



## *Florence*

# AMERIGO VESPUCCI Airport

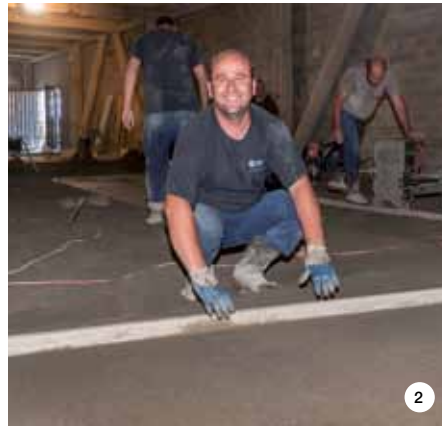
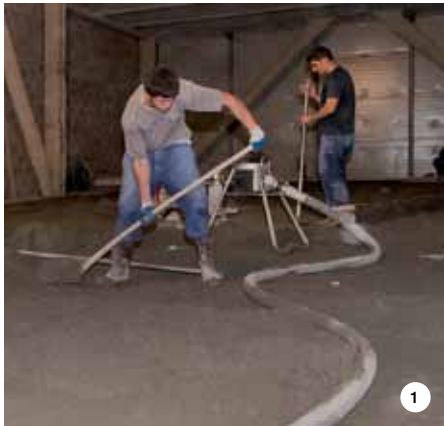
LOCATED JUST A FEW KILOMETRES FROM THE CITY CENTRE, VARIOUS AREAS OF THE AIRPORT WERE RECENTLY RENOVATED



Florence airport is used for both domestic and international flights and, in 2017, carried more than two million passengers. The airport has 40 check-in desks, 10 departure gates and a 30-m-wide runway measuring 1,750 m in length.

The airport is located to the north-west of Florence and extends over an area of around 115 hectares. The decision to transfer Amerigo Vespucci airport to its current location was taken in 1928 when it was moved from its former site at Campo di Marte, a district in the north-eastern part of Florence, where it had been operating since 1910. Work started in 1938 to build a 1,000-m asphalt runway, which was then used after the war for both domestic and international flights. Over the years, as Florence became an increasingly popular destination on the international tourism scene, the need to provide the city with an airport that could handle the number of visitors arriving from all over the world started to become a serious problem.

A redevelopment plan for the airport was approved in the 1980's, which included lengthening the runway from 1,000 m to 1,400 m. In 1990 the airport was renamed in honour



**PHOTOS 1, 2 and 3.**

Some of the phases to build the new screeds with TOPCEM: spreading and levelling the binder and power floating the surface.

**PHOTOS 4 and 5.**

Installation of large-size ceramic tiles with KERAFLEX adhesive. The joints were grouted with ULTRACOLOR PLUS and KERACOLOR FF.

of the famous navigator Amerigo Vespucci, who was born in this area, and in 1992 a new arrivals area was inaugurated, followed by a new departures area two years later.

The runway required further work between 2005 and 2006 because the landing strip was no longer suitable to withstand the weight of the more modern aircraft, which by then had become heavier. The airport management also decided to extend the strip even further to its current 1,750 m to bring the structure even more up to date. It was also the ideal occasion to refurbish the structure of the airport and, by the time work had been completed, the annual capacity of the airport had been increased to 2,200,000 passengers.

In November 2009, a project was presented to construct a new airport terminal to handle a further increase in capacity. The new arrivals hall of the terminal, designed by the London-based design studio Pascall+Watson, was inaugurated in December 2011 and then completed in the summer of 2012.

### FAST AND LONG-LASTING INTERVENTIONS: MAPEI'S PROPOSAL

Last year, during an intervention to change the layout of the areas used by passengers and to build new offices inside Hangar S52 and a check-in module, the contractor awarded the tender to install around 2,000 m<sup>2</sup> of ceramic tiles decided to contact Mapei Technical Services and request their assistance on site. After a series of site surveys and meetings with the contractor and installation team, various needs and problems came up that needed to be tackled: it was necessary to form a strong, resistant substrate and to be able to rely on installation products that were both rapid and of high quality so that the work could be completed and handed over as quickly as possible to meet the tight deadline set by the client. Mapei Technical Services fully understood the problem and proposed an installation system consisting of TOPCEM binder and KERAFLEX adhesive for the tiles.

New screeds from 4 to 8 cm thick were formed with TOPCEM special hydraulic binder, which is used to make normal-setting, fast drying (4 days), controlled-shrinkage screeds.

Thanks to the professionalism of the installation team and the quality of the products, once the screed was cured and dry, it was ready for the next stage of the intervention without having to do any further work to level off the installation bed.

To install large-size tiles in the various areas where the work was being carried out, it was recommended to use KERAF-



LEX high performance cementitious adhesive with extended open time and no vertical slip.

KERAFLEX has excellent workability, adheres perfectly to all types of building materials and hardens without any appreciable shrinkage.

To grout the tile joints it was recommended to use KERACOLOR FF cementitious mortar, ideal for joints up to 6 mm wide, along with ULTRACOLOR PLUS high-performance, anti-efflorescence, polymer-modified mortar, which is used for joints between 2 and 20 mm wide.





## IN THE SPOTLIGHT

### KERAFLEX

It is an improved, slip resistant, cementitious adhesive with extended open time, classified as C2TE according to EN 12004 standard. It is used for interior and exterior bonding of ceramic tiles, stone and mosaics of every type on floors, walls and ceilings. It is also suitable for spot bonding of insulating materials.



## TECHNICAL DATA

**Amerigo Vespucci international airport**, Florence (Italy)

**Year of construction:** 1930; last renovation: 2006

**Year of the intervention:** 2017

**Intervention by Mapei:** supplying products for preparing substrates and installing ceramic tiles in the check-in area

**Design:** Studio Amati Architetti; Dicecca Ingegneria, Paolo De Santo

**Client:** Toscana Aeroporti SpA

**Works direction:** Alessandro Panattoni, Ingeco Srl

**Main contractor:** ITAF Srl

**Installation company:** Bi.Esse Massetti Srl

**Mapei distributor:** Spagnesi Srl

**Photos:** Sergio Fortuna

**Mapei coordinator:** Massimo Lombardi, Roberto Aiazzi, Mapei SpA (Italy)

## MAPEI PRODUCTS

Building screeds: Topcem

Installing ceramic tiles: Keraflex

Grouting joints: Keracolor FF, Ultracolor Plus

For further information on products see [www.mapei.com](http://www.mapei.com)