

The New Parallel Runway Project



for Brisbane Airport

Community Newsletter
February 2006

Welcome to the first major community newsletter prepared by Brisbane Airport Corporation regarding its New Parallel Runway project. This is one of a series of New Parallel Runway newsletters we will present to you over the coming year.

A focus on planning and foresight

Planning for a western parallel runway commenced over 20 years ago, even before Brisbane Airport moved to its current location in 1988. It was recognised then that as the capital city for a growing State, Brisbane would experience, over time, a level of passenger and freight demand that would give rise to the need for a new parallel runway.

This foresight delivered a number of important advantages for Brisbane Airport, many of which will only be realised over coming decades. Not least of these is the significant buffer zones which surround the airport and which separate its operations from the community. In fact, Brisbane enjoys the largest buffer zones of any major city airport in Australia and it is an advantage that we strenuously protect for the benefit of the whole community.

Many of you would be aware that the footprint for the New Parallel Runway has appeared in Brisbane street directories for at least the past six years, although in the ensuing period of time the location of the runway has been moved closer to the Airport's frontage to Moreton Bay in order to further minimise noise impacts for residents of Brisbane.

Why Brisbane needs a new runway

What was envisaged over 20 years ago has now occurred. Queensland's population recently reached 4,000,000 and South East Queensland is estimated to grow by between 40,000 and 60,000 people per year to 2026. We are in one of Australia's fastest growing regions, enjoying high employment and job creation rates, with strong trade and export results, while business confidence levels are well above the national average.

This is clearly reflected in activity at Brisbane Airport, where the number of passengers has grown at record rates. In fact, Brisbane Airport is the fastest growing airport in Australia, with annual passenger numbers expected to reach more than 22 million by 2012 and over 35 million by 2023. Convenience, competitive pricing of airfares and a growing desire to see Australia and the world has driven passenger numbers, while growth in aviation-reliant commerce has further fuelled demand.

Brisbane Airport Corporation investing in the future

It is in the context of this strong current and projected growth that Brisbane Airport Corporation has committed more than \$1.5

Key Points

- Forward planning for Brisbane Airport identified strong growth for Brisbane and South East Queensland and, as a result, future demand for a second parallel runway.
- BAC will invest over \$1.5 billion into infrastructure over the next 5 - 10 years to ensure Brisbane Airport can deliver on its state and national responsibility to cater for air travel fuelled by growth in population, trade and industry, and tourism.
- BAC has embarked on planning for the new parallel runway including the preparation of a detailed Environmental Impact Statement and Major Development Plan for community comment, and assessment by the Federal and Queensland State Governments.
- The airport operates for and within the community and future planning must continue to deliver benefits to all stakeholders. With this in mind, BAC willingly engages with the community and takes community attitudes into account, along with shareholder and government expectations, as it develops plans for this fundamental component of Queensland's infrastructure.

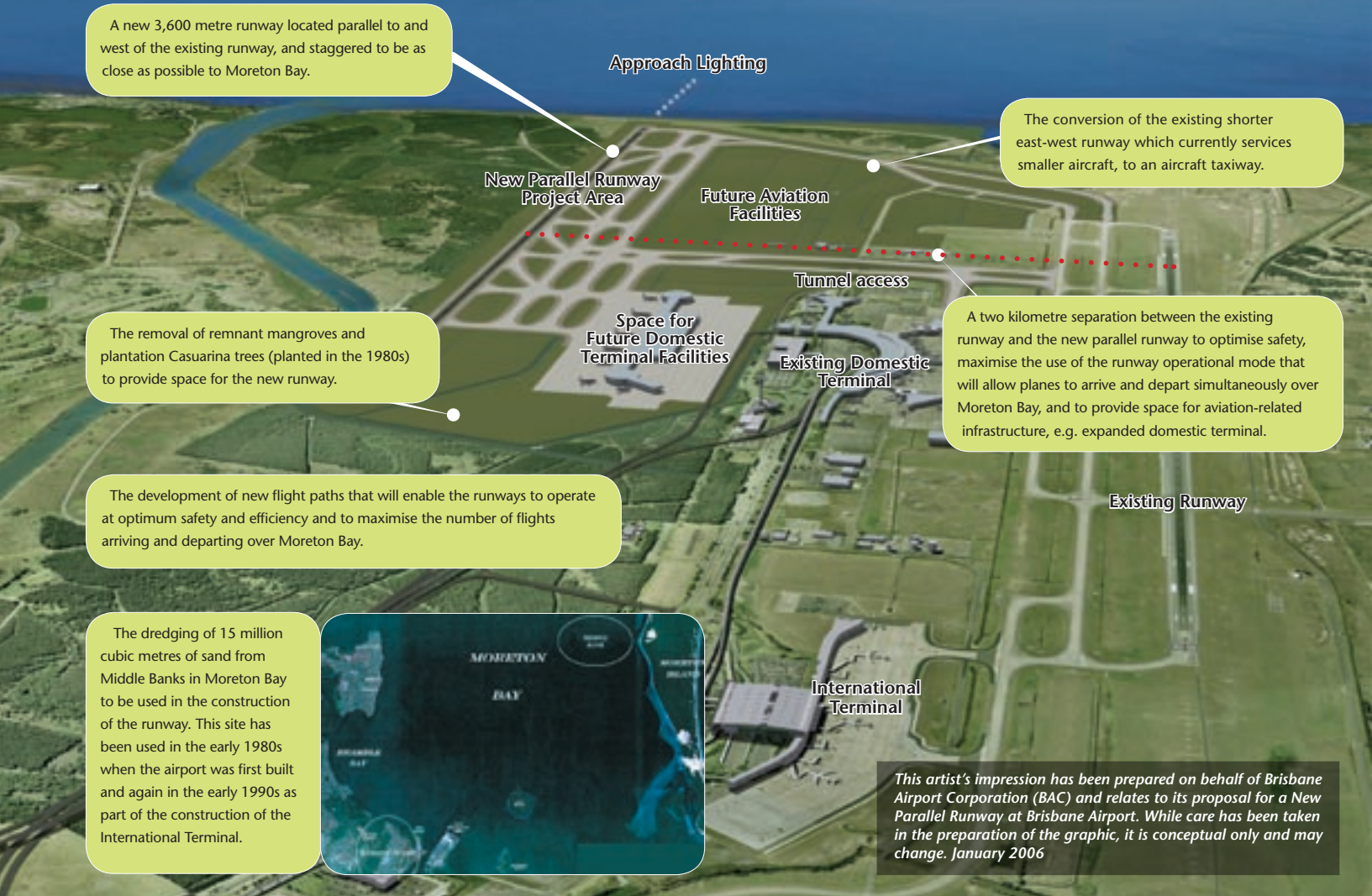
billion over the next five to ten years to invest in capital-related infrastructure. Within the significant list of projects are new roads, upgrades to terminals, improvements to the existing runway and the delivery of a New Parallel Runway. The new runway is expected to become operational between 2012 and 2015.

Bringing the new parallel runway to life

Which brings us back to the purpose of this newsletter. Brisbane Airport Corporation is now moving to the next stage in planning for the New Parallel Runway. This stage involves the development of a comprehensive Environmental Impact Statement (EIS) and Major Development Plan (MDP) to support an application it lodged with the Federal Government during 2005. The culmination of this process will be a three-month public notification period, where the community will be invited to review and comment upon the documents. This is expected to occur towards the end of 2006.

In the meantime, we would like to keep everyone informed about the progress of the various investigations that are currently underway, while also taking the opportunity to outline key components of the project and to provide information that will assist in understanding the project, the operations of Brisbane Airport and aviation generally.

Runway Design and Key Features of the Project



A new 3,600 metre runway located parallel to and west of the existing runway, and staggered to be as close as possible to Moreton Bay.

The conversion of the existing shorter east-west runway which currently services smaller aircraft, to an aircraft taxiway.

The removal of remnant mangroves and plantation Casuarina trees (planted in the 1980s) to provide space for the new runway.

A two kilometre separation between the existing runway and the new parallel runway to optimise safety, maximise the use of the runway operational mode that will allow planes to arrive and depart simultaneously over Moreton Bay, and to provide space for aviation-related infrastructure, e.g. expanded domestic terminal.

The development of new flight paths that will enable the runways to operate at optimum safety and efficiency and to maximise the number of flights arriving and departing over Moreton Bay.

The dredging of 15 million cubic metres of sand from Middle Banks in Moreton Bay to be used in the construction of the runway. This site has been used in the early 1980s when the airport was first built and again in the early 1990s as part of the construction of the International Terminal.



This artist's impression has been prepared on behalf of Brisbane Airport Corporation (BAC) and relates to its proposal for a New Parallel Runway at Brisbane Airport. While care has been taken in the preparation of the graphic, it is conceptual only and may change. January 2006

Scope of the Project

For the purposes of clear reporting and improved readability, BAC will structure the EIS and MDP to be displayed to the community and assessed by Governments under four primary categories of information (listed below). In subsequent newsletters, information will also be provided to the community under these four primary headings.

1. Project Need and Background:

This section of the EIS and MDP will set the context for the project and will cover:

- Background on the project;
- An assessment of options and alternatives;
- A detailed project description;
- Assessment methodology; and
- Policy and legislative requirements.

2. Airport and Surrounds

This section of the EIS and MDP will report on "ground level" aspects of the project, assessing impacts on airport land, its fringes and surrounding areas, as well as socio-economic impacts, and will cover:

- Land use planning;
- Geology and soils;
- Hydraulics and coastal processes;
- Terrestrial and marine ecology;
- Cultural heritage;
- Groundwater and surface hydrology;
- Water quality;
- Economic assessment;
- Social impact assessment;
- Surface transport;
- Ground-based noise; and
- Air emissions.

3. Airspace

This section of the EIS and MDP will investigate and report on the use of the airspace around the airport including flight paths and will cover:

- Airspace architecture (ie flight paths, operating procedures etc);
- Noise;
- Air quality;
- Health impact assessment; and
- Hazards of airport operation.

4. Middle Banks, Moreton Bay

This section of the EIS and MDP will investigate the removal of 15 million cubic metres of sand from Middle Banks in Moreton Bay to provide fill for the construction of the runway.

The Queensland State Government has already undertaken a detailed study of sand extraction from Moreton Bay for the purposes of major infrastructure projects for South East Queensland. The report recommended Middle Banks as a source of sand for Brisbane Airport, subject to site-specific environmental investigations.

BAC's work will provide additional technical data and will cover:

- Geology and hydrodynamics;
- Hydraulics and coastal processes;
- Water quality;
- Marine ecology;
- Cultural heritage; and
- Social impact assessment.

About the Environmental Impact Statement (EIS) and the Major Development Plan (MDP)

BAC is required to prepare and submit to the Federal Government an EIS and an MDP to support its application for a new runway (Stage 5 – refer Major Stages, back page). The initial application was lodged during 2005 and is subject to both Federal Government and Queensland State Government approval processes.

The MDP is a requirement of the *Airports Act 1996*, which is administered by the Commonwealth Department of Transport and Regional Services (DoTARS) while the EIS is a requirement of the *Environment Protection and Biodiversity Conservation Act 1999*, administered by the Commonwealth Department of Environment & Heritage (DEH).

The EIS and MDP must incorporate all information sought by the various regulatory authorities involved in the assessment, including responses to detailed terms of reference that were issued by DEH after broader consultation with other Federal and Queensland State Government Departments, as well as the community. It must also include responses from the community received during the formal Public Notification period (Stage 3 – refer Major Stages, back page).

The EIS and MDP will investigate and report on both on and off-airport aspects of the project, taking into account impacts during construction and when operational looking forward to beyond 2030.



About Flight Paths

Flight paths for aircraft arriving and departing Brisbane Airport are determined by the Federal Government through AirServices Australia (AsA) and the Civil Aviation Safety Authority (CASA). Flight paths into and out of Brisbane will be reviewed as part of the Environmental Impact Statement (EIS) and Major Development Plan (MDP) for the New Parallel Runway project and will be made available for the community to view.

Flight paths are designated routes that are used by air traffic controllers and pilots to ensure the safe movement of aircraft between destinations. Flight paths themselves are constant, with changes only occurring through strict regulatory processes. However, the flight path selected for any specific journey, including arrival and departure, is dependent upon weather conditions and traffic, with those decisions being made throughout the course of a flight. Read more at: www.airservicesaustralia.com and www.casa.gov.au

New Generation Aircraft

Changes in aircraft design continue to deliver comfort for passengers and noise reduction for communities on the ground. Below we have featured two of the new generation of aircraft that will take to our skies during this decade.



Airbus A380

The world's first true double-deck passenger airliner made a guest appearance in Brisbane in late 2005. Weight saving composites are used extensively and its aerodynamics and performance are the most advanced of any passenger aircraft. As a result, the A380 has reduced emissions and while being able to carry 35% more passengers it produces only half the take-off noise of a 747.

www.airbus.com/en/aircraftfamilies/a380/



Boeing 787 Dreamliner

The Boeing 787 Dreamliner will appear in Brisbane's skies from 2008, when it is delivered to Qantas as part of the renewal and expansion of its long-haul fleet. By using innovations in aerodynamics and materials, Boeing has created a plane that significantly reduces emissions. In addition, the new airframe and engines create quieter take offs and landings, with associated benefits to communities.

www.boeing.com/commercial/787family/background.html



Did You Know?

- Fuel dumping may only occur in extreme emergency situations (eg approx three times in the past decade at Brisbane Airport). However, most modern aircraft are designed not to allow fuel to be dumped.
- More than 10,000 people are currently employed at Brisbane Airport, with this number of jobs set to grow to more than 16,000 by 2012.
- Brisbane Airport is earning a reputation as an aviation education and training centre of excellence for Australia and the Asia-Pacific region.
- For optimal safety, aircraft land and take off into the prevailing wind.
- In 2005 Brisbane Airport was named the world's best privatised airport, winning the coveted International Air Transport Association (IATA) "Golden Eagle" Award. Brisbane was also named the Australian Airports Association "Major Airport of the Year".
- Brisbane Airport has the largest buffer zone between the end of its runway centre line and residential areas of any major airport in Australia.

There are many technical terms and acronyms that are used in relation to the operation and management of an airport, as well as in the process of preparing an EIS and MDP. For a list of explanations of commonly used terms please go to: www.brisbaneairport.com.au and select New Parallel Runway Project on the Home Page.

**Commonly
Used Terms**

The New Parallel Runway and the Community

While the Federal and Queensland State Governments are the approving authorities for the New Parallel Runway (NPR), the community also plays an essential role. You will be given the opportunity to formally comment (90 days) on the outcomes of the Environmental Impact Statement (EIS) and Major Development Plan (MDP), with your views being assessed by the authorities in concert with their assessment of all the technical components. While timing is totally dependent on the outcome of investigations, this may occur towards the end of 2006.

In the meantime, BAC is keen to keep the community informed about progress and will provide regular updates throughout the period of investigation.

Various methods will be used to reach out to as many people as possible to ensure they are aware of the work underway on this project, including our website at www.brisbaneairport.com.au, newsletters such as this one, bulletin updates and displays at venues and events.

We have established a dedicated Information Line for the NPR project. You may call **1800 737 075** during working hours Monday to Friday, or email us with any queries at info@bacnpr.com.au.

BAC recognises the value of ongoing community engagement and taking community attitudes into account as an integral part of the planning process. Commitment to this approach ensures that any activity that benefits the Corporation's shareholders also benefits the wider community.



Major Stages in the EIS and MDP process:

Stage	Activity	Timing/Current Status	Where we are at now
1	Following a Public Notification period, the Commonwealth Department of Environment & Heritage publishes Guidelines for the EIS. The Guidelines provide Brisbane Airport Corporation (BAC) with terms of reference around which it must develop the Environmental Impact Statement (EIS).	Completed. EIS Guidelines provided to BAC September 2005.	
2	BAC undertakes detailed investigations into all aspects of the project including baseline analysis and impact assessment. The investigations will forecast forward to beyond 2030 and will consider all economic, social and environmental factors. Peer reviewers will also be commissioned to review specific aspects of the work. During this time, information about the project will be distributed within the community.	Over 30 expert consultancy teams have been commissioned to undertake this work. This newsletter is part of a comprehensive community engagement program.	Current Stage
3	A draft EIS and Major Development Plan (MDP) will be displayed to the public for 90 days. During this period, BAC will undertake an intensive community engagement program and the community will be invited to make formal comment on the content of the documents.	Towards the latter part of 2006, subject to progress of the Stage 2 investigations outlined above.	
4	Draft EIS and MDP, incorporating comments that have been made by the community during the Public Notification phase (Stage 3), will be lodged with the Federal Government for assessment.	After the Public Notification phase (Stage 3)	
5	EIS and MDP are assessed by the Federal Government and Queensland State Government		

Further Reading:

There are a number of documents available to the community that provide further information on aspects of the operation and development of Brisbane Airport, as well as aviation generally. Here we have listed some of the documents you may like to read.

2003 Brisbane Airport Corporation Master Plan

www.brisbaneairport.com.au

Brisbane Airport Parallel Runway Lateral Noise Study (March 2005)

www.brisbaneairport.com.au

Brisbane Airport Noise Management Strategies – 2003

www.brisbaneairport.com.au

Brisbane Airport Environment Strategy – 2004

www.brisbaneairport.com.au

Airports Act 1996

www.dotars.gov.au

Environment Protection and Biodiversity Conservation Act 1999

www.deh.gov.au/epbc

Moreton Bay Sand Extraction Study – 2004

www.epa.qld.gov.au/publications

Contact Us:

Information officers are available to take your enquiries
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Important Notice

This information has been prepared by, or on behalf of, Brisbane Airport Corporation Pty Limited ("BAC") about the New Parallel Runway Project for Brisbane Airport. While care has been taken to ensure that the information is accurate and up-to-date, it is provided for information purposes only and may change as further information comes to hand. Any images shown are illustrative or conceptual only.

We would like to hear from you

While the Brisbane Airport Corporation is still at an early stage of preparing its Environmental Impact Statement (EIS) and Major Development Plan (MDP), we are keen to learn more about the community's views on the New Parallel Runway (NPR) project. Your feedback will be an invaluable guide in helping us to understand your views on this project and what other information you need.

Please complete this Reply Paid form and post back by Friday, 24 February 2006. If you wish to receive project updates, please provide all details requested. However, if you only wish to register your comments please provide your street name and postcode details as this will help us to understand the issues of concern in certain areas. No stamp is required (please ensure the reply paid address is on the outside of the completed feedback form).

Please tick if you wish to receive project updates:

Please register me on the BAC NPR database for project updates

Title (Mr./Mrs./Miss/Ms./Dr):

Name:

Organisation/business name (if applicable):

.....

Address:.....

Postcode:..... Telephone:.....

Email Address:

If you do not wish to register for the database, please provide your street name and postcode only so that we know which issues are of concern in certain areas:

Street name:

Postcode:.....

1. What benefits, if any, do you think there would be from the NPR Project?

2. How do you think the NPR Project would affect your household, if at all?

3. Of the information categories in the EIS and MDP, is there one that is of most interest to you? (Please tick one box).

- Project Need and Background
 Airport and Surrounds
 Airspace Middle Banks, Moreton Bay

4. Is there anything covered in this newsletter that you would like to know more about?

5. Do you have any other comments you would like to make about the NPR project?

6. My main interest is as a: (Please tick one box).

- Airport User Resident Business Organisation
 Community Group Other

7. When was the last time you took a flight from Brisbane Airport? (please tick the relevant box)

- Within last month Within last year
 Within last 5 years Never flown

8. For travel within the last year, how many times have you or a household member flown? (please tick the relevant box)

- Once 2 – 6 times
 6 – 12 times 12+ times

9. Was the departure from Brisbane Airport's Domestic or International Terminal? (please tick the relevant box)

- Domestic International Both

10. Do you intend to fly from Brisbane Airport during 2006?

- Yes No

Privacy: Under the privacy guidelines of Brisbane Airport Corporation, the information you provide will only be used for the purposes for which it has been obtained.