



MAPPING AIRPORT MOBILITY ON DISPLAY

Airports seem to be one of the building and infrastructure type which better display on mobility changes in the last century. We will analyse the evolution of mobility traced in their territories at different scales: the terminal, the plate-form and their relation to the city.

Paris Match 1967-
n°952 – p.48-49

7 years before the opening of Charles de Gaulle Airport in 1974, the popular magazine envisions the future „hypersonic“ airport which as a display of different speed mobilities congregates planes, high speed trains, cars, parkings: „France will live the era of fantastic“



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From the first airfields to the complexity of larger airports and recent airport cities, circulation and transport networks have formed this transport spaces at different scales and speeds.

Our proposal is to study through cartography and photographs how mobility shaped the airport and how it has evolved. We will examine three scales: the terminal, the airfield and the territory. This study will focus on the case of the Charles de Gaulle airport in Paris which will be the frame of reference.

How mobility shapes ever-growing terminals. How new master plans can combine not only an efficient airport infrastructure but also well-organized landside and become an intermodal exchange node. How these new centers participate and influence the development of the territory of the metropolitan and regional areas.



Author

Graciela Torre is an architect graduated at the Buenos Aires University. She has then studied at the Hochschule für Angewandte Kunst in Vienne (Austria) and the TU Delft (Netherlands). She is director of TAW Architecture in Paris combining a project and research practice. She began to work in airport projects at the Kansai competition at the Renzo Piano Building Workshop and went on working on airports with Paul Andreu at ADP and ADPi. She taught at the FADU in Buenos Aires, the PUCAMP in Brazil and the Architecture Schools of Paris- Malaquais and Nantes in France