

VLORE AIRPORT MASTERPLAN/NEW TERMINAL



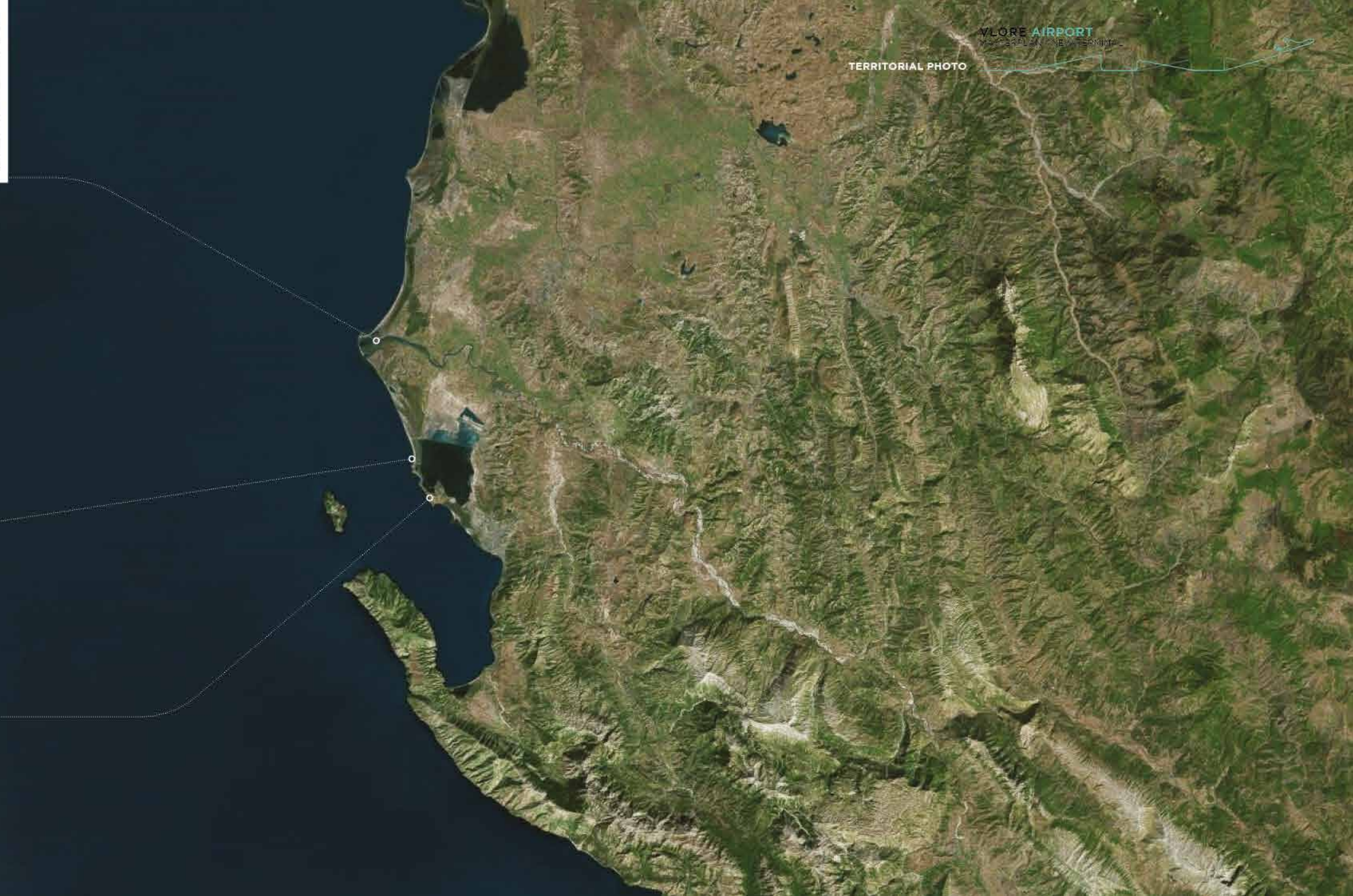
VLORE AIRPORT MASTERPLAN/NEW TERMINAL

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VLORE AIRPORT
MASTERPLAN / NEW TERMINAL

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MASTERPLAN / NEW TERMINAL

TERRITORIAL PHOTO





LOCATION

The area of Poro is part of Myzeqesë së vogël (Small Myzeqe) or also known as Myzeqeja e Vlorës which is located in south and southwest of the Southern Region, precisely in the coastal lowland on the south of river Vjosa estuary.

The site has a varying topography, covered by abundant vegetation and has its own seafront. It is accessible in approximately 1-1.5 hours from the capital, Tirana and about 30 minutes from Vlora and Fier.

The seafront and the small lagoons are among the greatest strengths of the location together with the stunning views over the Adriatic coastline and Sazan Island. The strategic location, the shape of the site and the characteristics of the zone ensure the opportunity to develop an unique and private resort.

The area of Poro remains one of the least developed places, so the Poros seafront is filled with white virgin sand and characteristic vegetation of that zone. However, the General Local Plan of Vlora municipality for territorial development also includes the area of Poro.



SYSTEM OF GREEN

The plant-diversity of this area are determining the environmental characteristics that are related such as the presence of sand, drought or abundant water (ponds and lagoons) and the saltification of the soil. According to the environmental characteristics, in this zone we find vegetation of the shrubs (psamo- and psamonitrophiles), vegetation of saline and salt marshes (halo- and halohigrophiles), vegetation of lower river beds and also fresh water (hygro-hygrohydrophilic) and coastal pine vegetation. This area is also rich with aromatic-medicinal plants, in which where found 112 kinds of various plants. The vegetation of the Pishë-Poro area (Vlorë) is in constant dynamism.integrated transportation hub is constructed. A intercity railway network among Zhongyuan urban clusters is also under construction.

- The vegetation of the dunes and coastal plains (psamo- and psamonitrofile).

It is the near vegetation near the sea, behind the narrow stream of plant-free sand This is largely determined by the specific features of this environment.

- Coastal Pine vegetation.

It is represented by Pishë-Poros forest. It has the characteristics of a truly Mediterranean forest with all the component elements and the mature structure.

The dominant species is wild pine (*Pinus halepense*), which creates herbal association with *Pistia lentiscus*, *Myrtus communis* and *Erica manipuliflora*. In the southern part is planted mild pine.

- Halohigrophilic vegetation (salty marshes).

Although its surface has decreased due to the desalination and harvesting of agricultural land from reclamation, it still has a relatively large surface of grassy coastal vegetation.

In salty soils we can distinguish: one year old pioneering planters with *Salicornia europaea* and with *Suaeda maritima*, plant associations stabilized with *Arthrocnemum*.

- Hygro-hygrosopic vegetation

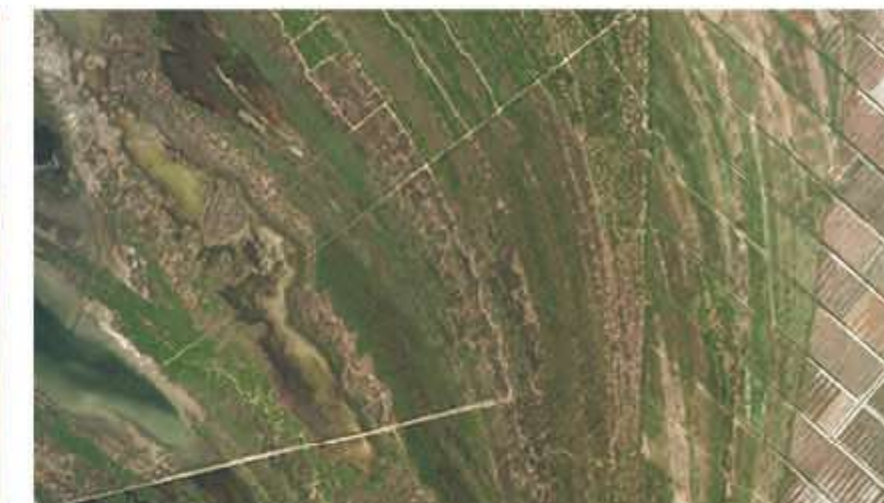
Due to cutting and damage in the past, today this vegetation has a shady-herbaceous shape and is often presented in the form of simple plant associations (oligocenozas) such as those of *Tamarix parviflora*, *Vitex agnus-castus*, *Platanus orientalis*, *Phragmites australis*, and *Typha latifolia*.

From hygro-hygrosopic vegetation we distinguish and plant associations with *Scirpus lacustris*, *Carex elata* and *Saccarum ravennae*.

- Flood vegetation

This vegetation is predominantly located in alluvial soils, which are widespread in the form of stains, but its surface is added as a result of leaving a part of the untreated soils.

They are of interest and for the aromatic - medical values of the constituent plant species they have with which it is rich. Among these are the plant associations with *Ranunculus sardous* and *Dittrichia viscosa-Cichorium intubus*.





Connections towns-roads



■ Ordinary towns



— Provincial highway
— First level main road
— Secondary level main road

TRAFFIC PLAN

The road system plays a decisive role in supporting the development of the country and mainly in supporting the development of tourism. At this moment there are no continuous roads from the coast, the valley and then to the Pishë-Poros area. This makes road experience fragmented.

Poro's streets are secondary or tertiary, which means that are narrow. Among the drawbacks of the existing road system is the fact that the roads leading to the coast are degraded and in poor condition, in the rainy season they become impassable, also sidewalks and greenery on the road are missing. Some of these roads are proposed for rehabilitation.

The Poros area is included in one of the most important projects for the accessibility of the Vlora area, such as the "Blue Coast Road", which includes Divjakë-Poro-Nartë-Vlorë-Dhërmi (A Project with priority of the Ministry of Transport 2014)



Secondary level main road



First level main road and ordinary town



Provincial highway



First level main road and ordinary town

TERRITORIAL PROJECT

The location of the proposed new airport for southern Albania is located in the former military airport of Mifol, near the villages of Akerni, Novosele, and Vlora. The proposed location for the new airport is close to the Narta Lagoon, the Vlora Salt Lake and the Vjosa River. To the south it is bordered by the Narta Lagoon, about 5 km into the protected natural landscape of the airline company. The west side is bordered by the coast about 6.4 km from the airline company. On the eastern side, about 200 meters away, there are some recently constructed homes built after the closure of the airport (98-99), while the center of the village of Akerni is located about 500 m from the nearest point of the perimeter on the former airport area of Mifoli. About 3 km from the runway in the southeast direction are the salt pans. On the north side, it is bordered by the river Vjosa 3.5 km, while the shed of Vjosa is about 10 km. The proposed location for the construction of Vlora airport is part of the Vjosa basin. Water resources in the project area are not affected by industrial emissions or inherited environmental contamination. The risk of pollution is moderate, favouring the natural conditions of the stretching seafloor in the depths shielded from each other by layers of clay. The only source of surface contamination can be the river Vjosa

Vjosa and Drino, because of the prevalence of limestone in their basin, are among the rivers with limited erosion in Albania. The sedimentary capacity in the falls reaches 212 kg/sec, the average blur is 1,087 g/m³ and debris modules are 997 ton/km in vit. The water of Vjosa Drino has an average mineralization respectively of 335 mg/L and 286 mg region/litre. They are sources of water with great karst in the rural resources of Viroit, Libohova Kelcyra and cold water in Tepelene. In addition to these resources, there are many smaller ones and dozens of river streams that flow into the Vjosa and Drinos rivers. They consistently flow and fill them. The largest water flows occur in the rivers during periods of rainfall and in months when the snowfall melts. The river enriches the hydrographic network of the region with water. The terrain is typically mountainous. Rice, both mountain and hill grown rice, maintains the general Albanian orientation from south-east to north-west. In the high mountain areas, the high hills, with regular patterns of erosion, are distinguished as natural monuments with geoscientific value. The climate in the region is typically Mediterranean with hot summers and cold winters, with the exception of the area from Kalivaç to the Mifoli bridge which is characterized by a warm, snow-free summers and winters. In this region, the precipitation averages at 1700-1800 mm of rain per year. The Vjosa reservoir in which the project will take place in accordance with the average monitoring values is classified as in good condition - Class II

The proposed location of the airport is in accordance with the Local Master Plan in which the construction of the new airport is planned. (Including the N5 - buffer zone of the airport which aims to preserve the countryside and has allotted for the potential new airport). The study area is included in the harvest of brown land (HK). These are the characteristic soils of the Mediterranean coast and extend up to 600 meters high. These soils are mainly formed on eluvial, alluvial, lake, marine and sedimentary deposits and less on magmatic, while the vegetation below is made up of Mediterranean bushes. The soils have longitudinal humus horizons, subarctic mechanical soil and a light composition, with granular structure expressed and descriptive by the roots, which contain 2-4% of humus which is reduced in depth. The soils are generally rich in nitrogen and poor in phosphorus. Humus reaches a thickness of 10-50 cm and are notable in calcium carbonate quantities from 15 to 20%, and are of good quality and good physical structure, with water capacities up to 27%. The composition of the soil is loamy in general and the subsoil varies from 0.5 to 1.5 m in thickness, providing suitable conditions for agricultural use.

Anthropogenic activity is continuing to contribute to soil damage and improper use exacerbates the element of its nature under its laws. Soil covers most of the project area, while floodplain lands occupy the surface near and along the bed of the Vjosa river. These are light and rustic lands. By the sea the floodplains are replaced by sand banks where the soil is very weak and these lands are very poor. Salt pans: the development of these lands is linked to the proximity of the Narta lagoon and the infiltration of the sea water soil into the softlands of the coastal strip.



STUDIM URBANISTIK PER ZHVILLIMIN E TURIZMIT DHE MBROJTJEN E BREGUT NE HAPESIREN BREGDETARE DERDHJA E VJOSES-HIDROVORI, NOVOSELE-VLORE SHKALLA 1:20000



BILANCI I TERRITORIT

SUPERFAQJA E PERSHIRE NE STUDIM	10900 Ha	
BILANCI I TERRITORIT PER ZONEN "A" Superfaqja e marre ne studim: 425 Ha		
-SUPERFAQE PER KOMPLEKS HOTELIER	82.7 Ha	12.40 Ha
-SUPERFAQE PER REZIDENCA TURISTIKE	142.7 Ha	24.87 Ha
-SUPERFAQE PER VILA ELITARE	35.5 Ha	5.82 Ha
-SUPERFAQE PER OBJEKTE SHERBIMI	10.8 Ha	2.16 Ha
-SUPERFAQE PER ZHVILLIM AGROTURIZMI	12.0 Ha	-
BILANCI I TERRITORIT PER ZONEN "B" Superfaqja e marre ne studim: 230 Ha		
-SUPERFAQE PER REZIDENCA TURISTIKE	38.5 Ha	9.82 Ha
-SUPERFAQE PER VILA ELITARE	18.5 Ha	1.85 Ha
-SUPERFAQE PER ZHVILLIM AGROTURIZMI	32.5 Ha	-
-SUPERFAQE E QENDRES SE BANUAR	10.5 Ha	2.00 Ha
BILANCI I TERRITORIT PER ZONEN "C" Superfaqja e marre ne studim: 300 Ha		
-SUPERFAQE PER KOMPLEKS HOTELIER	59.2 Ha	8.90 Ha
-SUPERFAQE PER REZIDENCA TURISTIKE	50.0 Ha	12.50 Ha
-SUPERFAQE PER VILA ELITARE	47.0 Ha	6.70 Ha
-SUPERFAQE PER OBJEKTE SHERBIMI	15.0 Ha	3.00 Ha
-SUPERFAQE PER ATRAKSIONE TURISTIKE	43.0 Ha	-
BILANCI I LESHKUTJES PER KLIMEN "D" Superfaqja e marre ne studim: 350 Ha		
-SUPERFAQE PER GOLF	169.0 Ha	-
-SUPERFAQE PER HIPIZEM	64.0 Ha	-
-SUPERFAQE PER VILA DHE PIKA SHERBIMI	17.0 Ha	3.4 Ha
BILANCI I TERRITORIT PER ZONEN "E" Superfaqja e marre ne studim: 230 Ha		
-SUPERFAQE PER REZIDENCA FAMILIARE	85.0 Ha	17.00 Ha
-SUPERFAQE PER ZHVILLIM AGROTURIZMI	75.0 Ha	-
-SUPERFAQE E QENDRES SE BANUAR	18.0 Ha	4.00 Ha
BILANCI I TERRITORIT PER ZONAT E MBROJTURA Superfaqja e marre ne studim: 1910 Ha		
-ZONA E MBROJTUR NR.1	220 Ha	-
-ZONA E MBROJTUR NR.2	310 Ha	-
-ZONA E MBROJTUR NR.3	180 Ha	-
-ZONA E PEISAZHIT TE MBROJTUR	800 Ha	-
BILANCI I TERRITORIT PER ZONAT E ZHVILLIMIT EKONOMIK Superfaqja e marre ne studim: 67 Ha		
-ZONAT EKONOMIKE	67 Ha	26.8 Ha

LEGJENDA

- ZONA E RESES
- ZONE E MBROJTUR
- TOKA TE KAPRIZUARA
- TOKA BUJESORE
- ZONE E ZHVILLIMIT EKONOMIK
Lartesia max. 2 kate Koeficienti max. i shfrytezimit te prones 40%
- ZONE PER ZHVILLIMIN E AGROTURIZMIT
- QENDER E BANUAR EKZISTUESE
Lartesia max. 3 kate Koeficienti max. i shfrytezimit te prones 40%
- KOMPLEKS HOTELIER
Lartesia max. 6 kate Koeficienti max. i shfrytezimit te prones 15%
- OBJEKTE SHERBIMI
Lartesia max. 3 kate Koeficienti max. i shfrytezimit te prones 20%
- VILA ELITARE
Lartesia max. 3 kate Koeficienti max. i shfrytezimit te prones 15%
- REZIDENCA TURISTIKE, VILA TE GRUPLUARA
Lartesia max. 3 kate Koeficienti max. i shfrytezimit te prones 25%
- REZIDENCA TURISTIKE FAMILIARE
Lartesia max. 3 kate Koeficienti max. i shfrytezimit te prones 20%
- ATRAKSIONE TURISTIKE PISHINA, AQUA-PARK
- HIPIZEM
- ZONE SPORTIVE PIKNIK, GOLF, Pika sherbimi, Vila personale
Lartesia max. 2kate Koeficienti max. i shfrytezimit te prones 2%

MIRATOHET

Mirato H

KRYETARI I KRRTSRH-se

SALI BERISHA

MINISTER I BUQESISE, USHQIMIT
DHE MBROJTJES SE KONSUMATORIT

GENC RULLI

KRYETARI I KESHILLIT
TE QARKUT VLORE

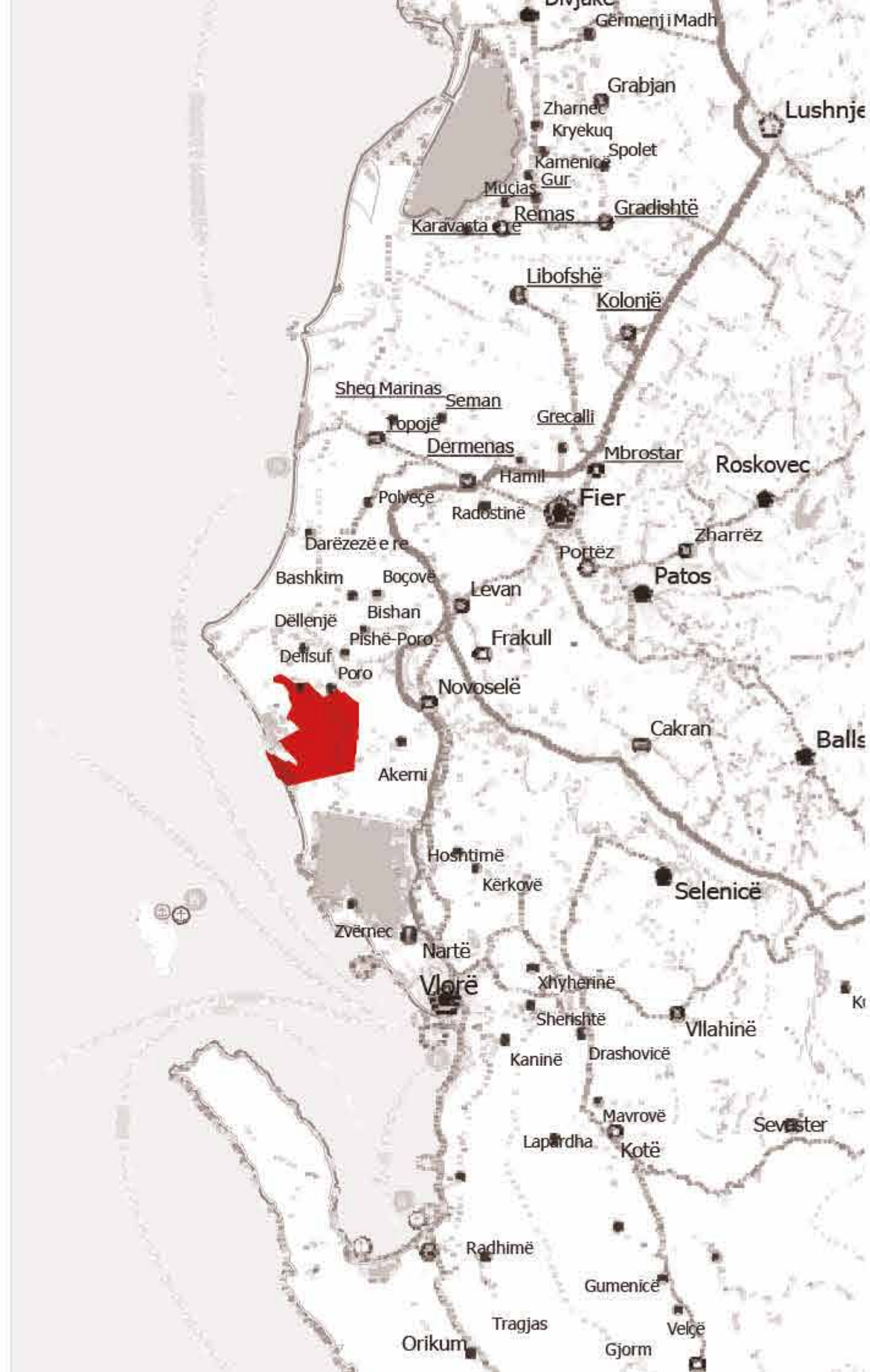
AGRON SHARRA

MIRATUAR ME VENDIM TE KRRTSRH-se Nr.19 dt. 14.07.2009

STUDIM URBANISTIK
PER ZHVILLIMIN E TURIZMIT DHE MBROJTJEN E BREGUT NE HAPESIREN
BREGDETARE DERDHJA E VJOSES-HIDROVORI NOVOSELE-VLORE

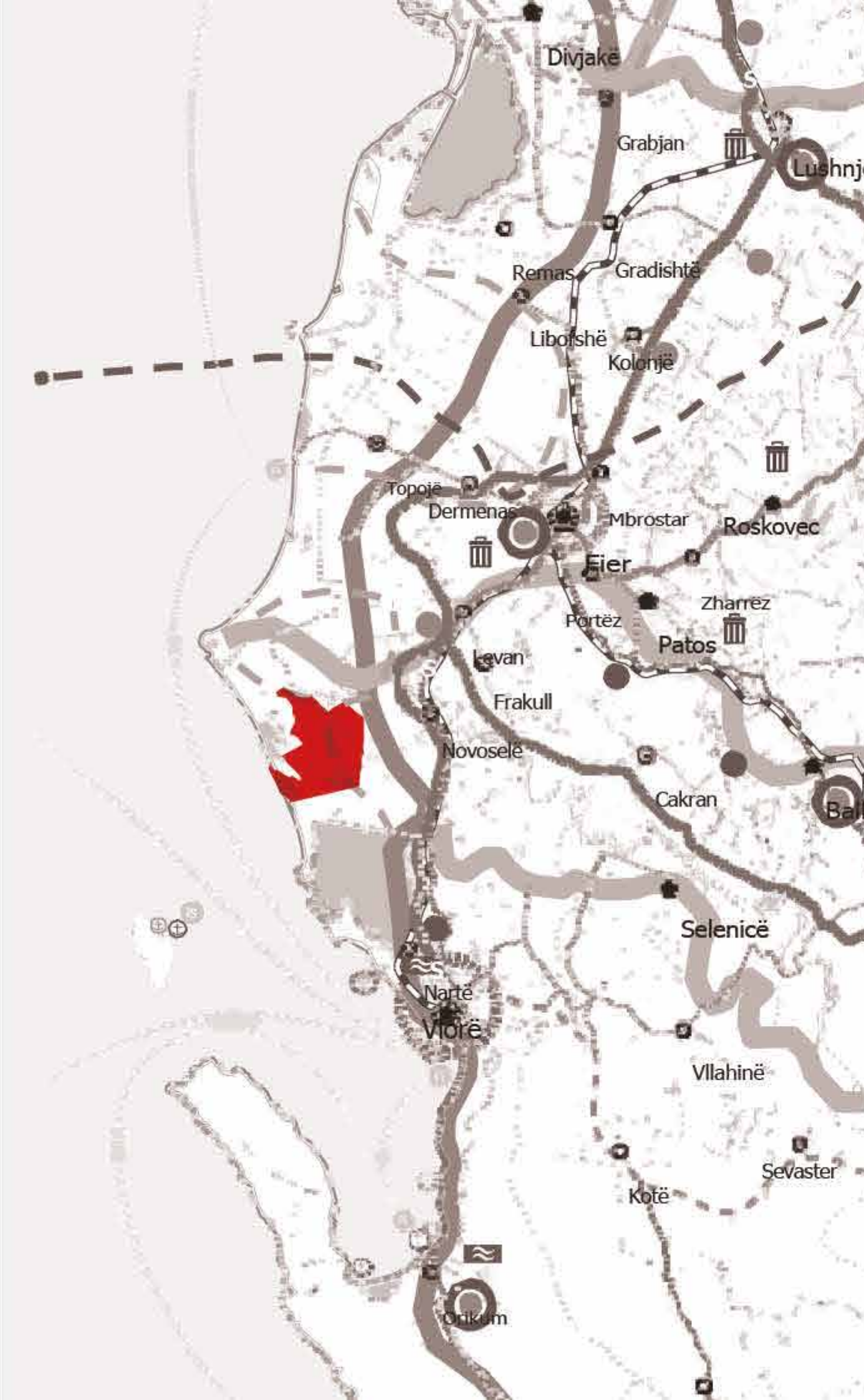
PROJEKTI I ZONIMIT FUNKSIONAL Shkalla 1:5000

POROSITES	QARKU VLORE
DREJTORIA TEKNIKE	DREJTORI ARLINO DERMEMAJ
ASA STUDIO	Nr. licenca Nr. 11/2007
Arxitekt	GIANFRANCO DE LORENZ
Arxitekt	ARDEN GOLEMI



Legjendë

- Metropolis
- Primary center
- Secondary center
- Tertiary center
- Specialized center
- Local center
- Specialized local center
- Airport
- Port
- Marina
- Proposed marina
- Ferry station
- Primary road
- Secondary road
- Tertiary road
- Local road
- Urban area
- Water surface
- Administrative unit borders
- Regional PPIA rivers planning border
- Building line (200m length/80m in height) from the water line
- Marine itinerary



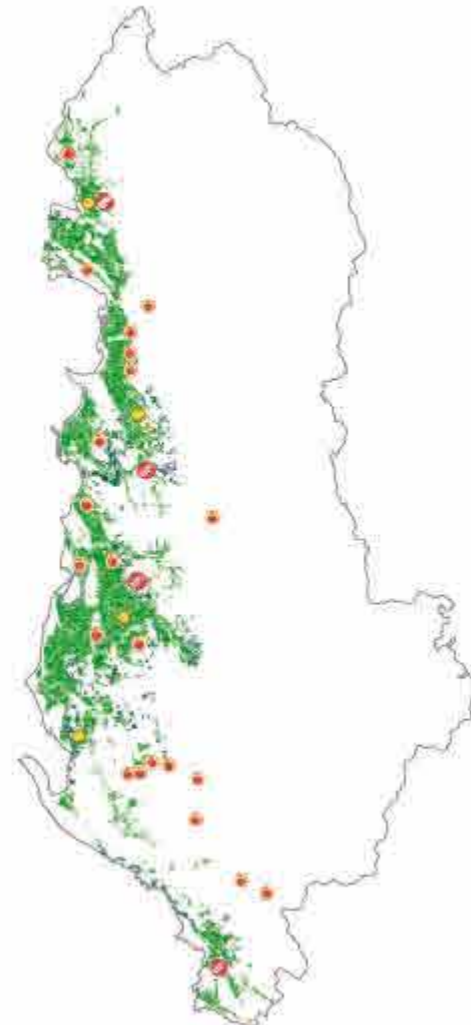
Legjendë

- Metropolis
- Primary center
- Secondary center
- Tertiary center
- Specialized local center
- Local center
- Airport
- Port
- Marina
- Proposed Marina
- Ferry station
- Primary road
- Proposed primary road
- Secondary road
- Proposed secondary road
- Tertiary road
- Local road
- Railway
- Proposed railway
- Urban area
- Water surface
- Administrative unit border
- Planin border of PPIA rivers
- Building line (200m length/80m height) from water line
- Maritime itinerary
- Via Ignatia
- Green itinerary for bikes and recreation
- Connecting scenic itinerary
- Scenic coastal road
- International Hub
- National Hub
- Main transport Station
- Passenger Station
- Merchandise Station
- Water treatment plant
- Proposed water treatment plant
- Unsanitary landfill



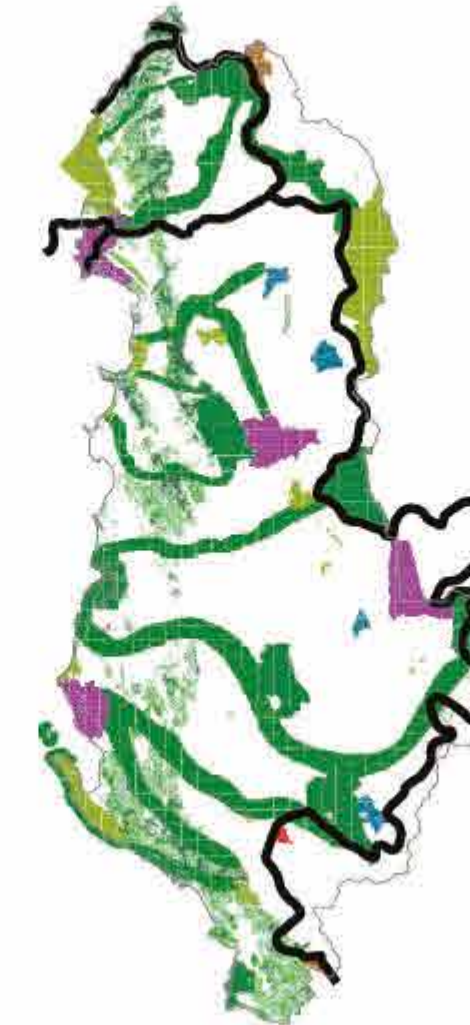
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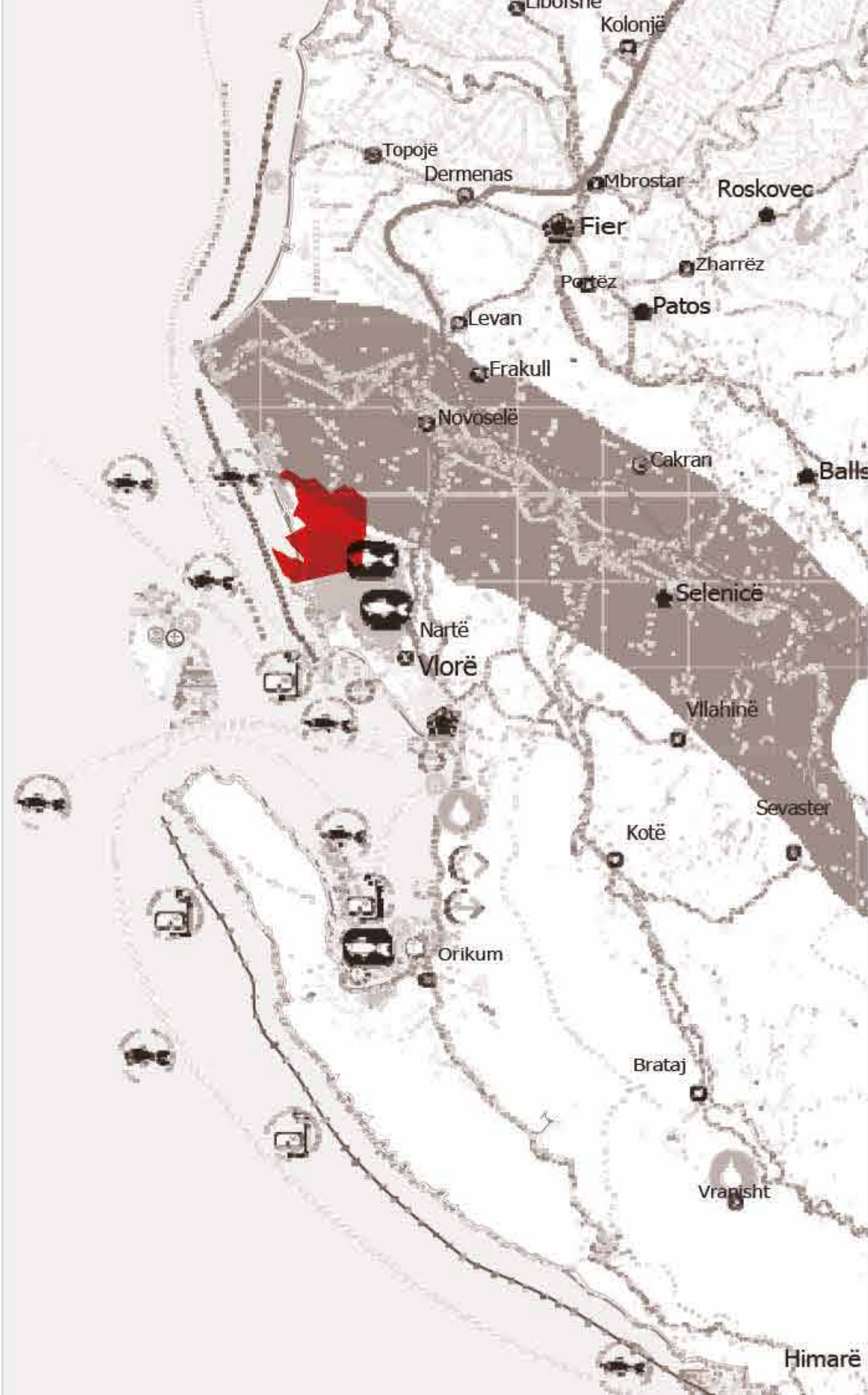
- Metropolis
- Primary center
- Secondary cent.
- Tertiary center
- Specialised local center
- Local center
- Airport
- Port
- Marina
- Proposed Marina
- Ferry station
- Primary road
- Secondary road
- Tertiary road
- Local road
- Urban area
- Natural terrain
- Water surface
- Administrative unit border
- Plan border of PDNs rivers
- Building line (200m length/50m height) from water line
- Maritime itinerary
- Road market
- Proposed agricultural center
- Agricultural technology transfer center
- Fruit trees
- Vines
- Olive groves
- Farmland



Legjendë

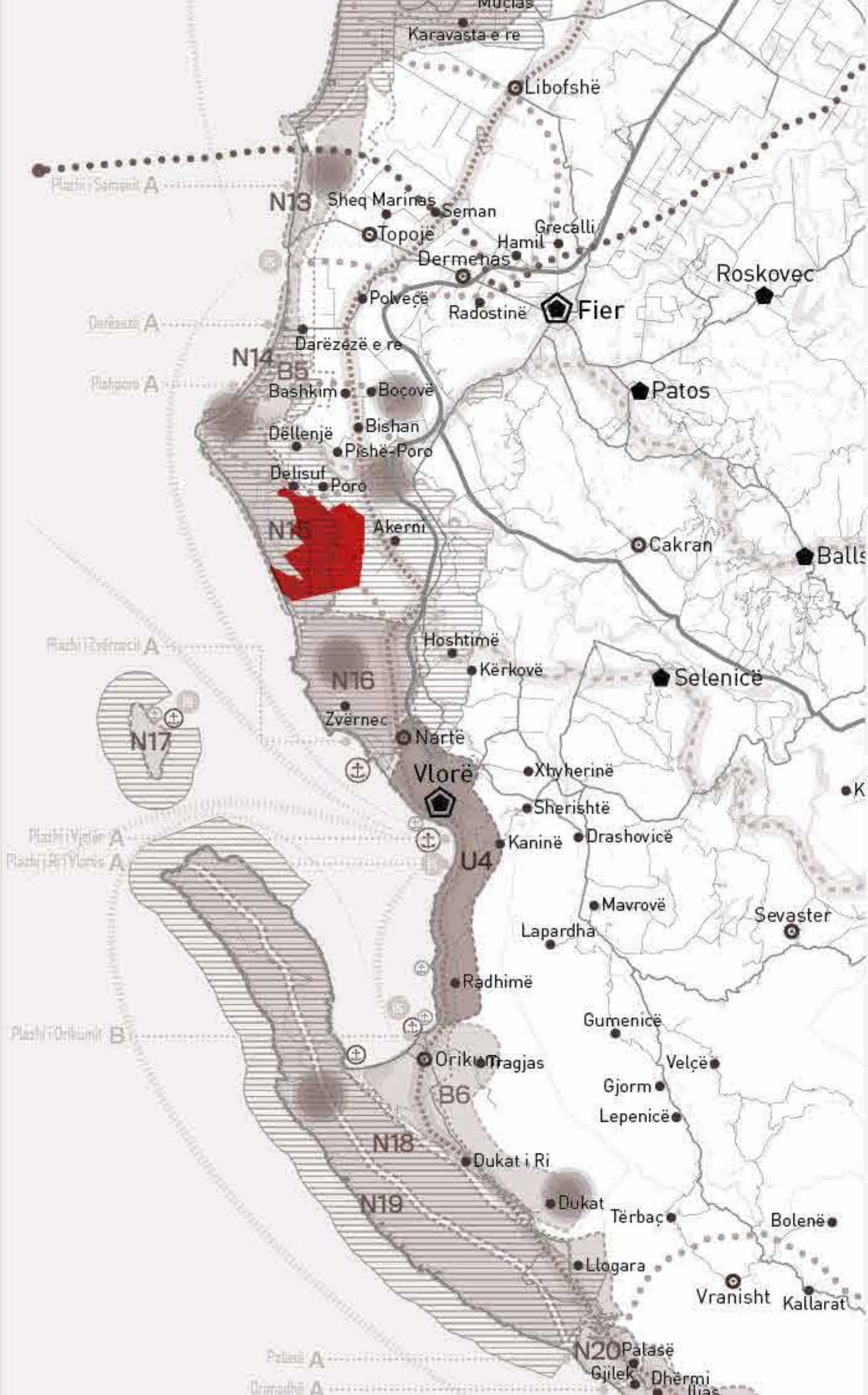
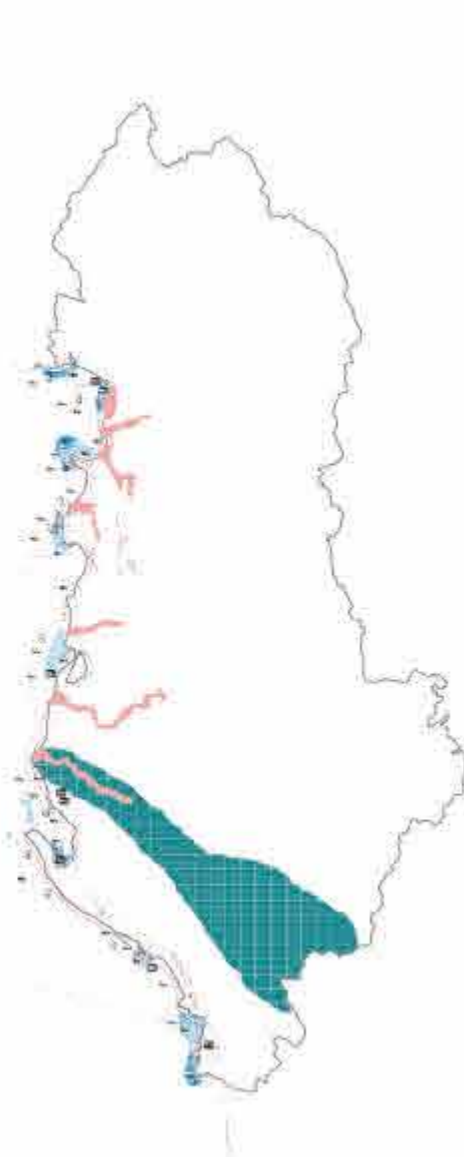
- Metropolis
- Primary center
- Secondary cent.
- Tertiary center
- Specialised local center
- Local center
- Airport
- Port
- Marina
- Proposed Marina
- Ferry station
- Primary road
- Secondary road
- Tertiary road
- Local road
- Urban area
- Natural terrain
- Water surface
- Administrative unit border
- Plan border of PDNs rivers
- Water source
- Thermal water
- Building line (200m length/50m height) from water
- Maritime itinerary
- Via Egnatia
- Area with tourism potential
- Green itinerary for bikes and recreation
- Connecting scenic itinerary
- Coastal scenic itinerary
- Green European belt
- Natural corridor
- Protected environmental area/Category I
- Protected environmental area/Category II
- Protected environmental area/Category III
- Protected environmental area/Category IV
- Protected environmental area/Category V
- Protected environmental area/Category VI





Legjendë

- Metropolis
- Primary center
- Secondary cent.
- Tertiary center
- Specialised local center
- Local center
- Airport
- Port
- Marina
- Proposed Marina
- Ferry station
- Primary road
- Secondary road
- Tertiary road
- Local road
- Urban area
- Water surface
- Administrative unit
- Plan border of PDIs rivers
- Water source
- Thermal water
- Building line (200m length/60m height) from water
- Maritime itinerary
- Vjosa river basin
- Maritime tourism recreational space
- Flood risk area
- Flood risk from the coast
- Coast erosion
- Earth slide
- Fish cultivation farm
- Marine Space for Fishing
- Marine space for diving

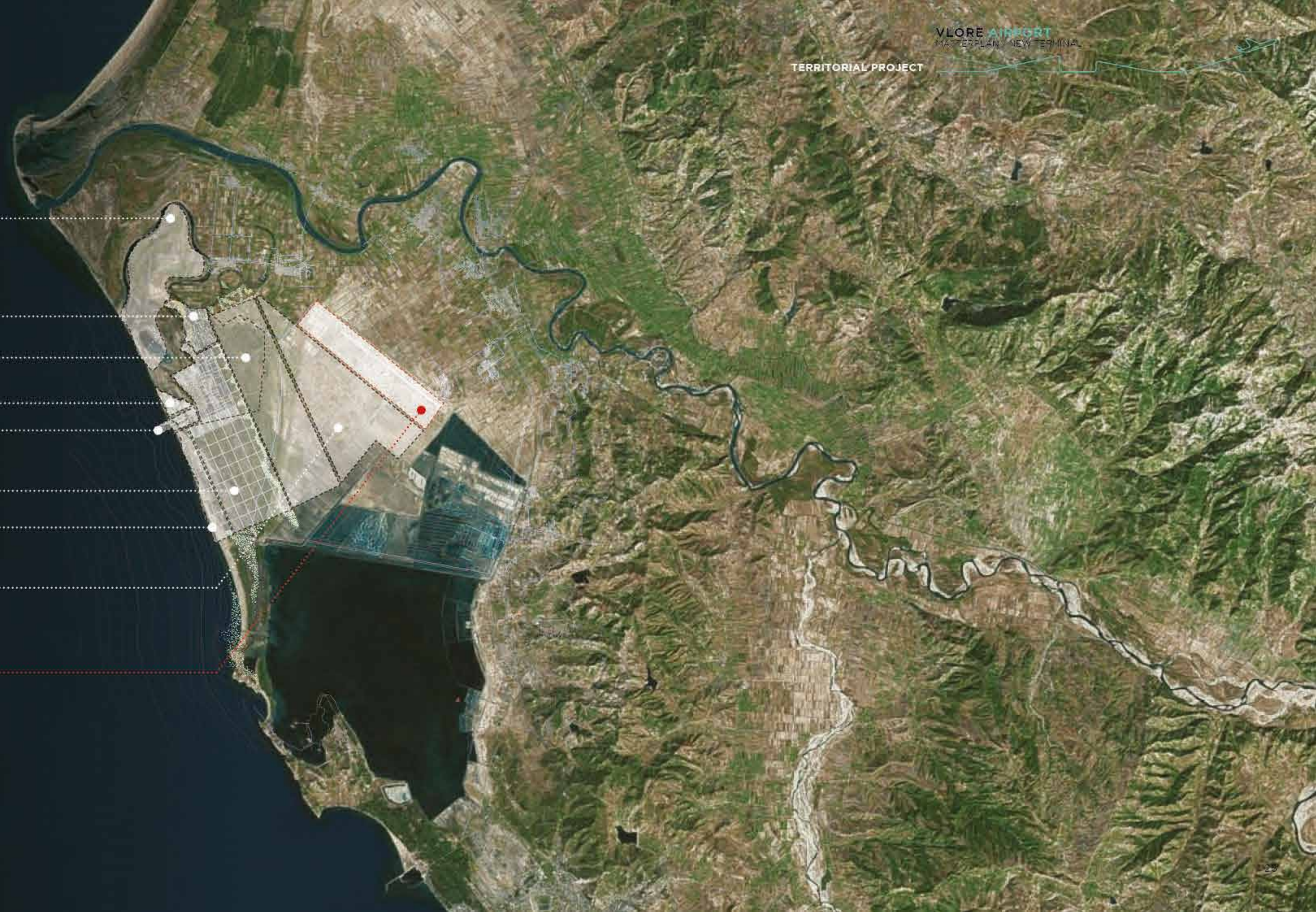


Legjendë

- Metropol
- Qendër parësore
- Qendër dytësore
- Qendër terciare
- Qendër lokale e specializuar
- Lokalitet i specializuar
- Aeroport
- Port
- Marinë
- Marinë e propozuar
- Stacion feribot
- Rrugë parësore
- Rrugë dytësore
- Rrugë terciare
- Rrugë lokale
- Zonë e urbanizuar
- Tokë natyrore
- Pasqyrë ujore
- Kufi Administrativ i Njësisë të Qeverisjes Vendore
- Kufi i rajonit të planifikimit të PINs Bregdetit
- Burim ujor
- Ujë termal
- Vija e ndërtimit (200m gjatësi/60m lartësi) nga vija e ujit
- Itineraret detare
- Rruga Egnatia
- Zonë me potencial turistik
- Itinerar i gjelbër për rekreacion dhe biçikleta
- Itinerar peizazhistik ndërlidhës
- Rrugë bregdetare peizazhistike
- Braz i gjelbër Evropian
- Korridor natyror
- Zonë e mbrojtur mjedisore
- Tipologjia e plazhit
- Tipologji e turizmit (zonimi dhe kodifikimi)
- Sistemi bagësor
- Sistemi natyror
- Sistemi urban



- NATURALISTIC AREA ○
- SPORT AREA ○
- WINERY AREA ○
- HOTEL AND RESORT AREA ○
- NEW MARINA ○
- RESIDENCIAL AND AGRICULTURAL AREA ○
- BEACH ○
- WOODED AREA ○
- AIRPORT AREA ○



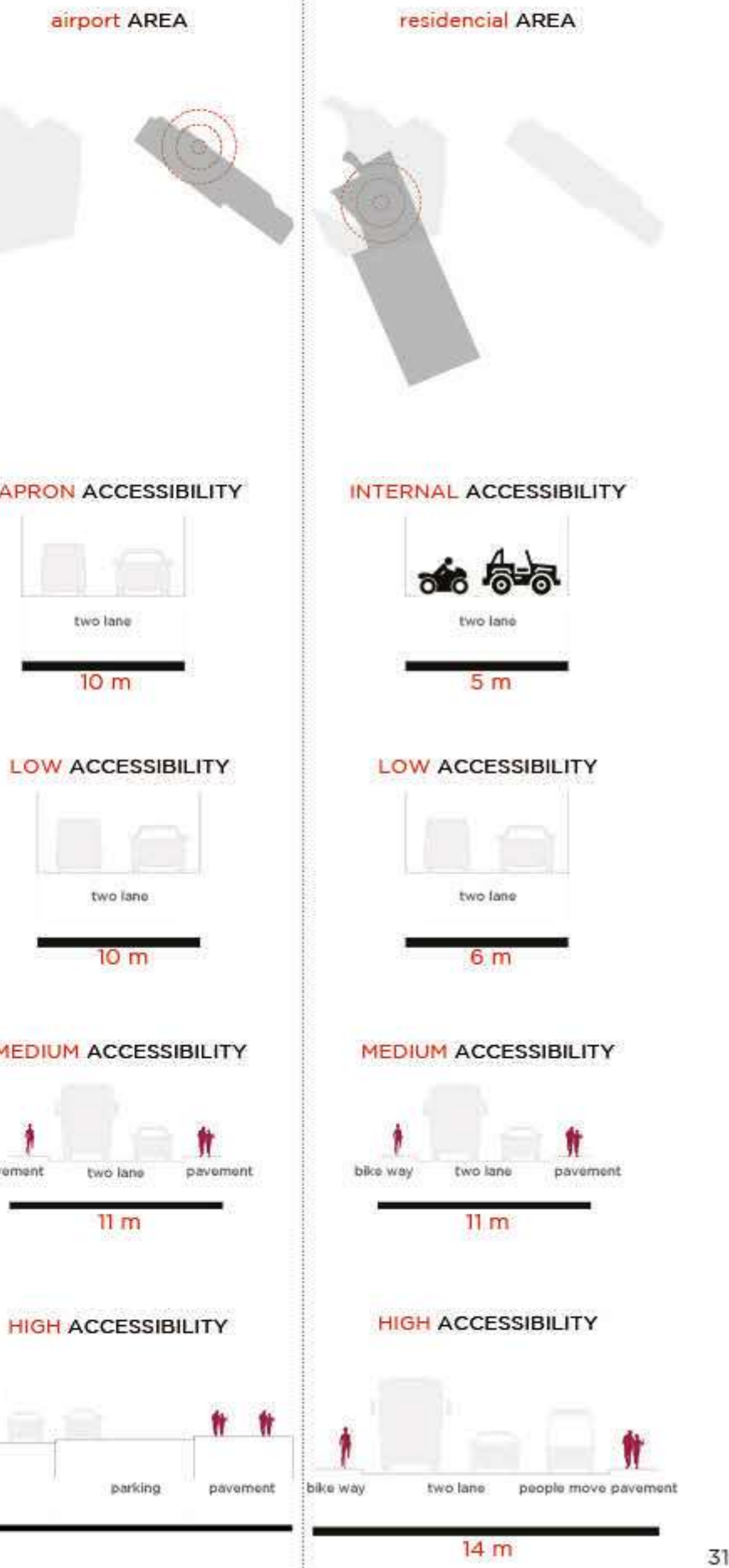
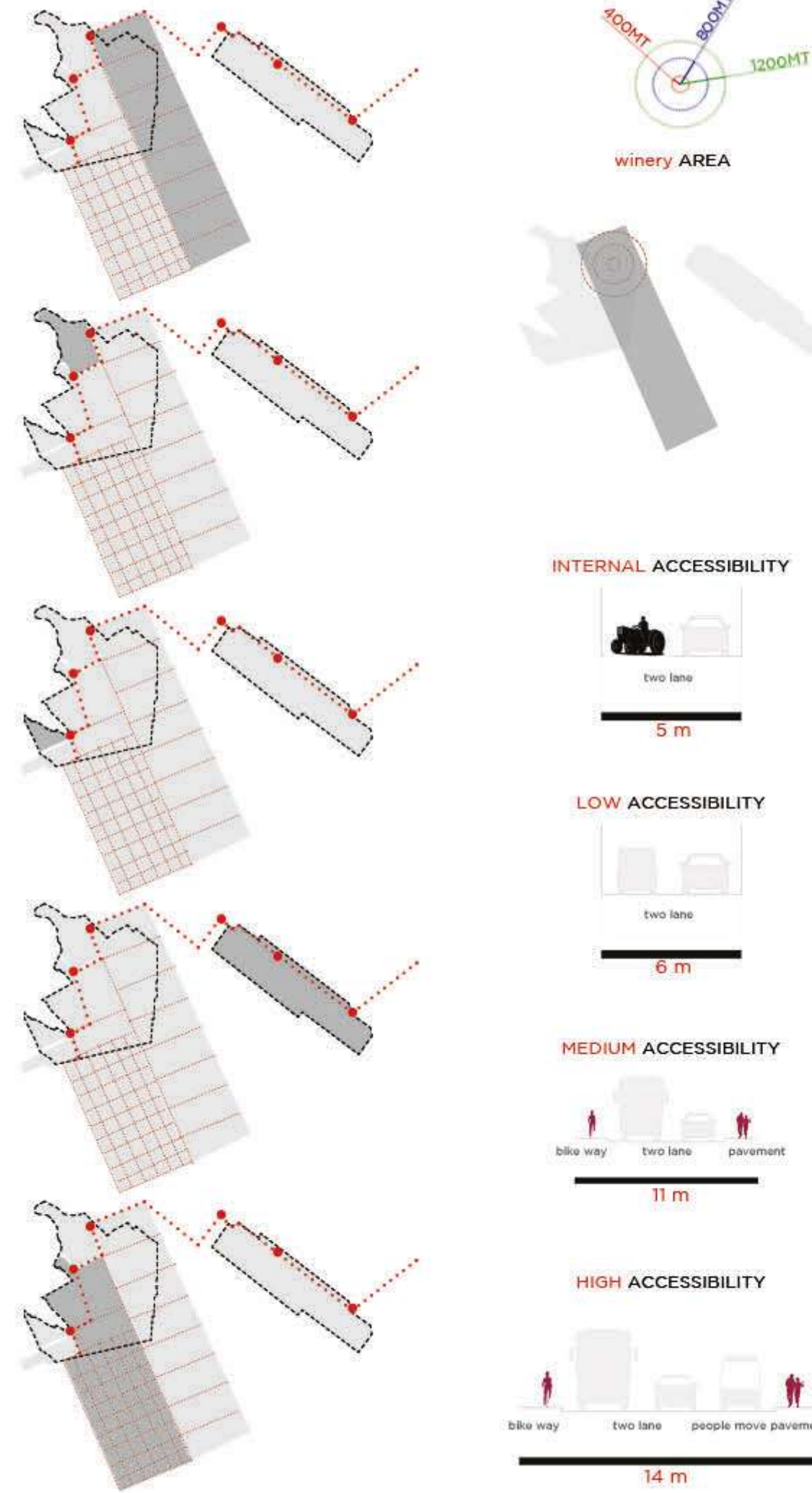
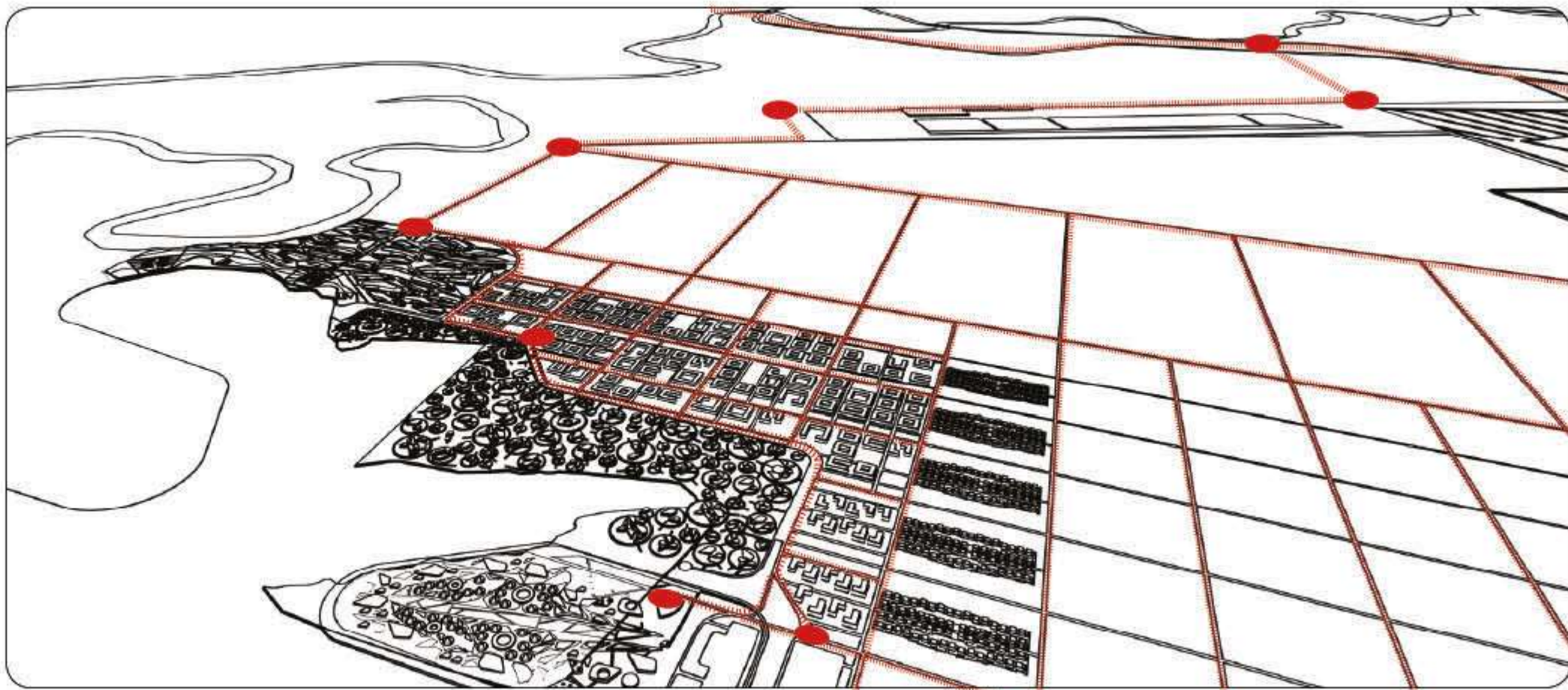
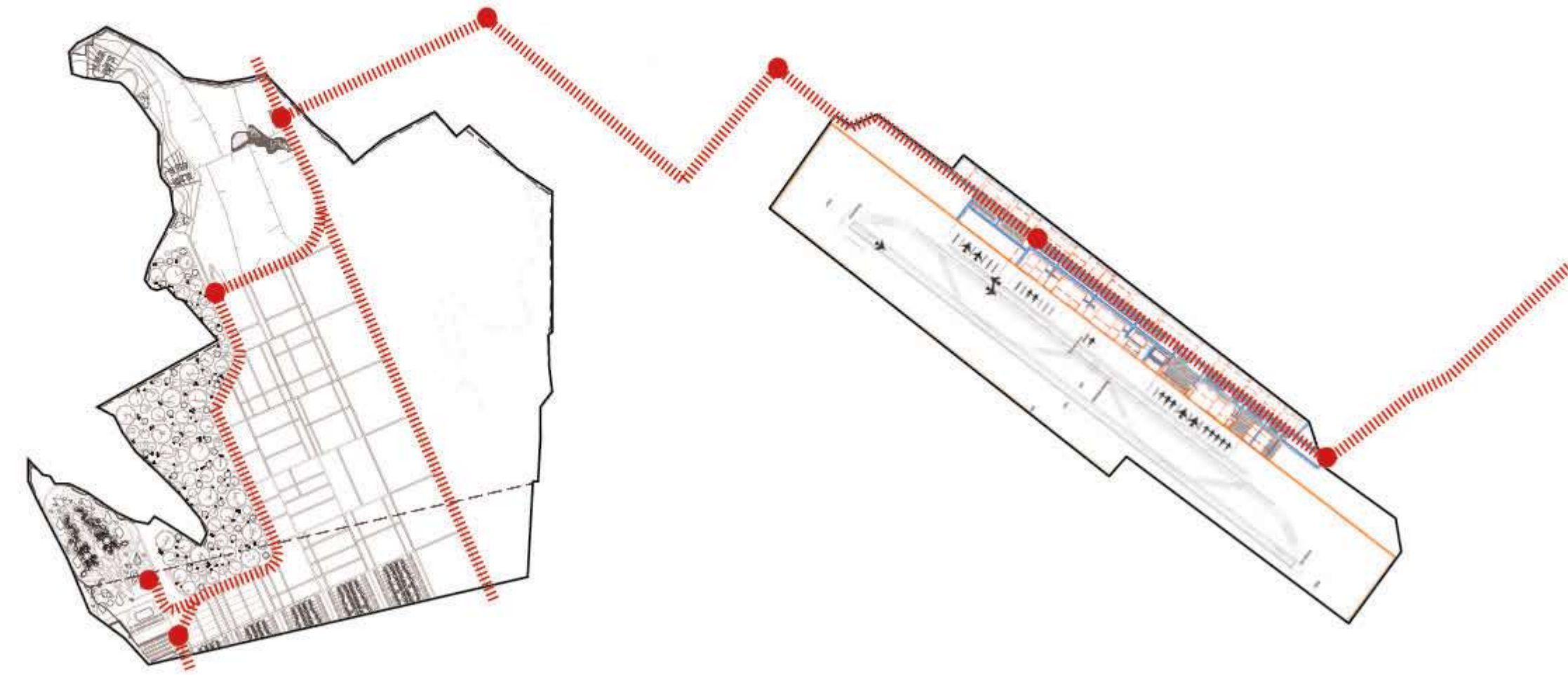






TRAFFIC PLAN

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WINGS



Aircraft wing flaps



Eagle wing feathers



American artis Andres Amados Installation



natural and anthropic signs



above. Chankillo is an ancient monumental complex in the Peruvian coastal desert, found in the Casma-Sechin basin in the Ancash Department of Peru. The ruins include the hilltop Chankillo fort, the nearby Thirteen Towers solar observatory, and residential and gathering areas. The Thirteen Towers have been interpreted as an astronomical observatory built in the 4th century BC.



Old Sarum, 3000 BC, is the place where the first settlement was born which then gave rise to the English city of Salisbury.



Maiden Castle in Dorset is one of the largest and most complex Iron Age hillforts in Europe.



natural anthropic signs



left Saline D'aigues-Mortes Montpellier, France

above Yellowstone National Park United States.

The Keukenhof Park in Lisse, Holland, also called the Garden of Europe, full of tulips



Terminal TWA JFK Eero Saarinen. New York. USA



left. Virgin Galactic Spaceport America Foster + Partners New Mexico.

GREAT COVER
aerodynamics



Stazione Mediopadana. Santiago Calatrava. Reggio Emilia. Italy.



Kastrup Airport. Copenhagen. Denmark



Cantina Antinori - Studio Archea. Florence. Italy



Tesoro di Atreo. Tomba Etrusca



Wenchuan earthquake memorial museum. Cai yongjie. China

INHABITED SOILS
operative ground



above. Yokohama Intl Passenger Terminal. Foreign Office Architects

left. Oslo Opera House. Snøhetta. Oslo. Norway

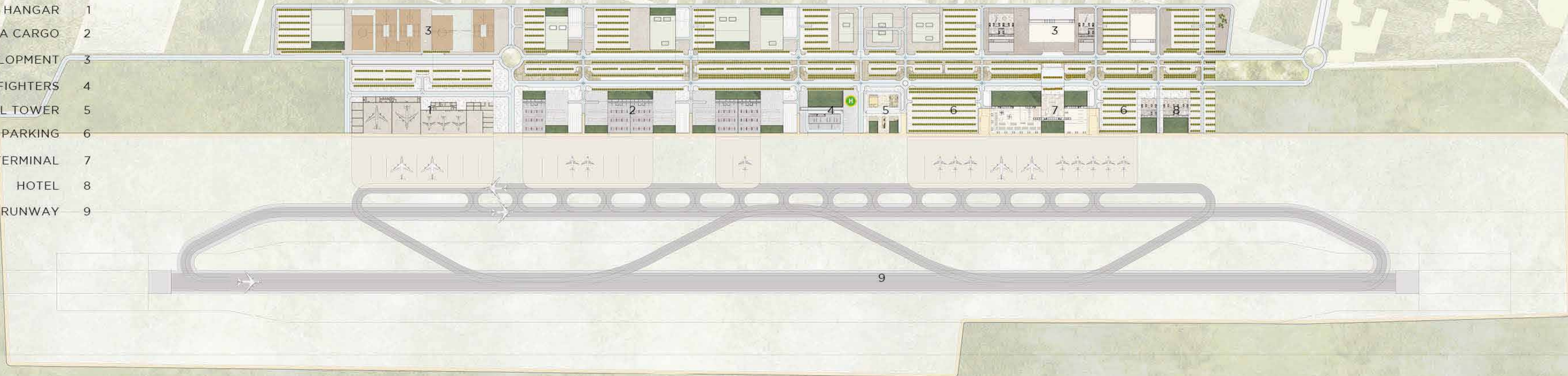
GENERAL MASTERPLAN

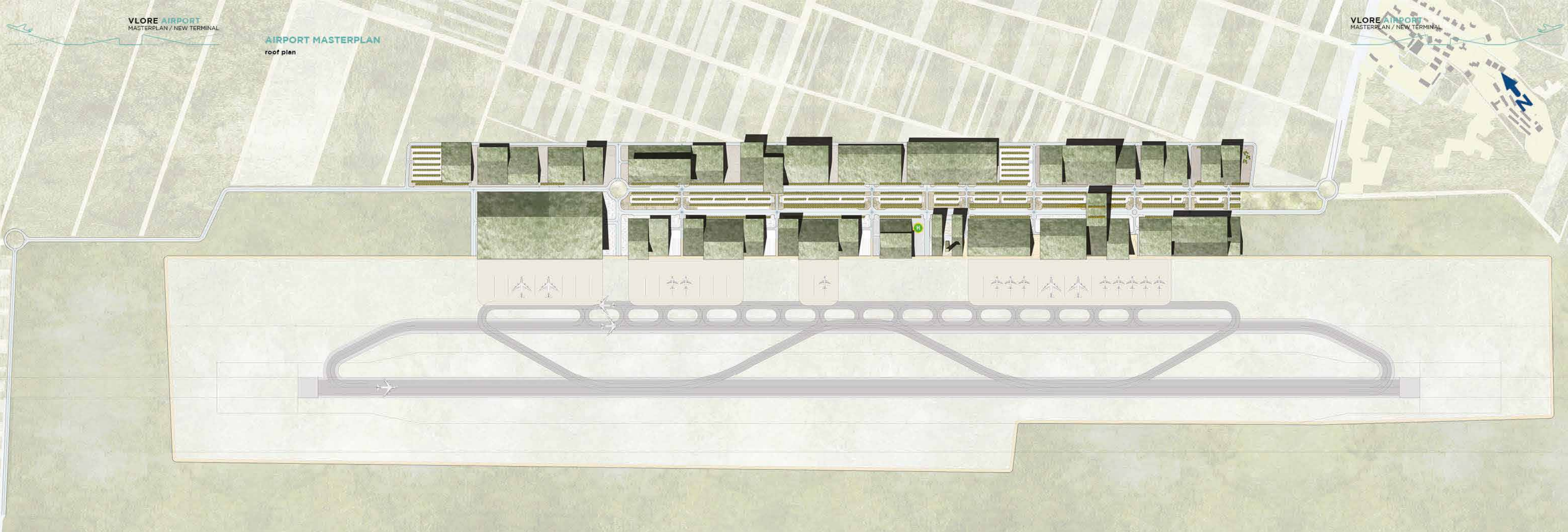
- SPORT AND RETAIL AREA
- TERMINAL, HOTEL AND CARGO AREA
- RUNWAY AREA
- WOODED AREA
- NATURALISTIC AREA
- SPORT AREA
- WINERY AREA
- HOTEL AND RESORT AREA
- NEW MARINA
- RESIDENCIAL AND AGRICULTURAL AREA
- BEACH



AIRPORT MASTERPLAN
ground floor plan

- HANGAR 1
- AREA CARGO 2
- FUTURE URBAN DEVELOPMENT 3
- FIRE FIGHTERS 4
- CONTROL TOWER 5
- COVERED PARKING 6
- AIRPORT TERMINAL 7
- HOTEL 8
- AIRPORT RUNWAY 9

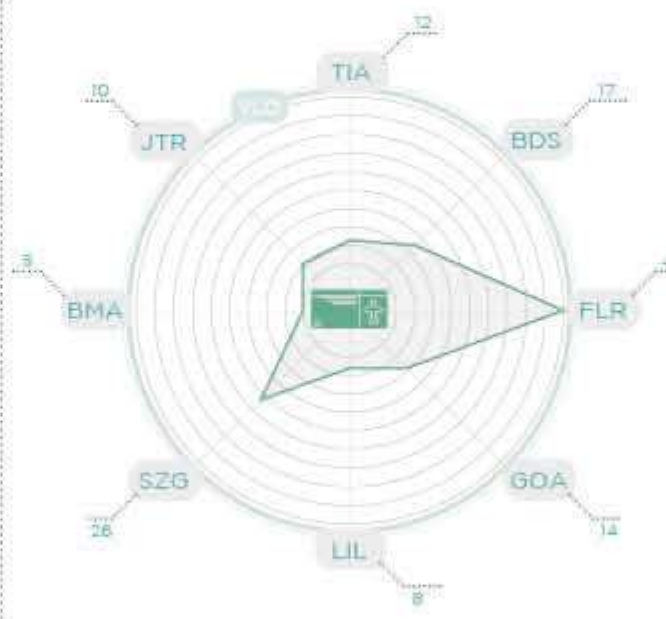
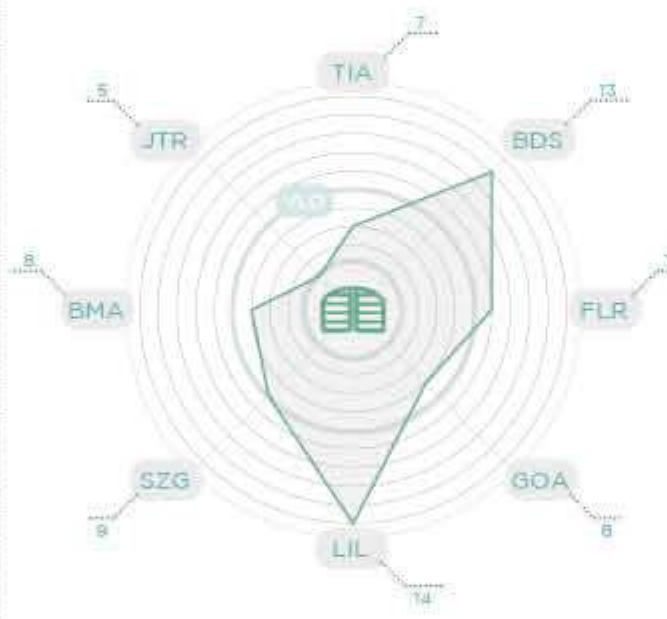
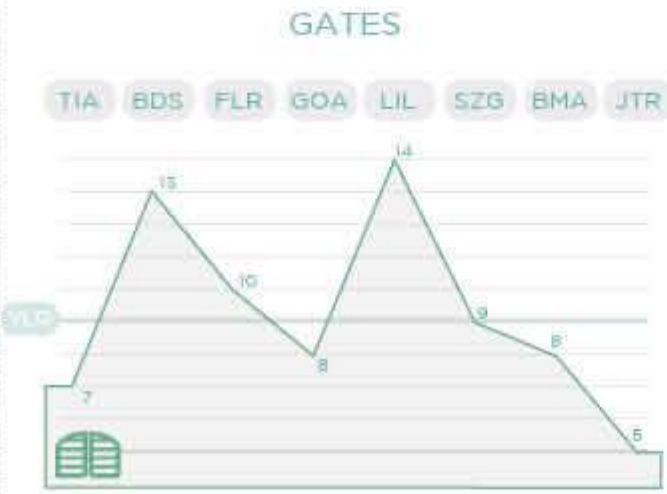






INPUT DATA
dimensional comparison with international airports

VLORE AIRPORT project datas	TRACK LENGHT	GATES	CHECK-IN DESKS
_Phase 1	3,2 km	5	42
_Phase 2	3,2 km	9	42



Passengers per years (2018)

TIA	Tirana International Airport	2.947.172
BDS	Brindisi "Areoporto del Salento"	2.478.856
FLR	Firenze "A. Vespucci"	2.719.081
GOA	Genova "C. Colombo"	1.455.626
LIL	Lille-Lesquin	2.078.478
SZG	Saltzburg "W. A. Mozart"	1.844.142
BMA	Stockholm-Bromma	2.501.593
JTR	Santorini International Airport	2.217.776

Traffic forecast
Vlore airport prevlions

Years	TIA Tariffs Level					30% Lower than TIA Tariffs Level						
	Basic	%	Optimistic	%	Pessimistic	%	Basic	%	Optimistic	%	Pessimistic	%
2022	369,581		425,682		343,708		448,000		628,000		211,000	
2023	399,148	8%	476,764	12%	364,330	6%	572,000	28%	843,000	34%	261,000	24%
2024	431,080	8%	533,976	12%	386,190	6%	656,000	15%	1,124,000	33%	320,000	23%
2025	465,566	8%	598,053	12%	409,361	6%	752,336	10%	1,250,000	11%	392,337	10%
2026	502,811	8%	669,819	12%	433,923	6%	827,569	10%	1,390,125	8%	431,571	8%
2027	543,036	8%	750,197	12%	459,959	6%	910,326	10%	1,501,335	7%	466,097	6%
2028	586,479	8%	840,221	12%	487,556	6%	1,000,000	8%	1,606,428	6%	494,062	5%
2029	627,533	7%	899,036	7%	513,153	5%	1,080,000	8%	1,702,814	5%	518,765	4%
2030	671,460	7%	961,969	7%	540,093	5%	1,166,400	7%	1,787,954	6%	539,516	5%
2031	718,462	7%	1,029,307	7%	568,448	5%	1,248,048	6%	1,895,232	11%	566,492	5%
2032	768,755	7%	1,101,358	7%	598,292	5%	1,322,931	5%	2,103,707	10%	594,816	4%
2033	822,567	7%	1,178,453	7%	629,702	5%	1,389,077	4%	2,314,078	7%	618,609	4%
2034	880,147	7%	1,260,945	7%	662,761	5%	1,444,641	3%	2,476,063	6%	643,354	3%
2035	941,757	7%	1,349,211	7%	697,556	5%	1,487,980	2%	2,624,627	5%	662,654	3%
2036	1,007,680	7%	1,443,656	7%	734,178	5%	1,517,739	2%	2,755,858	4%	682,534	2%
2037	1,078,218	7%	1,544,712	7%	772,722	5%	1,548,094	2%	2,866,093	3%	696,184	2%
2038	1,153,693	7%	1,652,842	7%	813,290	5%	1,579,056	4%	2,952,075	2%	710,000	2%
2039	1,215,993	5%	1,742,095	5%	837,689	3%	1,642,218	5%	3,011,117	3%	724,200	4%
2040	1,281,656	5%	1,836,168	5%	862,820	3%	1,724,329	5%	3,101,450	3%	753,168	5%
2041	1,350,866	5%	1,935,322	5%	888,704	3%	1,810,546	5%	3,194,494	5%	800,000	6%
2042	1,423,812	5%	2,039,829	5%	915,385	3%	1,901,073	6%	3,354,219	5%	848,000	3%
2043	1,500,698	5%	2,149,980	5%	942,826	3%	2,015,137	6%	3,521,930	6%	873,440	2%
2044	1,581,736	5%	2,266,079	5%	971,111	3%	2,136,045	5%	3,733,245	6%	890,909	1%
2045	1,667,150	5%	2,388,447	5%	1,000,244	3%	2,242,848	4%	3,957,240	4%	900,000	1%
2046	1,757,176	5%	2,517,423	5%	1,030,252	3%	2,332,562	4%	4,115,530	4%	909,000	2%
2047	1,852,063	5%	2,653,364	5%	1,061,159	3%	2,425,864	3%	4,280,151	4%	927,180	2%
2048	1,952,075	5%	2,796,645	5%	1,092,994	3%	2,498,640	3%	4,451,357	3%	950,000	2%
2049							2,573,599	2%	4,584,898	3%	1,050,000	1%
2050							2,625,071		4,722,445		1,100,000	

Main Regulatory References
International airport regulations

Aerodrome reference code_ Runway Length

- 1: < 800 m
- 2: > 800 m < 1200 m
- 3: > 1200 m < 1800 m
- 4: > 1800 m.

Runway Width

A: wingspan less than 15 m and external distance between main carriages less than 4.5 m.

B: wingspan greater than or equal to 15 m but less than 24 m and external distance between main carriages greater than or equal to 4,5 m but less than 6 m.

C: wingspan greater than or equal to 24 m but less than 36 m and external distance between main carriages greater than or equal to 6 m but less than 9 m.

D: wingspan greater than or equal to 36 m but less than 52 m and external distance between the main bogies greater than or equal to 9 m but less than 14 m.

E: wingspan greater than or equal to 52 m but less than 65 m and external distance between the main bogies greater than or equal to 9 m but less than 14 m.

F: wingspan greater than or equal to 65 m but less than 80 m and external distance between the main bogies greater than or equal to 14 m but less than 16 m.

VLORE Aerodrome reference code_ 4E

Runway Length

3.200 m.

Runway Width

45 m. + 15 m. (shoulders)

Runway Strip

Length 60 m. Width 300 m.

Taxiway Width

25 m. + 20 m. (shoulders)

CGA : Cleared and Graded Area

Width 150 m. (150 m. from the extremes)
Width 210 m. (for the remaining development of the runway)

RESA : Runway End Safety Area

Length 240 m.

RUNWAY
and dimensioning of the manoeuvring areas
Aerodrome reference code_ 4E

Magnetic direction of the runway_ N



_area of relevance of the runway



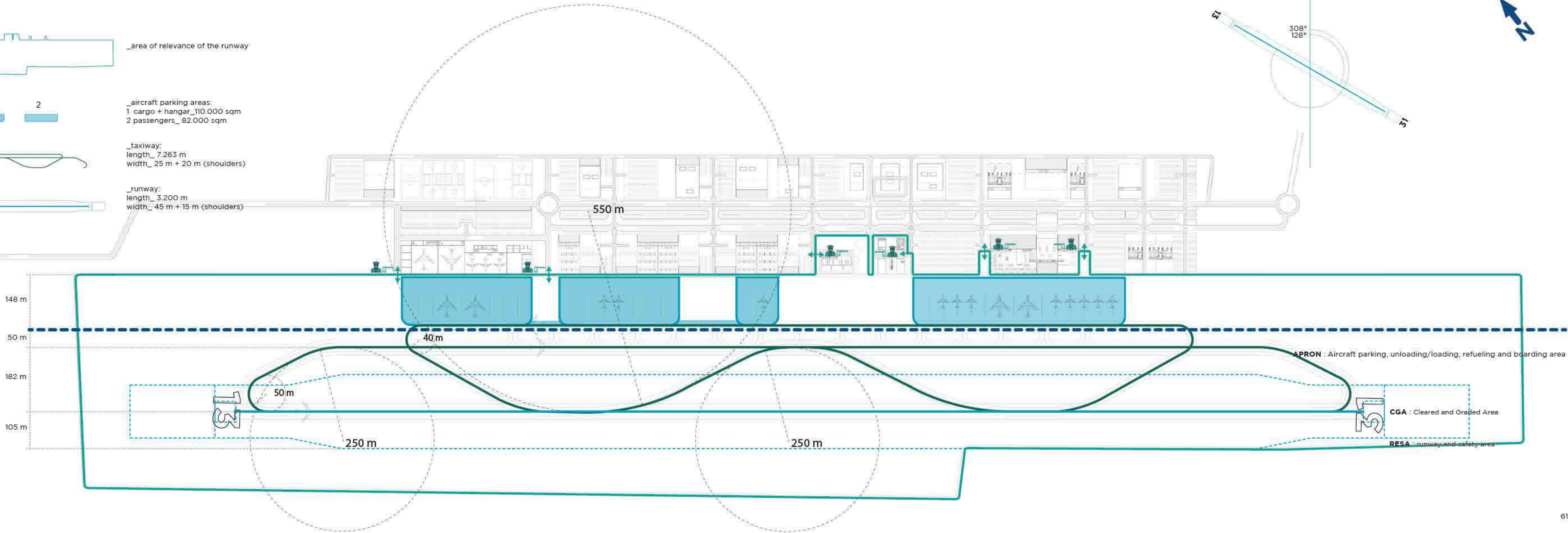
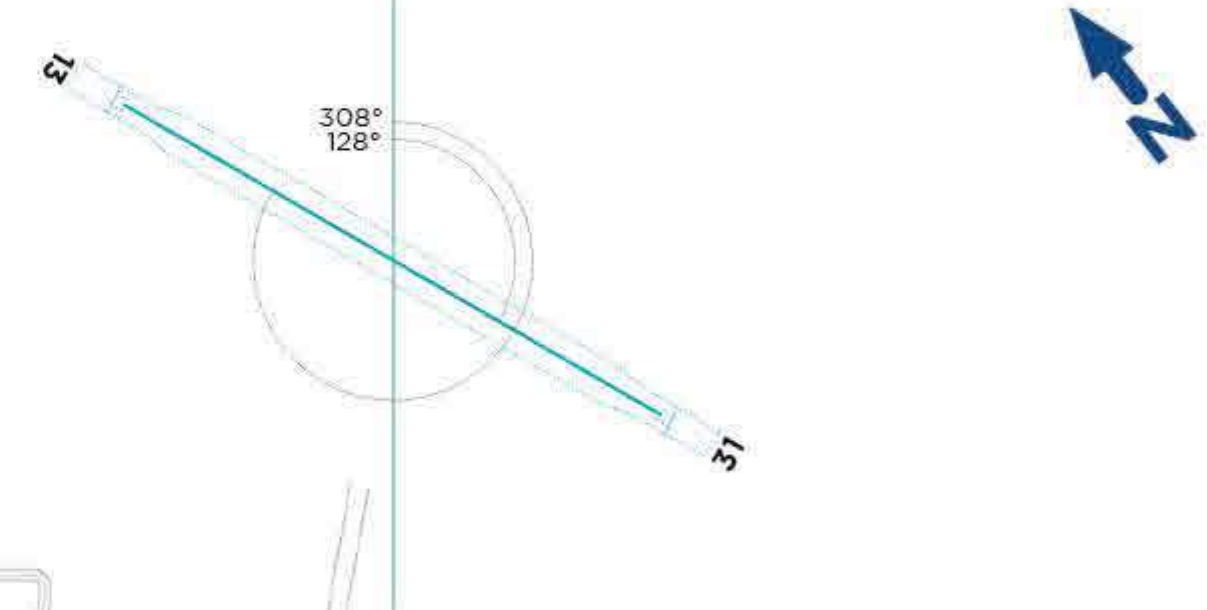
_aircraft parking areas:
1. cargo + hangar_ 110.000 sqm
2. passengers_ 82.000 sqm.



_taxiway:
length_ 7.263 m
width_ 25 m + 20 m (shoulders)



_runway:
length_ 3.200 m
width_ 45 m + 15 m (shoulders)



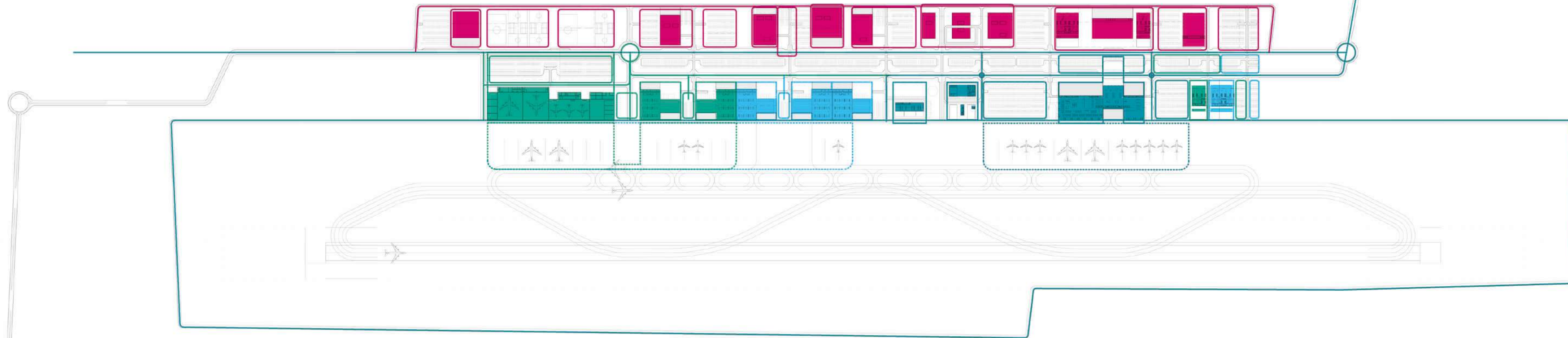
PHASES OF IMPLEMENTATION

STEP 01 _construction of the runway and taxiway, road network to connect with the motorway, the road network between the airport and the tourist area of Poro/Valona, and the road network inside the airport, and aircraft parking areas, construction of the terminal and relative parkings, construction of the control tower and the fire station.

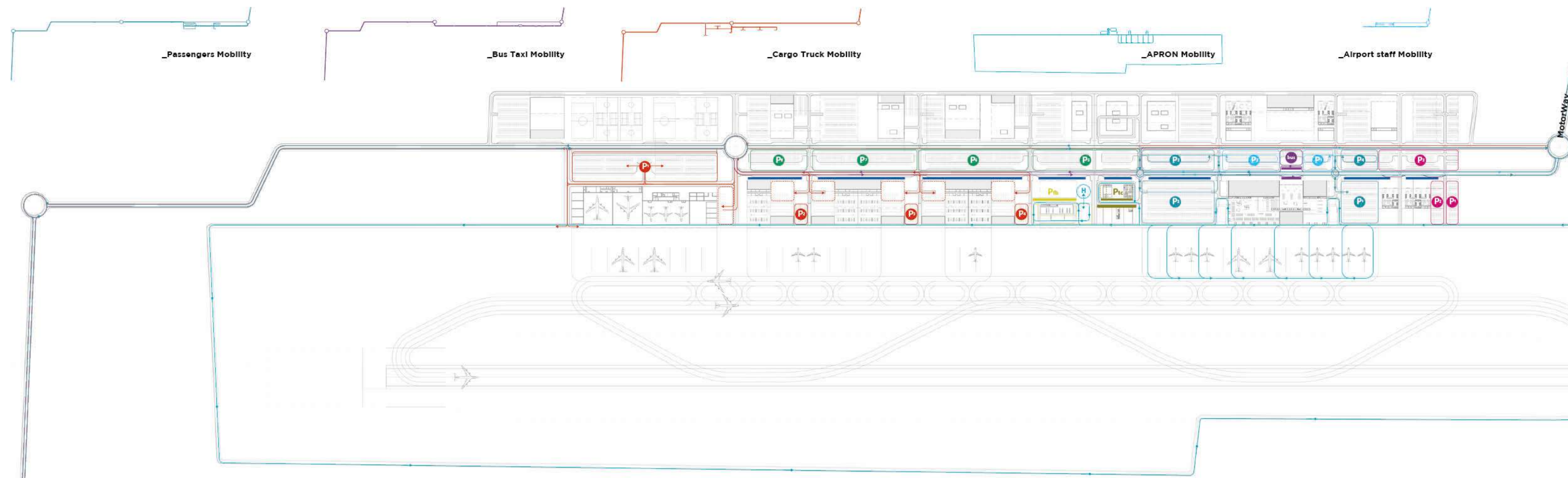
STEP 02 _completion of the road network outside the airport, construction of maintenance hangars, construction of warehouses for 50% cargo areas, with the relative aircraft aprons, construction of a hotel for 150 rooms (private development)

STEP 03 _completion of the warehouses for cargo areas, with the relative aircraft aprons, construction of a second hotel for 200 rooms (private development)

STEP 04 _Future private real estate development: the land north of the airport can be developed by private promoters and international investors who will take advantage of the location and services already established to structure a new part of an integrated and interconnected city.

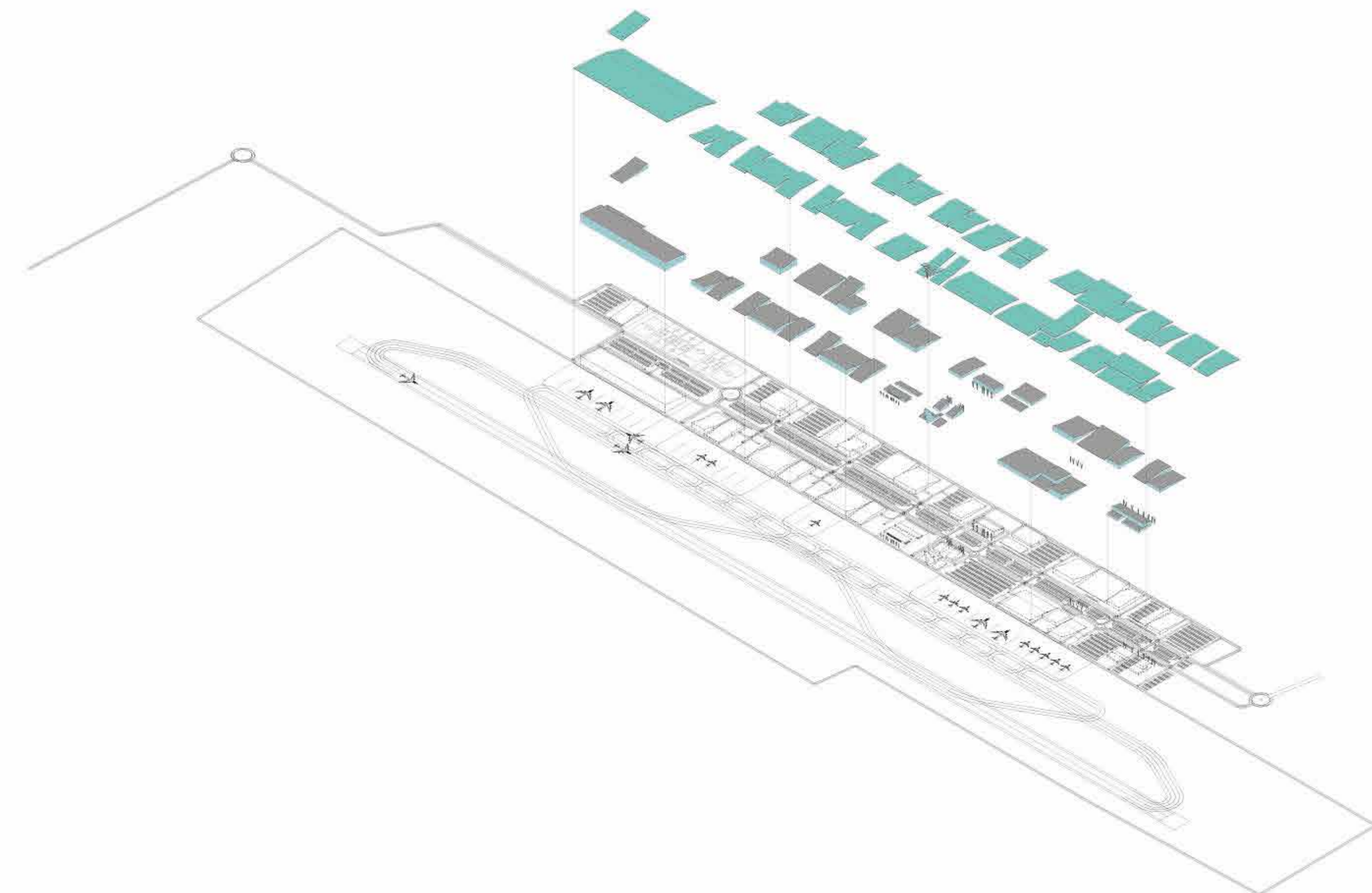
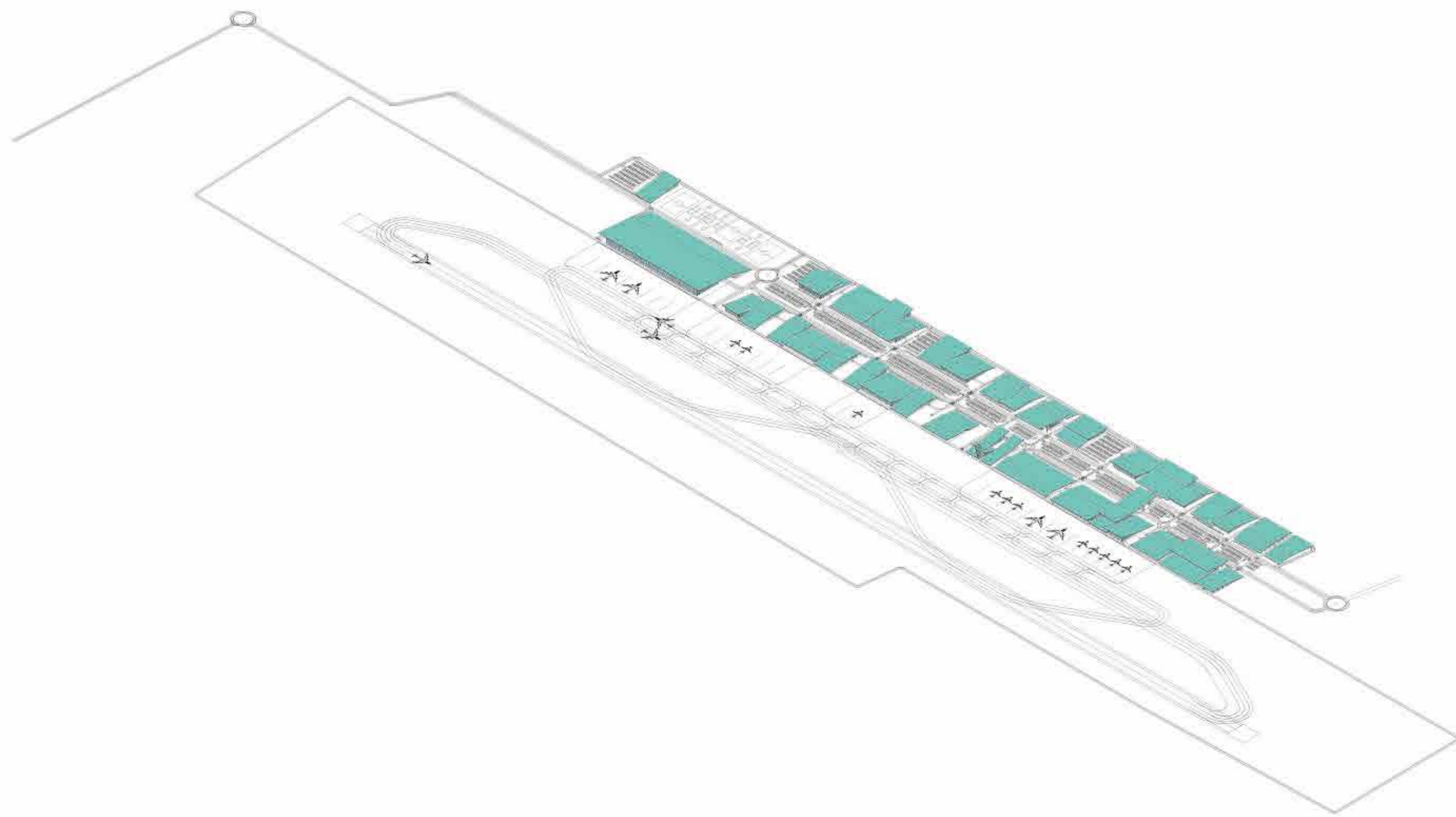


MOBILITY AND PARKINGS

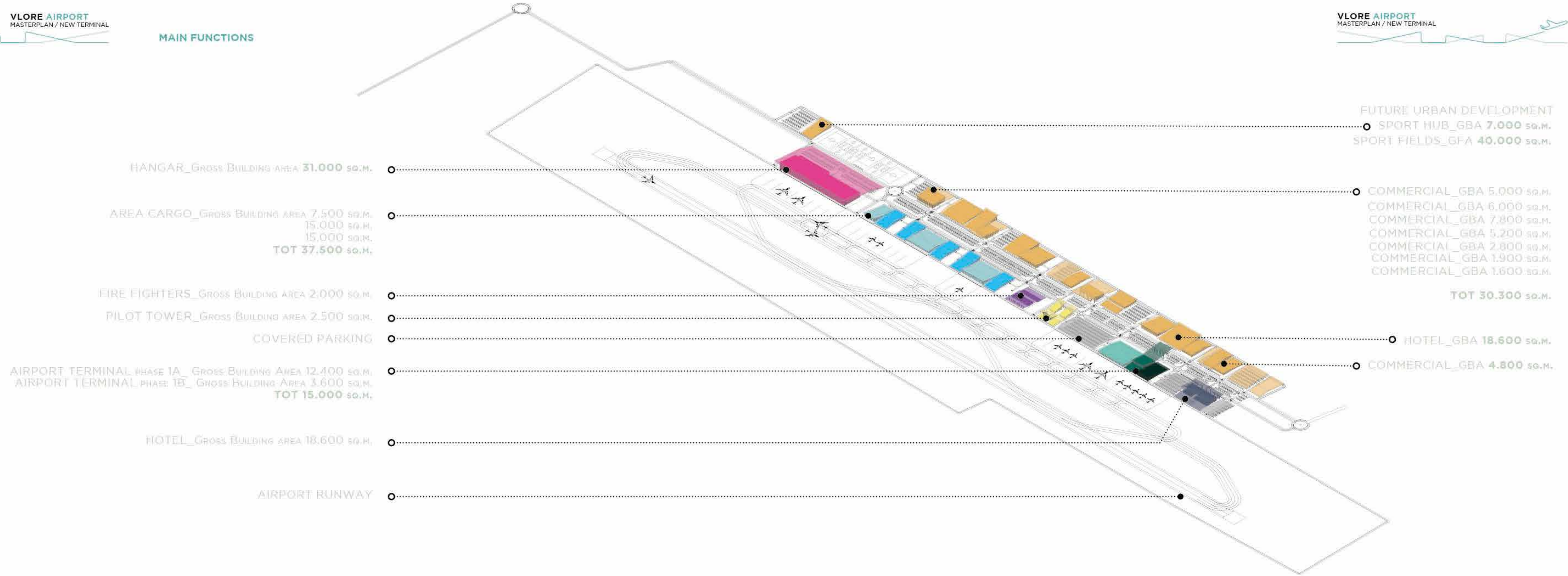


- P₁** **_Long-term passenger parking**
P1_285 parking space
P2_570 parking space
P3_274 parking space
P4_208 parking space
- P₂** **_Long-term staff parking**
P1_100 parking space
P2_195 parking space
- bus** **_BUS+Taxi parking**
BUS_11 parking space
Taxi_40 parking space
- P₃** **_Hotel parking**
P1_100 parking space
P2_100 parking space
P3_222 parking space
- P₄** **_Cargo parking**
P1_500 parking space
P2_75 parking space
P3_75 parking space
P4_75 parking space
- P₅** **_Future long-term passenger parking**
P5_400 parking space
P6_400 parking space
P7_400 parking space
P8_200 parking space
- Pfb** **_Fire station parking**
50 parking space
- Ptc** **_Tower Control parking**
50 parking space
- **_Short-term passenger parking**
600 parking space

MORPHOLOGICAL APPROACH



MAIN FUNCTIONS



HANGAR_GROSS BUILDING AREA **31.000** sq.M.

AREA CARGO_GROSS BUILDING AREA 7.500 sq.M.
15.000 sq.M.
15.000 sq.M.
TOT 37.500 sq.M.

FIRE FIGHTERS_GROSS BUILDING AREA 2.000 sq.M.

PILOT TOWER_GROSS BUILDING AREA 2.500 sq.M.

COVERED PARKING

AIRPORT TERMINAL PHASE 1A_GROSS BUILDING AREA 12.400 sq.M.
AIRPORT TERMINAL PHASE 1B_GROSS BUILDING AREA 3.600 sq.M.
TOT 15.000 sq.M.

HOTEL_GROSS BUILDING AREA 18.600 sq.M.

AIRPORT RUNWAY

FUTURE URBAN DEVELOPMENT

SPORT HUB_GBA **7.000** sq.M.
SPORT FIELDS_GFA **40.000** sq.M.

COMMERCIAL_GBA 5.000 sq.M.
COMMERCIAL_GBA 6.000 sq.M.
COMMERCIAL_GBA 7.800 sq.M.
COMMERCIAL_GBA 5.200 sq.M.
COMMERCIAL_GBA 2.800 sq.M.
COMMERCIAL_GBA 1.900 sq.M.
COMMERCIAL_GBA 1.600 sq.M.

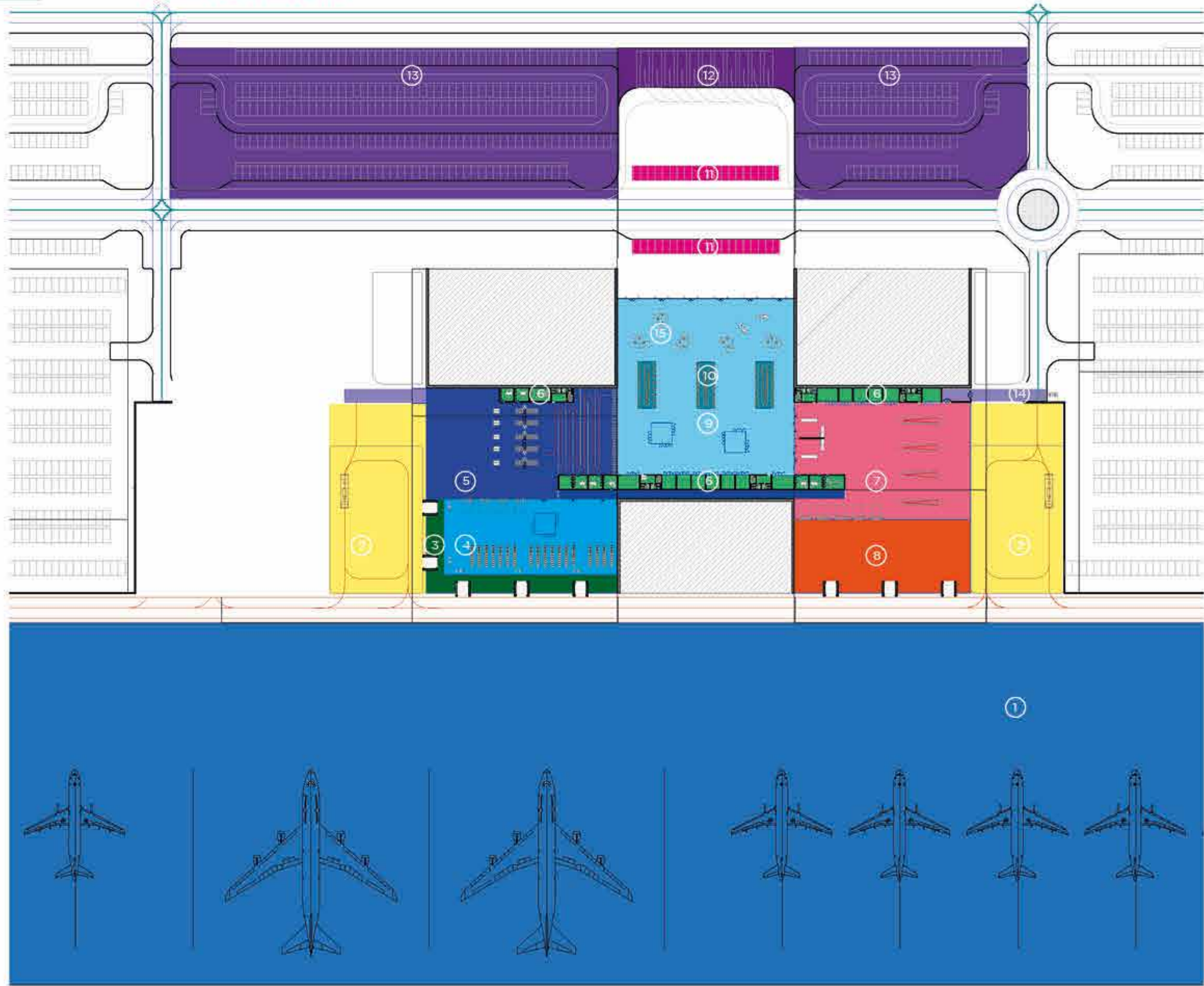
TOT 50.300 sq.M.

HOTEL_GBA **18.600** sq.M.

COMMERCIAL_GBA **4.800** sq.M.

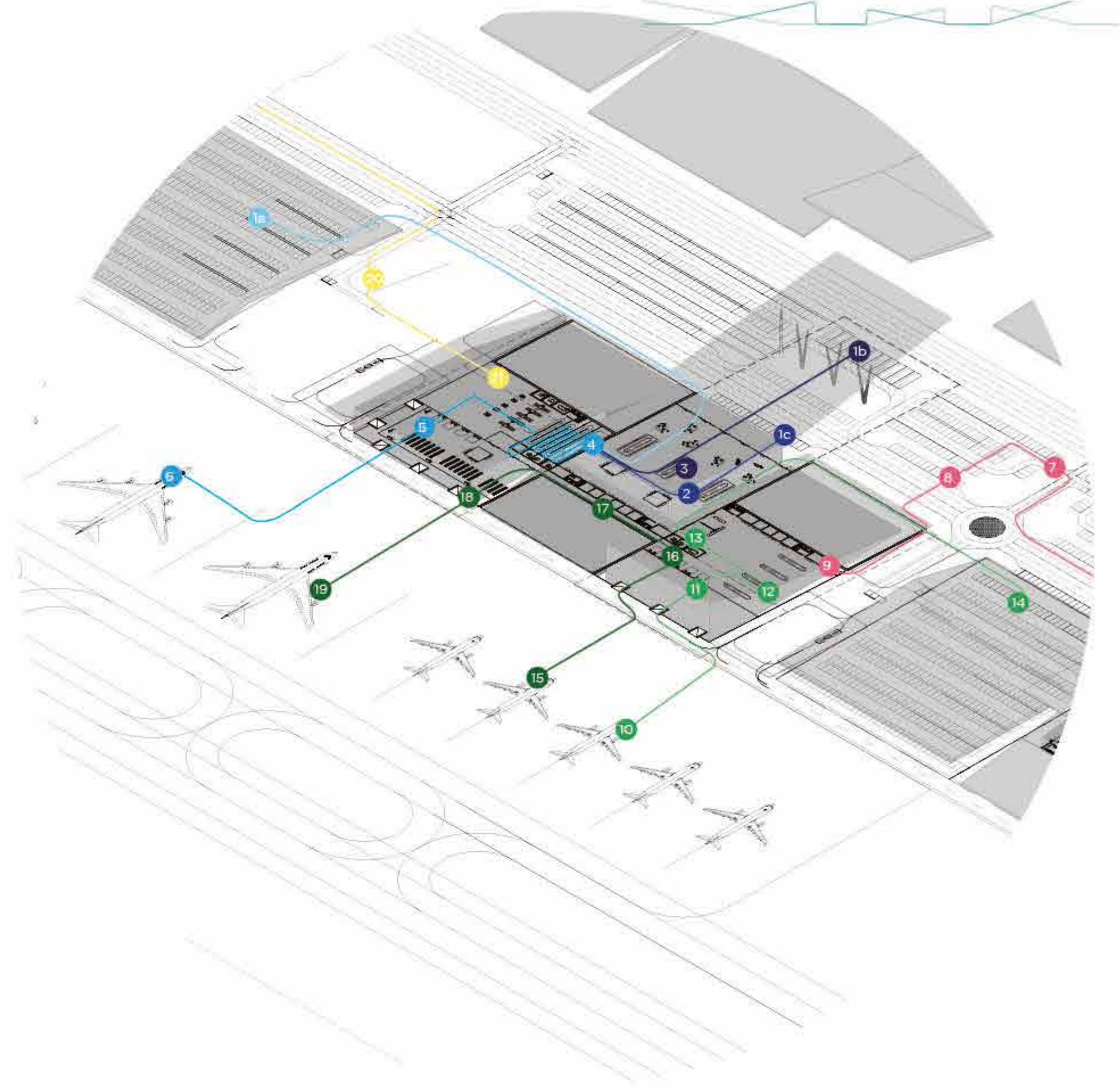


TERMINAL PHASE 1A

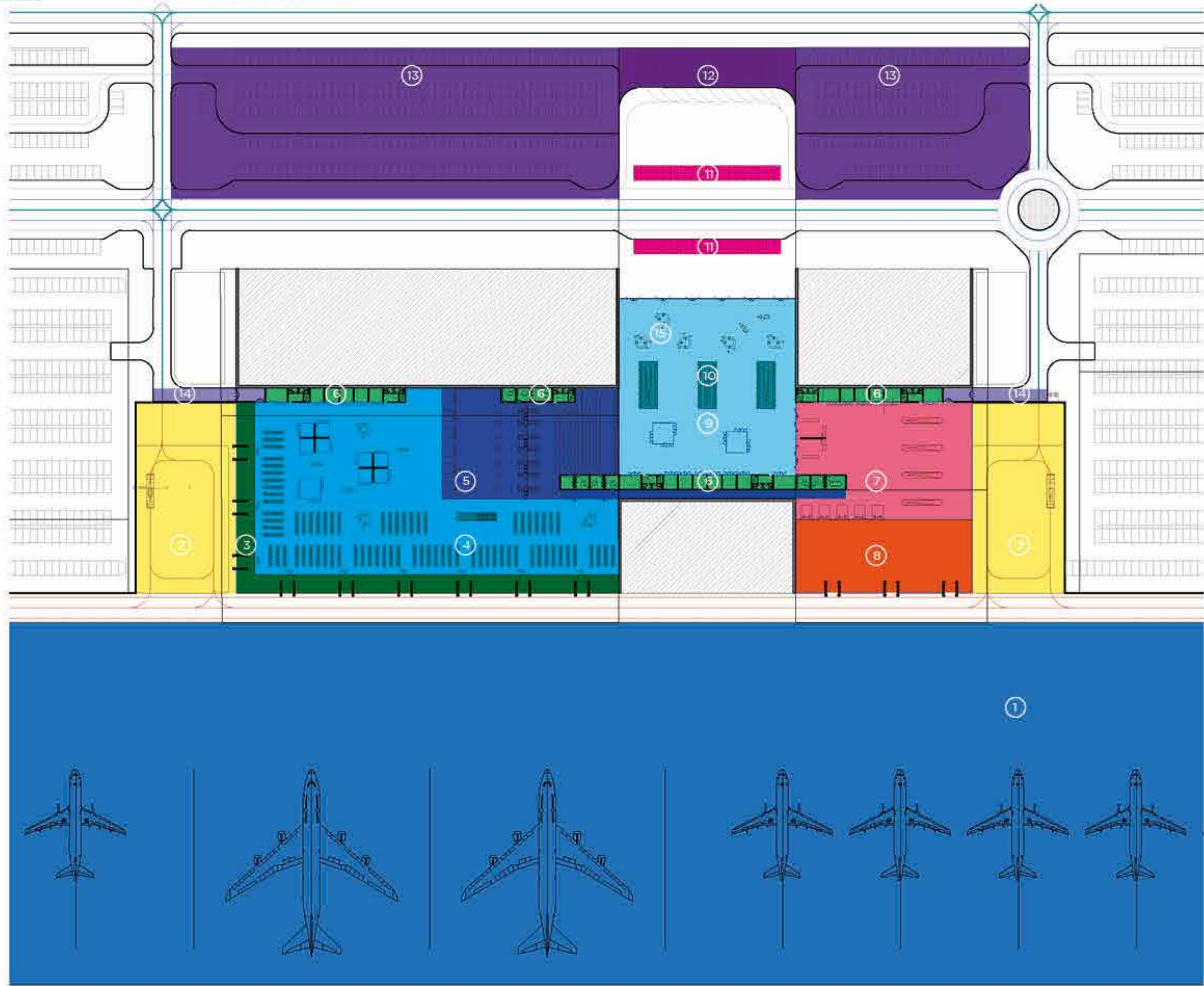


- 1 Aeroplane parking
- 2 Internal Bus parking
- 3 Gates
- 4 Waiting departures area
- 5 Security control
- 6 Offices
- 7 Custom
- 8 Waiting arrivals area
- 9 Hall
- 10 Check-in
- 11 Taxi parking
- 12 Bus parking
- 13 Workers parking
- 14 Workers access
- 15 Ticket office

- 1a Passengers car parking
- 1b Bus parking
- 1c Taxi parking
- 2 Check in area
- 3 Tickets control
- 4 Passports control
- 5 Waiting departures area
- 6 Aeroplane parking
- 7 Worker's gate
- 8 Workers parking
- 9 Workers entrance
- 10 Passenger's arrivals
- 11 Passports control
- 12 Luggage recovery
- 13 Customs
- 14 Passengers car parking
- 15 Passenger's arrivals
- 16 Passports control
- 17 Waiting departures area
- 18 Tunnel
- 19 Aeroplane parking
- 20 Unloading area
- 21 Storage area

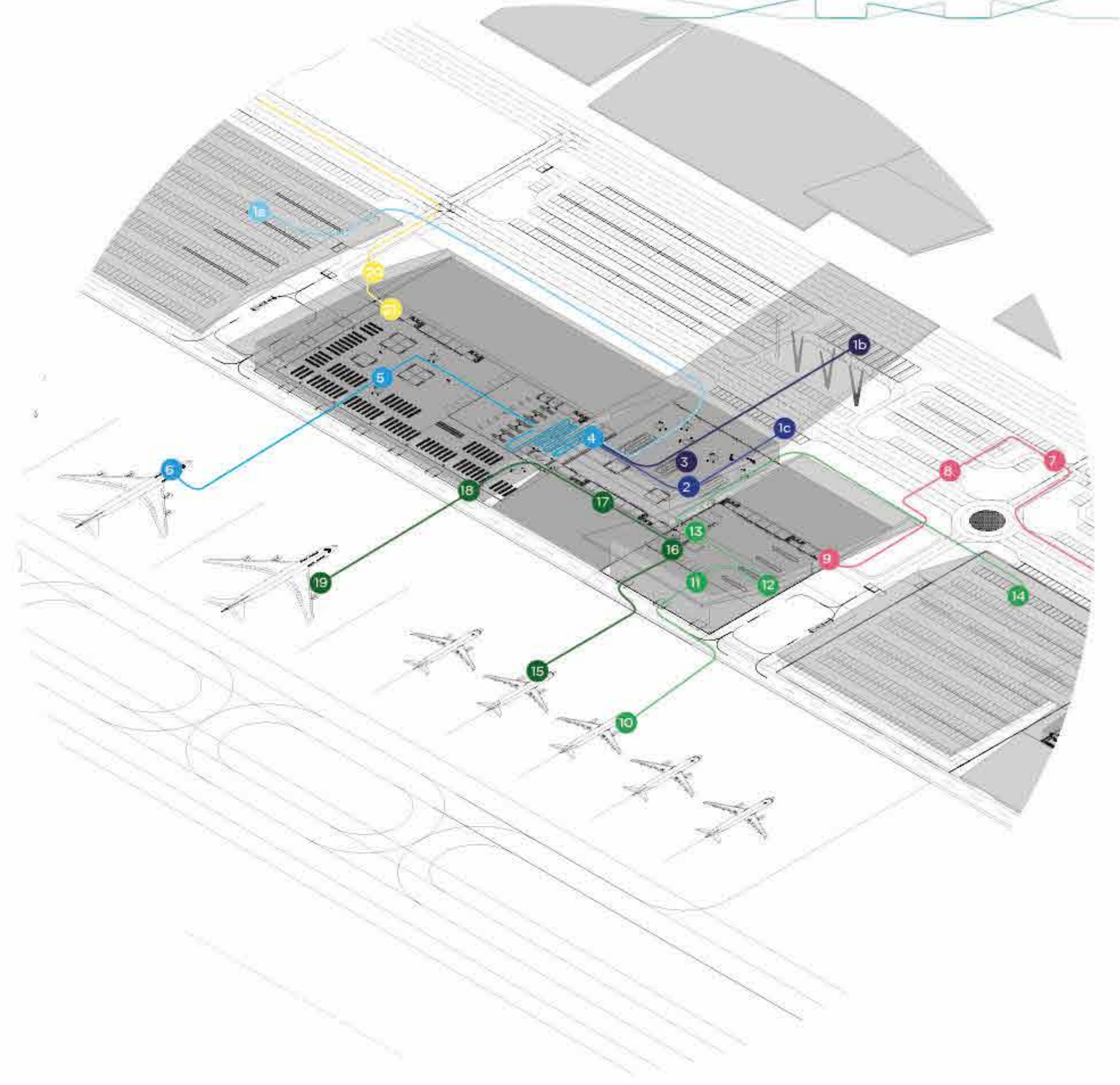


TERMINAL PHASE 1B



- 1 Aeroplane parking
- 2 Internal Bus parking
- 3 Gates
- 4 Waiting departures area
- 5 Security control
- 6 Offices
- 7 Custom
- 8 Waiting arrivals area
- 9 Hall
- 10 Check-in
- 11 Taxi parking
- 12 Bus parking
- 13 Workers parking
- 14 Workers access
- 15 Ticket office

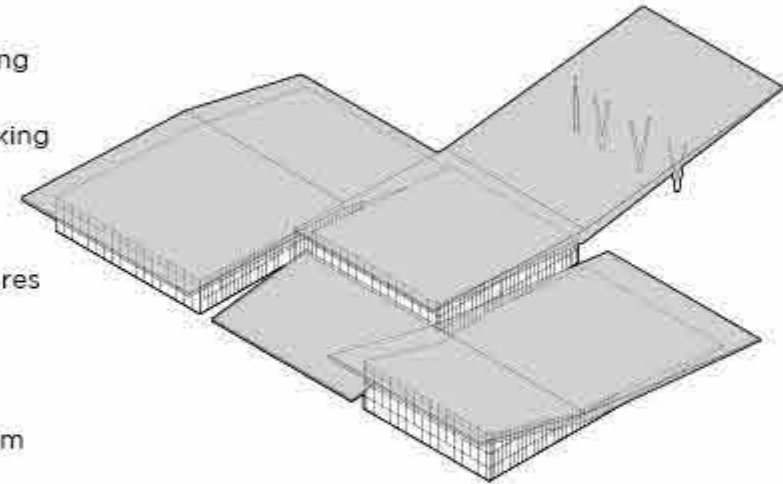
- 1a Passengers car parking
- 1b Bus parking
- 1c Taxi parking
- 2 Check in area
- 3 Tickets control
- 4 Passports control
- 5 Waiting departures area
- 6 Aeroplane parking
- 7 Worker's gate
- 8 Workers parking
- 9 Workers entrance
- 10 Passenger's arrivals
- 11 Passports control
- 12 Luggage recovery
- 13 Customs
- 14 Passengers car parking
- 15 Passenger's arrivals
- 16 Passports control
- 17 Waiting departures area
- 18 Tunnel
- 19 Aeroplane parking
- 20 Unloading area
- 21 Storage area



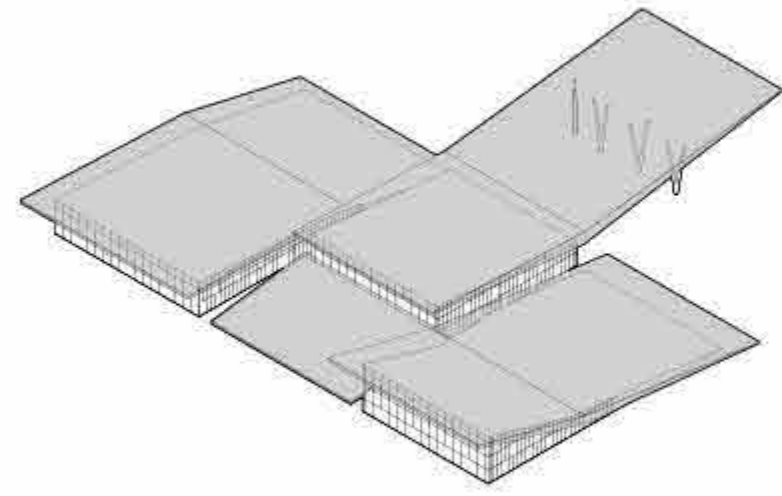




- ① Aeroplane parking
- ② Internal Bus parking
- ③ Gates
- ④ Waiting departures area
- ⑤ Duty-free shop
- ⑥ Lounge vips room
- ⑦ Toilet
- ⑧ Security controls
- ⑨ Luggages and persons controls
- ⑩ Passport control
- ⑪ Offices
- ⑫ Car rental, shops and information point
- ⑬ Check-in desk
- ⑭ Ticket office
- ⑮ Customs
- ⑯ Police offices
- ⑰ Lost-and-found
- ⑱ Baggage claim
- ⑲ Hall
- ⑳ Taxi parking
- ㉑ Drop-off cars
- ㉒ Drop-off goods
- ㉓ Parking area



TERMINAL ARRIVALS SECTION

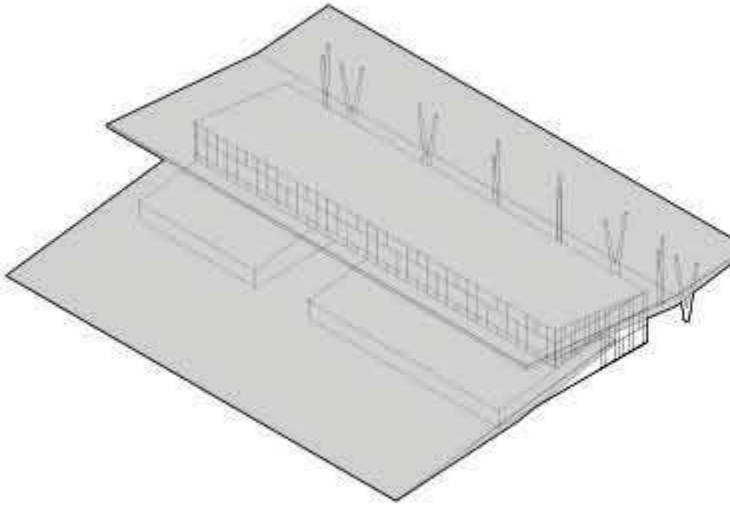


- ① Aeroplane parking
- ② Internal Bus parking
- ③ Gates
- ④ Passports control area
- ⑤ Security control
- ⑥ Connections transfer gate
- ⑦ Offices
- ⑧ Luggage claim area
- ⑨ Custom + Exit
- ⑩ Lost and found
- ⑪ Taxi drop off
- ⑫ Long-term parking





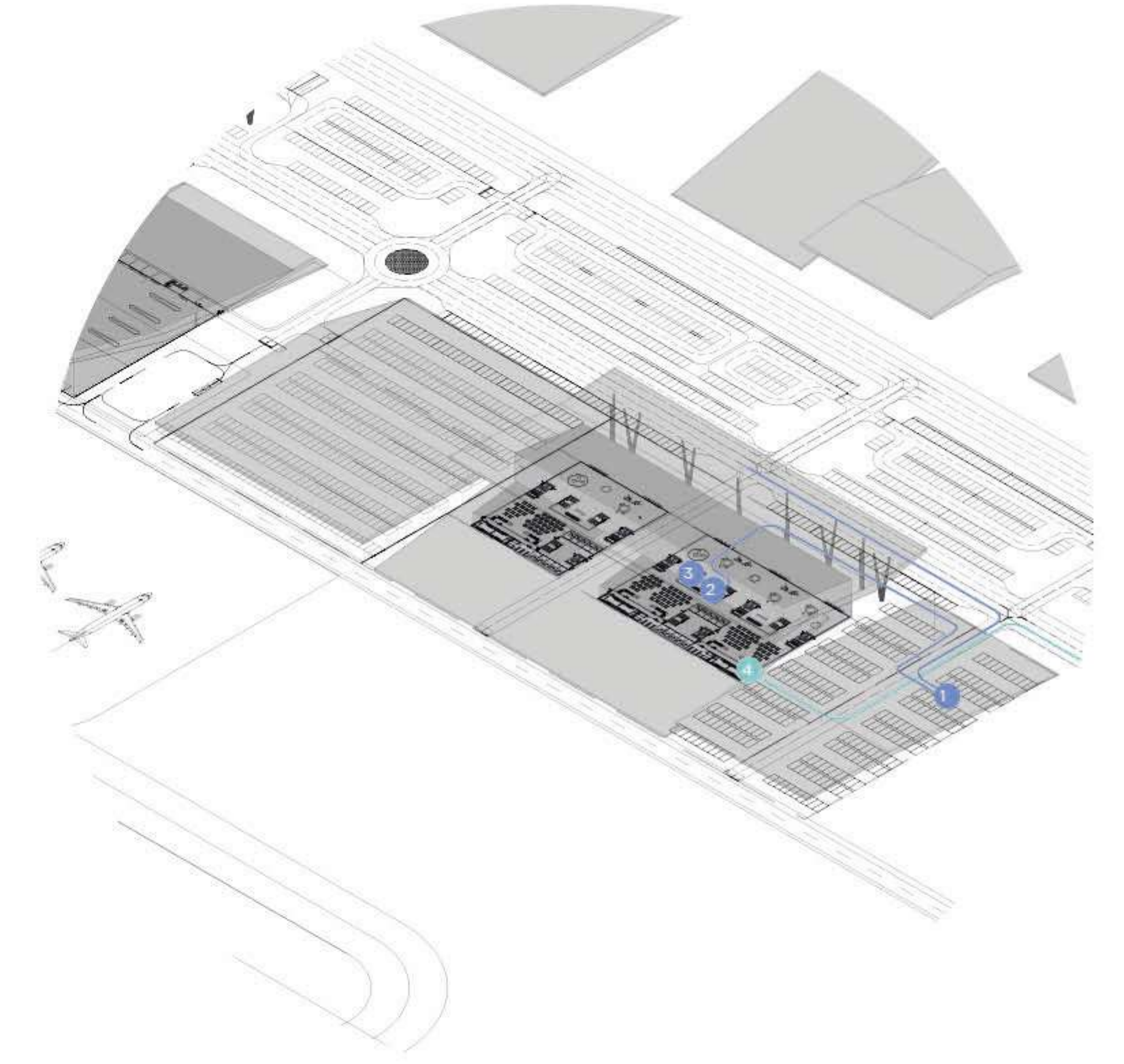
HOTELS



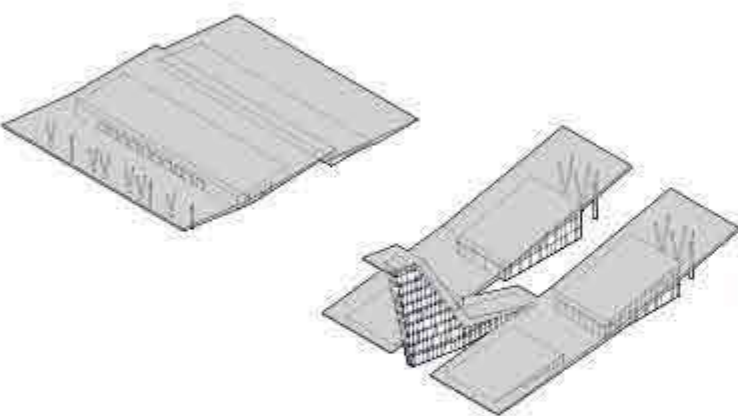
- 1 Hall
- 2 Check in desk
- 3 Vertical connection to the rooms
- 4 Restaurants
- 5 Offices



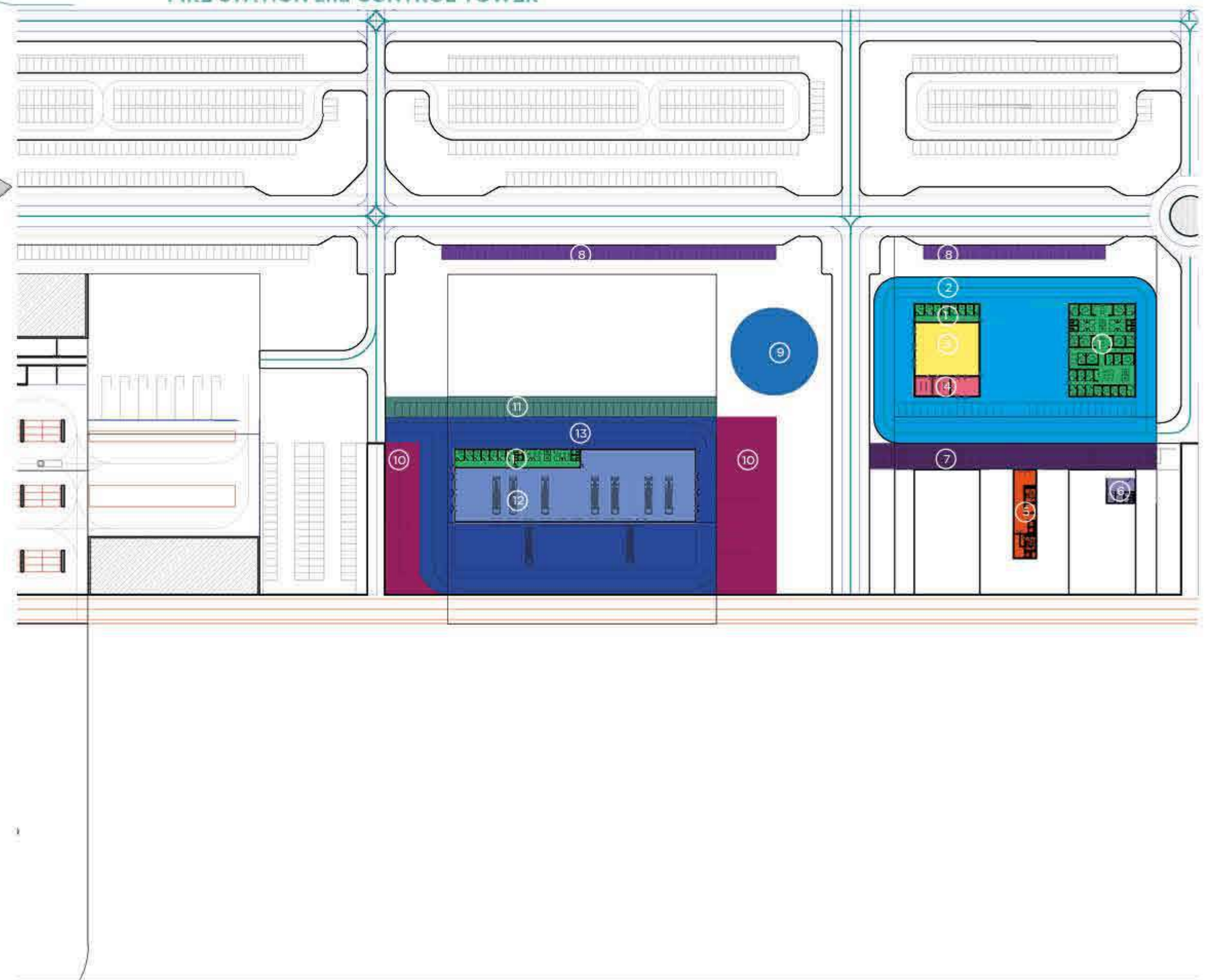
- 1 Customers car parking
- 2 Check in desk
- 3 Vertical connection to the rooms
- 4 Service Entrance



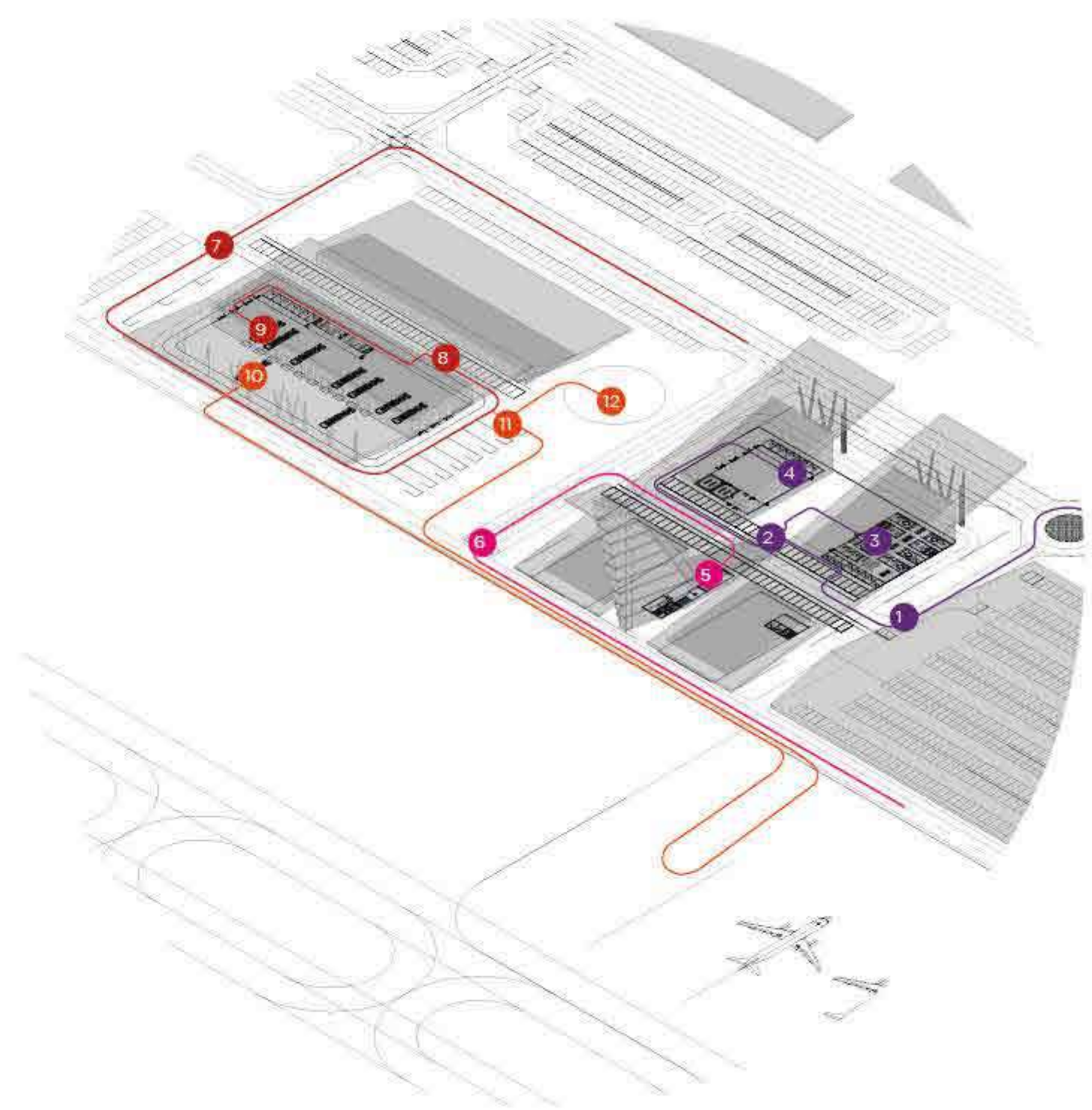
FIRE STATION and CONTROL TOWER



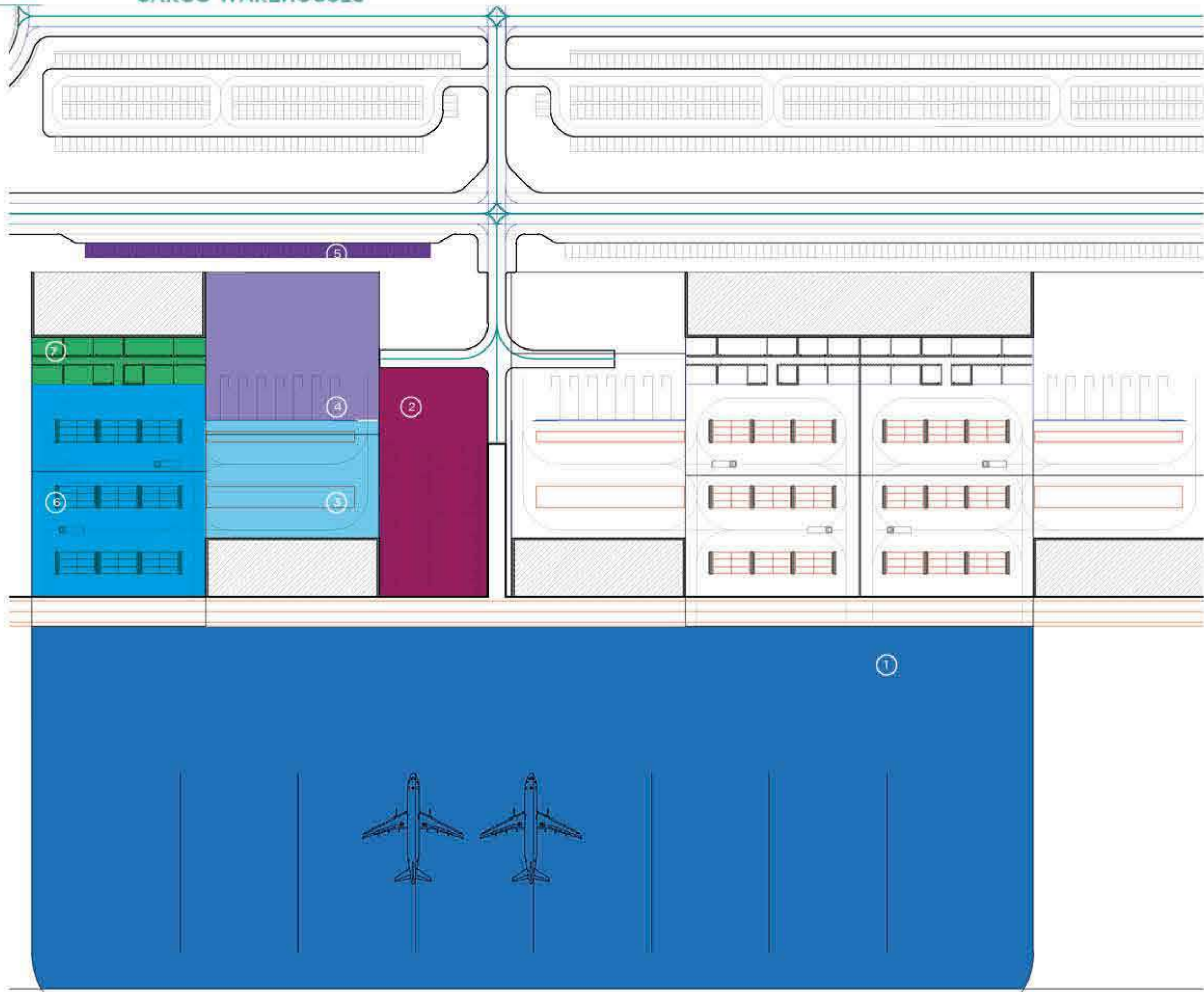
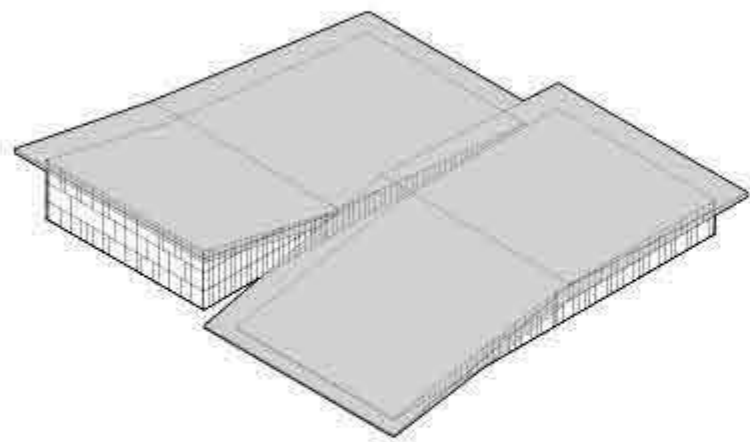
- 1 Offices
- 2 Closed area
- 3 Service room
- 4 Plant room
- 5 Pilot tower
- 6 Service room
- 7 Workers parking
- 8 Parking
- 9 Helicopter landing area
- 10 Special vehicoles parking
- 11 Firefighters parking
- 12 Special vehicoles deposit
- 13 Closed area



- 1 Control entrance
- 2 Pilot tower office entrance
- 3 Offices
- 4 Plant room
- 5 Pilot tower
- 6 Vehicoles acces
- 7 Firefighters access
- 8 Firefighters parking
- 9 Special vehicoles deposit
- 10 Special vehicoles deposit
- 11 Special vehicoles parking
- 12 Helicopter landing area



CARGO WAREHOUSES

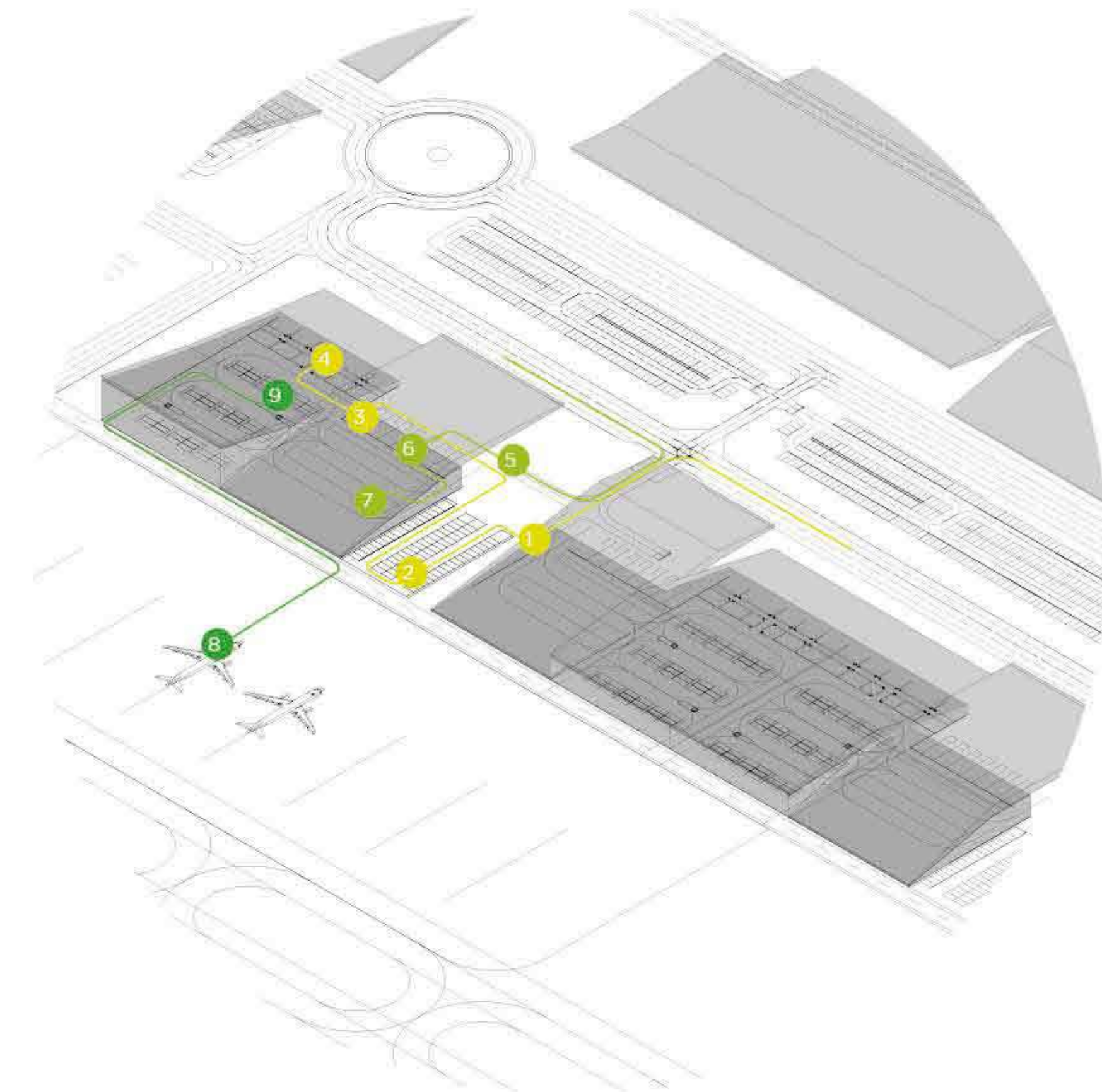


- 1 Airplane parking
- 2 Workers parking
- 3 Deposit
- 4 Truck parking
- 5 Parking
- 6 Loading area
- 7 Offices

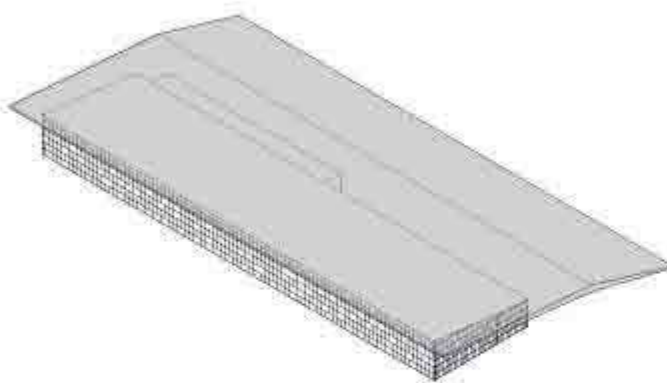
- 1 Control entrance
- 2 Parking
- 3 Personal entrance
- 4 Offices

- 5 Control entrance
- 6 Truck parking
- 7 Deposit

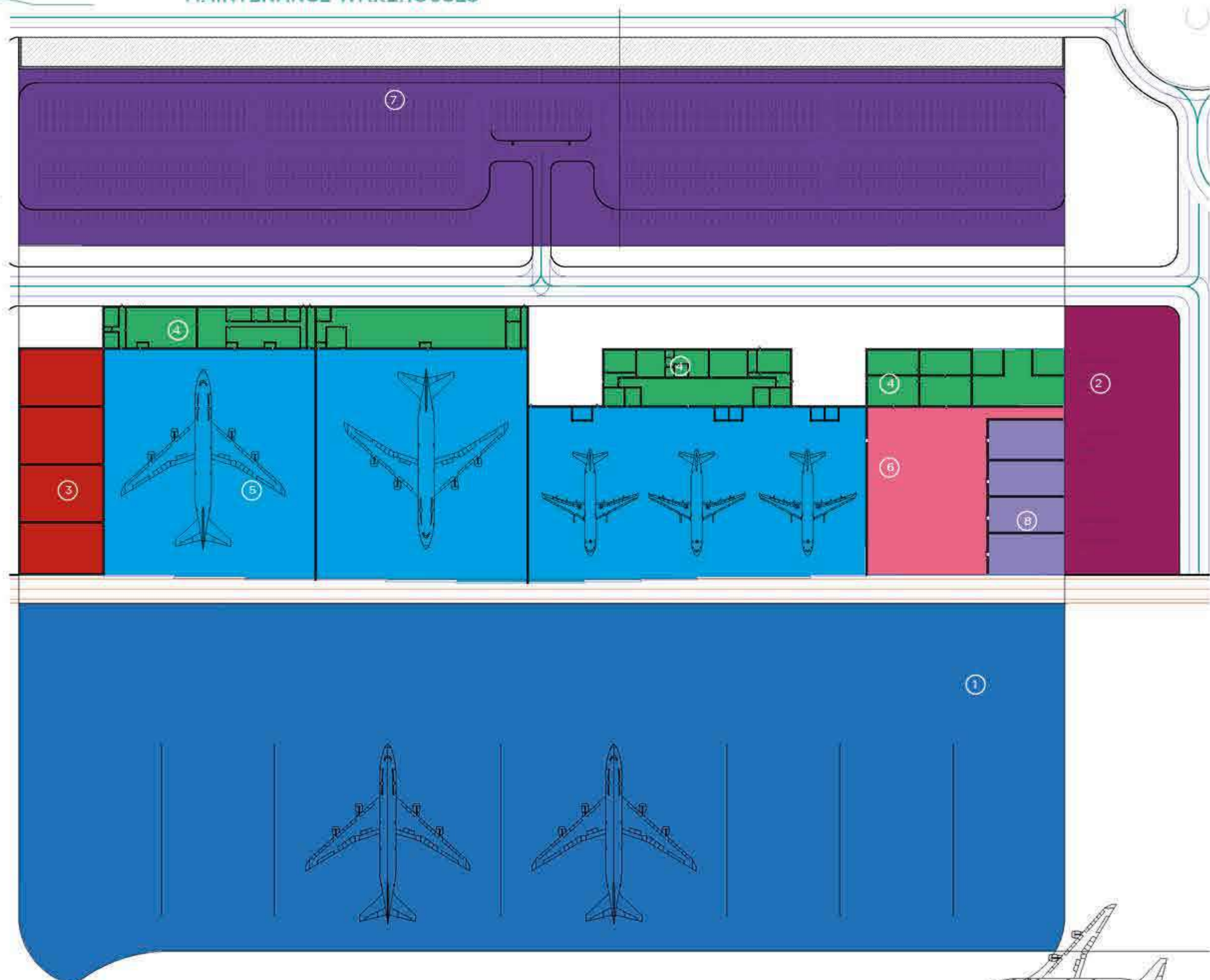
- 8 Airplane parking
- 9 Deposit



MAINTENANCE WAREHOUSES

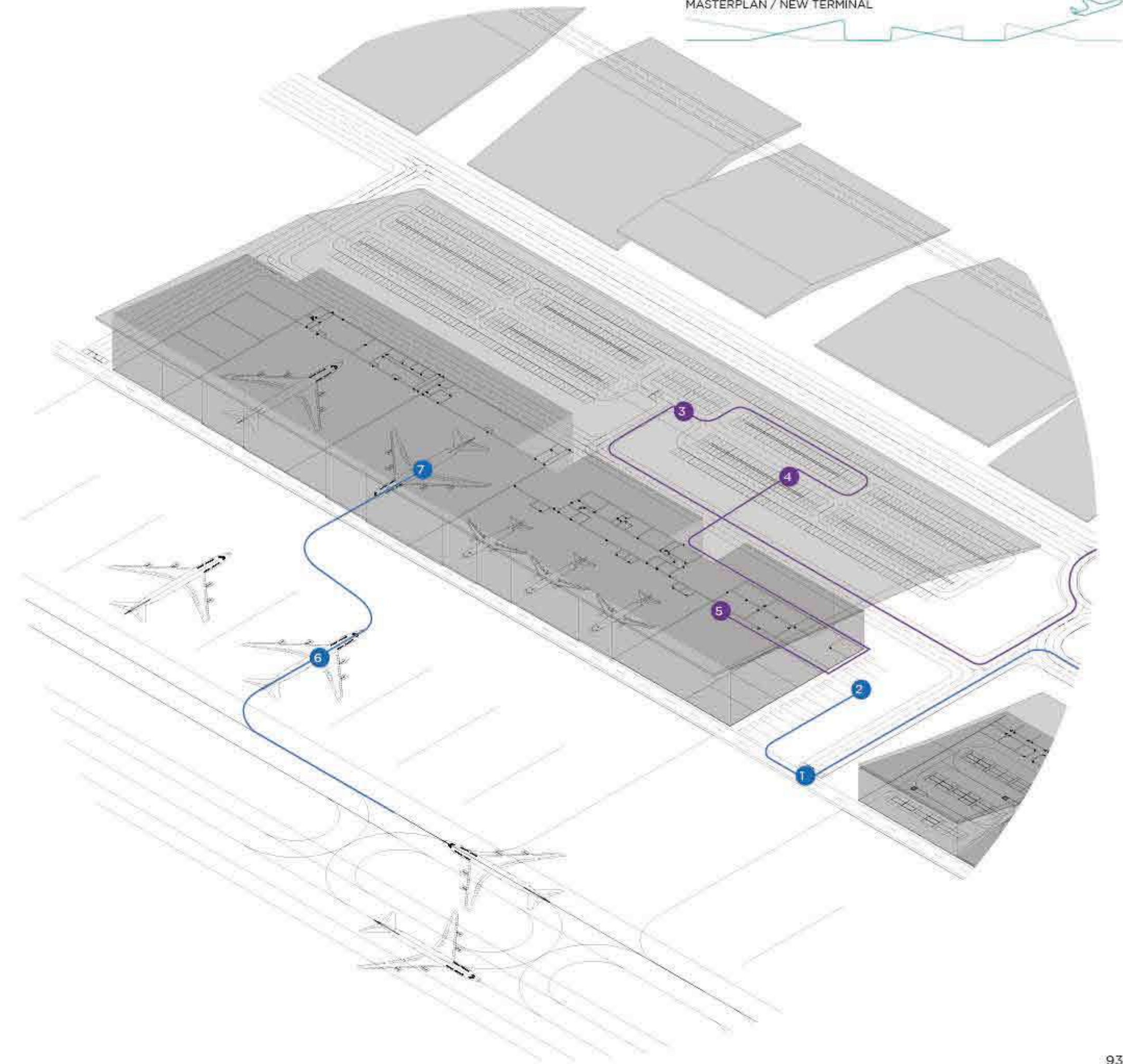


- 1 Airplane parking
- 2 Truck parking
- 3 Plant room
- 4 Offices
- 5 Airplane deposit
- 6 Mechanical workshop
- 7 Workers Parking
- 8 Painting room



- 1 Control entrance
- 2 Truck parking
- 3 Personal entrance
- 4 Personal parking
- 5 Offices

- 6 Airplane parking
- 7 Airplane deposit





AREAS SUBJECT TO TENDER



Area of relevance of the runway_ 235 Hectars



Aerodrome reference code_ **4E**

Runway_ length_ 3.200 m. width_ 45 m + 15 m (shoulders)

Taxiway_ length_ 7.263 m. width_ 25 m + 20 m (shoulders)

Passengers Aircraft Apron_ 12 aircraft slots 82.000 sqm.



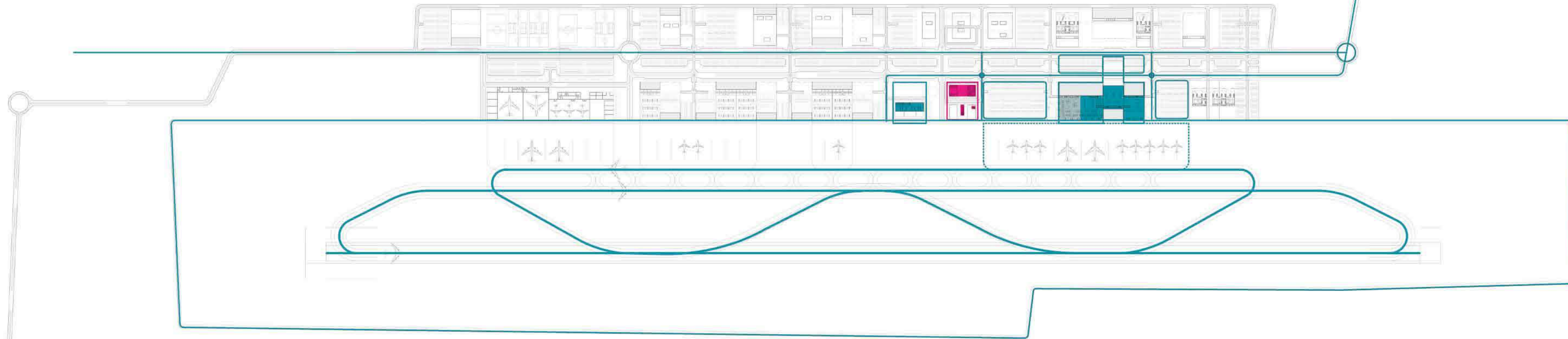
Airport terminal_Plot area 33.785 sq.m. Gross Building Area 12.400 sq.m. phase 1A _ Gross Building Area 3.600 sq.m. phase 1B

Airport parking_Plot area 46.690 sq.m

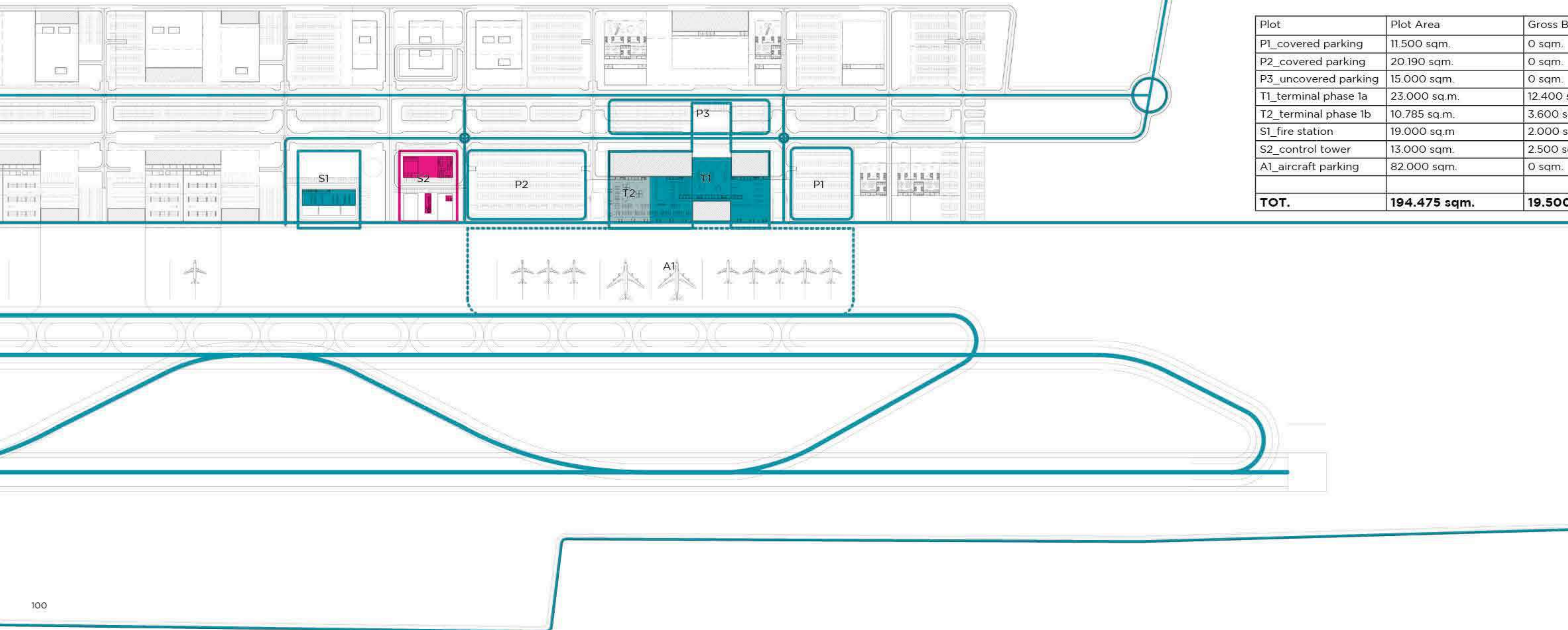
Fire Station_Plot area 19.000 sq.m. Gross Building Area 2.000 sq.m.



Control Tower_Not part of this Tender; Do be developed separately



SUMMARY OF THE MAIN QUANTITIES



Plot	Plot Area	Gross Building Area	Surface Area Covered
P1_covered parking	11.500 sqm.	0 sqm.	10.000 sqm.
P2_covered parking	20.190 sqm.	0 sqm.	20.000 sqm.
P3_uncovered parking	15.000 sqm.	0 sqm.	0 sqm.
T1_terminal phase 1a	23.000 sq.m.	12.400 sq.m.	18.873 sqm.
T2_terminal phase 1b	10.785 sq.m.	3.600 sq.m.	5.846 sqm.
S1_fire station	19.000 sq.m	2.000 sq.m.	7.200 sqm.
S2_control tower	13.000 sqm.	2.500 sqm.	9.000 sqm.
A1_aircraft parking	82.000 sqm.	0 sqm.	0 sqm.
TOT.	194.475 sqm.	19.500 sqm.	70.919 sqm.

AIRPORT MASTERPLAN
ground floor plan

- HANGAR_SECOND STEP 1
- AREA CARGO_SECOND AND THIRD STEP 2
- FIRE FIGHTERS_FIRST STEP 4
- CONTROL TOWER_NOT OBJECT OF THIS TENDER 5
- COVERED PARKING_FIRST STEP 6
- AIRPORT TERMINAL_FIRST STEP 7
- HOTEL_SECOND AND THIRD STEP 8
- AIRPORT RUNWAY_FIRST STEP 9

