



INTRODUCTION OF FLIGHT PATHS



OVERVIEW

- Airspace design
- What the process has delivered
- Factors that have influenced the airspace design

CURRENT AS AT
JUNE 2019

BRISBANE AIRPORT'S NEW RUNWAY IS ON TRACK TO OPEN IN MID-2020

Brisbane's new runway is located parallel to and 2km west of the current main runway. In addition to the construction of the runway pavements, the layout of the airfield and the installation of navigational aids on the ground, the development of the new runway involves the introduction of new flight paths into and out of Brisbane Airport. The complex process of planning how aircraft will operate into and out of an airport is known as airspace design.

AIRSPACE DESIGN

The airspace design for Brisbane's new runway was undertaken as part of the Environmental Impact Statement and Major Development Plan (EIS/MDP) process, which was completed and approved by the Australian Government in 2007. The EIS/MDP and supporting materials are available to read on Brisbane Airport Corporation's (BAC's) website at bne.com.au/newrunway.

In preparation for the commencement of operations with the new runway in place, that detailed design work was evaluated in relation to any new aviation procedures, technologies or policies that may have come into effect since the EIS/MDP.

This work began in 2016 and was completed during 2018. The evaluation was undertaken by BAC as airport operator and Airservices Australia, the organisation responsible for designing and managing airspace across Australia. Technical input was sought from other federal government agencies and aviation industry stakeholders.

In October 2018, these assessments were approved by the Office of Airspace Regulation (OAR) within the Civil Aviation Safety Authority (CASA).

WHAT HAS THE PROCESS DELIVERED?

The process has confirmed the arrival procedures known as Standard Arrival Routes (STARs), and the departure procedures known as Standard Instrument Departures (SIDs), that will be introduced with the new runway.

FACTORS THAT HAVE INFLUENCED THE AIRSPACE DESIGN

The airspace design work focused on achieving safe and efficient operations for all aircraft, while minimising noise impacts for the community through the development of Noise Abatement Procedures (NAPs).

Other factors that have influenced the airspace configuration that will be implemented when the new runway is operational include emerging aviation technology, airline fleet capabilities and the airspace needs of other airports and military facilities in South East Queensland.



TIMELINE

The process to confirm the airspace design as outlined in the EIS/MDP occurred in three stages:

STAGE 1 – PRELIMINARY REVIEW (MID 2016 – MID 2017)

- Review EIS/MDP design and international aviation standards
 - Review current and emerging technologies and any changes in aviation procedures or policies.
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STAGE 2 – DETAILED REVIEW (MID 2017 – END 2018)

- Review flight paths including stages of flight for arriving and departing aircraft
 - Develop air traffic management procedures
 - Review and finalise noise abatement procedures.
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STAGE 3 - FINALISATION (EARLY 2018 - 2020)

- Safety assessment and testing
 - Air Traffic Control training
 - Pilot training and flight documentation publications.
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