



# BRISBANE AIRPORT

Brisbane Airport is an aviation, business and industry hub supporting thousands of employees and millions of passengers each year.

## 3.1 About Brisbane Airport

Brisbane Airport is located on 2,700 hectares of land and is bounded by the Brisbane River to the east, the Kedron Brook Floodway to the west, Moreton Bay to the north and the Gateway Motorway to the south.

It is one of the largest airports by land area in Australia and one of the fastest growing in the country based on passenger numbers.

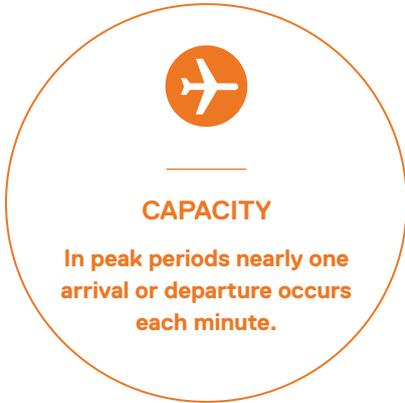
It was established on its current site in 1988 following extensive investigations coordinated by the Australian Government to find a new airport location that would accommodate the growth in air travel over coming decades as passenger numbers and freight demand grew.

Brisbane Airport is located on part of what was the original Brisbane River delta and on the floodplain of a number of catchments. Much of the land for the airport has been altered from previous land uses through major land reclamation and drainage works.

Major infrastructure, some of which is owned and operated independently of BAC, at Brisbane Airport includes:

- » 3,600 m main runway and taxiways
- » 1,760 m cross runway and taxiways
- » Domestic terminal building (Domestic T2) and aprons
- » International terminal building (International T1) and aprons
- » General aviation buildings and aprons
- » Logistics apron
- » Air traffic control and tower facilities
- » Freight facilities
- » Catering facilities
- » Refuelling facilities and depot
- » Infrastructure including roads, communication networks, drainage, water, power and sewer lines
- » Airtrain and associated stations at the International T1 and Domestic T2
- » Car parking, car rental and storage facilities
- » Warehouse and distribution centres
- » Retail outlets and commercial offices
- » Administration offices.

More than 430 businesses are located at Brisbane Airport comprising aviation and non-aviation related enterprises such as warehouses and distribution facilities, commercial offices, retail outlets, restaurants, supermarket, data storage, offices for Customs and Immigration and other statutory bodies including Airservices Australia, allied health outlets and childcare facilities.



About 21,000 people are employed on the site of Brisbane Airport and hundreds of construction jobs are created each year through ongoing development and redevelopment activity.

Brisbane Airport operates on a curfew-free, 24/7 basis. This provides a key competitive advantage that contributes to the continued expansion of Queensland and Australia's business and tourism interests. In addition, the ability to operate 24/7 allows international carriers to effectively link Brisbane to international networks that hub from cities including Dubai, Singapore and Bangkok, making Brisbane a desirable destination for the world's airlines.

During the 2012/13 financial year 21.3 million passengers, averaging 58,400 people per day, passed through Brisbane Airport. Passengers, greeters, airline employees and on-airport businesses contribute to the over 130,000 vehicle movements that occur on the airport site each day.

There are at present approximately 700 aircraft movements at the airport each weekday and Brisbane Airport, when restricted to a single runway, is the second busiest single runway in the world. In peak periods up to 50 arrivals and departures are facilitated each hour – the equivalent of just under one departure or arrival per minute.



View across the International T1 apron

### 3.2 History of Brisbane Airport

#### 1920 – 1940

The Brisbane Airport site was first used as a landing field in 1922, with Captain Jack Treacy the first to land his aircraft 'The Queen of Sheba' at Eagle Farm Aerodrome. Three years later the 32-hectare Eagle Farm Aerodrome was officially opened. Scheduled flights between Brisbane and regional centres commenced in the late 1920s and early 1930s, with Qantas beginning operations in 1926. The first service to Sydney began in 1930 through Australian National Airways, later to become part of Ansett Australia.

In 1928 a huge crowd of 26,000 people welcomed Sir Charles Kingsford Smith when he touched down at Eagle Farm Aerodrome aboard his legendary aircraft, 'Southern Cross', completing a record-breaking 11,566 km, three-stage flight from Oakland, California to Brisbane, Australia.

Today, you can view the mighty 'Southern Cross' at a specially built memorial located off Airport Drive. In the same year, Brisbane welcomed the legendary 'Hustling Hinkler' – Bert Hinkler – as he completed the first solo flight from England.

In 1931, commercial aviation activities were transferred from Eagle Farm to Archerfield. Eagle Farm was later reopened as a U.S. military airfield in the early 1940s and was substantially enlarged and improved.



#### 1940 – 1960

With the end of the war in 1945, Eagle Farm's hangars and administration facilities became the focus for Brisbane's commercial aviation operations. The Department of Civil Aviation transferred airline operations from Archerfield back to Eagle Farm to take advantage of the facilities constructed during the war, the more favourable meteorological conditions, and a greater potential for airport expansion and development.

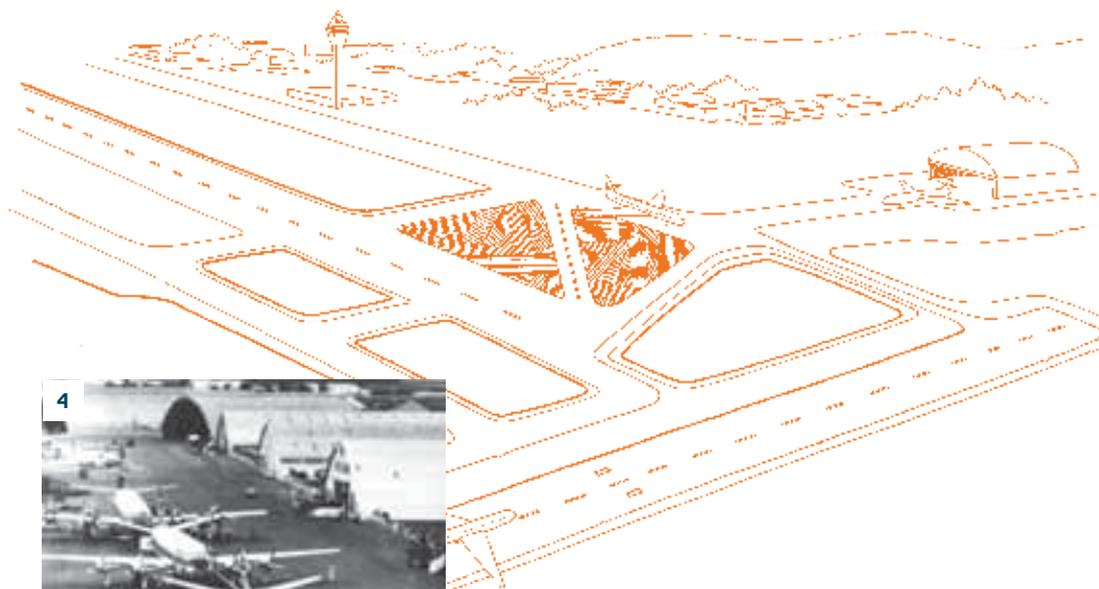
Reconstruction work and minor airport additions in the late 1950s accommodated the relatively low volume of traffic for the next decade.

**1** In the early 1940s Eagle Farm aerodrome became a U.S. military airfield.

**2** Sir Charles Kingsford Smith's "Southern Cross" is a major tourist attraction at Brisbane Airport.

**3** Brisbane welcomes the arrival of Sir Charles Kingsford Smith in 1928.

**4** Commercial operations at Brisbane Airport began in 1931.



## 1960 – 1988

In the early 1970s, in recognition of the growing inadequacies of Brisbane's existing airport at Eagle Farm, an investigation was initiated for an alternative site for a major airport. Various sites were considered and an area of 2,700 hectares to the north-east of Eagle Farm was selected.

A large site including a former suburb of Brisbane, Cribb Island, famous because it was the childhood home of pop superstars, the 'Bee Gees', was resumed for the new airport.

This site had the advantage of permitting the development of widely spaced long parallel runways in a NNE/SSW direction. The site was also large enough for the runways to be sufficiently separated to permit independent (same direction) operations on each parallel runway and the central location of terminal facilities.

In addition, the new airport was planned to be compatible with the increasing industrial and seaport activities that were taking place along the Brisbane River. The main runway's 01/19 orientation was shown to minimise the constraints on nearby development, particularly in regard to noise and height limitations including Brisbane's Central Business District (CBD).

Following Australian Government approval of a major Environmental Impact Study, construction of the new airport and associated aviation facilities commenced in May 1980. By March 1988, the airport was operational.



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## 1988 – 1997

During this period, the Australian Government was responsible for the operation and development of Brisbane Airport. Also, at this time, the planning and construction of the International Terminal was completed. In 1995, the International Terminal commenced operations.



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**5** Brisbane's International Terminal in the 1970s.

**6** In 1988 Brisbane Airport's Air Traffic Control Tower opens.

**7** Brisbane Airport has developed in line with aviation and aircraft technology.

## 1997 – TODAY

In September 1996, the Australian Government passed the Airports Act, which established the new regulatory arrangements for privatised airports including Brisbane Airport. Following a process of international competitive tendering, BAC purchased the long-term lease of Brisbane Airport from the Commonwealth and took over management and operations on 2 July 1997.

The next decade was characterised by record passenger growth as well as unprecedented global challenges. BAC set out to redefine the role of the modern airport in Australia with a strong focus on community, sustainability, education, knowledge and economic growth.

Today, Brisbane Airport is one of Australia's fastest growing airports. Since 2006 airport development has included the expansion and refurbishment of the International T1, the opening of a major high-speed road system, new parking infrastructure at the Domestic T2, upgrades to the Domestic T2, the installation of leading-edge technology and services and the commencement of work on the \$1.3 billion New Parallel Runway (NPR).

In 2012/13 more than 21 million domestic and international passengers passed through the airport and this number is expected to growth to 48 million by 2034.



### 3.3 Strengths of Brisbane Airport

Brisbane Airport enjoys a number of key geographic, operational and capacity strengths that play an integral role in its regional economic contribution including:

#### ABSENCE OF NIGHT CURFEW

Brisbane's curfew-free status provides a key competitive advantage that allows for continued expansion of Queensland and Australian business and tourism interests. The ability to operate 24/7 allows international 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 around-the-clock status to achieve timely delivery.

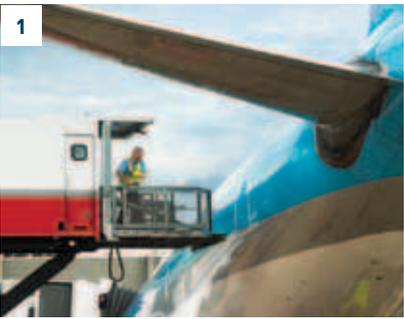
#### GEOGRAPHY

Being closer to a number of major Asian ports, Brisbane Airport enjoys a strategic geographic advantage over the other major south east coast ports of Sydney and Melbourne. This is of particular importance to fresh produce exporters. With a large number of tourism destinations located in Queensland, Brisbane Airport is the primary gateway for national and international tourists.

#### CAPACITY TO EXPAND

Brisbane is Australia's largest capital city airport in area, covering around 2,700 hectares, including 1,000 hectares suitable for mixed development. This extensive land area provides significant scope for future expansion, giving the airport capacity to grow into a major international gateway, while maintaining its significant buffer zones that separate airport operations from surrounding communities.

Brisbane Airport enjoys a number of strategic geographical, operational and capacity strengths.



#### PROXIMITY

Brisbane Airport is located around 8 km from the Brisbane Central Business District (CBD) and is serviced by road, rail and public transport connections. Recent major road infrastructure projects delivered by the State Government have significantly improved the airport's connectivity to the CBD.

#### AIRPORT BUFFER

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. The nearest community under an extended centreline of the current and future runways is about six kilometres away.

#### SERVICING LARGER AIRCRAFT

Brisbane Airport is configured to service larger aircraft (e.g. Airbus A380) now in operation, including landside and airside support services, as well as terminal space and passenger processing facilities.

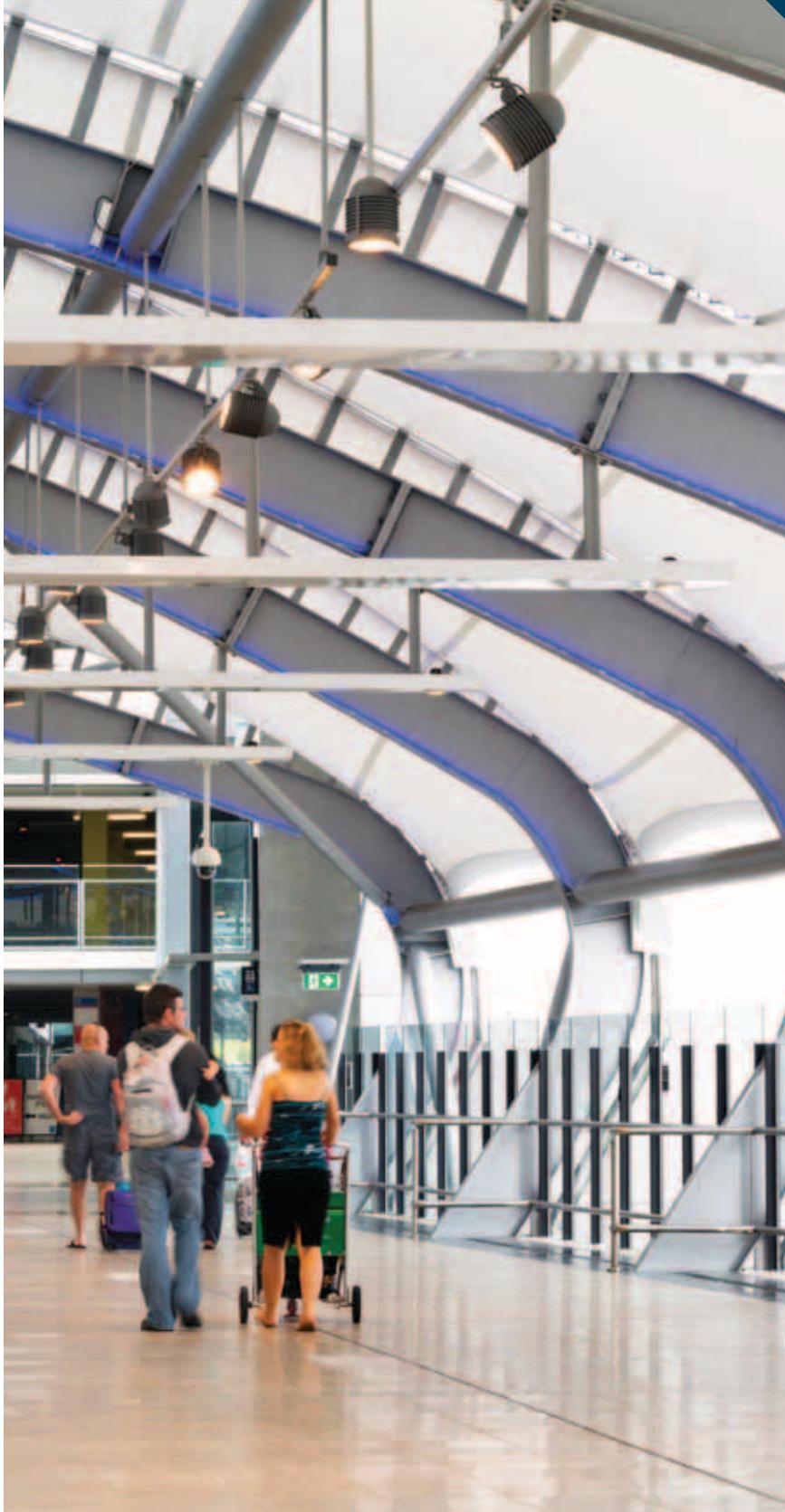
#### NEW PARALLEL RUNWAY

When construction of the NPR is complete, Brisbane Airport will have widely spaced parallel runways with terminals situated between them. This balanced airfield layout will allow Brisbane Airport to have the most efficient runway system of all major Australian city airports. The NPR will double the capacity of Brisbane Airport and will cater for the demands of air travel well into the future.

1 Catering is loaded on-board an aircraft.

2 Fleets of aircraft serve busy domestic routes into and out of Brisbane Airport.

Skywalk at Brisbane's Domestic T2 was completed in 2012



### 3.4 Development at Brisbane Airport

Since privatisation BAC has invested around \$1.3 billion in upgrading and building critical infrastructure at Brisbane Airport and over the next 10 years another \$2.5 billion is planned for capacity-related infrastructure, essential services and facilities.

BAC has concentrated on the delivery of a range of aviation, commercial and transport-related projects. Each project is planned and designed to cater for growth in the number of airport users and airlines, while also responding to the needs of the hundreds of on-airport businesses and their combined staff.

All development activity is undertaken in the context of BAC's aims for sustainability and best practice environmental management in areas including energy, water and waste.

Since the approval of the 2009 Master Plan, BAC and airport stakeholders have undertaken over 40 major projects and numerous smaller projects located across the airport, as shown in Table 3.1 and Figure 3.1.

### 3 BRISBANE AIRPORT

TABLE 3.1: DEVELOPMENTS IN THE PAST FIVE YEARS

Map Reference	Year	Project
<b>Aeronautical Capacity Projects</b>		
1	2013	5-Star Aviation Hangar
2	2012	International T1 Bay 72 and 73 Taxiway B
3	2011	Domestic T2 Common User Satellite
4	2013	Domestic T2 Northern Apron Stage 1
5	2012	Domestic T2 Skywalk
6	2012	Domestic T2 Joint User Hydrant Installation
7	Under Construction	Domestic T2 Virgin Business Lounge
8	2013	New Parallel Runway Preliminary Works
9	Under Construction	New Parallel Runway Works
10	Under Construction	Domestic T2 Southern Apron Expansion
11	2013	Runway Overlay
12	2013	Vehicle Inspection Area
13	2013	Terminal Area Radar Upgrade by Airservices Australia
<b>Transport and Service Capacity Projects</b>		
14	2013	Extension of The Circuit
15	2012	Export Park Infrastructure
16	2011	Pandanus Road Bus Connection
17	Under Construction	Central Parking Area Car Rental Facilities
18	2010	Central Parking Area Taxi and Ground Transport Operators Holding Area
19	2012	Domestic T2 Multi Level Car Park and Road Network
20	2013	Bikeway Paths
21	2010	Pandanus Intake Substation
22	2013	Energex Intake Substation
23	2013	Lomandra Drive Utilities Corridor
24	2009	Moreton Drive
25	2009	Gateway Upgrade Project by Queensland State Government
26	2011	Airport Roundabout Upgrade by Queensland State Government
27	2013	Streams Vehicle Detection System Implementation
28	Under Construction	Central Parking Area Staff Car Park
29	2013	Qantas Drive Intersection
30	2013	Qantas Hangar 2 Services Upgrade
<b>Property Development Projects</b>		
31	2013	Golf Centre
32	2010	I Seek Data Centre
33	2013	DHL Building
34	Under Construction	NIOA Building
35	2013	Mazda Facility
36	2012	Australian Federal Police Building
37	2012	Australian Air Express Building
38	2013	Qantas Flight Catering
39	Under Construction	Service Centre
40	Under Construction	Pet Precinct (Australian Federal Police Dog Training Facility and Pet Motel)
41	2011	QUT Building
<b>Sustainability Projects</b>		
42	2012	Mangrove Rehabilitation Works
43	2013	Asbestos Remediation Works
44	2011 and 2013	Solar Array Installations
45	2012	Energy Efficiency Upgrades

FIGURE 3.1: DEVELOPMENTS IN THE PAST FIVE YEARS

