, the United States and the world. An Airport Arts & Culture Program will provide temporary exhibitions of art by local artists as well as a performing arts series, and will highlight the rich cultural diversity of the City.

Project cost

The approximately \$1.1 billion cost of the New Indianapolis Airport is being financed through a combination of federal grants, passenger facility charges, airline facility rents and aircraft landing fees. No state or local tax money is being used to finance construction of the new airport or to repay construction bonds.

Construction

Construction of the new terminal building began in July 2005. The new terminal is scheduled to open in late 2008.