

# TAKE OFF

Welcome to the third edition of *Take Off*, a newsletter to keep you updated on Brisbane's new runway. *Take Off* covers all the projects major milestones as we head towards opening in 2020.

**Gert-Jan de Graaff**

Chief Executive Officer  
Brisbane Airport Corporation



Project team onsite



Silks Racecourse Road Festival

## It takes a village to build a runway

Did you know more than 2700 people will have worked on the new runway project by the time it opens in 2020? They are a rich tapestry of Brisbane locals with 90 per cent of all employees from South East Queensland.

But not everyone involved with the new runway project works on site. There is a diverse and interwoven team of people who are shaping the runway in their own way, creating their own stories.

From the team members working at the quarries supplying the 1.2 million tonne of quarry products, to the airspace designers finalising the flight paths and operations manuals for the pilots, to the community ambassadors helping to inform and share their knowledge. Brisbane's new runway has become a project that extends well beyond Brisbane Airport's boundaries.

To learn more about these stories turn over the page or visit [bne.com.au/newrunway](http://bne.com.au/newrunway)

# The people behind Brisbane's new runway



## Paul Coughlan

*Project Director,  
Brisbane's new runway*

### Q&A

#### What does your role involve?

As Project Director, I oversee the planning and delivery of the construction programme of the new runway project. This covers consultant and contractor procurement, delivery, cost management, environment, stakeholder management and safety.

#### How long have you been working on the project?

I started on the project in December 2004 straight after BAC decided we needed to begin the detailed planning and approvals for a new runway.

#### How do you relax when you're not managing a \$1.3b project?

I like my sport so I enjoy watching the footy. I also try and play tennis weekly. On the weekend my wife and I like to do day trips to the coast and hinterland areas.

#### What has been the weirdest thing found onsite?

The most interesting item we found was within our dredge footprint in Moreton Bay – the wheelhouse from the 1964 capsized Dutch dredger, the Kaptajn Nielson.

In our planning, we'd mapped all the reported shipwrecks and none were within our intended dredge area. During a discussion with an avid fisherman, he told us the wheelhouse had been separated and should be in the area we would be dredging. Sure enough, we found it and were able to avoid it.

#### What has been the most challenging part of the project?

Constructing the runway on such soft soils. I remember when our geotechnical consultants told me that the existing soils are amongst the worst on the airport. The team has certainly met the challenge with construction well underway.

#### What has been the most rewarding element of the project so far?

The most rewarding has been the great people I have worked with and the knowledge and different skill sets they bring to the project. The new runway is an iconic project and you can see the pride each individual has in wanting to deliver a great legacy.

#### If you could fly anywhere in the world where would it be?

My wife and I really enjoy Europe. Our son lives in London and we're off there in October and then onto Prague for the first time.



## Michelle Bond

*Project Engineer – Structures,  
McConnell Dowell*

### Q&A

#### What does your role involve?

As a Project Engineer for the Dryandra Road Underpass, I'm involved in ensuring the delivery of the structural scope of works. This includes planning, procurement, subcontractor management and cost control.

#### What has been a project highlight?

The first base slab pour was a definite highlight for me as it signified a real milestone for the project. A close second would be driving the first of 701 piles into the ground as this signified the start of the permanent structural works.

#### What has been one of the biggest challenges so far working on the Dryandra Road Underpass?

Starting the piling works was certainly a challenge. A lot of time and effort goes into the planning of the work before anything even happens in the field.

#### How long have you been working for McConnell Dowell?

I've been working as a Construction Engineer for six years now on various projects across Australia. I started on the Dryandra Road Project in February 2017 so I have seen the project develop from a paddock of sand to where we are today – many thousand cubic metres of concrete poured, and several thousand tonnes of steel tied.

#### What are you most looking forward to at the end of the project?

I'm looking forward to being able to drive through the underpass with my family to show them what we've been constructing over the past 18 months.

#### If you weren't a Project Engineer what would you be doing?

My dream job would be a travel writer. Travel is a passion of mine and the more I travel, the longer my list of countries to visit becomes!

#### If you could fly anywhere in the world where would it be?

Very tough question as I'm a bit of a travel addict! I would absolutely love to go to Greenland, it seems like such a rugged and unique place.



The project loves coffee. They consume 125kg of milk and 125kg of beans per week.





# Runway



onsite  
t team  
coffee!  
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kgs of coffee  
r month!



## Jim Nyland

Associate Vice Chancellor (Qld), Australian Catholic University and Community Representative to the Brisbane Airport Community Aviation Consultation Group

### Q&A

#### How did you get involved with the Brisbane Airport Community Aviation Consultation Group (BACACG) and what does your role involve?

ACU Queensland is a close neighbour of Brisbane Airport, we are both major employers in the area – thus when the invite came through from the BACACG Chair, I snapped up the opportunity to contribute to the group.

#### What have you enjoyed the most about being apart of the BACACG?

I believe organisations need to engage deeply with their community partners. BACACG drives these relationships very effectively and is a benchmark for other Australian airports. As and when our common problems and ‘grand challenges’ arise (as they inevitably will) we will be better equipped to deal with them because we have spent valuable time with each other - learning to listen as well as listening to learn through BACACG.

#### What will the new runway mean for your community and for the university?

In recent years ACU Queensland has more than doubled its student and staff numbers. As a national university with seven campuses across Australia and a new campus in Rome, we have 35,000 students and 3,000 staff across the nation, and 12 per cent of our students are international. This means our staff and students travel nationally and internationally on a regular basis. The second runway will support these travel commitments that are part of our rich university life.

There is something very attractive about establishing a University campus adjacent to an international airport. I believe our co-location as neighbours will bring a range of mutual benefits to both Brisbane Airport and ACU Queensland.

#### If you could fly anywhere in the world where would it be?

Italy. My wife Jo and I always wanted to see the sights in Florence and Venice. Now that Australian Catholic University has opened its new international university campus in Rome we may well get the opportunity.



## Scott Turner

Procedures Specialist, Brisbane Airport, Airservices Australia

### Q&A

#### What does your role involve?

At the moment I have two roles, one as an approach controller for aircraft arriving and departing Brisbane Airport, and the other as a technical lead for the design of airspace and flight paths for Brisbane’s new runway. I see this design role as a once-in-a-lifetime opportunity to provide Queensland with one of the most efficient parallel runway systems in the world.

#### What is the most challenging part of your role?

Managing the matrix of stakeholders is the biggest challenge to the design right now. Airline stakeholders, military requirements, government, surrounding airports, general aviation and community groups can at times have varying interests. Managing a way through those to reach an agreement is rewarding.

#### What question do you get the most when people realise you’re an Air Traffic Controller (ATC)?

The question I’m asked the most when I say that I work as an ATC at Brisbane Airport is “Do you know <name>, he works at the airport”. Recently, I read businesses located at Brisbane Airport current employ around 24,000 people. This number is expected to reach 50,000 by 2034.

#### How does someone become an Air Traffic Controller?

In Australia there are two career pathways available to become an ATC:

- » Airservices Australia is Australia’s air navigation service provider and is responsible for around 11 percent of the world’s sky. There are several links available and FAQs at [www.airservicesaustralia.com/careers/](http://www.airservicesaustralia.com/careers/), or
- » Australian Defence Force (ADF). ADF ATCs manage both military and civil aircraft movements in several locations throughout Australia and work closely with Airservices. Visit <https://www.defencejobs.gov.au/jobs/Air-Force/air-traffic-controller>

#### If you could fly anywhere in the world where would it be?

Tokyo. My daughter travelled there recently and thoroughly enjoyed it. It would be amazing for me to travel there with my family to experience the culture.

# Construction Update

## Lighting the way

The next stage of the construction of Brisbane's new runway will be the high intensity approach lighting (HIAL) project which will light the way for arriving planes.

Starting in August, the HIAL will span 720m from both the north and south of the new runway and will reach 370m into the bay.

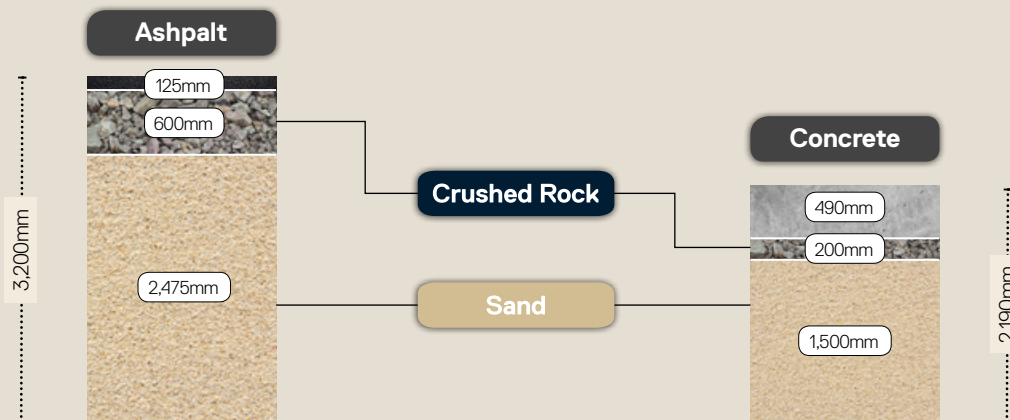
The entire airfield, including the HIAL, will have approximately 2000 individual Airfield Ground Lighting LED lights, making the runway the first fully LED lit CAT 1 runway in the Southern Hemisphere.



A trial of Airfield Ground Lighting Installation

## Did you know?

Did you know the pavement used for the runway and the taxiways are different from each other?



### RUNWAY

The runway will be made up of a 2.4m sand layer, then 600mm crushed rock and topped with a 125mm layer of black asphalt.

### TAXIWAYS

The taxiways will be made up of 1.5m sand layer, then 200mm crushed rock and topped with 490mm of concrete.



Taxiway pavement trial



Proof rolling to compact the sand



BRISBANE'S NEW  
**RUNWAY**

### Project contact details

**Freecall:** 1800 737 075 (Mon-Sat 6am-6pm)

**Website:** [www.bne.com.au/newrunway](http://www.bne.com.au/newrunway)

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