BRISBANE AIRPORT AUSTRALIA

BRISBANE'S NEW RUNWAY

INTRODUCTION OF FLIGHT PATHS

OVERVIEW

- Current status
- What will the process deliver
- Factors that have influenced the airspace design

PROJECT UPDATE
JULY 2017

BRISBANE AIRPORT'S NEW RUNWAY IS ON TRACK TO OPEN IN 2020

Brisbane's new runway is located parallel to and 2,000 metres west of the existing main 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 out of Brisbane Airport that will be used once the new runway is operational. The complex process of planning how aircraft will operate into and out of an airport is known as airspace design.

CURRENT STATUS

The airspace design for Brisbane's new runway 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. The EIS/MDP and supporting materials are available to read on Brisbane Airport Corporation's (BAC's) website at www.bne.com.au.

Now, in preparation for the commencement of operations with the new runway in place, that detailed design work is being evaluated in relation to any new aviation procedures, technologies or policies that may have come into effect since the EIS/MDP.

This work began in 2016 and is expected to be completed during 2018. The evaluation is being undertaken by BAC as airport operator and Airservices Australia, the organisation responsible for designing and managing airspace across Australia. Technical input is also being sought from other federal government agencies and aviation industry stakeholders.

WHAT WILL THE PROCESS DELIVER?

The process will confirm the arrival procedures known as Standard Arrival Routes, or STARs, and the departure procedures known as Standard Instrument Departures, or SIDs that will be introduced with the new runway.

FACTORS THAT HAVE INFLUENCED THE AIRSPACE DESIGN

The airspace design work undertaken at the time of the EIS/MDP and the current airspace design confirmation process focuses on achieving safe and efficient operations for all aircraft, while minimising noise impacts for the community through the development of Noise Abatement Procedures (NAPs).

Other factors that have influenced the airspace configuration that will be implemented when the new runway is operational include emerging aviation technology, airline fleet capabilities and the airspace needs of other airports and military facilities in South East Queensland.

About Brisbane Airport: Brisbane Airport is the third busiest airport in Australia and operates 24 hours a day, seven days a week. It is Australia's largest capital city airport (by land size) and has two major terminals providing services to 31 airlines flying to 80 international and domestic destinations. In FY17 Brisbane Airport welcomed more than 22.7 million passengers through its facilities.

TIMELINE

The process to confirm the airspace design as outlined in the EIS/MDP will occur in three stages:

STAGE 1 – PRELIMINARY REVIEW (MID 2016 – MID 2017)

- Review EIS/MDP design and international aviation standards
- Review current and emerging technologies and any changes in aviation procedures or policies

STAGE 2 – DETAILED REVIEW (MID 2017 – MID 2018)

- Review flight paths including stages of flight for arriving and departing aircraft
- Develop air traffic management procedures
- Review and finalise noise abatement procedures

STAGE 3 - FINALISATION (EARLY 2018 - 2020)

- Safety assessment and testing
- Air Traffic Control training
- Pilot training and flight documentation publications

Information will be made available to the aviation industry and the community as this evaluation work progresses. Information about the construction phase of Brisbane's new runway is available at www.bne.com.au.