

About Brisbane Airport: Brisbane Airport is the third largest airport in Australia on passenger numbers and operates 24 hours a day, seven days a week. It is Australia's largest capital city airport (by land size) and has two major terminals providing services to 27 airlines flying to 43 national and 29 international destinations. In 2011/12 FY Brisbane Airport welcomed more than 21 million passengers through its facilities.

DELAYS AT BRISBANE AIRPORT

THE FACTS



BACKGROUND

- Consistent growth in air travel, primarily domestic flights and unprecedented resource industry activity has driven flight delays at Brisbane Airport.
- Delays are mainly occurring in peak periods. Morning peak is typically between 7am and 9:30am, while the evening peak period is between 5pm and 8pm on weekdays.
- Over the last 12 months flights have increased by up to 80 movements per day, averaging up to 700 flights per week day.
- Recently Brisbane Airport has been operating all flights on its one Main Runway. The smaller Cross-Runway closed temporarily to allow for New Parallel Runway early works.
- During the Cross Runway closure, on weekdays, Brisbane Airport was the second busiest single runway airport (operating public airline flights) in the world after London, Gatwick.
- All major Australian airports are experiencing significant growth, to the extent that by 2030, national air passenger numbers are expected to be double the current figure.

CAUSES

- The main cause of delays is the high level of demand for aircraft to land or take off at Brisbane during peak times.
- The recent growth in demand has been driven by unprecedented activity in regional flights, domestic airlines increasing the number of flights available and strong population growth.
- Other factors also contribute to delays at Brisbane, including:
 - *Cumulative delays across a national system* - delays can build up through the day across the national airport network. For example, where an aircraft departs late in the morning, a knock-on effect can occur that impact many later flights across multiple airports, resulting in airline schedule delays.
 - *Weather conditions* - delays also occur due to weather conditions, either around Brisbane or at other airports.

For further information:

- Visit www.bne.com.au
- Email info@bne.com.au

- *Requests for urgent landings or take-offs for emergency services*-medical flights have priority over all traffic and this can result in standard services being delayed. For example, the Royal Flying Doctor Service regularly operates up to 30 flights per day at Brisbane Airport, which all currently take off and land on the Main Runway.
- *Diversion of flights from other airports to Brisbane* – such as services to regional airports being directed to Brisbane in bad weather.

CLOSURE OF THE CROSS RUNWAY

- The closure of the Cross-Runway was essential to allow critical utility works for the New Parallel Runway (NPR).
- The closure was completed early in the NPR construction schedule to ensure the Cross-Runway can be reopened and operational while the rest of the NPR is built.
- The smaller Cross-Runway can only cater for a small percentage of all flights as it
 - cannot handle larger aircraft due to size and weight limitation
 - has very limited use at night
 - can only be used when weather conditions allow.

MANAGING AIR TRAFFIC AND DELAYS

- Air Traffic is managed by Airservices Australia. Safety will always be its first priority.
- Brisbane Airport Corporation (BAC) is working with airlines and Airservices Australia to minimise delays.
- Short and long term actions are in place to minimise delays.

Short terms actions include:

- The implementation of a *Runway Demand Management Scheme* (RDMS).
 - This scheme allocates set time slots to airlines to be used for take-off or landing.
 - The RDMS aims to spread out the demand currently experienced in peak times.
 - However, when bad weather, national delays, emergency requests and diversions occur, they can impact the schedule.
 - The RDMS has been in use for a short period and continues to be refined.
 - For further information visit our website:
<http://www.bne.com.au/corporate/airlines-aviation/runway-demand-management-scheme>
- Airservices Australia has recently implemented an air traffic flow management tool called 'Metron', which monitors the national flight network and adjusts departure times or flight plans to minimise airborne delays. This has already significantly reduced airborne delay times.
- Re-opening of the Cross-Runway.

Brisbane's long term plan for managing increasing demand is the construction of a New Parallel Runway.

- The first phase of construction is underway. This phase includes clearing, construction of access roads, significant drainage works and modifications to the Cross-Runway system that required its closure.
- Given the soft soil conditions around the airport, the new runway site will need to go through a lengthy process of ground surcharge and settlement prior to the new runway pavement and airfield being constructed. This process ensures the site is stable for the long term performance of the new runway. All developed areas within the 2700 hectare airport site have required ground stabilisation. The new runway will be operational in 2020.

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