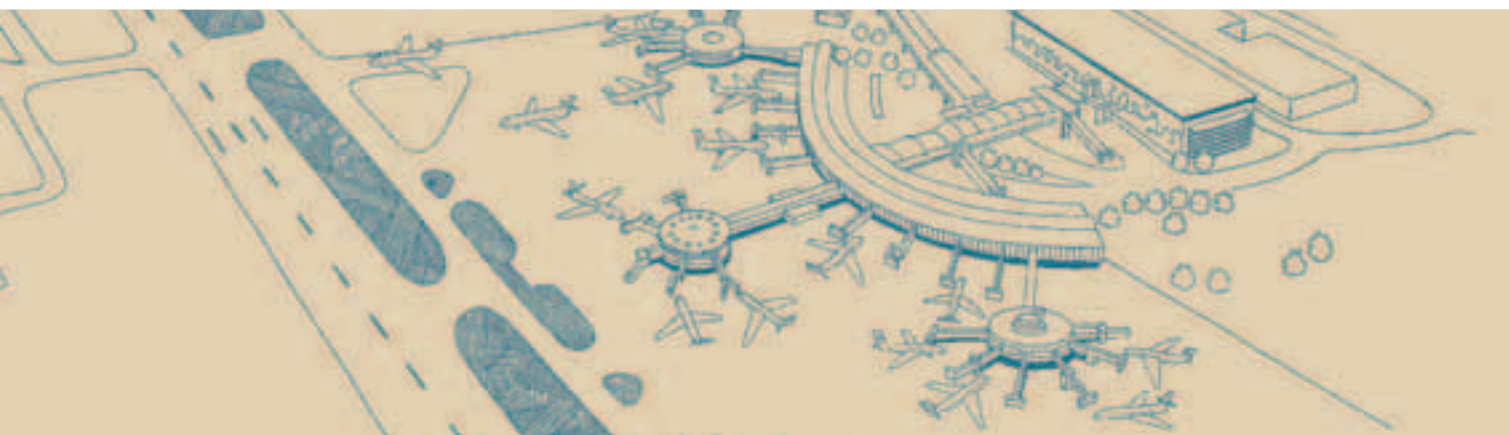




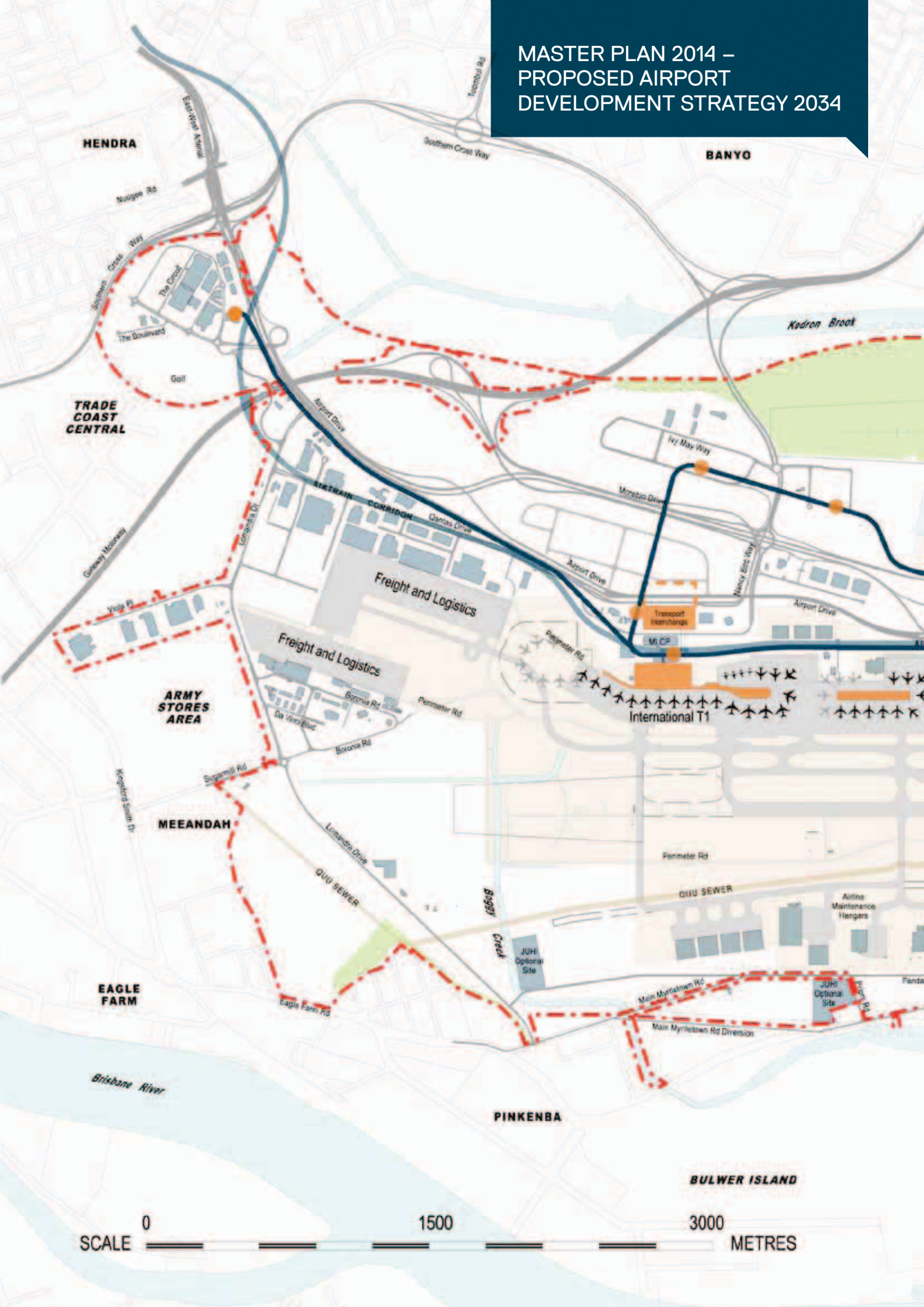
**BRISBANE
AIRPORT
2014
MASTER PLAN**



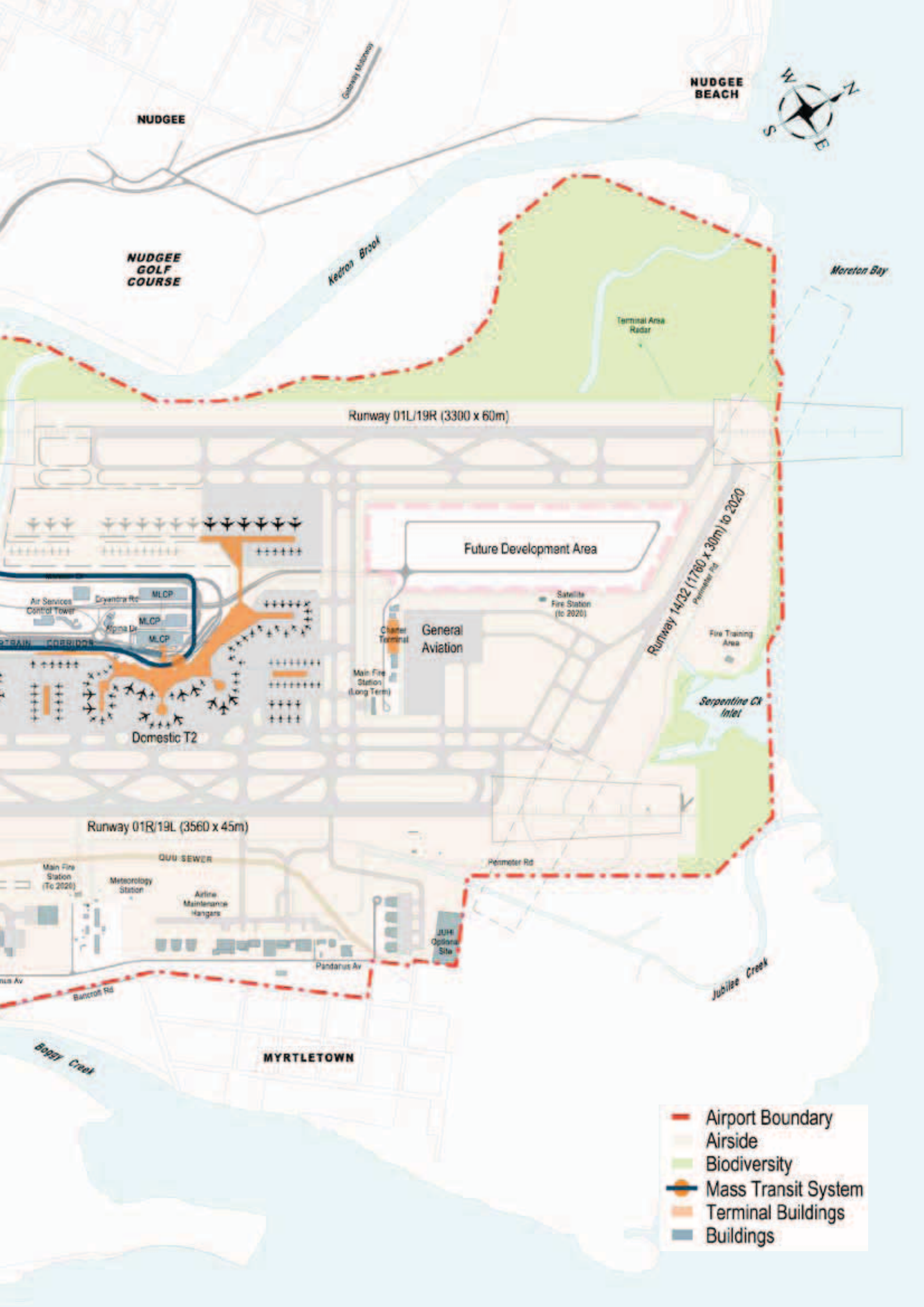
Connecting People
Building Opportunities



MASTER PLAN 2014 – PROPOSED AIRPORT DEVELOPMENT STRATEGY 2034



0 1500 3000 METRES



NUDGEE BEACH



NUDGEE

NUDGEE GOLF COURSE

Kerkraan Brook

Moreton Bay

Terminal Area Radar

Runway 01L/19R (3300 x 60m)

Future Development Area

General Aviation

Runway 14/32 (1760 x 30m) to 2020

Air Services Control Tower

MLCP

MLCP

MLCP

Domestic T2

Charter Terminal

Main Fire Station (Long Term)

Satellite Fire Station (to 2020)

Fire Training Area

Serpentine Cr Inlet

Runway 01R/19L (3560 x 45m)

Main Fire Station (To 2020)

Meteorology Station

QUU SEWER

Airline Maintenance Hangars

JUH4 Options Site

Pandarus Av

Perimeter Rd

Jubilee Creek

MYRTLETOWN

Boggy Creek

- Airport Boundary
- Airside
- Biodiversity
- Mass Transit System
- Terminal Buildings
- Buildings



BRISBANE AIRPORT 2014 MASTER PLAN

Important Notice

This Master Plan has been prepared by Brisbane Airport Corporation Pty Ltd (ABN 54 076 870 650) (BAC) to satisfy the requirements of the *Airports Act 1996 (Cwth)*.

While all care has been taken in preparing this Master Plan:

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CONNECTING PEOPLE BUILDING OPPORTUNITIES



The Brisbane Airport 2014 Master Plan

It gives me great pleasure to present the Brisbane Airport 2014 Master Plan.

This is the fourth Master Plan that Brisbane Airport Corporation Pty Ltd (BAC) has prepared since taking ownership of the airport in 1997.

Much has changed over those years – improved aviation technology, significant growth in passengers and population, economic expansion, heightened security awareness, escalating demands on airport infrastructure and an increased expectation of greater government, industry and community participation in airport decision making.

These changes and expectations form the basis of our approach to master planning for Brisbane Airport and I believe this document captures our vision for the future development of the airport to respond to demand and clearly reflects our commitment to partnerships with government, industry and the community.

The 2009 Master Plan was built on four key pillars of sustainability – Economic, Operations, Environment and Social – and those same pillars underpin the 2014 Master Plan. We have also incorporated a theme of “*Connecting People, Building Opportunities*”, which is central to our intentions as we develop the airport. This Master Plan is based on 24/7 operations for the period of the plan.

We want the Brisbane Airport Master Plan to be much more than a statutory document required by government, and wider in its thinking than simply the airport boundaries.

Our aim has been to make it visionary, consultative and innovative – mirroring national and state aspirations, acting as a catalyst for community pride and business collaboration, and providing the framework for integrated infrastructure that serves on-airport demands while also connecting the airport with its immediate neighbourhoods and beyond.

In the past 10 years BAC has spent more than \$1 billion on Brisbane Airport and in the next 10 years we will spend another \$2.5 billion. \$1.3 billion alone will be invested in the New Parallel Runway (NPR), which is now under construction. We consider this investment essential for Brisbane Airport as the primary gateway for the state and a key enabler and catalyst for national economic prosperity.

In shaping the future for Brisbane Airport we have sought input from many sectors through workshops with all levels of government, discussions with airport tenants, airlines and service providers, surveys of airport staff and community consultative and focus groups.

Through the contributions of all these parties, we have been able to test our approach and infrastructure concepts, at the same time broadening the scope of our planning to reflect individual and industry experiences and knowledge.

In 2014, the Master Plan has been expanded to encompass a Ground Transport Plan, the Airport Environment Strategy and an overview of aircraft operations when the NPR is operational in 2020.

While not required as part of this Master Plan, we have also developed the companion Current and Future Flight Path and Noise Information Booklet. This is an important adjunct to the Australian Noise Exposure Forecast (ANEF) shown in the Master Plan.

The ANEF is primarily for long-term land use planning by local and state governments, whereas the Current and Future Flight Path and Noise Information Booklet is designed specifically for the community. It illustrates the day-to-day noise impacts of flight operations today, and after the NPR is commissioned.

The inclusion of these documents, set within a broad range of additional all-of-airport technical studies, rounds out what we believe is the most comprehensive and robust plan for Brisbane Airport’s future that will deliver sustainable, responsible growth over the next two decades.

We are charting a course that will firmly establish Brisbane Airport as world-best.

During the public comment period from 31 March to 26 June 2014 on the Preliminary Draft Master Plan for Brisbane Airport, BAC received 39 submissions. In addressing these submissions, BAC has made changes to the Final Master Plan that provide more clarity on how BAC and its industry partners will continue to develop and operate Brisbane Airport.

I hope you enjoy reading the Master Plan, which is Brisbane Airport’s most important planning document. Your comments and participation are welcome as we shape the future of this dynamic transport gateway and community hub.

Julieanne Alroe

*Managing Director and
Chief Executive Officer*

Brisbane Airport Corporation Pty Ltd

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