

RECONSTRUCTION ARCHITECTURAL ENVIRONMENT OF AIRPORTS

The development of aviation requires significant investment in the construction of new, reconstruction and modernization of existing buildings and facilities of airports. Prior to 2023, Ukraine plans to increase the airport capacity twice, and to bring the level of airport services in line with international standards. The technical inconsistency of Ukrainian airports with the requirements of the International Civil Aviation Organization (ICAO) and the International Aviation Transport Association (IATA) has formed a number of priority tasks that require immediate resolution. This, above all: insufficient capacity of passenger and cargo terminals; insufficient quantity ramp of aircraft; a significant degree of deterioration of fixed assets and production equipment.

Along with the construction of new passenger terminals ("Boryspil" airport, "Kyiv" (Juliani), "Kharkiv", "Odessa" and others.) Are carried out or planned the reconstruction of airport terminal complex "Poltava", "Cherkasy" and others.

The world and national experience of the reconstruction of air terminals testifies to the fact that an increase in the throughput capacity and, as a consequence, in the area and construction volume is accompanied by significant changes in planning decisions and the architecture of existing buildings, reorganization of service and technical territories, peronets, etc.

Investigated: changes in technological and caused changes in architectural and planning decisions that were implemented during numerous reconstruction of airport terminals at Boryspil, Kharkiv, Chernivtsi airports, and others.; architectural and artistic techniques, which ensured the expressiveness and attractiveness of the exterior and interiors of the air terminal; technical and economic indicators of design solutions for reconstruction.

Particular attention was paid to the study and analysis of the normative basis of Ukraine in the field of construction in relation to urban planning and transport facilities, including construction norms and rules of the former USSR, for which a significant number of domestic airports were built.

The basis of the formation of each solution - the construction of new, reconstruction of existing buildings and structures - should be based system principles. Among them - optimization, hierarchy, structuring, and others. Each intervention in the architectural environment of airports that occupy large areas of the territory must take into account the existing architectural ensembles of air terminal complexes and not to violate the functional and compositional connection of its components.

Modern practice of airport reconstruction includes several examples of violations of the integrity of their architectural environment. For example, after commissioning in 2002 of the second runway and the construction of terminal D in Boryspil airport, the main areas of ground handling of air passengers, public and private transport moved from terminals A, B, C, F to terminal D. As a consequence, terminal B, built in 1965 under the design of the architect A. Dobrovolsky lost the main function of the compositional solution of the development of the airport's territory - both from the side of the platform, and from the station square.

Improving the architectural environment of existing airports and building new ones is a big step in the future, which will respond positively to the development of the whole country as a whole.

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АВІАМІСТЕЧКО: СТВОРЕННЯ СУЧАСНИХ УМОВ ПРОЖИВАННЯ

Сучасні аеропорти – багатофункціональні транспортні підприємства, які забезпечують не тільки авіаційні перевезення