



Nordic
Office of
Architecture

Aviation design





"Nordic's methodology takes a simple yet practical approach to designing airport terminals, creating stunning structures around the world."

– PASSENGER TERMINAL WORLD MAGAZINE –





APRIL 2025

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**Nordic
Office of
Architecture**

We create adaptable and sustainable airports through exceptional architecture that transforms, inspires, and enhances the way we travel.

400 EMPLOYEES

OFFICES IN 3 COUNTRIES

30+ NATIONALITIES



Simple, flexible and comfortable

Simple. The completed building should be easy to navigate, well-connected by both public and private transport, and straightforward to maintain and operate.

Flexible. Airports must adapt to the fast-paced aviation industry. They should be easily expandable, responsive to changing trends, and designed with ample revenue-generating spaces.

Comfortable. A stress-free experience is key for both travelers and airport staff. This means ensuring ample space, natural light, and a design that reflects the local culture and identity.



The story of Nordic's airports

Nordic's journey in airport design began with the international architectural competition for Oslo Airport, which the practice won as part of Aviaplan in 1990.

Since then, Nordic has played a leading role in shaping the airport, from the initial masterplanning to its architectural design.

From the opening in 1998 and through multiple expansions—including the one that earned Oslo Airport the title of “the greenest airport in the world”—Nordic has been at the forefront of its evolution. As the sole architect for detailed design, team management, BIM management, and site supervision, Nordic developed the

architectural concept for the terminal expansion while also overseeing lighting, landscape design, and project administration.

Nordic's portfolio includes key Norwegian projects such as Bergen Airport's new terminal, expansions at Trondheim and Tromsø Airports, the new Mo i Rana Airport, and master plans for Stavanger and Bodø Airports.

Internationally, projects include Istanbul Airport (Turkey), Delhi Noida and Rajiv Gandhi (India), Stockholm Arlanda (Sweden), Chongqing Jiangbei (China), Keflavik (Iceland) and many more.

ISTANBUL AIRPORT



RAJIV GANDHI AIRPORT

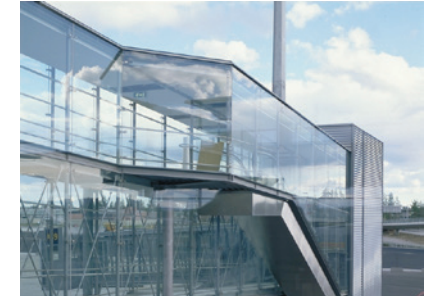


OSLO AIRPORT

BESPOKE FURNITURE AND LIGHT FEATURES
BERGEN AIRPORT



PASSENGER BOARDING BRIDGES
OSLO AIRPORT



Experience

With 35 years of experience designing for the aviation industry, our in-house experts have developed a deep understanding of terminal planning and design, airport functions and operations, masterplanning, construction and project management.

In recent years, Nordic has designed and delivered some of the most innovative and talked-about airport projects in the world, from Istanbul Airport, Turkey's largest airport terminal under one roof, to Delhi Noida, India's greenest airport, and, of course, the world's first BREEAM Excellent-rated airport building: Oslo Airport.

Expertise

- Masterplanning
- Terminal and functional planning
- Dimensioning and capacity analysis
- Architectural and design services for terminals and related buildings
- Terminal construction from concept to final delivery
- Landside planning and layout
- Terminal and airside interface
- Aircraft stand planning
- Passenger boarding bridges
- Baggage Handling Systems
- Bespoke furniture
- Light features
- Signage and wayfinding



INFORMATION PAVILION

CHAPEL / CONTEMPLATION SPACE



OSLO AIRPORT

The world's first 'BREEAM Excellent' certified airport

LOCATION
Oslo, Norway

AREA
320.000 m²
(greenfield)

COST
€1,5 bn

CLIENT
Avinor

TIME FRAME
T1 opened 1998
T2 opened 2017

CAPACITY
32 mppa

The Oslo Airport Expansion is an example of Scandinavian design at its best. It is the first airport in the world to achieve a BREEAM Excellent rating, and has been hailed by the media as the blueprint for airports of the future.

Comprising a 52,000 m² extension of the departures and arrivals hall, a 63,000 m² new northern pier and increased capacity at the rail station — the expansion nearly doubles the size of the original terminal building.

A new central energy plant, landside infrastructure and airside extensions and facilities were further parts of the expansion. These have had the combined impact of increasing the airport's capacity from 19 to 32 million passengers per year, with a further expansion potential to 36 million passengers.

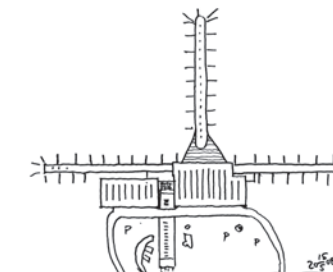
The curved form of the new pier provides maximum spatial value with a minimal external envelope. Optimal efficiency is achieved by stacking the domestic and international zones in the pier — enabling all travellers to use all gates and giving the building a significantly smaller footprint.

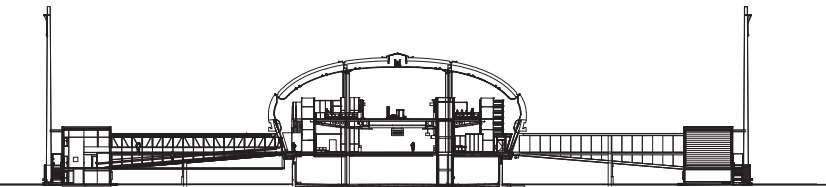
The shape of the building also takes advantage of passive solar energy and sunlight, featuring low-carbon technologies like district heating and natural thermal energy.

As part of the holistic sustainability approach, Oslo Airport features a fully integrated rail station. Public transportation is used by 70 % of travellers, which is the highest percentage for any major airport in Europe. During construction, both the airport and rail station remained fully operational.

Nordic also designed the masterplan and original terminal building. The extensive use of glazing, timber and natural stone characterises its simple, clear form and interiors. The new expansion introduces new elements while complementing the existing architecture.

At Oslo Airport, travellers can enjoy short walking distances, easy wayfinding, large airy spaces, natural materials, plenty of natural daylight and excellent views to the surroundings.





SELECTED AWARDS, Oslo Airport

- WON**
- Chicago Athenaeum, International Architecture Award, 2018
 - Building Awards, International Project of the Year 2017
 - Future Travel Experience Global Award, Best Airport Design Project 2017
 - Project of the year, Project Norge 2017
 - Iconic Awards – Architecture 2017
 - WAN Sustainable Building Awards 2017
- SHORTLISTED / FINALIST**
- Zumtobel Group Awards 2017
 - WAF 2017, Transport - Completed Buildings
 - INSIDE 2017, Civic, Culture & Transport
 - The 2017 Surface Travel Awards, Public transportation



OSL non-Schengen Area Expansion



The non-Schengen area was the latest major expansion to Oslo Airport.

The new four-story building houses departure gates, waiting and pre-boarding facilities, commercial spaces, offices, border control facilities, a transfer centre, and lounges.

Pre-clearance facilities for travellers to the United States have been designed and are ready to be implemented.

Nordic has developed the area's layout in cooperation with the US Department of Homeland Security. The project also included extended taxiways and parking areas for aircraft up to Code F.



LOCATION
Oslo, Norway

AREA
29.800 m²

CLIENT
Avinor

TIME FRAME
2015 – 2022

DELHI NOIDA INT. AIRPORT

India's Greenest Airport

The winning design for this new greenfield airport responded to the brief, merging Swiss efficiency and Indian hospitality to create a modern and seamless passenger experience, setting new benchmarks in sustainability for airport terminal buildings in India.

The concept includes a future airport city with green spaces inside and around the building and flexible expansion options, with a capacity to serve 30 million passengers per year.

Once complete, Delhi Noida International Airport will serve the fast-developing industrial region between Delhi and Agra.

In a country that is already pushing the boundaries for sustainable aviation infrastructure, the project aspires to achieve LEED Gold standard and to operate at Carbon Net Zero.

Design proposals include a landscaped courtyard delivering ventilation, daylight and an enhanced passenger experience. Externally, a new landscaped forecourt will create a regional destination for the public, staff and passengers with an unforgettable sense of place.

In collaboration with Haptic, Grimshaw and Indian practice STUP.

LOCATION
Noida, India

CLIENT
Zurich Airport Int.

TIME FRAME
2020 — 2022
Opening 2025

CAPACITY
Phase 1: 12 mppa



CHONGQING JIANGBEI INT. AIRPORT

Engaging environments along the passenger journey

LOCATION

Chongqing, China

CLIENT

China Southwest
Architecture Design and
Research Institute Co. Ltd

TIME FRAME

Interior project 2021
Opening 2025

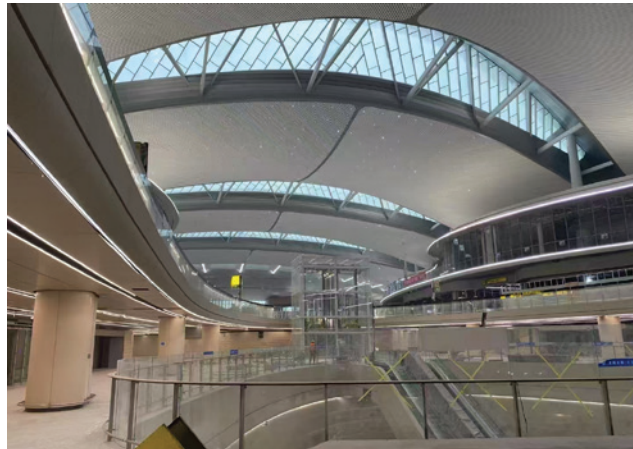
For the newly opened Terminal 3B in Chongqing International Airport clear and intuitive wayfinding was key in the interior design concept. Linear geometries inspired by the local rivers show movement and flows, creating important wayfinding elements throughout. Areas breaking up the journey are marked with closed smooth shapes, formed by fixed furniture.

The departure floor is designed as a river, flowing to the gates through alternating "landscapes" from city to nature. Along the "river" are "islands" and "banks" meant for interaction, with exciting and engaging offerings that showcase the flavours and sights of Chongqing.

The four external gardens on the departure level have themes following four landscape typologies typical of the region: the canyon, the river, the bamboo grove and the flower garden.

Each garden is a unique experience and is programmed with experiential features for wellbeing.

Combining engaging environments and clear and intuitive wayfinding creates great commercial opportunities. Linking retail and F&B to the overall themes strengthens the identity and opportunities of the retail operators and the revenue for the airport.



ON SITE 2025



ON SITE 2025

KEFLAVIK AIRPORT

A comprehensive phased plan for a key transfer hub

LOCATION
Iceland (brownfield)

CLIENT
Isavia

TIME FRAME
2014 — ongoing

CAPACITY
Current: 9.8 mppa
2035: 13.3 mppa
2045: 17 mppa

With rapid traffic growth, Keflavik International Airport is set for a major expansion to increase capacity and strengthen its role as a key transfer hub between Europe and North America.

In 2014, six international firms were invited to compete in developing a masterplan for the airport's expansion. Nordic was unanimously selected as the winner. Building on this foundation, we have worked closely with Isavia to develop a phased Terminal Development Plan that responds to evolving needs, ensuring sustainable growth with an enhanced focus on passenger experience.

The future vision is driven by principles of compact, flexible, and efficient solutions—designed for seamless delivery within the local procurement market.

The first stage of the terminal expansion is the Eastern development, increasing capacity to 13.3 million passengers per year. This includes:

- The East Wing opened in March 2025, adding gates and improving baggage reclaim.
- The Connector Building expands the International Departures lounge, with the first stage currently in design.
- The East Pier has a developed concept design for a flexible, phased construction approach.

The future western and northern development, along with landside improvements, could increase capacity to 17 million passengers per year. This includes:

- A new North Terminal, redefining the experience for O&D passengers with Check-In, Security, and Baggage Reclaim, while also optimising the connected landside areas.
- A future western expansion, aligned with plans for a forecasted third runway and integrated with the centralised primary functions established in earlier developments.



"Nordic's concept is well defined and meets all requirements. It presents a comprehensive environmental plan and a multi-stage cooperation with stakeholders."

Elin Arnadottir
Deputy Managing Director of Isavia



KEF International Departure Lounge Expansion

TIME FRAME
2020 — ongoing

The design and concept for the new terminal buildings at Keflavik Airport is deeply rooted in celebrating Iceland's unique identity. We prioritise compact, efficient, and adaptable solutions, aiming to create enduring and remarkable spaces for all passengers.

The terminal has continuously evolved since its inception in 1987, and the new Connector Building is envisioned as the key unifying feature to provide optimal connectivity between the existing North and South buildings, centralising key functions and ensuring compact

and efficient operations. Given its role as a transatlantic hub reliant on minimising connection times, the layout considers the relationship between Schengen and Non-Schengen passenger flows, including enhanced border control facilities, clear sightlines and a compact footprint to assist passengers on their onward journeys.

Drawing inspiration from the earth's shifting tectonic plates, the ceiling features triangular extrusions of varying heights, including irregular skylights that filter natural light into

the terminal. This design creates a Sense of Place that is unmistakably Icelandic, providing a dynamic atmosphere that also improves the acoustic environment. Envisioned as the terminal's focal point, the Connector Building will deliver improved experience for all departing, arriving and transferring passengers.

Anticipating future expansion aligned with Nordic's masterplan, the design also safeguards the key technical elements and connections to ensure a seamless integration that maintains operations during the phased extension of the terminal.

KEF East Wing

TIME FRAME
2021 — 2024
Opened 2025

The newly opened East Wing expansion at Keflavik Airport represents a significant step in enhancing Iceland's aviation infrastructure, designed to accommodate the growing passenger flow while providing modern and efficient facilities.

Serving as a vital link between the IDL expansion and the future East Pier, the area includes an extended reclaim hall, new commercial areas, additional Schengen and non-Schengen gates, and advanced MARS boarding bridges for flexible aircraft operations.

With provisions for a future BHS connection and dedicated spaces for Isavia's operations, the project reflects a forward-thinking approach to airport development. As the first phase of an ongoing expansion program, the East Wing sets the stage for a seamless and future-ready travel experience at Keflavik Airport.



ISTANBUL AIRPORT

Concept and scheme design for the largest airport in the world

Istanbul Airport is not only the largest airport in the world, it is a testimony to Nordic's expertise in airport design. This world class international hub is designed for functionality and long-term flexibility. Its layout is easily legible, allowing passengers to orient themselves and find their way through this exceptionally large building with a sense of comfort and confidence. The plan is elegant in its simplicity, the modules are rational and allow for efficient construction, and the architectural expression—like the city of Istanbul—is grand and inspiring.

The concept and scheme design was delivered in collaboration with Grimshaw and Haptic Architects.

From the completion of the first phase, with a capacity of 90 million passengers per year, the airport will continue to grow. When fully completed with Satellite, Terminal 2 and six runways, Istanbul Airport aims to serve 200 million passengers per year.

Our design also includes an airport city with 25.000 underground parking spaces, hotels and conference facilities.

LOCATION

Istanbul, Turkey

AREA

1.400.000 m² (greenfield)

CLIENT

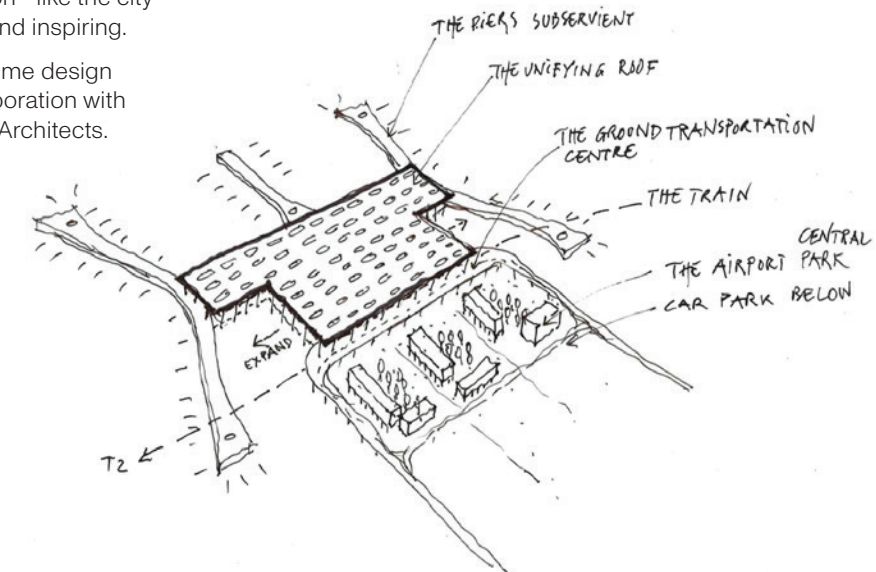
CMLKK Consortium

TIME FRAME

2013 — 2018

CAPACITY

Terminal 1: 90 mppa





"The design concept – combining traditional features of Turkish architecture with the needs of a modern, passenger centred terminal with state-of -the art facilities – was convincing from day one.

I thank the international team of architects for their smooth cooperation, their commitment and inspiration."

KADRI SAMSUNLU
CHIEF EXECUTIVE OFFICER
İGA AIRPORT OPERATIONS

STOCKHOLM AIRPORT - PIER G

A clear glass form with a Nordic glow

Nordic was engaged by Swedavia in 2014 to formulate a development program for the international terminal (T5) at Stockholm Arlanda Airport, in order to increase the airport's capacity from 21 to 36 million passengers per year.

Pier G is the largest and most complex construction project in the Development program T5-2050.

During the pandemic the project was put on hold, but was restarted in late 2024, with an estimated completion around 2033.

The new pier is planned east of today's international terminal and will provide the terminal with seven new bridges for larger E / F code flights, or 14 new C code stands.

The project includes a fully integrated transfer centre and a hub to help distribute, combine, and segregate some 60 different passenger groups between the existing terminal and the new pier. The streamlined design results from a complex analysis of various passenger categories and functional requirements.

The transfer centre facilitates new central border controls for departing and arriving non-Schengen (NS) passengers, security control for transferring passengers from unsecured airports and bus gates for NS traffic.

The pier is divided vertically between NS and Schengen (S) arriving and departing passengers at separate levels. The program

includes commercial areas, lounges, passenger circulation and gate areas. Some of the NS gates are designed with the option of pre-boarding gates with flexible wall systems for hold rooms.

The lower levels consist mainly of technical areas, sorting and make-up zones for baggage, and a fully automated bag storage (DBS).

LOCATION
Stockholm, Sweden

AREA
92.000 m² (brownfield)

CLIENT
Swedavia

TIME FRAME
2014 — 2020 / 2024 — ongoing

CAPACITY
Expanding to 36 mppa





STOCKHOLM AIRPORT - MASTERPLAN

"We're building airports of the future" - Swedavia

LOCATION
Stockholm, Sweden

AREA
Confidential

CLIENT
Swedavia

TIME FRAME
2014 — 2070

CAPACITY
70 mppa



All aircraft stands will be flexible MARS (Multi Aircraft Ramp System) stands. Full flexibility and simultaneous boarding and deboarding of different passenger categories are achieved through carefully detailed 3-level fixed bridges connecting to the pier's three main passenger levels.

Multiple buildings from different eras characterise the terminal complex at Arlanda. Each building has its distinctive expression of the era in which it was built.

Pier G brings a new dimension to Arlanda, both in size and through its architectural expression and detailing. The project's architectural goal is to reinvent and refine a distinct Scandinavian expression to communicate the ambition to be the leading airport in the Nordic region.

Ambitions for energy use on the project are high, with the goal of achieving BREEAM Excellent informing design decisions regarding facades, ceilings, the material palette, energy solutions and temperature control.

Stockholm Arlanda Airport is Sweden's largest airport and an important hub for both the local region and Scandinavia. The airport currently has four terminals, with terminals 2 and 5 used for international flights and 3 and 4 for domestic use.

Swedavia initially engaged Nordic in 2014 to formulate a development program for the main International Terminal (T5), to increase the airport's capacity from 21 to 36 million passengers per year.

The development plan included a high-level review of the entire Terminal and ongoing projects, combined with in-depth studies of selected functions such as the BHS system, the border controls, and ongoing plans for the central security control.

The new masterplan for Arlanda shares much of the scope formulated as part of the development program. However, it widens its vision to include the entire terminal complex and both landside and airside areas.

The masterplan offers the opportunity to increase capacity to 70 million passengers annually by 2070.

The work with the masterplan is divided into several phases and includes many different groups of specialists, stakeholders and consultants.

Nordic is the leading consultant for developing the terminal complex and overall design and has been involved in every stage.

BERGEN AIRPORT

A flexible modular design for the airport of tomorrow

Bergen Airport is the second busiest airport in Norway. In 2017, the airport was upgraded with a new passenger terminal building and an improved taxiway system, enabling it to serve 7.5 million passengers annually.

Nordic was responsible for the masterplan on the airside and landside, as well as auxiliary buildings, in addition to the new terminal.

The concept for the terminal design at Bergen Airport is a journey through the region's landscape, coupled with the principles of flow, legibility, modularity, and sustainable design.

Nordic improved the original masterplan to accommodate a terminal building with a truly modular design without sacrificing the concept.

The central building and the pier can grow independently as separate constructions, creating a highly flexible solution. All main functions are adjacent to external walls and can, therefore, be easily expanded.

Public areas are all large open spaces, where elements like commercial pavilions and service desks can be remodelled over time.

Bergen Airport was constructed with the existing terminal in full operation.

LOCATION

Bergen, Norway

AREA

New build: 65.000 m²
Rebuild: 20.000 m²
(brownfield)

COST

€420 mill

CLIENT

Avinor

TIME FRAME

2009 – 2017

CAPACITY

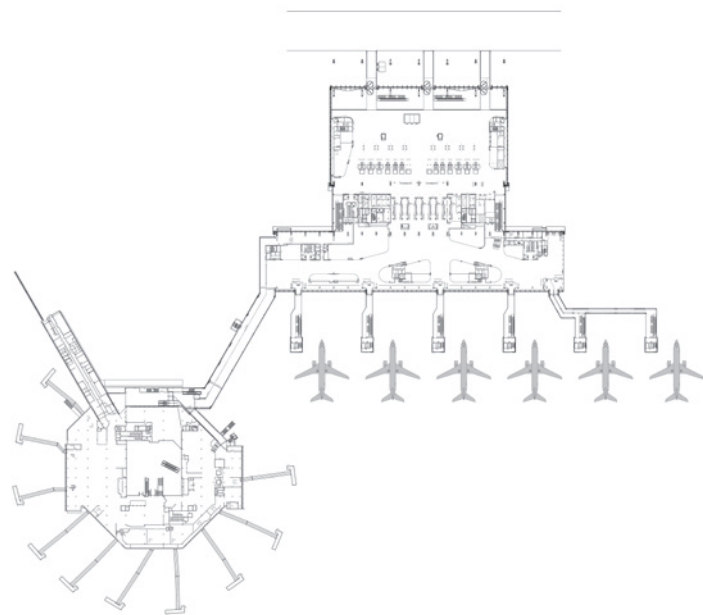
7.5 mppa





The new terminal at Bergen Airport has received great praise from the client, travellers and the press alike.

Morgenbladet, a Norwegian national publication, describes it as “an amazing new airport, and a goodbye to old ideas of Bergen being a city on the outskirts of civilisation”. The second largest newspaper in Norway, VG, refers to the airport as “an architectural piece of jewellery”.



GUANGZHOU BAIYUN INT. AIRPORT

A dialogue with place and culture

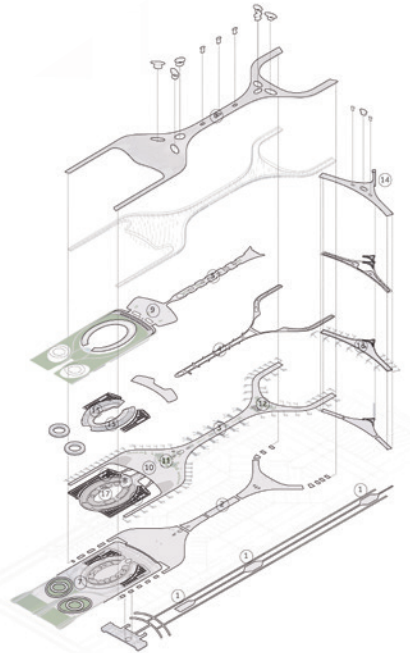
The terminal design is inspired by Guangzhou city's bustling energy and modernity, and the local traditional Lingnan gardens and architecture. It is designed to be the world's greenest and most sustainable airport. Terminal 3 provides an experience where the nature and landscapes of Guangdong escort travellers through their journey in the terminal. It is an airport with a true local identity, inspired by the regional nature, and the 2000-year-old cultural legacy preserved in a modern setting.

Using local vegetation, the airport's green areas reduce noise, improve air quality, optimise indoor and outdoor microclimate and make Guangzhou Airport a true "airport of nature".

The landscape design allows different ways of moving through the airport. With hours in between flights, passengers can wander along biodiverse paths, linger in airside courtyards, eat, drink, and shop under the canopies, and experience the unique vegetation and culture of Guangdong.

Green fast tracks lead passengers in a hurry directly to their gate.

With a strong focus on passenger experience, the terminal facilitates clear, convenient and enjoyable journeys through the terminal.



LOCATION

Guangzhou, China

CLIENT

Engineering Construction Headquarters of Guangdong Airport Management Group Co. Ltd

TIME FRAME

2020

CAPACITY

70 mppa





CHONGQING BISHAN INT. AIRPORT

Reflecting the Chongqing "sun" culture, with a central "living room"

LOCATION
Chongqing, China

CLIENT
Chongqing International
Airport Command

TIME FRAME
Competition proposal
in 2021

CAPACITY
Phase 1: 40 mppa

The Chongqing Bishan International Airport project involves master planning for a 280 km² airport city and an 84 km² key economic zone, along with traffic-oriented design and planning and design of two terminals.

Phase 1 completion will provide the airport with a capacity for 40 million passengers, with the potential to accommodate up to 70 million passengers annually by 2050, following the addition of the second terminal.

A green activities spine runs through the landside of the terminals.

Terminal T1 will comprise a central building with eight piers, two for international and six for domestic passengers.

The terminal design concept aims to embody the local Chongqing "sun" culture, symbolising heroism, and prosperity in China.

The design incorporates jade imagery into the central "living room" geometry, reflecting Bishan's significance as the origin of jade in China.

The terminal's architecture also addresses Chongqing's humid and hot climate, with a spacious central area and a covered commercial zone outside.



TROMSØ AIRPORT

An efficient, user-friendly and future-oriented hub in the Arctic

LOCATION
Tromsø, Norway
(brownfield)

AREA
New terminal
10,000 m²

Refurbishment
existing terminal
6,000 m²

CLIENT
Avinor

TIME FRAME
2018 — 2024

CAPACITY
2,7 mppa



Tromsø Airport is an arctic hub connecting the Norwegian mainland to Svalbard. Nordic contributes to its development to become more efficient, user-friendly, and flexible for future expansions.

Accommodating traffic growth due to increased tourism and an expansive local economy, the project comprised upgrading and expanding the terminal building, adding new gates, and developing airside and landside areas.

The improved airport will provide passengers with a pleasant experience with swift service, easy wayfinding, and an immediate sense of the magnificent surroundings.

TRONDHEIM AIRPORT

Continuously improving the passenger journey and capacity

LOCATION
Trondheim, Norway

AREA
Phase 1:
New build: 30.000 m²
Rebuild: 8.000 m²

Phase 2:
New build: 10.265 m²
Rebuild: 1.500 m²

Phase 3:
Unconfirmed

CLIENT
Avinor

TIME FRAME
Masterplan and Phase 1:
2008 — 2014

Phase 2:
2017 — ongoing

Phase 3:
Not confirmed

CAPACITY
Current: 4.5 mppa
Phase 2: 5.5 mppa
Phase 3: 8 mppa



Trondheim Airport has been on Nordic's drawing boards since 2008, when we were first approached to develop a masterplan. In 2010, Nordic was retained to realise phase 1 of this masterplan.

Phase 1, completed in 2014, serves 4.5 mppa and comprises the following:

- Expansion of the existing arrivals facility with a new baggage reclaim hall.
- Relocation and expansion of the security control
- Expansion of the existing domestic pier, including a new commuter terminal, the existing international terminal and a new train station

In 2017, as a result of evolving security requirements and trends, new technologies, and increased baggage screening requirements; Nordic returned to develop phase 2 of the masterplan to bring the airport's capacity up to 5.5 mppa, including:

- New baggage handling facility replacing the old Baggage Handling System (BHS)
- Three Explosives Detection Systems (EDS) baggage screening machines
- New goods delivery, service yard, gate areas, commercial opportunities and duty-free walkthrough for departures

Phase 2 was designed to be flexible and can be easily adapted to suit multiple future expansion scenarios.

Based on projected need, a future phase 3 will add approx. 58.000 m² of new area and can service 8 million passengers annually. Phase 3 will include:

- A new central building that will house a check-in hall and a new reclaim baggage hall
- Several new passenger gates in a new pier
- Expanded commercial opportunities.
- Expansion of BHS

RAJIV GANDHI AIRPORT

Rated best airport in India at the World Airport Awards

LOCATION
Hyderabad, India
(greenfield)

AREA
110,000 m²

CLIENT
GMR Hyderabad
International Airport LTD

TIME FRAME
2003 — 2008

CAPACITY
12 mppa

Rajiv Gandhi International Airport covers an area of 24 km² and will have two runways separated by 2.3 km. The airport's capacity is designed to grow from 12 million in phase one to up to 42 million passengers per year, achieved by adding a second terminal. Expansion of all functional spaces can be carried out without affecting neighbouring areas.

A purpose-made airport expressway connects the airport to Hyderabad.

The masterplan also includes space for a railway service and a significant airport city.

The terminal consists of a central building and a connected pier. Departing passengers are located on the upper level and arriving passengers arrive on the lower level. The high roofs are detailed to bring in light and create a sense of spaciousness, while generous cantilevers help to protect against the climate.

The airport has won multiple awards, including the World 1 Airport Award trophy at the Airports Council International (ACI) in the 5-15 million passengers per annum category in 2017, making it the 8th consecutive year of Global Top 3 ranking by the airport in this size category.

In 2018, the airport was awarded Gold in the prestigious ACI Asia-Pacific Green Airports Recognition, in the 5-15 million passengers per annum category.



OSLO AIRPORT CITY

A testing ground for smart technology and innovative sustainable solutions



Designed to be powered exclusively by renewable energy, Oslo Airport City aims even higher with its sustainability ambitions. As the first energy-positive airport city in the world, it will have the capacity to re-sell power to neighbouring buildings and communities.

The airport city will be a testing ground for smart technology and innovative sustainable solutions. Driverless electric cars, automatic

lighting schemes and new technologies for services like waste management, mobility and security could be incorporated here.

In addition to being a hub for technology and innovation, the airport city will cater to the airport's growing workforce in various ways, providing them with shops, restaurants, and services. The public park will be a destination in itself, with a range of sports and leisure activities.

LOCATION
Gardermoen, Norway

AREA
1,000,000 m²

CLIENT
Oslo Airport City AS

TIME FRAME
2018 — ongoing

IN COLLABORATION WITH
Haptic Architects

London Gatwick



Supporting plans to enhance the passenger experience through sustainable and innovative design for London Gatwick.

LOCATION
London, UK

AREA
160.440 m²

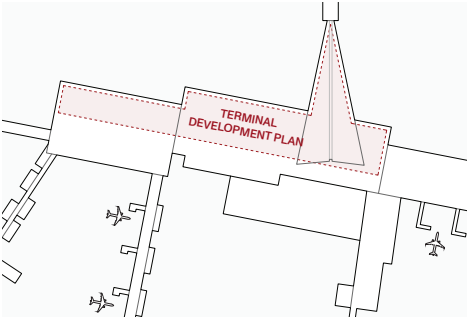
CLIENT
Gatwick Airport Limited

TIME FRAME
2024 — ongoing

CAPACITY
72 mppa

IN COLLABORATION WITH
Ramboll

CPH Landside



Terminal development plan for landside areas to enhance operations and capacity and improve passenger experience in the existing terminal. In collaboration with the CPH masterplanning department.

LOCATION
Copenhagen, Denmark

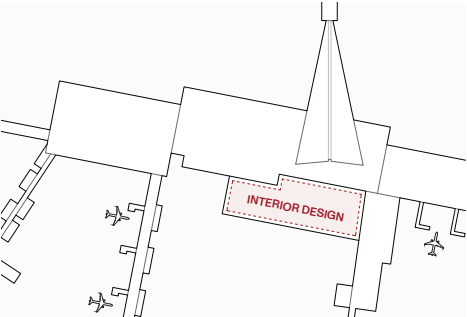
AREA
20.000 m² development plan

CLIENT
Copenhagen Airports A/S

TIME FRAME
2024 — ongoing

CAPACITY
45 mppa

CPH Interior design



Interior design concept and design manual, including lighting, passenger experience and wayfinding, for Copenhagen Airport's new expansion of terminal T3, designed by Vilhelm Lauritzen.

LOCATION
Copenhagen, Denmark

AREA
12.000 m² interior design commercial areas

CLIENT
Copenhagen Airports A/S

TIME FRAME
2024 — ongoing

CAPACITY
45 mppa

Athens Int. Airport



Competition proposal for a well-organised, safe, reliable, efficient, and punctual airport focusing on passenger experience and creating an atmosphere of Greece's warmth and generosity.

LOCATION
Athens, Greece

CLIENT
Athens International Airport

COMPETITION
2024

IN COLLABORATION WITH
Betaplan

EuroAirport



Competition entry for EuroAirport aiming to modernise and expand the terminal while integrating a sustainable approach with a Net Zero Carbon goal and BREEAM® Excellent certification.

LOCATION
Basel-Mulhouse, France

CLIENT
EuroAirport Basel - Mulhouse - Freiburg

COMPETITION
2024

IN COLLABORATION WITH
PCA-Stream

Stuttgart Airport



Competition for the new passenger terminal 4 at Stuttgart Airport in a two-stage process adhering to DGNB Gold standards.

LOCATION
Stuttgart Germany

AREA
30.000 m²

CLIENT
Stuttgart International Airport

COMPETITION
2024

IN COLLABORATION WITH
AllmannWappner Architekten

Vision for Bodø



Vision and development plan for Bodø airport and its surrounding areas for 2025 — 2065, based on "Smart City" planning model principles.

LOCATION
Bodø, Norway

AREA
Ca. 8 km²

CLIENT
Bodø municipality / Avinor

TIME FRAME
2015 —

CAPACITY
2 mppa

IN COLLABORATION WITH
Asplan Viak

Goa International Airport



Masterplan and concept design for a new international terminal in Mopa Goa. The design is modular and designed to be easily expanded as traffic increases.

LOCATION
Mopa Goa, India (greenfield)

AREA
Terminal Building 40.000 m²

CLIENT
GMR GOA International Airport LTD

TIME FRAME
2016 — 2020

CAPACITY
5 mppa

Entebbe Airport



Concept design for the terminal building of the main airport in Entebbe Uganda - an important hub for air traffic in central Africa.

LOCATION
Entebbe, Uganda (brownfield)

AREA
30.000 m²

CLIENT
CCCC

TIME FRAME
2014 — 2020

IN COLLABORATION WITH
COWI

Hanimaadhoo Airport



Competition proposal for a modern and iconic terminal building, reflecting the landscape and lifestyle of the Maldives, prioritising sustainable building methods and the delicate water ecosystem.

LOCATION
Hanimaadhoo, The Maldives (greenfield)

CLIENT
Regional Government of Maldives

COMPETITION
2010

IN COLLABORATION WITH
Haptic Architects

Marseille Airport



Competition entry for a terminal hall expansion, associated landside areas and a future pier.

LOCATION
Marseille, France (brownfield)

CLIENT
Private

COMPETITION
2016

IN COLLABORATION WITH
Haptic Architects

Long Thanh Airport



Competition proposal for the new airport in Ho Chi Minh City, featuring a passenger friendly, flexible and expandable terminal building.

LOCATION
Ho Chi Minh, Vietnam (greenfield)

AREA
350.000 m²

CLIENT
Ministry of Transport of Vietnam

COMPETITION
2016

IN COLLABORATION WITH
Haptic Architects

Zürich Airport



Dock A, circulation and retail area as well as ATC tower integrated together as an architectural composition in harmony with the existing terminal.

- LOCATION
Zürich, Switzerland (brownfield)
- AREA
45.300 m²
- CLIENT
Flughafen Zürich
- TIME FRAME
2020
- CAPACITY
Increase current 30 mppa to 50 mppa in 2040
- IN COLLABORATION WITH
Grimshaw Architects & Itten+Brechtbühl

Dallas Airport



Concept design for new connector building between Terminal C and Terminal E. The Connector is an airside facility and is to be used by domestic passengers.

- LOCATION
Dallas, USA (brownfield)
- AREA
3.900 m²
- CLIENT
Merchant Aviation
- TIME FRAME
2020-2021
- IN COLLABORATION WITH
Moody Nolan

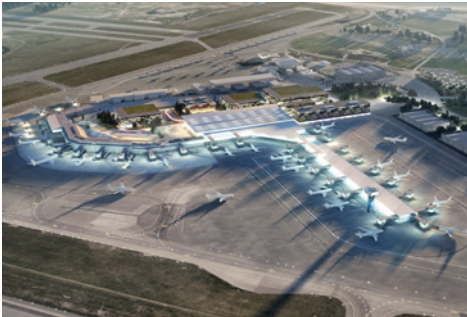
Avinor taxfree design



Competition proposal - retail design strategy for 28 duty free shops across 11 Norwegian airports. The concept was to provide travellers with a multi-sensory experience, inviting them to hear, smell, see and feel Norway.

- LOCATION
Norway
- CLIENT
Lagardere retail group, Christiania Partners
- TIME FRAME
2021
- IN COLLABORATION WITH
Portland Design

Stavanger Airport



Feasibility studies for a masterplan, exploring how to double the airport's capacity from 5 to 10 mppa. Optimising passenger flows, safety, commercial areas, logistics and baggage management systems.

- LOCATION
Stavanger, Norway (brownfield)
- AREA
5 km²
- CLIENT
Avinor
- TIME FRAME
2014 — ongoing
- CAPACITY
5 mppa

New Airport Mo i Rana



Concept design for a new airport with a distinct identity, carefully planned for future growth and expansions from the start - a major advantage from a maintenance and operations point of view.

- LOCATION
Mo i Rana, Norway (greenfield)
- AREA
Terminal: 5000 m²
Administration Building: 3500 m²
- CLIENT
Avinor
- TIME FRAME
2015

Gothenburg Airport



Development program and masterplan for increasing capacity from 10 to 18 mppa by 2070. Focus on reusing existing buildings and catering for development of new technology such as electric aircrafts.

- LOCATION
Göteborg, Sweden (brownfield)
- CLIENT
Swedavia
- TIME FRAME
2015 — 2070
- CAPACITY
9-18 mppa

Majorstuen Station



Metro station development / Oslo, Norway / Client: Sporveien / 2021 — / In collaboration with MDH Architects (Illustration by MDH)

Lysaker Station



Competition proposal for metro station / Oslo, Norway / Client: Oslo Municipality & Fornebubanen / 2018 / In collaboration with Grimshaw, Haptic Architects and Light Bureau

Oslo Airport Station



Airport with integrated train station / Oslo, Norway / Area: 140.000 m² / Client: Avinor / 2009 — 2017

Bergen Airport Station



Airport terminal with integrated light rail station / Bergen, Norway / Area: 85.000 m² / Client: Avinor / 2009 — 2017

Trondheim Airport Station



Airport expansion with train station / Trondheim, Norway / Area: 38.000 m² / Client: Avinor / 2008 — 2015

Istanbul Airport Masterplan



Masterplan for airport with railway station and metro station / Istanbul, Turkey / Area: 1.400.000 m² / Client: CMLKK Consortium / 2011 — 2019 / In collaboration with Grimshaw and Haptic Architects

Committed to the future

Oslo Airport was the world's first 'BREEAM Excellent' certified airport, and Delhi Noida Airport will set new sustainability benchmarks for terminal buildings in India. Sustainability is deeply embedded in our culture and design process, guiding every project through a holistic approach that considers environmental, social, and economic factors.

As an international practice with a diverse network of experts, we create high-quality, area-efficient, and timeless airports that meet today's needs while adapting for the future. Whether through new construction, renovation, or adaptive reuse, we prioritise long-lasting, environmentally responsible solutions.

Our technology group specialises in simulation, parametric design, BIM, and visualisation, leveraging cutting-edge digital tools for design, decision-making, and quality control. Advanced simulation studies and real-time Life Cycle Assessment (LCA) analyses help us develop innovative, climate-conscious projects. By integrating AI with BIM models and extensive databases, we continuously refine our sustainability strategies.

Committed to research and development, we actively explore environmentally friendly building methods and materials, ensuring our work minimizes environmental impact while setting new standards in sustainable aviation design.

BHS expertise

The Baggage Handling System (BHS) is an instrumental part of all airports and greatly impacts the layout of the entire terminal building.

Nordic's BHS group is involved in all our airport projects, and all project phases. From preliminary design phases to project completion, input from the BHS group is an integral part of Nordic's successful design process.

Our services include:

- Analysis of existing baggage handling system capacity
- Overall baggage handling strategy development and design
- Functional design specifications
- Technical coordination with suppliers
- 3D layouts for integration into BIM environments
- Preparation of tender documents
- Assistance with supplier selection and functional contractual requirements
- Technical coordination and follow-up during installation and implementation



*Our team of aviation architects
attending the Passenger Terminal
Expo & Conference 2025:*



nordicarch.com

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