

A travel description of the Brisbane Airport Domestic Terminal Precinct

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Brisbane Airport is located approximately 18 kilometres to the north-east of the C.B.D. Like the rail line, access by road is from the west. However, in its final approach to the main building, the roadway takes a wide sweeping curve to the right, passing through 180 degrees, to approach the main building from its eastern end.

Passengers arriving by taxi alight just to the north of the main building, which is to be found on their left-hand side in the direction of travel. When departing from the airport

by taxi, vehicles exit the area by travelling westward.

The Airtrain travels north-eastward via a raised rail line from Eagle Junction railway station. The train stops first at the International Terminal and then at the Domestic Terminal; the platform is located just to the north of the main airport building. The station is about mid-way along the frontage of this main building which is slightly curved, and runs in an east-west direction. Between the railway station and the terminal is an elevated Concourse. It is at a lower level than the rail station, but still some height above the entrances to the main building, which are at ground level.

Arriving by the Airtrain, we alighted on the right-hand side in the direction of travel. The platform is at the same height as the floor of the rail carriage, and has both hazard and directional T.G.S.I tiles. We descended from the rail platform to the Concourse by Travelator. From this level, we had a choice of ways to descend to ground level. The southern edge of the Concourse abuts the main terminal building. There are elevators, travelators and lifts available. Brisbane Airport Corporation recommends that people with disabilities and heavy luggage utilise the accessible path of travel as provided by the lifts. When facing the main building, travelators to and from ground level were to be found to the left and to the right; their

direction of movement is parallel to the main building. Those to the left moved down to ground level in an easterly direction, giving easy access to the Qantas check in area. Those to the right moved down to ground level in a westerly direction, giving easy access to the main building about mid-way between the Jetstar and Virgin check in areas. The Virgin Terminal is located at the western end of the main building. The location of the entrance to the eastward descending travelator is adjacent to a repetitive P.A. announcement cautioning passengers with trolleys to use the lift. This safety message is a useful reference point.

We used this eastward descending

travelator to reach ground level; we then walked eastward, paralleling the frontage of the main building for about 20 paces, until we came across directional tiles laid at right angles to the direction of our travel.

Following these to the right took us through the entrance doorway into the Qantas check in area. Three or four metres inside the door was a large sign, like a pillar. By turning left at this marker, and proceeding eastward for about 10 paces, we came to the Qantas Special Assistance area. This is a small alcove, with seating for about 8 persons. If you are flying with Qantas and have requested Special Assistance, you will have been asked to go to a designated meeting point. This is the place. It is equipped with a hearing loop and

numerous signs confirming its identity. I don't think that any signs are in Braille.

After descending from the Concourse, we had come across directional tiles at right angles to the direction of travel. If, instead of turning right and entering the main building, we had turned to the left, these T.G.S.I.s would have led us northward to a roadway designated exclusively for public vehicles picking up people leaving the airport. There is no kerb to this roadway; bollards are used to designate its margin. Some distance along this roadway to our left, (i.e. westward) under the Concourse, is the taxi pick-up point. The directional tiles take us to a point where there is a zebra crossing. There are two sets of hazard

tiles before the edge of this roadway is reached. At the first set, directional tiles heading to the right (eastward, parallel with the roadway) take one to the point where one can board a transit bus to the International Terminal building. The second set of hazard tiles mark the edge of the roadway. There is no kerb; it is a blended surface. Beyond the zebra crossing, on the northern side of this roadway, there is a wide island, or safety zone onto which passengers alight. This is the taxi drop-off zone.

Arrival by Taxi. Consider that we had just arrived at the airport by taxi. We have stepped onto the pedestrian safety zone. It has a raised kerb on all sides. However,

at some point on its southern side, this kerb is cut away, indicating the location of the zebra crossing. This is the point where the roadway for the exclusive use of departing public vehicles can be crossed. By following the directional tiles from the far side of this crossing, one moves in a southerly direction through the entrance to the Qantas check in area. If one wishes to go to either the Jetstar or Virgin check in areas, one can do so by shore-lining the exterior wall of the main building in a westerly direction, or by walking in that same direction inside the main building. If this latter method is chosen, useful information includes:

- 1 Flooring in the Qantas area is tiled.

- 2 Flooring changes from tiles to carpet in the Jetstar area.
- 3 At the point of change, there is a slight dip in the floor level.
- 4 Just before this point of transition, one passes the Qantas luggage pick-up, with the distinctive sound of the baggage conveyor mechanism.
- 5 Adjacent to the point of transition from the Qantas to the Jetstar area, there are a number of shops - coffee, news agency - both with distinctive aromas.
- 6 Continuing in a westerly direction, one moves from the Jetstar to the Virgin area. The point of transition is reached when carpeted flooring changes to concrete.
- 7 On our right-hand side as we walk

westward, there are several sets of glass doors, providing egress from the building. Doorways to public toilets are located at intervals along this wall.

Eventually, the western wall of the main building is reached. This is just beyond the foot of a set of steps that descend in a northerly direction from the Virgin arrival area. Had we come down those steps, we would need to turn to the right (eastward) and walk a short distance to locate the closest exit doorway. We did exit the building through this doorway, and walked northward, using directional tiles, towards the roadway designated exclusively for the use of public vehicles. There is no kerb, the road margin being marked by bollards.

Here was a second T-bus stop. We had already visited the first stop, opposite the Qantas check in doorway. The T-bus - for passengers shuttling between the International and Domestic airport buildings - service runs every 20 minutes. Every second T-bus also gives access to Skygate, the hotel and shopping centre, previously known as D.F.O. It is free to transfer to Skygate. If you are travelling between the Domestic and International terminals the cost depends on which airline you are travelling with. Qantas and Virgin have negotiated a free service for their passengers. If travelling with some other airlines, such as Tiger, the one-way cost is \$5. The bus service is a private one provided by B.A.C and is run by Carbridge

under contract to BAC. The Blind Travel Pass is not recognized by this private bus line. However, Brisbane City Council buses, on which the pass can be used, do connect to the T-bus service at the Skygate interchange.

Note: every 10 minutes a staff only service, known as the S-bus will arrive at bus stops adjacent to both the Qantas and Virgin T-bus stops.

Midway between the Virgin terminal exit and the roadway, another set of directional tiles run eastward, paralleling the roadway and the frontage of the main building. Just past the entrance to the Jetstar terminal we come to the foot of the western travelators

that rise to and descend from the Concourse. There is no P.A. warning announcements in their vicinity, but the sound of their mechanism can be heard. By turning northward toward the roadway, keeping the foot of these Travelators to your right, one comes to the Priority taxi pick-up point for persons with a disability. The taxi pick-up area is located beneath the Concourse.

We re-entered the main building at the Qantas check-in area. Here, near the eastern end of the main building, we passed through airport security, and ascended via escalators, to a common usage area on level 1. A lift is also available. This gives access to most departure lounges and gates. These can

be thought of as 3 "lolly-pops" that extend southward from the main building. There are a few gates located along the hallway (or stick) which at its end, expands into a wide, circular lounge. Departure gates utilize most segments of this circular area. Think of this circle as a clock face, entrance from the hallway being at six o'clock. On the eastern and central "lolly-pops" toilets occupy the segment between 7 and 8 o'clock.

The most eastern lolly-pop is mainly Qantas gates. Let's move around the circle in a clockwise direction. Beyond the toilets there are 6 gates, numbered 16 to 21.

The first of these is located circa 9 o'clock; the last one occupies the segment between 4 and 5 o'clock.

On the central lolly-pop, there are seven gates, numbered 26 to 32. The first of these is circa 9 o'clock, the last is near 5 o'clock. Gate 36 is located back along the stem on the western or left-hand side as one walks back along the hallway to the common usage area. The central section of these lolly-pop stems or hallways has white tiles with black grouting. Approximately every 20 metres there is a metal expansion joint. Each hallway has about 5 or 6 such joints. Along the length of the hallway, on either side of these tiles, there is a narrow strip of carpet, perhaps 50cm wide. Beyond this is the wall. The interface between carpet and tiles can readily be used as a navigational aid, namely, shore-lining. There is a coffee shop located

in the centre of the Jetstar (central) lolly-pop. There is no shop in the centre of the Qantas lollypop, nor in the centre of the Virgin departure area, which is the western lollypop. In the Virgin lolly-pop, the centre of the circle is a rain-forested atrium.

The three lolly-pops run south from a long, tiled hallway, or common area. Think of it as a broad straight thoroughfare, running from east to west, from the Qantas club to the Virgin Airline Member's lounge, past shops selling steak sandwiches, hamburgers, etc. These shops are on the right-hand or northern side of the thoroughfare, as are more toilets. Flooring in these cafes is tiled, but there is a perimeter margin of carpet between the shops and the thoroughfare. As we

approached the Virgin Airline area, the flooring changed to concrete, and Gate 41 is located on the left-hand side, just before the corridor or stem of the western lolly-pop is reached. Here, at the N.W. corner of the main building, the entrance to the Virgin Airline Member's Lounge is on our right-hand side, just before we reach the exit lift, escalator and steps that descend in a northerly direction to the Virgin baggage collection area on the ground floor. To minimise the risk of accidental descent from this sterile or "quarantined" area, those steps and escalators are positioned at the rear of a recessed lobby or porch. We did not descend to ground level. Instead, we turned left (southward) and walked along the stem of the lolly-pop,

passing gate 50 on our right. On this circular area the amenities are located in the segment between 4 and 5 o'clock. This is unlike the other two lolly-pops, where toilets were located between 7 and 8 o'clock. Given that the hallway or stem joins the lolly-pop at 6 o'clock, the seven gates are numbered 43 to 49 in a clockwise direction from this point. The gates begin circa 8 o'clock, just past a bookshop and the Hit and Run cafe.

Note:

There are quite a few gate numbers that I had no information about. Nor did I make notes about the nature of all the retail outlets in the terminal. In these features, and probably others, my document is not a

comprehensive account of all the features
of the terminal.

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