

MADRID BARAJAS INTERNATIONAL AIRPORT

New Airport Terminal



OWNER

AENA (SPANISH AIRPORT
AUTHORITY)

OWNER'S REPRESENTATIVE

BLAS ZAMORANO
DIRECTOR TECHNICAL SYSTEMS

BNP PROJECT MANAGER

DAMIEN S. BREIER

LOCATION

MADRID, SPAIN

COMPLETION DATE

2004

CONTRACT AMOUNT

US \$250 Million

REFERENCE

AENA
JEFE DIVISION SISTEMAS
TECNOLOGIAS
PLAN BARAJAS - EDIFICIO SENASA
AVADA DE LA HISPANIDAD 12
MADRID 28042
PHONE: 39-913-211-070

SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

RELEVANCE

NEW AUTOMATED BAGGAGE
HANDLING SYSTEM INCLUDING
100% HOLD BAGGAGE SCREENING
AND HIGH SPEED SYSTEM
TECHNOLOGY

In 1997 BNP was retained by Aeropuertos Espanoles y Navegacion Aerea (AENA) to provide baggage handling system consulting services for the New Airport Terminal Project at Aeropuerto de Madrid – Barajas which was being planned through a consortium of architectural firms including Richard Rodgers of London, England. BNP's services include Concept Design, Schematic Design, Design Development, Contract Document production and Construction Administration. BNP was tasked with project staffing at the architects offices for design coordination of a complex transfer bag system, an early bag storage system, conventional tilt tray sortation system and establishing the spatial requirements with the architect/engineer.

The system includes a high-speed tray system, which transports originating bags from the terminal to a remote satellite, and transports transfer bags between the terminal and satellite. The tray system can sort bags to their final make-up carousel destination as well as direct bags to the early bag storage system. In addition to the tray system, there are multiple tilt tray sorters in both the terminal and satellite also providing sortation to the make-up carousels. Both the terminal and satellite are equipped with crossover conveyor systems which bring a high degree of redundancy into the tilt tray and high-speed tray configuration. The claim hall consists of a multiplicity of claim devices, which are fed direct from either the terminal or the satellite (via high speed conveyors).

- Operational start date – 2004
- New automated Baggage Handling System including 100% HBS
- High Speed and Conventional Systems
- High speed belt feed conveyors to claim from remote satellite
- 172 check-in positions
- Outbound throughput capacity – 12,300 bags/hour
- 89 km of conveying system length



PROJECT BRIEF