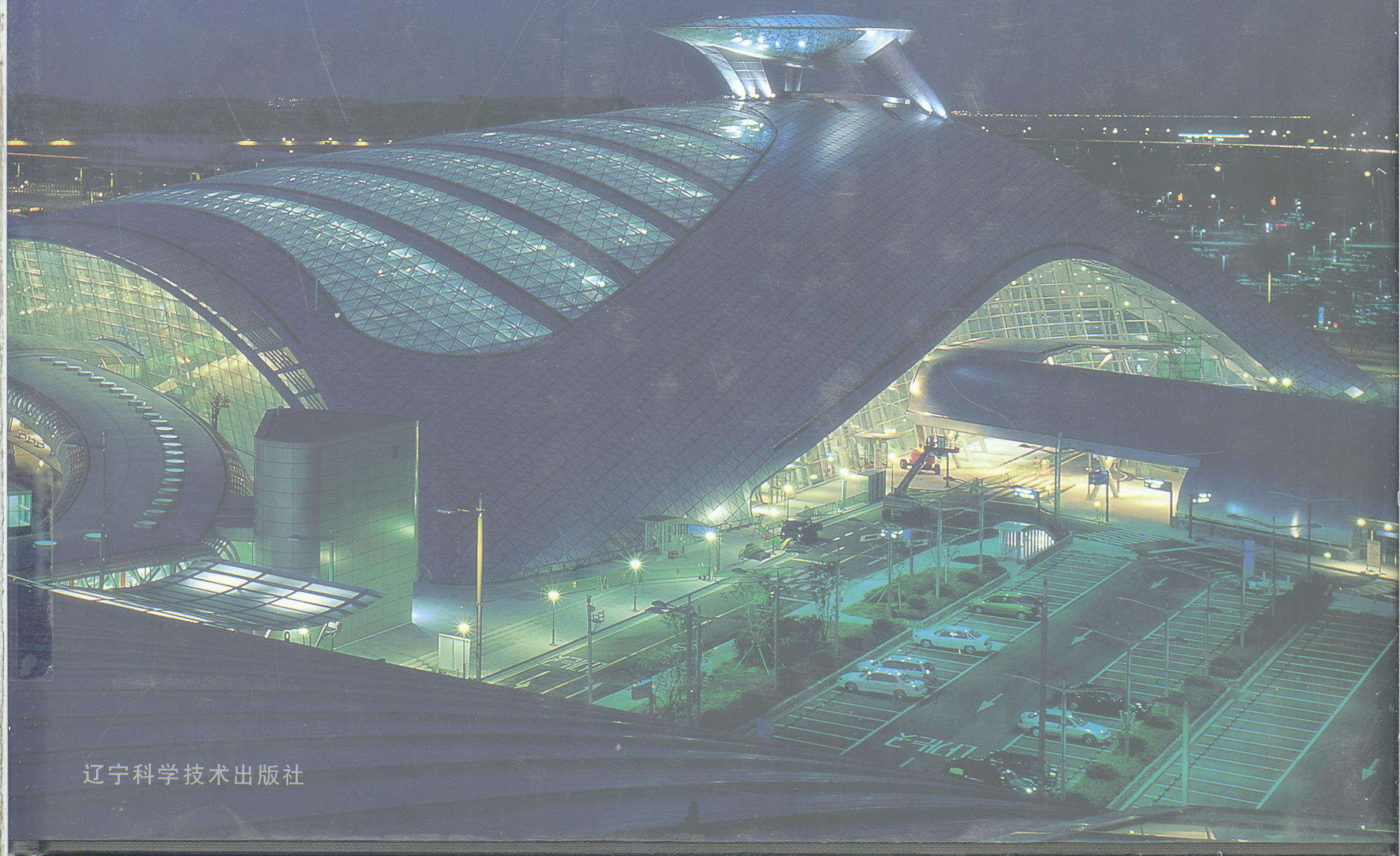


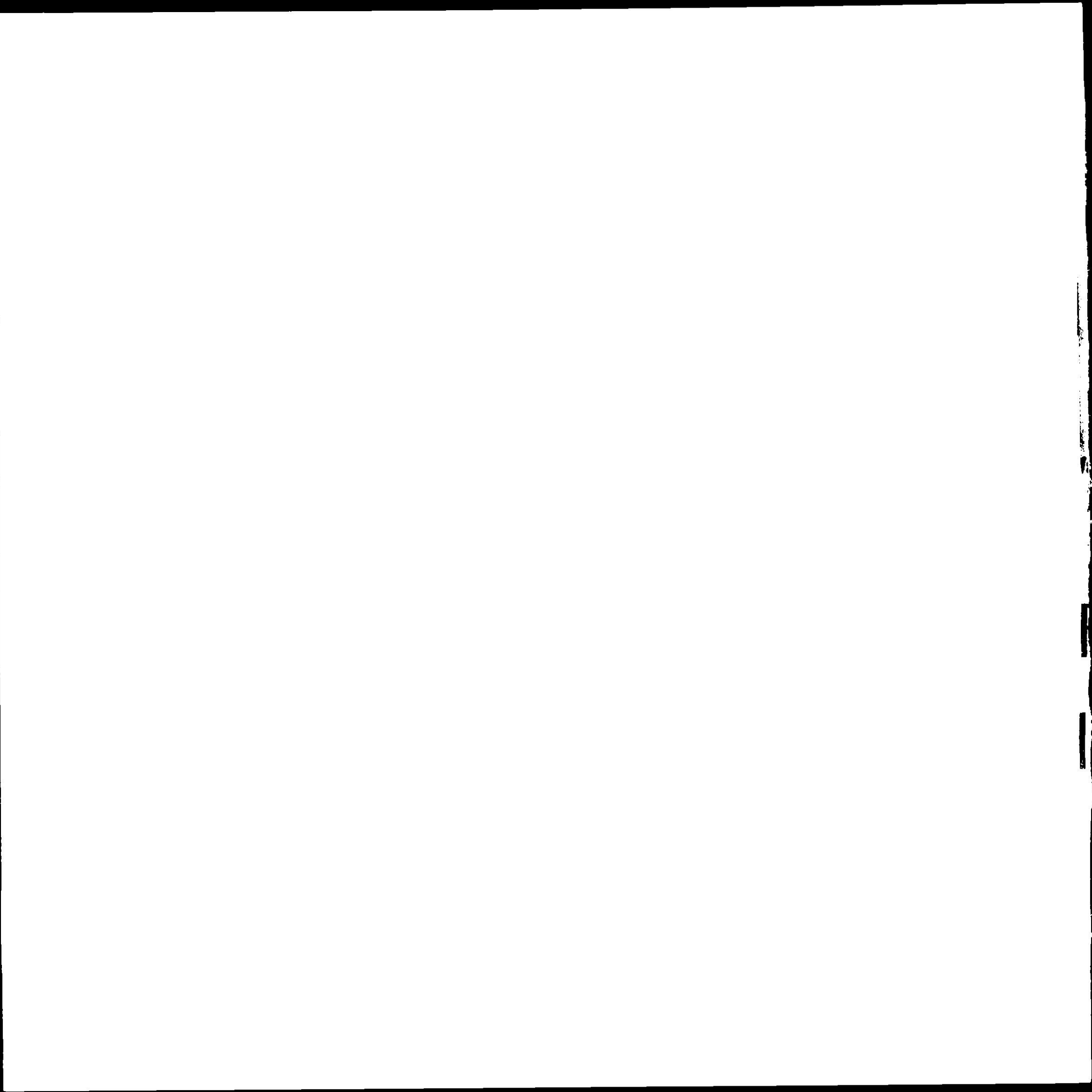
大型公共建筑设计与施工

● ● Incheon International Airport 仁川国际机场
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辽宁科学技术出版社

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姜绍飞 张春明 译

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Concreteness and Construction

构想与建设

仁川国际机场委员会主席 Kang Dong-suk

Kang, Dong-suk / Chairman of IIAC

仁川国际机场委员会主席 Kang Dong-suk

仁川国际机场最重要的意义在于它是一座艺术感十足的机场，立足未来，尤其是未来朝、韩统一；还在于它是韩国对外开放的国际门户，是韩国的骄傲

考虑到将来航空业的发展，设计和修建一座 24 小时对外开放的海滨机场——仁川国际机场，旨在满足未来大型飞机的需要。此外，通过开发机场商业广场，将商业、休闲、旅游、工业产品、服务业紧密地联系起来，实现以航空业为主导的新型经济。韩国要发展成一个高度发达的航空国家，仁川国际机场蕴藏着巨大的机遇

作为亚洲新的门户，仁川国际机场从 1992 年破土动工以来，历经 9 个月的启动与发包阶段以及 7 年的艰难施工，于 2001 年 3 月 29 日建成并正式对外开放。在机场总体规划之初，我们就设想将仁川国际机场建成东北亚的航空枢纽，为此我们尝试了将许多机场设施，如候机楼等，建成进出国内外最漂亮的建筑。我们相信，仁川国际机场将成为东北亚

The most significant meaning of the Incheon International Airport is that the Airport is state-of-the-art airport to cope with the future, especially with the unification age between the South and North Korea. It also includes that we became to open an international gateway to the world, which is something to be proud of Korea.

The Airport, 24 hours operations offshore airport, was designed and constructed to accommodate future new large aircraft, considering trend of the future aviation industry. Also, we will realize an aviation-oriented new economy by developing Airport Town Square where will be a place of combination of business, leisure, tourism, industry, and logistics. A great chance that Korea moves to an advanced aviation country is really here at IIA.

The IIA, Asia's new gateway, opened on March 29, 2001 followed seven years of physical construction and about 9 months of start-up & commissioning since 1992 when its ground was broken. From initial stage of the master plan, we

地区乃至整个世界具有竞争力的空港。

机场设施如候机楼、飞机跑道、空中交通控制塔和运输中心浸透着所有工程人员的汗水。对他们的辛勤努力，我感到非常满意。然而我衷心希望能够连续不断地开展各种培训并制定相关规程以实现机场成功和有效运转。这是我们面对的另一项挑战。

仁川国际机场建设项目是一个百万工程项目，从选址、设计、施工、发包到机场运转都必须按预定计划进行。由于许多工程项目不得不起进行，因而保证施工工程的质量及满足施工进度是很重要的。然而最重要的事情是解决好不同项目之间的衔接。为此，仁川国际机场工程建设委员会，决

定成立技术协调工作组，专门负责不同工程项目之间的衔接。我们经常举行协调会议来解决每一个工程部门之间亟待解决的问题。仁川国际机场之所以能够平稳地建设而没有出现大的工程问题，我将它归功于所有参加施工的企业与单位的努力。其中最艰苦的一件事情是，由于国内航空业界没有足够的机场专家而必须借鉴其他地方的经验教训，同时又不得不继续进行机场工程建设。另一件事就是在工程的开始阶段，由于没有很好地进行长期预测，而不得不调整与修改计划。

在施工阶段，我们采用了项目管理系统与施工管理系统，提高了国内施工管理技术的水平。我希望各种施工管理诀窍能够用于其他建设项目。深信我们在机场工程中所做的努力将会有助于韩国建筑业的发展。

截至目前为止，世界上已修建了许多国际机场，如日本的关西国际机场、上海的浦东国际机场、香港的赤鱗角国际机场和马来西亚的吉隆坡国际机场。由于必须与这些机场进行竞争，因此我们将尽我们最大的努力。

当旅客对我们的工作与服务质量感到满意的时候，我们才可以说：“我们的新机场成功了！”

had thought to make IIA convenient airport to be a hub of Northeast Asia. As part of this effort, we tried to design airport facilities including the Passenger Terminal most beautiful than any of the buildings in and out of Korea. We believe that IIA will be a competitive airport in the Northeast Asian region and in the world.

The Airport facilities, such as Passenger Terminal, Runways, Air Traffic Control Tower and Transportation Center, are soaked with seat of the all entities who have participated in the Project. I am very satisfactory with their efforts. However, to my desire various training programs and set-up of the related procedures would be constantly carried out for the successful and effective operations of the Airport. This is another challenge ahead of us.

The IIA construction project is a mega project that should be carried out according to pre-determined plans from the site preparation, design, construction, commissioning to the operations of the Airport. As many projects had to be processed

together, it was important to secure desired quality and meet the schedule, however; the most important things was to resolve interfaces between the projects. At our Incheon Int'l Airport Corporation (IIAC), we organized the technology control team that was responsible for the interfaces. We held interface meetings frequently to resolve pending items between each department. What the Airport runs smoothly without major snags, I owe to all of the entities who did their best to make IIA perfect. One of the most hard things was that we had to proceed the Project while obtaining learned lessons from outside due to insufficient airport experts in local industry, and the other one was that we had to modify and change the plans because we failed to incorporate the long-term forecast at early stage of the Project.

We applied the PM (Project Management) and CM (Construction Management) systems during the construction, which we believe these systems raised the level of the local construction management technology. I hope various CM

know-how would be referred to other local construction projects. I believe that our efforts we poured into the Project would serve the development of the Korean construction.

At present, there are many international airports such as Kansai in Japan, Pudong in Shanghai, Chek Lap Kok in Hong Kong, and Kuala Lumpur in Malaysia. We have to compete with these airports, and so we will do our best.

When the users of the Airport are satisfactory with our operations and better quality services, we can say again we opened and have operated the Airport "SUCCESSFULLY".

The Dawn of Asia

亚洲的黎明

主席 Kim Jung-sik

Kim, Jung-sik / Chairman of KACI

简言之，这些工作向我们展示了仁川国际机场候机楼的设计与进展。它对完成这项主体工程的建筑师来说是一种冒险，也是对他建筑理念的一种挑战。

仁川国际机场不仅是 KACI 与 BHIW 联盟而且也是 C.W.Fentress 和 J.H.Bradburn 协会的作品。此外，仁川国际机场工程建设委员会与施工企业——Hanjin 联盟也给了我们大力的支持。我们对于这个工程项目有着相同的想法。大家同甘共苦，终于完成了这项任务。

我们希望仁川国际机场在 21 世纪肩负起国际航空枢纽的作用，这一天的到来便是亚洲的黎明。

These works tell us the design and progresses of the passenger terminal at Incheon International Airport, in words. It was an adventure of the architects who carried out the major project, and a challenge to his view of architecture.

It was a result of not only KACI and BHIW consortium, but also C. W. Fentress & J. H. Bradburn Association. Also, the Incheon International Airport corporation and the construction companies of the Hanjin consortium, gave us dedicated support. We had the same thoughts of this project, and by going through joys and sorrows together, we have accomplished our results.

We look forward for its role as the hub international airport of the 21st century, and its coming, as the dawn of Asia.



