ABSTRACT

Barcelona’s Airport occupy an strategic position in Europe, being in the centre of the Mediterranean Area. The Airport is located in “el Delta de Llobregat” where exists the main concentration of infrastructure in Spain with Harbour, Airport and Logistic Area.

The airport has posibilities of developing as a hub in the european airport net. If new infrastructures are built, the airport could achieve the capacity of 40 million s of passengers every year, and at the same time could offer services no related to the airport activity such as hotels, conventions centers. All these activities would be placed in the Airpot City. In that way, the development of airport activities, no directly related with the airport activity could be an important source of income for the airport.

In order to achieve an Airport capacity of 40 million of passengers per year, it would be necessary to amplify the airport’s airside. This would be possible thanks to the construction of a third track and a new terminal area between tracks, which would absorb the 70 % of the passenger’s traffic.

In order to reach this aim, is absolutely necessary to improve the accesibility to Barcelona’s Airport. Another feature to improve is the intermodality, which is nowadays very deficient. The Airport’s Director Plan has defined some measures in order to strengthen the use of Public Transport, which is absolutely necessary to integrate underground station into Airport’s Terminal Area.

To amplify Barcelona’s hinterland to the group of cities C-6, is important to consider a stop of the High Speed Train in the Airport. Nevertheless, the High Speed Train will stop in the Interchance Station of El Prat de Llobregat connecting with the Airport with a direct service. The station of this service in the Airport will have good connection in terms of accesibility with the Terminal Area, with competitive transport timing.

It is important to emphasize the construction of the line 9 in Barcelona’s Underground, that would increase the offer of this service to the habitants of Barcelona, Santa Coloma and Badalona. Moreover, the change of the regional trail rail from the lines C1 to C4 would increase the number of people which are served by this line.

The road’s net would suffer plenty of modifications such as the deviation of C-246 road to the east. This road would give an independent acces between Terminal Areas, at the same time as would possinbly enlargement of the Airport’s Service Zone.

In terms of mobility, in “el Pla Director d’Infrastructures en Transport Public Col.lectiu 2001-2010” there are the gide lines for giving better services to the Airport’s Public Transport. The construction of the line Sant Boi-Castelldefels-Sarrià would give rail trail service to the cities of Gavà and Viladecans.

All the measures relationed with the expansion of Barcelona’s Airport will have an affection to the natural sources and the cities next to the Airport. Particulary, the ZEPA will be seriously affected by the construction of the third track. Moreover, there will be acustics impacts in the areas linking to the Airport, with a mayor affectionation over Gavà Mar.

In conclusion, the Enlargement of Barcelona’s Airport will allow to dispose of all the infrastructures needed to develop the Barcelona’s Airport as an International hub, at the same time that will amplify its area of influence. This will convert the Airport as an important factor for catalan’s economy. The Airport will have an efficient service in Public Transport, improving intermodality with considerable impacts over the natural enviroment.