An aerial photograph of the Brisbane Airport terminal and the Brisbane Airport Rail Station. The terminal is a large, modern building with a curved roof. The rail station is located adjacent to the terminal, with several yellow and blue trains on the tracks. A multi-level parking garage is visible on the left side of the image. The background shows the airport tarmac with several aircraft, including a large red and white plane, and the surrounding green landscape under a blue sky with some clouds.

The Master Plan focuses on forward planning, innovation and sustainability and is prepared every five years.

Connecting People
Building Opportunities



Chapter 1: Master Planning

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Chapter 2: Brisbane Airport Corporation

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Chapter 3: Brisbane Airport

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Chapter 4: Legislative Environment

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PLANNING CONTEXT

1

MASTER PLANNING

Master planning for Brisbane Airport is an ongoing task, ensuring future development supports forecast growth.

1.1 Purpose of the Master Plan

The Master Plan is the most important of the documents, plans and programs prepared by Brisbane Airport Corporation Pty Ltd (BAC).

It sets out BAC's strategic vision and the framework for the development of Brisbane Airport to 2034 and beyond, including a more detailed overview of development planned for the five-year period between 2014 and 2019. Development activities include aeronautical and non-aeronautical infrastructure, the ongoing maintenance of airport and aviation services and facilities, the provision of integrated surface transport networks, commercial projects and environmental management.

The plan is designed to clearly state BAC's objectives for the future of Brisbane Airport and how, through careful planning, accurate forecasting of factors such as growth in passenger numbers, aircraft movements, on-airport traffic and freight, those objectives will be achieved.

Beyond its assessment of on-airport infrastructure needs, the Master Plan also incorporates forecasts relating to aircraft noise exposure levels, with the resulting Australian Noise Exposure Forecast (ANEF) being used for statutory land use planning purposes by state and local government agencies.

In addition to its role in explaining BAC's vision for the airport and future infrastructure requirements, it is a statutory document, which, under the *Airports Act 1996* (Airports Act),

must be reviewed by BAC every five years and submitted to the Australian Government for assessment and approval.

It is under the authority of an approved Master Plan that airport projects and activities proceed into detailed planning and implementation.

While the Master Plan is subject to a public comment, government assessment and approval process, it does not mean that all development and infrastructure projects proposed within it are approved. Nor does it mean that BAC is committed to any particular development mooted in the plan. Instead, individual projects are the subject of separate Commonwealth planning and statutory approval processes and BAC commercial and due diligence processes.

1.2 Content of the Master Plan

BAC has structured the Brisbane Airport 2014 Master Plan to respond to the statutory requirements of the Airports Act, while also outlining in a logical sequence its vision, aspirational goals and infrastructure delivery for the airport in years to come.

The first section of the document, '*Planning Context*' sets the scene, explaining the purpose and uses of the Master Plan, while also providing an overview to BAC and Brisbane Airport, outlining the importance of the airport in a local, regional, state and national context.



This section also details relevant legislation, policies and regulations that are considered in all aspects of airport development.

The second section '*Development Objectives*', is a specific requirement of the Airports Act, but also provides a mechanism through which BAC can outline its objectives within the context of the four pillars of sustainability: Economic, Operations, Environment and Social.

The objectives are directly linked to the strategic planning outcomes outlined in later chapters including land use and precinct development, aviation and airport services and facilities, ground transport and environmental management.

The third section titled '*Planning Response*' looks at what activities and actions have been taken in the past five years, while also detailing proposed future initiatives, programs and projects for the short term (five years), medium term (10 years) and long term (20 years to 2034). Consistent with the development objectives, the Planning Response section aligns with the four pillars of sustainability approach.

The final sections of the document summarise the program of actions and implementation timeframe, while also detailing changes that have occurred since the Brisbane Airport 2009 Master Plan, which was approved in September 2009.

Complementary documents, relevant to the Master Plan and new requirements of the Airports Act since the 2009 Master Plan, are now contained within the Master Plan and include:

- » **Ground Transport Plan**, which looks at the on-airport and surrounding road network, facilities for moving people and freight at the airport, car parking facilities, public transport services and the capacity of the ground transport system to support airport operations into the future
- » **Airport Environment Strategy**, which assesses the environmental values of the airport and provides action plans and measurable goals for the ongoing management and improvement of environmental outcomes, particularly in the period 2014 – 2019.

The Master Plan is structured to respond to statutory requirements, while also outlining BAC's vision for the future of Brisbane Airport.

In addition, the 2014 Master Plan includes information on how the airport will operate once the New Parallel Runway (NPR) is operational, which is scheduled for 2020. The '*Current and Future Flight Path and Noise Information*' booklet includes an explanation about how the NPR and the existing main runway will work together in different modes of operation. It includes noise charts that illustrate the noise implications for areas around the airport once aircraft are using both parallel runways.

These contours have been updated since the Environmental Impact Statement and Major Development Plan for the NPR was approved in September 2007.



BUILDING THE MASTER PLAN

Input from many airport stakeholders factor into this blueprint for the future.

1.3 Inputs to the Master Plan

The Brisbane Airport 2014 Master Plan has been the subject of extensive consultation with all levels of government, industry and the community. The aim of the consultation has been to encourage open discussion about future development at the airport and to better understand the opportunities, concerns and ideas of parties that are integrally connected to the airport and its operation.

WORKING GROUPS

Individual, discipline focused Working Groups comprising representatives from BAC, the Queensland State Government and Brisbane City Council (BCC), were established at the beginning of the master planning process.

The Working Groups were:

- » Ground transport
- » Land use
- » Noise
- » Environment.

The aim of the Working Groups was to provide a forum for discussion and direction between relevant government agencies and BAC to achieve an integrated planning outcome for the Master Plan that considered the requirements and expectations of all parties.

In particular, the Working Groups:

- » Provided inputs to the scope of the Master Plan
- » Provided clarification on issues arising for BAC and its consultants
- » Identified if additional work was required to support inputs to the Master Plan
- » Provided feedback on interim study reports and Master Plan chapters as they became available.

Each Working Group met three times during the course of the master planning process.

The arrivals hall at Brisbane Airport's International T1



VISION WORKSHOPS

A number of vision workshops were held during the course of master planning. These workshops were designed to encourage innovative and 'blue sky' thinking about future development, initiatives or new services, facilities and programs for the airport between 2014 and 2034.

Vision Workshops were held with:

- » BCC and the Queensland Department of Transport and Main Roads (TMR)
- » Ground transport operators
- » Airline operators
- » Ground service providers
- » Air freight companies.

COMMUNITY FOCUS GROUPS

BAC held three community focus groups attended by 38 people who resided to the north, south and west of the airport. The only pre-qualification for attendees was that they had visited Brisbane Airport either as a passenger or visitor in the prior year. The aim of the focus groups was to determine views about specific aspects of Brisbane Airport and to stimulate thinking about ideas for improvements that could be considered in the Master Plan.

BRISBANE MASTER PLAN ON-LINE SURVEY

To further encourage general community input to the Master Plan, BAC prepared an on-line survey designed to prompt ideas about on-airport development that would enhance or improve the airport experience. The survey was hosted on the BAC website and distributed to tenants of Brisbane Airport, as well as to all registrants on the Master Plan database. The survey was also tailored for mobile applications and supported by Facebook and Twitter mentions from BAC. Approximately 234 surveys were returned through this initiative.

OTHER FORUMS

In addition to the Working Groups, vision workshops and community focus groups and survey, BAC also considered inputs arising from other consultation activities including:

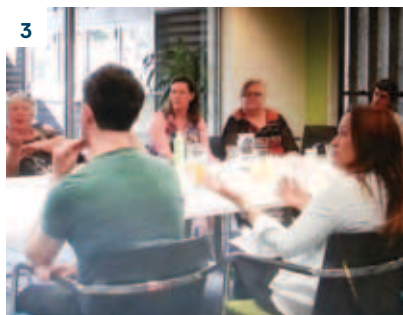
- » Brisbane Airport Community Aviation Consultation Group (BACACG)
- » Brisbane Airport Area Round Table (BAART)
- » Brisbane Airport Tenants Environment Committee (BATEC)
- » Joint User Hydrant Installation consultation group
- » Briefings of elected representatives and departmental officers
- » Community information exchanges
- » Brisbane Airport Technical Noise Working Group (TNWG)
- » Airport Operators Committee (AOC)
- » Local festivals and events.

1 Aircraft management is an important airside operation.

2 Brisbane Airport planning is an ongoing task for the BAC team.

3 Community focus groups provided inputs to the Master Plan.

4 Government and industry vision workshops contributed to the 2014 Master Plan.



A summary of the ideas and initiatives identified through these consultation activities and how they were dealt with within the Master Plan is included as Table 1.2 in this section of the document.

Other engagement and consultation activities are outlined in Chapter 9 of this Master Plan.

1 MASTER PLANNING

BAC has held a number of vision workshops with stakeholder groups directly linked with the airport, as well as Working Group meetings with government representatives and community focus groups, seeking input to the 2014 Master Plan.

Table 1.1 lists the organisations and groups whose inputs have been considered in preparing the 2014 Master Plan, including dates of consultations.

Table 1.2 lists the inputs of those groups, including BAC's responses.

The inputs have been separated into Master Plan topics:

- » Land use
- » Ground transport
- » Terminals
- » Environment
- » Noise.

TABLE 1.1: STAKEHOLDERS INVOLVED IN MASTER PLAN WORKSHOPS

Stakeholder	Forum	Source Legend	Dates
Brisbane City Council	Vision Workshop	BCC	23 July 2013
	Ground Transport Working Group	GTWG	27 August 2013 12 November 2013
	Environment Working Group	EWG	10 September 2013 6 November 2013 15 January 2014
	Aircraft Noise Working Group	ANWG	1 October 2013 20 November 2013
	Land Use & Development Working Group	LUDWG	19 September 2013
Queensland Department of Transport and Main Roads	Vision Workshop	TMR	23 July 2013
	Ground Transport Working Group	GTWG	27 August 2013 12 November 2013
Ground Transport Operators	Vision Workshop	GTO	7 August 2013
Airline Operators	Vision Workshop	AO	1 May 2013
Ground Service Providers	Vision Workshop	GSP	19 August 2013
Airport Ambassadors	Vision Workshop	AA	27 September 2013
Airfreight Industry	Vision Workshop	AI	30 September 2013
Community Focus Groups	Focus Group North	CFG	21 September 2013
	Focus Group South	CFG	21 September 2013
	Focus Group Central	CFG	19 September 2013
Queensland Department of Environment & Heritage Protection	Environment Working Group	EWG	10 September 2013 6 November 2013 15 January 2014
	Aircraft Noise Working Group	ANWG	1 October 2013 20 November 2013
Queensland Department of State Development, Infrastructure and Planning	Aircraft Noise Working Group	ANWG	1 October 2013 20 November 2013
	Land Use and Development Working Group	LUDWG	19 September 2013
	Ground Transport Working Group	GTWG	27 August 2013 12 November 2013
Airbiz	Aircraft Noise Working Group	ANWG	1 October 2013 20 November 2013

TABLE 1.2: INPUTS TO THE MASTER PLAN AND BAC RESPONSES

Land Use			
Topic	Recommendations	Source	Action Taken
Art	Monument for Cribb Island	AA	Information about Brisbane Airport's history, including reference to Cribb Island is located on the BAC website. Because the former Cribb Island is the site of the NPR, which during construction and when operational will be subject to security restrictions, an on-site monument is not possible.
Central Parking Area (CPA)	Include amenities for ground transport operators in any expanded use of the CPA multi-storey ground transport terminal	GTO	It is planned to develop a mass transit hub in the Airport Central Precinct, including a ground transport terminal. While amenities will be part of the detailed design work, such facilities will be included in the precinct.
Development activity	Build in flexibility for assets – future proof solutions	AO	Future proofing assets is central to the role of this and every Master Plan. By forward planning to a 20-year horizon, asset flexibility and future proofing are factored in.
	Continuing discussion about sequencing of development and infrastructure	BCC TMR	The BAART is a group of planning representatives from all levels of government that meets quarterly to collaborate on planning and development issues for the airport region. This forum provides the opportunity to discuss sequencing of development and infrastructure on the airport in a local and regional context.
	Ensure on-airport development complements City Plan intentions and aspirations	BCC TMR	Alignment with City interests is achieved through a number of mechanisms including: The BAART as outlined above. Approval processes for on-airport development, which includes statutory comment periods and through which the city can enunciate its intentions and aspirations.
	Find ways to maximise efficiency of current infrastructure. Do not build for short-term peaks	AO	The Terminal Area Development Strategy outlined in this 2014 Master Plan aims to maximise the efficiency of current infrastructure. The 20-year planning horizon of the Master Plan further ensures that infrastructure needs are assessed on a long-term basis.
	Further development of aviation-related and aerospace industry	BCC TMR	Brisbane Airport is a major hub for aviation in Queensland and this is supported by the State Significant designation given the airport by the Queensland State Government. Further aviation development is envisaged at Brisbane Airport, with precincts including Airport East and Airport North providing capacity for future expansion. This information is outlined in the Terminal Area Development Strategy. Refer Section 7.1 Aviation Capacity.
	Large tourism centre on airport / information gateway	BCC TMR	Tourist information facilities are currently situated in both Domestic T2 and International T1. Under the Terminal Area Development Strategy it is envisaged that a central passenger processing precinct will be developed, which will encompass further tourist-related information and services.
	More airport hotels including hotels for short in-transit stays	AO / CFG	Two new hotels, in the vicinity of the International T1 and Domestic T2 are proposed for development at Brisbane Airport over the period from 2014 to 2019. Further hotels will be developed in the future in line with growing demand.
	Multi-storey ground transport terminal	GTO	This Master Plan proposes the development of an Mass Transit System (MTS) system to move passengers between terminals and a central passenger processing area. A multi-storey ground transport facility is central to the success of this initiative.
	Plan airside to provide for larger aircraft of the future	AO	This is addressed in the Terminal Area Development Strategy in this Master Plan Section 7.1. It outlines plans for the provision of appropriate airside space for larger aircraft of the future.
	Plan terminal layout and function to reduce queuing	AO	This is addressed in the Terminal Area Development Strategy in this Master Plan Section 7.1. A centralised ground transport facility and passenger processing area will provide greater efficiencies for both airlines and passengers.
	Stadium or major gathering venue to drive critical mass required for transport interchange and usage	BCC TMR	While Brisbane Airport land is sometimes used for large events that require space for performance tents or stages, there are no proposals in this Master Plan for a permanent stadium facility.
	Welcome to Brisbane Airport signage on Gateway Motorway and from Toombul	CFG	BAC's priority is to ensure that on-airport signage promotes safe and efficient transport movement within the airport boundaries. Through forums such as BAART, BAC can further explore with BCC and the state government any external signage requirements.
	Address impact of further development in Airport East precinct	LUDWG	The Airport East precinct is addressed within this Master Plan. To manage and monitor local area traffic, BAC provides BCC with Traffic Management Plans and any development in the precinct is subject to approval processes that allow for government input.
	Address potential confusion around terminology – major centre / regional plan	LUDWG	Where possible, BAC will use the same terminology adopted by BCC and the state government in its development planning.
	Relationship between PANS-OPS and OLS and city centre	LUDWG	The Procedures for Air Navigation Services Aircraft Operations (PANS-OPS) and the Obstacle Limitation Surfaces (OLS) are discussed in the Airspace section of this Master Plan Section 7.2.

1 MASTER PLANNING

TABLE 1.2: INPUTS TO THE MASTER PLAN AND BAC RESPONSES (CONTNUED)

Land Use			
Topic	Recommendations	Source	Action Taken
Freight	Lay-down area for companies using B-Doubles	AI	There are a number of service centres that cater for B-Double vehicles in close proximity to Brisbane Airport. No additional facilities for B-Double vehicles are proposed in this Master Plan.
	Proximity to terminals for air freight providers	AI	Expansion of the logistics precinct and apron areas is envisaged in this Master Plan. The Terminal Area Development Strategy also includes information on the proposed development of Airport North as a future logistics hub for industrial and aviation related developments and businesses that require airside access.
Infrastructure	Sharing of infrastructure plans to ensure no conflicts arise	BCC TMR	The BAART provides the forum for the sharing of development related plans and information between BAC, BCC and the state government.
Master Plan	Clear definition of land uses incorporated into Master Plan	BCC TMR	This Master Plan includes comprehensive information about proposed land uses across Brisbane Airport. Refer Chapter 6.
Passenger facilities	Passenger drop-off away from terminal if there is a low cost terminal model	GTO	A central passenger processing area and an MTS to move passengers to terminals is outlined in this Master Plan.
Urban design	Development of a strong urban design (architectural and landscape theme) that bring airport and city together	BCC TMR	BAC's Property Master Plan addresses on-airport urban design and theming. BAC seeks to reflect iconic Queensland themes through its landscaping and architecture, and this is further supported by the Design and Development Integrity Panel, which reviews design features so elements alignment with urban design and theming.
Ground Transport			
Topic	Recommendations	Source	Action Taken
Aircraft servicing	Bus operations for aircraft servicing	AO	Bussing of passengers to remote satellites is considered in the Terminal Area Development Strategy in this Master Plan.
Airtrain	Cost and schedule reassessment for Airtrain / consider having last train at night coincide with last plane arrival at night / take into account early and late arrivals of Gold Coast people	CFG	Airtrain is a privately owned and operated railway located at Brisbane Airport. While BAC is supportive of Airtrain initiatives, it is not able to directly influence its services and facilities.
Baggage processing	Better baggage processing to speed up the arrival of passengers to ground transport operators	GTO	Baggage processing is considered as part of the Terminal Area Development Strategy outlined in this Master Plan.
	Potential for baggage check-in at major near airport interchange, i.e. Eagle Farm	BCC TMR	Under the Terminal Area Development Strategy BAC has addressed improvements to passenger processing in an on-airport environment.
	Potential to check in luggage on train (similar to Kuala Lumpur)	CFG	Under the Terminal Area Development Strategy BAC has addressed improvements to passenger processing in an on-airport environment.
Disability access	Ensure people with disabilities are catered for if there is a change of approach to ground transport operations	GTO	Disability access is a priority for BAC and all strategies designed to improve passenger processing consider the needs for people with permanent and short-term disabilities.
	Need to position car park pay machines lower so that people in wheelchairs can see the buttons	CFG	Automatic pay machines are accessible to all visitors prior to reaching their vehicle at the multi-level car parks at the International T1 and Domestic T2. 24 hour call assistance is available for all passengers requiring assistance. Additional information can be found in BAC's Disability Facilitation Plan for Visitors on BAC's website.
Education	Education initiatives to build public transport / active transport alternatives	BCC TMR	BAC supports the use of public and active transport at Brisbane Airport. It works closely with BCC and the state government to provide networks and facilities that enhance decisions to use public transport and other transport options over the private car.

Ground Transport			
Topic	Recommendations	Source	Action Taken
Freight corridors	Transport freight corridors on-airport that are separate to public roads (increasing traffic on Lomandra Drive is an issue)	AI	In the term of the 2009 Master Plan (2009 – 2014), BAC continued to improve the on-airport road network including upgrades on Lomandra Drive. In the term of 2014 Master Plan it is envisaged that further upgrades will be undertaken, including the progressive addition of another lane in each direction for Lomandra Drive.
General transport	Achieve good modal mix for ground transport	AO	Improvements to ground transport operations at Brisbane Airport is a regular topic of discussion at the BAART, involving BAC, BCC and the state government.
	Mass transit system from central hub to terminals / High quality internal transport system that is a high quality experience	BCC TMR / CFG AO	An MTS to improve passenger movement around the airport is discussed in the Terminal Area Development Strategy contained in this Master Plan.
	Transport interchange at CPA – of particular benefit if connected to west over Kedron Brook Floodway	BCC TMR	Provision for an access route from the CPA west across Kedron Brook Floodway is outlined in this Master Plan. It is envisaged this access route would connect with Southern Cross Way.
Ground Transport Operators	Better Flight Information Display systems (FIDs) in terminals and in the CPA to assist passengers and ground transport operators.	GTO	As technology evolves, improvements to information technology will be progressively implemented at Brisbane Airport.
	Better way finding in-terminal for ease of passenger transfer to ground transport	GTO	A signage and way finding audit has been undertaken at Brisbane Airport, with the aim of improving way finding in terminals and across the airport road network.
	Separate taxi feed-in area away from main traffic to stop bottle necks at entry to domestic terminal	GTO	The management of traffic into and out of terminal precincts is considered as part of longer-term planning. Initiatives proposed in this Master Plan including the central passenger processing facility and a supporting MTS are important parts of this long-term planning.
	Shuttle to/from terminal to/from rental car facilities	BCC TMR	A ground transport operator interchange is outlined in the Terminal Area Development Strategy contained in this Master Plan.
	Create a single location for hire cars so that in-terminal desks, which are costly, can be closed	GTO	A single location for car rental companies is envisaged within the life of this Master Plan.
	No rental cars near terminals	BCC TMR	In this Master Plan it is envisaged that rental cars will be located within a ground transport hub that is located within the Airport Central precinct and away from terminal frontages.
On-airport access	Improve access to Sir Charles Kingsford Smith memorial	CFG	A range of development around the International T1 is considered in this Master Plan, with those developments likely to result in improved access to the Kingsford Smith Memorial.
	Improve connectivity between terminals	AO	The MTS outlined in this Master Plan provides improved connectivity between terminals.
Parking	Consolidation of parking into key sites and not all across airport	BCC TMR	A range of parking products will be offered at Brisbane Airport including priority car parks close to terminals and remote options within the CPA with access to the terminals being provided through an MTS.
Passenger processing	Continued improvements to passenger processing particularly on entering Australia	CFG	Some Australian and New Zealand ePassport holders now have the option to self-process through passport control using SmartGate. Any future processing initiatives approved by Australian Customs and Border Protection Service will be considered for Brisbane Airport.

1 MASTER PLANNING

TABLE 1.2: INPUTS TO THE MASTER PLAN AND BAC RESPONSES (CONTNUED)

Ground Transport			
Topic	Recommendations	Source	Action Taken
Public transport / Active transport	Alignment of public transport with peaks	GTWG	The BAART, involving planning representatives from Brisbane Airport, BCC and the state government continue to review public transport options at Brisbane Airport.
	CityCat connection from North Shore Hamilton	GTWG	CityCat is a BCC service and, with TransLink, would be responsible for any changes to the CityCat network.
	CityCycle style facility for people to cycle to DFO from the terminals	CFG	CityCycle is a BCC service and it would be responsible for any changes or additions to the service to encompass Brisbane Airport. BAC itself is committed to the progressive expansion of on-airport infrastructure to support cycling.
	End of trip facilities for cyclists / pedestrians	GTWG	End of trip facilities have been included as a project in the 2014 Ground Transport Plan – Chapter 12 of this Master Plan.
	Connection through to the new BCC bus depot at Trade Coast Central	BCC TMR	A future greenlink between Brisbane Airport and Trade Coast Central is proposed.
	Improved public transport to and from the airport	CFG	BAC has included a Ground Transport Plan (GTP) within this Master Plan, which outlines initiatives and planning designed to improve public and active transport connections to the airport by all agencies and companies providing public transport services.
	Improved public transport from terminal to Skygate	GTWG	Brisbane Airport offers an inter-terminal bus known as TBus. The TBus also provides connections from International T1 and Domestic T2 to the Skygate shopping precinct. The Skygate service operates from 5:20 until 22:40 on weekdays, with a reduced service operating on weekends.
	More public transport options that operate outside peak hours	CFG	The success of public transport relies on steady passenger numbers. The issue of public transport options at Brisbane Airport is a topic of discussion at the BAART forum which is attended by both BCC and TMR.
	Linkages to external network for active transport	GTWG	This Master Plan outlines initiatives to connect on-airport cycle paths with external cycle path networks that are managed by BCC and the state government.
Roads	Investment in road capacity to sustain accessibility	GTWG	The GTP, which is included within this Master Plan, outlines a number of initiatives to continue to build road capacity and sustain accessibility.
Signage	Improved signage/information about how to transfer between the domestic and international terminals	CFG	A number of recommendations have arisen from a recently completed way finding review and these will be implemented progressively across the airport.
	Improvements to signage on airport roads	CFG	A number of recommendations have arisen from a recently completed way finding review and these will be implemented progressively across the airport.



Environment			
Topic	Recommendations	Source	Action Taken
Biodiversity zones	Investigate opportunities to seamlessly integrate the adjoining off-airport and on-airport biodiversity zones	BCC TMR	The Airport Environment Strategy (AES) is contained within this Master Plan. The AES addresses the integration between airport and BCC biodiversity zones.
	Public access / nature walks within biodiversity zone	BCC TMR	BAC and BCC are currently discussing whether public access to biodiversity zones can be achieved taking into account airport security requirements and the protection of endangered species such as the Lewin's Rail.
Education	Information on sustainability initiatives in the terminals so people know what is happening around environment on airport – improve public awareness	CFG	Information about the biodiversity zone and sustainability initiatives at Brisbane Airport are displayed on BAC's website. BAC will also explore whether supporting information may be included in its Discovery Centre located within the Skygate precinct.
	Environmental education	EWG	BAC has provided funds to the Nudgee Beach Environmental Centre and to Mangrove Watch as part of the development of the NPR.
	Publicising BAC management of water quality and aquatic environments and offsets	EWG	Information about BAC's Environmental Management Systems is located on its website. In addition, BAC is in discussion with BCC and the state government about the sharing of water quality data.
Environmental management	State BAC's position on its natural assets and how they will be managed.	BCC TMR	The AES contained within this Master Plan outlines how BAC will manage the environment and address sustainability at Brisbane Airport.
	BAC participation in direct or indirect improvement in quality of water flow into the Brisbane River from Luggage Point	EWG	
	Managing impacts of waste going to Luggage Point	EWG	
	Management of land-based noise	EWG	
	Achievement of green star ratings at Brisbane Airport	EWG	
	Corporate sponsorships focused on biodiversity and environmental outcomes	EWG	
Solar / wind power	Investigate opportunities for solar farms / wind farms on airport land	CFG	The AES contained within this Master Plan outlines how BAC will manage the environment and address sustainability at Brisbane Airport.
Noise			
Topic	Recommendations	Source	Action Taken
Aircraft noise	Inclusion of details about aircraft noise in the 2014 Master Plan	ANWG	A 'Current and Future Flight Path and Noise Information' booklet is contained as part of the suite of documents supporting the 2014 Master Plan. In addition, information about aircraft noise is contained within this Master Plan.
	Restrict some of the louder aircraft	ANWG	Reduction of noise from louder aircraft is a priority at Brisbane Airport. A number of aircraft are currently restricted from using the airport and the focus on new aircraft with reduced noise profiles will further minimise noise impacts in future years.
	Inclusion of aircraft altitude information in material available to the public	ANWG	A booklet called "Above and Beyond" is available on BAC's website. This document includes information on aircraft altitude at different stages of flight.
Runway operations	Educate community about how the runways will operate when the NPR is completed	RANWG	A 'Current and Future Flight Path and Noise Information' booklet is contained as part of the suite of documents supporting the 2014 Master Plan. This explains how the airport will operate with a parallel runway, including expected noise implications. In addition, information about aircraft noise is contained within this Master Plan.