

## USED

# MODULAR PASSENGER TERMINAL



MARKETED BY

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# 1 General Description

All airports have to consider seasonal busy periods in their yearly planning. Terminals with insufficient space experience over-crowding, increased pressure on airport services and general dissatisfaction amongst travellers. The potential for a shortage in capacity is a good reason to make use of a temporary, semi-permanent airport terminal.

In addition, the demand for terminals in civil aviation has increased dramatically with many military and transport airports now being co-used for civil operations. These airports are often not or under-equipped to cope with traffic levels and lack the necessary facilities to handle passengers on civil flights. Instead of renovating old military facilities or building new airports, a temporary, semi-permanent terminal offers a flexible and practical solution to overcoming these problems.

One such temporary or semi-permanent airport terminal is now available for an outright purchase.

This terminal is best described by quoting the manufacturer:

## When is a semi-permanent terminal beneficial for you?

- The existing airport has insufficient capacity
- For expansion projects without the need to build permanent terminals
- To bridge a gap for a specific period, such as during renovation works or the construction of new terminals
- For extra temporary space during peak seasons or during special events
- To replace or extend existing facilities
- In the event of a disaster, such as a fire in airport terminals or hangars.

## The advantages of a temporary terminal

- Equipped with all usual facilities such as check-in desks, baggage handling, comfortable departure lounges and customs provisions
- Can also be used as aircraft hangar
- Rapid delivery and build-up times
- Operational life from a few months to several years
- Fully insulated
- Easy to partition
- Modular: Flexible dimensions and design
- Sustainable: Can be fully dismantled and reused
- Appearance and characteristics of a permanent building

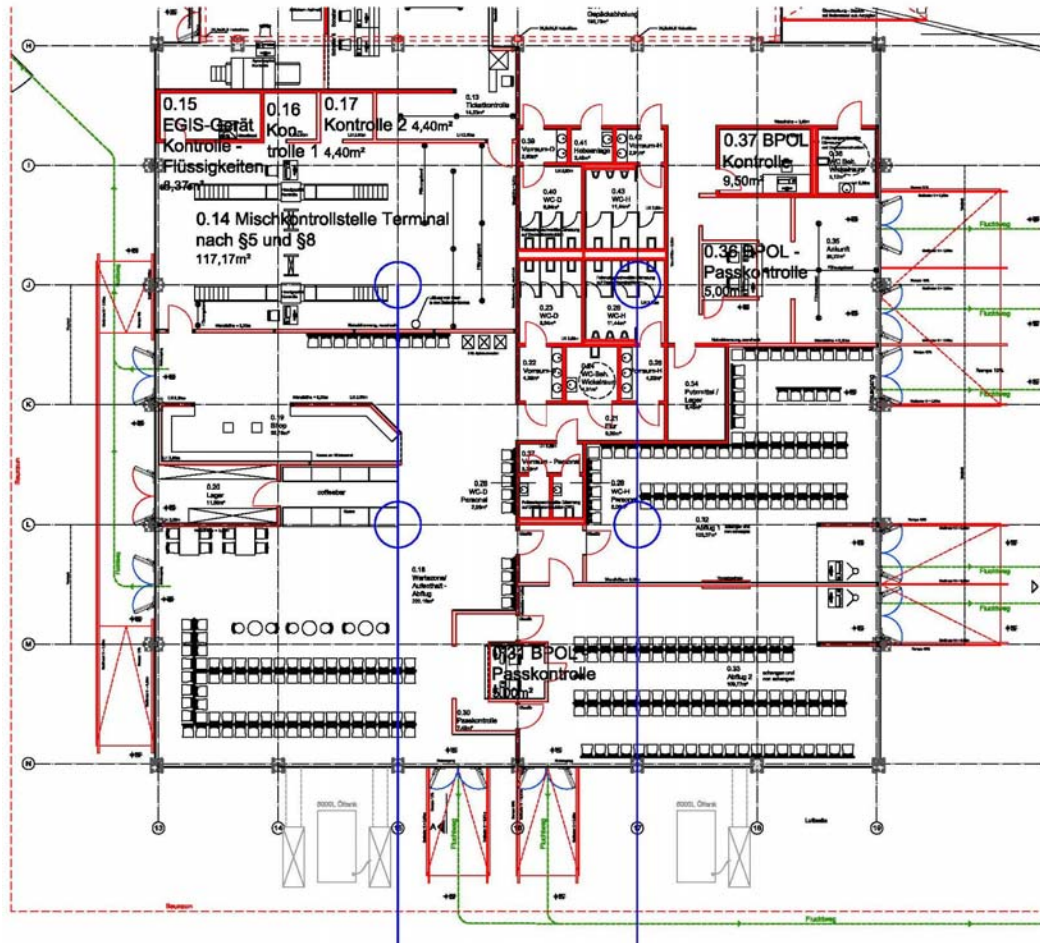
This temporary terminal is completely re-locatable and can be erected on most sites and surfaces. Once the temporary terminal is no longer required, it can be quickly dismantled

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and moved to a different site or location to begin its next useful purpose. Offering maximum flexibility, this temporary building allows airports to react quickly to fluctuating market demands, different space and operational requirements.

The floorplan inside the outer structure is full flexibility - there are no supporting structures and/or obstructive columns



### Important Note:

The interior design shown above is for information only and reflects the design chosen for the current location.

The future interior design of the modular terminal is entirely up to the individual requirements at its new location, and is NOT part of this offer. Any re-design and construction of the interior to best fit local needs is thus the responsibility of and entirely at the cost of the buyer.

Characterised by bright and spacious areas, the layout of the terminal is easy for users to navigate and offers a mixture of retail and food and drink facilities.

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Externally the structure has been fitted with black wall panels to provide a striking and contemporary look. The new section of the terminal has also been fitted with luggage belts and a customs clearance area, providing customers with an efficient check-in and arrivals process.

Due to the modular nature of the structure, the terminal's capacity can easily and quickly be expanded to cater for increased traffic levels in line with the airport's growth.

Since the airlines involved have meanwhile moved their operations to other airports, this Modular Terminal Building is available for sale.

The following chapters present some basic information and illustration of the currently installed facilities.

More detailed information can be found in Chapters 17 and 18, or can be provided upon request.

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## 2 Main Structure

The outside structure has a 30 m x 30 m (900 sqm) base, with a height of 8 metres.



For information on the Base / Foundation, please see Chapter 3.

Generally speaking, the structure consists of 24 vertical aluminium pillars (also containing drainage tubes from the roof to the ground) with dimensions of approximately 8.00 m x 0.20 m x 0.20 m. In between these pillars, wall sections with dimensions of approximately 5.00 m x 1.00 m are inserted.

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Steel ropes are used to provide additional strength, and can be applied at any location around the structure (e.g. in case of permanent strong winds around the terminal's location).

Windows and doors are installed where necessary.

The outside structure provides sufficient protection from even heavy rain and sand blasts.

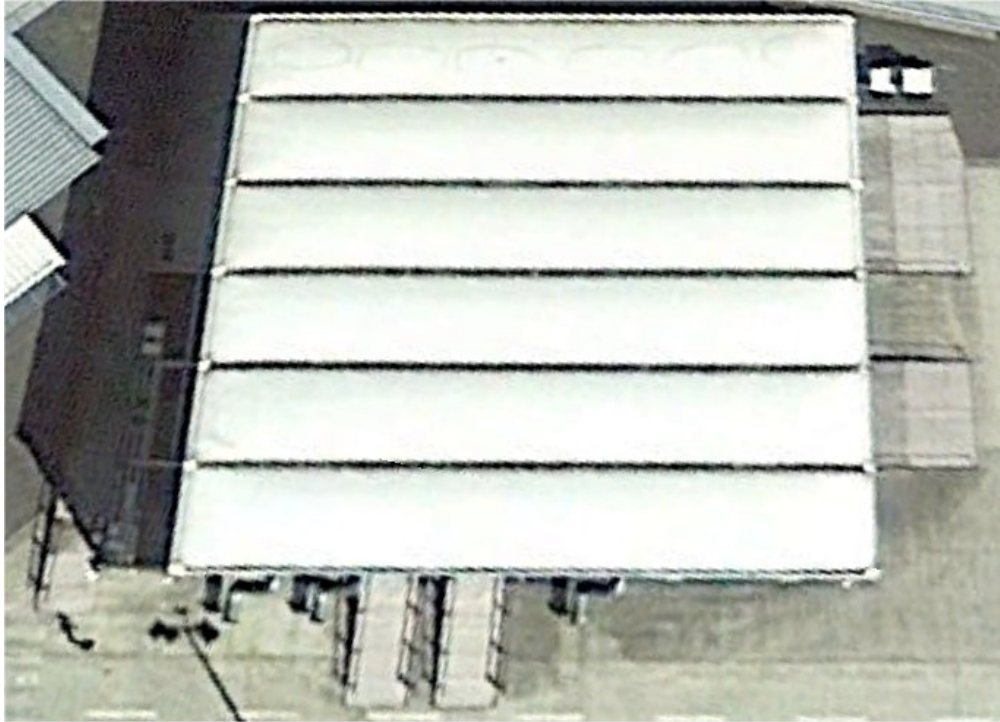
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## Roof

The roof consists of two parts:

- Suspended aluminium structure - no obstructing columns within the building
- Strengthened / heavy duty tent cover - waterproof



**Aerial View of the Roof Structure**



**Internal Roof Structure and Cover**

The manufacturer has strongly recommended to replace this tent-like roof structure with a more durable and better/easier to maintain metal roof structure (pricing for this is therefore included in the asking price). The new metal roof will be covered by a five-year warranty.

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## Heating - Cooling

Heating and cooling of the temporary terminal is provided through external sources usually available at an airport.

Three connectors are located outside the building to feed heated or cooled air into the building.



**Outside Connectors for Heating and Cooling Units**

Within the terminal, heated/cooled air fed from outside is distributed via canvas tubes held in place by horizontal aluminium beams.

The manufacturer has recommended to install electrical heating resp. air conditioning for any new location.

## Snow Removal

The current location of the terminal experiences cold winters with up to 40 to 50 cm of snow during any 24 hour period.

Due to the nature of the roof cover, it is not feasible to walk on this structure. In order to facilitate snow removal from the roof, the building at its current location is constantly heated to either avoid snow accumulating or to melt this snow.

During the years of its existence, this procedure has proved successful without any damage to the roof cover or any other parts.

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**Internal Tubing for Heating and Cooling**



**Note:**

Heating and/or cooling units are NOT part of this offer, but can be purchased separately.

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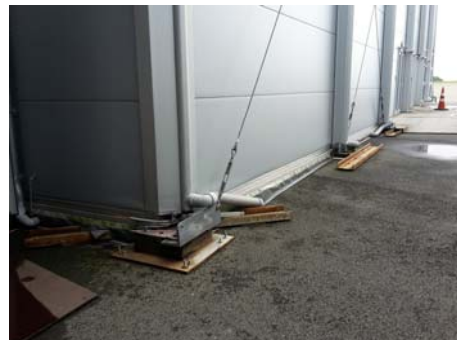
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### 3 Base / Foundation

At its current location, the terminal is erected on non-even ground. The entire base is levelled underneath the building by means of height-adjustable devices and distance plates.



Supporting Structure Underneath Building



Supporting Structure Outside Building

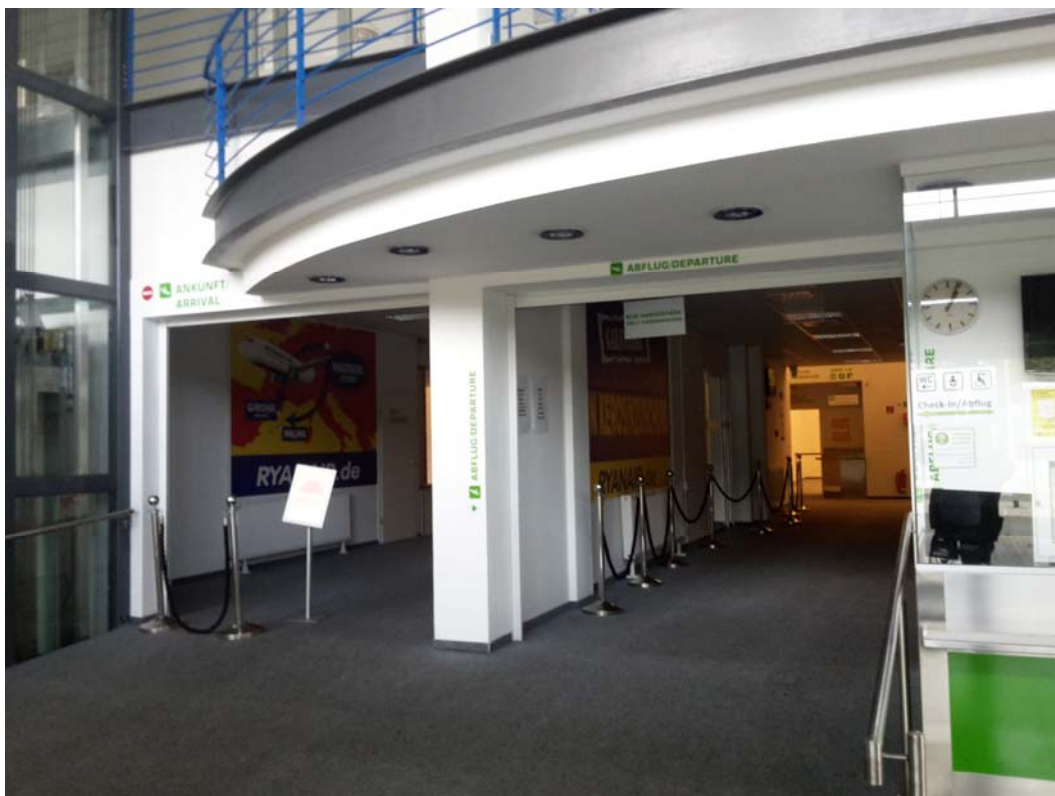
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## 4 Terminal Entrance

At its current location, free-moving public entrance to the terminal is through a semi-permanent connector building. This connector houses, on an area approximately the size of five 40 feet sea containers, the following facilities:

- Check-in area - see Chapter 5 (approximately the base size of two 40 ft sea containers)
- Baggage sorting and Screening area - see Chapter 6 (approximately the base size of two 40 ft sea containers)
- Terminal Exit area after arrivals - see Chapter 15 (approximately the base size of one 40 ft sea container)



Entrance (right) from Permanent Terminal Building  
into Check-In Area of Temporary Terminal (Connection)

### Note:

The connector building connecting the permanent terminal with the temporary terminal at its current location is NOT part of this offer. See also Chapters 5, 6 and 15.

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## 5 Check-In

Six check-in counters are installed (with another two stored as a reserve).

All these check-in positions are fully equipped with

- Counter and integrated working place
- Baggage weighing scale
- Baggage conveyor belt feeding the labelled baggage into the baggage sorting and screening area (see Chapter 6)

All counters were also equipped with PC towers, flat screens, keyboards, and necessary printers to process passengers with the SITA DCS system (connected via the airport's main server).

### Note:

The entire equipment mentioned above is NOT part of this offer, but can be purchased separately. Please enquire for a quotation.



Check-In Counters (neutral, immediately after installation)

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Counters 1 &amp; 2



Baggage Belts &amp; Scales



Counters 3 &amp; 4



Counters 5 &amp; 6

**Note:**

The connector building connecting the permanent terminal with the temporary terminal is NOT part of this offer. See also Chapters 4, 6 and 15.

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## 6 Baggage Sorting and Screening

All checked-in baggage, fed from the check-in counters, are screened with equipment certified to the latest EU regulations - "100% HBS".

One screener is installed, a second is held as a reserve.

Outsize baggage is screened with a separate screening unit.



Hold Baggage Screening



Baggage Feed from Check-In



Screening Equipment for Outsize Baggage

### Note 1:

All baggage screening units are part of this package offer, but NOT the baggage belt.

### Note 2:

The connector building connecting the permanent terminal with the temporary terminal is NOT part of this offer. See also Chapters 4, 5 and 15.

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## 7 Security Check

The spacious two-lane passenger security check area is fully equipped with all regulatory equipment for hand baggage and passenger screening.



General View Passenger Security Screening Area and Equipment



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In an adjacent, separate room, a screening unit for explosives detection is installed.



**Screening Unit for  
Explosives Detection  
(Automated Trace-  
Explosives Detection)**

**Note:**

All screening units are part of this package offer.

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## 8 Travel Value Shop

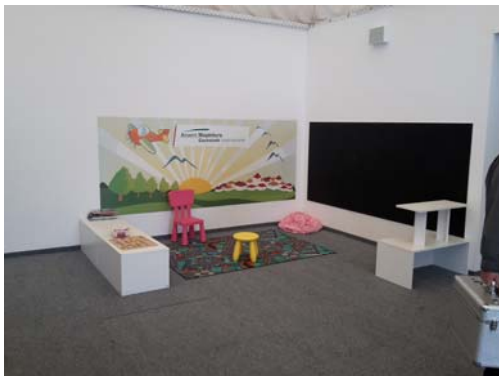
This travel value shop proved to be generating additional revenues for the airport.

It can be used for duty free sales to passengers departing on international flights, or newspapers, magazines etc. to any passenger.



## 9 Kids Corner

The airport operator at the current location of the temporary terminal installed a small kids corner with some toys to keep them occupied during the waiting time until boarding.



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## 10 Restrooms

There are separate restrooms for

- Ladies
  - three cabins
  - three washbasins
- Gentlemen
  - three urinals
  - three cabins
  - three washbasins
- Passengers with Reduced Mobility (PRM)
  - large door or wheelchair passengers
  - one toilet with additional handrails
  - one washbasin
  - one diaper-changing table for babies



Access to Restrooms

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**Ladies' Restroom - Cabins and Washbasins  
(Gentlemen's Restroom similar, plus three Urinals)**



**Restroom for PRMs  
(Diaper Changing Table to the right,  
outside this picture)**

**Note 1:**

For information on Fresh Water Supply and Sewage, please see Chapter 16.

**Note 2:**

All internal walls and monuments shown in this document are NOT part of this offer. They are included to demonstrate the flexibility of the modular terminal building as a shell. All interior at the terminal building's new location are totally up to the requirements and design by its new owner/operator.

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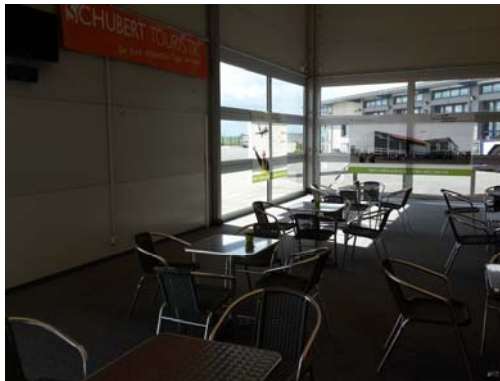
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## 11 Cafeteria

In front of the boarding gates is a very spacious cafeteria with several tables and seats.



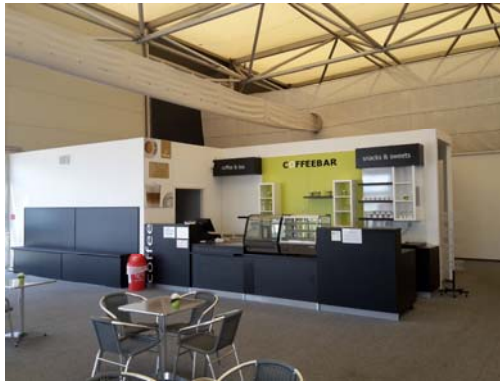
Cafeteria Seating Area



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A fully equipped service station is part of the temporary terminal's equipment (including a storage room with direct access to the ramp to receive supplies).



**Cafeteria Service Station & Buffet**

### **Note 1:**

For information on Fresh Water Supply and Sewage, please see Chapter 16.

### **Note 2:**

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The cafeteria service station and buffet as well as table and chairs are part of this package offer.

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## 12 Departure Gates

Currently, there are two gates:

- Gate 1 Border control facility for flights to destinations in foreign and Non-Schengen countries. If need be, this gate can also be used for Schengen/domestic departures (border control not staffed).
- Gate 2 Direct access for flights to domestic and Schengen destinations. If need be, this gate can also be used for Non-Schengen/International departures (access through the passport control at gate 1 and a connecting door between the two gates).

### Gate 1 - International / Non-Schengen



Gate 1 - Access at Passport Control



Gate 1 - Waiting Area



Gate 1 - Waiting Area

Gate 1  
Ramp Access  
(left door unit)



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## Gate 2 - Domestic / Schengen

Gate 2 - Access



Gate 2 - Waiting Area



Gate 2 - Ramp Access (right door unit)



Gate 2 - Ramp Access (left door unit)

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## 13 Arrivals

In case of arriving from an international flight, passengers have to pass through immigration and passport control.

In case of domestic arrivals, passengers walk directly to the baggage claim (please see Chapter 14).



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## 14 Baggage Claim & Customs Clearance

### Outside / Ramp

Arriving baggage is placed on the baggage belt outside the arrival area.



Arrival Baggage - Ramp Delivery Point

### Inside:

Inside the arrival area, baggage is delivered via the belt.



Baggage Claim and Customs Inspection Point

Customs clearance, if necessary, can be done inside the arrivals area before leaving the baggage claim to landside. A customs inspection facility is installed.

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## 15 Terminal Exit

After claiming their checked baggage and clearing customs, arriving passengers leave the Temporary Terminal via the current connector building to landside.



Exit (left) from Arrival Area of Temporary Terminal into Permanent Terminal Building (Connection)

### Note:

The connector building connecting the permanent terminal with the temporary terminal is NOT part of this offer. See also Chapters 4, 5 and 6.

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## 16 Electrical Power - Fresh Water - Sewage

### Electrical Power

The terminal's electrical system is connected to the main (permanent) terminal's electrical power supply system. The relevant lines are located underneath the base/foundation structure (see Chapter 3). Other solutions depending on local (non-)availability are possible, e.g. by diesel generators or solar panels (solar panels cannot be installed on the roof structure).

### Fresh Water

The terminal's fresh water system is connected to the main (permanent) terminal's fresh water (drinking quality) supply system. The relevant tubes are located underneath the base/foundation structure (see Chapter 3). Other solutions depending on local (non-)availability of a fresh water supply are possible.

### Sewage

The terminal's sewage system is connected to the main (permanent) terminal's sewage system. The relevant tubes are located underneath the base/foundation structure (see Chapter 3). Other solutions depending on local (non-)availability of a fixed sewage system are possible.

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## 17 Other Useful Information

### Items included in Package Offer

The following items are included in the package offer and asking price (see Chapter 18) but are subject to intermediate sale by its current owner:

- 2 (two) units for Hold Baggage Screening
- 1 (one) unit for Hold Baggage Screening for Outsize Bags
- 2 (two) units for Hand Baggage Screening
- 2 (two) units Passenger Walk-Through Metal Detector Frames
- 1 (one) unit for Explosives Detection ATED (Automated Trace-Explosives Detection)
- 1 (one) Buffet and Service Station in the Cafeteria
- 1 (one) Baggage Belt unit in arrival baggage claim area (ramp and inside)
- Various lightweight chairs and tables in the Cafeteria
- Various seating groups in the two gate areas

### Video Clips

We have taken a few short video clips to demonstrate the departing passengers' way through the Modular Terminal. These video clips can be downloaded from our website at <http://www.gse.inavia.com/> :

**Clip 1 PaxWay Entrance - Check-In - Security**

IAGSE-17001 Modular Passenger Terminal V01-20170906.mp4

**Clip 2 PaxWay Security - Shop - Cafeteria**

IAGSE-17001 Modular Passenger Terminal V02-20170906.mp4

**Clip 3 PaxWay Cafeteria - Gate Access**

IAGSE-17001 Modular Passenger Terminal V03-20170906.mp4

**Clip 4 PaxWay Cafeteria**

IAGSE-17001 Modular Passenger Terminal V04-20170906.mp4

**Clip 5 PaxWay Access Gate 1 Non-Schengen / International**

IAGSE-17001 Modular Passenger Terminal V05-20170906.mp4

**Clip 6 PaxWay Access Gate 2 Schengen / Domestic**

IAGSE-17001 Modular Passenger Terminal V06-20170906.mp4

**Clip 7 Ramp View - Departure Gates 1 & 2 and Arrival**

IAGSE-17001 Modular Passenger Terminal V07-20170906.mp4

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## Disassembly & Reassembly

Having spoken to the manufacturer of this structure, and to safeguard its robustness and continued safe operation, we strongly recommend to contract and use the experience of the manufacturer's specialist staff for the disassembly at its current location and the reassembly at the new location. It may be an advantage for the new owner/operator to have experienced staff of his own organisation be present for the disassembly already.

For this reason, we have included the costs for the manufacturer's experienced staff for both the disassembly and the reassembly in the asking price (see Chapter 18).

NOT included in this asking price are the costs for technical equipment which will be required during both the disassembly and the reassembly. Such equipment will include a working platform (8m), a forklift (4t), and a crane (20t).

## Transportation

The entire modular terminal building (disassembled) including the moveable equipment as mentioned in the various chapters, but excluding all internal walls and monuments, will fit into 10 (ten) 40 ft sea containers.

The transportation costs are NOT part of this package offer. Indicative and preliminary transportation costs offers requested and received by us are as follows:

From current location to sea harbour at

Alexandria (Egypt)	approximately	EUR	41,200
Mumbai (India)	approximately	EUR	46,100

Please note that these costs are ESTIMATES.

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## 18 Basic Technical Data

<b>Manufacturer</b>	TBA
<b>Year manufactured</b>	2011 (remodelled internally in 2014)
<b>Base size</b>	30 m x 30 m (900 sqm)
<b>Height</b>	8 m
<b>Building Volume</b>	7,200 cbm
<b>Foundations</b>	Currently an uneven part of the ramp is the base for the temporary terminal building. Single foundations of steel-enforced concrete.
<b>Basic Structure</b>	Aluminium structure
<b>Sidewalls</b>	Sandwich panels between the basic aluminium structure, including doors and windows
<b>Floor</b>	Wooden boards & heavy duty sisal carpets
<b>Doors &amp; Windows</b>	Aluminium structures
<b>Passenger Capacity</b>	Hourly: approximately 400 ARR + 400 DEP
<b>Time Requirements</b>	Disassembly: estimated max. 6 working days with 12 staff Reassembly: estimated max. 8 working days with 12 staff
<b>Quantity available</b>	1 (one)
<b>Asking price</b>	Contact INAVIA <b>excluding:</b> Heating and Cooling Units (see Chapter 2) Electricity Sources (see Chapter 16) All check-in counters incl. equipment (scales, baggage belts) Internal walls and monuments Transportation Necessary technical supporting equipment (cranes, forklifts, etc.)
<b>Payment terms</b>	10% (non-refundable) at time of signing a Letter of Intent Balance before start of disassembly
<b>Transportation data</b>	Longest item: ca. 8.00 m x 0.20 m x 0.20 m Total net weight estimated at 75,000 kg Entire terminal "as-is" is estimated to fit into ten 40 ft sea containers
<b>Transportation</b>	Please see Chapter 17 for initial indicative offers received
<b>Reference</b>	<b>IAGSE 17001</b>

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