

Gateway to Israel



Terminal 3



How it Began

16 January 1994 – The Government of Israel declares Terminal 3 a national project. Involved in the decision were (from right to left):

Israel Airports Authority (IAA) Director General Moti Dabi, Minister of Finance Avraham Shohat, Prime Minister Yitzchak Rabin, Minister of Transportation Israel Kessar, Ben Gurion International Airport Managing Director Shaul Hazan and IAA Chairman of the Board Haim Corfu.

Terminal 3 Foundation Scroll (Ben Gurion International Airport 2000) – The foundation scroll was buried during the cornerstone ceremony on 25 October 1998 in the presence of Prime Minister Binyamin Netanyahu, Minister of Transportation Shaul Yahalom, ministers, Knesset members, public figures, rabbis, mayors, IAA Chairman of the Board Zvi Shalom, IAA Director General Avi Kostelitz, IAA Board members, IAA management and staff, representatives of surrounding communities and guests from Israel and abroad.



"Will not wisdom call out, and understanding give forth its voice?
At the top of the heights upon the road; at the crossroads
she stands. Beside the gates, at the entrance to the city, at the
entrance of the portals she cries..." *(Proverbs 8:1)*

Hallelujah

Now that Terminal 3 has spread its wings, we are proud to bless the completed project. We are honored and excited to have had the privilege of taking part in this magnificent project – a great human feat, and an engineering and technological accomplishment of the first order.

All of us who have been involved in the labor have come a long way. We faced immense obstacles, overcame great hurdles and surmounted enormous difficulties before the project finally took flight.

Today, we feel proud and privileged to have dedicated over a decade to this historic undertaking.

The State of Israel now has a sophisticated modern new gateway. The best resources and intellects, creativity and imagination, human spirit and Israeli know-how have been invested in the creation of one of the most advanced airports in the world.

Here, passengers make their first contact with our country and bid their farewell greetings. In this place "Shalom," "Welcome" and "Goodbye" are heard in a vast array of languages. This site, which brings together millions of people annually, is a stage for a conglomeration of tears and joy, laughter and sadness, greeting hands and smiles, hugs and kisses.

The new terminal now stands as:

- A dear memory of home and a concrete object of longing for Israelis travelling abroad.
- The Jewish people's gate to realizing its aspirations and the return to Zion.
- The first encounter with the State of Israel for millions of tourists and visitors.

May the new terminal be a blessing to all of us,
The Staff and Management of the Israel Airports Authority



Zvi Shalom
Israel Airports Authority
Chairman of the Board



Gaby Ophir
Israel Airports Authority
Director General



Ze'ev Sarig
Ben Gurion
International Airport
Managing Director

A new era has dawned with the completion of Terminal 3, IAA's flagship project and Israel's largest national infrastructure project. The Authority's vision and goals have been realized:

- A sophisticated modern airport has been built, which enables significantly more passenger traffic and a greater scope of import and export.
- Passengers and airlines receive advanced services at international standards.
- With additional expansion, the new terminal can receive up to 16 million passengers annually.
- The new terminal is adaptable to future changes in aircraft types, passenger services and airline operations.
- The rate of local and international trade has been accelerated in anticipation of an era of global peace.
- The development of a refurbished airport through private funding has increased financial and commercial prosperity.
- By preserving and cultivating natural resources, the new terminal has been successfully integrated into its surroundings and ties with nearby residents have been strengthened.

A New Era





▶ The new terminal spans approximately 270,000 sq m compared with the old terminal, which covers a mere 50,000 sq m.

Ben Gurion International Airport is Israel's main gateway. In order to meet the national challenge of a rapid increase in passenger traffic, and in anticipation of future forecasts, IAA has made an unprecedented move. The results can be seen in Terminal 3. The implementation of the vision was complex. Overcoming the many obstacles along the way demanded leadership, determination, courage, creativity, professionalism and investment of resources. The successful completion of an undertaking of such enormous proportions can be attributed to the farsightedness of IAA and the Israeli government, as well as effective management, dedication to the goal, uncompromising commitment and hard work. In the end, the vision was realized. IAA has proved that even though the sky is the limit, the challenge of building Israel's aerial gate into Israel is a viable undertaking. The State of Israel's sophisticated new airport effectively meets the needs of Israel's residents and all who cross its gates.

In the Beginning...

A Vision





The Largest Infrastructure

Project

i n I s r a e l

Ben Gurion International Airport's Terminal 3 is the largest infrastructure project ever built in Israel. The project is an impressive human accomplishment and a feat of technology and engineering on an international scale. IAA has successfully met the challenge posed by the Government of Israel's decision of 16 January 1994.





▶ The Landside Building spans an area of 100,000 sq m and includes seven floors, 23 elevators, 20 escalators and one of the most advanced baggage sorting systems in the world.

The construction team: Leading professionals from Israel and around the world joined forces with IAA staff in the construction of Terminal 3. Managers, architects, contractors and hundreds of workers were brought together out of a sense mission, faith and determination.

The project's cost: Approximately one billion dollars. The project is expected to leverage business activity, which will mainly benefit the area's residents.

The State of Israel is entering a new era.





▶ The Rotunda, 160 m in diameter, covers an area of 20,000 sq m; three concourses connect to 24 aircraft through airbridges.

The Most Modern

The Landside Building features an inverted domed roof at the heart of which stands a waterfall, a ground operations tower overlooking airside traffic, passenger halls, a modern duty free area, airbridges, a huge public hall, tens of brand new security check counters, electronic direction signs on enormous screen walls and special lighting. Jerusalem Stone covers the walls and glass windows look out onto the sky and allow passengers and well-wishers a view of the runways.

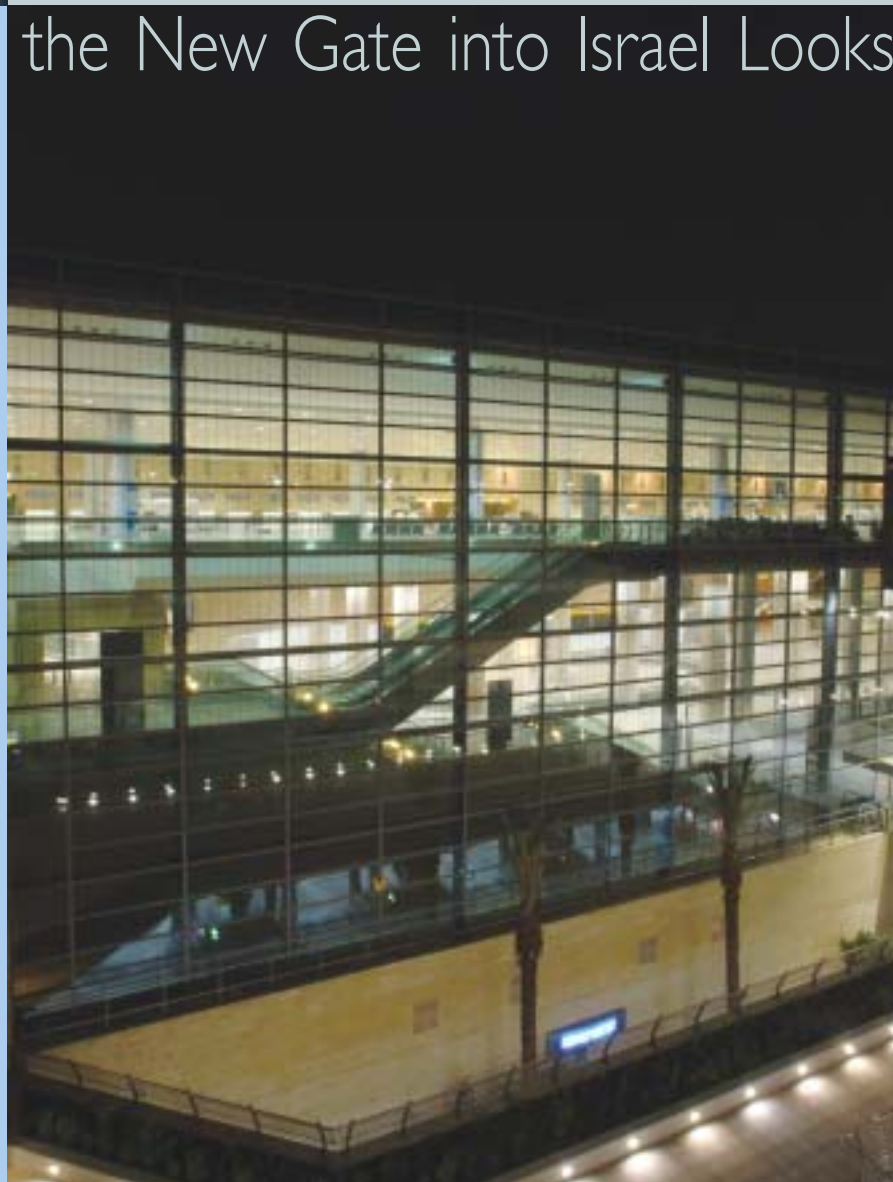






Many small and large details including a typical Israeli garden, lounges and waiting areas, a large number of commercial and food services, and quick efficient service for inbound and outbound passengers and their luggage, make travelling through Terminal 3 an extraordinary experience for passengers.

This is How the New Gate into Israel Looks





▶ The duty free area covers 7,000 sq m and features 25 shops. ▶ The commercial and food service area and the storage and operation area each span 11,000 sq m.

A City in miniature



More than just a terminal, this is a bustling city in miniature operating 24 hours a day, every day of the year. The Connector, which links the Landside Building to the Airside Building, is like a lively pedestrian street through which thousands of people travel every day (in the past year alone, approximately 12 million passengers and accompanying visitors passed through Ben Gurion International Airport). The entire infrastructure essential to the population of passengers and the tens of companies and various bodies operating in the terminal are situated under one roof. This includes an abundance of aid facilities and a variety of daily services provided to the “city’s residents” as well as all services necessitated by an international airport operating independently: electricity and energy services, water, garbage disposal, sewage and wastewater treatment, fire extinguishing facilities, building and road maintenance, landscaping and gardening, a medical clinic, police and security.

Level 3 קומה ↗



Buy & Bye שחקים



Counters 1-110 דלפקים

Level 2 קומה ↗

Bus & Taxi מוניות ואוטובוסים



Banks בנקים

First Aid מרפאה



Level 1 קומה ↗

West Parking חניון מערבי



Airline Handling חברת שיחתי קרקע

Police משטרה



Level G קומה

Arrival Hall אולם מקבלי פנים

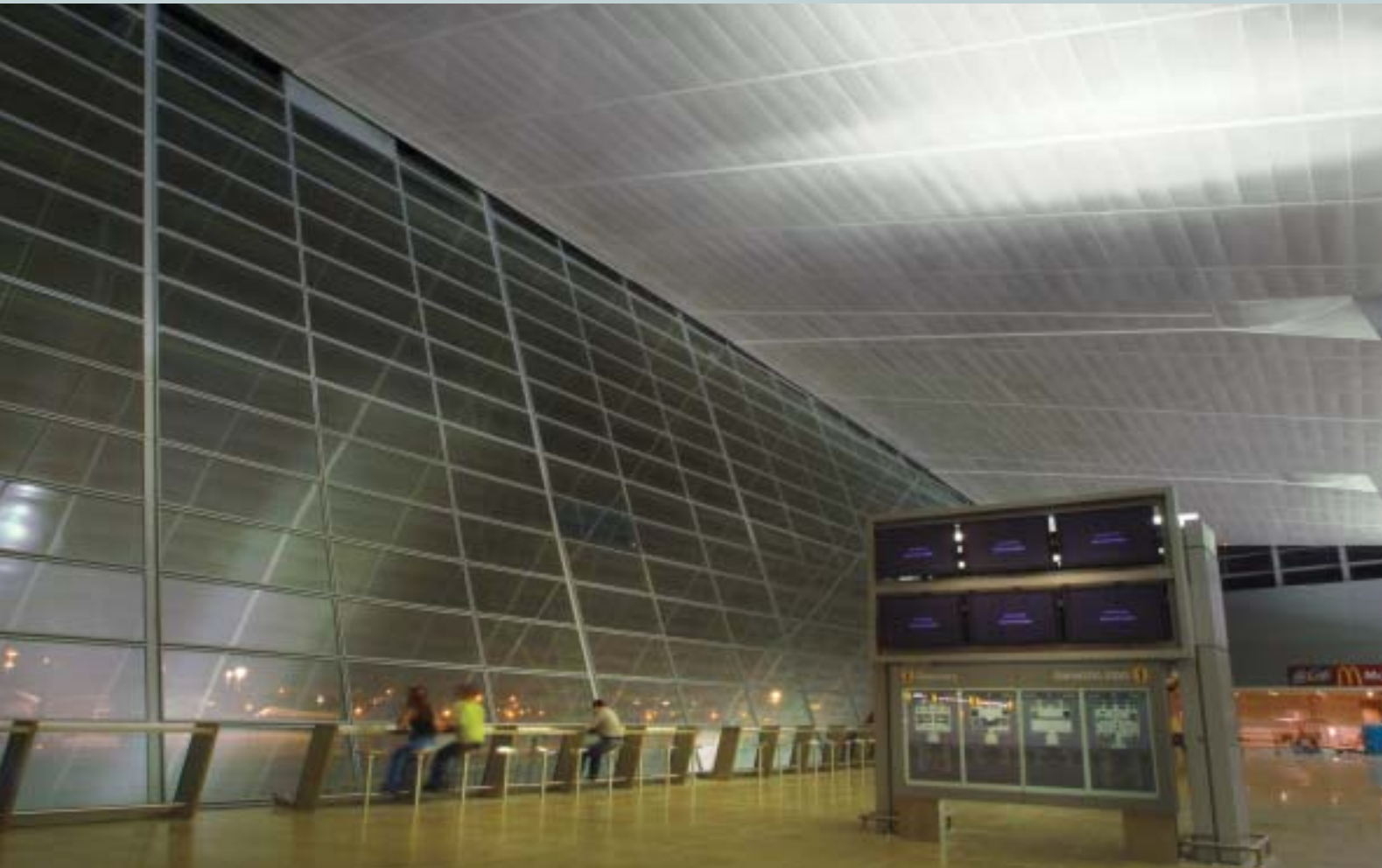
Counters G1-G19 דלפקים



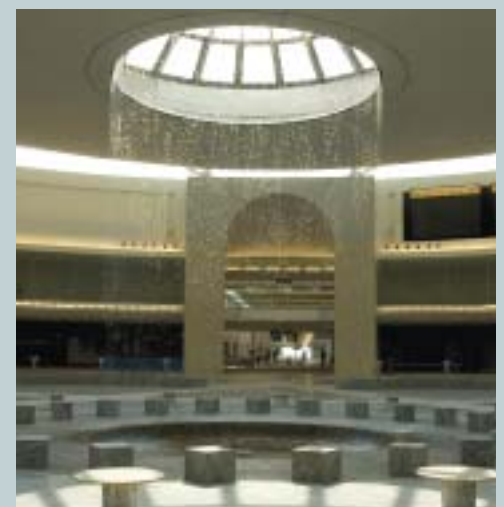


Upon entering Terminal 3, passengers and those who accompany them receive a courteous reception and efficient service and enjoy a large number of 24-hour services. The terminal offers easy access for the people with reduced mobility and an array of services to people with special needs.

Terminal 3 was designed according to a contemporary business approach, which has guided the planning of most modern airports in the world today and views the terminal as a center of diverse business activity. For the first time, an open trade area has been built inside the terminal, which offers a variety of businesses and products and creates a pleasant atmosphere throughout the passengers' stay.



Terminal 3 operates at the pace of a vibrant modern metropolis where inbound and outbound passengers view one another through glass walls. It features an abundant supply of commercial activity, dining and entertainment, varied activity centers, competent and courteous airport staff and direction signs. All of these contribute to an atmosphere of a visit to a vibrant urban microcosm and a unique experience prior to and after a flight.



Flight טיסה	Destination יעד	Sched תוכנית	Est סעיף	Zone זון	Counters דלפקים	Remarks הערות	Flight טיסה
LY007	ניו יורק	13:15	13:15	D	78-99	בזמן	UU4653
DL7577	ניו יורק	13:15	13:15	D	78-99	בזמן	AF1621
LY315	לונדון	15:20	15:20	D	78-99	בזמן	LY613
LY343	ציריך	15:40	15:40	D	78-99	בזמן	LY641
LY623	ציריך	15:40	15:40	D	78-99	בזמן	IB6993
LX255	ציריך	16:30	16:30	B	51-55	בזמן	LY8993
AF268	ציריך	16:30	16:30	B	51-55	בזמן	LY651
OS858	וינה	16:50	16:50	G	66-610	בזמן	UU4651
LY1003	וינה	16:50	16:50	G	66-610	בזמן	UU268
LY511	מוסקבה	17:40	17:40	D	78-99	בזמן	LY8643
UN302	מוסקבה	17:50	17:50	A	17-21	בזמן	LY337
LY381	סילאנג	18:15	18:15	D	78-99	בזמן	LY081
AZ811	דדמה	18:40	18:40	A	4-9	בזמן	TG4594
LY325	נדיז	18:55	18:55	D	78-99	בזמן	
BR164	לונדון	19:30	19:30	A	29-33	בזמן	
LY653	אדסה	19:40	19:40	D	78-99	בזמן	



Outbound Passengers

Goodbye

Passengers arrive at the entrance of the terminal using the multi-tiered bridge, a road system or through the modern train station. From the moment passengers enter the terminal they follow a straight path in the direction of the departing plane. The enormous hall is lined with 132 security check-in counters waiting to serve passengers. The spaciousness, lighting, magnificent design and splendor of the surroundings make the wait for the security check a more pleasant experience. Scanning machines for electronic security checks are installed adjacent to counters made of steel, glass and marble. With coordination and agreement of the airlines, the counters have been designed to serve any passenger travelling with any airline. The airlines have also begun using paperless (electronic) tickets, which will be extensively used by passengers within a few years. Passengers receive their boarding card using an electronic code that they operate.



- ▶ The Check-In Hall covers 103,000 sq m and offers 132 security check-in counters.
- ▶ Passengers receive service at 40 border control stations and eight biometric computer stations.

After checking in luggage, passengers and well-wishers pass from the Check In Hall to a special hall called the Bye & Buy Mall, a commercial center with a panoramic view of the aircraft aprons. The waiting period before departure and the final “bon voyage!” can be passed pleasantly in conversation, reading, shopping or having a drink. Passengers then continue to the border control counters or to the computerized biometric-check counters (for a handprint check).

After the passport check, passengers make their way through the Connector linking the Landside Building to the Airside Building. At the end of the Connector passengers reach the duty free area and face a rotunda, with a fountain at its center. Above is the beautifully designed concave central ceiling and to the sides are the duty-free shops.

When boarding the aircraft, passengers enter one of three concourses, each of which has eight boarding gates that connect to the aircraft by airbridges, as well as two boarding gates for remote parking stands.







▶ An infrastructure tunnel 700 m long and roughly 5 m wide connects the Energy Center to the terminal. ▶ A 185 m long

Inbound Passengers

Welcome



corridor connects the Landside Building to the Airside Building. Transportation and parking areas cover 960,000 sq m.

After the flights has landed, passengers enter the terminal through airbridges and reach the upper level or Inbound Passengers Level through an escalator. Moving walkways take inbound passengers to the Landside Building and from there to the border control stations. Once their luggage arrives, passengers pass from the Arrival Hall through customs check to the welcoming Greeter's Hall.



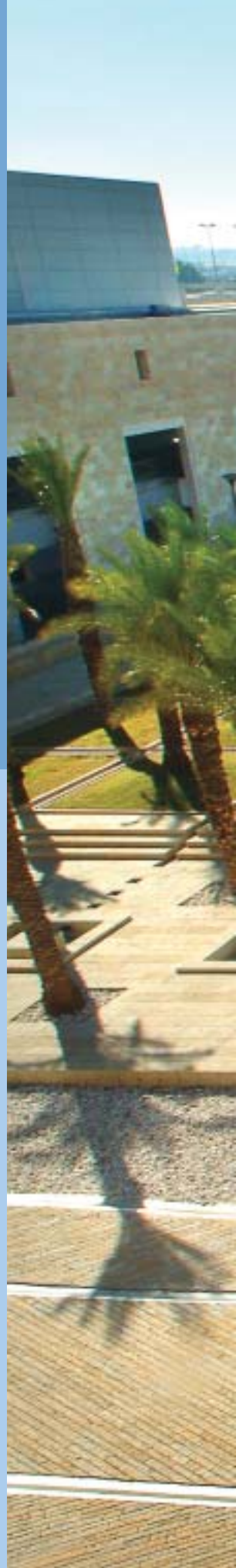
▶ Passengers can be checked at 40 border control and 14 biometric stations. With completion of the construction, the terminal will include assistance areas for logistic support, cargo terminals, storerooms, food production plants, aircraft hangars, a maintenance center



and adequate support services for the business and commercial activities. These will include 40 buildings housing offices, the engineering department, the shipping and handling building, buildings for catering companies and the terminal's parking and road systems.

Leading architects from Israel and around the world have created a local terminal on par with a twenty-first century international airport, incorporating the Israeli spirit and global trends in the planning, design and execution of the project. The designers were guided by experiential and functional considerations in their quest for creating an event and not merely a place. The result is an extraordinary terminal, full of character and appeal, which provides a unique and memorable experience.

Israeli Vision with International Flair





The Landside Building symbolizes Israel and its land and incorporates glass, Jerusalem Stone covering, water, Israeli soil and vegetation. The Airside Building represents a sky motif and is characterized by white concrete, glass and aluminum. The sun's rays are caught, as in a prism, and provide natural lighting that varies throughout the day creating a spectrum of decors. Air conditioning openings hidden in the building's stone pillars circulate fresh air and maintain a regulated temperature throughout the terminal.





▶ Approximately 45,000 sq m of Jerusalem stone tiles, roughly 30,000 sq m of glass and 50,000 sq m of aluminum.

A harmonic balance of opposites: soft glass breaks the heavy mass of stone and concrete, and its transparency allows a view out onto the sky and garden. Metal objects impart a sense of continuous motion and are associated with advanced technology in contrast to the stability, continuity and tradition expressed by the local stone. The spellbinding meeting of sharp angles and rounded curves describe the teeming activity at the airport: a tranquil vacation atmosphere, which is at the same time alert and dynamic.





The Israel Garden The concept behind the garden is to give tourists arriving in Israel a sense of reaching ‘The Promised Land’ and those exiting the country a feeling of leaving the biblical “Land of Milk and Honey.” Located behind the terminal, the garden represents Israel’s landscape and geography from the coastal plain to the mountain ranges and showcases a variety of plants typical of the country.

▶ Scenic landscaping covers 240,000 sq m and a main garden with 4,840 citrus trees and 470 palm trees spans an area of 61,000 sq m.

Easy

Visitors entering the terminal arrive through a network of roads and a multi-tiered bridge that connects to the Landside Building's three levels. The top level serves outbound passengers, public transportation (buses, shuttles and taxis) is located on the second level and inbound passengers enter the bottom level and arrive at the terminal's exit through elevators and escalators. The new area offers 2,400 long-term parking spaces and 500 spaces for rental cars.

Access



► Access to the terminal includes a network of roads spanning 18 kilometers and a one-kilometer long, 13-meter

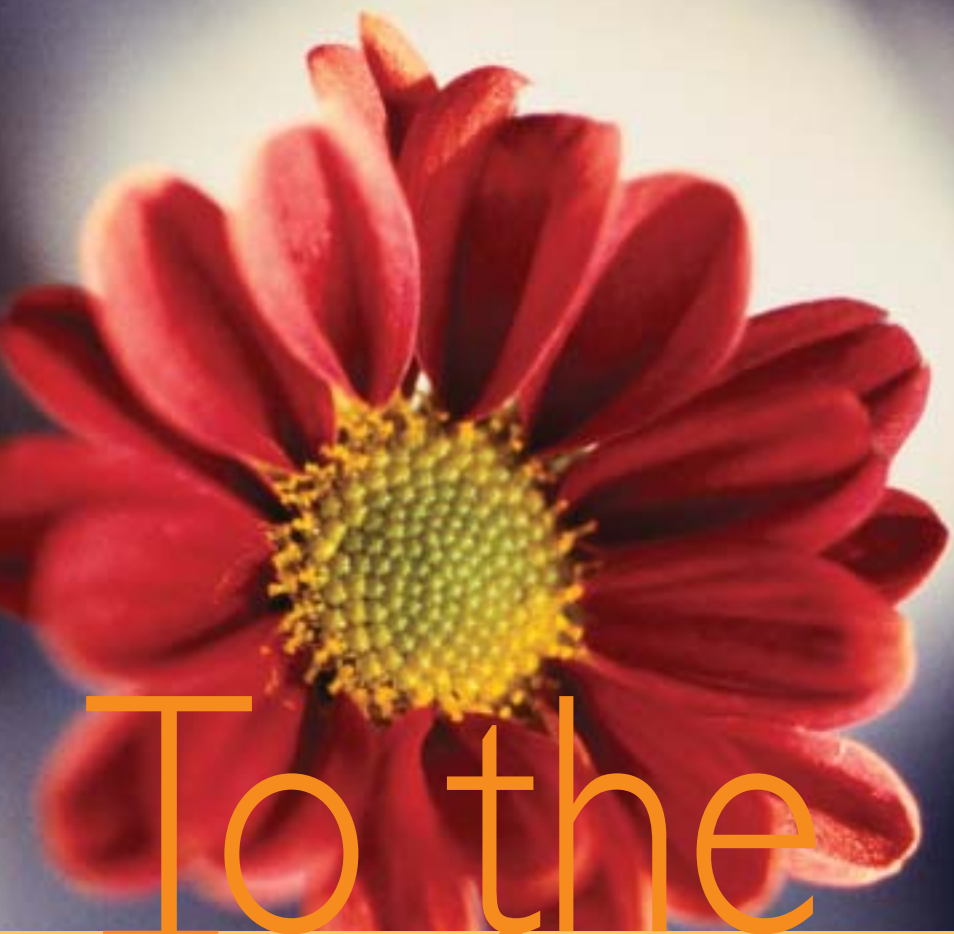


high multi-tiered bridge. ▶ The terminal offers 4,500 parking spaces, 2,400 for long-term parking and 500 for rental cars.

Connecting

At each stage, the project's planners and all those involved in its execution strove to preserve the reciprocal relations between flight operations and their effect on the environment and the quality of life in the airport's vicinity and in surrounding communities. An optimal environmental equilibrium between the airport and its surroundings was planned and preserved.





To the Environment



Steps taken to ensure the preservation of the environment in relation to operations at Ben Gurion International Airport include:

- Minimization of the effects on the environment through operational regulations and by implementing some of the most advanced measures in the world including: limitations on night flights, a fuel leak detection system, supplying clean electric energy to parked aircraft instead of the old ground power units, mechanical backup for systems that are liable to contaminate water, land etc.
- Establishing a wastewater treatment facility for improved treatment of wastewater. Treated wastewater can be used unrestrictedly and will save roughly one million cubic meters of clean water annually.
- Establishing and operating air quality control and noise monitoring systems directly accessible online by the Ministry of the Environment.
- Connecting major population areas to Ben Gurion International Airport by train, decreasing vehicle traffic and minimizing air pollution.
- Creating an environmentally-friendly energy center with ongoing monitoring and warning measures that control energy production, water supply, air conditioning and wastewater transfer.
- Professional and public monitoring ensures that the environmental conditions of operation of Ben Gurion International Airport are met. This includes monitoring by external experts, representatives of government offices and local authorities.



The construction of Terminal 3 is a most significant event especially for residents of the surrounding area. IAA in cooperation with local authorities has established a discussion forum with the local community. Along with the many benefits that the anticipated employment boost is expected to offer residents of surrounding areas, an emphasis has been placed on the mutual interests of preserving the necessary equilibriums. The steps taken include, among others:

- Accoustic treatment of residential buildings according to criteria set by the Ministry of the Environment.
- Assisting local municipalities in the accoustic protection of educational institutions.
- Launching an educational project to increase environmental involvement and awareness.
- Subsidizing underprivileged children in community summer camps.
- Renovating kindergarten playgrounds.
- Launching joint committees of IAA staff, local municipalities and representatives from the fields of environmental preservation and education.
- Addressing local residents' complaints concerning aircraft noise.



Milestones

Significant dates in the history of Terminal 3

1993	Consideration of alternatives for building Terminal 3
16 January 1994	The Government of Israel declares the new international terminal a national enterprise
June 1994	Establishment of project's management
August 1994	Choice of management company, incorporating international and Israeli sources
March 1995	Choice of international and Israeli planning teams
1994-1997	Appeals presented to the High Court of Justice; work frozen
August 1997	Outlined plan receives final approval by the government
May 1998	Work begins on site with first construction permit
25 October 1998	Terminal 3 cornerstone ceremony and foundation scroll burial
April 2000	IAA Board of Directors decides that Terminal 3 will operate as the only international terminal at Ben Gurion International Airport
November 2000	IAA ends its relationship with the Turkish company Ceylan Holding, which went bankrupt
April 2001	Completion work for the ground building are given to Minrav Holdings Ltd. and Elco Holdings Ltd.
May 2001	Construction work begins on the railroad to Ben Gurion International Airport
Beginning of 2002	The recommendations of the Einan Committee regarding changes to the terminal are adopted and the opening of the terminal is postponed
March 2004	The Landside Terminal moves into the accelerated maintenance stage in preparation for handing over the terminal to Ben Gurion International Airport personnel
28 October 2004	Terminal inauguration
2 November 2004	Commencement of regular operations at Terminal 3