

# TAKE OFF

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

**Gert-Jan de Graaff**

Chief Executive Officer  
Brisbane Airport Corporation



The Skyway team is working hard on the Airfield Works contract



Aerial at Brisbane's new runway taken in February 2019

## Construction update

It is incredible to think construction of Brisbane's new runway (BNR) is deep into its seventh year. This edition, we will take you through the entire BNR project journey, from conception to the current near-completion.

Site preparation and reclamation works commenced in 2012 and, for the best part of six years, the 360-hectare site resembled Australia's biggest sand pit. Over the last six months, however, BNR has really started to take shape.

The team is currently in the process of laying the third and final layer of Fine Crushed Rock (FCR) beneath the runway (the runway is made up of three 200mm layers of FCR). The final pavement layer for the runway is the asphalt, and it is scheduled to go down from June.

The 12 kilometres of taxiways are also starting to take shape, with 58 per cent of the Modified Fine Crushed Rock (MFCR) layer now complete and 30 per cent of the concrete pavements for the taxiway system also complete.

Bulk earthworks on the airfield site are substantially complete (98 per cent), with drainage at 86 per cent complete, 80 per cent of conduits installed, and 70 per cent of topsoiling completed ready for stolonisation. Find out more about this fascinating process on page four.

It's fair to say (and see) that Brisbane's new runway is well on-track to be open and operational by mid-2020!

# Decades in planning

Brisbane's new runway is a big deal to everyone here at Brisbane Airport Corporation (BAC). Why? Because it is a project that has been part of BNE's long-term planning for more than 45 years.



Brisbane's new runway (render)

In May **2017**, construction commenced on the Dryandra Road Underpass. More than **750,000 cubic metres of sand was moved** to make room for the underpass that sits five metres below sea level.

In November 2017, **construction of the airfield commenced** with the removal of five million cubic metres of excess sand.

**Excess sand** has been used to surcharge other sites across BNE.



2017

2012

Site preparation and reclamation works commenced on 30 July **2012**. The first milestones include clearing the 360 hectare site of plantation growth and the installation of 330,000 wick drains into the underlying soils to depths of up to 35 metres.

- » In June 2014, the **Charles Darwin vessel (pictured) commenced dredging**. 11 million cubic metres of sand was pumped from an approved site in Moreton Bay through a four-and-a-half kilometre pipeline to the BNR site, where it was dispersed and left to settle for three years.
- » In October 2016, the **re-establishment of a 1,720 metre rock retaining wall commenced**. The rock retaining wall extends from the former Cribb Island Bathing Sheds to Serpentine Inlet at the northern end of BNE's foreshore.



2018

In early **2018**, proof rolling to compact the sand on the airfield occurred, followed by pavement trials and testing of the airfield ground lighting (AGL) in May 2018.

The **high intensity approach lighting (HIAL)** northern structure – a jetty that extends 370 metres into Moreton Bay – was completed in September 2018.

Before the Dryandra Road Underpass opened in October 2018, more than **700 concrete piles** were driven down to an average depth of 35 metres below ground level; **35 kilometres of conduits, 16 kilometres of drainage pipes**, as well as **five kilometres of water and sewer pipes** were installed; and, nearly **20,000 cubic metres of heavily-reinforced concrete** was poured.



2019

We are now in the second quarter of **2019**, with just over 15 months to go until BNR opens. Work is continuing on **landscaping the airfield** as well as the **pavements for the runway and taxiways** as per the construction update.



2020



1971

Since 16 December **1971** to be exact, when Prime Minister William McMahon and Queensland Premier Joh Bjelke-Petersen made an announcement to devise a **master plan for the future Brisbane Airport**.

It was from this moment on that a **wide-spaced parallel runway system in a north-south alignment** was cemented as part of BNE's future.



1988

The 2,700 hectare BNE site as we know it today (well, at least the Domestic Terminal, existing main runway 01R/19L and cross-runway 14/32) was **officially opened** by Prime Minister Bob Hawke on 19 March **1988**.



1997

In **1997**, the Howard Coalition Government announced that airports would be privatized by way of divestment, and on 1 July 1997 **BAC purchased BNE for \$1.4B** under a 50-year lease with an option to renew a further 49 years.



2005

In **2005**, BAC commenced the planning and approval process for the new runway, which involved preparing a **Major Development Plan (MDP)** and an **Environmental Impact Statement (EIS)**.



2007

On 18 September **2007**, the Federal Minister for Transport and Regional Services approved the combined MDP/EIS for the new runway, and shortly thereafter, **BAC continued its community engagement around the project**.

The commencement of construction was delayed due to the global financial crisis and the subsequent dip in passenger numbers.



As the team puts the finishing touches on Brisbane's new runway, keep up-to-date on the final stages of construction on the BNE Blog: [www.bne.com.au/blog/behind-scenes/brisbanes-new-runway-construction-timeline](http://www.bne.com.au/blog/behind-scenes/brisbanes-new-runway-construction-timeline)

Subscribe to Take Off eNews for monthly updates: [www.bne.com.au/corporate/projects/brisbanes-new-runway/take-off-eneews](http://www.bne.com.au/corporate/projects/brisbanes-new-runway/take-off-eneews)

# Landscaping update – Stolonisation

A critical component of the new runway's construction is completing the 300 hectares of landscaping which covers all areas around the new runway and the taxiways – the equivalent of 269 Suncorp Stadium playing fields.

An all-year-round grass species that is low growing and low wildlife attracting was selected to ensure ease of maintenance and an ideal environment for an active airfield.

The project team is currently using a technique known as 'stolonisation' to lay turf in the airfield. It is a process whereby pre-grown and living turf is shredded and sprayed by an agricultural spreader on site, allowing the grass to quickly stabilise and establish roots.

Having well-established turf is a key requirement of opening for BNE, as it minimises the risk of Foreign Object Debris (FOD) once the runway is operational. Imagine running a leaf-blower over a giant area of sand and dirt. It's bound to throw debris like rocks, sticks and dirt around. Now imagine a jet-powered leaf-blower, and you can understand why having deeply rooted turf is such a necessity.



Having established turf in the airfield helps to minimise dust and FOD

## Did you know?



By 2035, BNR will generate

**7,800**  
new jobs



By 2035, BNR will generate an additional

**\$5 billion**  
in annual economic benefit to the region



When the new runway opens, BNE's capacity potential will double to

**100**  
flight movements per hour



By 2035, BNR will enable BNE to accommodate the

**50 million**  
forecast annual passenger numbers



Greater capacity equals greater opportunity to

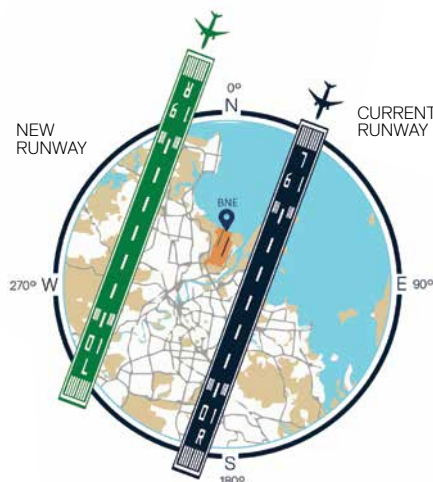
**expand**  
connections, airlines, and air freight

## Runway numbering

As BNR takes shape, it is becoming increasingly obvious from the sky that Brisbane Airport will soon have two operational runways that run parallel to one another, located two kilometres apart.

To avoid any confusion, and to provide ample time for pilots and air traffic controllers to become accustomed to parallel runway operations at Brisbane Airport, the existing runway was given a new name on 8 November 2018.

The current runway is now known as 01R/19L and the new runway is known as 01L/19R.



**BRISBANE'S NEW RUNWAY**

### Project contact details

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

Brisbane Airport Corporation  
11 The Circuit Brisbane Airport, QLD, 4008



@brisbaneairport