



Heathrow Air Traffic Control Tower

London



Place
London, UK

Date
1989-2007

Client
BAA plc

Total Project Cost
£50 million

Total Area
4,050 m²

Architect
Richard Rogers
Partnership

Structural Engineer
Arup

Services Engineer
DSSR/AMEC

Quantity Surveyor
Turner & Townsend/E.C.
Harris

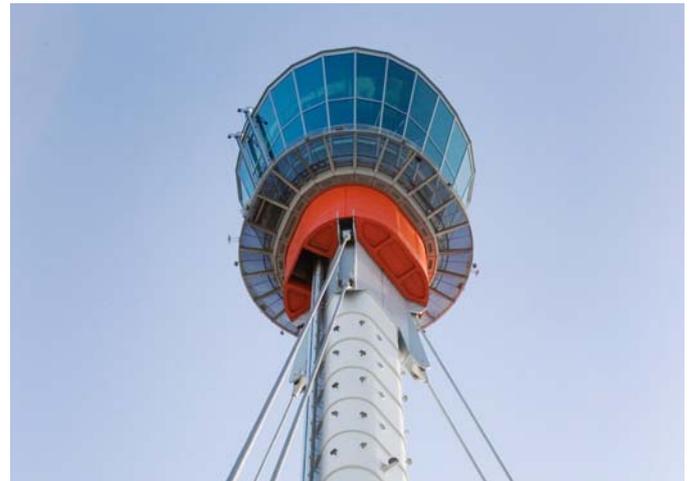
**Construction
Management**
MACE

Principal Contractors
Mace/Watsons Steel/
AMEC/Schmidlin

Façade Engineer
Arup

Fire Consultant
Warrington Fire Research

Lighting Consultant
Speirs and Major



The new control tower will provide a state-of-the-art platform for Air Traffic Control at Heathrow. This unique visual landmark underlines BAA's commitment to Heathrow's world hub status in the 21st Century

The commission for a new control tower (or visual control room) at London Heathrow Airport followed on from Richard Rogers Partnership's appointment to design the new Terminal 5 at Heathrow, and reflects the growth in traffic at Europe's busiest airport. The 87 m tall tower incorporates the results of intensive research into the technical requirements of the brief – this is a 24 hour a day, seven days a week facility – and into the potential for a structure that could be pre-assembled and erected on site in a short time, without disrupting the operations of the airport. The aim was equally to create an elegant and memorable building that would be a symbol of the ongoing development of Heathrow without dominating the skyline, as air traffic control demands unobstructed views of the airport and its approaches.

Key Awards

2007
RIBA London Award
RIBA London Special Award

The tower provides a clear 360 degree cone of vision using tapered glass panels engineered to counter condensation and glare, and to ensure comfortable working conditions for controllers. A mass of technical equipment is accommodated at the base of the tower in a ring of space around a central daylit atrium. Located close to Terminal 3, the tower is constructed from 12 m lengths of mast, triangular in section, which provide the necessary aerodynamic profile for the shaft, which houses lifts, stairs and services risers. The whole assembly was 'jacked up' from the base, with the operations room (or 'cab') entirely pre-assembled on landside areas of the airport, and then transported at night across the runways to its final location on top of the tower.