
BRISBANE AIRPORT MASTER PLAN

2020

PRELIMINARY DRAFT SUMMARY BOOKLET



BRISBANE AIRPORT 2020 MASTER PLAN INTRODUCTION

Brisbane Airport is Queensland's major aviation and business hub, with over 23 million passengers a year. Brisbane Airport Corporation as owner and operator, has created the 2020 Brisbane Airport Master Plan, an important document that reviews economic and demographic trends alongside consideration of likely changes in the aviation industry to determine the future strategy for the airport.

The Brisbane Airport 2020 Master Plan considers the proposed development of Brisbane Airport to the year 2040 and provides details on proposed works scheduled to take place in the five years from the publication of the plan to January 2025.

The proposed activities detailed in the plan are based on analysis of forecasts for growth in passenger numbers, aircraft movements, on-airport traffic and freight, and likely changes to the aviation industry. BAC works closely with aviation partners on an ongoing basis both to discuss their changing needs and to agree how those needs can continue to be met.

CONTENTS OF THIS BOOKLET

This summary booklet accompanies the 2020 Brisbane Airport Master Plan, highlighting the important initiatives in investment in improved facilities and passenger safety as well as outlining proposed developments in aviation infrastructure and planned enhancements to ground transport services.

Also included in this summary are details of BAC's development objectives and an outline of the key areas of focus embedded into the Brisbane Airport Environmental Strategy.

A commitment to sustainability underpins the strategic focus of the airport and the strategy includes details of over 40 separate action planned to preserve the environment, not just of the airport itself, but also of our neighbouring communities.

This summary booklet provides only a flavour of the content of the full document and greater detail on every area can be found by reading or downloading a copy of each chapter of the Master Plan from the Brisbane Airport website at www.bne.com.au, where you will also find information on how you can provide us with your feedback.

IMPORTANT NOTICE

This 2020 Preliminary Draft Master Plan has been prepared by Brisbane Airport Corporation Pty Ltd (ABN 54 076 870 650) (BAC) to satisfy the requirements of the Airports Act 1996. While all care has been taken in preparing this 2020 Preliminary Draft Master Plan

- It is based on certain forecasts and assumptions, and BAC makes no claim as to the accuracy of any information, or the likelihood of any future matter
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WHAT IS AN AIRPORT MASTER PLAN?

Airport Master Plans provide a twenty-year blueprint for development, outlining the land use planning and development intent for each airport. The Airports Act 1996 requires that a Master Plan is produced every five years. Together, the Master Plans produced by each of the major Australian airports provide clear direction for the future development of Australia's aviation gateways.

As passenger demands for air travel continue to increase and as airlines offer extra services and new destinations, airport Master Plans are critical to ensure that essential aviation infrastructure is continually delivered in advance of the increased demand. Airport infrastructure requires long term planning with construction periods often much longer than other large-scale infrastructure projects.

With passenger and aircraft safety a critical consideration, the five and twenty-year horizons of the Master Plans allow airports to take a medium and long-term view on the infrastructure and services investments that will be necessary to continue to provide the highest quality of the services.

Master Plans are subject to a mandatory public comment, assessment and approval process, however not all proposals and plans outlined within are necessarily already approved. Individual projects mentioned in the plan may remain subject to separate Commonwealth planning and statutory approvals.

INPUTS TO THE MASTER PLAN

The Brisbane Airport 2020 Master Plan has been the subject of extensive consultation with all levels of government, industry and the community.

Consultation has included:

- Working groups on ground transport, land use, noise and environmental protection
- Vision workshops
- Community focus groups
- Brisbane Airport community and industry forums
- The Brisbane Airport Community Aviation Consultation Group
- The Brisbane Airport Area Round Table and The Brisbane Airport Tenants Environment Committee
- Briefings with elected representatives and departmental offices
- Community information exchanges
- Airport Operators Committee
- Local festivals and community events.



Departures



PART ONE

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Gert-Jan De Graaff's overview of the important issues in the 2020 Master Plan.

P07 KEY STRENGTHS OF BRISBANE AIRPORT

Demonstrating the ongoing and unique benefits of our location and history.

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P13 DRIVING ECONOMIC PROSPERITY

Highlights from a report quantifying the five ways in which airport operations boost the economy.

P15 DEVELOPMENT OBJECTIVES

Details of BAC's specific objectives under four highlighted themes:

- Growing Aviation Markets
- Customer Satisfaction
- Supporting Business Growth
- Driving Economic Prosperity

CEO WELCOME

The Master Plan is arguably the most important document we produce. While it is a regulatory requirement, these comprehensive five yearly documents form an essential part of our medium and long-term planning at Brisbane Airport to ensure the continued delivery of the highest quality of secure and efficient aviation and business services.

The period since the publication of the last Master Plan has been one of continued growth. We are now serving more than 23 million passengers a year, a number that recent forecasts indicate will more than double by the year 2040. There has been an increase in the numbers of airlines using the airport with a corresponding increase in the frequency of flights and the number of destinations available. International passenger numbers have continued to grow and the recent addition of new services and carriers represents another forward step for Brisbane Airport's international business.

In our role in supporting the Queensland economy, it is worth noting that an independent report by PricewaterhouseCoopers which has informed this Master Plan estimates that each international flight arriving into Brisbane generates an estimated \$620,000 in expenditure, a high percentage of which is spent in Queensland.

With a fast-growing reputation as one of the region's most desirable places to do business, the last five years has seen the arrival of new tenants to the airport from both the aviation and non-aviation industries. The airport is now home to more than 400 businesses, large and small, together employing more than 23,000 people. Forecasts suggest that the number of people working on the airport could also double by 2040.

The Aviation Strategy of this Master Plan outlines proposed plans for enhanced and expanded facilities and services. Investments in the capacity of the airport to meet its airline customers' needs will enable the entrance of new carriers and new services to Brisbane Airport, providing the essential aviation infrastructure that Queensland will need in the future.

This Master Plan also details our continued commitment to environmental responsibility. Our development objectives are underpinned by a commitment to sustainability in all our investments, activities and future plans. Headline environmental initiatives since 2014 include the introduction of a new electric bus fleet and the installation of 22,000 solar panels, annually generating electricity capable of powering 1,700 homes, with a carbon offset equivalent to planting more than 50,000 trees.

The common theme of the Brisbane Airport 2020 Master Plan is one of planning for growth. Growth in demand for both more frequent flights and for new destinations, growth in the businesses that call the airport their home and growth in the important freight and cargo services, both imports and exports that connect businesses across Queensland to Australia and the world.

It's a testament to long term planning that this Master Plan will be published a few months before the opening of Brisbane's new runway, a major investment that will double the capacity of the airport, future proofing it for future generations and providing Brisbane with Australia's most efficient runway system.

The option to construct a parallel runway has been a long standing feature of Brisbane Airport planning. It was in Brisbane Airport Corporation's 2003 Master Plan that we formally announced our intention, pending approval to commence planning for construction. After eight years of construction the runway, due to open in 2020, is a perfect example of good forward planning.

This Master Plan continues in the same vein, detailing proposed initiatives across our business and operations designed to safeguard the growth of Brisbane Airport over the next five years and also over a twenty-year horizon. This summary booklet provides an overview of the content of the Master Plan. The full document is open for public comment and can be downloaded either in full, or chapter by chapter from our website.



Gert-Jan De Graaff
CEO, Brisbane Airport Corporation

“

*Connect the world,
create the future*

”

THE KEY STRENGTHS OF BRISBANE AIRPORT

Brisbane Airport Corporation places the utmost importance on being a great host and providing world-class infrastructure and facilities. As the first and last experience passengers and visitors have of Brisbane, Brisbane Airport Corporation has invested significant capital in creating a unique and engaging sense of place within the terminals, a place that proudly showcases the very best of Brisbane, Queensland and Australia.

GEOGRAPHY

Being closer to both the USA and a number of major Asian ports, Brisbane Airport enjoys a strategic geographic advantage. This is of particular importance to fresh produce exporters. Further, with a high number of tourism destinations located in Queensland, Brisbane Airport is the state's primary gateway for many national and international tourists.

THE CAPACITY TO EXPAND

Brisbane is Australia's largest capital city airport by area, covering approximately 2,700 hectares. This extensive land area provides significant scope for future expansion, giving the airport capacity to continue its growth into a major international gateway, while still maintaining buffer zones that separate airport operations from surrounding communities.

PROXIMITY TO THE CBD WITH GOOD CONNECTIONS

Brisbane Airport is served by excellent road, rail and public transport connections. Recent major road infrastructure projects delivered by local and state Government have improved the airport's connectivity to the CBD with a network of underground motorways allowing swift and convenient access at even the busiest times of the day.

THE ABSENCE OF A NIGHT TIME CURFEW

Brisbane's curfew-free status provides a competitive advantage that facilitates the continued growth of Queensland and Australian business and tourism interests. The ability to operate 24/7 allows global carriers to effectively link Brisbane to international networks which hub from cities including Dubai, Singapore, Hong Kong and Bangkok.

The absence of a night curfew is also critical for air freight, with time-sensitive and perishable freight reliant on the airport's 24/7 operation to achieve timely delivery.

CAPACITY TO RESPOND TO CHANGE

With air travel experiencing a rapid pace of innovation and change, manufacturers are working hard to deliver new aircraft that respond to changing demands. Brisbane Airport is configured to service the wide variety of current and future aircraft, including the new runway, taxiways, terminal facilities and aviation support services.

In line with state and local Government planning intent, the development of an on airport network of neighbourhoods will cluster together businesses with similar needs.

BRISBANE'S NEW RUNWAY

A testament to long term planning, Brisbane's new runway is Australia's largest aviation project and will double the capacity of the airport. First considered when the original airport plans were created, approval for the construction of the new runway was granted in 2007.

LARGE BUFFER ZONE

Brisbane Airport has the largest buffer zone from surrounding communities of any capital city airport in Australia, helping to minimise the impacts of aircraft noise.



PLANNING FOR GROWTH

The central theme of the Master Plan is one of planning for growth and creating Brisbane Airport's future. As Australia's largest airport by land size, flying to more than 80 destinations, Brisbane Airport plays a critical role, not just in connecting people, but in driving the future economic prosperity of the region. Research and consultation undertaken in the preparation of the plan has highlighted the different ways in which the airport is set to grow.

PASSENGER GROWTH

Currently serving more than 23 million passengers a year, the aviation and passenger forecasts commissioned for this Master Plan predict an increase in passenger movements of more than double the current levels.

Aircraft movement forecasts, including general aviation movements, are forecast to increase to an estimated 380,000 annual movements by 2040.

A combination of continued population growth in Brisbane and Queensland and an unprecedented level of capital investment in the city of Brisbane and surrounding areas are both catalysts in creating a greater demand for both more frequent flights and for the addition of new international destinations.

ECONOMIC GROWTH

The theme of growth, central to this Master Plan is underlined by the economic projections that PricewaterhouseCoopers provided as part of the planning process.

Brisbane Airport's total economic contribution to the Australian economy is forecast to grow from its current figure of \$4.7 billion per annum to an estimated \$8.7 billion by the year 2040, a real annual growth rate of 3.1 per cent.

Together, the direct and indirect economic contributions of Brisbane Airport are estimated to currently account for approximately 1.3 per cent of Queensland Gross State Product.

JOBS GROWTH

With more than 23,000 people working on the airport site, employment at Brisbane Airport is estimated to provide \$1.5 billion annually in employee wages to Queensland families, with a further \$818 million earned through the associated supply chains.

In line with a strong economic outlook for the region, employment at the airport is forecast to grow by 3.1 per cent per year, with direct employment at the airport forecast to reach a figure of more than 46,000 jobs by the year 2040.



THE GROWTH OF BRISBANE

In the five-year planning horizon of this Master Plan, the City of Brisbane looks set to be transformed by a number of major construction projects worth approximately \$31 billion.

Together these projects represent a major step forward for the city and for its economy.

THE IMPORTANCE OF BRISBANE'S NEW RUNWAY

Once open, the new parallel runway effectively doubles the capacity of the airport. By providing the services and facilities that allow Brisbane to become a globally connected city, Brisbane Airport is creating the investment confidence that underpins the city's plans for future growth.

Economic forecasts estimate that the new runway will contribute an annual figure of more than \$1 billion directly to the Queensland economy, a figure set to more than double over the twenty-year period of the Brisbane Airport 2020 Master Plan.

INTRODUCING THE BNE AUTO MALL

Also due to open in the time frame of this Master Plan is the ground-breaking new BNE Auto Mall, a unique development that will change the face of car retailing in the region.

The first of its kind, the development includes a test track and a host of associated facilities

Open 24/7 and already the subject of a great deal of enthusiastic anticipation from the automotive industry, the BNE Auto Mall is certain to increase visitation to the airport, creating new jobs and greater prosperity for the region.



CAPACITY & EFFICIENCY UPGRADES



BRISBANE'S NEW RUNWAY

Since the very first days of the planning for Brisbane Airport on its current site, a wide-spaced parallel runway system in a north-south alignment has been a key feature. A proposal for construction was included in the Brisbane Airport Master Plan in 2003. Following review, including community and stakeholder consultation, the construction plan and associated environmental plan was approved in 2007.

This Master Plan contains the full history of the construction of the runway, an eight year project that included the movement of 11 million cubic metres of sand from Moreton Bay to the future runway site while the airport remained fully operational.

Once open in 2020, Brisbane's new runway will create significant new opportunities for the region. With the most efficient runway system in Australia, Brisbane Airport will be well placed to meet the development objective of increasing the choice of destinations and increasing the frequency of services, together connecting Brisbane to the world better than ever before.



TERMINAL DEVELOPMENT

Since 2014, baggage handling systems, check in and bag drop facilities have been upgraded in both the Domestic and International Terminals, with both terminals undergoing expansion. Airside enhancements have included upgrades to taxiways and the expansion of the International Terminal Northern Concourse and apron.

These and other projects anticipate the forecast increase in passenger demand and the likely increases in the numbers of airlines using Brisbane Airport.

The Terminal Development Strategy outlines how Brisbane Airport Corporation will respond to this growth, including the expansion of existing International and Domestic Terminals, as well as identification of areas for new terminal expansion(s). The strategy is intentionally flexible to allow response to changing drivers and presents outline development strategies for the next five years, as well as potential development pathways over a 20-year planning horizon.

Aviation support facilities and services have been considered for both existing operations and future requirements.

New precincts for expanded aviation support facilities are identified, including a potential airside road connection.

QUEENSLAND'S AVIATION AND BUSINESS HUB

Major airports play a key role as an economic enabler, facilitating the movement of people and goods across local and global destinations and markets. An independent report quantifies the contribution that Brisbane Airport makes to the local and national economies. The report, which forecasts continued economic growth, identified five ways in which airport operations contribute to economic activity in Queensland and the rest of Australia.



01. CREATING WEALTH

As Queensland's leading aviation hub and the home to more than 400 businesses, Brisbane Airport is a key driver of wealth creation across the state and Australia overall.



02. CONNECTIVITY

Serving more than 50 Australian destinations and international airports in Asia Pacific, America and the Middle East, Brisbane Airport links Queensland businesses and their employees to the world, creating increased opportunities for import and export.



03. JOBS

Brisbane Airport is one of Queensland's most vibrant employment locations. It is estimated that five per cent of all employment in Queensland is in some way enabled by the existence and operation of Brisbane Airport.



04. BOOSTING REGIONAL ECONOMIES

With an estimated 50 per cent of Queenslanders living outside Greater Brisbane, the airport is home to a range of vital emergency services and provides a vital link for business travel exports and regional tourism, connecting families and local communities.



05. BOOSTING TOURISM

Tourism is one of Queensland's biggest and most dynamic industries. Brisbane Airport is an essential part of the continued growth of domestic and international visitation to the state and Australia overall.

AVERAGE PASSENGER AIRCRAFT SPEND

2018-2019

\$105,000

PER DOMESTIC FLIGHT

\$620,000

PER INTERNATIONAL FLIGHT

50%

DOMESTIC VISITORS

33%

VFR*
(\$441)

39%

HOLIDAY
(\$972)

23%

BUSINESS
(\$898)

7%

OTHER
(\$505)

50%

QUEENSLAND RESIDENTS

48%

INTERNATIONAL VISITORS

19%

CHINA
(\$8.9K)

17%

NZ
(\$2K)

9%

USA
(\$5.1K)

9%

UK
(\$5K)

8%

JAPAN
(\$2K)

18%

REST OF
ASIA (\$4.6K)

12%

REST OF EU
(\$6.1K)

9%

REST OF THE
WORLD (\$5K)

52%

AUSTRALIAN RESIDENTS

*Visiting friends and relatives

DEVELOPMENT OBJECTIVES

01. GROWING AVIATION MARKETS

With sustainability as a uniting theme, BAC's Development Objectives of the 2020 Master Plan are grouped into four main areas of focus that together ensure the delivery of improved and expanded services to meet growing demand, creating economic prosperity and connecting Brisbane to the world.



INCREASING CONNECTIVITY

Brisbane Airport Corporation's focus is the creation of more frequent connections to a wider range of destinations in Australia and overseas.



DELIVERING CAPACITY TO MEET DEMAND

Investment in improved and extended operating capacity is essential to ensure business continuity and to sustainably meet growing demand for aviation services. In developing more frequent services and new destinations, priority will be given to ensuring that capacity is available to maintain the highest levels of services for passengers and aviation partners.

SECURE, SAFE AND EFFICIENT AIRPORT OPERATION

A secure and efficiently run airport is essential to meeting passenger needs, attracting investment from new airlines and new businesses and supporting existing partners. Investments in security initiatives and a continuous focus on safety to protect aircraft and passengers, on the ground and in the air, is a fundamental cornerstone of all development activity at Brisbane Airport.



INVESTING IN COLLABORATIVE PARTNERSHIPS

Strong business partnerships with airlines and aviation partners underpin the continued growth of Brisbane Airport.

In an evolving aviation environment, BAC will continue to actively engage with our partners to explore opportunities for sustainable growth in passenger and air cargo business on domestic and international routes.



DEVELOPMENT OBJECTIVES

02. CUSTOMER SATISFACTION



ACCESSIBILITY FOR ALL

As a guiding principle, BAC aims to provide facilities and services that are accessible to all members of the community, passengers, staff and visitors.

As part of ongoing collaboration with partners, accessibility needs are subject to constant review in consideration of opportunities to further improve the quality and range of assistance offered to all.

SMARTER JOURNEYS

BAC will continue to embrace opportunities for the deployment of new innovations and services to improve customer experience. From improvements in terminal and airfield design to increased automation of passenger and baggage handling services, opportunities for using technology to streamline operations, passenger processing, aviation support, and landside connectivity will form an important part of all future development plans.



BETTER JOURNEYS

A passenger's journey starts at home. BAC will continue to invest in better digital tools to help passengers enjoy simpler, faster and safer journeys to and through the airport.

Investment in more tailored and enjoyable leisure and retail experiences will ensure that time spent at the airport is stress free and rewarding.

DEVELOPMENT OBJECTIVES

03. SUPPORTING BUSINESS GROWTH



CREATING COLLABORATIVE BUSINESS NEIGHBOURHOODS

The growth of commercial operations at the airport, in both aviation and non aviation industries is a catalyst for the creation of vibrant business communities. The 2020 Master Plan plans to create collaborative neighbourhoods of businesses in similar industries, using similar support services.

Designed in line with Brisbane City Council's vision, the airport will become a vibrant cluster of connected business neighbourhoods, attracting further investment, creating new jobs and boosting economic prosperity for the region.



INVESTING IN SUSTAINABILITY

Sustainable approaches to future investment at Brisbane Airport have been a cornerstone of previous Master Plans and remain a key area of focus in the 2020 Master Plan. Airport tenants are bound by the Environmental Management Framework, requiring regular compliance audits.

The Biodiversity Zone will continue to be actively managed to protect significant species and habitats. Whilst developing the airport continual evaluation of the broader impact on the surrounding environment over time will be key. Considerations will include the amount of energy and water consumed, the amount of waste and carbon generated and the quality of the surrounding environment.



MAXIMISING GROUND CONNECTIVITY

Brisbane Airport's unique location, with a network of motorways providing easy access to both the CBD and the Port of Brisbane is perfect for business operation. Traffic flow on airport is relatively uncongested and the large land size allows multiple opportunities for easy access to airside and maintenance operations.

To further improve connectivity, this Master Plan contains details of on and off airport initiatives across multiple modes of transport designed to boost connectivity. As the airport grows, the continual involvement of connectivity will be a key consideration in the development of new or expanded businesses or services and ability to meet increased demand and changing mode share.



CONNECTING BUSINESS

Putting local businesses in direct connection with markets across Australia and overseas will build our economy's foundations and create new opportunities across all economic sectors.

DEVELOPMENT OBJECTIVES

04. DRIVING ECONOMIC PROSPERITY



ENABLING GROWTH IN ECONOMIC WEALTH

This Master Plan demonstrates the extent to which Brisbane Airport is established as a key driver in the medium and long-term growth of the Queensland and Australian economies. The opening of Brisbane's new runway represents a quantum leap in providing a significant and immediate increase in long term capacity. Future development will look to demonstrate a long term and sustainable vision to further boost economic wealth not just on airport, but for the city of Brisbane, state and Australia overall.

PROACTIVE COMMUNITY ENGAGEMENT

Brisbane Airport is an important member of the local community in which it operates. To ensure our neighbours are aware of our plans, a comprehensive and ongoing community engagement programme has been designed to generate informed discussions about subjects including airport development and potential impacts from increased aircraft operations. Ongoing and regular community engagement is a pivotal consideration of future planning activities.



ENABLING LONG TERM JOB CREATION

With more than 23,000 people employed on airport and a further 11,000 indirectly employed through airport business, future developments will be designed to enable additional job creation wherever possible, in particular in creating jobs for local workers. Investments in increased connectivity will make the airport an increasingly attractive place to work.

CONNECTING BRISBANE TO THE WORLD

Brisbane Airport supports the city of Brisbane in the achievement of its vision of Brisbane as a "New World City" that encourages growth and innovation while protecting the city's values and lifestyle. The global connection Brisbane Airport offers is a catalyst for Brisbane and surrounding regions to create business and tourism opportunities with the fastest growing economies in Asia and beyond.





PART TWO

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Headline information from the independent aviation and passenger forecasts.

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For the summary booklet, the headline information from independent future forecasts.

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A brief overview of guiding principles and future plans for development of the terminals.

P30 AUSTRALIAN NOISE EXPOSURE FORECAST

Updated for the 2020 Master Plan, this ANEF has been approved by Airservices Australia.

P31 THE BENEFITS OF BRISBANE'S NEW RUNWAY

Independent analysis outlining the many ways in which the new runway will boost the economy.

P32 LAND USE PLANNING

Includes a map of the new airport neighbourhoods and changes since 2014.

P33 GROUND TRANSPORT PLAN FOR 2020-2025

Considerations of possible future concepts to improve public transport and passenger movements.

P35 FUTURE GROUND TRANSPORT PLANNING

Considerations of new future initiatives in public transport and passenger movement.

P37 ENVIRONMENTAL FRAMEWORK AND INITIATIVES SINCE 2014

Outline of the commitment to environmental sustainability and details of headline activities.

P41 ENGAGEMENT AND CONSULTATION

Details of the ongoing programme of engagement, including the schools design symposium.

BRISBANE AIRPORT AT A GLANCE

Operating 24 hours a day, seven days a week, Brisbane Airport has two major terminals accommodating 33 airlines flying to 84 domestic and international destinations.

ANNUAL PASSENGER MOVEMENTS

CURRENT ANNUAL INTERNATIONAL PASSENGERS

5,900,000

CURRENT ANNUAL DOMESTIC PASSENGERS

17,500,000

CURRENT TOTAL ANNUAL PASSENGERS

23,400,000

FORECAST TOTAL ANNUAL PASSENGERS BY 2040

51,500,000



INTERNATIONAL & DOMESTIC FREIGHT



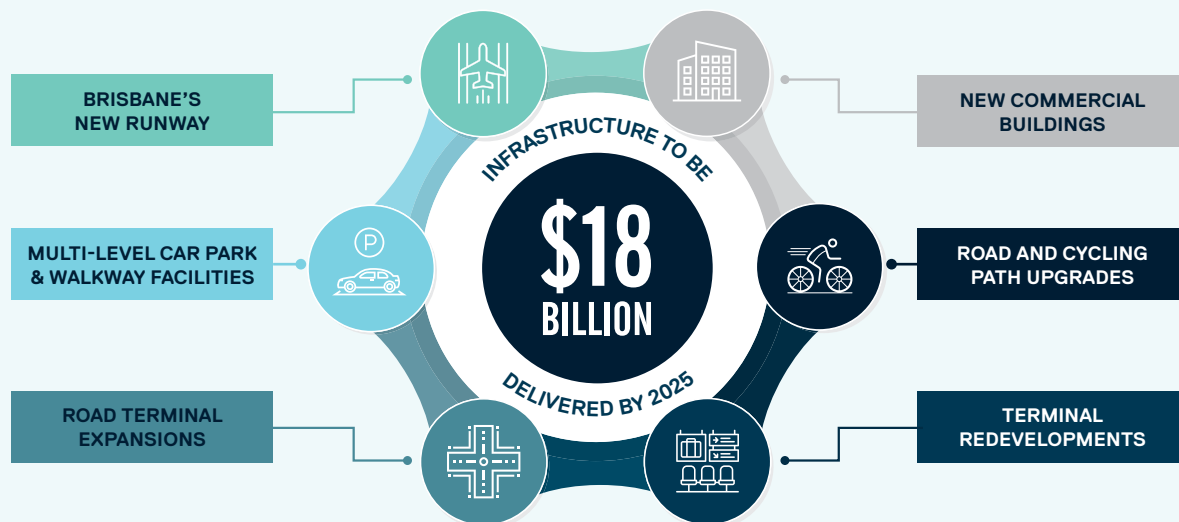
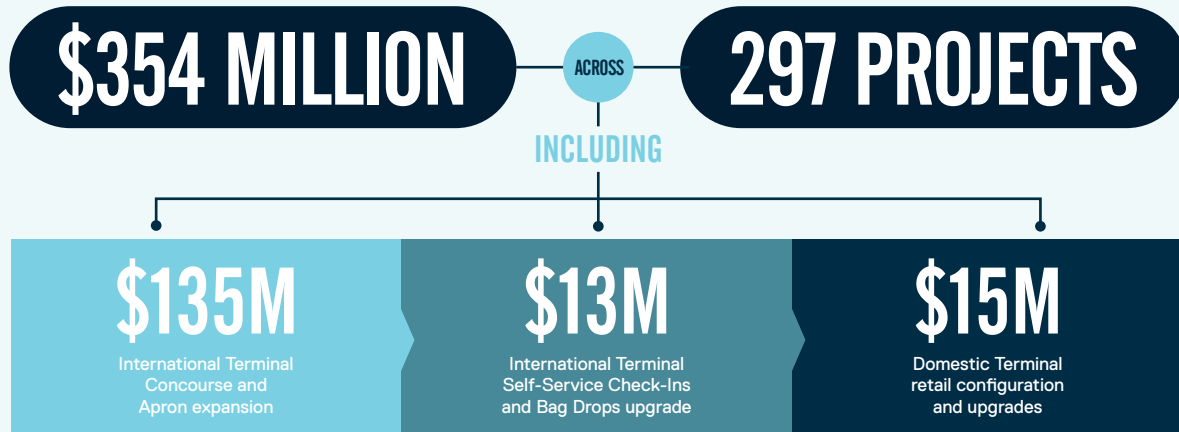
SKYTRAX WORLD AIRPORT AWARDS

**VOTED 18TH BEST
AIRPORT IN THE WORLD**

2019 Skytrax World Airport Awards

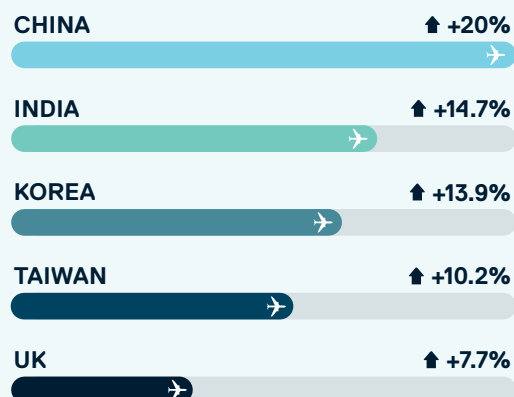
FUTURE READY INFRASTRUCTURE

IN THE LAST FIVE YEARS, BRISBANE AIRPORT CORPORATION HAS INVESTED

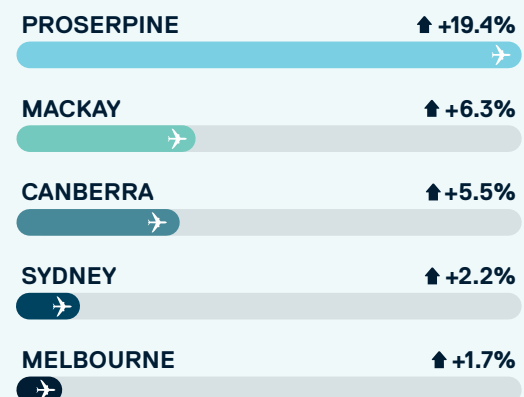


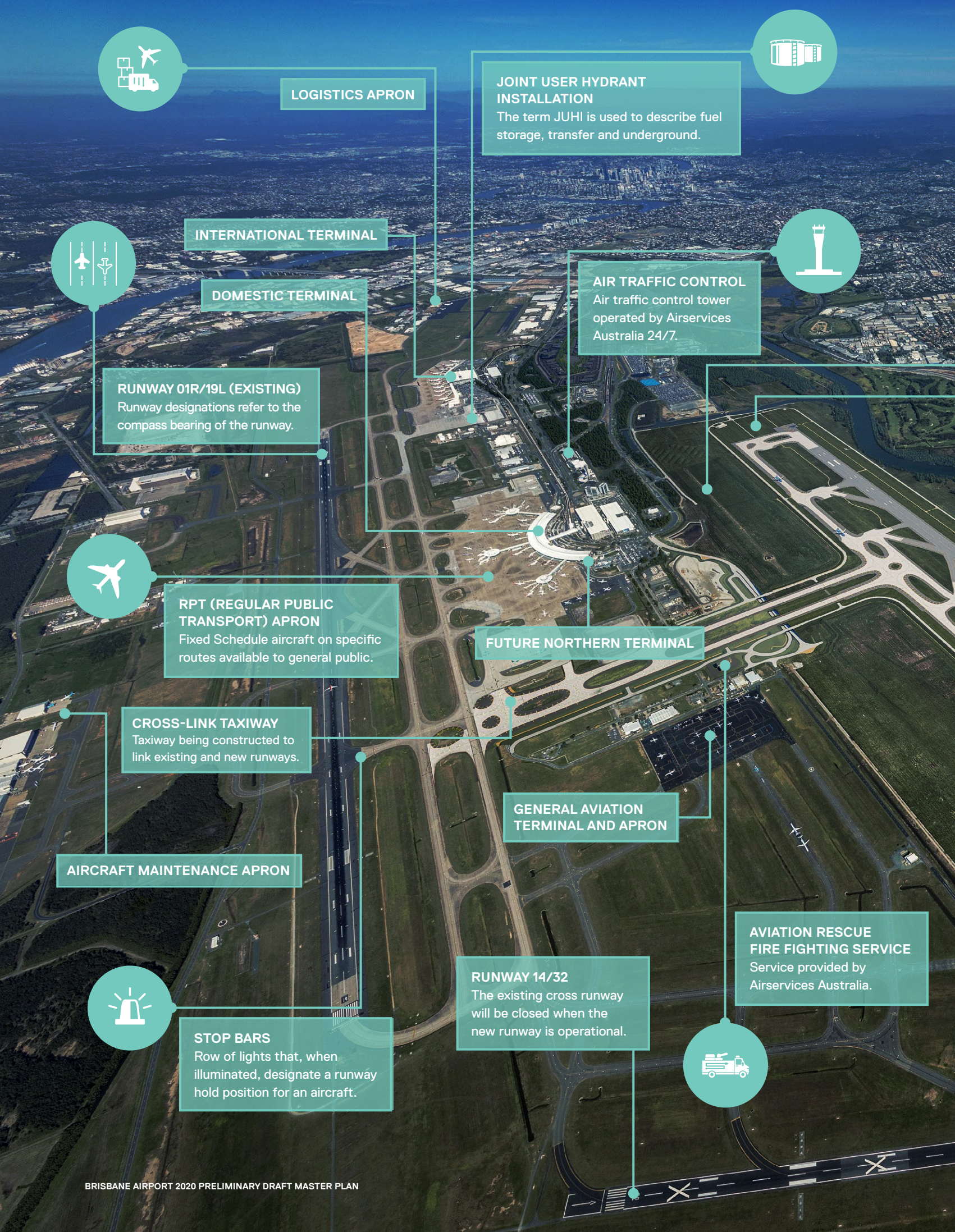
TOP GROWTH MARKETS - 2018

INTERNATIONAL



DOMESTIC





LOGISTICS APRON

JOINT USER HYDRANT INSTALLATION

The term JUHI is used to describe fuel storage, transfer and underground.



INTERNATIONAL TERMINAL

DOMESTIC TERMINAL

RUNWAY 01R/19L (EXISTING)

Runway designations refer to the compass bearing of the runway.



AIR TRAFFIC CONTROL

Air traffic control tower operated by Airservices Australia 24/7.



RPT (REGULAR PUBLIC TRANSPORT) APRON

Fixed Schedule aircraft on specific routes available to general public.

FUTURE NORTHERN TERMINAL

CROSS-LINK TAXIWAY

Taxiway being constructed to link existing and new runways.

GENERAL AVIATION TERMINAL AND APRON

AIRCRAFT MAINTENANCE APRON



STOP BARS

Row of lights that, when illuminated, designate a runway hold position for an aircraft.

RUNWAY 14/32

The existing cross runway will be closed when the new runway is operational.



AVIATION RESCUE FIRE FIGHTING SERVICE

Service provided by Airservices Australia.

BRISBANE AIRPORT'S AIRFIELD AT A GLANCE

Often referred to as the most aeronautical part of any airport, this graphic illustrates the key components of Brisbane Airport's airfield, which are discussed in this chapter.

FUTURE WESTERN TERMINAL

INSTRUMENT LANDING SYSTEM

Lighting system supporting instrument approach procedures at Brisbane Airport.



RUNWAY 01L/19R

New runway (opening 2020).



SURFACE MOVEMENT RADAR

Airservices Australia has an established SMR existing and an additional will be installed for the new runway.



TAXIWAYS

Carriageways connecting the runway, apron, terminals, and other facilities.

GROUND BASED AUGMENTATION SYSTEM

GBAS provides digital guidance for approach procedures.

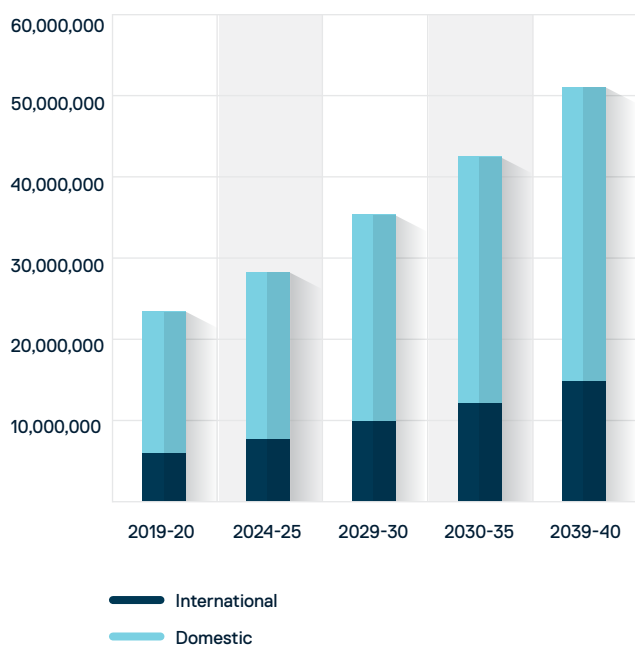
HIGH INTENSITY APPROACH LIGHTING
HIAL to support low visibility operations.

AVIATION AND PASSENGER FORECASTS

At Brisbane Airport, aviation and passenger forecasts provide the basis for airport planning, including informing strategies for terminal and airfield development. Air traffic forecasts have been independently prepared to ensure a robust planning context that provides confidence for partners and stakeholders.

ANNUAL PASSENGER MOVEMENTS FORECAST

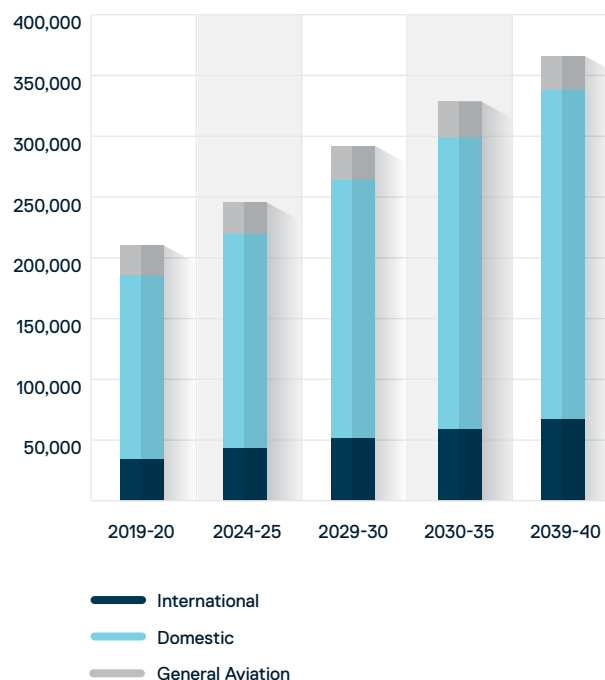
Over the next twenty years, passenger growth is forecast to grow from 23.4 million passengers in the financial year 2017-18 to more than 51.5 million annual passengers by FY2039/40. Domestic passengers are expected to grow from 17.5 million annual passengers to 36 million by FY2039/40, while the numbers of international passengers are forecast to grow from 5.9 million to 15.5 million over the same period.



ANNUAL AIRCRAFT MOVEMENTS FORECAST

Annual aircraft movements at Brisbane Airport are forecast to increase significantly during the planning horizon, with an increase from over 213,000 to almost 380,000 movements in FY2039/40. International aircraft movements are expected to grow from 16% of total movements to 19% by FY2039/40, more than 70,000 movements.

Domestic aircraft movements are expected to grow from 72% share of total to 73%, resulting in almost 279,000 movements. General aviation services will decrease as a proportion of total movements from 12% to 8%, however movements will increase from more than 26,000 movements to almost 31,000 movements.



TERMINAL DEVELOPMENT STRATEGY

In the development of the 2020 Master Plan, Brisbane Airport undertook a comprehensive review of the existing development strategy for the terminal areas. The review considered emerging trends and technology in airport design, and passenger processing and demand and other constraints potentially affecting future development. Six guiding principles were identified as important considerations for future development of terminals and associated areas.

SIX GUIDING PRINCIPLES



FLEXIBLE TERMINAL DEVELOPMENT STRATEGIES



EFFICIENT AIRSIDE LOGISTICS



EFFECTIVE TERMINAL AND LANDSIDE INTERFACE



COMPLIANCE WITH AVIATION SECURITY REQUIREMENTS



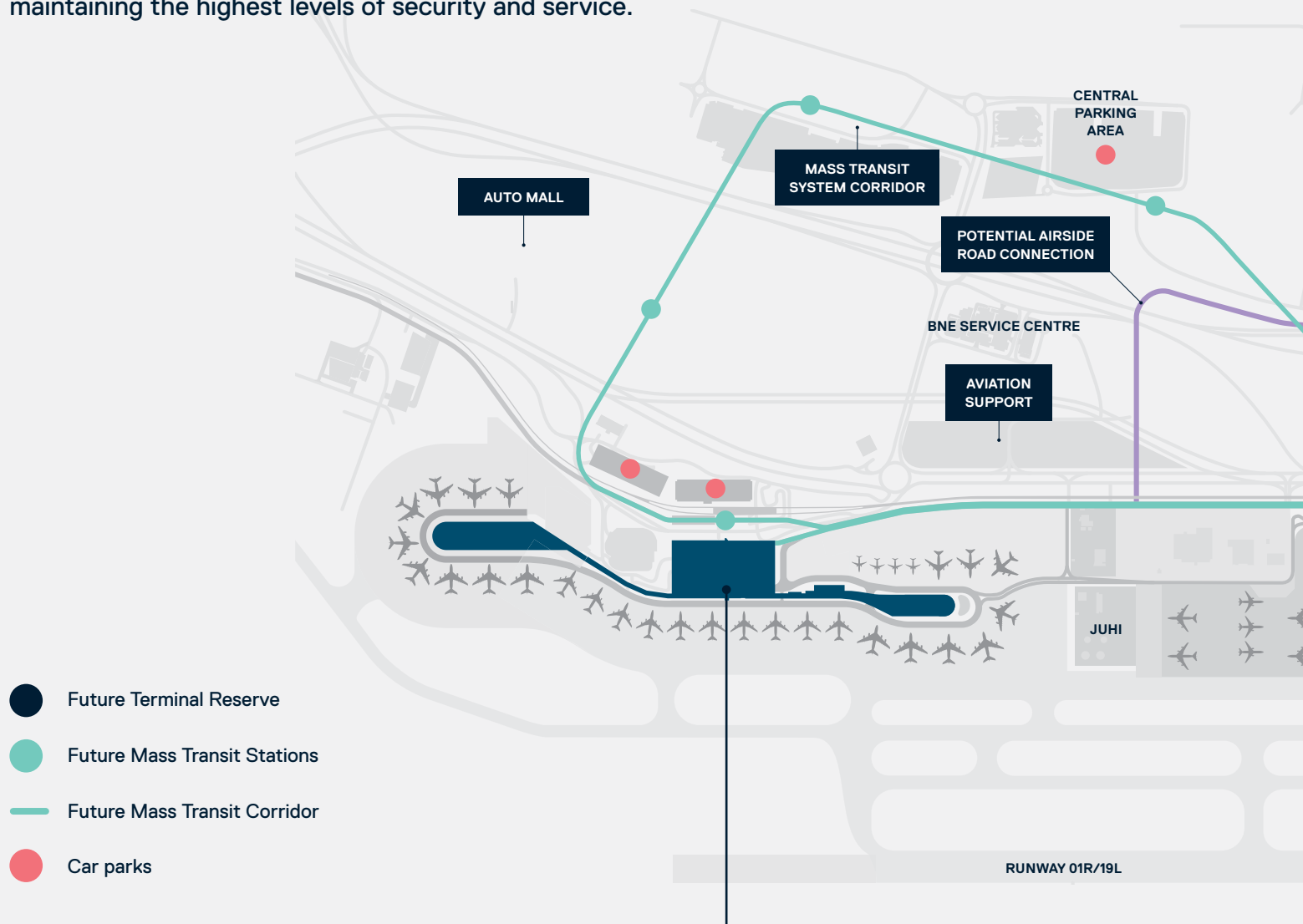
EFFICIENT AND FLEXIBLE AREAS FOR AIRCRAFT



MOVEMENT

TERMINAL DEVELOPMENT STRATEGY

The Terminal Development Strategy is informed by the contents of previous Master Plans, interpretation of economic and socio-demographic trends and forecast changes in process improvement and technology in the aviation industry. The strategy is designed to provide quality, flexible facilities capable of meeting growth and changes in demand while maintaining the highest levels of security and service.



INTERNATIONAL TERMINAL

MASTER PLAN 2020-2025

- Expansion of the terminal core area.
- Upgrade and new construction of apron bays.
- Upgrade an expansion of key terminal facilities, including: conversion to automatic bag-drop; upgrade to Australian Border Force processing areas; expansion of passenger screening area; upgrade of baggage handling system.
- Construction of a new multi-level car park and enhancement of terminal face roads.

FUTURE PLAN (20+ YEARS)

- Further expansions of the terminal core.
- Completion of the northern concourse satellite.
- Option to develop a large southern concourse satellite.
- Expansion of the baggage handling system
- Expansion of taxiway access to facilitate wide body aircraft parking.
- Safeguard the corridor and station locations for the MTS connections.

CENTRAL TERMINAL AREA

MASTER PLAN 2020-2025

- Construction of remote aircraft parking and enhancement to the airside roads.
- Construction of taxiway connections to existing terminal precincts.
- Further development of existing aviation support and logistics facilities.

FUTURE WESTERN TERMINAL

FUTURE PLAN (20+ YEARS)

- Construction of large apron area.
- Construction of northern and southern concourses, servicing terminal processor.
- Connection of terminal processor to multi-level car parks and Future Northern Terminal.
- Creation of new terminal face ground transport facilities.
- Construction of remote aircraft parking and new GSE storage areas.

FUTURE NORTHERN TERMINAL

FUTURE PLAN (20+ YEARS)

- Construction of a terminal processor.
- Construction of a concourse.
- Connection of terminal processor to car parks and Future Western Terminal.
- Creation of remote aircraft parking areas.

GENERAL AVIATION

- Construction of additional apron parking area.
- Additional general aviation expansion areas allowed for.

DOMESTIC TERMINAL

MASTER PLAN 2020-2025

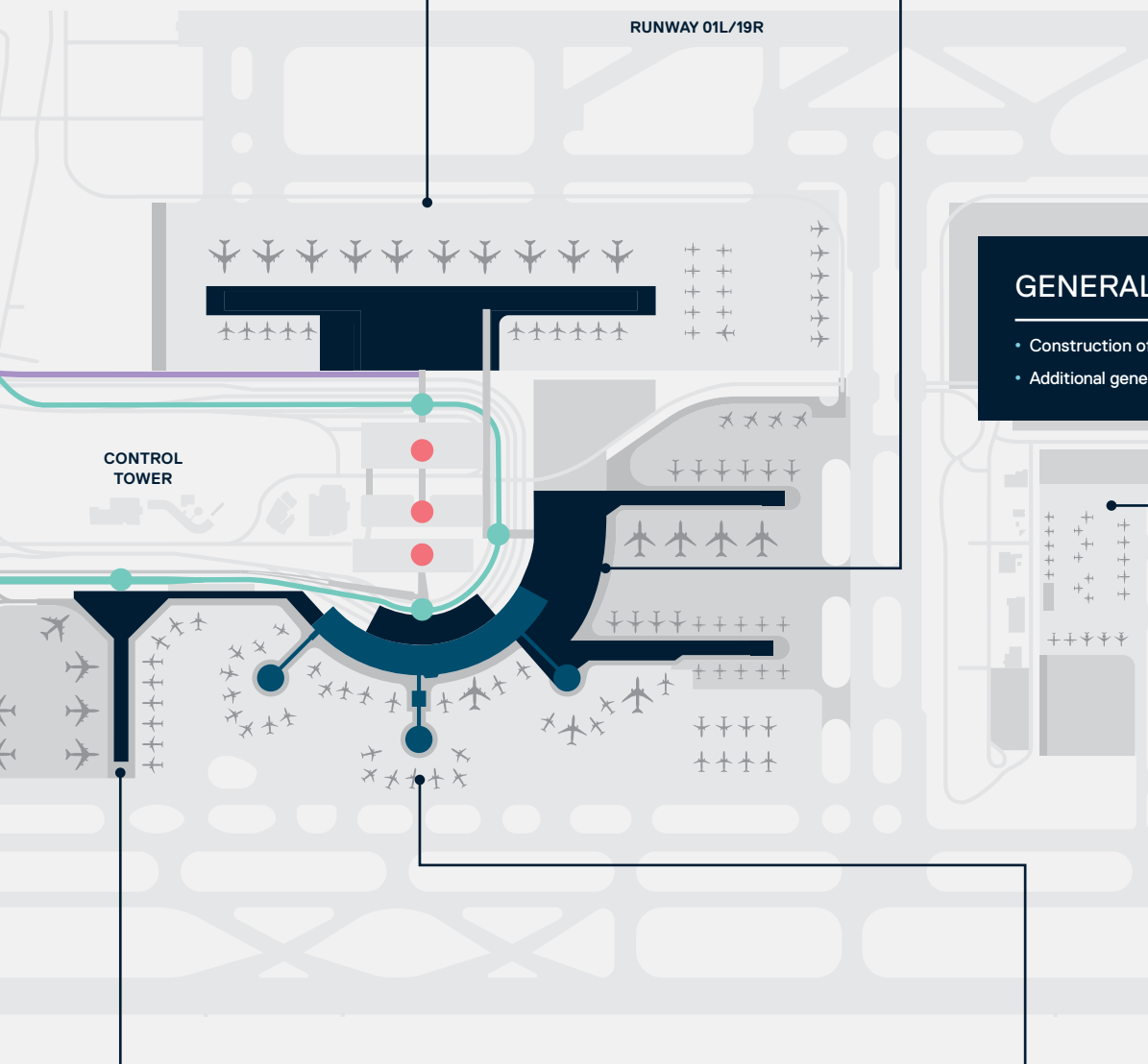
- Expansion of terminal footprint to accommodate new security measures.
- Installation of improved check-in facilities.
- Reconfiguration of baggage handling system.
- Upgrades to airline lounges and retail facilities.
- Construction of southern concourse.

FUTURE PLAN (20+ YEARS)

- Expansion of arrivals reclaim.
- Connection to Central Terminal Area.
- Expansion and upgrade of food and beverage and speciality retail areas.
- Construction of a southern concourse.
- Construction of large northern concourse.
- Construction of a new multi-level short term car park.

FUTURE PLAN (20+ YEARS)

- Construction of large remote parking apron and linkages to international and domestic terminal areas.
- Further development of aviation support facilities.
- Potential realignment of Airport Drive.
- Potential new airside road connection to Western Terminal area.





AVIATION SUPPORT PLANNING

The reliable and ongoing provision of aviation support facilities and services is critical to ensure safe, secure and efficient operations for airlines, passengers and businesses using Brisbane Airport.

Essential support services currently provided by Brisbane Airport include:

- Emergency Service Operations.
- Ground Service Equipment storage and maintenance.
- The supply and storage of aviation fuel.
- Airport and aircraft maintenance.
- Freight and cargo facilities.
- Flight catering.
- Automatic weather stations.
- Air Traffic Control and other services provided by Airservices Australia.

In each of these areas, Brisbane Airport operates reliable and sustainable services directly meeting the needs of users.

Brisbane Airport Corporation is committed to ensuring that the airport continues to operate successfully by facilitating the safe and secure movement of people, freight and aircraft.

In the foreseeable future, the majority of the support services will continue to operate from the sites at Brisbane Airport where they currently occur. Wherever possible, growth will be managed by incremental expansion of existing facilities.

Over time, as the airport continues to grow, Brisbane Airport Corporation will consider options to review the optimal arrangements for the provision of these support activities as terminal and apron areas expand with increased demand.

AIRSPACE DESIGN AND PROTECTION

Ensuring adequate protection from infringements to the airspace surrounding Brisbane Airport is critical to ensuring the safe and efficient use of the airport.

AIRSPACE PROTECTION AND PRESCRIBED AIRSPACE

Aviation operations are carefully regulated to ensure the highest possible level of safety for the travelling public. A regulatory framework provides for the identification and protection of what is known as “prescribed airspace” within the vicinity of an airport to ensure aircraft flight paths and procedures can be planned and operated safely.

Prescribed airspace can be thought of as a series of three-dimensional shapes, radiating from the airport to as far as 30 kilometres from the runway ends. The definition of prescribed airspace provides the certainty required to ensure aircraft are separated from each other and from any obstacles which may pose a safety risk. The “Prescribed Airspace” for Brisbane Airport is a combination of the airspace surfaces included in both the 2013 and 2017 Declarations.

FLIGHT PATH DESIGN

The flight path and airspace design process for Brisbane’s New Runway started in the early 2000’s with the concept design for the FY2005/06 Environmental Impact Statement (EIS) and Major Development Plan (MDP).

In 2015, Brisbane Airport and Airservices Australia initiated a detailed airspace and flight path design process to develop a final design that utilised the latest available technology to meet current safety and regulatory standards and requirements, while optimising efficiency and minimising environmental impacts as much as possible for the opening of the parallel runway in 2020.

OPERATIONAL IMPACTS OF THE NEW RUNWAY

Due to open in mid 2020, Brisbane’s new runway will effectively double the capacity of the airport, effectively future proofing it for the next twenty years and beyond.

CLOSURE OF CROSS RUNWAY 14/32

The 2014 Master Plan outlined a strategy for the closure of Runway 14/32 and the decision was subsequently made by Brisbane Airport to close it.

The date of closure will align with the Aeronautical Information Regulation and Control (AIRAC) date of 21 May 2020. On this date, the airspace will transition into the new airspace system, despite the new runway not yet being operational.

Following the closure of Runway 14/32, Brisbane Airport has the option to convert the current cross runway into a taxiway. Simulation modelling has confirmed that this will not be required immediately, and is unlikely to occur until 2025, pending numerous industry growth variables.

Brisbane Airport will undertake a simulation validation exercise to confirm benefits in airfield flows and efficiency prior to converting the current cross Runway 14/32 into a live taxiway.

ULTIMATE CAPACITY OF BRISBANE’S AIRFIELD

The construction of the new runway will make Brisbane operationally Australia’s most efficient airport. The advantage of operating a set of widely spaced parallel runways is that the hourly capacity rate can be delivered consistently in either runway direction. Given its projected traffic mix, it is anticipated that Brisbane Airport with parallel runways will be able to sustain an hourly rate of 100 to 110 movements per hour over the morning and evening three to four-hour peak demand periods.

NOISE MANAGEMENT

Brisbane Airport is committed to working closely with the community, Airservices Australia, the airlines, and Commonwealth, State and Local Governments to minimise the effects of noise associated with airport operations on the community as much as possible.

Noise abatement procedures are developed during the airspace design process to optimise the use of the noise minimisation built into the design.

The airspace design for Brisbane's New Runway is based on allowing the latest in aircraft systems to manage the flight trajectory of the aircraft which reduces noise levels.

FLIGHT PATH AND AIRCRAFT NOISE INFORMATION BOOKLET

Brisbane Airport Corporation has prepared a Flight Path and Aircraft Noise Information Booklet to provide the community with useful information on aircraft operations at Brisbane Airport between now and 2035. The booklet is provided on the Brisbane Airport website.



FLIGHT PATH TOOL

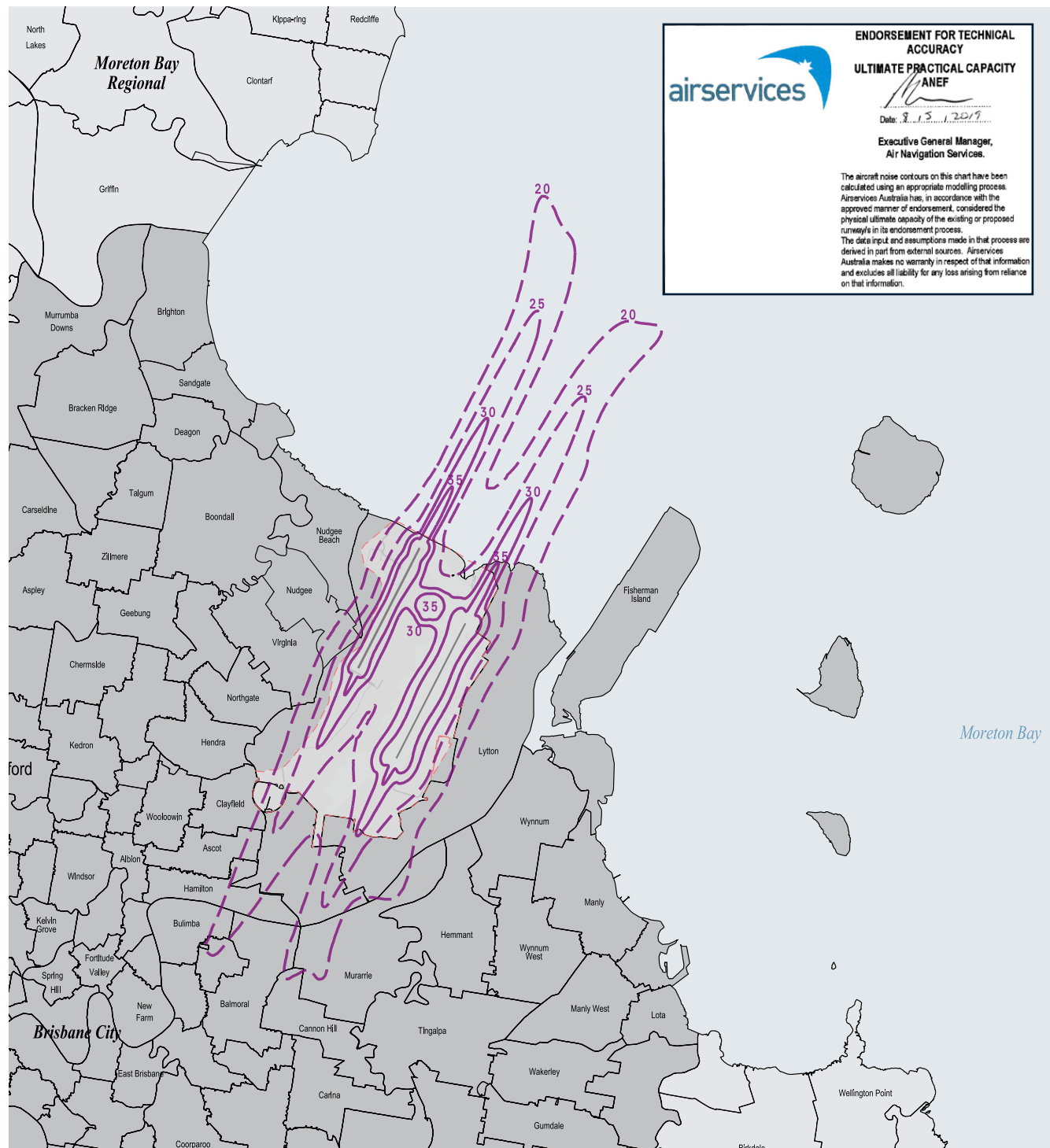
The interactive flight path tool available on Brisbane Airport's website allows users to input specific address and provides current and future location of flight paths, aircraft altitudes and numbers of flights and noise levels above 70 decibels for a given time of the day and year.



AUSTRALIAN NOISE EXPOSURE FORECAST

The Brisbane Airport 2020 Master plan includes the latest Australian Noise Exposure Forecast (ANEF), shown here. ANEF charts show contour lines in the vicinity of an airport of forecast daily average noise exposure levels from aircraft landings and take-offs. These contours are displayed as 20, 25, 30, 35 and 40 ANEF levels with higher contour levels representing higher cumulative daily aircraft noise averaged over a year.

The ANEF is endorsed by Airservices Australia.



NEW RUNWAY BENEFITS

Brisbane Airport's new runway will be a key driver in the long-term growth of the Queensland economy and is set to generate new jobs, create new investment and boost economic opportunity in Brisbane and across the state.

ECONOMIC BENEFITS

It is estimated that in its first year of operation, the new runway will create an additional \$1 billion in direct economic contribution to the Queensland economy, with indirect benefits estimated to be worth more than \$545 million.

Forecasts indicate those figures will rise over the next 20 years to an estimated \$2.1 billion with the indirect contribution growing to an estimated \$1.1 billion.

JOB CREATION

The contribution of \$1.6 billion to the Queensland economy will directly support more than 13,600 jobs, with an estimated 9,300 jobs created in direct employment and a further 4,300 created in the various supply chains.

In total, jobs created as a result of BNE's new runway are forecast to increase to reach 27,337 by 2040-41 from 13,690 in 2020-21. By 2040-41, Brisbane Airport's new runway will support up to 30,000 direct and indirect jobs and contribute \$3.2 billion to Queensland's economy.

INCOME CREATION

Each new job created will result in wages being paid to Queensland workers and their families. In the first year of opening, jobs created by the new runway will have a total value in wage terms of approximately \$598 million to employees of Brisbane Airport based businesses and a further \$321 million in wages indirectly paid across supply chain businesses to their employees.

By 2040-41 these figures are predicted rise to approximately \$1.2 billion in direct wages and \$640 million in indirect wages.

BRISBANE'S NEW RUNWAY - OPENING 2020

BRISBANE'S NEW RUNWAY SYSTEM WILL BECOME THE MOST EFFICIENT IN AUSTRALIA



90%
OF CONSTRUCTION
EMPLOYEES LIVE IN SEQ



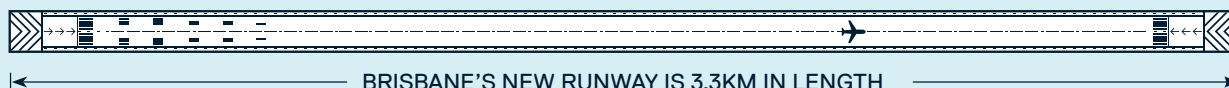
\$1.3BN
TOTAL COST
TO BUILD



360HA
2.5 TIMES THE SIZE
OF BRISBANE CBD



11M
CUBIC METRES OF
SAND DREDGED



BRISBANE'S NEW RUNWAY IS 3.3KM IN LENGTH

LAND USE & PROPERTY STRATEGIES

The 2020 Brisbane Airport Land Use Plan provides the community, industry stakeholders and Government with an understanding of the types of future development activities that could potentially be located on different parts of the airport site.

In line with the requirements of the Airports Act, the land use and zoning policies, with the definitions, terminology and controls in alignment with the Queensland Planning Act 2016, wherever possible.

From a land use perspective, the airport is divided into five land use “zones”. This chapter shows their location and provides purpose statements and a guide to permissible uses for each, designed to advise interested parties on conditions applying to proposed developments.

NINE NEIGHBOURHOODS

The airport has been divided into nine separate neighbourhoods, in alignment with the Brisbane 2022 New World City Action Plan. Neighbourhoods are strong complementary communities of interest where businesses located together each have the potential to derive benefits in terms of shared or common services and facilities.

ADJUSTMENTS FROM THE 2014 MASTER PLAN

This Plan is generally consistent with the 2014 Land Use Plan, however the following small adjustments better reflect existing and intended land uses:

- Export Park and Airport Industrial Precinct has been rezoned from Mixed Use to Industrial.
- A parcel of land north of the Gateway Motorway has been rezoned from Industrial to Conservation.
- A small area within the terminals precinct has been rezoned from Special Purpose Airport to Mixed Use.
- The possible uses within each zone have been subject to minor adjustments.

This Master Plan has been updated to include changes to relevant state and local Government legislative requirements and guidelines affecting planning and development at the airport.

AIRPORT NEIGHBOURHOODS



- 1 THE TERMINALS**
The heart of the airport and its operations
- 2 SKYGATE**
The airport's commercial, retail and leisure hub
- 3 AIRPORT CENTRAL**
24-hour Service Centre and home to BNE Auto Mall
- 4 AIRPORT WEST**
Includes parking and vehicle charging facilities
- 5 AIRPORT NORTH**
The airport's logistics and aviation hub
- 6 EXPORT PARK**
Home to warehousing and distribution operations
- 7 DA VINCI**
Home to training and education centres
- 8 AIRPORT INDUSTRIAL PARK**
Includes warehouse, storage and distribution facilities
- 9 AIRPORT EAST**
Maintenance and associated businesses

THE GROUND TRANSPORT PLAN

This map shows the location of planned enhancements to ground transport operations over the next five years. The enhancements include an expansion of the network to support terminal activities and new developments, including the BNE Auto Mall and the International P2 Multi-Level Car Park. The initiatives described here are all designed to meet the needs of business partners, stakeholders and passengers as the airport continues to grow.

EFFECTIVE PLANNING

As the airport continues to grow, effective planning is an ongoing and essential component of the continued delivery of safe, reliable and high-quality ground transport services. The 2020 Ground Transport Plan includes individual review of:

- The Brisbane Airport road network plan.
- Facilities for moving people and freight.
- Linkages between those facilities, the road network and public transport systems on and off airport.
- The capacity of the ground transport system to support airport operations.
- The likely effect of proposed developments on the ground transport system and traffic flows at, and surrounding, the airport.

For each option, this Ground Transport Plan outlines an overview of current usage and operations; details of initiatives proposed in the next five years and an assessment of potential issues and opportunities arising over the longer term.

RESPONDING TO CUSTOMER NEEDS

Understanding that the needs of customers may change in future, an ongoing program of review and consultation with stakeholders including state and local government, industry groups and members of the public has been established to ensure that services continue to meet requirements and also to consider and respond to identified changes in demand.

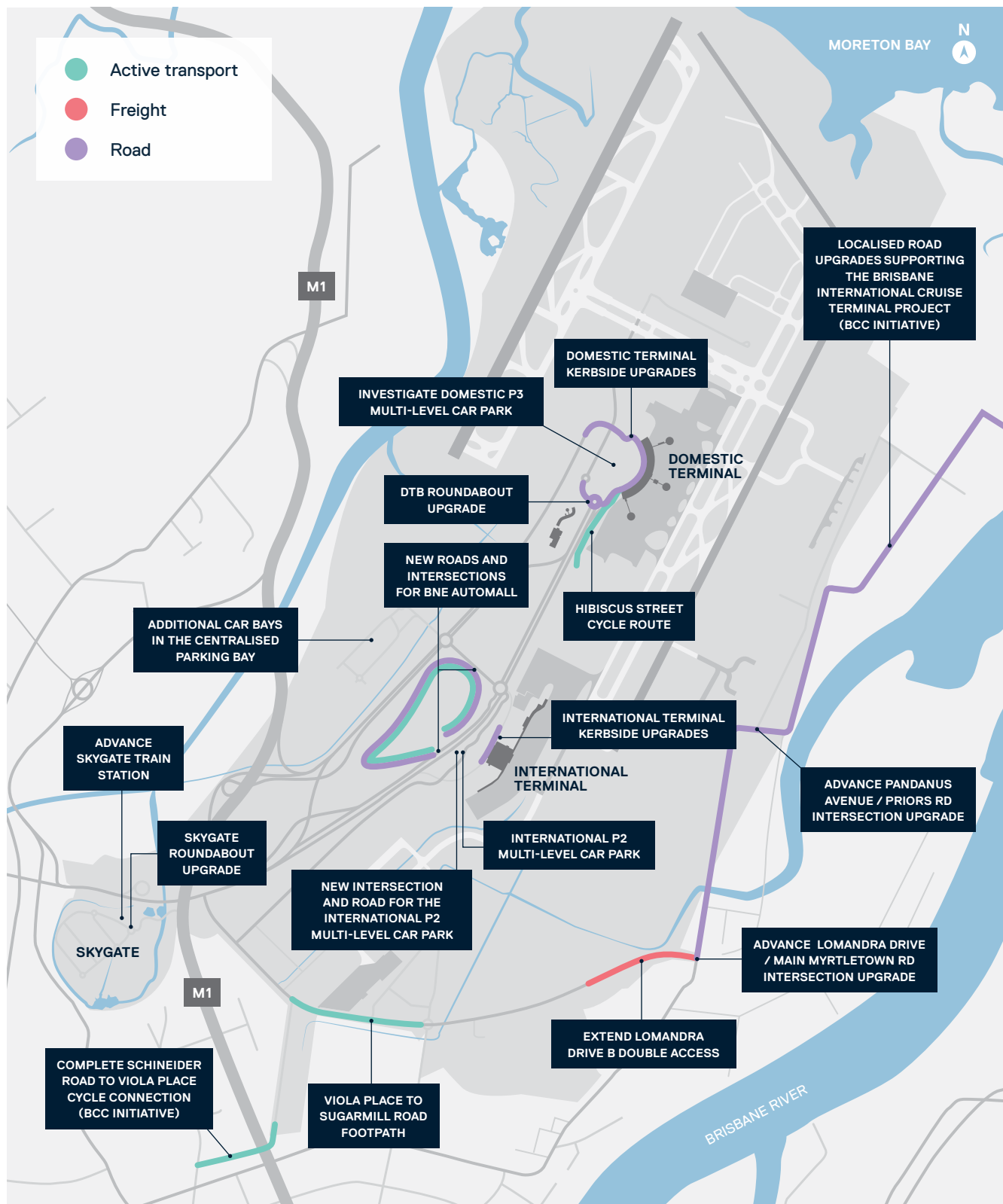
RESPONDING TO NEW OPPORTUNITIES

It is likely that technological advancements will continue to drive changes in passenger needs. In a changing world, BAC monitors emerging opportunities to improve and extend the range of services offered with the goal of continuing to deliver the highest levels of customer satisfaction.

The Ground Transport Plan considers two potential longer term transport initiatives, the development of a Mass Transit System and the development of a new train station at Skygate to allow greater access by public transport. Each are covered in brief in this summary.

TRANSPORT INITIATIVES 2020–2025

Over the next five years, Brisbane Airport Corporation will expand and enhance the network to support terminal activities and new developments, such as BNE Auto Mall and the International P2 Multi-Level Car Park. Each of the planned developments are designed to ensure that Brisbane Airport continues to provide a ground transport network able to meet the needs of all stakeholders.



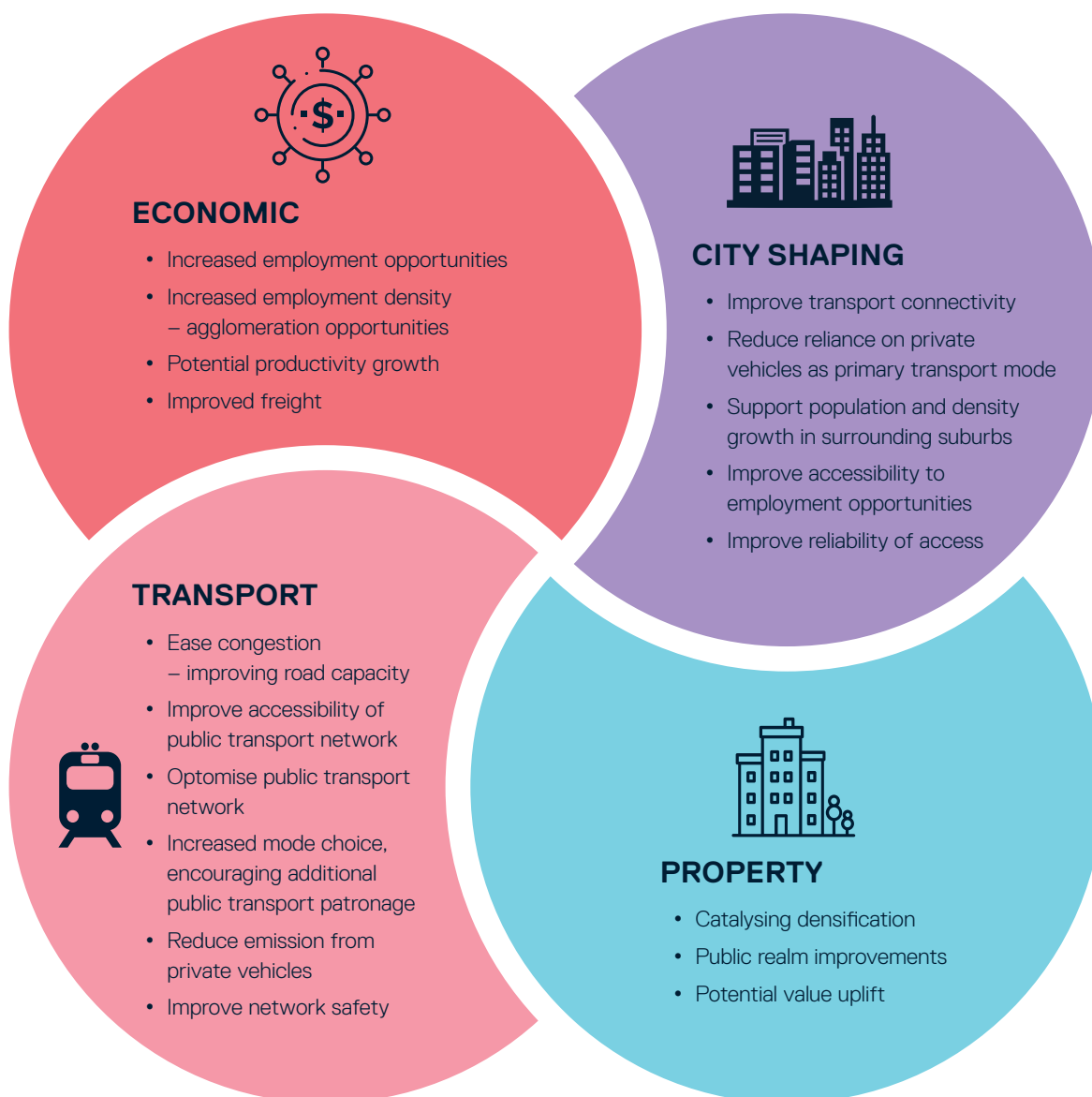
FUTURE PLANNING

A TRAIN STATION FOR SKYGATE

Public transport plays a vital role in facilitating the sustainable growth of cities, and has the potential to shape urban land use patterns. Accessibility to transport links is a contributing factor influencing the location decisions of both firms and individuals.

Similarly, public transport underpins the efficient and timely movement of employees to and from their place of work, and provides accessibility to employment opportunities for many disadvantaged people who do not have or cannot use a car.

BAC sees great potential in the establishment of a new train station at Skygate, adding to and complementing existing services, providing a wider choice of travel options for visitors, shoppers, passengers and people who work in or nearby the precinct to leave their cars at home and enjoy the benefits of the connected rail networks to reach suburbs in Brisbane and further afield.



FUTURE PLANNING

A FUTURE MASS TRANSIT CONCEPT

A potential ultimate airport precinct development option could be a transport system comprising of:

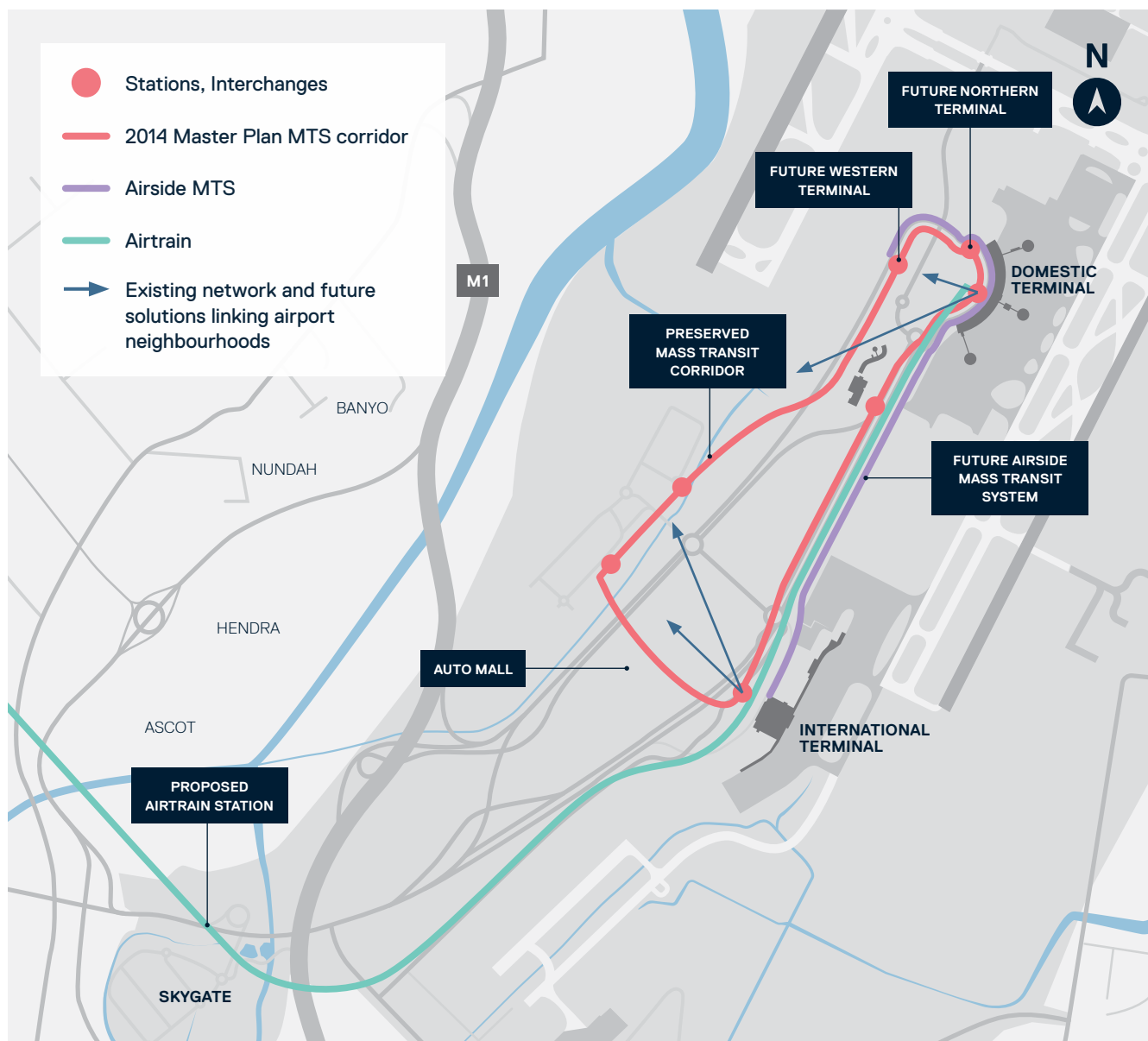
- An airside Mass Transit System connecting the Terminals
- A new rail station at Skygate linking to the existing rail line connecting the terminals to the Brisbane CBD
- A feeder bus shuttle service providing connectivity to key precinct locations.

In this option, the Brisbane Airport Rail Link provides an efficient landside transfer between the key origin and destination points, the airport terminals, the Auto Mall development, and the Skygate precinct, providing a seamless onward public transport connection to the city of Brisbane and beyond.

To provide flexibility for future development across terminal precincts and airport neighbourhoods, BAC will continue to preserve an MTS corridor connecting the passenger terminals and key landside neighbourhoods.

This corridor, originally identified in the 2014 Master Plan, will provide optionality in the future coupled with a new rail station at Skygate facilitating the movement of passengers throughout the airport.

Connected and automated vehicle technology for the MTS and/or shuttle buses can potentially provide further efficiencies and enhance the passenger experience in the future.



ENVIRONMENTAL RESPONSIBILITY

In all aspects of planning, Brisbane Airport remains committed to preserving the environment and acting sustainably.

With 10 per cent of the airport site dedicated to bio diversity, long term environmental sustainability is a fundamental tenet of Brisbane Airport Corporation's operating philosophy and intrinsically linked to the successful attainment of economic, operational and social objectives.

The Brisbane Airport 2020 Master Plan Environment Strategy highlights twelve areas of focus in terms of environmental responsibility for the next five years.

Since the publication of the 2015 Master Plan, new environmental initiatives at Brisbane Airport have included the introduction of an electric bus fleet which reduced carbon emissions by 250 tonnes a year, the installation of a recycled water pipeline, the installation of a large scale solar power system and the commencement of a food recovery programme sending unused food to the needy.

The project to construct the new runway met every obligation in it's environmental plan.

The chart opposite is a representation of the structure that Brisbane Airport Corporation, its tenants and contractors follow to ensure best-practice environmental management.

| | | |
|--|-----------------------------------|---------------------------------------|
| CLEANER AIR | SUSTAINABLE DEVELOPMENT | WATER CONSERVATION |
| BEST PRACTICE WATER QUALITY MANAGEMENT | REDUCING GREENHOUSE GAS EMISSIONS | PROTECTING BIODIVERSITY |
| SOIL AND GROUNDWATER MANAGEMENT | CLIMATE CHANGE ADAPTATION | PRESERVING AND PROMOTING OUR HERITAGE |
| MINIMISING GROUND-BASED NOISE | REDUCING WASTE | TENANT AND CONTRACTOR COMPLIANCE |



In all, 26 key objectives are nominated against these twelve areas of focus, with each area of focus also including detailed action plans to ensure that any investment in construction and new facilities is sustainable and meets Brisbane Airport Corporation's ongoing commitment to environmental responsibility.

ENVIRONMENTAL MANAGEMENT FRAMEWORK

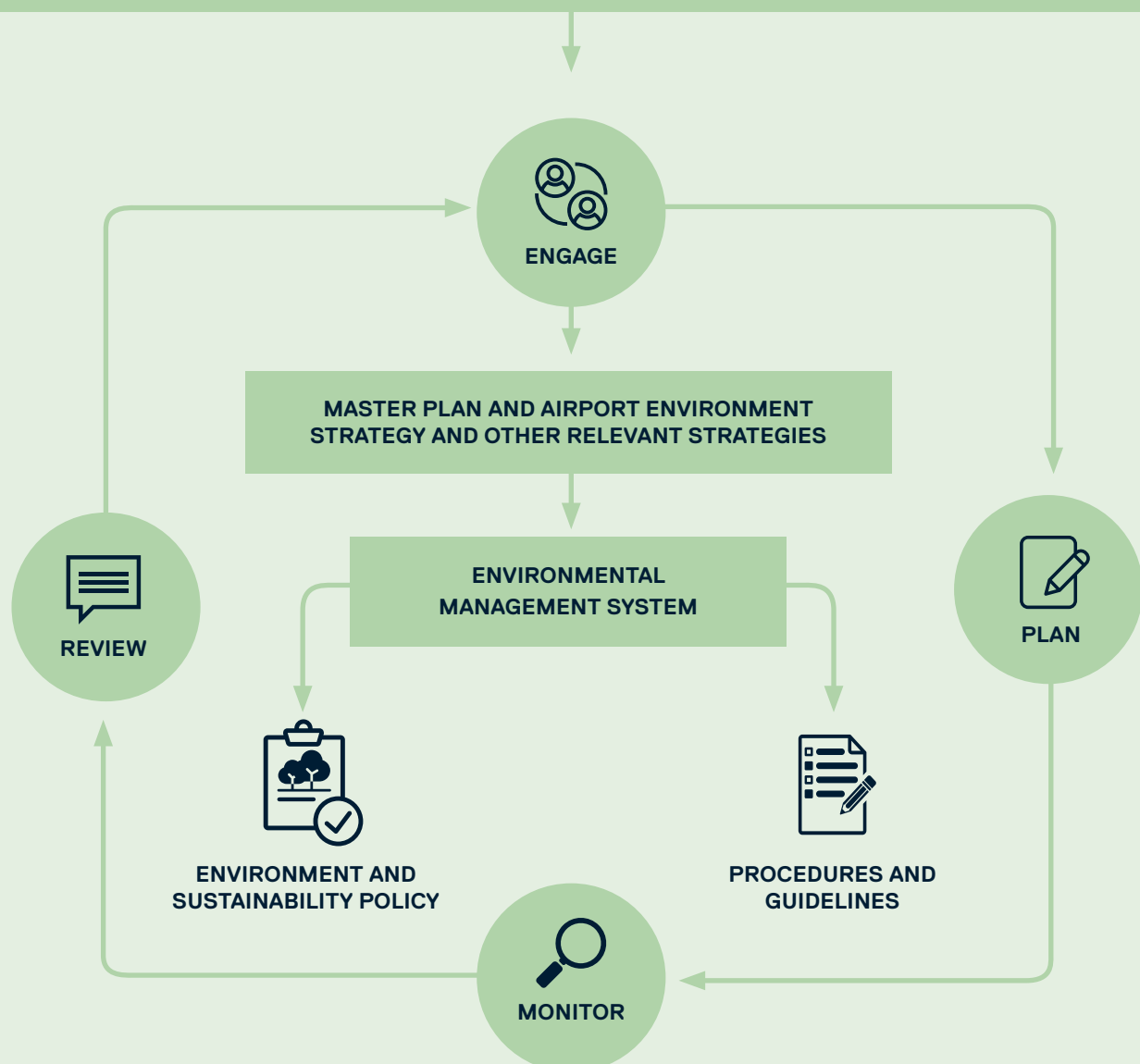
AIRPORT LEGISLATION

- Airports Act 1996
- Airports Regulations 1997
- Airports (Environment Protection) Regulations 1997
- Airports (Building Control) Regulations 1996

OTHER RELEVANT ENVIRONMENTAL LEGISLATION, POLICIES AND NATIONAL GUIDELINES

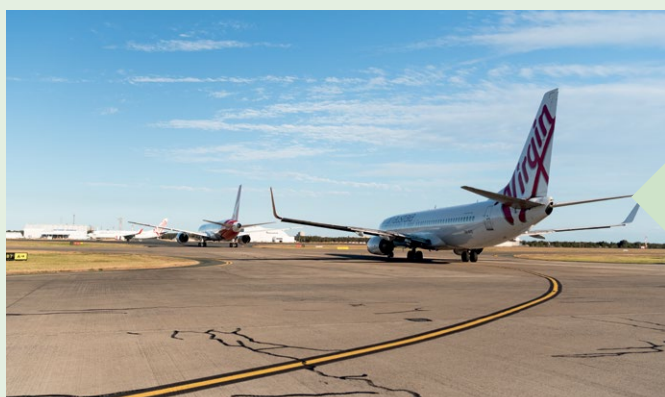
- Environment Protection and Biodiversity Conservation Act 1999 (Cth)
- National Greenhouse and Energy Reporting Act 2007 (Cth)

- Biosecurity Act 2015 (Cth)
- Environmental Protection Act 1994 (Qld)
- Environment Protection Regulations 2008 (Qld)
- Biosecurity Act 2014 (Qld)
- National Environmental Protection Measures
- PFAS National Environmental Management Plan (PFAS NEMP)
- Operational Policy Environmental Management of Firefighting Foam (Qld)
- State Planning Policy (Qld)
- Code for Self-Assessable Development - MP02 (Qld)



ENVIRONMENTAL INITIATIVES

At Brisbane Airport, maintaining long term environmental sustainability is a fundamental tenet of operating philosophy and intrinsically linked to the successful attainment of economic, operational and social objectives. The eight initiatives featured here represent the range and diversity of activities designed to meet those goals.



To date, Brisbane Airport Corporation's new runway project has successfully met in excess of eight hundred environmental approval conditions throughout the eight years of the construction program.

A range of proactive measures have seen Brisbane Airport Corporation's carbon emissions continue to decline since reaching a peak in 2013.

Projects include a combination of energy efficiency projects, onsite renewable energy generation, and carbon offsetting. As a result, airport growth has been effectively de-coupled from emissions growth.



Brisbane Airport's electric bus fleet commenced operations in 2018, reducing airport carbon emissions by 250 tonnes a year. At the time, Brisbane Airport's fleet was Queensland's first, and Australia's largest, electric bus fleet, with 11 electric buses in operation.

Brisbane's new runway will be the first runway system in the Southern hemisphere and Asia Pacific region with a 100 per cent fully addressable LED lighting solution on all CAT I Runway, Approach and Taxiway systems, saving 460 tonnes of carbon emissions each year, in comparison to a traditional incandescent system. Addressable airport lighting allows each individual airport navigation light to be remotely controlled and monitored for correct operation, maximising pilot safety.



A food recovery program introduced in 2014 has resulted in over 50 tonnes of food being redistributed to the community each year. This program is a voluntary initiative between OzHarvest, airport food catering companies and the Airport's Ambassador Program.

The installation of cardboard compactors at the Domestic Terminal in 2017 saw the volumes of recycled cardboard double from 150 tonnes per year to 300 tonnes. This saves waste to landfill and the reduces consumption of natural resources.



The installation of a new recycled water pipeline built during Brisbane's new runway project is estimated to have saved 1.125 gigalitres of potable water, the equivalent of 500 Olympic-sized swimming pools. This water was used in the concrete batching and landscaping of the new runway system and airfield.

Over 100 isolated archaeological finds were discovered during the construction of Brisbane's new runway and kept In Country within the protected Brisbane Airport Biodiversity Zone, in consultation with Traditional Owners.



ENGAGEMENT AND CONSULTATION

COLLABORATIVE DISCUSSION

BAC recognises the contribution of strong relationships with Government, industry and the community to the achievement of its vision and the development objectives as outlined in this Master Plan. The summary list overleaf shows the many different forums in which the Brisbane Airport 2020 Master Plan has been discussed over the last two years.

As can be seen, the consultation program includes a range of different forums, working groups, vision workshops and briefings.

GOVERNMENT PARTNERS

From a planning perspective, BAC works closely with Brisbane City Council (BCC), the Queensland State Government and the Australian Government. This approach promotes integration with, and understanding of, on-airport and off-airport land use planning, road networks, public transport initiatives and environmental management. Understanding, the strategic goals of agency partners is critical to the long-term planning of the airport.

MANAGING NOISE

Similarly, managing aircraft noise at Brisbane Airport is a responsibility shared by a number of organisations and bodies. Together these groups actively research, plan and implement initiatives to achieve the optimal balance between the safe operation of the airport and minimising noise impacts on the community.

PARTNERS IN MANAGING NOISE

Our partners in managing noise include the International Civil Aviation Organization, Airservices Australia, the Aircraft Noise Ombudsman, the Commonwealth Department of Infrastructure and Regional Development, the Civil Aviation Safety Authority and individual airlines operating through Brisbane Airport.

WORKING GROUPS

Working Groups made up of representatives from the airport, Queensland Government and BCC were created as a forum for discussion and direction on four key areas of airport operations; Ground transport; land use; noise and the protection of the environment.

BACACG

The Brisbane Airport Community Aviation Consultation Group (BACACG) is a consultative forum designed to bring together Government, the aviation industry, and the community to discuss a range of topics including aircraft noise, airport developments, airport operations and terminal access.

The group is independently Chaired by Major General Peter Arnison (Retd) and meets three times per year. The Master Plan team has provided a number of Q and A sessions to the group since 2018.

BRISBANE AIRPORT AREA ROUND TABLE

The Brisbane Airport Area Round Table (BAART) is the Planning Coordination Forum for Brisbane Airport. BAART is attended by all levels of government, Brisbane Airport, Airservices Australia and the Civil Aviation Safety Authority.

BAART provides the mechanism for the sharing of major project and infrastructure updates. Additionally, the forum facilitates discussions around planning initiatives, policy and regulatory changes, relevant industry innovation and emerging trends.

LOCAL BUSINESS ADVISORY GROUP

The Brisbane Airport Local Business Advisory Group was formed to monitor levels of project knowledge, awareness and issues of interest regarding Brisbane's new runway, as well as to get independent feedback on the communications program.

The advisory group mainly consists of small businesses not based on airport which are in the property, retail and services sectors as well as transport operators and economic development agencies.

Meeting twice a year, the advisory group was formed with input from local political representatives within Brisbane Airport's catchment.

These 8-year-olds are able to let their imagination influence their ideas. These fresh ideas could be the next level of innovation that Brisbane Airport needs in preparing for 2040.

Justin Hill, Teacher

THE BRISBANE AIRPORT SCHOOLS DESIGN SYMPOSIUM

As part of a series of community engagement exercises, for the last three years Brisbane Airport Corporation has partnered with St Paul's School to explore new ideas and new thinking in the Brisbane Airport Schools Design Symposium.

In the first year, students were asked to design and prototype transport systems to help navigate the Brisbane Airport of the future. From hovercraft wheelchairs to zip-lines connecting different parts of the airport, there were no limits to the imagination and ingenuity of the students.

Last year, the students were invited to imagine what air travel might look like in the future. The challenges included consideration of likely changes to almost every facet of airport operations including aircraft, entertainment, security, baggage handling and catering. The work had a special and important flavour as students were encouraged to focus on the needs of the airport users, mirroring a principle at the heart of planning at the airport itself.

This year's design symposium was all about the Brisbane Airport Master Plan 2040 and once again, the ideas that came out of the day were imaginative and inspiring.

One group created a prototype for a mass transit system that could distribute everything from shopping, cargo and fuel around the airport. Another group developed the idea of creating a wind farm at Moreton Bay to charge electric batteries, while some of the other students turned their minds to the forward-thinking idea of a remote facility for driverless cars with easy access for passengers, visitors and airport staff.

Following the success of the symposium in the first two years, in 2019 the Brisbane Airport Design Symposium was expanded to include students from four new schools in the local area – Morningside State School, Coorparoo State School, Kelvin Grove State School and Our Lady of the Way, Petrie.

SUMMARY OF 2020 MASTER PLAN ENGAGEMENT TO DATE

To date, Brisbane Airport Corporation has taken part in more than 250 engagements, forums, meetings and briefings with over 1,250 individuals including representatives of the aviation industry, government, airport tenants and the local community to explain the details of the Brisbane Airport 2020 Master Plan including:

Briefings

- Qantas and Virgin airlines
- Board of Airline Representatives
- Brisbane Airport Freight and Cargo Community
- Elected officials – Local and State
- Chamber of Commerce and Industry Qld
- SEQ Council of Mayors Executive
- Indigenous land owners
- Airport tenants
- Brisbane Airport Corporation staff
- Brisbane Airport Area Round Table
- Brisbane Airport Community Aviation Consultation Group
- Department of Infrastructure, Regional Development and Cities
- Department of the Environment and Energy
- Civil Aviation Safety Authority

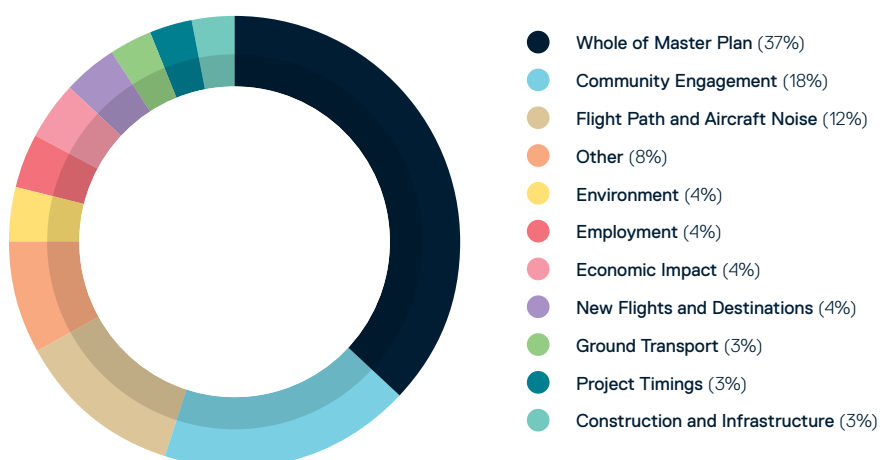
Working Groups and Workshops

- Ground Transport (with state and council)
- Land Use Planning (with state and council)
- Australian Noise Exposure Forecast consultation (with state and council)
- AirServices Australia workshop
- Cargo and freight community workshop
- Airline operations and aviation support workshops
- Aircraft refuelling strategy with Joint Users Hydrant Installation
- Development objectives workshop with BAC Senior Management Team
- Planning challenges workshops with BAC Board
- Airline workshops

Community

- EKKA – Royal Queensland Show
- Local festivals
- St. Paul's School Design Symposium
- Brisbane Airport website update
- 2020 Master Plan information.

ENGAGEMENT CONTENT



To find out more about what's
in the Brisbane Airport 2020
Master Plan and to share
your feedback, please visit
bne.com.au/masterplan





Brisbane Airport Corporation Pty Ltd
(ABN 54 076 870 650)