



**POLITECNICO  
DI TORINO**

# **Honors thesis**

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DEGREE IN MASTER OF SCIENCE IN ARCHITECTURE  
(REHABILITATION AND REVALUTION)

*Abstract*

**The Airport of Turin: From the project itself to it's actual  
use, 1953 – 2017**

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It is not common that the amazing architecture of major buildings conforms with the term architectural quality. However this is precisely the case of the airport of Turin, a structure that expresses the right combination of quality and service, unfortunately this was often forgotten by the Italians and especially by Turin, in recent years they are getting to rediscover the real value of this facility.

This thesis wants to highlight the different changes in the aeronautical field , retracing the events that led to the construction of the airport of Caselle.

At the beginning of '1900s the first " flying machines " brought major improvements for transportation worldwide. In no time at all, in Turin factories started the production of aircraft parts that they rapidly produced as they had for cars some years earlier. Every day the newspapers reported workshops commercials, for the construction of any flying craft.

From the first hot air balloons to the actual planes for airlines , four centuries of history that hide countless advances not only in the field of flight, but also in buildings that are the home to millions of people every day.

The airport infrastructure is special and unique; there are many mechanisms that come into play when designing its entirety and it is for this reason that I chose to deal with the case of Turin Airport. There were many development projects of the airport site you intervallarono between the first of 1953, and the last in 2006. The analysis of these changes , but also of some projects never realized, form a large part of the arguments presented in this thesis. It starts from what it was before the establishment of the airport Sagat ( Shareholding Company for Airport Management in Turin ), to arrive until today, to the air terminal Use Plan, which defines all proposed changes for next two years .

The airport's infrastructure is special and unique; there are many mechanisms that came together when it was designed and it is because of this that I chose this specific case of the Turin Airport. There were numerous developmental projects in the airport's location that took place between the beginning of 1953 , and the end of 2006. A large part of the discussion in this thesis is the analysis of these changes, but also the reasons of why some projects never went through. It starts from what it was, before the establishment of the airport Sagat ( Shareholding Company for Airport Management in Turin ), and it arrives to present day, to the air terminal plan of use, which defines all the proposed modifications for the next two years.

Even through the study of the problems that have characterized for many years the failure of Turin's airport development, it was possible to understand the various stages of expansion and adaptation of the structures that make up this great infrastructure.

Sagat, an essential part of this long process, represents one of the major figures who have made an effort to ensure that the Turin airport could be recognized as one of the best airports in Italy.

For many people, this building will seem static, but in fact it's like a camera that's constantly moving, every day it's internal and external SAGAT designers seek to improve and to increase the quality of its services inside.

The following analysis is the outcome of the analysis of many documents and it shows the various changes of the Turin airport. It was possible to date and study every element that constitutes the airport area today by analyzing and comparing all the documentation.

I was able to consult the Historical Archives of Turin every material of the first transformation of the Turin airport was produced by the engineer Mario Marra. The funding donated by the family of the designer to the city of Turin as well as the Historical Archives of the airport, had never been consulted to date, if not for cataloging and archival purposes.

Last but not least I will describe the use of the airport plan that reflects the terminal's current and future situation, expected to be completed by 2017.