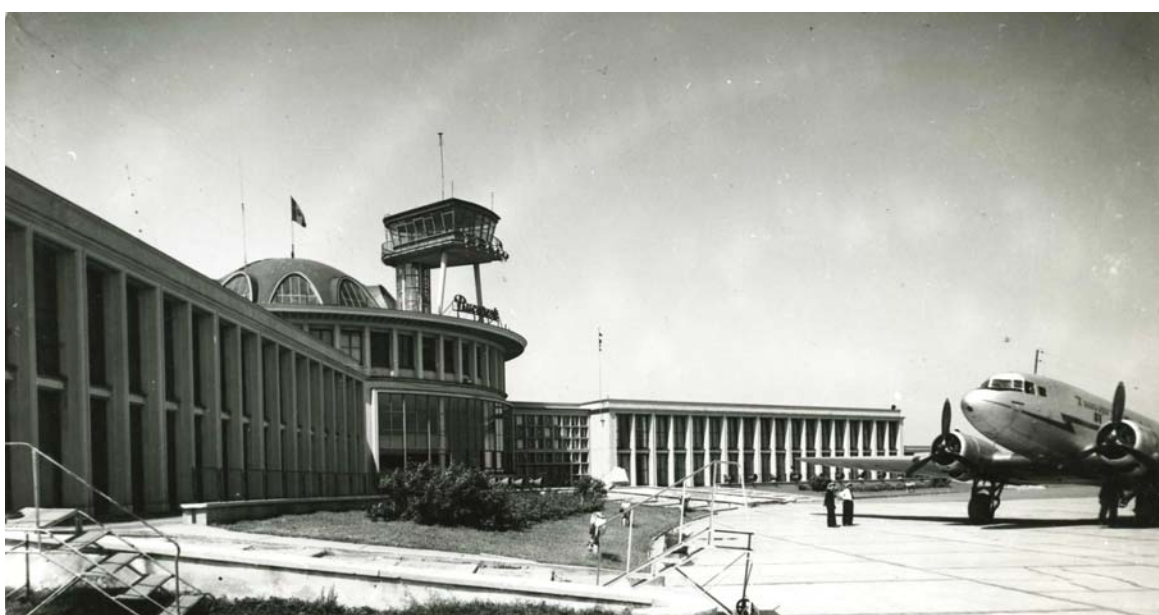


Minimum Documentation Fiche 2003

composed by national/regional working party of:



0.1 Picture of building/site
depicted item: "Aurel Vlaicu" Bucharest-Baneasa Airport
source: **Archives of the Architects' Union of Romania**
date: post 1952 (c)

1. Identity of building/group of buildings/urban scheme/landscape/garden

1.1 current name of building	"Aurel Vlaicu" Bucharest-Baneasa Airport
1.2 variant or former name	Baneasa Air-Station/airfield
1.3 number & name of street	No. 40 - 44, Bucharest - Ploiesti highway
1.4 town	Bucharest, Sector 1
1.5 province/state	Bucharest city
1.6 zip code	013695
1.7 country	Romania
1.8 national grid reference	
1.9 classification/typology	TRC
1.10 protection status & date	A – national importance, Registered in the National List of Historic Monuments in Romania, Bucharest Municipality, 2011.

2 History of building

- 2.1 original brief/purpose The construction of a new airport and a new air-station at Baneasa, replacing those destroyed by the bombardments of 1944.
- 2.2 dates: commission/completion 1947 – public architectural competition
1948 – start of site work
1952 – inauguration
- 2.3 architectural and other designers Cleopatra Alifanti, Mircea Alifanti, Nicolae Badescu, Ascanio Damian, T. Iconomu, Pompiliu Macovei, Al. Serbanescu
- 2.4 others associated with building RSAT Air Company (Romanian Soviet Air Transports) set up on 8 August, 1945; later changed to TAROM (Romanian Air Transports), in 1954.
- 2.5 significant alterations with dates Repairs/renovation/modernization (repeated works); 2006 – 2007 (c), 2008 (c); Covering or partial replacement of the initial finishing; modifications of the interior compartments; the portico of the main access was closed by a metallic structure, forming two glazed vestibules (separated for departures and arrivals).
- 2.6 current use The airport, used in the last years for the low-cost flights, was closed on 25 March 2012 (e) for modernization works, and also due to the discomfort of the citizens.
- 2.7 current condition Good.

3 Description

- 3.1 general description The airport occupies a surface of 3,300 sq.m. on ground level and has a gross floor area of 12,000 sq.m. The main volume develops mostly horizontally, being dominated by the dome of the central building and by the vertical accent of the control tower. The spatial-functional design of the building which symbolically resembles a plane propeller consists in a central circular hall and three wings which are disposed in a radial structure. They clearly separate three distinct access areas: the access of the public on the west side, the access of the personnel to the south-east and the access to the flight strip to the north-west. The central hall, three levels high, is surrounded by the circular crowns of the booking offices (on the ground floor), of the gallery access and of the offices (on the other floors). The three radial buildings, organized according to a longitudinal double traffic

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system, include spaces which are used both by the personnel and the public (a restaurant, an official salon, a waiting hall and a hotel). As a whole, the radial composition is symmetrical in comparison with the geometrical center of the circular hall and the façades adopt a synthetic stylistic formula between modernism and a stylized classicism.

The interiors of the public spaces are conceived in the same synthetic spirit of a modern classicism, which is still perceptible, in spite of the successive transformations and the replacement of the finishing.

3.2 construction

The structure of the building is made of reinforced concrete frames and brick walls while the floors are made of reinforced concrete and, partially, of "Pfeiffer" bricks. The dome of the central building consists in a double shell: on the interior – a glazed surface, supported by 36 parabolic arches of reinforced concrete and on the exterior – a light structure covered with copper sheet with 12 parabolic skylights.

3.3 context

Baneasa Airport is situated in the northern periphery of the capital city on an open-space area located between Baneasa Forest and a residential area. At the end of the 19th century, this area started to be associated with recreational and sports activities (hippodrome, track cycling, care racing, airfield for airplanes and air shows) but also with scientific research activities (in the field of agriculture and meteorology).

4 Evaluation

4.1 technical

Beginning with the design, the airport building was equipped, by international standards, with specific traffic control equipments (control tower, Aproch, Flight Control Center), telecommunications, meteorological and radar services as well as an advanced climate control system (air curtain at the public access from the exterior, air-conditioning system in the central hall).

The covering of the main building with a double dome sustained by parabolic arches is singular for the civil architecture in Romania in the first decade after the Second World

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- War. The same can be said about the parabolic arches situated at the base of the dome whose purpose is to prevent glare in the night, which could have interfered with optical signaling.
- 4.2 social
As a first important investment in postwar Romania, Baneasa Air Station has an emblematic value for the ethos of the reconstruction, for the wish to resume the modernization process of the Romanian society.
- 4.3 cultural & aesthetic
The building distinguishes itself by the congruence between the symbolic form (the plane propeller) and the spatial-volumetric composition, by the original stylistic synthesis between modernism and a refined classicism, by the elegance of the interior and, at an urban scale, by being a major reference point in the access area to Bucharest city.
- 4.4 historical
The spatial-functional design of the airport, in the shape of a propeller with three blades, might have been influenced by professor Bruno Bolis' paper, *Edifici per I transporti* (1947). The building follows the line of the official classicizing architecture which characterizes the period of the 1930 – 1940 throughout the world.
- 4.5 general assessment
The adopted stylistic expression, a sober and elegant modern classicism, reminds of the style of Auguste Perret or, in Romania, of Duiliu Marcu and, at the same time, is far from the conservative classicism specific for Stalin's epoch in the whole socialist block. However, Baneasa Air-Station is unique in the epoch, on both a national and international level, through the unexpected association between the composition of a classical style and the modern accents represented by the complementary forms of the dome and the control tower.

5 Documentation

5.1 principal references

- IONESCU, Grigore, "*Architectura în Romania – perioada anilor 1944 -1969*", Bucuresti, Publishing House of the Academy of Socialist Republic of Romania, 1969
- GIURESCU, Constantin C., "*Istoria Bucurestilor*", Bucuresti, Sport-Tourism Publishing House, 1979.
- PARUSI, Gheorghe, "*Cronologia Bucurestilor (20 septembrie 1459 – 31*

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decembrie 1989: zilele, faptele, oamenii Capitalei de-a lungul a 530 de ani”, Bucuresti, Compania, 2007.

- The official site of TAROM company – <http://www.tarom.ro/despre-noi/compania-tarom/istoric/>

- Dan Hadarca Archives (researcher of the history of the Romanian Aviation), Bucharest

- Journal of the Superior Technical Council of Ministry of Public Works and Communications No. 31 of 8 July 1948

- Design for repairs and decoration, “Proiect Bucuresti”, Institute, 1963 (Archives of Town Hall of Bucharest Municipality)

- “Layout of land and of airport buildings’, scale 1:2500 (1930) – Dan Hadarca Archives, Bucharest

- Initial design drawings, scale 1:100 (1948)

- Dan Hadarca Archives, Bucharest

- Layout of Baneasa Enterprise for Repairs of Airplane Engines, scale 1:1000, 1966, Dan Hadarca Archives, Bucharest

- Old photos – Dan Hadarca Archives, Bucharest, Archives of the Architects’ Union of Romania

Mihaela Criticos, 2012.

5.2 visual material attached

5.3 rapporteur/date

6 Fiche report examination by ISC/R

name of examining ISC member:

date of examination:

approval:

working party/ref. n°:

NAI ref. n°:

comments:

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