

TAKE OFF

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

Although the new runway will give Brisbane the most efficient runway system in Australia and bring huge benefits to the region and state, we know that it will also bring aircraft noise challenges for some people.

Brisbane Airport is committed to open communication about aircraft noise, and this edition will cover some of the ways we are achieving this. We will continue to work with our local community to educate and empower them with knowledge about aircraft noise and flight paths in the lead-up to, and well after, the runway opening.

Gert-Jan de Graaff

Chief Executive Officer
Brisbane Airport Corporation



Installation of cabling on the new runway site. In total, 300km of cabling will be installed

Construction update



The asphalt is the final layer of the runway's pavement

With fewer than 12 months to go on construction of the project, the airfield is really starting to take shape.

The airfield conduits and pits are 90 per cent complete, with a staggering 202,668lm of conduits going in across the airfield.

The 12km of taxiways are nearing completion, with the modified crushed rock pavement layer 80 per cent complete and the final pavement layer of concrete is nearly 60 per cent complete.

And the runway itself is also on the home stretch.

Over the next three months, more than 100,000 tonnes of aircraft-grade asphalt will be placed on top of the runway's 2.5 metres of compacted sand and 600-millimetre layer of fine crushed rock.

Following the completion of the construction program, the detailed commissioning process for the new ground lighting, navigational aids and control tower systems will commence.

Brisbane's new runway remains on track to be operational in mid-2020.

There's a change in the air

Brisbane's new runway (BNR) is located parallel to and 2,000 metres west of the existing 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



BAC is committed to engaging with the community

out of Brisbane Airport that will be used once the new runway is operational in mid-2020. This incredibly complex process is known as airspace design.

The airspace design for BNR 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. It was then reviewed - by BAC as the airport operator and Airservices Australia as the organisation responsible for designing and maintaining

airspace across Australia – between 2016 and 2018 to ensure all new aviation procedures, technologies and policies since the EIS/MDP were considered.

BAC and Airservices Australia are now focusing their attention on educating the community (and pilots and air traffic controllers too) about these new flight paths that will come into effect once the new runway is operational. Luckily, they have a few specialised tools up their sleeves to help...



Search any address in the flight path tool to see the changes

Introducing the Flight Path Tool

The flight path tool shows the jet arrival and departure flight paths from Brisbane Airport, both now and when the new runway opens in mid-2020.

It allows you to search any address in Brisbane to see where it lies in relation to existing and future flight paths.

The tool also shows noise mapping, highlighting areas affected by aircraft noise of 70 decibels or more.

Visit the flight path tool at: bne.com.au/flightpaths

Introducing Benny

As we move closer to the countdown to opening, Brisbane Airport is using a number of bespoke tools to engage with the community and share information about the new runway, airspace management, flight paths and aircraft noise.

The largest component of community engagement during this education period will be the mobile information centre affectionately known as 'Benny', a clever derivative and play on the BNE airport code.

Benny has been designed to pop-up in community areas such as parks, shopping centres and community festivals. It houses interactive screens featuring the Flight Path Tool, as well as information on Brisbane Airport's history, aircraft noise, and the runway construction process.

Benny will be on the road from now until the end of 2020. It will be staffed by a mix of Brisbane Airport Corporation staff and technical experts such as air traffic controllers.

Be sure to check the BNE website regularly for Benny's schedule, and if you have any suggestions for local events that Benny should be visiting, please fill out the feedback form at: bne.com.au/benny



Benny will be on the road until the end of 2020

Saturday 13 July - Sunday 14 July	9am- 5pm	Samford Show Samford Showgrounds, Showgrounds Road, Highvale
Thursday 18 July - Saturday 20 July	9am-5pm	Grand Plaza Shopping Centre 7-49 Browns Plains Road, Browns Plains
Tuesday 23 July	9am-5pm	King George Square, Brisbane City
Thursday 25 July - Friday 26 July	9am-9pm (Thursday) 9am-5pm (Friday)	Indooroopilly Shopping Centre 322 Moggill Rd, Indooroopilly
Saturday 27 July	9am-3pm	Red Hill Fair, Woolcock Park, 92 Waterworks Rd, Red Hill
Friday 9 August - Saturday 18 August	9am-6pm	EKKA Gregory Terrace, Bowen Hills



Narelle Bell

Aircraft Noise Ombudsman

Q&A

What does your role involve?

My aim is to enhance Airservices Australia's and Defence's management of aircraft noise.

My office conducts independent reviews of Airservices Australia's and Defence's aircraft noise-related activities, including:

- » the handling of complaints or enquiries made to Airservices Australia or Defence about aircraft noise
- » community consultation processes related to aircraft noise
- » the presentation and distribution of aircraft noise-related information

I do not have power to direct the Government or any agency, however, I make recommendations. To date all Aircraft Noise Ombudsman recommendations have been accepted and have been (or are being) acted on.

There are some other limitations on the work we can do. For example, we cannot review a complaint unless it has first been raised with Airservices or Defence and the complaint must be about aircraft noise – not other aviation issues such as safety or airline service.

What is the most challenging part of your role?

One of the challenges of aircraft noise management is that while developments and expansions in aviation benefit the community through greater access to travel, freighted goods and increased economic activity, the burden of that expansion is not evenly distributed throughout the community and some pockets experience increased aircraft noise more than others.

Sometimes little can be done to alleviate this burden after safety and operational requirements have been met. It is difficult to communicate that bad news to people who have been affected but we try to make sure we explain clearly why there is no solution that Airservices or Defence could reasonably pursue and how we independently investigated the issues raised and sought possible alternatives (often to no avail).



Neil Hall

Aeronautical Capacity Planner,
Brisbane Airport Corporation

Q&A

What is your professional background and what does your current role involve?

My background is 38 years of Air Traffic Control and Air Traffic Management working with Airservices Australia, including managing implementation of the latest satellite-based aircraft navigation technology across Australian airports, developing and implementing improvements for communities affected by aircraft noise across Australian airports, and ensuring any airspace designs provide the best outcomes for the community. I was also involved in explaining to communities how air traffic control works and why aircraft fly where they do.

My current role is working for Brisbane Airport Corporation as an Aeronautical Capacity Planner, which involves runway and airfield capacity planning and providing technical support for our community engagement program and its accompanying support tools like Benny and the Flight Path Tool. I will be spending some time in the community answering questions (in Benny) over the next 12 months in the lead up to the runway becoming operational.

What are the common questions asked by community when it comes to Brisbane's new runway?

The most common would have to be:

- » Will international and domestic aircraft use different runways when the new runway opens?
- » Will there be new terminals?
- » How many extra aircraft will there be?
- » How will the flight paths change for me?

The current runway will primarily cater for aircraft arriving from or departing to a south or east destination such as Sydney, Melbourne, Fiji or Los Angeles. The new runway, once operational, will primarily cater for aircraft arriving and departing to a north or west destination such as Perth, Cairns, Singapore or Dubai.

The development of a new terminal is not part of the immediate five-year period, but it is an integral part of the longer-term plan

We try to make sure people have the information they need to make informed decisions about how they might deal with the aircraft noise issues they are experiencing.

Since your appointment, where do you believe you have made the biggest impact/difference?

I am very pleased by the progress that has been made in the area of community engagement. There is a growing appreciation of the importance of connecting with the community proactively and communicating with empathy, transparency and a willingness to hear and actively consider feedback. I am delighted to see improvements in this area, based on recommendations I have made. There is more work to be done but it has been a strong start and I look forward to further improvements in this vital area.

What is the biggest misconception about the Aircraft Noise Ombudsman (ANO)?

An important misconception is that we "take sides" and act as either an advocate for the community or a defender of Airservices or Defence. We are neither. We bring an independent and balanced view to our reviews, taking all relevant factors into account and reaching our conclusions and making our recommendations on the basis of evidence.

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

Zanzibar! Perhaps with a stopover in beautiful Brisbane.

for Brisbane Airport. BAC will maximise the efficiency of the existing terminals over the next five years.

While the new runway will effectively double Brisbane Airport's capacity, it is important to understand that this does not mean there will be 100 flight movements per hour as soon as it becomes operational. The increase of aircraft movements will be gradual, with forecasts indicating Brisbane Airport will reach 380,000 aircraft movements in 2039-40. In 2017-18, there were 213,114 total aircraft movements.

I encourage people to jump onto the Flight Path Tool to look at the information specific to their address. It will allow them to understand how high aircraft are at that location, the average number of flights on that particular flight path, and noise mapping.

What is the most challenging part of airspace design and air traffic control?

In South East Queensland, the challenge for airspace design is to provide access for all aircraft into Brisbane, Gold Coast, Sunshine Coast, Amberley, Archerfield, and Wellcamp Airports given that many of these aircraft must cross paths. Ensuring they do this safely with minimum noise impacts and delays, now and into the future, is a complex and lengthy process.

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

Home.

Aircraft noise and property value



When Brisbane Airport Corporation (BAC) commenced the planning and approvals process for Brisbane's new runway (BNR) in 2005, an extensive community consultation process was also commenced to establish honest and constructive communication

with the public, with a goal to understand surrounding communities and their concerns in relation to the impact of BNR.

The possibility of a negative impact of aircraft noise on property values was an obvious concern for homeowners, so BAC enlisted the Queensland University of Technology (QUT) to undertake comprehensive research to establish what impact flight paths have had on the value or saleability of residential property in Brisbane.

QUT's research analyses the past 30 years of residential property sales transactions, looking at 53 suburbs across Brisbane that are subject to existing flight paths, as well as the new flight paths when BNR commences operations in mid-2020.

While the impact of aircraft noise to an individual is subjective, the QUT research concluded that housing and units located under designated flight paths in Brisbane have their value and price determined by a range of factors that are not detrimentally impacted by aircraft noise: "The location of a property under a flight path will have minimal if any impact on the price, saleability, investment performance and capital growth of that property."

A full copy of the study and annual updates can be found via the BNE website: bne.com.au/qutstudy

Did you know?



Current runway

Aircraft arriving from or departing to a **south or east** destination

eg. Sydney, Melbourne, Fiji, Los Angeles

New runway

Aircraft arriving from or departing to a **north or west** destination

eg. Perth, Bali, Singapore, Dubai

Once BNR opens in mid-2020, Brisbane Airport will move to parallel runway operations. Generally, aircraft departing to or arriving from the west or north will use the new runway while aircraft departing to or arriving from the south or east will use the current runway.



Before the flight paths and modes of operation for BNR were approved, Safety Case and Environmental assessments were completed by Airservices Australia. In October 2018, these assessments were approved by the Office of Airspace Regulation (OAR) within the Civil Aviation Safety Authority (CASA).



The new runway will allow around 60 per cent of all overnight aircraft operations to occur over the bay (between 10pm and 6am).



Brisbane Airport has the largest noise buffer zone of any capital city airport in Australia, with the nearest residence around 6.7km away from the end of the current runway and 6km away from the new runway.



BRISBANE'S NEW
RUNWAY

Project contact details

Website: www.bne.com.au/newrunway

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