NEW VISIONS OF SECURITY: RE-LIFE OF A DFW AIRPORT TERMINAL

2007-08 ACSA/U.S. Department of Homeland Security
Student Design Competition

The Association of Collegiate Schools of Architecture (ACSA) and the U.S. Department of Homeland Security (DHS), in collaboration with the Dallas/Fort Worth International Airport (DFW) are pleased to announce the 2007-08 Student Design Competition, NEW VISIONS OF SECURITY: RE-LIFE OF A DFW AIRPORT TERMINAL. This competition is sponsored by DHS' Science and Technology Directorate and administered by ACSA. This competition will focus on compelling security and other challenges facing our airports today. With the assistance of the DFW Airport Planning Department, American Airlines, and Corgan Associates, the program is intended to challenge students, working individually or as a team, to explore improvements in passenger security as well as the overall passenger experience by transforming an existing, operating airport terminal from the 1970's. This challenge of converting aging facilities into the terminals of the future, capable of efficiently accommodating major changes in the aviation industry, is a challenge many of the country's major airports are starting to address. The competition is an opportunity to understand the passenger experience and help define new security concepts for DFW as well as other airports.

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COMPETITION CHALLENGE

DFW Airport: Image courtesy of DFW Airport, Images and Drawings available for download online - www.acsa-arch.org

Major changes to airline operations, passenger expectations, and aviation security over the past 30 years, along with the aging terminal buildings, make it necessary for Dallas/Fort Worth International Airport (DFW) to explore designs for a major terminal re-life. This competition will require students to develop design solutions to "re-life" American Airlines' Terminal A at DFW. The competition is intended to allow for a complete interior and exterior re-design of the current crescent shaped two-story terminal necessary to respond to post 9-11 security requirements, current airline operational needs, passenger use patterns, expectations, and concession development.

Designs for the re-life of DFW Terminal A should focus on:

- Accommodating current and emerging security requirements
- Incorporating sustainable design
- Optimizing operational efficiencies
- Incorporating space for retail and concessions
- Converting its 1970's architecture into a 21st century statement
- Incorporating the airport's new train system, SkyLink

DFW Airport opened in 1974 as a regional airport. Today, DFW is a major international gateway serving over 55 million passengers annually, with 70% of passengers connecting. DFW is a major hub for the nation's largest airline, American Airlines. This competition will focus on DFW Airport Terminal A's nearly 1,000,000 square feet that serve domestic flights on two stories with a two level roadway system, 30 gates, and offices for American's domestic operations.

Winning students and their faculty sponsors will receive cash prizes totaling US $70,000. Winning student or student teams with concepts showing promising solutions may be invited to spend a week at the architectural offices of Corgan Associates, Inc. in Dallas and create a set of development drawings to further refine the submission concepts.

ABOUT THE SPONSORS

SPONSOR

The **U.S. Department of Homeland Security** (DHS) ensures the continued security of the Nation's traveling public. DHS' Science and Technology Directorate is sponsoring this competition that will challenge new generations of architects to consider security as an integral part of public building design. Of particular interest is the security of airports and other transportation terminals. DHS welcomes the vision and energy of a new generation of architects to address these security challenges while maximizing public and environmental good.

ADMINISTRATOR

The **Association of Collegiate Schools of Architecture** (ACSA) is a non profit organization founded in 1912 to enhance the quality of architectural education. School membership in ACSA has grown from ten charter schools to over 200 schools in several membership categories. Through these schools, over 4,500 architecture faculty are represented in ACSA's membership. In addition, over 500 supporting members composed of architectural firms, product associations, and individuals add to the breadth of ACSA membership.

ACSA, unique in its representative role for professional schools of architecture, provides a major forum for ideas on the leading edge of architectural thought. Issues that will affect the architectural profession in the future are being examined today in ACSA member schools.

SUPPORTING SPONSORS

Dallas/FortWorth International Airport (DFW), jointly owned by the cities of Dallas and Fort Worth, opened in 1974 with four terminals and three runways. The airport encompassed 17,638 acres, or 27 square miles, making it, at the time, the world's largest airport. Since its inception, DFW has experienced tremendous success and growth in both passenger and cargo operations. Today, the airport has five terminals, seven runways, and is the third busiest airport in the world. DFW remains one of only two airports in the world with two major carriers operating hubs at their facilities.

American Airlines is the world's largest airline. American, American Eagle and the American AirlinesConnection® airlines serve 250 cities in over 40 countries with more than 4,000 daily flights. At DFW—American's largest hub—American and American Eagle together operate approximately 1,600 daily departures and arrivals to and from destinations throughout the airline's worldwide network— including more than 30 nonstop international destinations from DFW. American is a founding member of the global one world® Alliance, which brings together some of the best and biggest names in the airline business, enabling them to offer their customers more services and benefits than any airline can provide on its own. Together, its members serve more than 600 destinations in over 135 countries and territories.

Corgan Associates, INC., Founded in Dallas in 1938, Corgan is nationally ranked among the top ten design firms focused on architecture. Corgan's design professionals provide master planning, architecture, interior design, and space planning services for new and existing facilities. For over 55 years, Corgan has provided a diverse range of planning and design services to aviation clients in response to the growing demands of the aviation industry. Corgan's knowledge of the industry's requirements results in innovative solutions that have become standard industry practices.

Important Dates

December 7, 2007	Mid-project Review
February 8, 2008	Registration Deadline (no registration fee)
March 1, 2008	Question Deadline
March 15, 2008	Answers Posted
June 4, 2008	Submission Deadline
June 2008	Winners Announced
Summer 2008	Summary Book

RE-LIFE OF A DFW AIRPORT TERMINAL

This competition is focused on the re-life of American Airlines' Terminal A at Dallas/Fort Worth International Airport (DFW). The design solutions are encouraged to explore concepts that reorganize the terminal's need to clarify the functional order, operations, and reinforce passenger way-finding. In addition, submissions should consider improving the passenger security process, airline terminal operations, and provide more effective concession lease areas.

Today, Terminal A is used exclusively by American and is one of three terminals from which they operate their largest hub, serving over 250 domestic destinations and 60 international cities. Terminal A is now used for domestic operations only. 70% of the passengers processed at DFW are transferring between flights and remain on the secure airside of the terminals. Terminal A currently processes passengers who are arriving or transferring from one of four (4) other terminals or from gates within Terminal A.

Goals and Objectives of Terminal Re-life

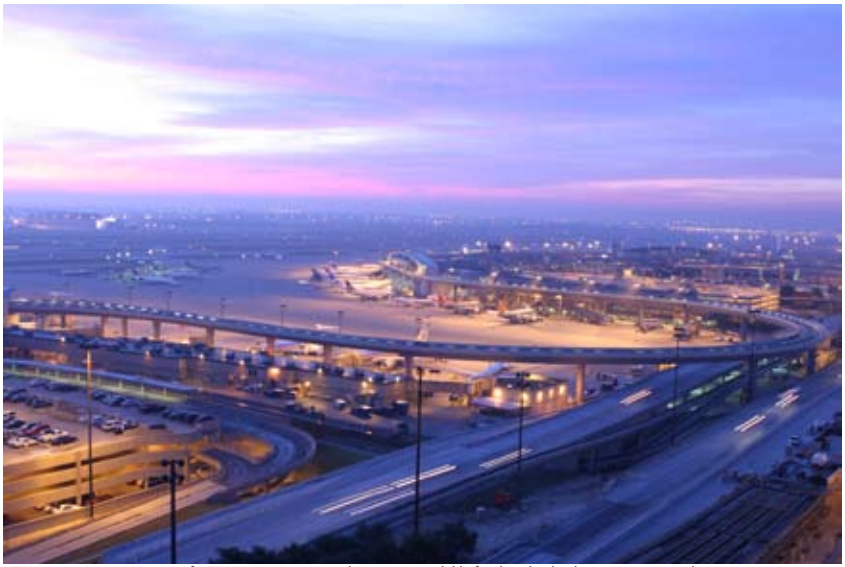
Following is a set of design goals for the re-lifing of DFW Terminal A.

- Optimize traveler and facility security through active and passive features;
- Address access control and security monitoring needs;
- Incorporate design and material features that provide protection from explosive effects and progressive collapse of structures;
- Create a world class aviation design;
- Create a strong, dynamic image as a "Sense of Place";
- Create a spacious, stimulating environment with high volume spaces with natural light in public spaces;
- Provide a high level of passenger service, optimizing passenger convenience and providing clear and direct passenger flow;
- Maximize concession opportunities;
- Maintain an efficient operating environment for tenant airlines;
- Commit to a cost effective design;
- Include advanced technology and sustainable materials;
- Comply with all known and contemplated passenger and baggage security requirements.

In addition, there is a need to retain positive aspects of the existing terminal:

- Proximity of parking to gates;
- Level passage from curbside to gate;
- Proximity of concessions to gate;
- Abundance of curbside, thereby reducing passenger/vehicle conflicts;
- A continuous airside frontage allowing flexible aircraft parking.

RE-LIFE OF A DFW AIRPORT TERMINAL



DFW Airport: Image courtesy of DFW Airport, Images and Drawings available for download online - www.acsa-arch.org

Site Location: North Texas, United States

The Airport is centrally located between its two owner cities, Dallas and Fort Worth. The City of Dallas is the third-largest city in the state of Texas and the ninth-largest city in the United States. The city covers 385 square miles (997 km^2). As of July 2006, Dallas has a population of approximately 1,232,940. Fort Worth is the sixth-largest city is Texas and seventeenth largest city in the United States. It covers 293 square miles (758 km^2) and has the population of approximately 661,850. Together, they are the main cultural and economic center of the 12-county Dallas/Fort Worth/Arlington metropolitan area—at six million people; it is the fourth-largest metropolitan area in the United States.

RE-LIFE OF A DFW AIRPORT TERMINAL

Terminal A Improvement Program Requirements

The following improvements should be implemented to expand passenger levels of service: vehicular curbside utilization, non-airline revenue generation, passenger security screening, queue circulation, and overall screening efficiency.

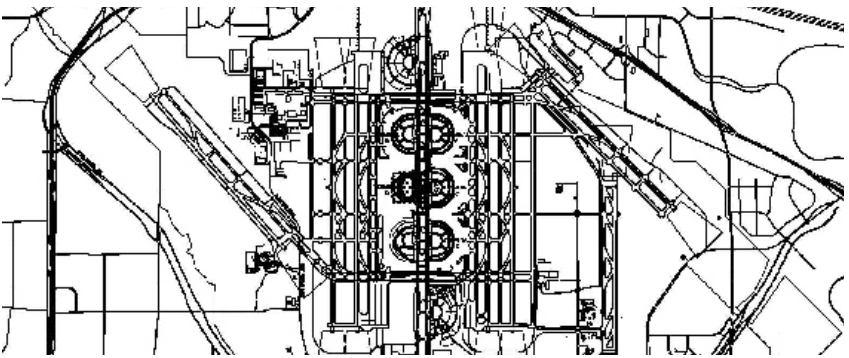
- **Security Check-point Improvements**. Currently, there are three security checkpoints oriented perpendicular to the circumference of the terminal. The current arrangement is inadequate to accommodate the processing functions, equipment, and passenger queuing. Queues routinely cause congestion in the ticketing lobbies, at the tops of escalators, and in the non-secure landside corridors. Adding to this congestion, escalators from the lower level curbside check-in facilities and ground transportation bus stops deposit passengers in the same vicinity. Consideration should be given to functional area requirements and also potential aesthetic enhancements to improve the experience in queues.

- **Concession Improvements**. The current distribution of concessions was determined in 1990 and is no longer effective. With the opening in 2004 of the intra-terminal automated tram system, Skylink, significant opportunities developed. Terminal A has two Skylink stations which create a concentration of connecting passengers at these locations. These concentrated areas represent an unrealized opportunity to enhance concession revenues and variety.

- **Vacant Area Improvements**. Vacant areas within Terminal A exist around the previous Federal Inspection Service (FIS) Area and the original airport train stations. The original airport train system, located on the ramp level, has been shut down since Skylink became operational. This vacant space consist of the train guideways, the passenger stations and create an opportunity for redevelopment. The FIS areas on the main concourse and third level are not operating since all international flights were relocated to the new International Terminal D in 2005.

- **Baggage Claim Improvements**. Current baggage claim areas now also serve as "meet & greet" areas. These areas become populated by individuals awaiting arrival of terminating passengers. Concessions and customer services are needed in these areas.

- **Structural Security**. Where appropriate, existing or new structure should incorporate designs and materials to minimize damage from explosive effects and ensure maximum structural integrity if damaged by explosive effects.



DFW Airport Site Plan: Image courtesy of Corgan Associates, Images and Drawings available for download online - www.acsa-arch.org

RE-LIFE OF A DFW AIRPORT TERMINAL

DFW Airport – Terminal A Space Requirements

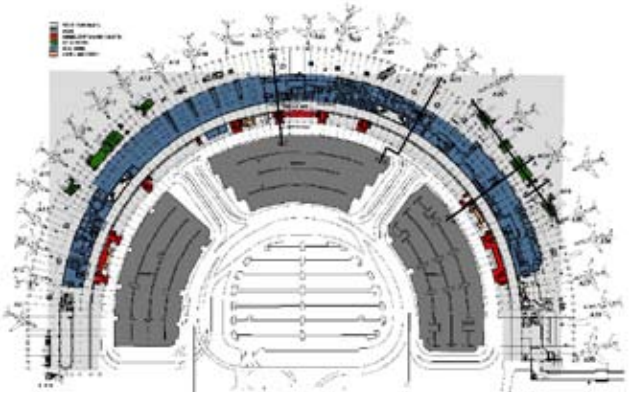
Current Area			
	American Airlines Support Areas	245,000 square feet	22,761.24 square meters
	DFW Support Areas	20,000 square feet	1,858.06 square meters
	Airport Ticket Office Halls	22,000 square feet	2,043.87 square meters
	Domestic Bag Claim	30,000 square feet	2,787.09 square meters
	Concourse/Gate Lounges	185,000 square feet	17,187.06 square meters
	Security & Federal Inspection Service (FIS) Areas	160,000 square feet	14,864.49 square meters
	American Airlines Clubs	22,000 square feet	2,043.87 square meters
	Toilets	15,000 square feet	1,393.55 square meters
	Concessions	45,000 square feet	4,180.64 square meters
	General Circulation	80 000 square feet	7,432.24 square meters
	Mechanical, Electrical, & Plumbing	56,000 square feet	5,202.57 square meters
	Total	**880,000 square feet**	**81,754.68** square meters

Required Area			
Non-secure Area	**Airport Ticket Hall**	22,000 square feet	2,043.87 square meters
	Ticket Counter Areas, Queuing Areas, & Ticket Offices		
	Toilets	6,250 square feet	580.64 square meters
	Concessions	22,500 square feet	2,090.32 square meters
	Retail Stores, Food Vendors, Queuing Area, Common Seating, Kitchen, & Offices		
	Domestic Bag Claim	40,000 square feet	3,716.12 square meters
	Minimum of 5 Baggage Claim Devices, Waiting Area, Airline Baggage Service Offices, Visitor Center, Car Rental Counters, Car Rental Offices, Car Rental Queuing, Airport Police, & Security Offices		
	Circulation	20,000 square feet	1,858.06 square meters
	Mechanical, Electrical, & Plumbing	14,000 square feet	1,300.64 square meters
Security	**Security Checkpoints**	8,000 square feet	743.2 square meters
	Inspection Booths, Conveyors, X-ray systems, Queuing Area, Offices, and other equipment necessary to monitor, control, and operate inspection facilities. This area must have security policies and procedures that prevent arriving passengers from circumventing the inspection process.		
	Federal Inspection Service (FIS) Areas	Not Needed	Not Needed
	The Federal Inspection Service (FIS) Area was once used for international passengers entering the country. (Customs and Immigration). Currently the FIS areas on the main concourse and third level are not operating since all international flights were relocated to the new International Terminal D in 2005.		
Secure Area	**Concourse/Gate Lounges**	225,000 square feet	20,903.18 square meters
	Minimum of 30 Gates, Gate Counters, Queuing Areas, & Waiting Areas		
	American Airlines Clubs	22,000 square feet	2,043.87 square meters
	Reception Area, Seating, Lounge, Service Area, Restrooms, Kitchen & Offices		
	Toilets	18,750 square feet	1,741.93 square meters
	Concessions	67,500 square feet	6,270.96 square meters
	Retail Stores, Food Vendors, Queuing Area, Common Seating, Kitchen & Offices		
	Circulation	60,000 square feet	5,574.18 square meters
	Mechanical, Electrical, & Plumbing	42,000 square feet	3,901.93 square meters
	Ramp Level Support Area	245,000 square feet	22,761.24 square meters
	AA Administration Offices, Offices, Workshop, Baggage Make-up Areas, Restrooms, Staff Lounge, Staff Locker Rooms, & Storage		
	DFW Support Areas	30,000 square feet	2,787.09 square meters
	2 Skylink Stations (DFW's new elevated, bi-directional automated tram) , DFW Administration, Restrooms		
	Total	**843,000 square feet**	**78,314.7square meters**
	Surplus Area	37,000 square feet	3,439.98 square meters

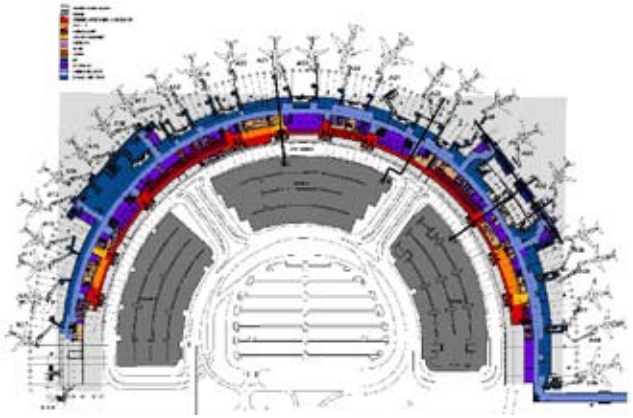
RE-LIFE OF A DFW AIRPORT TERMINAL

Drawings of the Terminal

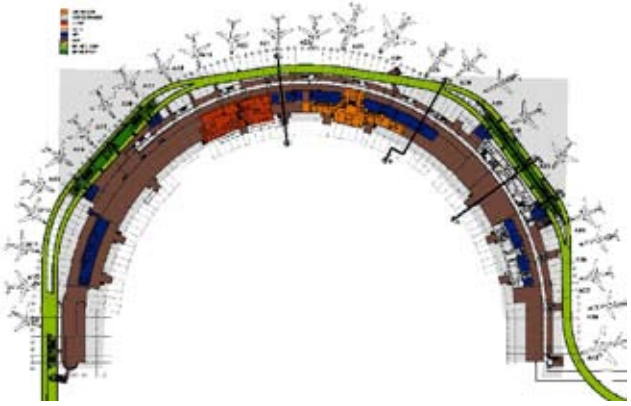
Corgan Associates have prepared CADD files of the existing terminal floor plans, sections, site plans, and diagrams to assist competition participants. Additional information about the airport and the existing facility will be posted to the ACSA website and can be downloaded by students to assist with their designs — www.acsa-arch.org



DFW Airport Terminal A, 1st Floor



DFW Airport Terminal A, 2nd Floor



DFW Airport Terminal A, 3rd Floor

DFW Airport Terminal A Floor Plans: Image courtesy of Corgan Associates, Images and Drawings available for download online - www.acsa-arch.org

BACKGROUND AND HISTORY

Terminal A and DFW

DFW Airport including Terminal A began construction in 1972 and opened it doors in 1974. Initially Terminal A opened with 200,000 SF and functioned as a typical domestic facility for multiple carriers. Each carrier operated independently with stand alone ticketing and baggage claim areas with 2-4 gates each. In 1980, the Airline Deregulation Act was signed by Congress and gradually airline consolidations occurred causing the occupants in Terminal A to change. In 1981, American Airlines established a hub operation at DFW, at the time centered in Terminal C. By 1984, American Airlines had outgrown Terminal C and began expanding operations into Terminal A by constructing a corridor between the terminals. In 1983, a Federal Inspection Services Area was opened in the south end of Terminal A to process passengers from just two (2) gates. During the period from 1983 to 1992, a series of expansions and improvements were made to Terminal A as American Airlines gradually occupied this entire terminal. They focused on increasing passenger growth and operational integrity as they capitalized on hub connection opportunities. By 1992, the terminal was built out to 880,000 SF containing: 29 gates, a commuter aircraft operation, a 1600 passengers per hour (PAX/HR) Federal Inspection Services area serving 12 swing gates, airline clubs, enhanced concession opportunities, a new outbound baggage system, and airline support space for operations, including expansion of the three (3) passenger screening check-points. Terminal A was connected to Terminal C with a one-directional passenger train that had been installed initially in 1972. This provided a connection for passengers transferring between terminals, provided employee transportation, and a way for concession product to be delivered to the terminals. These improvements increased the capacity of the hub facilities for American Airlines so that by 1994, American Airlines ran 58 gates, 22 commuter positions with 500+ daily operations from DFW Airport.

In the 1980's and 1990's, DFW Airport and American Airlines both recognized the growing importance of DFW in the domestic and international market. They worked together to cooperatively develop a series of master plans to efficiently prepare for expanded and balanced growth of navigational, airside, terminal and landside facilities and systems. Growth forecasts and route structure development trends were carefully coordinated to stay ahead of demand, maximizing the use of all existing facility capacity and to avoid overbuilding.

In the late 1990's, American Airlines' hub operation continued to grow through expansion in Terminal B, which put American Airlines in three (3) terminals with 70 gates and a remote commuter operation served by busses. A connector sky bridge was added to allow passengers to connect between Terminals A and B.

By late 1998, passengers and flight activity levels had outgrown capacity causing a drop in operational performance, dependability, and passenger levels of service. This marked the initiation of the Y2000, $2.4Billion DFW Airport Capital Development Program which consisted primarily of the construction of a new 28-gate international terminal (Terminal D) and a new elevated, bi-directional automated tram, Skylink. These facilities were designed in 1999 – 2000 with construction being completed in 2005. As a result of these improvements, DFW achieved the prominent position of being named the best airport in the Western Hemisphere by Airports Council International.

In 2006, due to the opening of Terminal D, and the downsizing of Delta's operation at Terminal E, other airlines were gradually moved from Terminal B to Terminal E. This allowed American Eagle to move their operation to full contact gates at Terminal B.

Today, Terminal A is used exclusively by American Airlines and is one of 4 terminals from which they operate their largest hub serving over 250 domestic destinations and 60 international cities. Terminal A is now used for domestic operations only. 70% of the passengers processed at DFW are transferring between flights and remain on the secure airside of the terminals. Terminal A currently processes passengers who are arriving or transferring from one of four (4) other terminals or from gates within Terminal A.

BACKGROUND AND HISTORY CONT.

Terminals A, B, C and E were opened with the inauguration of DFW in 1974. Each terminal was constructed in three (3) distinct sections which corresponded to a landside roadway system that served each section and a related parking structure. At the time, each terminal was constructed based on the airline tenants' needs. As a result each terminal, although built on a common framework or structural grid, evolved very differently because of differences in the terminal tenants and operational demands. Terminal A opened with less than 200,000 SF, consisting basically of a central ticketing and baggage claim hall in the middle and small pocket lounges adjacent to the concourse that ran the length of the terminal. Infill construction occurred over the years, both airside and landside of the central concourse. The airport train system stopped in three (3) locations in the terminal at the lower ramp level. Parking structures were built over the years within the boundaries of the roadway systems. The relationship between parking, terminal entrances, ticketing, security check points and departure gates provided very high levels of passenger service.

Terminal A and other original terminals were constructed using a pre-cast concrete structural system with an in-fill curtain wall providing glazing opportunities in public areas. The architectural integrity of this design rhythm has been meticulously controlled over the years by the airport and design community which has resulted in a high degree of aesthetic continuity and uniformity. However, pre-cast concrete became increasingly difficult to obtain during the 1990's and was ultimately abandoned as a framing system and was retained only at exterior perimeter wall panel and spandrel locations. As a framing system, it became difficult to modify in response to program changes and remains a realistic limiting factor when considering aesthetic enhancements to the terminal. The structural framework and strong geometric order allowed for a systematized approach to mechanical and electrical services. Air handling services are located in roof-top mechanical rooms which supply conditioned air to the concourse level and ramp level through vertical chases in the wedges between the segments of the terminal radius. Electrical vaults were originally located on the roof level within a building penthouse; but over the years of growth, new vaults were added at ground level.

The Evolution of Passenger and Baggage Security

DFW Airport opened in 1974 with no passenger or baggage security and it wasn't until 1979 that metal detectors were installed for passenger screening. Because each terminal had a unique footprint and composition of airlines responsible for this screening, the solutions varied widely. After many years of experimenting with various processes and configurations, it became evident that three (3) locations corresponding to each terminal section would provide the highest level of passenger service. Consequently, as Terminal A was expanded and modified in 1986, the Terminal A master plan included security checkpoints, one per section and sized to accommodate the equipment of that time and allow for passenger accommodation based on processing rates and flight schedules programmed.

During this same timeframe, employee security was also included in the Terminal A master plan at employee access points on the ramp level. A card access system was installed separating airside secure areas from landside non-secure areas. This line was carefully considered with respect to airline and concessionaire operational and access requirements. While this construction eliminated keys and push button codes as a security concern, it did not require employees or flight crews to be screened. In addition to these improvements, a Closed Circuit Television (CCTV) system was installed primarily for operational monitoring but with override features for security purposes. No provisions were made for baggage screening at that time.

Following the events of 9/11 and establishment of the Department of Homeland Security (DHS) and Transportation Security Administration (TSA), extensive modifications and security improvements have been added to Terminal A. This includes construction and certification of a 100% bag screening system, installation of a dedicated CCTV surveillance system, expansion of card reader door controls, construction of additional support space for Department of Public Safety (DPS) patrols and TSA personnel. Staff monitoring at exit door locations from the airside gate areas and concourses to baggage claim and terminal exits were expanded. The passenger security screening areas have been fitted with all the current equipment, monitoring, and surveillance features required by the TSA. At times of heightened alert, additional DPS officers are posted and parking restrictions are imposed which limit access to the terminal frontage by vehicles. Because of the realities of the construction of Terminal A and proximity of terminal area elements, there has been no attempt to harden the facility or eliminate parking in proximity to the terminal.

RESOURCES

A major goal of the competition is to make students aware that background research is a fundamental element in approaching any design project. Students should consult examples of similar building types and structures for ideas and approaches that have been tested, some of which are avaialbe for download on the ACSA website.

Stevens, Donald, Terry Schell, Thomas Hamilton, Richard Mesic, Michael Scott Brown, Edward Wei-Min Chan, Mel Eisman, Eric V. Larson, Marvin Schaffer, Bruce Newsome, John Gibson, and Elwyn Harris. *Infrastructure, Safety, and Environment.* Rand 2004

Schell, Terry L., Brian G. Chow and Cliffors Grammich. *Designing Airports for Security.* Issue Paper, Rand 2003

Federal Aviation Administration. Recommended Security Guidelines for Airport Planning, Design and Construction. Associate Administration for Civil Aviation Security, Office of Civil Aviation Security Policy and Planning, Federal Aviation Administration, Washington DC 2001

DFW Security Checkpoint Research: www.dfwairport.com/airport/publications.htm

TSA Recommended Security Guidelines for Airport Planning, Design, and Construction: www.tsa.gov/assets/pdf/airport_security_design_guidelines.pdf

Students may also consult the following texts for information on airport design:

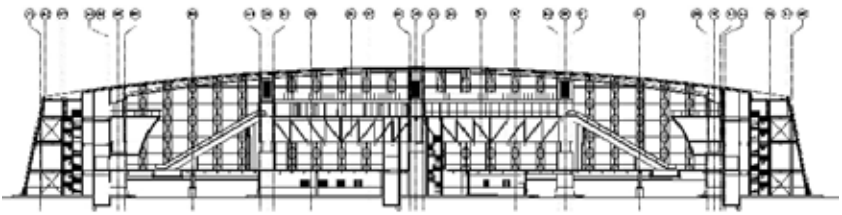
Ashford, Norman and Paul H. Wright. *Airport Engineering.* 3rd ed. New York: John Wiley & Sons, Inc., 1992.

Binney, Marcus. *Airport Builders.* Great Britain: John Wiley & Sons Ltd., 1999.

Blow, Christopher J. *Airport Terminals.* 2nd ed. Oxford: Butterworth-Heinemann, 1996.

Horonjeff, Robert and Francis X. McKelvey. *Planning and Design of Airports.* 4th ed. New York: McGraw-Hill, Inc., 1994.

Nadel, Barbara. *Building Security.* McGraw-Hill, Inc., 2004



DFW Airport Terminal A Section: Image courtesy of Corgan Associates, Images and Drawings available for download online - www.acsa-arch.org

AWARDS

DFW Airport: Image courtesy of DFW Airport, Images and Drawings available for download online - www.acsa-arch.org

A total of US $70,000 will be awarded for the competition, distributed as follows:

Mid-Project Review

5 awards of US $2,000 (US $1,500 for student/team, US $ 500 for faculty sponsor)

Final Prize

First Place	Second Place	Third Place
Student/Team US $20,000	Student/Team US $10,000	Student/Team US $6,000
Faculty Sponsor US $8,000	Faculty Sponsor US $4,000	Faculty Sponsor US $2,000

Honorable Mention

US $10,000 total, made at jury's discretion.

Winning student or student teams with concepts showing promising solutions may be invited to spend a week at the architectural offices of Corgan Associates, Inc. in Dallas to create a set of development drawings to further refine the submission concepts.

The design jury will meet in December 2007 for the mid-project review and during June 2008 to select final winning projects. Winning teams and faculty sponsors will be notified of the results directly. A list of winning projects will be sent to all participating faculty sponsors as well as posted on the ACSA website at www.acsa-arch.org.

Prize-winning submissions will be exhibited at the ACSA Annual Meeting, Portland, OR and the AIA National Convention, San Francisco, CA as well as published in a competition summary catalog. ACSA and the U.S. Department of Homeland Security will also work to promote the results of the competition to the print and broadcast media.

MID-PROJECT REVIEW

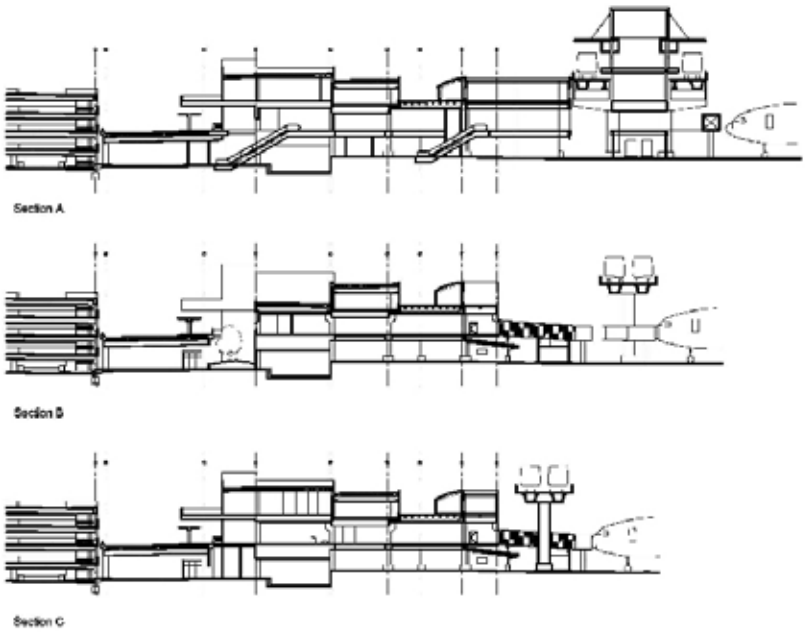
For students to reach the best possible outcomes a mid-project review has been established. Submissions will be reviewed by the design jury including members from DHS, DFW, and prominent architects. Juror comments will be provided to all submissions for continued design development. Projects submitted to the mid-project review are encouraged to continue developing their design and submit for the final jury.

Five cash prizes of US $2,000 (US $1,500 for student/team, US $500 for faculty sponsor) each will be awarded to selected projects, along with juror comments.

For the mid-project review only digital files will be reviewed. Send one CD or DVD containing development of the submission including but not limited to: schematic designs, parti, floor plans, sections, elevations, circulation, three-dimensional representations, or progress sketches. All entries for the mid-project review must be on CD or DVD and be received at ACSA in Washington DC by 5:00 pm, EST, December 7, 2007. Please note that due to the number of entries, ACSA will not send acknowledgements of receipt. ACSA cannot be responsible for customs processing or related fees; C.O.D. shipments cannot be accepted.

Ship to:

Association of Collegiate Schools of Architecture
Attn: Mid-project Review – DFW Airport Competition
1735 New York Avenue, NW
Washington, DC 20006 USA



DFW Airport Terminal A Section: Image courtesy of Corgan Associates, Images and Drawings available for download online - www.acsa-arch.org

COMPETITION GUIDELINES

Eligibility

The competition is open to upper-level students (third year or above) and graduate students from all ACSA member schools (full, candidate, and domestic or international affiliates). All student entrants are required to work under the direction of a faculty sponsor. Entries will be accepted for individual as well as team solutions. Teams must be limited to a maximum of five students.

Registration

Faculty who wish to enroll students must complete the online Registration Form (available at www.acsa-arch.org) by the February 8, 2008, deadline. Complete the form for each individual student or team of students participating. Students or teams wishing to enter the competition on their own must have a faculty sponsor who should complete the form. There is no entry or submission fee required to participate in the competition. Please note that due to the number of entries, ACSA is not able to otherwise acknowledge receipt of registrations; please keep a copy of your registration for your records.

Faculty Responsibility

The administration of the competition at each school is left to the discretion of the faculty sponsor(s) within the guidelines set forth in this program document. Work on the competition should be structured over the course of the 2007-2008 academic year.

Evaluation Criteria

Each faculty sponsor is expected to develop a system to evaluate the work of the students, or student teams, using the criteria set forth in this program. The evaluation process should be an integral part of the design process, encouraging students to scrutinize their work in a manner similar to that of a jury. The final result of the design process will be a submission of up to four presentation boards describing the design solution. In addressing the specific issues of the design challenge, submissions must clearly demonstrate the design solution's response to the following requirements.

- Improvement and accommodation of passenger screening function and circulation;
- Successful integration of the screening function in the overall terminal plan and user patterns;
- Development of an interior space plan to capitalize on passenger movement patterns within the terminal and from other terminals;
- Efficient enhancement of airline operations;
- Development of architectural solutions enhancing the passenger experience;
- Compliance with the stated program.

Questions

Questions regarding the competition may be submitted by email and no later than March 1, 2008, 5:00 p.m. EST, to competitions@acsa-arch.org. All relevant questions and answers will be posted online at ACSA's website, www.acsa-arch.org, no later than March 15, 2008.

COMPETITION GUIDELINES

Final Required Drawings

The ultimate goal for a submission should be an aesthetically pleasing design combined with a thoughtful presentation of its building and/or technical information. It is required that each presentation must directly address the specific criteria outlined in the design challenge and evaluation criteria (but not limited to) the following required drawings:

Final Drawing Requirements

- a ground floor and site plan showing the separate relationship of surrounding development, landscaping, and circulation patterns; additional floor plans, as applicable;
- elevations and/or sections sufficient to show site context and major program elements;
- large-scale drawing(s), either orthographic or three-dimensional; and
- a three-dimensional representation in the form of an axonometric, perspective, or model photographs addressing goals and objectives.

Incomplete or undocumented entries are subject to disqualification. All drawings should be drawn at a scale appropriate to the design solution and include a graphic scale and north arrow as appropriate.

Final Presentation Format

Drawings must be firmly mounted or drawn directly on no more than four 20" x 30" (50 cm x 76 cm) foam-core, or other similar stiff lightweight mounting boards with the 30" side oriented vertically (portrait format). Any other type of presentation (un-mounted, three-dimensional, or mounted on wood, metal, or glass) will be disqualified.

The names of student participants, their schools, or faculty sponsors, must not appear on the front or back of any board. An unsealed envelope holding a copy of the completed submission form, design essay, and digital files must be affixed to the back of each board. Identification should not appear on the design essay. All boards should be numbered on the back in the order in which they should be viewed (i.e., 1 of 4, 2 of 4, etc.).

Participants should keep in mind that due to the large number of entries preliminary review does not allow for the hanging or end-to-end display of presentation boards. Accordingly, participants should not use text or graphics that cross over from board to board.

All presentations must be suitable for black and white reproduction. Students may use color, but must ensure that distinct colors will be readily distinguishable tones when duplicated in black and white. Entries may be either originals or high-quality reproductions. Participants should make adequate photographic or digital (300 dpi) reproductions of their presentation drawings prior to submission. Winning entries will be required to submit digital reproductions for use in competition publications and exhibit materials. Please note that submission boards cannot be returned under any circumstances.

COMPETITION GUIDELINES

Design Essay

A brief essay with a maximum of 500 words (in English) should appear as part of the presentation boards, describing the most important concepts of the design project. Keep in mind that the presentation should graphically convey the design solution as much as possible, and therefore it should not rely on the design essay for a basic understanding of the project. Include a copy of this in each envelope on the back of the submission board.

Digital Files

A CD or DVD containing digital images of the submissions should be attached to the back of board 1. The CD or DVD should contain the following:

- Each of the 20x30 submission boards saved individually at 300 DPI-20x20.
- All images on boards at 300 dpi
- A digital copy of your design essay

Submission Form

Each project must be accompanied by a completed Submission Form. The form is available on ACSA's web site, www.acsa-arch.org. Participants should print copies of their Submission Form from the web. A printed copy of the completed Form must be enclosed in an unsealed envelope firmly affixed to the back of each board. A copy of the Design Essay and Digital Files must also be included with the Submission Form. If any significant modifications to the given design challenge were made, entrants should explain the rationale for the modification on a separate sheet of paper. Include a copy of this explanation in the envelope on the back of the each Submission Board.

Shipping Instructions

Entries should be shipped in cardboard boxes or sturdy wrapping. Wood crates and other excessive packaging materials are not permitted; do not tape trace paper or any other type of protective materials to individual boards; do not use excessive bubble wrap or shipping materials, such as packing "peanuts"; do not use excessive amounts of tape on interior or exterior wrappings. These requirements are designed specifically to reduce waste and must be followed.

All entries must be received at ACSA in Washington DC by 5:00 pm, EDT, June 4, 2008. Please note that due to the number of entries, ACSA will not send acknowledgements of receipt. ACSA cannot be responsible for customs processing or related fees; C.O.D. shipments cannot be accepted.

Ship to:

Association of Collegiate Schools of Architecture
Attn: DFW Airport Competition
1735 New York Avenue, NW
Washington, DC 20006 USA

Important Notes

Entries cannot and will not be returned under any circumstances. Upon receipt they become property of ACSA. Students submitting original material for this competition should ensure that they have adequate reproductions before sending their work. ACSA and U.S. Department of Homeland Security reserve the right to publish drawings, written descriptions, photographs of entries, and the names of student entrants, without compensation.

Program updates, including information on jury members as they are confirmed, may be found on the ACSA Web site at www.acsa-arch.org.

Association of Collegiate Schools of Architecture
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ACSA