

## **The Catalan airports, aerodromes and heliports Plan 2009-2015**

- **Includes total investment of 1,582 million euros across the entire airports and aerodromes network**, both those belonging to the Generalitat and those belonging to AENA
- **Covers Girona, Reus, Sabadell and Barcelona airports**, in anticipation of statutory changes, and sets out strategies for these infrastructures
- **Promotes development of four new commercial airports**: Lleida-Alguaire, Pirineus-Andorra, Terres de l'Ebre and a corporate/business airport, plus the roll out of a network of aerodromes making, in total, **11 new facilities**
- **Setting up of investment and operating subsidies fund** to develop new aerodromes and improve existing ones
- **Regulating the network of public, public service and emergency heliports**
- **Provides for new Airports and Heliports Law and the Aeroports Públics de Catalunya company**, intended to strengthen the Government's organisational structure for the management of its new competences
- **Includes an environmental sustainability report for the first time in an airports sector plan** to ensure that airports are properly developed in terms of integrating them into the landscape and minimising their environmental impacts

### **Main new features of the Plan**

In accordance with the Government's desire to obtain the maximum consensus, the Plan which has been approved has been subject to a broad participative process involving Government bodies, town halls, entities and private citizens, who have made a total of 289 contributions.

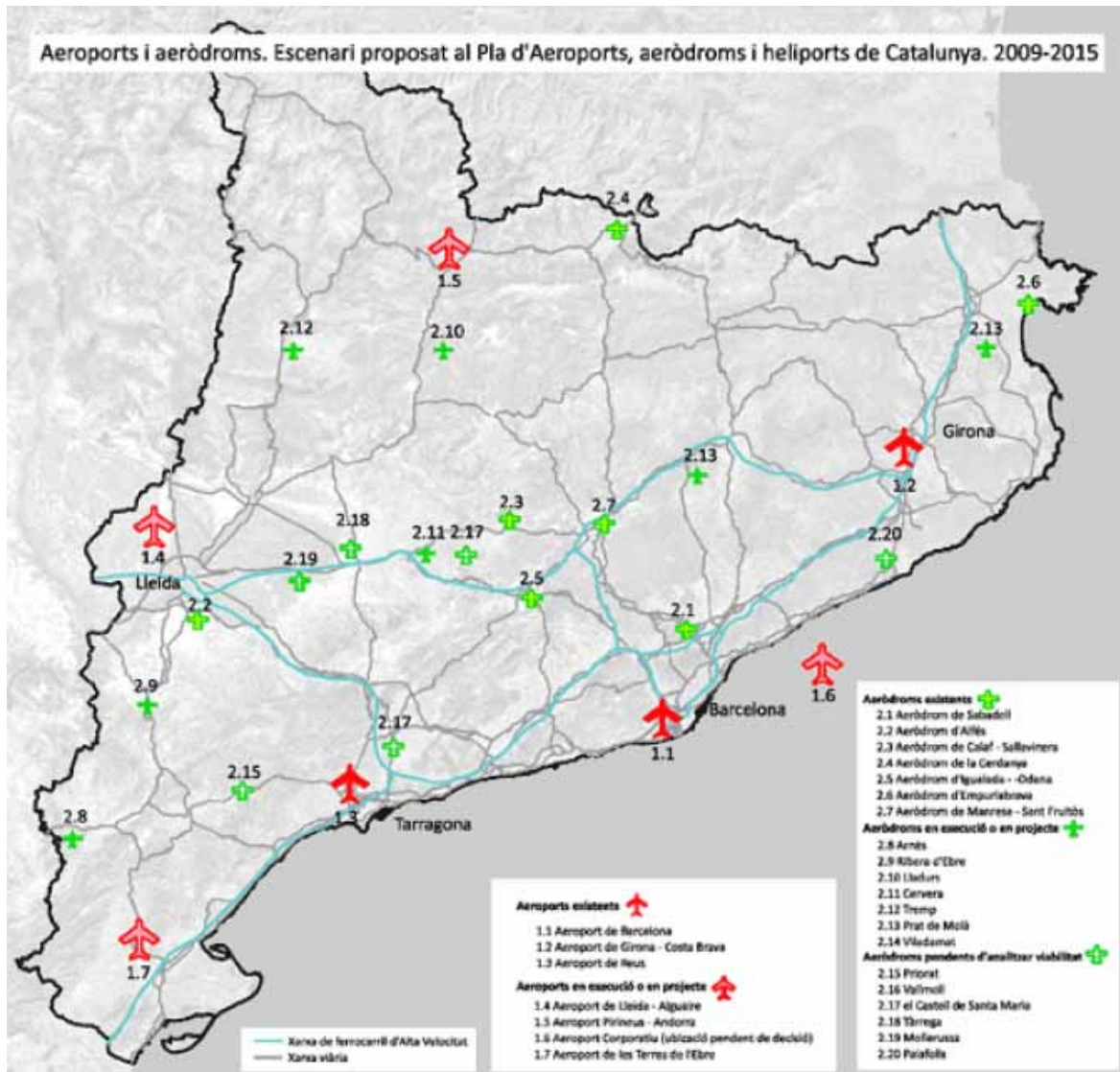
A series of modifications have therefore been made to the original draft document that was published, based on the proposals received during this period:



- **Protecting the environment:** to ensure that the Plan is a reference document for compliance with environmental regulations, it includes a report containing a range of measures concerning the environmental impact of airport infrastructures.
- **Updating the Plan to reflect the current situation:** It was decided to update sector and contextual information in response to changes that have taken place in the air transport sector between the time of the public information process and the approval of the Plan.
- **New aerodromes and heliports:** new aerodrome and heliport facilities whose viability will be studied during the period that the Plan is in force have been included in response to information and proposals from the public:
  - **Aerodromes** in el Priorat, Vallmoll, Castell de Santa Maria, Tàrrega, Mollerussa and Palafolls
  - **Heliports** in Masquefa, Ametlla de Mar, Solsona, la Granadella, Bàscara, Mataró, Móra d'Ebre, Vic.
- **Altiport:** this is a mountain infrastructure designed for general aviation, mainly for tourism and the emergency services, which the Plan provides for on an experimental basis, to be built in a location yet to be determined. This type of infrastructure is common in high mountain areas such as the Alps, and is notable for having a slightly sloping runway and being able to operate even in snowy conditions.
- **Opening of la Seu airport:** the possibility of reopening la Seu airport to traffic is considered.

## The airports network: present and future

Catalonia currently has a dozen airports and aerodromes, counting those managed by AENA and those belonging to the Generalitat. The new airports Plan considers, in addition to improvements to these existing infrastructures, the construction of 11 new airports and aerodromes.





The new Plan classifies facilities under new and existing commercial airports, and new and existing general, recreational and auxiliary aerodromes.

Airport	
<b>Existing commercial airports</b>	Barcelona Girona
<b>New commercial airports</b>	Reus Lleida-Alguaire Pirineus-Andorra (La Seu d'Urgell) Nuevo aeropuerto corporativo-empresarial Terres de l'Ebre
<b>Existing general and recreational aerodromes</b>	Sabadell Igualada-Òdena Cerdanya Empuriabrava Calaf-Sallavinera Sant Fruitos del Bages Alfés
<b>News general, recreacional and auxiliary aerodromes</b>	Lladurs Cervera Tremp Arnes Ribera d'Ebre Prat de Mojà Viladamat

## Strategies of the Plan

The design of this network will enable it to meet the demands raised by the major trends in the air transport sector in coming years, based on the following factors:

- **Continuing growth of passenger transport**, based on alliances between airline companies and on low-cost airlines that prefer to use regional airports.
- **Entry of new operators** specialising in long haul flights.
- **Development of new market opportunities**, such as corporate/company flights and business flying.
- **Strong growth in freight transport** by air, especially high added value products.

The airports Plan sets qualitative strategies for each facility.



- **Intercontinental flights:** backing development of long haul flights from Barcelona airport.
- **Low cost and charter flights:** it is planned that these will operate from all the network's airports, but will continue to represent a particular opportunity for Girona and Reus airports to specialise in this area.

For Lleida-Alguaire, low cost airlines will become a useful choice for developing passenger transport. Operators of charter flights, specially organised to reach destinations away from scheduled routes, in particular for tourism, could find that Girona, Reus and Lleida-Alguaire airports provide a useful complement to Barcelona airport.

- **Freight:** development in this sector will focus initially on Barcelona airport, given its importance as a hub for long haul flights. However, the Plan also considers the possibility of Reus and Lleida attracting some freight operators.
- **Corporate and business aviation:** at present this involves the commercial airports at Barcelona, Girona, Reus and Sabadell. The creation of new infrastructures and, in particular, the construction of the new corporate-business airport will make it possible to seek a new balance in the distribution of this activity.

## The airports Plan: the future of each infrastructure

### Existing commercial airports

The Plan takes into account the existence of the three large commercial airports at Barcelona, Girona and Reus which already have a Master Plan which is being implemented.

- **Barcelona airport:** the ninth largest in Europe, with a volume of 30.2 million passengers recorded for 2008. The main priority of the Plan is to consolidate Barcelona as an airport with long haul connections, taking advantage of the new terminal, which will raise potential capacity to 70 million passengers a year. Freight transport will also be promoted with the development of the airport city.
- **Girona airport:** a clear example of a European airport specialising in low cost flights. The Master Plan approved by AENA envisages passenger numbers rising to 10 million per year by 2015, thanks to the enlargement of the airfield and the construction of new runways.



- **Reus airport:** the plan for this airport is to make it an international infrastructure and for passenger numbers to reach 7 million by 2020, as against 1.3 million in 2008, taking advantage of the great potential provided by its geographical position, the strength of the tourist industry in the counties of Tarragona, the industrial area around Tarragona, and the proximity of the Barcelona metropolitan area.

## **New commercial airports**

Apart from these three major commercial airports, the Plan supports the construction of three additional airport infrastructures:

### **Lleida-Alguaire**

This is the first commercial airport to be promoted by the Government of Catalonia and is already under construction. It will become operative in the second half of 2009 and is expected, in the long term, to handle scheduled point to point flights in Europe and unscheduled charter flights, with a target of about 400,000 or 500,000 passengers per year.

Regarding air freight, the Plan envisages taking advantage of the synergy between the research, logistics and industrial facilities which could be located in the area around the airport. It is proposed that the Government of Catalonia should own the site but that it should be managed by private initiative.

### **Pirineus-Andorra airport**

The Seu d'Urgell general aviation aerodrome is in the municipality of Montferrer and is not being used at present. The Government plans to carry out a programme of modernisation over the next few months, which will make it possible to reopen this airport in the near future. This will involve a first stage of refurbishing the present infrastructure, including both the airfield and ground facilities, so that the airport can become operative initially as an aerodrome for general and corporate aviation.

This airport is intended to serve l'Alt Urgell, la Cerdanya and Andorra, and will be closely linked to mountain tourism. The special town planning Plan has been approved and it is expected that the Master Plan for the airport, which details the medium and long term measures to be taken, will begin to be implemented in the next few months.

### **Terres de l'Ebre**

This new airport will be located between Tortosa and Amposta. Its main purpose will be to link the south of Catalonia with other parts of the country by charter flights and air taxi, and provide support for the public health and fire services.



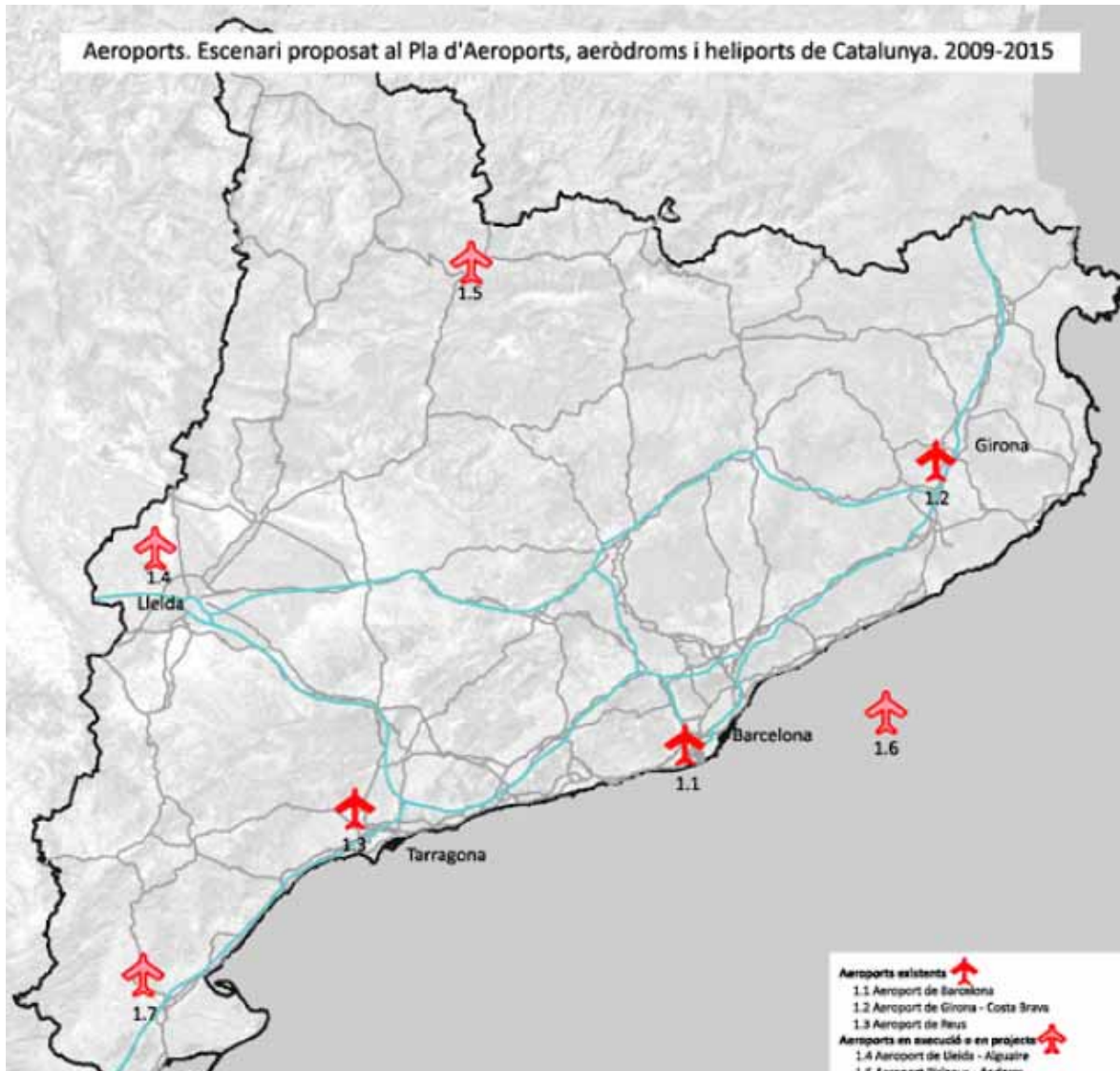
At present the project is in the planning and approval stage. This will include the Master Plan and a financial viability study, which will allow the facility's management model to be defined and determine the level of public and private participation.

### **Corporate-business airport**

This is intended to serve general and business aviation. Its location would need to be near the Barcelona metropolitan area. The introduction of this infrastructure would relieve the growing pressure from corporate and recreational aviation on Barcelona and Sabadell airports.

Among other requirements this location would need to be near Barcelona, have good road and rail links, and scope for expansion by having land around the site for business and complementary activities.

Although the airports Plan does not assign a location to the new airport, it does establish that the choice of site will be determined by a process of public bidding, open to those local councils that are interested. When the location has been decided, work will begin on drawing up the Master Plan.



## Existing aerodromes for general and recreational aviation

Measures focus on two areas: regularising management, especially of those which are publicly owned, and completing the investment to which the Government is committed.

In the area of management the aim is to bring it more closely in line with the model proposed for the new airports. Regarding investment, apart from the amounts committed by the Government of Catalonia, managers will also be able to benefit from the fund to promote airport development in order to improve facilities.

At present there are seven aerodromes: Sabadell, Igualada-Òdena, la Cerdanya, Empuriabrava, Calaf-Sallavinera, Sant Fruitós de Bages and Alfés. Taking the relevant Master Plans into account, there are different proposals for improving infrastructures and facilities at these airports.



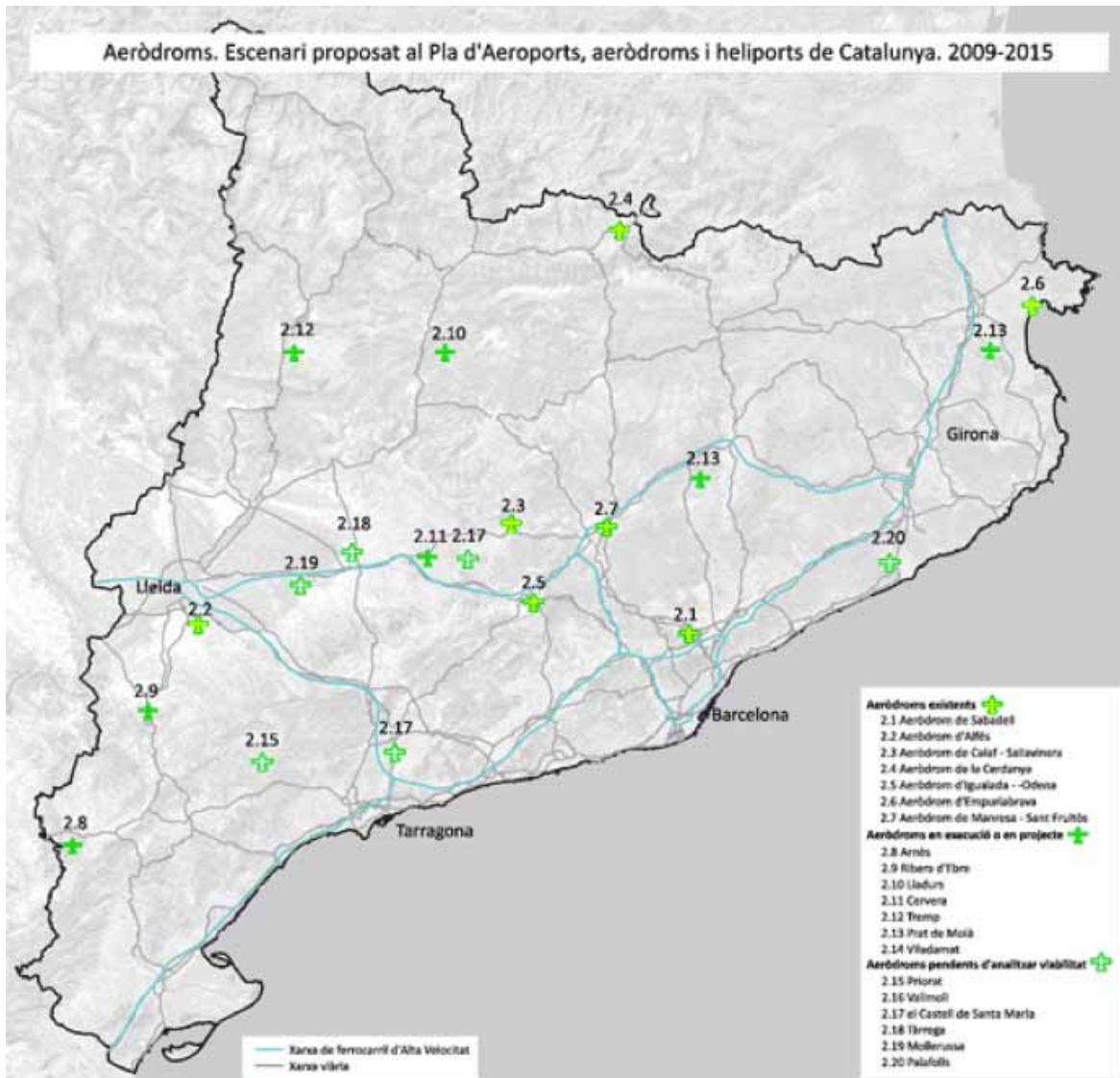
In the case of Sabadell, the most important functions are general aviation and the school of recreational aviation. It is subject to a Master Plan for development up to 2015, in accordance with which work on improvements has already begun. At present it is classified as an airport of general interest and, according to the Catalan Constitution, it would have to be declassified to be transferred to Government of Catalonia control. At that time it will become part of the general aviation section of the Catalan airport network.

### **New aerodromes for general and recreational aviation and auxiliary aerodromes**

The airports Plan envisages 7 new aerodromes. At present their Master Plans are being drawn up and they have definite locations: Lladurs, Cervera, Tremp, Arnes, Ribera d'Ebre, Prat de Moià, Viladamat. The Master Plans for these new aerodromes envisage a total investment of over 25.68 million euros.

The Plan also provides for the analysis of a number of locations in which studies will be made of the viability of creating aerodromes. The viability analysis will be carried out during the period covered by the Plan. The locations to be studied are el Priorat, Vallmoll, el Castell de Santa Maria, Tàrrega, Mollerussa and Palafolls.

In addition, the Plan envisages the development of an altiport in the Pyrenees on an experimental basis. This is an infrastructure designed for mountain areas, used widely in Europe and America and designed for general aviation. It is characterised by its short runway and pronounced slope.



## An investment of 1,586 million euros

Investment in airports and aerodromes by the Government of Catalonia and AENA totals 1,586 million euros.

### Airports currently belonging to the Government of Catalonia

Proposed investment in the Master Plans for airports and aerodromes which are the Government of Catalonia's responsibility totals 394.22 million euros. Of this total 331.85 million euros (84%) correspond to commercial airports, 23.12 million euros (6%) to the roll-out of the network of general aviation, recreational and auxiliary aerodromes, and the remaining 10% to the improvement and enlargement of existing aerodromes.



Airport		Budget of €	millions
<b>Commercial airports</b>	Corporate-business airport		95,75
	Pirineus-Andorra		112,87
	Terres de l'Ebre		27,23
	Lleida-Alguaire		96,00
	<b>Total</b>		<b>331,85</b>
<b>Existing general and recreacional aerodromes</b>	Igualada-Òdena		34,14
	Cerdanya		-
	Empuriabrava		-
	Calaf-Sallavinera		4,97
	Sant Fruitos del Bages		-
	Alfés		0,24
<b>Total</b>		<b>39,35</b>	
<b>New general, recreacional and auxiliary aerodromes</b>	Lladurs		3,07
	Cervera		3,26
	Tremp		4,21
	Arnes		3,54
	Ribera d'Ebre		3,92
	Prat de Mojà		2,56
	Viladamat		2,56
<b>Total</b>		<b>23,12</b>	

### **Airports currently controlled by AENA**

According to the Master Plans, projected investment by AENA in large commercial airports and the aerodrome at Sabadell totals 1,191.7 million euros.

AIRPORTS	TOTAL (2007-2010) millions OF €
Barcelona	976,2
Girona	73,0
Reus	118,1
Sabadell	24,4
<b>TOTAL</b>	<b>1.191,7</b>

### **Fund to support promotion and operation**

In view of the number of new facilities envisaged and the measures which will be taken to improve existing airports and aerodromes, the Government of Catalonia will consider setting up a fund to support their development.

This fund will make it possible to partially finance investment in the construction or improvement of aerodromes and both public and private promoters will be able to benefit from it. To guarantee the complete roll-out of aerodromes which has been planned, it is calculated that the Government would need to provide a fund of 62.47 million euros.

A study will also be made of the advisability of providing an operating fund to help cover normal operating costs, if the general interest of an airport makes this desirable. This fund will guarantee the viability of the facility and its proper maintenance under the supervision of a local manager.

To guarantee the maintenance of the infrastructures which have been built, this fund would need to be available from 2012, once the network of aerodromes has been completed. The annual budget will be between 160,000 and 200,000 euros.

### **The Plan and heliports 2009-2015**

This Plan also includes guidelines for heliports. Catalonia currently has a fleet of about 80 helicopters operated by 18 entities, including institutional bodies, and 82 heliport infrastructures.

However, it is expected that by 2012 over 100 helicopters will be based in Catalonia. 70% will be used for social purposes - fires, hospital evacuation, etc. - and the remaining 30% will be used for tourism and industry.

This trend is partly a result of technical improvements to helicopters which have seen the scope for their use increase considerably. The likelihood of future development thus calls for suitable infrastructures.

Currently the Barcelona metropolitan area accounts for 50%-60% of helicopter use, the Sabadell aerodrome being the main base. The 16 Government facilities related to mountain rescue and healthcare emergencies are concentrated in the Pyrenees. Elsewhere in Catalonia they are used for agricultural operations in Delta de l'Ebre, traffic control and on the Casablanca oil rig.

For heliports the Plan sets out the following objectives:

- To define a network model.
- To promote new heliports for open access, public and emergency services.
- To incorporate the helicopter as another element in the transport system.
- To strengthen the position of the Catalan Government in promoting and regulating heliports.

## **Proposal for new regulation of heliport network**

The Plan proposes that the heliport network should be structured on four levels:

- **Open access network:** public or private infrastructures open to all operators on payment of the relevant tariff. This level is divided into two types of facility:
  - **Basic network:** consisting of heliports for use by the public. New heliports will be promoted in this category, if required, to meet demand for public services, passenger transport, tourism, or aerial work.
  - **Complementary network:** small infrastructures to guarantee access for public and private operators to some tourism centres and other services such as industrial estates or ports. To develop this network some private landing areas for helicopters will be refurbished and other new public and private facilities built.
- **Public service network:** the network of heliports for hospitals, the fire service and the Mossos d'Esquadra will be completed.
- **Emergency and evacuation network:** this will be implemented in cooperation with the Civil Protection organisations operating in Catalonia.
- **Network for private use:** new facilities may be authorised.

