Connect

An insight into CPH

The architect behind everything – Vilhelm Lauritzen's strokes of genius shaped the airport

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June | 2019

Connect
Connect is published four times yearly by Copenhagen Airport for employees and concessionnaires/ tenants of stores and eateries in CPH. Connect writes about new trends in retail and travel retail and focuses on overall development of the airport. In addition, Connect also gives readers insight into everyday life in CPH: the dedicated employees, the happy travelers, and everything surprising and innovative that takes place daily in Denmark's biggest workplace.

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The next issue of Connect will be published in September.

Connect is printed according to the most stringent environmental standard, Cradle to Cradle. Cradle to Cradle is a holistic environmental certification ensuring that the magazine does not pollute, that it is produced with the utmost respect for the earth's resources and contributes to nature's cycle. The magazine can be recycled again and again, which also means that no waste is generated and that it is not toxic for human beings or the environment.

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Dear Reader,

It was wonderful to meet so many of you at the Diploma party in the VL-Terminal at the end of May. Many, many thanks for a fantastic evening and for making me feel so welcome. It was a pleasure to see so many new faces and to celebrate you properly. Many thanks, too, for your daily efforts for our multitude of guests. This is one of the reasons that Copenhagen Airport won the award for Northern Europe's best airport at this year's Skytrax Awards in March. I am so proud of this!

For the next couple of months I will be dedicating much of my time to working with the expansion of Terminal 3. The first phase will be completed in four years, and we are already well under way to sharpen the commercial ideas of the new building. The retail branch is developing rapidly, and we must ensure that we continue to be one step ahead in matching our guests' needs and desires. This work is very inspiring and exciting, and I look forward to telling you about the details as the work progresses.

Finally, all that remains to say is that with the arrival of summer we enter our absolute busiest season. Easter was a prelude to some of what we can expect, when over a million guests headed for distant climes. This year, the airline companies' summer programs include 23 new international routes, and thus we expect one of the busiest summer periods ever. I hope everyone will help our guests to enjoy a good experience and good service – just as you always do.

Pia Jeanette Lynggaard
Director of CPH Airport Sales & Marketing

Since last time

On 4 June, H.R.H Crown Prince Frederik opened Pier E, the biggest building project in recent years in Copenhagen Airport. Here is other news from the second quarter.

Aquarium in WOK

WOK now has a large and attractive aquarium decorating Terminal 2 landside for the enjoyment of both young and old. The aquarium contains 5,760 liters of water and thus is one of Denmark's biggest salt water aquariums – with colorful fish and coral, including a little 'airport-fish' in the airport's colors. After a competition among the airport's followers on Facebook, this blue and yellow fish was named Blue Sky.

New podcast

'You are listening to the airport' is CPH's new weekly podcast for all 23,000 ID-cardholders. The content consists of current news from the airport's own world, with a focus on operations: building projects, launchings, what the traffic looks like, sprinkled with short items in a lighter genre: are there exciting guests and good ID-card-offers? All CPH's business partners will be invited regularly to take part. 'You are listening to the airport' is, in other words, CPH's weekly news overview – by the airport, for the airport. Find it where you usually locate your podcasts.

The pandas have landed

On 4 April at around 18:40, the airport welcomed two long awaited guests from the far away Chengu province in China. The pandas, Xing Er and Mao Sun, had with them a 500 kilo bamboo lunch box on their trip, and, after a 24-hour journey, CPH was the final stop before they were brought to their new lodgings in Copenhagen Zoo.

Prestigous awards to the airport

At this year's 'The Moodies', at which the best providers in social and digital media are awarded among airports and travel retail, our airport won the awards for 'Best Use of Social/Digital Media', 'Best Use of Instagram', and 'Best Launch' in connection with the launching of the new area between Piers A and B. In addition, CPH was crowned Northern Europe's Best Airport at this year's World Airport Awards sponsored by Skytrax. A great acknowledgement to all employees across firms and authorities, who work daily to create the best experience for passengers.

Climate project in Laos

In connection with the new climate strategy that is to lead the airport in a greener and more climate friendly direction, CPH has begun a collaboration with the international NGO, Nexus for Development, which produces and distributes effective and health-promoting stoves for the local population in Laos. Using these stoves reduces the consumption of trees, which decreases the felling of forest areas – as well as of CO2 emissions. This project has resulted in measurable decreases of C02 emissions, the equivalent of CPH's emissions of CO2. This initiative thus means that the airport already this year will become CO2 neutral.

New units

Copenhagen Souvenir & Design

Design Letters

Nordic Gastronomy

Pier E is ready for take-off

36,000 square meters, 13 gates and a brand new Passport control. Pier E is a central part in CPH's comprehensive plan toward 40 million travelers; and at the beginning of June the first section of the new pier was finally opened. It has a raw look, with specially designed chairs and two gigantic works of art by HuskMitNavn and Alexander Tovborg.

Not since the building of Terminal 3 at the beginning of the 1990's has CPH started such an extensive project as Pier E. A project which, after five years and several adjustments, finally sent off the first guests at the beginning of June. 'A fine, spacious building with good lighting and green trees', says Henrik Vahlun, project manager in the Capacity Projects department in CPH.

"It is a very solid building; raw, but with many fine details, too, which makes it a cool place for passengers to be," he states.

On 4 June, the first phase of the building was inaugurated, with seven gates for the planes, an office building, and a 2,200 m2 building for a new Passport control. H.R.H. Crown Prince Frederik cut the traditional tape, while both Frank Jensen, Lord Mayor of Copenhagen, and Ane Cortzen, TV-host, made speeches for the 250 invited guests. According to plan, the second phase with an additional six gates for the big intercontinental aircraft, primarily, will open next year.

New exclusive chair

As always when the airport expands, it is important to get the new to mix in with the existing in such a way that it still has its own identity.

"All the piers can be different out here. When you land, it is an advantage to be able to see where you are in the airport, and this is something we have continued out here. Therefore, it made good sense that Pier E, just as many other parts of the airport, has its own furniture, for example," Henrik Vahlun explains.

Thirteen Danish furniture companies took part in the new chair competition, but it was the firm Marcus Pedersen who won. Behind the design is industry designer Sara Clement, who has created a robust, long-lasting and aesthetically attractive shell-chair. Even though she has created many instruments for the airport, this is the first time she has designed a purpose-built piece of furniture for sitting. An exciting task, but also challenging, too, she says, because it is not nearly enough to design something that is nice-looking.

"The chair we submitted is modern and timeless and minimalistic, where form and function meet in few but essential details. When you are designing for an airport, it is important that aesthetics, function and durability are closely knit. It is not enough that a passenger thinks it is a beautiful chair and good to sit in; it must also be easy to clean and be able to adapt to the airport's development in the long run," she explains.

World-class art

In addition to the newly-designed chairs, two huge works of art have also been produced for the pier. A glass mosaic by the young, rising-star-artist Alexander Tovborg and a 26-meter-long wall painting by HuskMitNavn. With its mythological theme of a sphinx in a wild landscape and a sun strolling across the sky, Alexander Tovborg's work reminds us that conditions are changeable, including the one in which a traveler finds him/herself in the airport – where the transit begins and new adventures await.

"I asked myself: which animal relates best to an airport? Answer: the Sphinx. So many questions: Have I remembered my passport? When does my plane depart and from which gate? I wanted to create a parallel to a fable that everyone can relate to. Half animal and half human, half woman and half man. The Sphinx is anchored in European culture and arose from ancient Assyria and Egypt. This makes it a symbol uniting cultures," he says of his task.

Also, street-artist HuskMitNavn has provided a high-quality work of art with clear references to the airport. The 26.4-meter-long and 2.4-meter-high work consists of portraits of the various types of airport guests. Here you can see the overburdened family with children, the busy business traveler, and the couple on their way to a romantic holiday. In this way, the work reminds us that there is room for everyone in the airport. No matter who we are or where we come from.

Vending machines and self-service

As many of the departures from the pier will be long-distance-flights, the traffic will follow a particular pattern. Arrivals will be early in the morning and departures again around lunch-time. This means that there will be a limited flow in relation to how many guests there are in the pier. Therefore, it will be a relatively challenging location in which to operate a business. For this reason, to begin with, the solution is vending machines and self-service coffee-machines in the commercial section of the new space. In the long run, a new TAX FREE store will be added.

Opposite page. H.R.H. Crown Prince Frederik inaugurated Pier E together with TV-host Ane Cortzen, Lord Mayor Frank Jensen and Aleksander Tovborg, the artist behind the large glass mosaic.

This page. This was not the first time the crown prince inaugurated a building project in the airport. In 1998, he cut the ribbon for Terminal 3, while his maternal grandfather, King Frederik IX, inaugurated Terminal 2 in 1960.

Top. The new chair is either upholstered in wool, as shown here, or in leather, and can be replaced and re-upholstered according to need.

Bottom. The aluminum shell which is the exterior of the chair is deep-drawn at the factory. A styling process which gives the shell its indentation.

'Gigantic honor' to design a chair for the airport

In the airport, it is not enough that a chair is beautiful. It must also have a function that makes it re-usable if the need arises. Sara Clement, from the design firm Marcus Pedersen, has designed Pier E's new, exclusive chairs.

What ideas and considerations did you have when designing the chair?

"I wanted to create a chair that could be used now and in the future in terms of aesthetics, robustness and durability. The function characterizing this piece of furniture is the module system so that seats can be organized according to needs. Another thing is the shell itself which is pressed out of one piece of aluminum and the seat which is upholstered in either wool or leather. Aluminum matches well the architecture in Pier E, which has an honest expression characterized by natural materials. At the same time, the airport environment is demanding, and furniture must be able to tolerate a great deal of wear and tear. Aluminum has a beautiful patina, whereas a painted surface would soon appear ugly."

What were the greatest challenges in creating the final design?

"Combining the many demands that furniture must meet in order to be used in the airport. To make it as cleaning-friendly as possible the joins are placed so that nothing can run down into them, and there are no visible screws. It is often the case that a piece of furniture is made to be assembled only once; but to make something that can be taken apart and re-assembled several times is difficult."

What was it like to win the competition?

"It was awesome! Even now I can't find the right words to express it. Now I am just totally looking forward to seeing how people use the chair. One thing is all the ideas behind the design, but it's quite another thing, and very exciting, to see people using it. Designing a piece of furniture for this particular place has been a gigantic honor."

Connect tests Pier E

One month before the airport opened the new pier for passengers, Connect was allowed to follow a comprehensive test of the building's central functions and processes.

"The idea is that you actually are told nothing. You are given a boarding-card and requested to find your way to your gate. We will say no more about today's program because we need your spontaneous reactions on the way."

Ann Christinn Enegaard, project manager at Capacity Projects at CPH, welcomes the morning's volunteer 'passengers' to the Transfer Center before the so-called ORAT-test begins in earnest. In less than a month, the airport's new Pier E will be open to the public, and today the team behind the project is testing whether many years of work on the pier has borne fruit. Is the signage intuitively understood by passengers; can Falck pass through the new border-control with wheelchairs; and does the check-in system function for the handling companies? A boarding-card to San Francisco with the fictitious SAS-flight TTT100 is handed out, after which 15 volunteers are sent off in four groups – three 'ordinary' groups and one group with a 'handicapped' passenger in a wheel chair and Falck vehicle. Today's test thus gives police, customs, Falck, Security, handlers, and bus drivers an opportunity to try out the new work routines before the real guests arrive and everything must be quick and smooth. One of those taking part in today's test for Falck is Jesper Kock Bächlund. For over twenty years he has assisted travelers with mental or physical handicaps to reach their gates and flights; and for him it makes especially good sense to be here today. In a week's time, he will be instructing the rest of his colleagues in the new conditions in Pier E.

"It is terrific to be able to see it with your own eyes and know what we must pay attention to when we have passengers with us. Instead of studying an overview map and guessing what to do, it is fantastic to be here today and take notes of everything we need to tell our colleagues about," he says, while he pushes the wheelchair in which Connect's reporter sits through the terminals to Pier E.

Crucial observations

The route to the new, spacious Passport control is no problem. The doors open as they should, and it is easy to see which passport booth to choose. However, at the customs check on the other side of the passport booths there is a bit of chaos. The passageway is narrow, signage is not yet fully established and there are no discretion lines. Adjustments are still being made to the mobile equipment.

"If there are many people coming through here at the same time, it will probably be a bit chaotic," he points out.

When we are safely past customs, he looks for the gate, which is easy to locate. The elevator works, too, 'silent and spacious' as he notes, while he pushes the wheelchair along towards the gate and control of the boarding pass. At the desk, there is friendly personnel from SAS who ensure that everyone comes out to the buses headed for the plane. The trip ends here, unfortunately. A real trip to the USA is, alas, not included in today's test.

At the same time as the test is taking place, staff from Fire & Rescue and Security are also in full swing learning about the building, access roads and entrances. They are practicing routines for fire-fighting and for when anyone in the terminal needs help. After both tests, the day's input is collected in a plenary session. Comments are noted and clarified, and there is widespread agreement that it has been fruitful for all parties involved.

"We have conducted successful drills in which colleagues and collaborators have learned about the complexity of the building. The individuals who will be using the pier as a new workplace are, in other words, much better prepared to provide immediate assistance and a high degree of security from day one," says Helene Anisimov, Fire Safety Asset Manager, who has been responsible for the test phase of Fire & Safety.

And now: bring on the real passengers!

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Behind the test

ORAT-test, as it is called, stands for Operational Readiness Activation and Transition. A test in which a completely ordinary day in the airport is acted out, explains Ann Christinn Enegaard, project manager in Capacity Projects at CPH.

"It wasn't a technical test to see if things functioned properly, but rather a test of whether the people using the building and its functions could use it and understand the processes. Moreover, it was, to a great extent, about training and knowledge about the new pier. We have made a great change out here, which we want people working out here to become properly acquainted with," she explains.

Playground for

Machine learning, AI, drones, 3D printers, and chatbots. In the future, CPH must be at the forefront when it comes to new technology. Therefore, a new department is testing all the many digital possibilities which, in the long run, can contribute to making both operations and passenger experience even better.

Even though he is only 120 centimeters tall, he is not easy to overlook. Dressed in white and with big black eyes, the robot Pepper differed considerably from TAX FREE's other staff when he assisted in #LookLab in May this year. Using a photograph, he could analyze gender, age and skin tone, and guide guests in purchasing a foundation from Yves Saint Laurent. Pepper was a so-called PoC, Proof-of-concept test, set up by CPH's new Tech Office department, which in the course of two weeks would investigate whether robots could potentially create traffic in a shopping center, explains Louise Blomberg, Tech Lead in Tech Office in CPH.

"The purpose of our department, in general, is to investigate new technologies and determine if there is a way we can use them to improve the customer experience and airport operations. Regarding Pepper, we observed how many guests approached him, whether he managed to sell anything, if he could engage in complex dialogue, and whether more people came over to the area than previously" she explains. However, professionally, he was not always good at his work, she points out. He was not good at guessing a person's precise age, and his foundation advice was only so so.

"In this connection, however, it was not so important for us whether he was precise or not. The most important thing to test was the potential and whether travelers actually wanted to use him. Moreover, he will never be able to replace the skilled staff; and this will never be the case. But perhaps he can do other things that can supplement the staff," she says.

We must wait a bit for that conclusion, though, because the department is still analyzing the collected data, she says.

Only the very newest

Even though it is, of course, important that some of the projects that Tech Office carry out are successful, it is almost just as valuable to nip others in the bud. Each test, therefore, must take no longer than three months, after which the office moves on to new projects. In that way, the airport can quickly and economically test the potential of various technologies. If there is potential, other departments in CPH can further develop and mature the project on the basis of the findings identified by Tech Office. In this way, we avoid using money, time and effort on big projects that perhaps were a good idea on paper but not implementable in reality.

"Both components are valuable for us. As an airport, we are in a special position: what makes sense in ordinary retail does not necessarily make sense here," explains Louise Blomberg.

Ideas for the projects come from all parts of the organization, but before Tech Office begins in earnest, each idea is evaluated on the basis of three parameters.

"We look at the business behind the idea and whether it can spread to the whole airport. Next, we look at whether the idea has a stakeholder value; and,

Pepper as a guide

A couple of airports have already tried out Pepper, but never as a store assistant. For instance, he has helped passengers find their way in the airport and informed them about flight departures. As a retail robot he is, however, still at a very early stage.

wild ideas

finally, whether the technology is already implemented in other places. If the latter is true, it gets a low score. We don't want to test anything that we know works. We want only the brand new – anything that is not on the shelves elsewhere," she explains.

Time will tell whether or not Pepper has a future in The Shopping Center. However, no matter what, he will not be leaving the airport for the time being.

"Pepper has become my own little baby, so if he doesn't end up working in CPH he will be a new colleague in my office. I can program him to turn off the lights for me when I tell him I am leaving," she says, and continues:

"However, we already have a request from CPH's commercial manager, Peter Krogsgaard, who is interested in creating more 'magic moments' for our passengers. Pepper is perfect for this, so my best guess would be that I must say goodbye to him relatively soon."

More wild projects from Tech Office

Virtual Reality

CPH has tested VR-technology to see if it can be used to renew/maintain driving permits on the runways in order to minimize traffic around the planes. The answer is yes, but during the test several people got motion sickness, and this must be addressed if VR is to be implemented as a final solution.

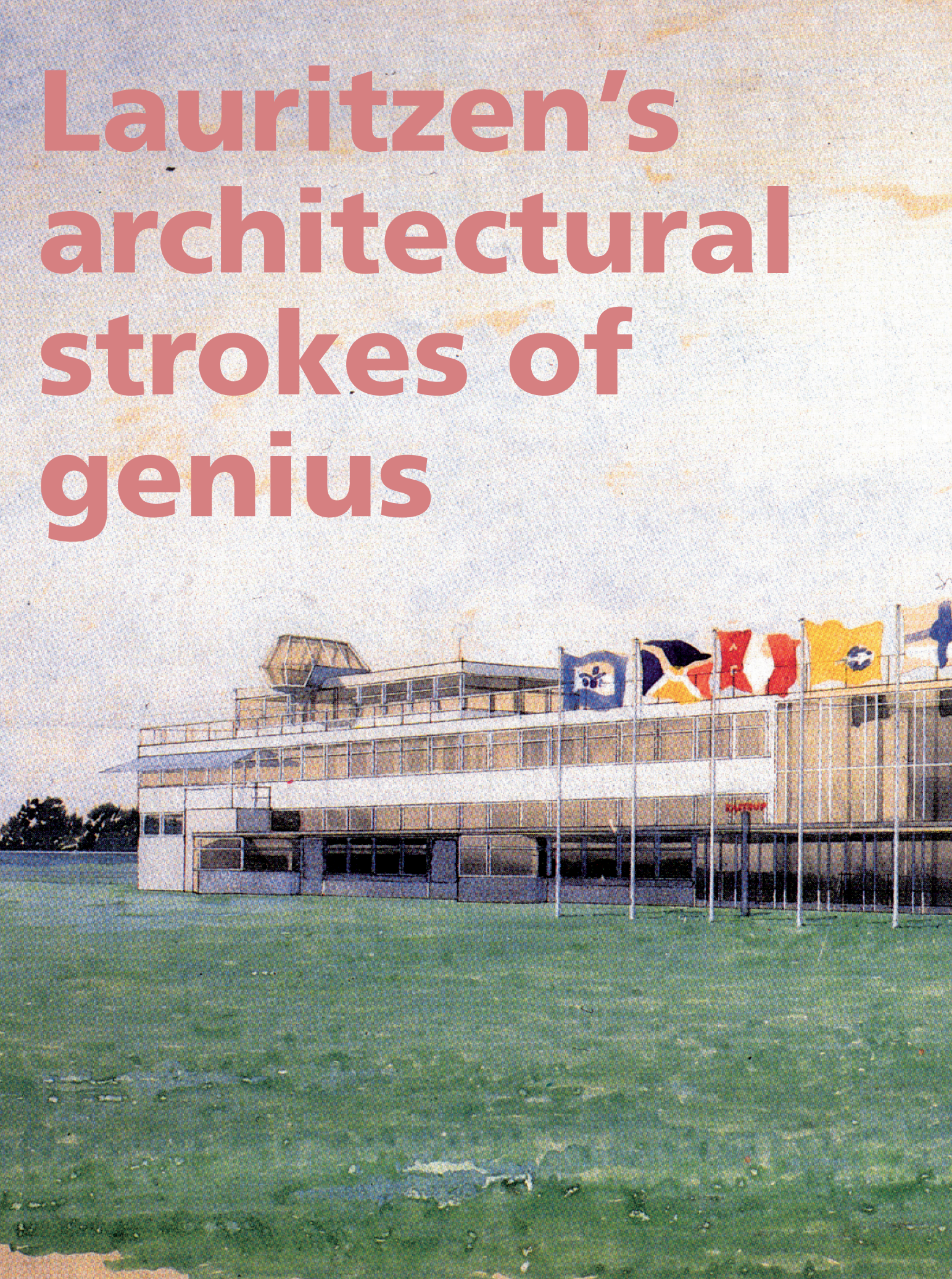
Drones

Drones offer a wide range of opportunities. For instance, they can assist in inspections of the fence around the airport; they can monitor car parks and report when rubbish piles up; they can monitor the runways for snow and ice; and monitor unsupervised baggage in the terminal areas. A coming PoC is to study the potential.

Internet of Things

CPH has tested IoT on toilets using a meter that checks how many times a specific toilet is flushed. Instead of cleaning a toilet on the basis of a time interval, the PoC is investigating whether IoT can provide information about when the toilet needs to be cleaned. Also, another meter monitors whether the toilet-stall door has been opened without a subsequent flush. If this occurs several times in a row, it can be an indication of a dirty toilet, and personnel are sent an alarm. In this way, we hope that IoT can help personnel to use their resources in a more efficient way.

Lauritzen's architectural strokes of genius



Vilhelm Lauritzen was one of Denmark's most important architects and the man behind several touches of genius in the airport. He was the one who laid the jatoba wood flooring, installed the round skylights and created the iconic VL-Terminal, which is celebrating its 80th anniversary this year. In this connection, Connect takes a look back at the poetic modernist who, more than anyone else, has been influential in creating the airport's visual expression.

Perhaps you are not familiar with his name, but, without a doubt you are familiar with his buildings. The VL-Terminal, the concert venue Vega, Radiohuset in Frederiksberg, and Daells Varehus to name just a few. Vilhelm Lauritzen was one of Danish architecture's most striking individuals, and without comparison the most important architect in the history of the airport. In addition to the old terminal from 1939, he designed Terminal 2, thus laying some of the architectural cornerstones for how the rest of the airport was later to develop.

"He is absolutely one of the most important modern Danish architects. Arne Jacobsen is probably the most famous one here in Denmark, having also produced some of the most famous works, but Laurtizen is certainly right after him," states Kjeld Vindum, associate professor in the Institute of Architecture and Art at The School of Architecture in Copenhagen.

The old airport terminal, which later was named after the architect himself, won the tender in competition with, yes, Arne Jacobsen. Today the building is protected and functions mainly as Queen Margrethe's VIP-terminal when she welcomes visiting foreign heads of state. However, it is here, too, that the airport's Security staff are trained and arrangements such as the Diploma Party for Retail Academy take place.

In the middle of a time of unrest and upheaval

To understand how much of a groundbreaking work the terminal actually was, you need to view it in its historical social context. It is from a time of unrest and upheaval, prior to which architecture, for many years, had been focused on form and wealth of detail. Only a few years before the terminal was completed, Christiansborg was re-built, testifying to how differently Lauritzen thought when he designed the terminal. Whereas Christiansborg's baroque expression is heavy and solid, the VL-Terminal was designed with aesthetic sensitivity and a paramount focus on functionality.

Thus, this building was destined to be one of Europe's earliest and most striking modernist manifestations. Every detail has a function here. Behind every door handle is a steel plate that prevents women's rings from scratching the door, and the radiators are concealed over the glass doors leading out to the flight area. No matter where you look, you cannot see cables or electrical outlets. They are all concealed in columns and walls, ensuring the building's very pure expression. The pattern on the door-frames is thematically repeated throughout the entire building; and the color scheme was thoroughly considered in order to subtly indicate – what we today call – Airside and Landside. And then there is the ceiling. With its 12,500 masonite panels curving through the old arrivals- and departures hall, it provides good acoustics in the vast space and is one of the most interesting details this terminal is full of.

"Lauritzen was very elegant in his work, and this is clearly visible in the old airport terminal. He always worked with curves, and the wavy ceiling is typically him. He was a leader in the revolution against ornamentation and everything that was superfluous, leading Denmark toward a new architecture that he helped give a new turn in the Nordic countries," explains Kjeld Vindum.

Wooden floors and skylights

When Lauritzen sketched Terminal 2 in 1956, he drew the contours of yet another architectural achievement, explains Thomas Scheel, a partner at Vilhelm Lauritzen Architects, who today continue the legacy of function and design after Lauritzen's death in 1984. Some of the building's central details have, namely, played a decisive role ever since in the visual expression of the airport when new expansion projects have been launched.

"It was an architectural stroke of genius when he decided to lay a stone floor in the part of the building facing the street. This has the effect of making you feel like you are still part of the city and life 'outside' when you enter the terminal. However, as soon as you cross the threshold to Security control, the flooring changes to wood. This is a shift in scale, which makes you feel secure about your journey. The floor is thus essential for the change in mood, and it works to this day. You feel special when you have checked in – now you have become 'a passenger'. It was a really good idea, and all architects who have since worked for the airport have maintained that idea," says Scheel, who was head architect himself for the drawings of Terminal 3, on behalf of Vilhelm Lauritzen Arkitekter. To follow in the footsteps of the master himself and live up to the standard of his architecture was one of the greatest things Thomas Scheel has done in his career.

"That building meant so much. We all felt we had to live up to Vilhelm Lauritzen's legacy and his masterpieces here in the airport, so we

1. The round skylights in Terminal 2 give a depth to the room and bring daylight indoors far into the terminal.

2. Besides drawing the plans for the building iteself, Vilhelm Lauritzen was often one the leading figures in designing the buildings' interiors. In close collaboration with furniture designer Finn Juhl, he designed everything from door handles, bannisters, and ashtrays to lamps, sofas and desks in the VL-Terminal.

3. The staircase leading travelers up to the first floor balcony corridor has been turned a few degrees out towards the hall. This slight turn means that the staircase appears almost to be a piece of furniture placed lightly into the old VL-Terminal.

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were under great strain, and we slaved away to make it happen."

Terminal 2 also encompasses another stroke of genius, he points out, which has since been cemented as yet another of the airport's unique characteristics: the round skylights that Lauritzen created for the building's ceiling, and which have since been used again and again as an element in newer building projects.

"The circular windows in the ceiling are small in proportion to the vast room, but this proportionality results, perhaps paradoxically, in the space being well-proportioned. When you see them in their measured rows, you get a feeling of how spacious the room actually is. Nevertheless, it is a pleasant room to be in, which is partly due to the daylight that reaches down throughout the entire building," he emphasizes.

Evolutionary design process

Vilhelm Lauritzen completed his architect training in 1921 and founded his own practice a year later. He was deeply fascinated by butterflies, and once stated in an interview that if he had not become an architect with butterflies as a hobby he would probably have studied zoology and designed buildings in his leisure time. Nevertheless, natural science also became a professional focal point. He had the same scientific approach to a building process that he had when studying the life cycles of butterflies in his leisure time. When you look at the sketches he made for the first airport terminal, you see a clear, organic development. The pencil strokes reveal a curiosity that finally reaches an optimal design for the building – a form of evolutionary journey reflecting the same thing in nature. However, for Lauritzen architecture was also applied art – it was for the people and not for the elite. In his drawings there is thus a clear ideal: space and form must exist for generations; and this is exactly what makes his buildings even today seem modern, claims Thomas Scheel.

"He was an exponent for a humble approach to architecture combined with high aesthetic value. He built for people, not the elite, and both the old VL-Terminal and Terminal 2 are quite simple in a superbly refined manner. Drawing a building that can appear modern 80 years after it was built is a dream for any architect."

1. Vilhelm Lauritzen collected butterflies and loved spending his free time studying these winged insects. He was active in his firm until 1969 and died 15 years later in 1984, 90 years-of-age.

2. The wavy ceiling in the old terminal is extremely robust despite its only 12 centimeter thickness. Seen from the hall, the ceiling contributes a lightness, as if it were a piece of fabric ready to blow away in Amager's wind.

My mind is free
It does what it wants;
It's free because
Only I know what it does.
I often envy my mind.

- Vilhelm Lauritzen, 1911, written at school at Sorø Akademi

Functionalism and modernism

Functionalism was characterized by classic white buildings with sweeping forms that broke the terse appearance and gave the surfaces shape. For instance, consider the ceiling in the VL-Terminal. Functionalism, moreover, bears an aesthetic sensitivity with strong references to the functional, and it appeals to the individual.
Under modernism, of which Terminal 2 is a fantastic example, the more sensitive approach to building was replaced by a more precise mode of expression. The modernists took the functional as their starting point and they appeal to society in its entirety.

2

Also designed by him

Nørrebro Teater (1931-32)

Radiohuset på Frederiksberg (1937–46)

Folkets Hus på Vesterbro (now Vega, 1935–56)

Daells Varehus (now Hotel Sankt Petri) in the Inner City (1935)

Gladsaxe City Hall (1937)

Shellhuset (1950–51)

The Danish Embassy in Washington D.C. (1960)

New extension ties together the airport's architecture, then and now

Lauritzen's own studio, Vilhelm Lauritzen Arkitekter, produced the winning plan for the 270-meter-long extension between Piers B and C. By thoroughly analyzing previous airport building projects, they managed to unite the entire history of the airport with an architecture reaching all the way back to Lauritzen's own terminal from 1939.

How do you design an airport extension that must resemble what has always been there and that, aesthetically and functionally, meshes harmoniously with the other buildings? You condense the airport's architecture and cook a high-quality stock from the best elements. At any rate, that is what the architect firm Vilhelm Lauritzen Arkitekter did when they designed the winning presentation in the competition to design the airport's historic, major expansion. An 80,000 square meter extension between Piers B and C, which, according to plan, is to be built in two phases, the first of which will be completed in 2023. This information is imparted to us by Simon Natanael Svensson, a partner at Vilhelm Lauritzen Arkitekter, and he does not

1

Nature indoors

Nature, city, and daylight were the inspiration for the new extension. The ceiling admits diffuse daylight into the vast room, sending our thoughts skyward to the clouds outside. The heart of the terminal will be an open, light space with a big garden, offering passengers a quick overview and fine view over the runways through the 270-meter-long window section. From this space there will be a main-flow with stores, and along the façade an indoor market environment with restaurants, food stalls, and stores.

2

conceal the fact that it has been no little challenge to make everything come together.

"We had to build almost 100,000 square meters for the airport, a new area that should feel as if it had always been there. Making this new area belong to 'the family' was one of the most difficult things. Our solution was to tie together the entire history of the airport and further develop the design elements from several of the existing buildings," he says.

Before sitting down at the drawing board, the architects conducted an extensive analysis of three of the most notable buildings in the airport, all designed by Vilhelm Lauritzen's own studio: the original VL-Terminal from 1939, Terminal 2 from 1960, and Terminal 3 from 1998.

"We studied the special finesses that characterize each building, and discovered that the ceiling plays a central role in each place. Therefore, we focused especially on this feature in the new extension. The ceiling will thus unite the vast space through devices and elements we recognize from the three terminals," he says.

The VL-Terminal is renowned for its wavy ceiling, Terminal 2 for its skylights, and Terminal 3 for its curved ceiling pointing toward the sky like two plane wings. And it is precisely these three references that now merge in the new terminal building's ceiling and unite the airport – physically, visually and historically.

1. One of the first official visualizations of the new terminal. With 80,000 new square meters, it is the largest building since the construction of Terminal 3.

2. Seen from outside, the building proves to you how big the new terminal expansion actually is.

Shower of awards in the VL-Terminal

Again this year there was delicious food, good music and plenty to drink at the Diploma party for Retail Academy at the end of May. Here, all winners of the year's Mystery Shopping competition were given awards and properly celebrated, while journalist Sigurd Kongshøj, as the new master of ceremonies, guided guests through the evening with a sure hand. An exceptionally successful arrangement with collegial 'hygge' and dancing.

Sigurd Kongshøj is a TV-host and journalist, mostly known for the programs Taxaquizzen, Klipfisken and Rollator-banden. He interviewed, among others, CPH's CEO Thomas Woldbye during the evening, and kicked off the party from the stage.

Best sales team 2018

Ole Lynggaard

Best overall score 2018
(New Units)

A.C. Perchs Thehandel

Most 100% in 2018

Paul Smith

Host of the year 2018

Molo Kids

Host of the year 2018
(New Units)

Wolford

THE BACK PAGE

CPH is a unique workplace – most of all because of the many dedicated people who daily come to work and provide travelers with an extraordinary experience. In each number of Connect we zoom in on one of them, and ask him or her to complete ten sentences.

Carl Fagerström,
Store Experience Manager, Arket

If you haven't already discovered, you will soon find out that I ... know what I want and that I can be quite stubborn

Luckily, though, you can look forward to ... seeing me suddenly begin to dance on the store floor with a smile on my face

People always think that I ... am older than I really am

But I would like to say that ... with dreams you can go far, and if you are dedicated enough you can achieve most things

I will never learn that ... you mustn't meet deadlines at the last minute

Not many people know this, but ... I won second prize in the Swedish version of 'Eating dinner with…' (a TV-program in which participants compete to create the best tasting menu)

I have only just discovered that ... the bike trip from Nørrebro to the airport is exceedingly beautiful

When I am not at work, you can find me ... in the streets of Copenhagen, where I love studying the city architecture with a cappuccino in my hand

The best thing about CPH is ... the positive atmosphere among customers looking forward to an adventure

In conclusion, I just want to say ... that you should remember to sort your refuse, eat more greens, talk to strangers, phone your parents more often, and give your best friend a hug

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